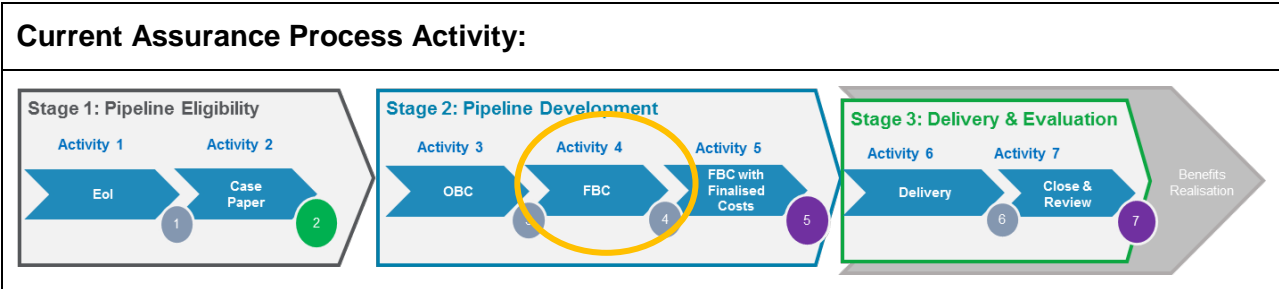


Section A: Scheme Summary

Name of scheme:	LPTIP: Stourton Park & Ride
PMO scheme code:	DFT-LPTIP-003a
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Sean Hewitt, Leeds City Council
Case officer:	Asif Abed, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant - Leeds Public Transport Investment Programme (LPTIP)
Growth Fund Priority Area (if applicable):	Priority 4 - Infrastructure for Growth
Approvals to date:	<p>Decision Point 2: June 2017 - LPTIP Programme approval (indicative programme cost and approval of programme development funding). This scheme was allocated £2.3m project development costs. The total scheme cost was estimated at £23m.</p> <p>Decision Point 3: December 2018 - Indicative approval of £30.1m scheme cost of the preferred solar panel option (£27.3 million LPTIP, £2.8 million ERDF), with approval of additional £635,000 business case development funding, taking total approval to £2.935 million.</p>
Forecasted full approval date (decision point 5):	November 2019
Forecasted completion date (decision point 6):	May 2021
Total scheme cost (£):	£36.99 million
Combined Authority funding (£):	£34.16 million LPTIP
Total other public sector investment (£):	£2.83 million ERDF
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 Programme, Park & Ride Package.



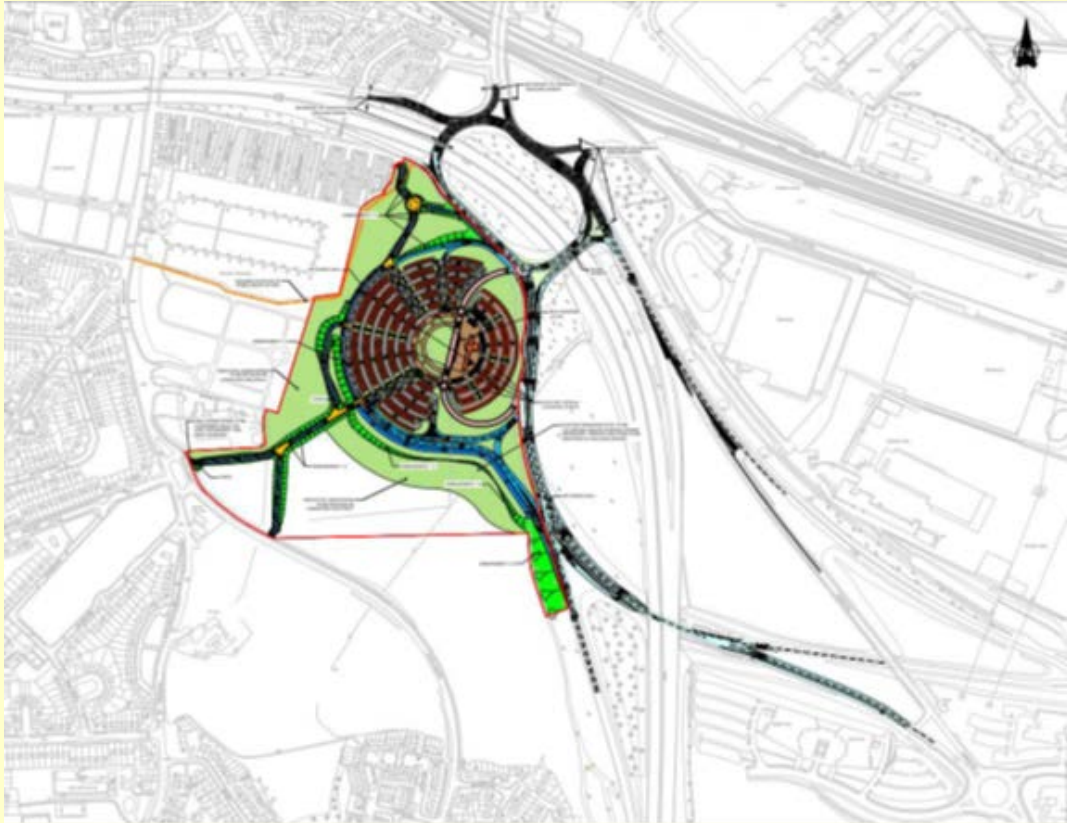
Scheme Description:

The proposed Stourton Park & Ride scheme is located on land located adjacent to the M621 Junction 7 roundabout, on land owned by Leeds City Council. The new park and ride facility will accommodate a maximum of 1,200 car parking spaces, and aims to provide a very high quality, all-electric bus service to Leeds City Centre.

Park & Ride Bus Services will run along the A61/A639 corridor to/from Leeds city centre. The service will serve the existing park and ride stops in the city centre to ensure consistency with other park and ride services in Leeds, and will also include stops at important employment and educational trip attractors along the corridor. These are the Wakefield Road /Thwaitegate junction and at the Education Quarter near Leeds City College Printworks Campus, Leeds College of Art and the Leeds College of Building. This is to encourage the outbound use of the service from the city centre in the morning peak, as well as primary inbound usage of the park and ride site in the morning peak (and vice versa in the PM peak).

In addition to parking provision, the new site will have several supporting amenities including electric charging points for vehicles, family and disabled parking bays, waiting facilities, cycle stands, cycle lockers, and mobility scooter lockers.

The scheme also incorporates additional, dedicated walking and cycling facilities. The intention is to provide enhanced cycle connectivity to/from the south of Leeds, via the park and ride site and the Leeds Cycle network, avoiding the need to circumvent the motorway junction, especially for more vulnerable users. By improving the transport network at and around the site, the facility will be highly accessible and therefore fully inclusive to a wider local population in Belle Isle, Middleton and Stourton itself.



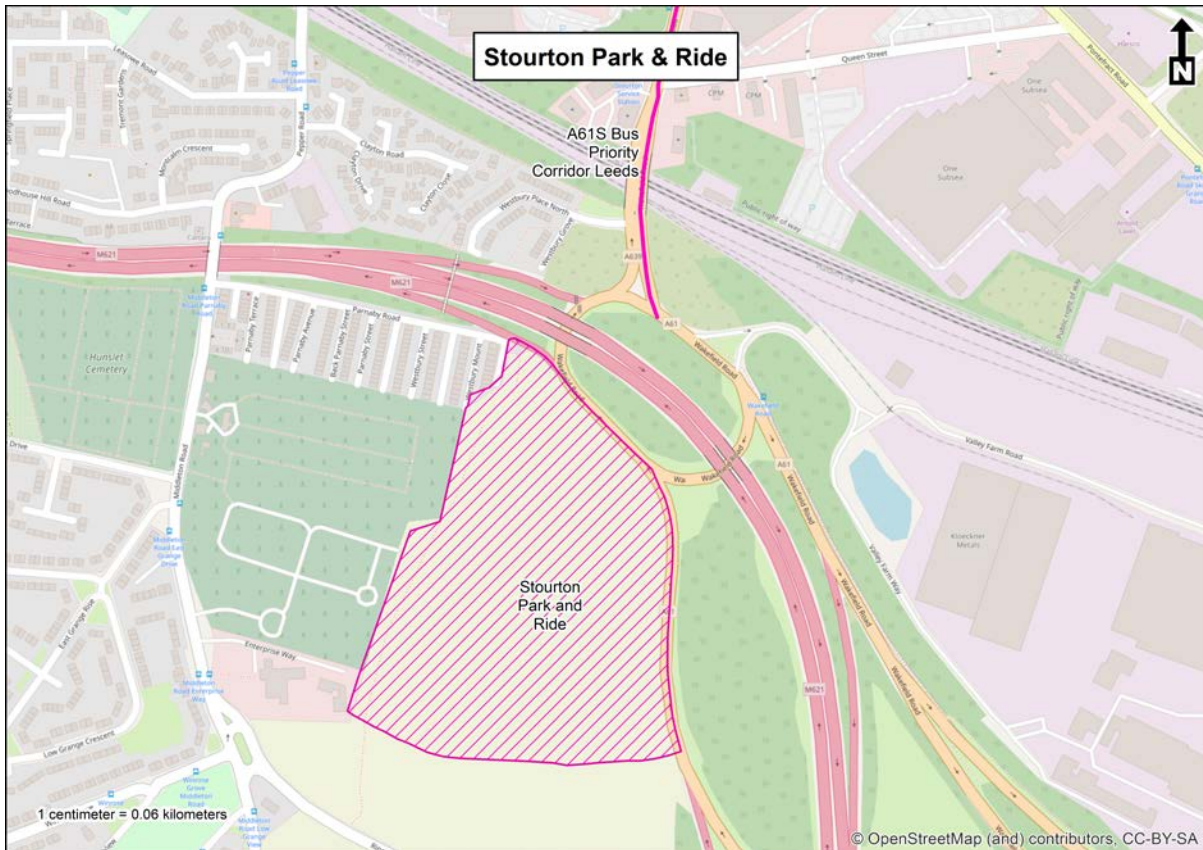
Business Case Summary:

<p>Strategic Case</p>	<p>The A61, A639 and M621 corridors play an important role serving trips accessing the city centre from southeast Leeds and the Aire Valley. The Stourton area is also important for freight and logistics, with no real alternative parallel routes given the severance effect of the River Aire. These corridors suffer from congestion across the peak periods and are some of the key strategic arterial gateways into Leeds city centre.</p> <p>Delivery of the scheme will support local and regional transport policies and strategies such as the West Yorkshire Transport Strategy, the Leeds Public Transport Investment Programme, the West Yorkshire Bus Strategy, the forthcoming Leeds Clean Air Zone, and priority area 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan (SEP).</p> <p>The scheme will also support Inclusive Growth priorities, primarily in improving health through reducing carbon emissions and encouraging active travel by enhancing the cycling and walking provision.</p> <p>This scheme seeks to build on the success realised at Elland Road and Temple Green park & ride sites.</p>
<p>Commercial Case</p>	<p>The current usage and levels of demand at both the Elland Road and Temple Green Park & Ride sites demonstrate clear market demand for new park and ride sites.</p> <p>For this scheme, forecasting suggests short-medium term demand for up to 1,200 spaces. Longer term demand is expected to be above this, giving confidence 1,200 spaces will be well utilised. The demand forecasting has accounted for user abstraction, given the proposed expansion of the Temple Green and Elland Road park & ride sites.</p> <p>Contractor BAM Nutall were appointed at Outline Business Case and continue to support scheme development, including overseeing the procurement of a solar panel specialist subcontractor.</p> <p>Leeds CC and the Combined Authority will develop procurement of a bus operator, with contractual arrangements to follow those in place at Elland Road and Temple Green. Four electric buses are to be procured, with an additional fifth bus as spare capacity.</p> <p>Leeds CC will lead on procurement of an electric vehicle charge point supplier. This procurement has been kept separate to the other activities given the need to develop a robust delivery model which fits with the electric charge point infrastructure being implemented locally and across the UK.</p> <p>Planning consent has been secured for scheme delivery, including provision of solar panels.</p>
<p>Economic Case</p>	<p>A Long List of potential schemes were identified by stakeholders through the Leeds Transport Conversation, after which sifting led to the final schemes that make up the Leeds Public Transport Investment Programme (LPTIP), including delivery of a park & ride site at Stourton.</p> <p>Four Shortlist options were tested, with the preferred option being the full implementation of zero emission electric bus services, with inclusion of solar panels at the site – which can now be taken forward given the</p>

	<p>successful outcome of the European Regional Development Fund (ERDF) bid.</p> <p>Development and appraisal of the economic case has consistently followed WebTAG guidance.</p> <p>The value for money assessment at Full Business Case reflects a benefit cost ratio of 1.58:1, reflecting the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The FBC reflects a total forecast cost of £36.99 million to deliver the preferred option, with £34.16 million to be funded from the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), and a £2.83 million contribution from the ERDF.</p> <p>Through a separate business case, the scheme has also secured £617,000 of Ultra Low Emission Bus (ULEB) funding, to support ongoing electric bus service and site operational costs. The ULEB funding has therefore not been included as part of capital costs.</p>
Management Case	<p>The existing governance and project delivery structure in place for the LPTIP programme has facilitated business case development and will support implementation, including personnel involved in delivering the Elland Road and Temple Green park & ride sites.</p> <p>Site enabling works has commenced as of August 2019 with practical completion forecast for May 2021.</p> <p>The only outstanding delivery constraint is concluding the transfer of a small parcel of land from Highways England. An agreement in principle is already in place.</p> <p>A fully quantified QRA assessment has been undertaken, with risks as per contractual arrangements split between Leeds CC and the contractor.</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/>