



Project Overview

Project Title	A64 Bus Walking & Cycling Corridor Improvements
Main Funding Programme	Transforming Cities Fund (TCF)
Current Forecast Project cost	£5,020,000
Funding Applied for from the Combined Authority	£4,980,000
Other public sector funding amounts and sources	Leeds City Council (LCC) - £40,000

Scheme Description

The A64 is a key radial route through East Leeds carrying long distance traffic from the wider Leeds city region alongside local traffic. It is a key bus corridor with high frequency bus services carrying large numbers of passengers.

The Phase 1+ outline business case proposal aims to improve bus journey times and reliability for services along the A64, improve accessibility to bus, encourage a shift for local trips from the car to bus, walking and cycling. The scheme will reduce carbon emissions and improve local air quality along the A64. The scheme consists of a package of new bus lanes, extensions to existing bus lanes, upgrading existing signalised junctions to give bus priority, and improvements to existing cycling and pedestrian crossing provisions for enhanced safety along the A64 between Marsh Lane and the approach to the outer ring road.

Business Case Summary

Strategic Case

Sections of the A64 benefit from existing bus lanes. The case for change is driven by the current local transport and socio-economic issues. Along the A64 congestion is common at peak periods. Buses experience delays, leading to longer journey times and a less reliable service. The Phase 1+ interventions include bus priority measures through new and extended bus lanes, upgrading existing signalised junctions and improvements to existing cycling and pedestrian crossing facilities for enhanced safety and better physical and mental health.

The scheme aligns to several Leeds City Council (LCC), Combined Authority, and national transport policies and strategies. Inclusive Growth is supported as bus priority interventions deliver more inclusive, affordable, and sustainable transport connectivity.



Economic Case

An appraisal specification report was presented in July 2021, which was agreed with the Combined Authority at the time of the first outline business case.

Benefit estimations have been undertaken for both highway and public transport appraisals. The economic case will be updated at full business case.

A stage 1 carbon impact assessment indicates an expected modal shift towards bus usage. A stage 2 carbon impact assessment will be completed prior to full business case stage of development. Initial modelling indicates minimal carbon emissions, and neutral to positive scheme benefits in terms of carbon impact.

The schemes benefit cost ratio (BCR) is 7.9:1, this demonstrates 'Very High' Value for Money. A wide range of sensitivity tests have been undertaken which indicate a robust BCR.

Commercial Case

The A64 experiences strong demand for bus travel and the number of people traveling by bus is increasing yearly. LCC's procurement strategy ensures value for money, promotes fair competition, transparency, accountability, and regulatory compliance. LCC has procurement experience and has learnt lessons from similar corridor schemes. LCC have a suite of contractor frameworks to develop efficient long-term supplier relationships.

The engineering and construction contract is a target cost contract where the financial risks are shared between the client and the contractor.

The intermediate works contractor framework has a social value commitment for schemes. This includes equality and diversity, growth, sustainability, education, innovation, and the environment. Suppliers will be monitored against specific targets.

Financial Case

At strategic outline case in July 2020, indicative total scheme costs of £8,878,000 with Combined Authority indicative costs of £7,000,000 from TCF were approved. A Combined Authority inflation review in November 2022 reduced the indicative funding to £2,680,400 with a recommendation to pipeline some elements.

The resubmitted outline business case for the Phase 1+ scheme is requesting £2,299,600 of additional funding, increasing the indicative total scheme funding to £4,980,000. LCC have secured £40,000 in matched funding, increasing the total Phase 1+ costs to £5,020,000. The resubmitted outline business case is seeking approval of £561,000 of additional development costs, increasing total approved development costs to £1,956,400.

The main financial risks are inflation, programme delays, inaccurate survey data, and design changes. Ongoing maintenance costs are to be funded by LCC's highways maintenance budget. LCC Parking Services own the bus lane enforcement cameras and will receive the revenues.

Management Case

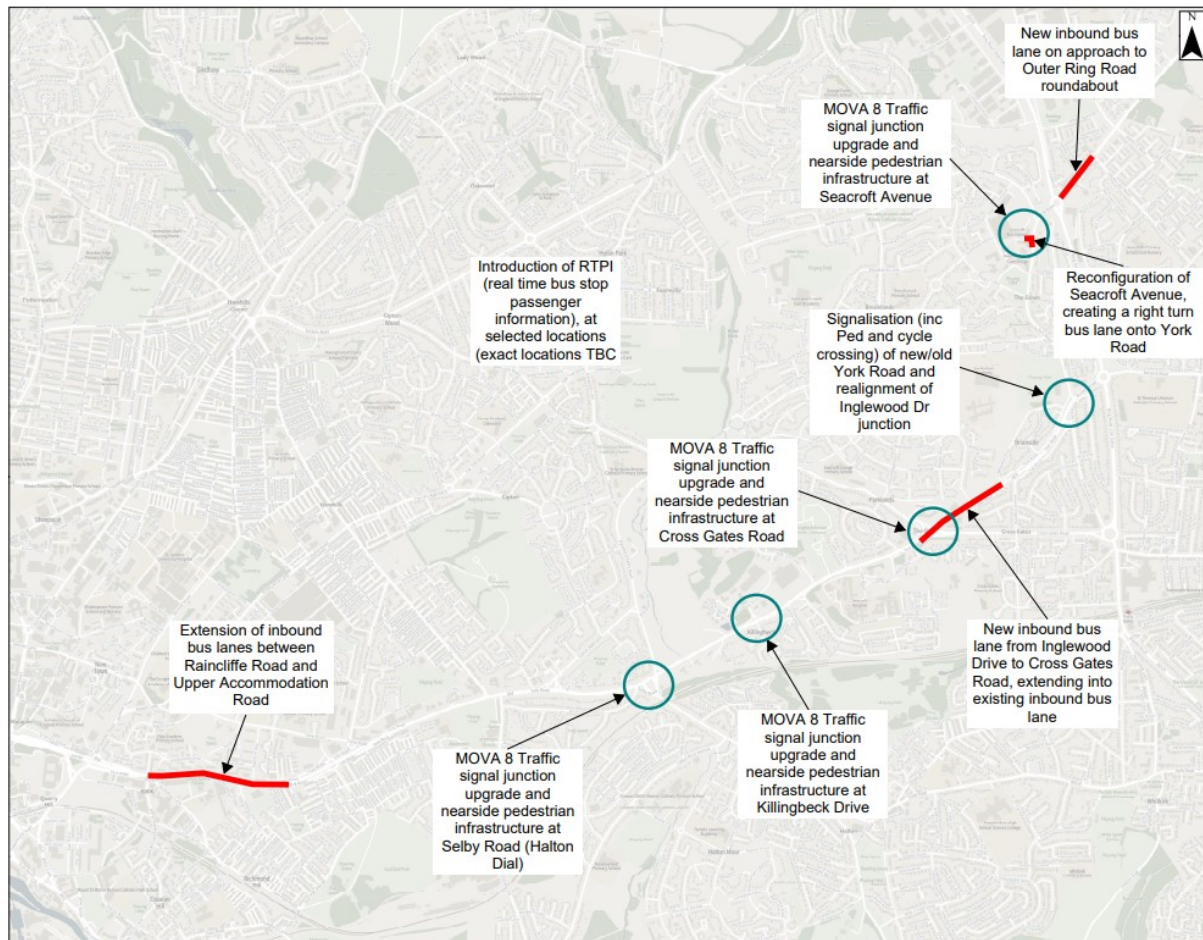
The project board reports into the Transforming Cities portfolio board who have programme strategic oversight. The LCC TCF project team will provide staff to support with the scheme delivery. An updated programme provides key milestones and a critical path for Phase 1+.

LCC have experience of similar schemes, learnt lessons, and have undertaken detailed surveys, providing confidence in the scheme deliverability.

Risk management will align with the TCF Risk Management Framework. The risk register demonstrates mitigations are in place.

Location Map

The following map shows the location of the A64 Bus Walking and Cycling Corridor Improvements 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-theeconomy/leeds-city-region-infrastructure-map>