

Section A: Scheme Summary

Name of scheme:	LPTIP Temple Green Park and Ride Extension
PMO scheme code:	DFT-LPTIP-0033d
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Mohammed Mahmood
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant – Leeds Public Transport Investment Programme (LPTIP)
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	<p>None</p> <p>The scheme was not part of the LPTIP Programme, approved by the Combined Authority at decision point 2 in June 2018.</p> <p>The scheme has secured Leeds CC Executive Board approval at Exec Board meeting of 24 July 2019.</p>
Forecasted full approval date (decision point 5):	May 2020
Forecasted completion date (decision point 6):	March 2021
Total scheme cost (£):	£7.386 million
Combined Authority funding (£):	£6.954 million
Total other public sector investment (£):	£0.432m (S106 contributions – subject to planning)
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

Yes - LPTIP

Current Assurance Process Activity:



Scheme Description:

The Temple Green P&R extension scheme comprises the implementation of upgrades to the existing bus-based Temple Green P&R site through the addition of up to 389 additional spaces. An additional bus service (increasing the frequency) is proposed as part of the scheme to accommodate the additional demand. This would increase the frequency to 8.5 minutes at peak periods from the current 10-minute frequency.

The proposed scheme is located approximately 7km to the east of Leeds City centre, in the Aire Valley adjacent to the A63 Pontefract Lane, catering for trips from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.



Business Case Summary:

Strategic Case

Leeds city centre, served by the P&R scheme, plays a key economic and strategic role at the heart of the Leeds district and Leeds City Region, accounting for 27% of all jobs in Leeds. This concentration of economic activity within the city centre has resulted in Leeds being the second most attractive core city for inward investment, with the fastest rate of private sector jobs growth and largest wage increases of any city in the region.

	<p>The site also sits at the eastern end of the Aire Valley Enterprise Zone, and as such the park and ride bus service links the City centre (and onward connections across the City Region) with current and emerging employment opportunities within the valley between the City centre and the park and ride site.</p> <p>However, as identified in the Strategic Economic Plan, there are existing transport challenges, which negatively impact on current businesses in the City centre and on the future growth:</p> <ul style="list-style-type: none"> • Commuting into Leeds City centre is currently dominated by car, with levels of car trips into the city centre much higher than in other UK core cities. • There is currently congestion - with extended and highly variable journey times – during the morning and evening peak hours periods along key radial routes into the City centre. • Congestion is constraining the attractiveness of the City centre for both current and prospective employers, employees and investors. This consequently hampers business and economic growth potential due to the difficulties in accessing the city centre and other key employment sites. • Rising congestion levels has contributed to Leeds suffering from poor air quality, particularly in the city centre. <p>Hence, there is a clear need for sustainable access to the City centre to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality.</p>
<p>Commercial Case</p>	<p>The Temple Green park and ride facility first opened in June 2017 and currently has a capacity of 1,000 spaces. User numbers have continued to rise since opening, with the site now regularly achieving a daily demand of more than 900 vehicles (based on April 2019 data). An independent demand forecasting report has been produced to understand the likely capacity required as a result of future user demand. It forecast a need for more than 1,450 spaces by 2036, with possibility this demand increases to c. 1,950 spaces as Stourton park and ride reaches capacity.</p> <p>The Procurement approach has been informed by the positive and constructive lessons learnt from developing, delivering and operating the original Temple Green park and ride and the previous delivery and extension of Elland Road park and ride .</p> <p>BAM+Mott MacDonald, to act as the Delivery Partner for the LPTIP corridor and park and ride schemes, have now been appointed through an OJEU led procurement exercise undertaken by LCC (as of August 2018). They are already mobilised in the development of this scheme to enable delivery of the documented works packages within the timescales required.</p> <p>When an additional service be required to meet demand, a variation of the existing contract with the Combined Authority is likely to be the most practical, suitable and cost-effective route to the procurement of an additional bus to service.</p>

	<p>All land required for scheme delivery is now within the ownership of Leeds City Council, with the land required for extension of the park and ride facility acquired in February 2019.</p>
Economic Case	<p>This scheme meets the LPTIP programme aims and satisfies the strategic outline business case critical success factors applied in the long and short list sifting exercise.</p> <p>Optioneering to develop the proposal has been carried out, which included the following steps:</p> <ul style="list-style-type: none"> • Step 1: consideration of available land • Step 2: consideration of surface parking or multi-storey car parking • Step 3: consideration of parking layouts within the expanded site <p>Through the feasibility design and liaison with the Leeds City Council landscaping officer, the preferred design was refined with the final layout reflecting 389 spaces.</p> <p>As part of short listing options, the Multi Storey Car Park was retained as the More Ambitious Option (up to 637 additional spaces), with a reduced car park spaces proposal (up to 250 spaces) added as the Less Ambitious option.</p> <p>The value for money assessment for the preferred option at Outline Business Case reflects a benefit cost ratio of 1.74:1, judging the proposal as Medium value for money.</p> <p>A series of sensitivity tests were carried out to test the preferred option under various scenarios and assumptions.</p>
Financial Case	<p>The construction cost of the car park extension is expected to be £7.39 million, including costs of purchasing the land, contingencies, QRA, other additional costs such as CCTV, design work, and construction supervision.</p> <p>£6.954 million is sought from the Leeds Public Transport Investment Programme (LPTIP) funding programme, with £432,000 to be secured through S106 contribution.</p> <p>The expectation is that all the scheme development costs will take place in 2019/2020, with construction being undertaken in 2020/2021. Some early development costs, including land purchase costs have been expended in 2018/2019.</p>
Management Case	<p>The project will be managed in house by Leeds City Council using a PRINCE2 trained and experienced Leeds City Council staff member, using a well-established governance structure that has been successfully applied to deliver other transport improvement schemes.</p> <p>The Leeds Public Transport Investment Programme (LPTIP) is a programme managed by the West Yorkshire Combined Authority, with an established programme management board in place.</p> <p>Approval of the full business case with costs is forecast for March 2020, with practical completion forecast for March 2021.</p>

	Planning consent is required to construct the proposed extension. The planning application to be made in September 2019, with determination anticipated by early December 2019.
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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/growing-the-economy/leeds-city-region-infrastructure-map/>