

**Report to:** Transport Committee

**Date:** 6 July 2018

**Subject:** **Leeds Public Transport Investment Programme Update**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" 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:	

## 1 Purpose of this report

- 1.1. This report provides an update on the Leeds Public Transport Investment Programme (LPTIP), the scheme and package development during 2017/18 and the first quarter of 2018/19. It also sets out the next steps for delivery.

## 2 Information

### Background

- 2.1 The schemes within this report are an important part of early moving of Leeds towards the Connecting Leeds Vision which looks 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's 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.

- 2.2 In December 2016 Leeds City Council (LCC) Executive Board agreed the submission of an outline strategic case for the LPTIP to Department for Transport (DfT) for £173.5 million for public transport. With anticipated local and private sector contributions the total investment package is worth circa £270 million. At present the total public funding confirmed comprises the contributions from DfT (£173.5 million), LCC (£8.8 million) and the West Yorkshire Combined Authority (£0.97 million) totalling £183.3 million. It is this £183.3 million of investment which is monitored through the Combined Authorities assurance process
- 2.3 In June 2017 the Investment Committee approved the spend total of up to £15.31 million from the £173.5 million to progress the programme and carry out feasibility design. This programme of improvements is being jointly developed by LCC and the Combined Authority.
- 2.4 The outline strategic case proposed a package of public transport improvements that, taken together, will deliver a major step change in the quality and effectiveness of our transport network. Headline proposals, include:
- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm;
  - Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose;
  - 2,000 additional bus and rail park and ride spaces.
  - 1,000 more bus stops with real time information;
  - Making three more rail stations accessible at Cross Gates, Morley and Horsforth;
  - Creating 21st Century interchanges around Vicar Lane, the Headrow and Infirmary Street and improved facilities in our district centres;
  - Providing improved connectivity across areas.
- 2.5 In addition investment by bus companies to provide new, comfortable, and more environmentally clean buses with free wi-fi and contact-less payments which will achieve an estimated reduction of up to 90% in bus related NOx emissions by 2020. The first of these buses have been in service since April on the routes between Headingley and Beeston via City Centre. .
- 2.6 The aims and ambitions of this package of public transport improvements have been informed by the ongoing Transport Conversation and the schemes have been selected to deliver the following aspirations:
- Move forward the goal of doubling bus patronage from 2016 levels within 10 years;
  - Support economic growth by unlocking transport constraints in key growth areas and across the city;
  - Align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern

growth strategies including High Speed Rail and Northern Powerhouse Rail;

- Improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with Department for Environment Food and Rural Affairs legal requirement of the city;
- Complement the existing schemes being delivered through the West Yorkshire plus Transport Fund such as Leeds City Centre Package and the Corridor Improvement Programme;
- Reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality;
- To leverage match funding from the private sector, both public transport providers and developments / businesses who will benefit from the public investment;
- Cognisance of and adaptability for the delivery of the longer term strategy.

### Delivery

2.7 Early in March a review meeting was held with DfT who agreed the revised programme structure and financial & programme reporting format. DfT are very focussed on the partnership being able to commit and spend the £173.5 million by the end of 2021.

2.8 The Programme is divided into a number of packages, each having their own package leads and boards.

Package	Projects	Lead	Status
Bus priority corridor	A61 North A647 A58 A660 A61 south Lawnswood	LCC -	Public consultation is in progress ahead of detailed design and business case development.
Park & Ride	Alwoodley Gates Stourton Elland Road (phase 3)	LCC	Planning applications are being developed for all three sites
Rail	Rail accessibility New Pudsey P&R Airport Parkway station Thorpe Park station White Rose station Leeds station	CA	New Pudsey park & ride outline business case is being drafted. The new stations have had strategic outline business case submissions to DfT in the past few weeks and are making good progress.
Bus network	Transport Hubs & connecting communities Realtime Core network transformation Leeds bus station Community transport Low emissions	CA	Additional realtime displays will be installed in bus shelters later in the year. Designs are being developed for free standing displays. Community committees will be consulted on the finalised programme of works to develop hubs and connecting communities.

2.9 On the 21st of April 2017 the Government confirmed the release of the £173.5 million funding. One of the conditions from the DfT is that improvement schemes funded by the £173.5 million must be substantially complete by 2020/21. In addition LCC and the Combined Authority have given approval for contributions of £8.8 million and £0.97 million respectively towards the programme.

Since June 2017 key progress on the programme has included:

- LCC Appointed a development partner (WSP) to identify issues, potential solutions and feasibility design for schemes to improve bus journey times and patronage;
- An extensive consultation programme for corridors and city centre gateways is now in progress.
- Continuing to work with the expert panel in developing the strategy that underpins the proposals;
- Commencing feasibility design on the initial schemes in the bus corridor package. Progressing the expansion of Park and Ride sites in Leeds;
- The first phase of bus fleet upgrades are now in service.
- Technical feasibility studies progressing in preparation for the public consultation in Summer 2018 on new Rail Stations at Leeds Bradford Airport, Thorpe Park and White Rose;
- Schemes identified to improve the accessibility of Morley, Cross Gates and New Pudsey Rail Stations;
- Commencing procurement of delivery partners for contract award in July 2018 to carry out detail design and construction of the LPTIP highway schemes.

### **3 Financial Implications**

3.1 In April 2017 Investment Committee approved an initial £15.3 million of expenditure to allow the partnership to begin development of the schemes within the programme. In addition to this, further approvals have been granted which include £500,000 for development of the airport parkway station, £1.74million for Realtime, and £500,000 for Leeds Station masterplan. Giving a total approved to date through the assurance process of £18.04 million.

3.2 Financial re-profiling has been challenging due to the tight timescales being imposed by DfT, and the challenges of delivering complex schemes within the timescales and budgets identified. Future funding of the new rail stations projects is yet to be identified as the LPTIP programme is only covering project development.

3.3 The profiled spend for 2018/19 is currently £15 million, though it is likely to be challenging to meet these targets given the embryonic nature of many of the schemes within the programme. The partnership are working hard to accelerate delivery wherever possible.

## **4 Legal Implications**

- 4.1 There are no legal implications directly arising from this report. A LPTIP programme funding agreement is in place between the Combined Authority and LCC.

## **5 Staffing Implications**

- 5.1 There are no staffing implications directly arising from this report.

## **6 External Consultees**

- 6.1 External consultations have been undertaken as part of the wider LPTIP development. This will be an important and ongoing part of the programme.

## **7 Recommendations**

- 7.1 That Transport Committee notes the progress made in moving the schemes within the LPTIP programme forward.

## **8 Background Documents**

- 8.1 None

## **9 Appendices**

Appendix 1 – Programme Board structure