

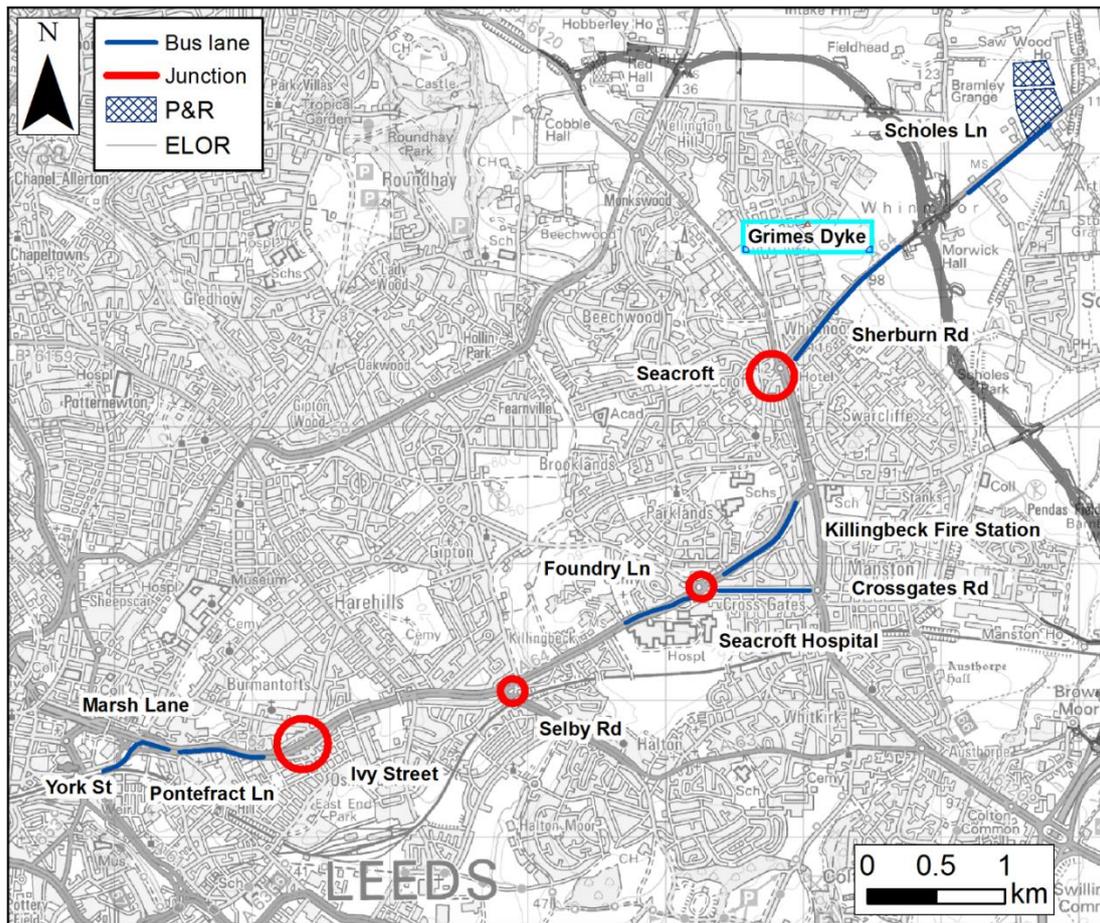
Section A: Package Summary

Name of Package:	A64 Park and Ride and Bus Improvements
Location of Package:	Leeds - A64 between Marsh Lane and Stockheld Lane
PMA Code:	DFT-TCF-005
Lead Organisation:	Leeds City Council (LCC)
Senior Responsible Officer:	Andrew Hall (LCC)
Lead Promoter Contact:	Elizabeth Walker (LCC)
Combined Authority Lead/ Programme Manager:	Fiona Limb – West Yorkshire Combined Authority (WYCA)
Case Officer:	Ian McNichol (WYCA)
Applicable Funding Stream(s) – Grant or Loan:	Grant/Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for Growth)
Combined Authority approvals to date:	Scheme included within the approved TCF bid for £7million (low funding scenario)
Forecasted Completion Date	March 2023
Total Package Cost for the preferred way forward (£):	£8.878 million
WYCA Funding (£):	£7.000 million
Total other public sector investment (£):	£1.878 million, funding sources to be confirmed

A.1 Description

The A64 is a key radial route to the east of the city, carrying long distance traffic from the wider Leeds City Region, alongside local traffic. It is also a key bus corridor with high service frequency and passenger numbers. Sections of the corridor benefit from existing guided bus ways and bus lanes. Figure 1 below shows the extent of the scheme.

Figure 1: A64 Park and Ride and Bus Improvements



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A number of barriers/issues currently exist on the corridor and are summarised below:

- Congestion along the A64 corridor affects buses and cars alike
- The existing rail network in the area, which includes stations at Crossgates and Garforth, experience overcrowding which impacts on access to the rail network
- Slow and unreliable journey times impair mobility.
- Low levels of car ownership mean many residents are reliant on public transport to access the city centre, other key destinations and services such as retail, employment and education. The scheme aims to improve local access and mobility to key destinations and services via sustainable means of transport.

The scheme proposal consists of bus improvement measures and a new park and ride site at Whinmoor (outlined below), to address the current issues identified above and to further ensure there is sufficient network capacity to accommodate planned housing and employment growth proposed as part of the East Leeds Extension. The scheme also has links and independencies with other schemes planned in the Leeds area including East Leeds Orbital Route (ELOR), existing A6110 enhancement and Cycle Superhighway.

The scheme options will be developed and refined to a preferred option setting out bus improvements and a new park and ride facility and form part of the Outline Business Case (OBC). The short-listed options for the scheme are:

- A light touch package known as the do-minimum (less ambitious), with bus improvement measures including bus priority at junctions, bus gates, new bus lanes, introduction of new electric buses, new signals and upgrades to existing signals
- A more extensive package known as do-something (preferred way forward), which includes the do-minimum measures plus additional bus improvement at Ivy Street roundabout and a cycle lane on Crossgates Road, connecting to the existing Cycle Superhighway on the A64
- An extensive package known as do-maximum (more ambitious), which includes the do-minimum and do-something measures described above along with ticket machines along the route, a new park and ride at Whinmoor, new high frequency bus service and associated bus improvement measures between the park and ride site and Seacroft roundabout, tying into the proposals for ELOR and A6110 enhancement works

The anticipated benefits from the short-listed options include:

- Improved bus journey times, reliability and punctuality
- Improved quality and experience to bus users and cyclists
- Reduced congestion along the corridor
- Encourage modal shift to sustainable modes of travel for example buses and cycling, for both local and long-distance journeys
- Reduce car use amongst those living in more rural areas of North / North East Leeds
- Reduce carbon emissions and improve local air quality

A.2 Business Case Summary

Strategic Case

The scheme aims to improve current bus journey times through a series of improvements along the A64 between Marsh Lane and proposed park and ride site at Whinmoor.

A number of objectives have been developed in response to the transport-related issues which currently exist along the corridor, in line with the West Yorkshire Transport Strategy and Strategic Economic Plan. By meeting these objectives, the scheme will lead to quicker and more reliable bus journeys for new and existing users, reducing congestion and making better use of road space. Air quality improvements are expected due to a reduction in greenhouse gases, as a result of the scheme encouraging modal shift from private car to bus.

The package also proposes a new bus park and ride site at Whinmoor, targeting commuters travelling from outside Leeds, who do not have access to rail and or other park and ride sites. The scheme aims to encourage a modal shift from car to bus, making more efficient use of the bus network to provide better access to places of work, having a positive impact on economic growth in the Leeds City Region.

This scheme will contribute to improving residents' connectivity to the A64's existing Cycle Superhighway with the introduction of cycle lanes in Crossgates, encouraging more cycling and improving access to key services along the corridor by bicycle.

The scheme will result in reduced car use through encouraging trips that are normally made by private car to be done by more sustainable modes, for example buses and cycling. This will bring further social and environmental benefits for residents and contributes to addressing the climate emergency that has been declared across the Leeds City Region. The scheme will also improve the safety for road users and improve accessibility to the city centre and other key destinations / services for local residents, particularly those without access to a car who rely on public transport.

Economic Case

The scheme elements have been broadly appraised within the Transforming Cities Fund (TCF) Strategic Outline Case (SOC) submission. The majority of benefits come from the interventions looking to be included in the A64 scheme. Since then some additional measures have been identified which are likely to add additional benefits to the scheme. These include signalling Seacroft roundabout and a new cycle lane on Crossgates Road. These will be quantified to feed into the Outline Business Case.

Indicative benefits and disbenefits are based on the original package of measures calculated for the TCF SOC are summarised below:

Active mode benefits for example, from cycling - the scheme is primarily bus improvement measures however, some cycling infrastructure is proposed along Crossgates Road to link the existing Cycle Superhighway on the A64 and Crossgates local centre / rail station. LCC is looking at opportunities to advance this element of works sooner in response to Covid-19 and the government's published guidelines around active travel. The benefits will be quantified as the scheme develops and feasibility designs are finalised for the Outline Business Case.

Bus user benefits – have been assessed for each of the intervention measures proposed on the A64. This work has been used to estimate the bus user benefits for the less ambitious, do something and more ambitious options. As some interventions which are now being proposed were not included at SOC stage, the benefits have not yet been quantified. These will be assessed at the next stage.

Commercial Case

Leeds City Council (LCC) has experience in the development, design, construction, and management of corridor improvement schemes and is in a strong position to deliver the current and future pipeline of work, including the A64 scheme.

The Combined Authority has identified three possible arrangements to deliver the scheme. Further development and delivery options will be considered at the next stage of the scheme.

Financial Case

The indicative costs for the shortlisted options are:

- Business as usual (do nothing) = £0 (scheme not delivered)
- Less ambitious = £4.917 million
- Preferred way forward = £8.878 million
- More ambitious = £23.329 million

The Do Something (preferred way forward) and Do Maximum (more ambitious) options could only be taken forward with full TCF funding. Following the budget announcement in March 2020, £317 million of TCF funding was allocated for the Leeds City Region. It included provision for delivery of bus rapid transit in East Leeds. The total confirmed amount of £7 million for the A64 corridor delivers the Low Cost (less ambitious) option of bus improvement measures along the A64.

The more ambitious option includes a new park and ride site, to the east of Thorner Lane, with access off the A64 and close proximity to the new outer ring road and builds on the success of the Leeds Park and Ride programme.

The additional bus improvement measures along the A64 corridor, which are part of the more ambitious option and include a new bus service operating at high frequency, are not being discounted at this stage. Further funding sources / opportunities to deliver this element of works will be explored at Outline Business Case and adds to the programme's flexibility with the possibility of delivery through alternative funding sources and addressing any over programming in the TCF.

Management Case

The scheme will have a dedicated project board to develop and deliver the scheme. There will be other project managers and work stream leads from LCC.

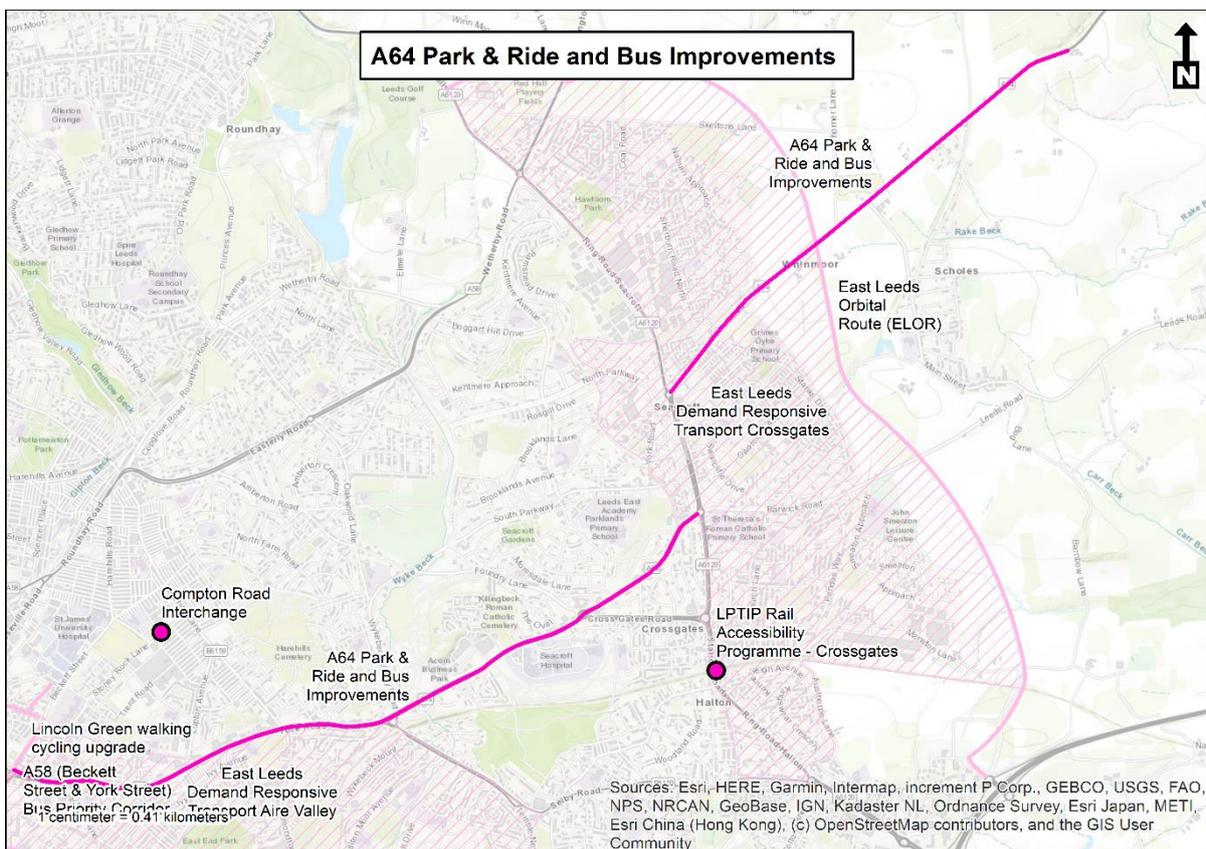
The project board will provide leadership and direction on programme, cost, and risk tolerances. Any programme, cost, or risks beyond tolerance will be escalated to the Corridor Improvement Programme (CIP) project and programme board. The board's objectives are being finalised and will likely include:

- Managing and monitoring the progress of the package as a whole and schemes within it
- Contributing to achieving the outcomes of the overall TCF programme

The project board is expected to meet regularly and regular reporting will provide updates for the TCF corridor programme boards.

Location map:

The following location map shows the location of the A64 Park and Ride and Bus Improvements 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/>