

## Scheme Summary

<b>Name of scheme:</b>	A61 North (A61N) Corridor
<b>PMO scheme code:</b>	DFT-LPTIP-002B
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds City Council
<b>Lead promoter contact:</b>	Robert Mason, Leeds City Council
<b>Case officer:</b>	Ian McNichol, Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant Leeds Public Transport Improvement Programme (LPTIP)
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 Infrastructure for Growth
<b>Approvals to date:</b>	Decision point 2 indicative LPTIP Programme approval of £183.266m at Investment Committee on 16 <sup>th</sup> June 2017 and Combined Authority Board 29 <sup>th</sup> June 2017. With each scheme to individually come forward through the assurance process.
<b>Forecasted full approval date (decision point 5):</b>	October 2019
<b>Forecasted completion date (decision point 6):</b>	March 2021
<b>Total scheme cost (£):</b>	£16.1m
<b>Combined Authority funding (£):</b>	£16.1m
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	Not applicable
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes – LPTIP Corridor Package

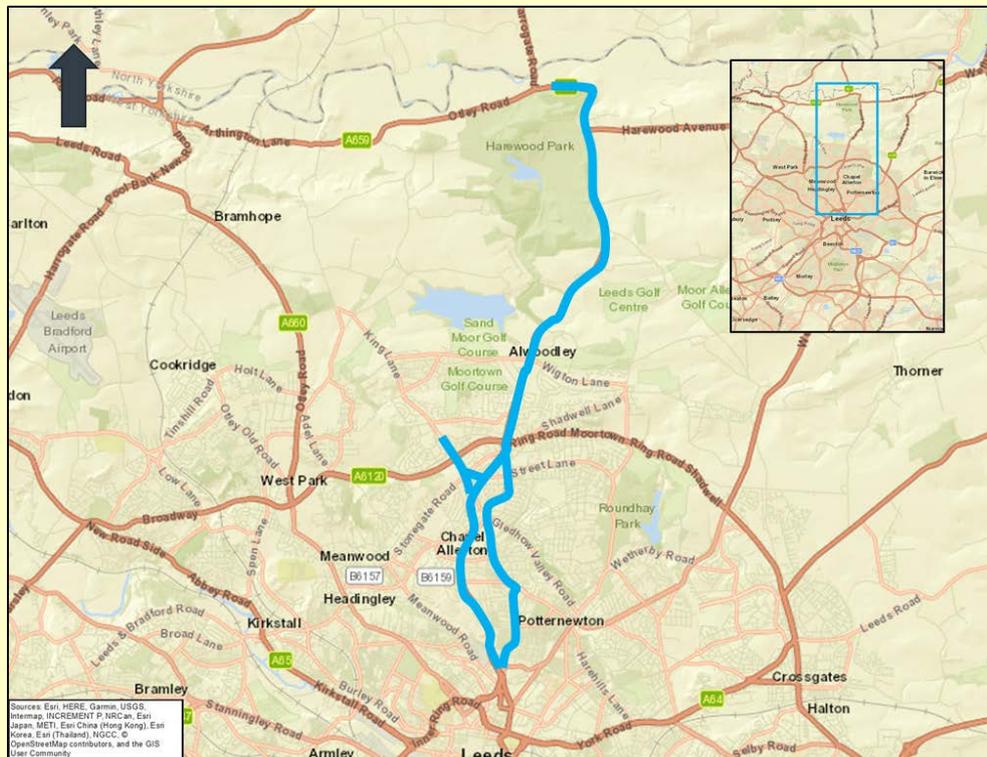
## Current Assurance Process Activity:



## Scheme Description:

The A61 North (A61N) corridor improvement scheme is one of the five prioritised Leeds Public Transport Improvement (LPTIP) corridors and consists of a series of improvements to bus prioritisation and complementary walking and cycling measures.

The A61N corridor extends northbound from Leeds City Centre to the border with North Yorkshire, as marked by the River Wharfe, south of Harrogate. It provides a key radial into the city centre from locations including Harrogate and Harewood. The figure below illustrates the location and extent of the corridor.



The corridor splits just north of Sheepscar interchange, with one route operating via Chapeltown, Chapel Allerton and Moortown to the east (referred to as the eastern branch) and the other via A61 Scott Hall Road to the west (referred to as the western branch, which includes King Lane to north of the Outer Ring Road).

The routes then converge again at the roundabout junction of Scott Hall Road/ Harrogate Road/ Stonegate Road and Sandhill Lane, just south of the Outer Ring Road. From here the corridor extends north for approximately 8.5km to the River Wharfe, north of Harewood.

The scheme consists of a series of improvements to bus prioritisation and complementary walking and cycling measures including:

- Extension of bus priority to the south of Potternewton Lane (outbound) through the addition of a shared bus/cycle lane between Buslingthorpe Lane and the start of the existing outbound bus guideway at Scott Hall Grove, allowing buses to bypass queueing traffic in the evening peak.
- Extension of the existing inbound bus lane along Harrogate Road and junction improvements at Harrogate Road / Potternewton Lane.
- Reallocation of road space to provide shared bus/cycle lanes at key junctions along Harrogate Road where buses experience delays.
- Conversion of the King Lane / Stonegate Road junction into a signalised crossroads and adding bus lanes (inbound and outbound) along King Lane between Stonegate Road and the A6120.
- Improvements to the traffic signals at the A61 / A659 junction in Harewood.
- Upgrade to existing signal installations across the route to incorporate detection and control technology to improve and manage flows along the corridor and improve the efficiency of junction operation.

### Business Case Summary:

<b>Strategic Case</b>	<p>The Strategic Case for the scheme is well aligned to economic and transport policy and plans both in the wider city region and locally in Leeds. The scheme is targeted at tackling the transport challenges identified in the SEP which are currently hampering economic growth, business productivity and causing environmental issues due to congestion and over-reliance on the private car. The strategic aim of the LPTIP programme is to reverse the declining trend in bus patronage by addressing congestion (and delays to buses) which is a key driver for this trend. The scheme objectives are to achieve 'good growth', enabling social inclusion and better economic outcomes for the north of Leeds.</p>
<b>Commercial Case</b>	<p>The Commercial Case for the scheme provides evidence that the proposed scheme can be procured, implemented and operated in a viable and sustainable way. The procurement strategy builds on existing experience in the development, design, construction and management of similar improvements in Leeds. Leeds City Council (LCC), the scheme promoter, is well placed to deliver the improvements on time and within budget, with an approach that will ensure final designs emerge that can deliver the scheme objectives and be delivered in the least disruptive way.</p> <p>The infrastructure improvements along the corridor will improve the quality of the transport network, leading to increases in the proportion of trips using bus as a mode of travel. This is supported by exemplar national case studies and the local A65 Quality Bus Corridor (QBC). The Commercial Case defines the current progress of the commercial aspect requirements of an OBC. This includes the selection of the contractor/delivery partner through an OJEU-led procurement exercise, and a procurement lead who will actively manage the Quantified Risk Assessment (QRA) and seek to promote value engineering through the NEC3 contract and risk allocation/transfer</p>
<b>Economic Case</b>	<p>The Economic Case provides evidence of how the scheme is predicted to perform, in relation to its stated objectives, identified problems and targeted outcomes. It also defines the options development and further options sifting/packaging process. The options proposed for testing are</p>

	<p>the most preferable against the current evidence base, scheme objectives and the underpinning scheme logic map, forming a key foundation for planning, appraisal and scheme delivery.</p> <p>The Economic Case also determines if the proposed A61N corridor scheme is a viable investment, utilising the appraisal elements and methodology set out in the Appraisal Specification Report (ASR). The approach quantifies the following:</p> <ul style="list-style-type: none"> <li>• General traffic user benefits – travel time, VOC, greenhouse gases and indirect taxation;</li> <li>• Existing and new bus user benefits – travel time, user experience;</li> <li>• Improved bus journey time reliability benefits – travel time;</li> <li>• Decongestion benefits (marginal external costs) – travel time, VOC, accidents, GHG, noise, air quality and indirect taxation</li> <li>• Accident savings/benefits; and</li> <li>• Construction disbenefits – travel time, VOC, greenhouse gases and indirect taxation/construction disbenefits;</li> </ul> <p>The economic appraisal for the A61N corridor comprises an assessment of the overall, net, monetised, economic worth of the scheme. The current adjusted BCR for the preferred option is 1.87. This represents medium value for money. This is based on a PVB of £24.5m. Wider Economic benefits have been calculated and have been included in the adjusted PVB utilising research from KPMG. These represent a present value benefit of £7.7m.</p>
<p><b>Financial Case</b></p>	<p>The Financial Case for the A61N corridor provides a breakdown of the expected project cost components and the time profile for the transport investment. It considers if these capital costs are affordable from public accounts at the times when the costs will arise. The total project outturn capital cost for the preferred option at OBC is £16.1 million, to be wholly funded through the LPTIP funding stream. The scheme cost includes inflation to the year of spend, 10% contingency in the build-up of the base cost and a QRA-informed risk allowance. An additional cost has also been included for monitoring and evaluation and consultation and is based on 1.5% of the scheme costs. The Financial Case also reviews the risks associated with the scheme investment and examines possible mitigation.</p>
<p><b>Management Case</b></p>	<p>The Management Case outlines how the proposed scheme and its intended outcomes will be delivered successfully. Emphasising the successful delivery of previous schemes and drawing on significant gained experience in contract management and project delivery. It gives assurances that the scheme content, programme, resources, impacts, problems, affected groups and decision makers, will all be handled appropriately, to ensure that the scheme is ultimately successful.</p> <p>The A61N Corridor scheme sits within the management and governance structures established to support the delivery of the LPTIP programme, therefore comprising both programme and scheme management procedures and processes to ensure effective, on-time, on-budget scheme delivery.</p> <p>The Management Case outlines the scheme programme which scopes and defines key project elements, allowing the project manager to ensure important milestones, key tasks on critical path and any project</p>

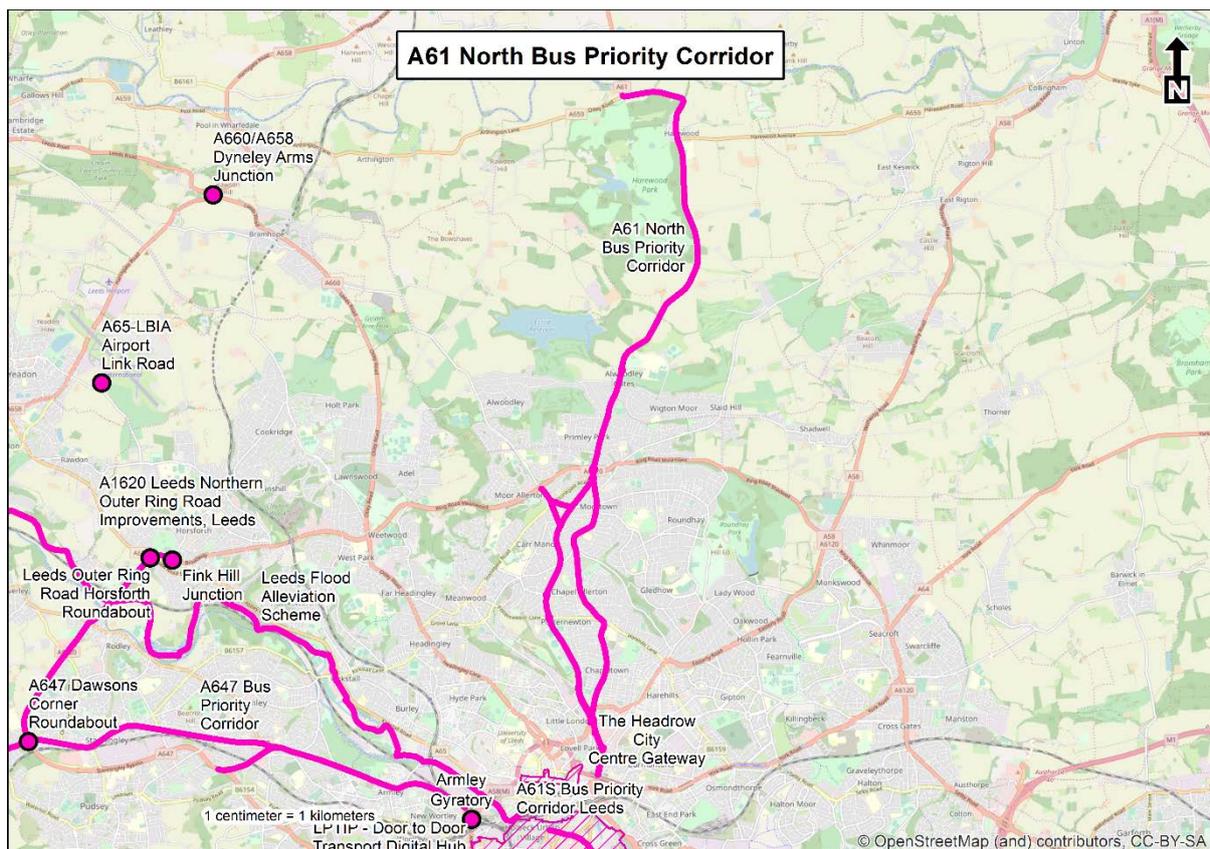
dependencies/ constraints do not hinder the delivery of the scheme. It demonstrates that the following components have been appropriately assessed at OBC stage:

- Project planning;
- Governance structure;
- Delivery constraints and risk management;
- Communications and stakeholder management;
- Monitoring and evaluation;
- Benefits realisation and assurance.

Alongside this, scheme risks are continuously monitored throughout the project lifetime. Risk identified are updated on a minimum monthly basis at Package Board meetings, as the project progresses. Each identified risk is assessed in terms of its impact on cost, time and quality. The probability of the risk occurring was also estimated. Where possible risks identified have risk allowances determined and these have been used in the costing exercise to determine an appropriate level of contingency.

### Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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/economy/leeds-city-region-infrastructure-map/>