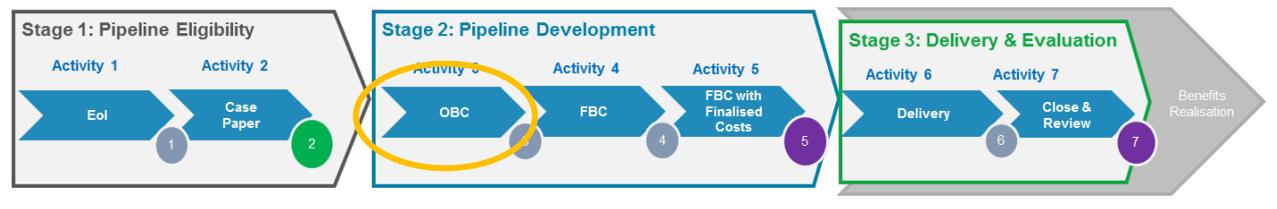


## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Leeds Bus Station Gateway</b>
<b>PMO scheme code:</b>	DFT-LPTIP-006D
<b>Lead organisation:</b>	West Yorkshire Combined Authority
<b>Senior responsible officer:</b>	David Pearson
<b>Lead promoter contact:</b>	Helen Ellerton
<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 (Infrastructure for Growth)
<b>Approvals to date:</b>	Decision Point 2 Indicative LPTIP Programme Approval of £183.266 million at: Investment Committee of 16 June 2017. And Combined Authority Board 29 June 2017.
<b>Forecasted full approval date (decision point 5):</b>	March 2020
<b>Forecasted completion date (decision point 6):</b>	March 2021
<b>Total scheme cost (£):</b>	£4.984 million
<b>Combined Authority funding (£):</b>	£4.984 million
<b>Total other public sector investment (£):</b>	£0
<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>	LPTIP – Bus delivery

## Current Assurance Process Activity:



## Scheme Description:

This scheme will deliver a series of customer facing improvements to enhance the customer experience at Leeds Bus Station and ensure that it offers an inclusive experience for all passengers and a befitting arrival to the city centre. This aligns with the wider Leeds Public Transport Investment Programme (LPTIP) objectives, of improving the quality of the bus passenger experience and to increase overall bus patronage.

The scope of improvements includes upgrades to the quality of passenger facilities to ensure that they are befitting of the surroundings (Victoria Gate retail development to the north of the bus station and Quarry Hill mixed use development to the east of the bus station). The scheme will feature improvements to public realm, enhancements to signage and wayfinding to improve accessibility and improved integration with the surrounding area and other modes of travel. Together with this, sustainability improvements to the building itself, which will enable the bus station to contribute to carbon reduction, are proposed.

## Business Case Summary:

### Strategic Case

The number of people working and living in Leeds is expected to continue to rise over the next decade, with plans for an additional 11,300 dwellings and over 65,000m<sup>2</sup> of new office space. Leeds City Council aims to have an exemplar public transport system and to double public transport patronage from the current level in the next ten years. The Leeds Bus Station scheme will support this policy aim. Alongside this, the Leeds Bus Station scheme aligns with the West Yorkshire Transport Strategy mid-point target of a 25% increase in bus users by 2027.

LPTIP proposals build on the existing plans to redesign the city centre to reduce private motor vehicle traffic, cater for the projected increase in bus patronage, improve bus journey time reliability for buses and enhance the pedestrian and cycling environment. An upgrade to public realm, passenger facilities and accessibility at the bus station meets the aims of the LPTIP programme and will complement the city centre public transport improvements.

There is a clear need for investment in sustainable transport provision to support sustainable growth and other socio-economic and environmental goals. This means the city cannot rely on increasing car use to underpin its growth, particularly in the city centre. Instead it must reduce dependence on the car and strengthen the role of modes that use highway space more efficiently and generate fewer negative externalities. Public transport, walking and cycling must accommodate the growth in demand for travel.

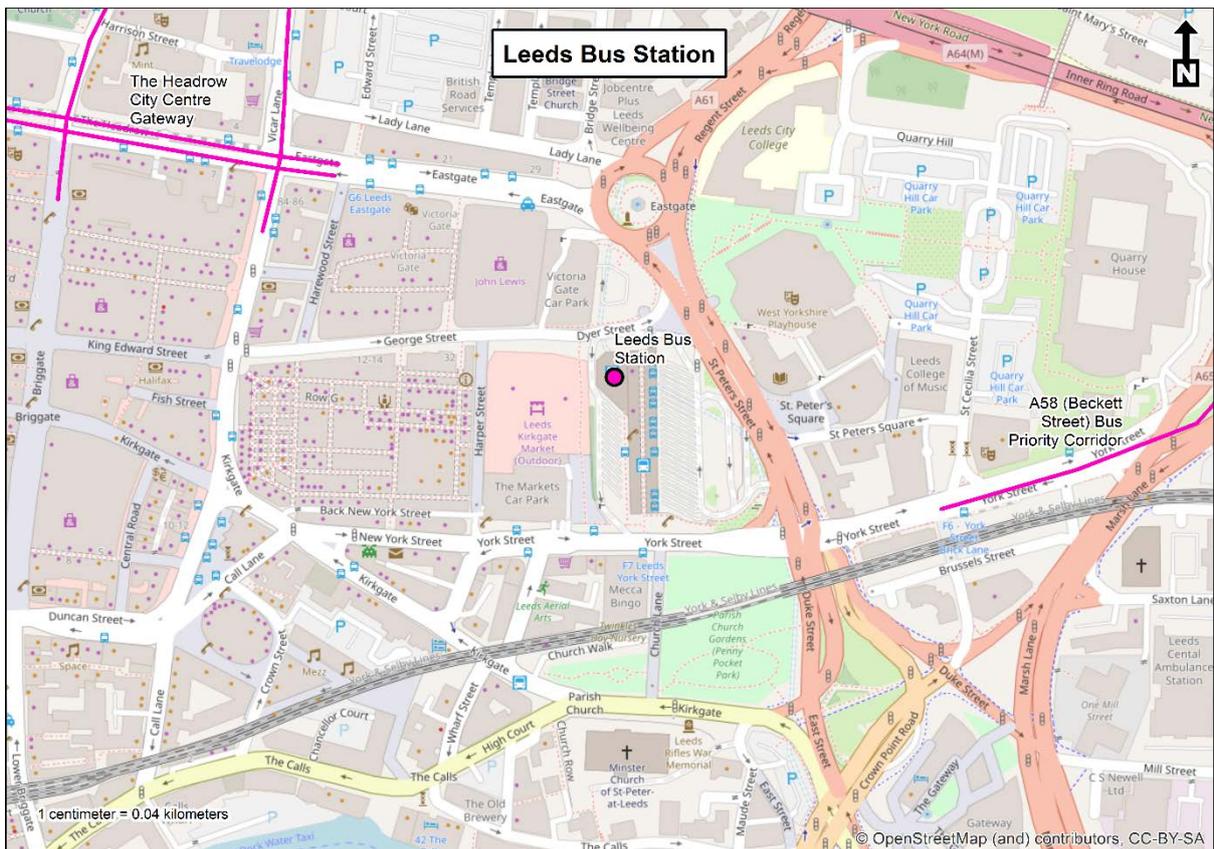
The Leeds Bus Station Gateway is an important part of a tapestry of inter-related schemes in Leeds city centre and across the city, which together account for hundreds of millions of pounds of public and private sector investment designed to increase public transport use and active travel.

	<p>Together these schemes help to deliver the emerging city centre strategy and the emerging Leeds Transport Strategy.</p>
<b>Commercial Case</b>	<p>The clear emphasis of the Leeds Transport Strategy is to accommodate the growth in trips associated with increased employment, retail, leisure and housing in the city centre in a sustainable way. That is without significant growth in car trips to the city centre. The only way this can be achieved is by a step change in the use, and therefore the attractiveness, of public transport, particularly bus services.</p> <p>For procurement of the required works, three main delivery options have been considered by the Combined Authority:</p> <ul style="list-style-type: none"> <li>• Early Contractor Involvement (ECI);</li> <li>• Design and Build (D&amp;B);</li> <li>• Design, Bid and Build (Traditional).</li> </ul> <p>The report concludes that further and more detailed work is needed in order to fully understand, appraise and develop a comprehensive strategy for procurement. At this stage, it is assumed that a competitive procurement procedure will be undertaken using the D&amp;B or traditional approaches.</p>
<b>Economic Case</b>	<p>The approach developed for the appraisal of the Leeds Bus Station options is proportionate and consistent with the appraisal of all LPTIP Gateway and Transport Gateway schemes in Leeds using the same spreadsheet based approaches to evaluate bus, public realm benefits and scheme value for money.</p> <p>The economic case has been developed using WebTAG Guidance, principles and values - based on the comparison of a without scheme 'do minimum' scenario (infrastructure remains largely as existing) and with scheme 'do something' scenarios.</p> <p>The initial BCR for the preferred option is 1.09:1.</p> <p>An adjusted BCR, taking into account the energy efficiency savings and wider benefits brings the BCR for the preferred option to '1.45:1', based on the core scenario.</p>
<b>Financial Case</b>	<p>The total Leeds Bus Station scheme cost for the preferred option is £4.80 million. The scheme cost includes inflation to the year of spend, 4% contingencies and a risk allocation of £0.94 million which represents the P80 value from the Quantified Risk Assessment (QRA).</p> <p>An additional cost of £0.55 million has been included for consultation and monitoring and evaluation, as per all LPTIP schemes based on 1.5% of the scheme costs (prior to risk and contingency).</p> <p>There will be no additional maintenance costs associated with the scheme (over and above those required at the existing bus station); there will be an ongoing saving of approximately £14,000 per annum as a result of the energy efficiency interventions that are proposed as part of the scheme.</p> <p>The proposed scheme will increase the amount of rentable retail space through the extension to the retail / unit frontages as well as the provision of café seating.</p> <p>It is anticipated that the scheme will be wholly funded through the West Yorkshire Combined Authority LPTIP funding. However, as part of the next design stage / full business case, we would review any additional</p>

	funding sources. This could also include the Combined Authority Asset Management in relation to planned maintenance of the existing bus station.
<b>Management Case</b>	The Leeds Bus Station Gateway sits within the management and governance structures established to support the delivery of the LPTIP programme and each individual scheme within the programme. However, it will have a separate delivery structure reflecting the ownership of the Bus Station by the Combined Authority in contrast to the majority of the LPTIP schemes, which are being delivered by Leeds City Council as Highway Authority through their Contractor Delivery Partner. Both programme and scheme management procedures and processes are clearly set out in the Outline Business Case documentation.

**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/>