

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Leeds Public Transport Improvement Programme: A61 South Corridor</b>
<b>PMO scheme code:</b>	DFT-LPTIP-002e
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Gary Bartlett
<b>Lead promoter contact:</b>	Sabby Khaira
<b>Case officer:</b>	Ian McNichol

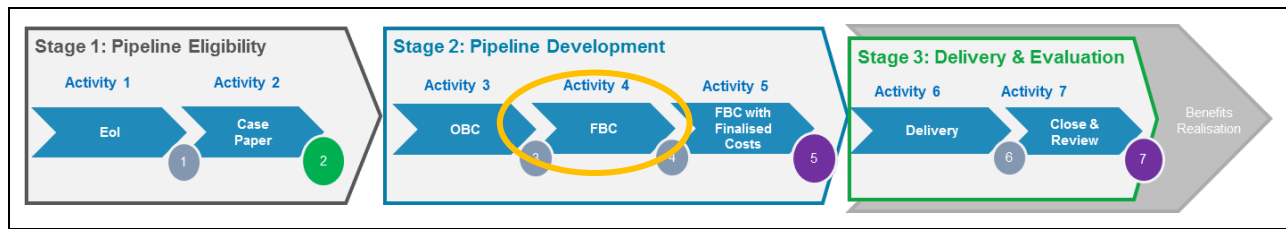
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant- LPTIP
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4

<b>Approvals to date:</b>	Outline Business Case approved
<b>Forecasted full approval date (decision point 5):</b>	November 2019
<b>Forecasted completion date (decision point 6):</b>	February 2021

<b>Total scheme cost (£):</b>	£18.247 million
<b>Combined Authority funding (£):</b>	£18.037 million- LPTIP
<b>Total other public sector investment (£):</b>	£0.21 million - Leeds City Council S106 contribution
<b>Total other private sector investment (£):</b>	N/A

<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

**Current Assurance Process Activity:**



## Scheme Description

The A61 South corridor improvement scheme forms one of the prioritised Leeds Public Transport Improvement corridors and consists of a series of improvements to bus prioritisation and walking and cycling measures along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street / Meadow Lane.

The improvements include the new provision of extensive bus lanes on the corridor (in both directions); a range of bus priority measures at signals and local geometric changes; improvements to the Thwaite Gate junction, as well as dedicated walking and cycling facilities along the corridor - together with improvements to urban realm and green infrastructure.

The corridor improvement includes the following measures:

- A dedicated bus lane from the Thwaite Gate area both into and out of the city centre, to provide the high-quality bus provision;
- Provision of a fully segregated cycle track from the Thwaite Gate area both into and out of the city centre, to provide a safe and high-quality cycle route along Low Road and Hunslet Road;
- Major junction improvement at the Thwaite Gate/Wakefield Road/Pontefract Lane junction, to improve junction capacity and improve bus journey times;
- Improvements to all junctions along the Low Road and Hunslet Road route, by means of minor realignments and improvement of the traffic signal equipment to improve junction capacity, improve journey times and reduce congestion;
- The widening of Low Road between the Church Street and Sussex Avenue junctions to enable the provision of the bus and cycle lanes in both directions;
- The introduction of soft landscaping, planting and trees along various sections of the corridor to improve the overall visual appearance of the Low Road/Hunslet Road route;
- Improved pedestrian and cycle links from the local communities onto the corridor.

The scheme will deliver benefits for existing bus users and those walking and cycling on the corridor - as well as stimulating additional demand and mode shift to these modes. This is achieved by both a reduction in overall journey times by bus, especially in the peak hours, as well as (and as importantly) significant improvement in the journey time reliability of travelling by bus.



Following submission of the Outline Business Case, the preferred option was selected and has been refined through preliminary design stage. The design changes were focused on reducing the requirement for land take and/or limiting the impact on existing trees, without reducing the provision of bus priority provided at Outline Business Casestage.

These amendments to the design are minor in nature, focusing on reducing land take and to incorporate comments from Leeds City Council officers, and do not impact on the performance of the corridor compared to the design at Outline Business Case stage. These changes included:

- Removal of one outbound general traffic lane on the approach to Crown Point Road (01);
- Removal of short length of bus lane west of junction street (01);
- Addition of pedestrian and cycle facilities at Crown Point Road/Hunslet Lane junction (01);
- Additional cycle provision on Sayner Road (02);
- Simplified pedestrian crossings at South Accommodation Road (02);
- Amended George Mann Road/Thwaite Gate junction (04).

Significantly enhancing bus journey times and reliability, enhancing walking and cycling, providing enhanced green infrastructure and urban realm improvements to support “Good Growth” are key outputs (and objectives) sought by the scheme.

### Business Case Summary:

#### Strategic Case

The A61(S) corridor improvements have been developed in line with the Leeds City Region SEP, and a wide range of National, sub-regional and local transport policies. There is a clear need for improvements in access to the city centre by sustainable modes to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality.

A key strategic need for investment is the fact that while bus use represents a highly efficient use of road space, their usage within Leeds (and most other major urban conurbations outside London) has been declining.

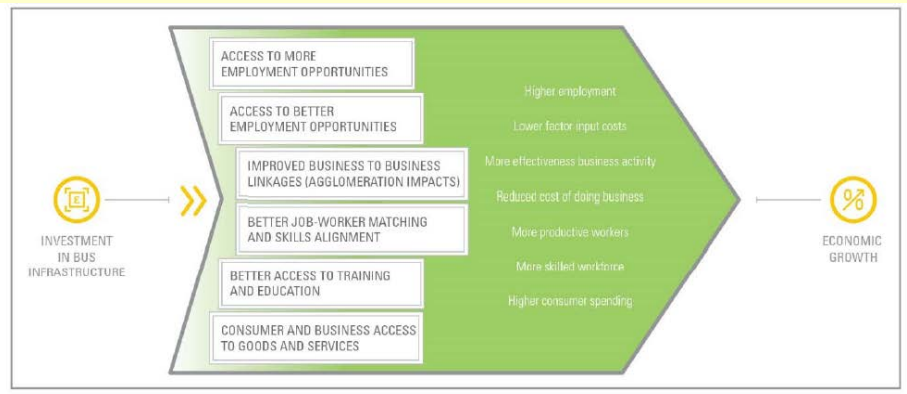
The A61(S) route has a number of existing issues (and potential opportunities) for improvement as part of the LPTIP package, which have been identified as follows:

- High proportion of in-commuting from the wider region, with delays and unreliability of travel times noted;
- Poor public transport accessibility
- Poor air quality on the corridor;
- An overcrowded rail network;
- A key area for future housing and employment growth, with the scheme able to support sustainable access to/from the Aire Valley, Education Quarter, Southbank and HS2 in the future;
- Alignment and prioritisation support to future mass transit provision.

The A61(S) corridor plays an important role serving trips accessing the city centre from southeast Leeds and the Aire Valley and vice versa to key employment locations. The corridor suffers from congestion across the peak periods and is one of the key strategic arterial gateways into Leeds City Centre.

The proposed scheme would contribute to the following success measures identified for the 'Infrastructure for Growth' priority:

- Increases in connectivity bringing people, places and jobs closer together;
- Reduced delays, congestion and faster journey times across all transport modes and both within and beyond the city region, particularly by more sustainable modes;
- Reduced carbon emissions and vehicle air pollution, improved environmental quality;
- Support growth in the Aire Valley, Southbank and Education Quarter;
- Indirectly support further, sustainable jobs growth in the Leeds City Region by allowing the opportunity for more people to use bus services to access city centre employment and other amenities, including HS2.



**Commercial Case**

A critical reason for investment in bus prioritisation measures is due to the fact that strong, overall demand increases for travel (at a corridor and wider City Region level) are not being matched by the demand for buses- based on their current offer.

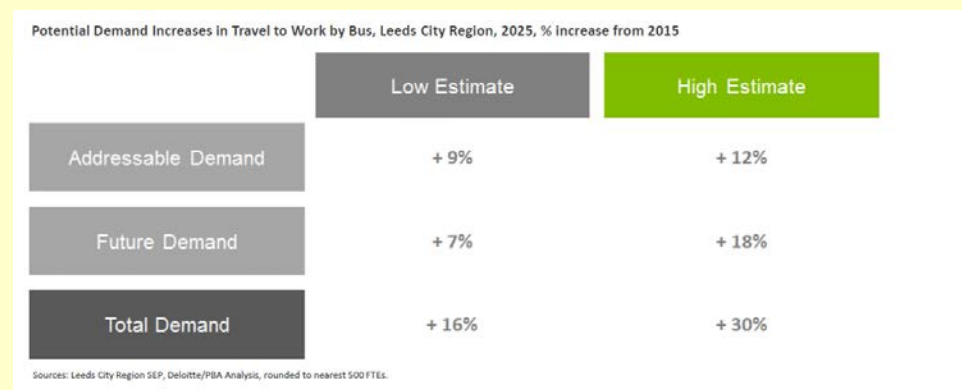
Improving the bus offer for both existing and future users of the network is therefore a core objective of LPTIP and the A61(s) corridor improvement scheme- fundamentally making buses more effective given their network efficiency and

sustainability credentials in supporting and delivering sustainable and inclusive growth.

Given forecast population growth in both West Yorkshire, and Leeds, the Commercial case shows fundamentally that there is, and will continue to be, a strong demand for travel in the scheme area by all modes; with the scheme overtly prioritising buses and walking and cycling to capture a greater mode share of the overall demand.

As part of the West Yorkshire Bus Strategy, Deloitte were commissioned by West Yorkshire CA to undertake an addressable demand market study (Deloitte, 2016). The results of this analysis are shown below and show that an uplift of 15-30% in demand was considered addressable- and thus had the potential to be captured through scheme improvements.

**Addressable Bus Demand- Leeds City Region (Deloitte, 2016)**



The selected contractors (BAM+Mott MacDonald) have now been appointed through an OJEU led procurement exercise undertaken by Leeds City Council (as of August 2018), and is already mobilised in the detailed design of this project. The contractor has input to the budget cost and risk estimate that has informed the Financial Case and have developed the implementation programme presented in the Final Business Case.

**Economic Case**

All benefits associated with the scheme have been assessed using WebTAG guidance.

The scheme will benefit existing and new users of buses and improve the reliability of current bus journey times. The scheme will also increase bus demand, and through mode shift, also car trips on the network, resulting in reduced emissions, and lower volumes of traffic from a noise perspective.

Walkers and cyclists also benefit from the proposals by the scheme providing a significantly enhanced cycle network. This improves safety for cyclist users along the length of the corridor. Pedestrian severance and improvements are also noted from the scheme, especially in and around the education quarter, with a greater proportion of more vulnerable users.

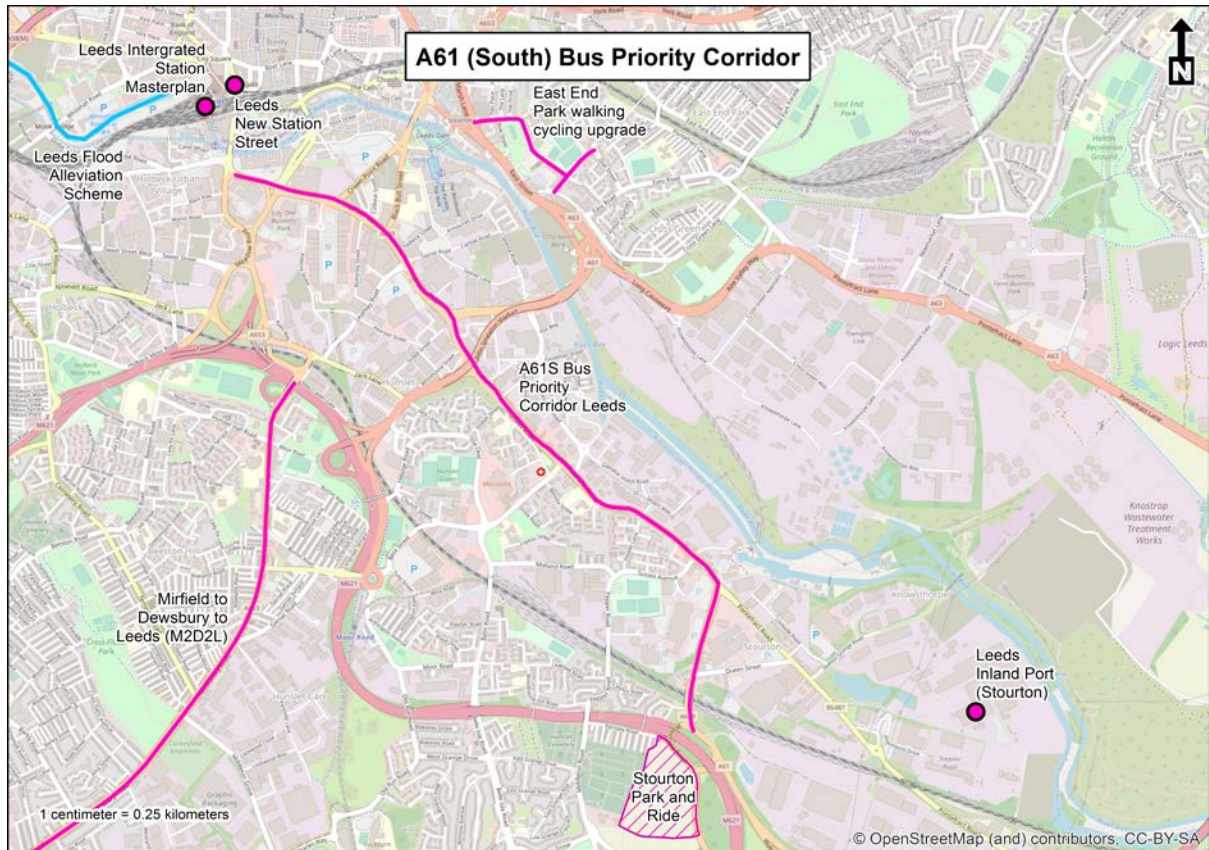
Bus user benefits and benefits to air quality have been found to be both beneficial, and generally concentrated on the population in south Leeds. This area ranks, as detailed earlier, in the lowest quintile of income groups, with a particularly positive impact and concentration of benefits in these areas for these groups.

This is in line with both the objectives of the scheme, and also socially inclusive growth, as noted in the Strategic Case for the scheme. The initial Benefit Cost

	<p>Ratio (BCR) for the preferred option is <b>0.91:1</b>. An adjusted BCR, taking into account wider economic impacts and bus journey time reliability benefits brings the BCR for the preferred option to <b>2.13:1</b>. The overall Value for Money category for Option 1 is therefore considered to be 'High.</p>
<p><b>Financial Case</b></p>	<p>The preferred scheme cost option is <b>£18.246 million</b>. This represents a significant cost increase from the OBC stage. A paper on how Leeds City Council is managing cost increases and affordability across the LPTIP programme has been submitted as part of the appraisal process.</p> <p>As the A61(S) is almost exclusively within existing highway boundaries it is not expected that there will be any additional maintenance costs associated with the highway elements of the scheme. However, the scheme will require some (small) future maintenance of the new cycle lanes implemented through the scheme. Existing footpaths will be renewed and enhanced as part of the scheme. As a small on-going cost, these are expected to be drawn from existing Leeds City Council maintenance allocations.</p> <p>The key financial risk at present is related to unexpected stats and utilities- which is being managed as an on-going risk, and by seeking to developed detailed designs as early as possible; inclusive of relevant searches. One of the other key risks is the need for third party land, and its costs. However, the area of land needed is small and negotiations have started positively. Low Road School are known to be positive to the scheme which is required to use a small amount of their school grounds which is not currently useful to them. Early engagement with landowners from LCC is already underway.</p>
<p><b>Management Case</b></p>	<p>The project will be managed as part of an overarching programme of work known as the Leeds Public Transport Investment Programme (LPTIP). This programme consists of £270 million from the Department for Transport, City Council, Combined Authority, bus operators and developers to deliver significant investment in public transport up to 2021.</p> <p>The Leeds Public Transport Investment Programme (LPTIP) is a programme managed by the West Yorkshire Combined Authority. There is an established programme management board chaired by the Senior Responsible Owner (SRO) and supported by a Programme Manager. Both these roles along with programme support are jointly fulfilled by the Combined Authority and Leeds City Council . Leeds City Council, have significant experience in the development, design, construction and management of strategic highway and corridor improvement schemes in Leeds.</p> <p>The A61(S) LPTIP corridor improvement sits within the management- and governance structures- established to support the delivery of the LPTIP programme and each individual scheme within the programme. This therefore comprises both programme and scheme management procedures and processes to ensure effective, on-time, on-budget scheme delivery.</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/growing-the-economy/leeds-city-region-infrastructure-map/>