

## Section A: Package Summary

<b>Name of Package:</b>	<b>Connecting Leeds from South Leeds and through Wakefield (A61 South)</b>
<b>Location of Package:</b>	<b>The A61 (S) between South Leeds (A61 / Savannah Way and the Newton Hill Roundabout (Northern Section) and between South Wakefield (A61 / A638 and Milnthorpe (A61 / Standridge Lane) (southern section)</b>
<b>PMA Code:</b>	DFT-TCF-002
<b>Lead Organisation:</b>	Leeds City Council
<b>Senior Responsible Officer:</b>	Andrew Hall, Leeds City Council
<b>Lead Promoter Contact:</b>	Andrew Hall, Leeds City Council
<b>Combined Authority Lead/ Programme Manager:</b>	Fiona Limb, West Yorkshire Combined Authority
<b>Case Officer:</b>	Ian McNichol
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Grant - Transforming Cities Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 (Infrastructure for growth)
<b>Combined Authority approvals to date:</b>	Package included within the Leeds City Region Transforming Cities Fund (TCF) bid to the Department of Transport (DfT) DP1 Approval 6 <sup>th</sup> November 2019
<b>Forecasted Completion Date</b>	31 <sup>st</sup> March 2023.
<b>Total Package Cost for the preferred way forward (£):</b>	£7million
<b>WYCA Funding (£):</b>	£7million
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0

## A.1 Description

The A61 corridor is an important route between Leeds city centre and Wakefield via south Leeds, as shown in Figure 1 below. It is one of 22 areas within the Leeds City Region that has been targeted for Government investment from the Transforming Cities Fund (TCF). The corridor suffers from traffic congestion, slow bus speeds and poor bus service reliability, air pollution, poor access to bus stops and a lack of cycle routes.

These issues make it difficult for people to get to schools and jobs and limits growth in housing and employment. Planned increases in the number of new homes and jobs within the areas along the corridor means there will be more demand on the transport network and therefore, more cars on the roads, although positive measures can mitigate this increase. Investment in public transport, particularly buses, as well as walking and cycling measures will be important in meeting this extra demand and reducing the negative impact of extra traffic thereby reducing carbon emissions and improving air quality.



Possible packages of interventions have been identified to address the issues described above and to extend the positive impact of improvements that have recently come forward as part of the

'Connecting Leeds' programme. This will add value to the improvements currently being constructed along the corridor between Stourton and Leeds city centre. The three packages described below include escalating combinations of measures such as improvements to bus stop access, the introduction of bus lanes and bus gates, junction improvements and traffic signal upgrades, changes to on-street car parking and expanding the cycle network through cycle lanes and cycleways

- A light touch package known as '**Do-Minimum**' - Includes measures such as changes to on-street car parking and improvements to bus stop access.
- A more extensive package known as '**Do-Something**' - Includes the 'Do-Minimum' measures but also includes bus and cycle lanes, along with junction improvements and traffic signal upgrades to give buses priority over general traffic.
- A very extensive package known as '**Do-Maximum**' - Includes the 'Do-Minimum' and 'Do-Something' measures described above, but also includes more bus lanes and cycle lanes, some of which allow separation from traffic. This option also includes further junction improvements and traffic signal upgrades to give buses priority over general traffic. These packages have been assessed in order to determine which will be the best way forward for all affected.

## A.2 Business Case Summary

### Strategic Case

A number of objectives have been developed in response to the transport-related issues along the corridor and are in line with guidance from a number of national, sub-regional and local policies including the West Yorkshire Transport Strategy and the Leeds City Region Strategic Economic Plan.

The objectives include: to improve access to employment by bus, walking and cycling; to improve bus journey times; to reduce the variation in bus journey times; to improve access to bus stops; to improve facilities for cyclists; to improve safety for all users; and to reduce carbon emissions and improve air quality.

By meeting these objectives, the package will lead to quicker and more reliable bus journeys along the corridor for new and existing users, reducing congestion and making better use of road space. This will provide better access to schools and places of work whilst having a positive impact on economic growth resulting in more jobs and investment in the surrounding areas.

The package will result in reduced car use and therefore contributes to addressing the climate emergency that has been declared in both Leeds and Wakefield, and across the wider Leeds City Region. The package will also improve the safety of road users and provide a better quality of life for those on low incomes or without access to a car

### Economic Case

Evidence has been gathered using a wide range of information including bus speed data, traffic forecasts, changes in land use, accident data and junction assessments. Analysis of this evidence has resulted in a number of possible interventions being identified along different sections of the corridor. These interventions have been assessed against the objectives identified above and other key criteria in order to identify ones that are most likely to deliver value for money and are most effective in addressing the transport-related issues along the corridor.

The interventions were also costed, to show whether they are affordable and are within the funding budget allocation. The interventions were then packaged together to form three options: 'Do-Minimum', 'Do-Something' and 'Do-Maximum'. For each option, there was an assessment of the benefits that are likely to be experienced by bus users (approx. £18.3m), pedestrians and cyclists (approx. £1.6m) as well as possible disbenefits to other road users (to be assessed in more detail at next stage)

There are also likely to be many other wider economic benefits to businesses through better productivity, as well as air quality and carbon emission savings and social benefits by connecting more people to opportunities resulting in a better quality of life for both local residents and workers.

### Commercial Case

Both Leeds City Council (LCC) and Wakefield Council (WMDC) have experience in the development, design, construction and management of corridor improvement packages. They are therefore in a strong position to deliver the current and future pipeline of work, including the A61 package. Recent examples of projects include the A65 Quality Bus Corridor, Leeds Park and Rides, Wakefield Eastern Relief Road and importantly, the bus corridors as part of the Leeds Public Transport Investment Programme, all of which had similar aspects to this package in terms of improvements.

The Combined Authority has identified three possible arrangements to deliver the package, one of which is to appoint a development partner to work with the Combined Authority along with both LCC and WMDC local authorities. The other two arrangements are for the local authorities to appoint their own development partner or to undertake the project development in-house. Further development and delivery options will be considered at the next stage of the project.

### Financial Case

The estimated cost of the package ranges from between £1.1 million to £11.6 million, across the three options. Both LCC and WMDC are applying for full funding from the Department for Transport (DfT) TCF programme, with the package being progressed by the Combined Authority.

If only part of the TCF funding is available, the number and scale of interventions for each package option would need to be reduced or reassessed. Whilst there may be capital funding within LCC and WMDC to deliver the Do-Minimum option, the Do-Something and Do-Maximum options could only be taken forward with TCF funding, given the scale and cost.

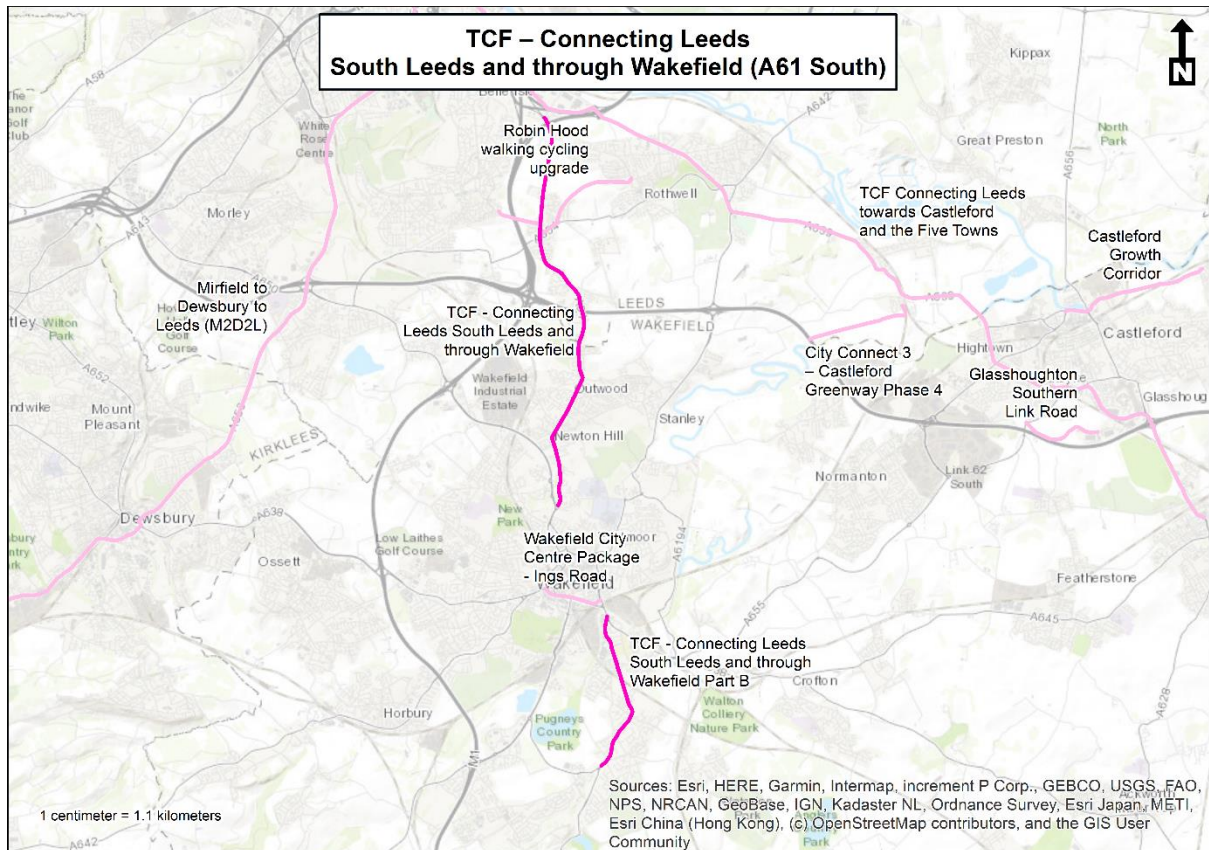
### Management Case

A project board has been identified for the package. Andrew Hall (LCC) will be the project executive, whilst Graham West (WMDC) will act as deputy. There will be other project managers and work stream leads from both LCC and WMDC, demonstrating a genuine partnership working approach. The project board will feed into a wider programme board along with packages from the other 22 TCF packages, based on what type of package and intervention they are.

These programme boards will have representatives from the Combined Authority, LCC, WMDC and the bus and rail operators. The programme board then ultimately feeds into the central TCF portfolio board which will manage the budget of the programme and will be headed by Liz Hunter, Head of Transport Policy at the Combined Authority. This role is anticipated to transfer across to the Head of Transport Implementation at the Combined Authority.

## Location map:

The following location map shows the location of the Connecting Leeds from South Leeds and through Wakefield (A61 South) 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/>