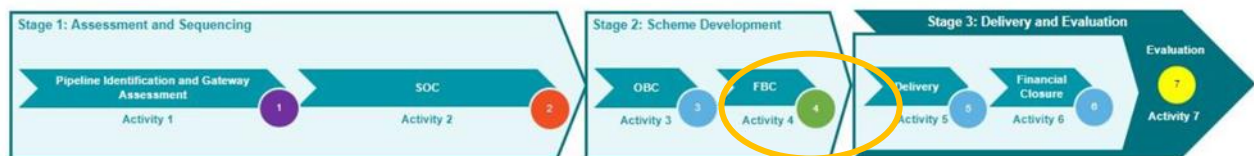


Section A: Scheme Summary

Name of scheme:	Leeds City Centre Package: City Square Plus
Lead organisation:	Leeds City Council
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund (WY+TF) City Region Transport Settlement (CRSTS)
Strategic Economic Framework Priority Area:	Tackling the Climate Emergency Enabling Inclusive Growth
Approvals to date:	<p>Leeds City Centre Package level approvals:</p> <p>November 2015 – Investment Committee approval of Gateway 1.</p> <p>28 June 2018 – The Combined Authority indicatively approved a Change Request to increase the funding contribution from the West Yorkshire plus Transport Fund from £36,500,000 to £66,800,000 and that the package would be delivered as four individual phases.</p> <p>6 November 2020 – Managing Director approved Change to reallocate £1,500,000 development funding from Armley Gyratory to City Square Plus.</p> <p>City Square Plus scheme level approvals:</p> <p>Decision Point 3: Outline Business Case 7 February 2022 - Place, Housing, & Regeneration Committee</p>
Forecasted Approval to Proceed:	<p>August 2022 – For City Square closure, Thirsk Row and East Parade works</p> <p>September 2022 - For the Calverley Street works</p>
Forecasted Delivery date (decision point 5):	April 2023
Total scheme cost (£):	£11,268,000
Combined Authority funding (£):	£8,385,000
Total other public sector investment (£):	£2,703,000 Leeds City Council £30,000 Urban Traffic Management Control (UTMC)
Total other private sector investment (£):	£150,000 Section 106 Developer Contribution

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – Leeds City Centre Package (LCCP)

Current Assurance Process Activity:



Scheme Description:

This scheme is part of the wider Leeds City Centre Package (LCCP) programme. This is a programme of work that will transform travel within Leeds city centre. Through the removal of unnecessary through traffic and reprioritising major routes to the benefit of public transport, pedestrians, cyclists and public space, this scheme will make it easier to cycle and walk. The LCCP programme complements schemes being delivered through the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS).

The City Square Plus scheme will include:

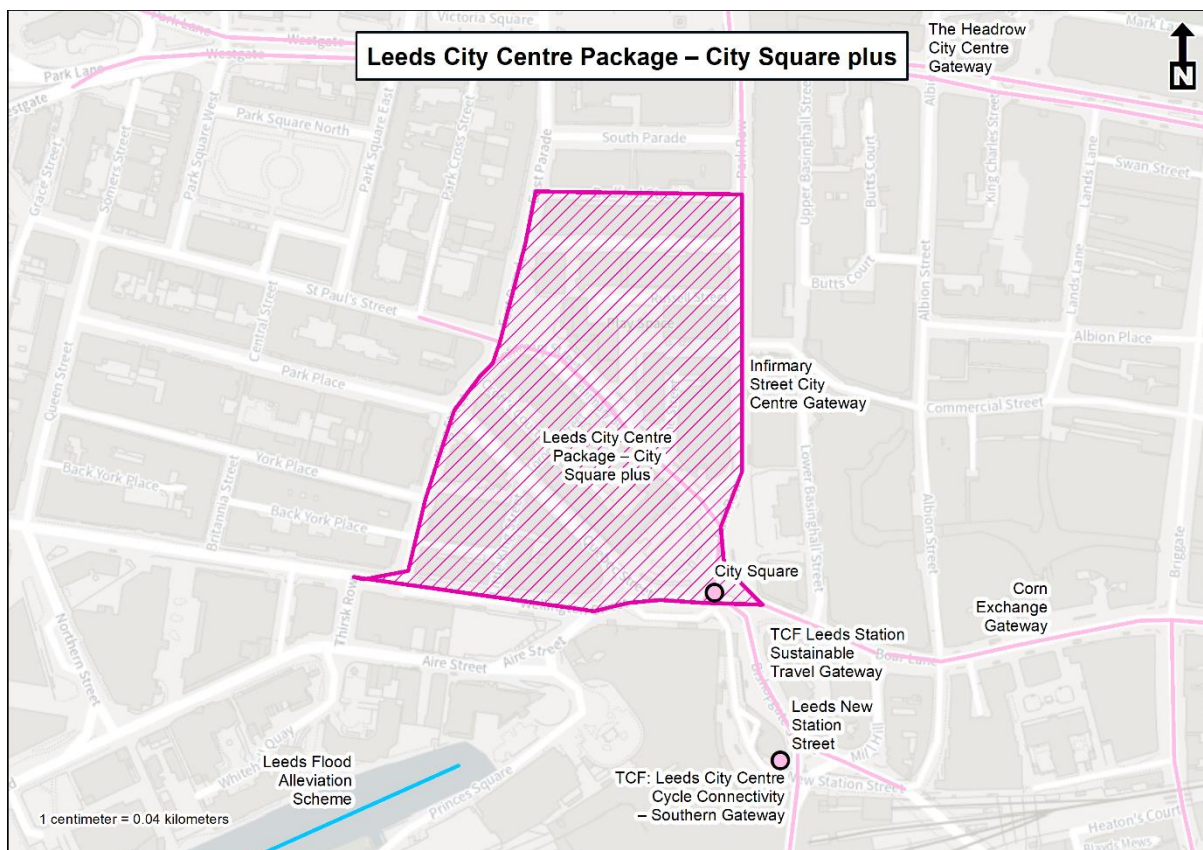
- **City Square** will be closed to traffic with access retained for buses, taxis, and cycles only. The area immediately north of Leeds Rail Station will be pedestrianised. Vehicle access to the southern end of Quebec Street will also be removed using traffic bollards, with access being maintained from the north via this section being made two-way (East Parade).
- **Thirsk Row** will be converted to two-way traffic. It will allow outbound buses heading for Whitehall Road to bypass the 'loop' which passes the Combined Authority Wellington House entrance and the station rear entrance.
- **East Parade and King Street** will be converted to two-way traffic south of Bedford Street, with two new bus stops and two bus gates added so that only public transport and (where specified) taxis and authorised vehicles will be able to access. Some localised widening of the pavement will be provided on King Street for the new southbound bus stop.
- **Calverley Street** (north of The Headrow) will be converted to two-way traffic running north of the Town Hall entrance. A new two-way on-road cycle track will be installed and existing Pay and Display parking spaces will be removed, creating a low traffic and low speed environment.

Business Case Summary:	
Strategic Case	<p>Delivery of City Square Plus will improve pedestrian and cycle connectivity and safety within the city centre. This will make it more attractive to walk or cycle to employment, housing, retail, education, and public transport (bus and rail). This scheme will improve bus journey reliability with buses no longer competing for road space with motorists.</p> <p>An ANPR (number plate recognition) survey of 2013 revealed that around 30% of traffic that uses City Square does not originate in or is not destined for the city centre. So, a notable proportion of traffic simply use this route as an alternative to the Inner Ring Road for northbound journeys across the city.</p> <p>The City Square Plus scheme will complement other activity being delivered in Leeds through the LCCP programme (e.g., Armley Gyratory), the Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect – and through it demonstrates support to the mayor's "tackle climate emergency" pledge and principles of the Strategic Economic Framework (SEF), e.g., Enabling Inclusive Growth.</p> <p>An Equality Impact Assessment has been carried out, setting out that no single protected characteristic group as defined in the Equality Act 2010 has been excluded or will be adversely impacted by the scheme. For instance, design solutions such as level access has been consulted on with usability groups to ensure access for disabled users and the elderly.</p>
Commercial Case	<p>The scheme appointed Balfour Beatty on a Design & Build contract using the SCAPE framework and has signed an Access Agreement so has access to all Building and Engineering services covered by the Framework. The Preliminary Design and Detailed Design have now completed.</p>
Economic Case	<p>The package reflects a very poor value for money when assessed against the Department for Transport's criteria. Whilst the scheme demonstrates good benefits in terms of accident reduction, cycling and walking, pedestrian journey time, and public space quality, they are outweighed by the significant disbenefits to motorists. The principle aim of the scheme is to reprioritise road space in Leeds City Centre to sustainable travel (cycling, walking and buses) and local impacts and strategic priorities have been considered as part of the value for money assessment alongside the Benefit Cost Ratio (BCR).</p>
Financial Case	<p>The final scheme cost is £11,268,000, of which the Combined Authority will fund £8,385,000. £6,428,000 through the West Yorkshire plus Transport Fund (WY+TF) and £1,957,000 from the City Region Sustainable Transport Settlement (CRSTS).</p> <p>Leeds City Council has secured a £150,000 Section 106 developer contribution and £30,000 from its Urban Traffic Management Control (UTMC) pot.</p> <p>Leeds City Council is finalising a funding package to underwrite the remaining £2,703,000.</p>

Management Case	<p>The lead organisation is Leeds City Council.</p> <p>Construction will commence in August 2022 with Practical Completion by April 2023. The Boar Lane works (part of this programme but approval secured separately) is already under construction and expected to conclude before the end of July 2022. This will enable the transfer of bus services from New Station Street and support the Transforming Cities Fund (TCF) Leeds Rail Station delivery programme.</p> <p>Traffic management measures will be put in place to mitigate disruption to vehicle traffic as well as pedestrians and cyclists travelling through City Square during the construction programme.</p> <p>Scheme risks are being managed through a costed Risk Register and a Change Management governance process.</p>
------------------------	---

Location Map

The following map shows the location of the Leeds City Centre Package: City Square Plus scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>