

Report to: Place, Housing and Regeneration Committee

Date: 8 March 2022

Subject: **Leeds Public Transport Investment Programme (LPTIP) Review 2022 – Part Three**

Director: Melanie Corcoran, Director of Delivery

Author(s): James Bennett, Programme Manager

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| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Is the decision eligible for call-in by Scrutiny? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information or appendices? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1: | | |
| Are there implications for equality and diversity? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

1 Purpose of this report

- 1.1 This report covers the third review of the Leeds Public Transport Investment Programme (LPTIP) and sets out recommendations for managing the different financial elements of the Programme.
- 1.2 This report follows on from the Part one report which was presented to and approved by Investment Committee on the 7th January 2021, which covered the Bus Infrastructure package and programme management elements. The Part two report was presented to and approved by Investment Committee on the 4th March 2021, and covered the Bus Delivery and Rail Package elements.
- 1.3 This review provides an update on all aspects of the LPTIP Programme, including where changes to scheme approvals are required. It should be noted that full spend of the DfT grant of £173.5m is forecast.
- 1.4 A LPTIP Review Part 4 is planned to take place following the end of the Financial Year (FY) 2021/22 to allow for any further changes in the final months of the Programme.

2 Information

Background

2.1 The Leeds Public Transport Investment Programme (LPTIP) commenced in 2017. This is a £183.4 million programme using devolved Department for Transport (DfT) funding supplemented with contributions from Leeds City Council and the Combined Authority. The £183.4 million of investment is being monitored through the Combined Authority's assurance process.

2.2 The funding contributions which are monitored through the Combined Authority's assurance process are as follows:

| Funding Source | Amount (£) million |
|--------------------------|---------------------------|
| Department for Transport | 173.50 |
| Leeds City Council | 8.93 |
| Combined Authority | 0.97 |
| Total | 183.4 |

2.3 This Programme aims to support economic growth by unlocking transport constraints, improve public transport journey times, reliability and usage and improve health outcomes by reducing overall transport emissions.

2.4 The original aims of the Programme, as set out in 2017, were to contribute towards the doubling of bus patronage over a 10-year period in a manner which contributed to carbon reduction by encouraging modal shift away from the private car and supporting inclusive growth by making it easier to access education, employment, and public services.

2.5 Covid-19 caused a significant reduction in demand for public transport during the pandemic and is expected to have a long term impact on travel behaviours. The West Yorkshire Bus Improvement Plan (BSIP) submitted to the DfT in 2021 has established a provisional target to improve bus patronage by 15% over 2019 levels by 2025, increasing to 30% over 2019 levels by 2030. LPTIP benefits realisation will be measured against the BSIP 2025 target pending calibration of longer term post pandemic modal targets with the Council.

2.6 The Programme seeks to create:

- A world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally, and locally.
- An ambitious city, that attracts and plans for inclusive growth.
- A smart city that embraces innovative technology to efficiently use, manage and maintain the transport network.
- A people-focused city, with well-connected neighbourhoods and a city centre that is easily accessible for everyone.

- A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.

2.7 The Programme is split into three separate packages plus an overall programme management element:

- Bus Infrastructure package
- Bus Delivery package
- Rail package
- Programme Management

3 Overall Programme Update

3.1 LPTIP has been successful in developing an aspirational package of projects from development through to delivery in under four years. LPTIP is fully committed to the funding allocation from the DfT and is focused on maximising the usage of the total funding package to ensure maximum grant uptake and to fulfil the objectives of the Programme.

3.2 Through discussion with the DfT the initial deadline for delivery of 31 March 2021 was extended. The current Programme timeframe is derived from the DfT requirement that schemes were contractually committed by the 31 March 2021 and substantially complete by 31 March 2022. The Programme is expected to end in quarter 3 of financial year 2022/23.

3.3 The Programme is on track to spend all DfT funding by 31 March 2022. Any funding spent after this date will utilise the Combined Authority and LCC's local contributions.

3.4 The schemes within LPTIP that are progressing beyond development are now either in the delivery phase or complete. The majority of the schemes will complete construction in the FY 21/22, with a small number of schemes due to complete early in FY 22/23. Where schemes do continue beyond FY 21/22, they will expend any DfT grant monies by the end of FY 21/22 and then be funded in the latter stages by local contributions.

3.5 An overview of the scheme and programme approvals through the CA to date is included as Appendix 1.

3.6 An overview of the outputs agreed with DfT at the Strategic Outline Case stage is included as Appendix 2. This also shows the achievements to date by the Programme against these outputs.

3.7 The Programme shows the successful partnership working between the Combined Authority and Leeds City Council, as well as key stakeholders such as Bus Operators, in delivering a package of interventions for the medium and long term. The schemes within LPTIP add up to more than their constituent parts and will contribute to transformational change for public transport and active travel in Leeds.

- 3.8 The completion of LPTIP schemes provides a key contribution towards reviving public transport usage following the easing of Covid-19 lockdown regulations. The communications campaigns and behavioural change measures undertaken for the Programme have integrated with wider messages on returning to public transport to ensure coherent messaging.
- 3.9 Given the nature of the Programme, scheme allocations will be amended during Q4 FY 21/22 where underspends or scheme delays will lead to spend into FY 22/23. These allocation changes will allow for full utilisation of the DfT funding. Any spend into FY 2022/23 will be covered by either LCC or WYCA local contribution.
- 3.10 A programme level report is being compiled in partnership between LCC and CA officers that will reflect on the successes and difficulties that have been encountered through the Programme, with particular reference to the original strategic outline case and the aims and intentions for the investment. This report will look at each project's outputs within the Programme.
- 3.11 Work is ongoing to establish the detail of the requirements of Monitoring & Evaluation (M&E) across the Programme. Reviews of programme outcomes will be undertaken at 1 year and 5 years post completion. The outcomes to be monitored include bus patronage, customer satisfaction, bus journey times, and air quality. This element of the programme will be key to demonstrating the successes of the funding investment.
- 3.12 M&E costs have been split out from the Bus Delivery package and are presented in Appendix 1 as spend after the end of FY 21/22. Where any spend occurs after this date the CA and LCC local contributions will be utilised. Further clarity on the activities for M&E will be presented within LPTIP Review Part 4.
- 3.13 The Delivery Closure phase of the Programme is now underway. A Delivery Closure Report will be submitted into the CA's Assurance Process for the majority of schemes. These reports will reflect on the outputs of the scheme against its investment, as well as any lessons learned.

4 Proposed revisions to the Bus Infrastructure, Bus Delivery, and Rail Packages

- 4.1 The costs across all LPTIP packages have been reviewed through a series of Global Finance meetings which have taken place over the last 18 months. These meetings scrutinised the spend and forecast on all projects within the Programme, to ensure full spend of the DfT funding. This has resulted in changes to the scheme budgets within the Bus Delivery and Rail packages and the reduction overall of the package budgets.
- 4.2 The Bus Infrastructure package costs have also been reviewed through these meetings and the package budget has increased from some of the scheme budget reductions within the Bus Delivery and Rail packages.

4.3 The proposed revisions to the scheme approvals within all packages is outlined in Appendix 1.

5 Tackling the Climate Emergency Implications

5.1 There are no direct climate emergency implications arising from this report, however the LPTIP programme aims to encourage public transport and active travel usage and will provide new and improved infrastructure throughout Leeds to enable this.

6 Inclusive Growth Implications

6.1 The LPTIP programme will improve connectivity throughout Leeds, improving transport links to places of employment, education, and leisure. The programme provides public transport and active travel improvements to some of the city's deprived neighbourhoods and for hard to reach groups.

7 Equality and Diversity Implications

7.1 Projects within LPTIP improve access to public transport and active travel for accessible groups. The Bus Infrastructure package of projects improves the public transport and active travel infrastructure throughout Leeds. The Bus Delivery package is delivering a range of projects to encourage modal shift to public transport, through making this mode more accessible to new users, and those in harder to reach groups.

8 Financial implications

8.1 Financial implications are included within the body of the report.

9 Legal implications

9.1 There are no legal implications directly arising from this report.

10 Staffing implications

10.1 There are no staffing implications directly arising from this report.

11 External consultees

11.1 No external consultations have been undertaken.

12 Recommendations

12.1 The Place, Housing and Regeneration Committee approves:

- (i) The reprofiled project and package budget approvals, as set out in Appendix 1.
- (ii) That the Combined Authority issues an addendum to the existing Funding Agreement with Leeds City Council for the LPTIP Corn Exchange scheme.

13 Background documents

13.1 None.

14 Appendices

14.1 Appendix 1 – LPTIP existing and proposed scheme/ programme approvals

14.2 Appendix 2 – LPTIP Programme outputs