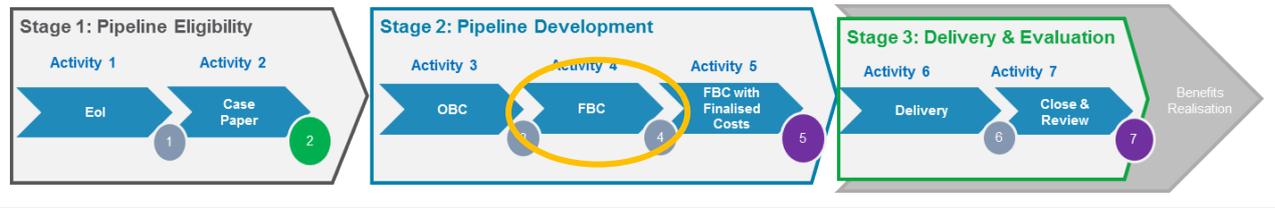


## Section A: Scheme Summary

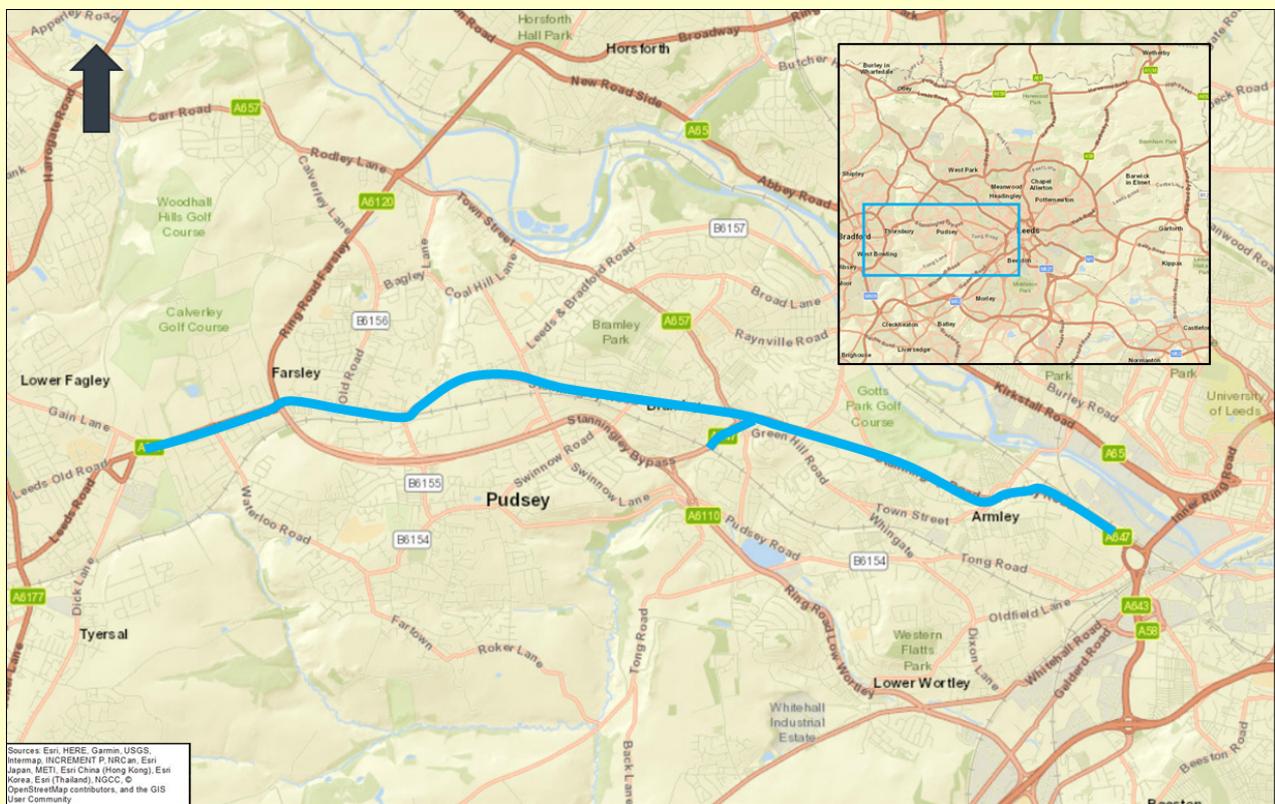
<b>Name of Scheme:</b>	Leeds Public Transport Improvement Programme (LPTIP): A647 Corridor	
<b>PMO Scheme Code:</b>	DFT-LPTIP-002D	
<b>Lead Organisation:</b>	Leeds City Council	
<b>Senior Responsible Officer:</b>	Gary Bartlett, Leeds City Council	
<b>Lead Promoter Contact:</b>	Morgan Tatchell-Evans	
<b>Lead Appraiser:</b>	Ian McNichol	
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Grant - Leeds Public Transport Improvement Programme (LPTIP)	
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 Infrastructure for Growth	
<b>Approvals to Date:</b>	Decision Point 2: Combined Authority 29 <sup>th</sup> June 2017 (LPTIP Programme) Decision Point 3: Combined Authority 14 <sup>th</sup> February 2019 (Scheme)	
<b>Forecasted Full Approval Date (Decision Point 5):</b>	April 2020	
<b>Forecasted Completion Date (Decision Point 6):</b>	July 2021	
<b>Total Scheme Cost (£):</b>	£15.930 million	
<b>Combined Authority Funding (£):</b>	£15.930 million	
<b>Total other public sector investment (£):</b>	£0	
<b>Total other private sector investment (£):</b>	Not applicable	
<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 Bus Delivery	

## Current Assurance Process Activity:



## Scheme Description:

The A647 corridor improvement scheme covers the section of the A647 between Armley Gyratory and the Leeds Road Gyratory in Bradford. It also includes the B6157 Stanningley Road/Bradford Road through Stanningley, as the principal route served by buses. The scheme extents are shown below:



The improvements include extending sections of bus lanes along the corridor (in both directions), converting existing High Occupancy Vehicle (HOV) lanes to bus lanes, a range of bus priority measures at signals and junction improvements to the Ledgard Way junction. Bus stops will be relocated to improve pick up and drop off along the corridor.

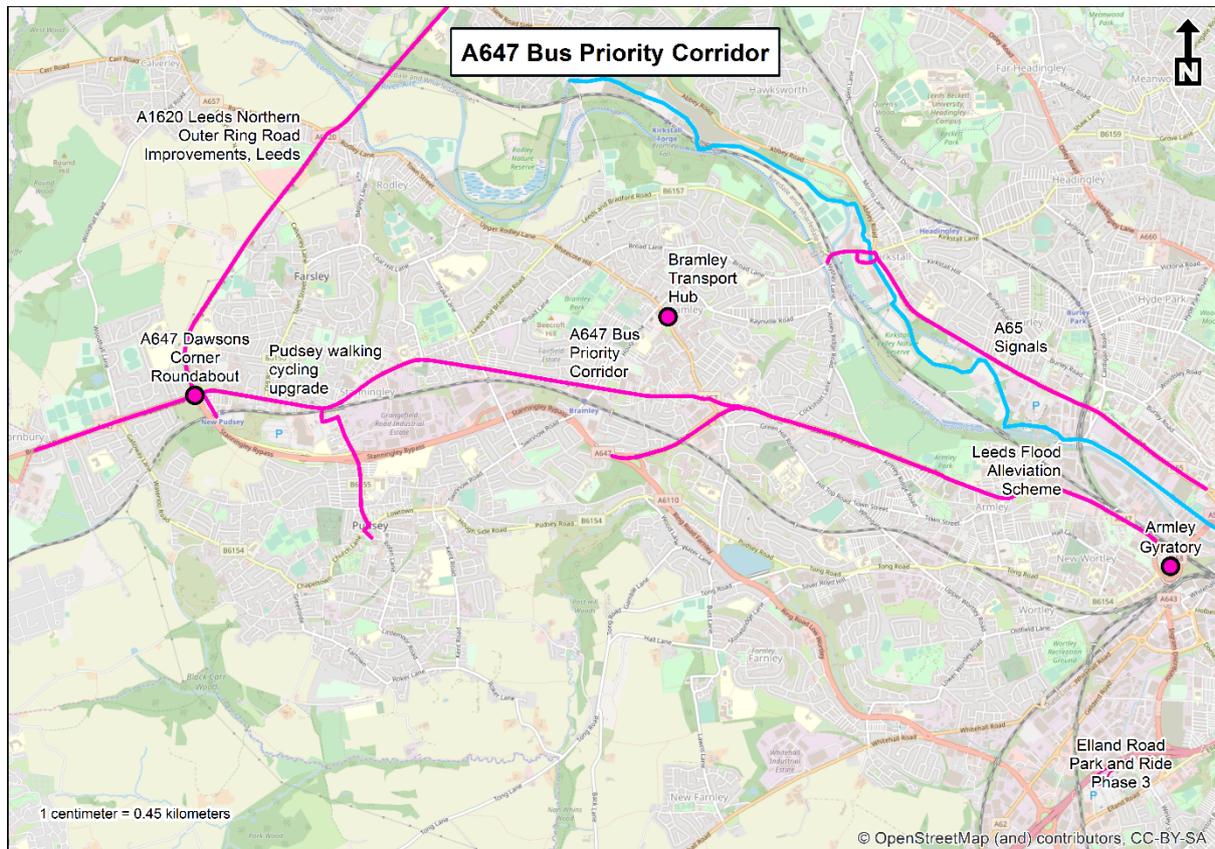
The scheme would save over eight minutes (inbound) and seven minutes (outbound) during the morning and afternoon peaks on a regular basis. The bus priority provided by the scheme will ensure a reduction in ad hoc delays experienced by buses at pinch points along the corridor, with journey time savings of up to 15 minutes.

<b>Business Case Summary:</b>	
<b>Strategic Case</b>	<p>The scheme is well linked to the regional economic and transport policy and plans, both in the wider City Region and locally in Leeds. It aligns with tackling transport challenges identified in the Strategic Economic Plan ~ impacting on economic growth, business productivity and environmental issues related to congestion and over-reliance on private cars.</p> <p>The strategic aim of the LPTIP (Connecting Leeds) programme is to reverse the declining trend in bus patronage by addressing congestion (and delays to buses) which is a key driver for this trend. The scheme objectives are to achieve 'good growth', enabling social inclusion and better economic outcomes for some of the most deprived areas in Leeds.</p>
<b>Commercial Case</b>	<p>The Commercial Case for the A647 Corridor provides evidence that the proposed scheme can be procured, implemented and operated in a viable and sustainable way.</p> <p>The procurement strategy builds on existing experience in the development, design, construction and management of similar improvements in Leeds. Leeds City Council is well placed to deliver the improvements on time and within budget, with an approach that will ensure final designs can deliver the scheme objectives and be delivered in the least disruptive way.</p> <p>The infrastructure improvements along the corridor will improve the quality of the transport network, leading to increases in the proportion of trips using buses as a mode of travel. This is supported by exemplar case studies from across the country and more locally, the A65 Quality Bus Corridor (QBC).</p> <p>In summary, the Commercial Case outlines the commercial requirements of a Full Business Case (FBC). It includes contractor/ delivery partner selection through an OJEU-led procurement exercise. The procurement lead, who will actively manage the Quantified Risk Assessment (QRA) and seek to promote value engineering through the NEC3 contract and risk allocation and transfer, has been identified.</p>
<b>Economic Case</b>	<p>The Economic Case determines if the proposed A647 corridor scheme is a viable investment, utilising the appraisal elements and methodology set out in the Appraisal Specification Report (ASR). The approach quantifies the following:</p> <ul style="list-style-type: none"> <li>• General traffic user benefits – travel time, vehicle operating costs, greenhouse gases and indirect taxation;</li> <li>• Existing bus user benefits – travel time;</li> <li>• New bus user benefits - travel time;</li> <li>• Improved bus journey time reliability benefits – travel time;</li> <li>• Decongestion benefits (marginal external costs) – travel time, vehicle operating costs accidents, greenhouse gases, noise, local air quality and indirect taxation;</li> <li>• Accident savings/benefits;</li> <li>• Construction disbenefits – travel time, vehicle operating costs, greenhouse gases and indirect taxation, construction disbenefits;</li> </ul>

	<p>The economic appraisal for the A647 corridor comprises an assessment of the overall, net, monetised, economic worth of the scheme.</p> <p>The current adjusted Benefit Cost Ratio (BCR) for the preferred option is 6.67:1. This represents high value for money.</p> <p>The increase in BCR from the Outline Business Case, despite an increase in cost, reflects additional bus and highways benefits</p>
<b>Financial Case</b>	<p>The Financial Case for the A647 corridor provides a breakdown of the expected project cost components and time profile for the transport investment. It considers if the capital costs are affordable from public accounts at the times when the costs will arise.</p> <p>The total project outturn capital cost for the preferred option at Full Business Case is £15.93 million (an increase from the £9.68 million at OBC). It will be wholly funded through the West Yorkshire Combined Authority LPTIP funding stream. An additional cost has been included for monitoring and evaluation and is based on 1.5% of the scheme costs. The Full Business Case provides a detailed commentary on the cost increase between Outline Business Case and Full Business Case.</p>
<b>Management Case</b>	<p>The scheme will be managed as part of the overarching programme, Leeds Public Transport Investment Programme (LPTIP). The A647 Corridor Scheme sits within the management and governance structures established to support the delivery of the LPTIP programme.</p> <p>The management case demonstrates that the following components have been appropriately assessed at this Full Business Case (FBC) stage:</p> <ul style="list-style-type: none"> <li>• Project planning;</li> <li>• Governance structure;</li> <li>• Delivery constraints and risk management;</li> <li>• Communications and stakeholder management;</li> <li>• Monitoring and evaluation;</li> <li>• Benefits realisation and assurance.</li> </ul> <p>Alongside this, scheme risks are continuously monitored throughout the scheme lifetime.</p>

## Location map:

The following location map shows the location of the A647 Corridor Scheme:



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/>