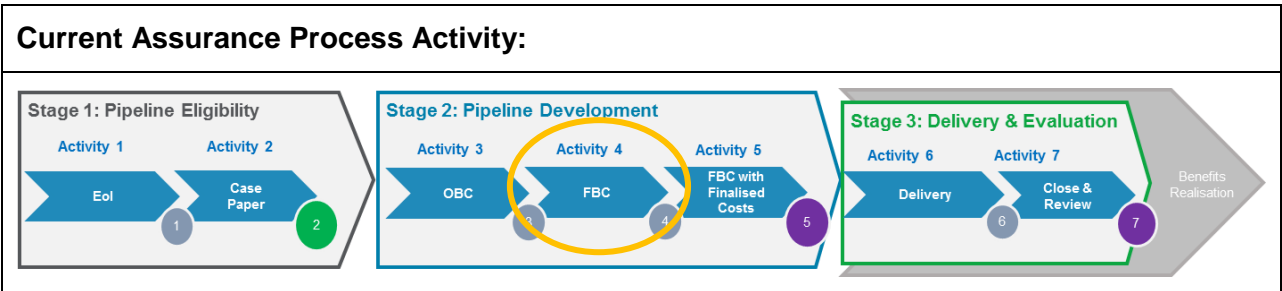


## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>LPTIP: Headrow Gateway</b>
<b>PMO scheme code:</b>	DFT-LPTIP-004e
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds City Council
<b>Lead promoter contact:</b>	Gwyn Owen, Leeds City Council
<b>Case officer:</b>	Asif Abed
<b>Applicable funding stream(s) – Grant or Loan:</b>	Leeds Public Transport Investment Programme - Grant
<b>Growth Fund Priority Area (if applicable):</b>	Priority area 4 Infrastructure for Growth
<b>Approvals to date:</b>	<p><b>Decision Point 2</b> – Combined Authority June 2017 LPTIP Programme Approval, with £600,000 business case development costs allocated to this scheme.</p> <p><b>Decision Point 3</b> – Combined Authority February 2019. Indicative scheme cost £20.72 million. Additional development costs of £500,000 taking total approval to £1.1m</p>
<b>Forecasted full approval date (decision point 5):</b>	October 2019
<b>Forecasted completion date (decision point 6):</b>	January 2021
<b>Total scheme cost (£):</b>	£22.75 million
<b>Combined Authority funding (£):</b>	£22.75 million Leeds Public Transport Investment Programme. (LPTIP ask to be reduced to £20.25 million subject to outcome of the £2.5 million Leeds CC capital bid)
<b>Total other public sector investment (£):</b>	£2.5m Leeds CC Capital Funding Bid (applied for)
<b>Total other private sector investment (£):</b>	£0
<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 - Leeds Public Transport Investment Programme (City Centre Gateway Package of Schemes)

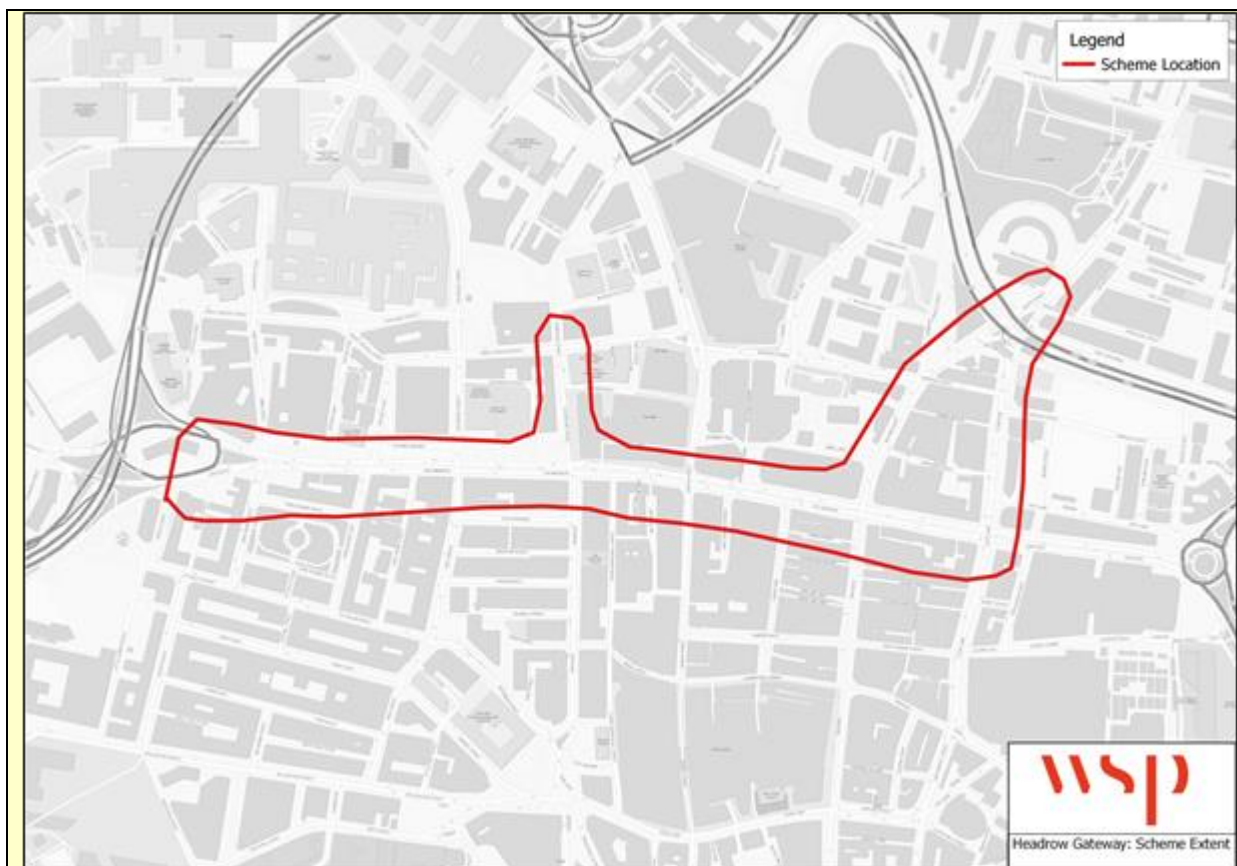


**Scheme Description:**

The Headrow Gateway scheme is located in Leeds city centre to the north of the pedestrianised core. The scope of the scheme includes The Headrow, Westgate, Vicar Lane between the Headrow and North Street, New Briggate, Cookridge Street between the Headrow and Great George Street, Harrison Street, and small lengths of streets that intersect with these links (see Figure 1).

The Gateway is a major route for buses, pedestrians and cycle users in Leeds city centre and it is home to a range of important commercial and cultural buildings. The scheme will deliver a series of improvements to bus infrastructure, public realm, pedestrian infrastructure and cycling infrastructure.

The scheme will transform the area into a World-Class Gateway to Leeds city centre for bus users, pedestrians and cycle users. This will enable bus services to operate with fewer delays and provide high-standard waiting facilities for bus users. Connectivity for pedestrians and cycle users will be improved and the areas safety and inclusivity enhanced. It will feature high-quality public realm that improves the townscape and enhances the setting of heritage assets, which will make the centre more welcoming and attractive for visitors, residents and employees.



The scheme will strengthen the provision for sustainable transport modes in the city centre and the wider Leeds district. It will also improve the city centre as a place to work, live, shop and entertain. The Headrow Gateway will strengthen the position of Leeds as a Core City with a dynamic economy, an appealing environment and a vibrant cultural life. Figure 2 and Figure 3 illustrate the benefits the scheme will deliver in one part of the Gateway. While these visuals provide an excellent flavour of the scheme, it should be noted that these visuals do not reflect precisely the current scheme designs.





The scheme comprises the following interventions:

- Changes to highway geometry;
- General traffic restrictions;
- Footway widening;
- Provision of new green infrastructure;
- Provision of new public open spaces;
- Improved pedestrian crossings
- Provision of new protected cycle lanes;
- Removal or relocation of some on-street parking, loading and taxi provision;
- Public realm enhancement;
- Bus re-routing.

These interventions are designed to address the following problems:

- Delays to bus services caused by highway geometry;
- Delays to bus services caused by general traffic;
- Footway congestion;
- Lack of safe routes for cycling;
- Lack of green infrastructure;
- Inconvenient pedestrian crossings;
- Lack of pedestrian crossings on desire lines;
- Low quality bus shelters;
- Low quality public realm;
- Lack of public open space.

### Business Case Summary:

#### Strategic Case

The strategic case sets out the 'case for change', by explaining the strategic drivers for making investment and presenting evidence on the policy fit of the proposed scheme. It establishes the strategic economic importance of Leeds City Centre and its role within the city region, the UK economy, the residential and employment markets and the education and healthcare sectors.

	<p>It provides an analysis of the current situation, and enables a case for change to be made and for scheme objectives to be developed. It also highlights the importance of transport links for Leeds City Centre and the role of sustainable transport in supporting future economic growth.</p> <p>Leeds city centre requires investment because the existing situation no longer meets the transport and economic needs of the city. The existing transport network:</p> <ul style="list-style-type: none"> <li>• Cannot accommodate an increase in car users;</li> <li>• Struggles to meet the expectations of bus users in terms of journey time and journey time reliability;</li> <li>• Creates environmental problems such as air pollution and greenhouse gas emissions;</li> <li>• Does not support high-quality public realm;</li> <li>• Does not provide the safest and most attractive walking and cycling options.</li> </ul> <p>The strategic case demonstrates that a set of changes to ensure the transport system and public realm does not hold back the economic potential of the city centre or cause environmental problems is required. By addressing the shortcomings of the existing situation, the Headrow Gateway scheme will enhance the sustainable transport offer in the city centre and improve public realm, which will foster economic growth and improve the environment.</p>
<p><b>Commercial Case</b></p>	<p>Consultation has shown evidence to support the market demand justification for the Headrow Gateway Scheme, as highlighted in the 2019 consultation report.</p> <p>The Transport Conversation in Leeds (2016) which involved a comprehensive optioneering exercise between LCC, the Combined Authority, and other major stakeholders found that 78% of respondents supported investment to public transport access to Leeds City Centre, and a shift away from a car-dominant city centre.</p> <p>The selected contractor, Sisk, has been appointed through an OJEU led procurement exercise undertaken by Leeds City Council (as of August 2018), and has been mobilised on the scheme during the development stage of this project. This early contractor involvement has helped the development partner (WSP) gain a better understanding of construction risk in the complex city environments.</p> <p>The contract will be developed using NEC (New Engineering Contract) conditions of contract with a target cost and pain/gain share allowance (capped to limit exposure to LCC) and ensure an appropriate apportionment of risk.</p> <p>No planning permission is required for the scheme due to construction taking place within the highway boundary or immediately adjacent to the highway boundary and thus permitted development under Schedule 2, Part 9, Class A (Development by highways authorities) of the General Permitted Development Order 2015 (GDPO).</p> <p>Leeds City Council, as scheme promoters and Local Highway Authority, will be seeking several new / amended Traffic Regulations Orders to facilitate the Headrow Gateway proposals, including but not limited to, parking, loading &amp; waiting restrictions; general traffic restrictions; and new</p>



	<p>cycle tracks. These Orders will be made under the provisions of the Road Traffic Regulation Act 1984 and all other enabling powers.</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 in the economic case are 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 Headrow Gateway scheme is a viable investment, describing the common appraisal criteria and assumptions used to determine the scheme's economic worth and value for money (VfM). The scheme appraisal focuses on those aspects of scheme performance that are relevant to the nature of the intervention. The approach therefore quantifies the following:</p> <ul style="list-style-type: none"> <li>• Existing bus user benefits – travel time;</li> <li>• New bus benefits from bus prioritisation, demand uplift and fares/charges;</li> <li>• Improved journey time reliability;</li> <li>• Decongestion benefits and vehicle journey time changes (time and VOC/ indirect taxation);</li> <li>• Bus user benefits (waiting environment);</li> <li>• Walking/ cycling benefits;</li> <li>• Accident savings/ benefits;</li> <li>• Public Realm benefits (user benefits only);</li> <li>• Noise/ air quality, and carbon benefits.</li> </ul> <p>The economic appraisal for the Headrow Gateway comprises an assessment of the overall, net, monetised, economic worth of the scheme. As a result of the economic assessment the preferred option has been selected on the basis of cost and delivery, value for money performance, wider economic benefits, and the ability of the preferred option to also best meet social and environmental objectives.</p> <p>The BCR for the preferred option is 1.18:1 which against the Department for Transport's value for money criteria, represents a Low value for money scheme. However, the preferred option meets the full range of the scheme objectives with a range of wider economic benefits such as GVA impacts, additional retail spend, and heritage benefits not accounted for.</p>
<b>Financial Case</b>	<p>The total project outturn capital cost for the preferred option at Full Business Case Stage is £22.75 million, to be wholly funded through the West Yorkshire Combined Authority Leeds Public Transport Investment Programme (LPTIP) funding stream. However, Leeds City Council have put in a £2.5 million capital funding bid for Executive Board approval in September 2019, which if successful will reduce the LPTIP ask to £20.75million.</p>
<b>Management Case</b>	<p>The project will be managed as part of an overarching programme of work known as the Leeds Public Transport Investment Programme (LPTIP). The Headrow Gateway Scheme sits within the management- and governance structures, established to support the delivery of the LPTIP programme, therefore comprising both programme and scheme management</p>

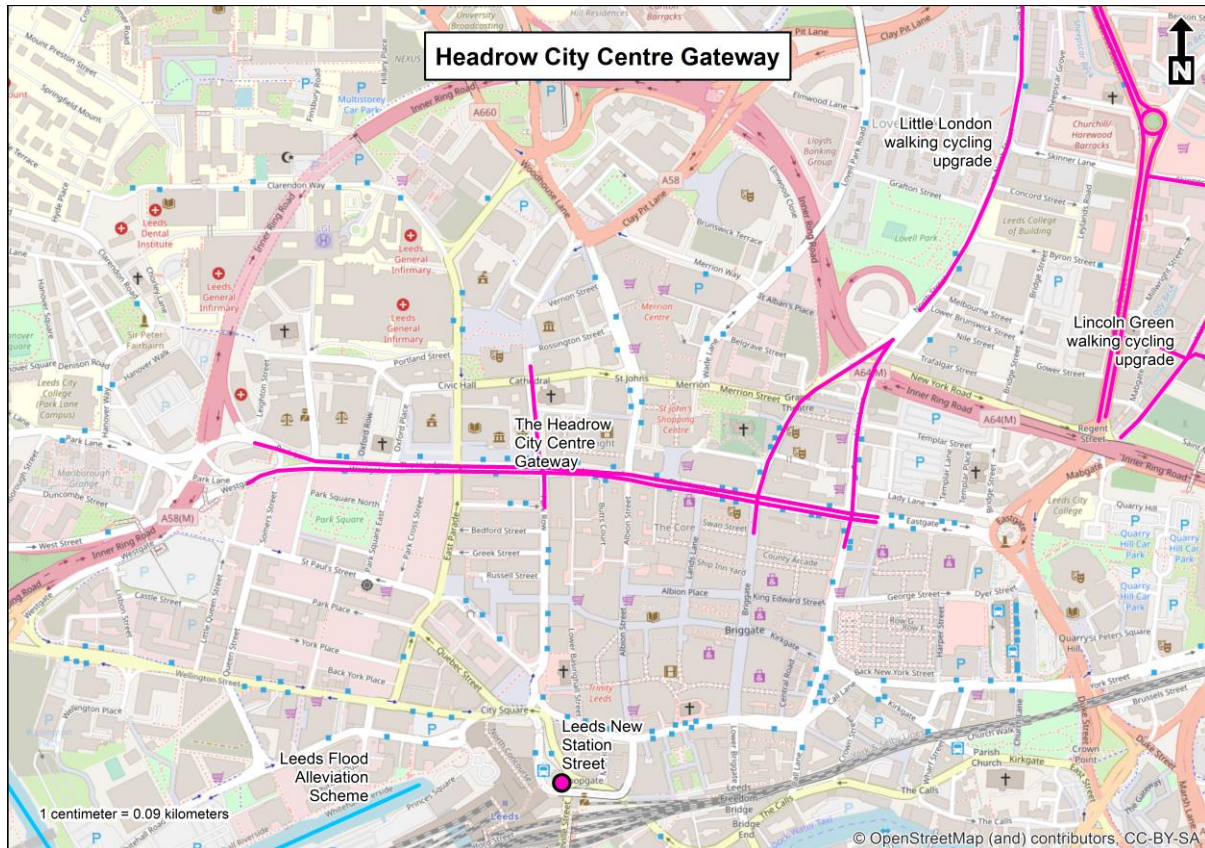
procedures and processes to ensure effective, on-time, on-budget scheme delivery.

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.

Scheme completion is forecast for January 2021.

## 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/>