

Section A: Scheme Summary

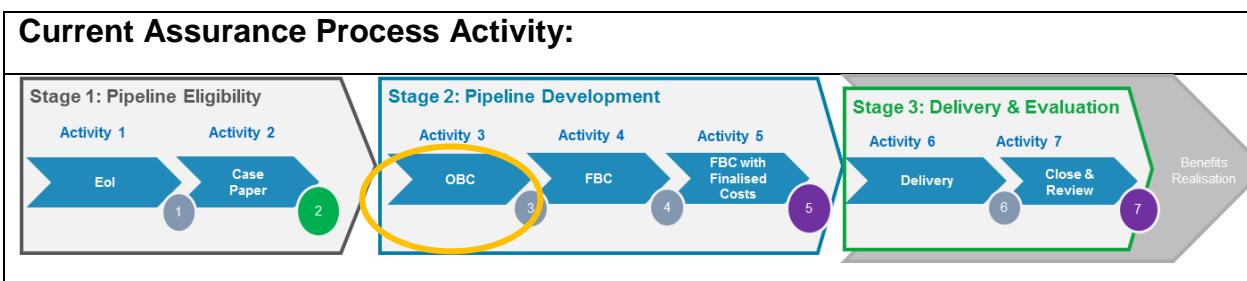
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| Name of Scheme: | Transport Hubs and Public Transport Access Schemes |
| PMO Scheme Code: | DFT-LPTIP-006e |
| Lead Organisation: | West Yorkshire Combined Authority |
| Senior Responsible Officer: | Dave Pearson |
| Lead Promoter Contact: | Helen Ellerton |
| Case Officer: | Asif Abed |

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| Applicable Funding Stream(s) – Grant or Loan: | Leeds Public Transport Investment Programme (Connecting Leeds) – Grant |
| Growth Fund Priority Area (if applicable): | <p>Predominantly Priority 4 – Infrastructure for Growth, however there are some synergies with other priority areas:</p> <p>Priority Area 1 – Growing Businesses</p> <p>Priority Area 2 – Skilled People, Better Jobs</p> <p>Priority Area 3 – Clean Energy & Environmental Resilience</p> |

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| Approvals to Date: | <p>The LPTIP Programme was formally approved by the Combined Authority Board of 29 June 2017.</p> <p>*This included the Bus Delivery package of workstreams (within which sit Transport Hubs and Reconnecting Communities), which secured an indicative allocation of £27.2 million.</p> |
| Forecasted Full Approval Date (Decision Point 5): | April 2020 |
| Forecasted Completion Date (Decision Point 6): | July 2021 |

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| Total Scheme Cost (£): | £8,905,105 |
| Combined Authority Funding (£): | £8,905,105 |
| Total other public sector investment (£): | £0 |
| Total other private sector investment (£): | £0 |

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| Is this a standalone Project? | Yes |
| Is this a Programme? | Yes |
| Is this Project part of an agreed Programme? | Yes – LPTIP Programme > Bus Delivery Package: Transport Hubs and Reconnecting Communities |

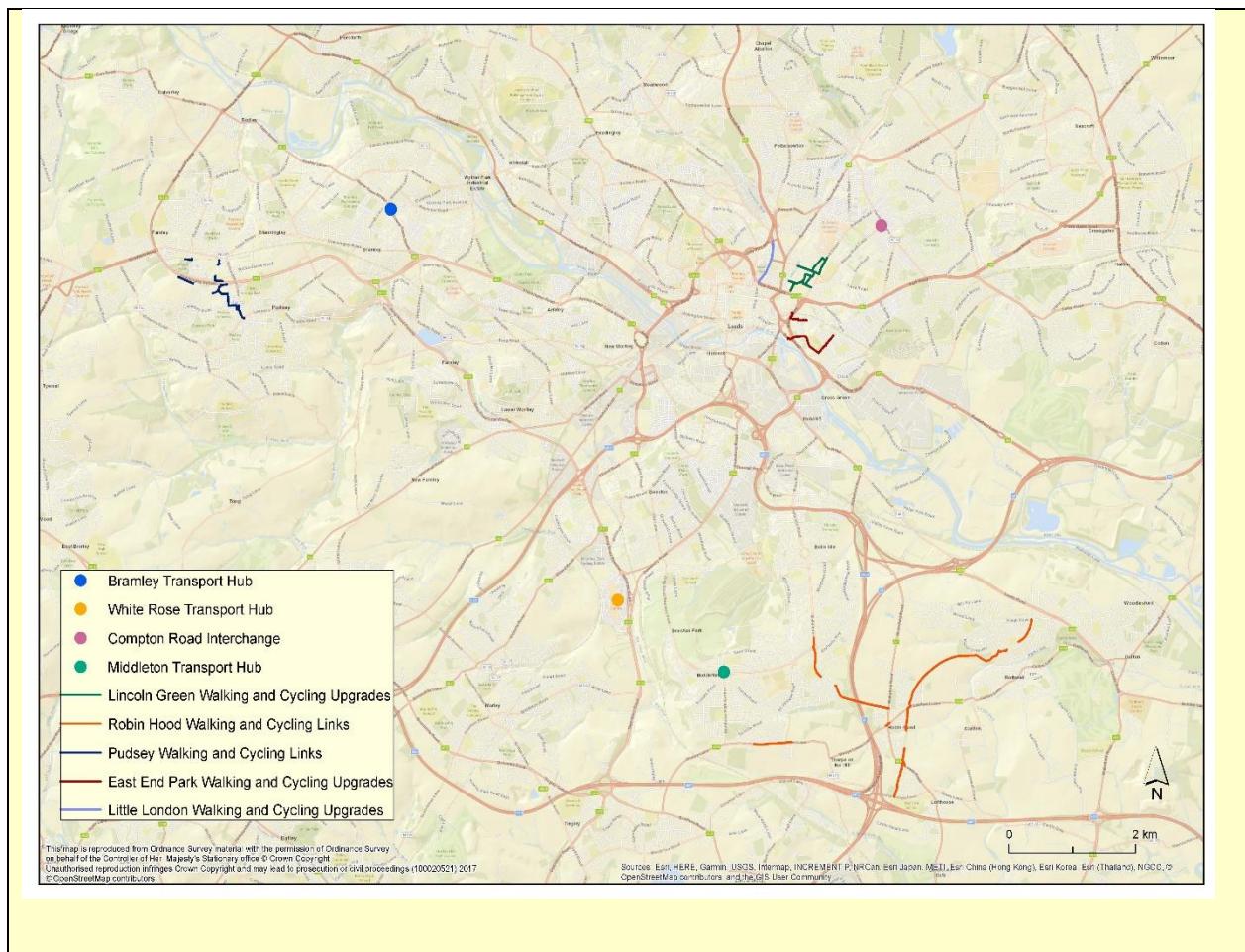


| Scheme Description: | | | |
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| The Transport Hubs Improvements and Public Transport Access Schemes are a part of the Transport Hubs and Connecting Communities workstream within the Connecting Leeds Programme. They will create new facilities or upgrade existing ones to improve the waiting environment and travel information offer. They will also enhance connections within and between other public transport hubs and communities by improving walking and cycling links. | | | |
| The package is made up of the following schemes: | | | |
| Scheme | Location | Description | |
| 1 Bramley Transport Hub | Bramley | <ul style="list-style-type: none"> • Creation of/widening of footways • Reconfiguration of bus shelters and provision of echelon bays • Enhanced bus waiting facilities including real time information and totem signage | |

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| | | | <ul style="list-style-type: none"> • Raised plateau crossing • Provision of shared foot/cycleway • Wayfinding enhancements for pedestrian connectivity between bus stops and shopping centre |
| 2 | Middleton Transport Hub | Middleton Park Circus | <ul style="list-style-type: none"> • New lay-bys and reconfiguration of existing ones • Additional upgraded bus stops including real-time information and totem signage • Enhancements to passenger facilities and wayfinding for pedestrians • Improved crossing provision • Shelter reconfiguration • Signalisation of ring road junction |
| 3 | White Rose Transport Hub | Beeston | <ul style="list-style-type: none"> • New covered waiting area with seating, real-time display and totem signage • Enhancements and wayfinding for pedestrian connectivity between the bus stops and shopping centre |
| 4 | Compton Road Interchange (Hub) | Harehills | <ul style="list-style-type: none"> • Improvements will be made to existing stands and will include enhanced real-time information and totem signage • New bus cage and redefining of existing bus cage • Footway widening to provide improved access to bus services and improved waiting facilities • Provision of cycle parking • Enhancements to passenger facilities and wayfinding for pedestrian connectivity between the bus stops and local facilities |
| 5 | East End Park Walking & Cycling Upgrades | East End Park | <p>Improved facilities on Saxton Road, Richmond Street, Ellerby Road and Ellerby Lane including enhanced crossing facilities on the A61:</p> <ul style="list-style-type: none"> • Dropped kerbs and tactile paving • On-carriageway advisory cycle lanes, coloured for delineation across minor junctions • Converting footways to a shared foot/cycleway • Signalised crossings to be upgraded to toucan crossings • Raised table |
| 6 | Lincoln Green Walking and | Lincoln Green | Improved facilities on Lindsey Road/Cromwell Street corridors towards A64: |

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| | Cycling Upgrades | | <ul style="list-style-type: none"> • Provision of shared foot/cycleway • Widening dropped kerbs and tactile paving to facilitate cycles • Raised table to emphasise pedestrian and cycle crossing • Cycleway signage • Provision of new tiger crossing and upgrading existing crossings |
| 7 | Little London Walking and Cycling Upgrades | Little London | <p>Improved facilities on North Street between Clay Pit Lane/ A61 and A64(M):</p> <ul style="list-style-type: none"> • Advanced cycle stop lines • Dropped kerbs and tactile paving • Improvements to existing tactile paving • New footways |
| 8 | Pudsey Walking and Cycling Links | Pudsey | <p>Enhanced walking and cycling provision between Pudsey Bus Station and Rail Station:</p> <ul style="list-style-type: none"> • Footway extension and widening • Implementation of dropped kerbs and tactile paving • Provision of shared foot/cycleway • Additional lighting columns, • Maintenance of vegetation |
| 9 | Robin Hood Walking and Cycling Links | Robin Hood | <p>Improved facilities on Sharp Lane, Leeds Road and A654:</p> <ul style="list-style-type: none"> • Widening of footways • Raised tables • Implementation of dropped kerbs and tactile paving • Provision of shared cycle/footway • Advanced cycle stopline • Surface treatment to delineate cycle lane • Bridleway widening and resurfacing |

The map below outlines the location of the schemes across the Leeds District:



Business Case Summary:

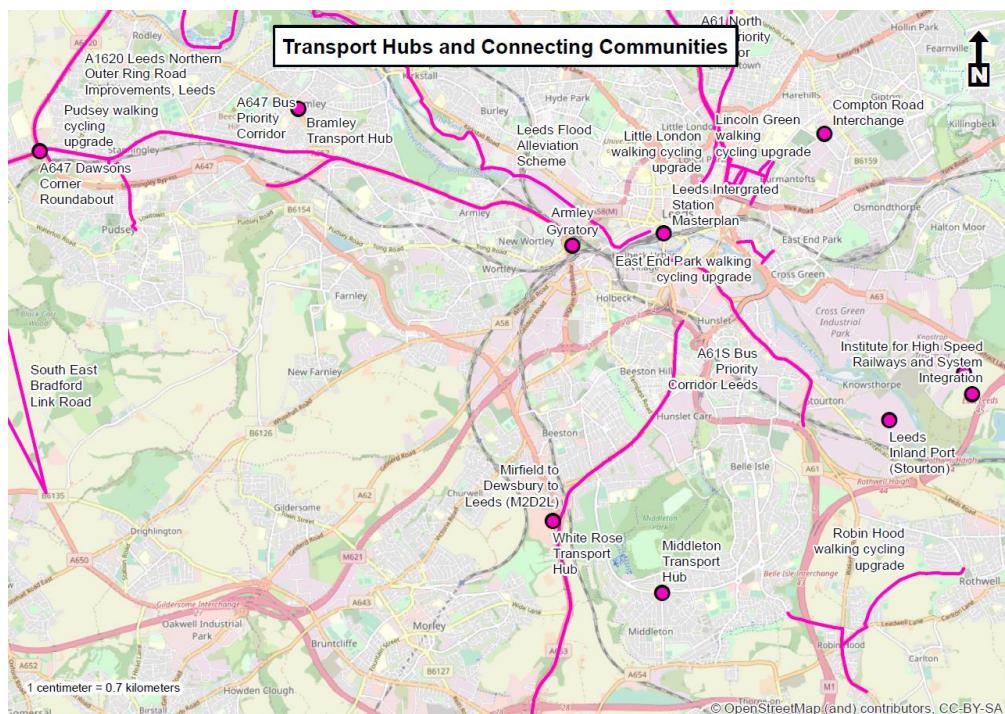
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| Strategic Case | <p>The Transport Hubs Improvements and Public Transport Access Schemes are part of the Transport Hubs and Connecting Communities work stream within Connecting Leeds. This is seeking to improve connectivity between Leeds Communities, the city centre and key destinations by delivering upgrades to existing transport hubs and to walking and cycling links. The key aim of this work stream is to extend the benefits of the infrastructure improvements being delivered on the core corridors to local communities.</p> <p>The substantial increase in travel demand, along with rising car ownership, has resulted in increased congestion levels and delays, and reduced reliability for all highway users.</p> <p>Without scheme delivery, the associated problems of congestion will worsen. Buses will become more unreliable and trains more overcrowded. Economic growth will be slower. To prevent this, investment is needed to improve the efficiency of the existing capacity and increase the capacity of the transport system. Responding to the approaches set out in the policies dictates a</p> |
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| | <p>solution in which public transport is improved and expands its reach to accommodate a growing demand and ensure an equitable system. To increase patronage and provide an enhanced service to existing users the public transport network needs to be punctual, reliable, safe and provide good information before and during the journey.</p> <p>The project forms part of the Connecting Leeds Programme, which will contribute to all four priority areas of the Strategic Economic Plan:</p> <p>Priority Area 1 – Growing Businesses</p> <p>Priority Area 2 – Skilled People, Better Jobs</p> <p>Priority Area 3 – Clean Energy & Environmental Resilience</p> <p>Priority Area 4 – Infrastructure for Growth</p> |
| Commercial Case | A critical reason for investment is because there are very high levels of congestion, poor public transport accessibility and declining bus patronage, which facilitate the need to encourage shift to more sustainable modes of transport. The Leeds Transport Conversation showed that 51% of those who usually drive to work wanted to change to a more sustainable mode. |
| Economic Case | <p>The project will deliver against the scheme's objectives and critical success factors, and is forecast to:</p> <ul style="list-style-type: none"> • Provide localised congestion relief • Improve access to development sites • Improve access to employment for non-car users • Improve access by walking, cycling, bus and rail • Reduce car travel, leading to lower greenhouse gas emissions and improved air quality • Result in minor reductions in car traffic and, consequently, small reductions in accidents <p>The preferred option provides significant improvements to walk, cycle, bus and rail trips and will encourage modal switch from the car. It will provide significant health and congestion benefits and maintains costs within the current allocation for the scheme. It is likely to provide the best value for money of the options assessed</p> <p>The economic assessment shows that the scheme is predicted to provide high value for money for the preferred option, with a Benefit to Cost ratio of 2.33.</p> |
| Financial Case | The project requires 100% funding from the Combined Authority to deliver the schemes. The project costs for the preferred option total £8.905 million - these costs are based on design and feasibility |

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| | <p>work to date. The delivery element of the scheme is supported by a more detailed costs plan. The scheme costs included a QRA allocation of £217,144 and 10% contingency.</p> |
| Management Case | <p>West Yorkshire Combined Authority is the scheme promoter and is leading on the overall project management of the scheme.</p> <p>The delivery of this project will be managed by the Bus Delivery Board. This group is responsible for providing strategic direction to the project; representing the interests of the business case, those who will receive the benefits of the project and those responsible for supplying the project outputs.</p> <p>Management of the delivery of the packages will be divided between West Yorkshire Combined Authority and Leeds City Council according to expertise and delivery. It is anticipated that the package is delivered in its entirety by the Connecting Leeds Delivery Partner, Leeds City Council will act as the Project Manager and West Yorkshire Combined Authority as the Senior User.</p> <p>The project follows the PRINCE 2 project methodology. A Benefits Realisation plan and a Monitoring and Evaluation plan have both been submitted and will be further refined during full business case.</p> <p>Key stakeholder groups have been engaged, for example through the Leeds Transport Conversation and Leeds Community Committees. A further engagement period with the relevant stakeholders will take place before the submission of the full business case.</p> <p>It is anticipated that all schemes will be delivered by March 2021.</p> |

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/>