

## Section A: Scheme Summary

|                                    |  |
|------------------------------------|--|
| <b>Name of scheme:</b>             | <b>Leeds Public Transport Investment Programme (LPTIP): A660 Headingley to Weetwood Signals Upgrade scheme</b> |
| <b>PMO scheme code:</b>            | DFT-LPTIP-002g   |
| <b>Lead organisation:</b>          | Leeds City Council (LCC)   |
| <b>Senior responsible officer:</b> | Gary Bartlett (LCC)  |
| <b>Lead promoter contact:</b>      | Joel Dodsworth (LCC)   |
| <b>Case officer:</b>               | Neil Johnson (West Yorkshire Combined Authority)   |

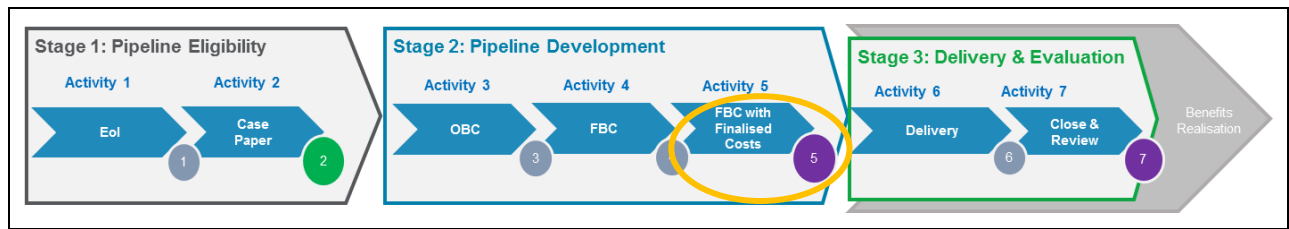
|  |   |
|--|---|
| <b>Applicable funding stream(s) – Grant or Loan:</b> | Grant – Leeds Public Transport Investment Programme (LPTIP) |
| <b>Growth Fund Priority Area (if applicable):</b>    | Priority 4 – Infrastructure for Growth                      |

|  |  |
|--|--|
| <b>Approvals to date:</b>                                | Combined Authority LPTIP approval Decision Point 2 June 2017 |
| <b>Forecasted full approval date (decision point 5):</b> | July 2020  |
| <b>Forecasted completion date (decision point 6):</b>    | March 2021   |

|   |  |
|---|--|
| <b>Total scheme cost (£):</b>                     | £1.056 million   |
| <b>Combined Authority funding (£):</b>            | £0.733 million grant - LPTIP                           |
| <b>Total other public sector investment (£):</b>  | £0.323 million (in Section 106 contributions from LCC) |
| <b>Total other private sector investment (£):</b> | N/A  |

|   |             |
|---|-------------|
| <b>Is this a standalone project?</b>                | No          |
| <b>Is this a programme?</b>                         | Yes         |
| <b>Is this project part of an agreed programme?</b> | Yes - LPTIP |

**Current Assurance Process Activity:**



## Scheme Description:

This scheme forms part of the Leeds Public Transport Investment Programme (LPTIP). The scheme is located in Leeds and runs from the junction of the A660 and Spen Approach, to the pedestrian crossing south of North Hill Road. The scheme will use Microprocessor Optimised Vehicle Actuation (MOVA) technology to help to reduce congestion along strategic routes, by adapting traffic signal timings to variations in traffic flow.

MOVA will also improve coordination between traffic signal-controlled junctions for general traffic, reducing the number of stops that vehicles must make.

In total, the scheme includes three junctions and seven pedestrian crossings, at the following locations (north to south) and shown in Figure 1 below

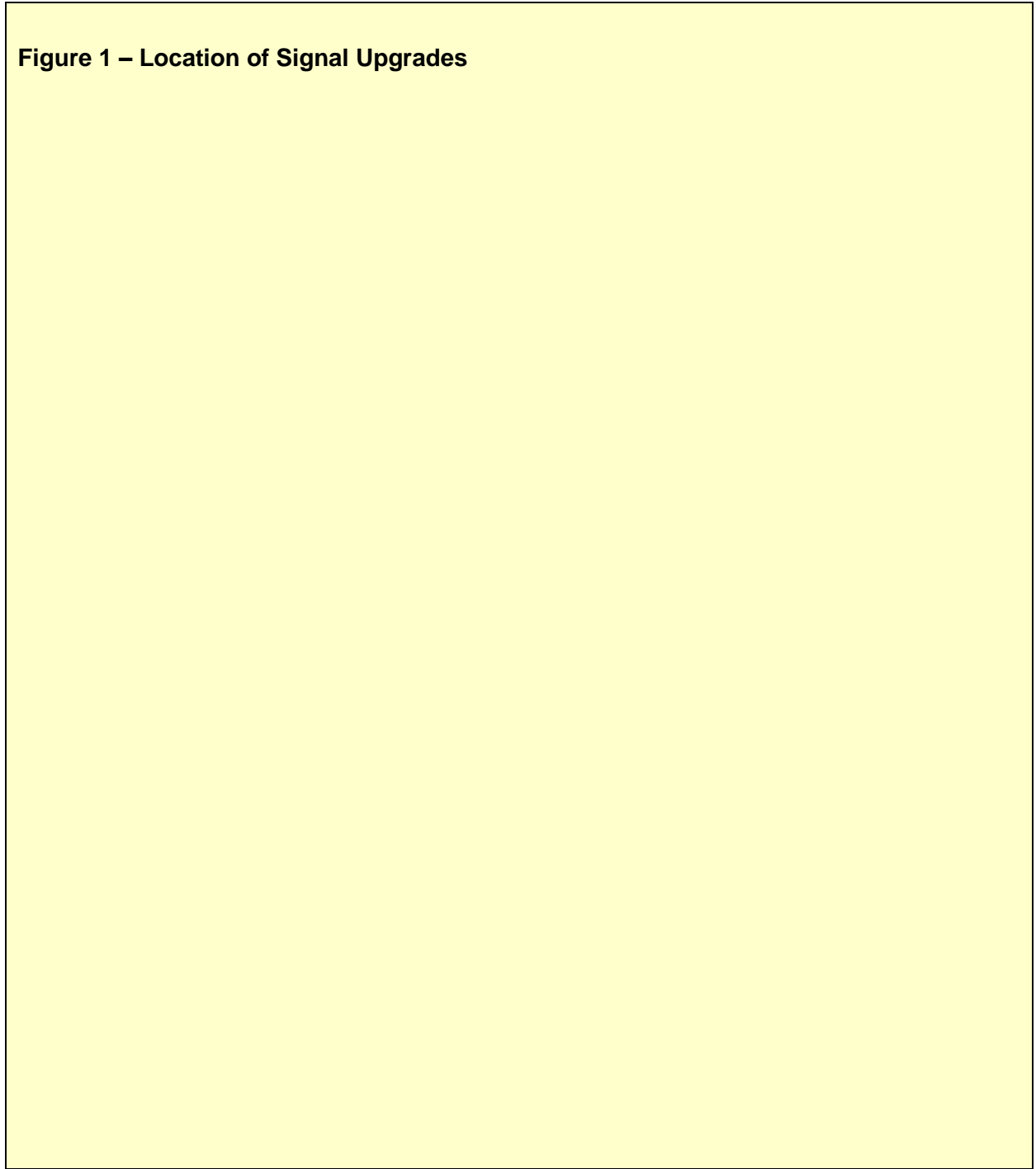
### Junctions

- Thornbury Avenue / A660 Otley Road
- St Anne's Road / A660 Otley Road / Shaw Lane (B6157)
- North Lane / A660 Otley Road / Wood Lane

### Pedestrian crossings

- South of Spen Approach
- The approach to Kepstorn Road / A660 Otley Road
- South of Church Wood Avenue
- Adjacent to the Three Horseshoes public house (Weetwood Lane)
- East of Alma Cottages
- The Original Oak public house, adjacent to St Michaels Road
- North Hill Road

**Figure 1 – Location of Signal Upgrades**



**Business Case Summary:**

**Strategic Case**

The scheme is aligned with tackling transport challenges identified in the Strategic Economic Plan (SEP) that are currently hampering economic growth, business productivity and environmental issues related to congestion and over-reliance on the private car.

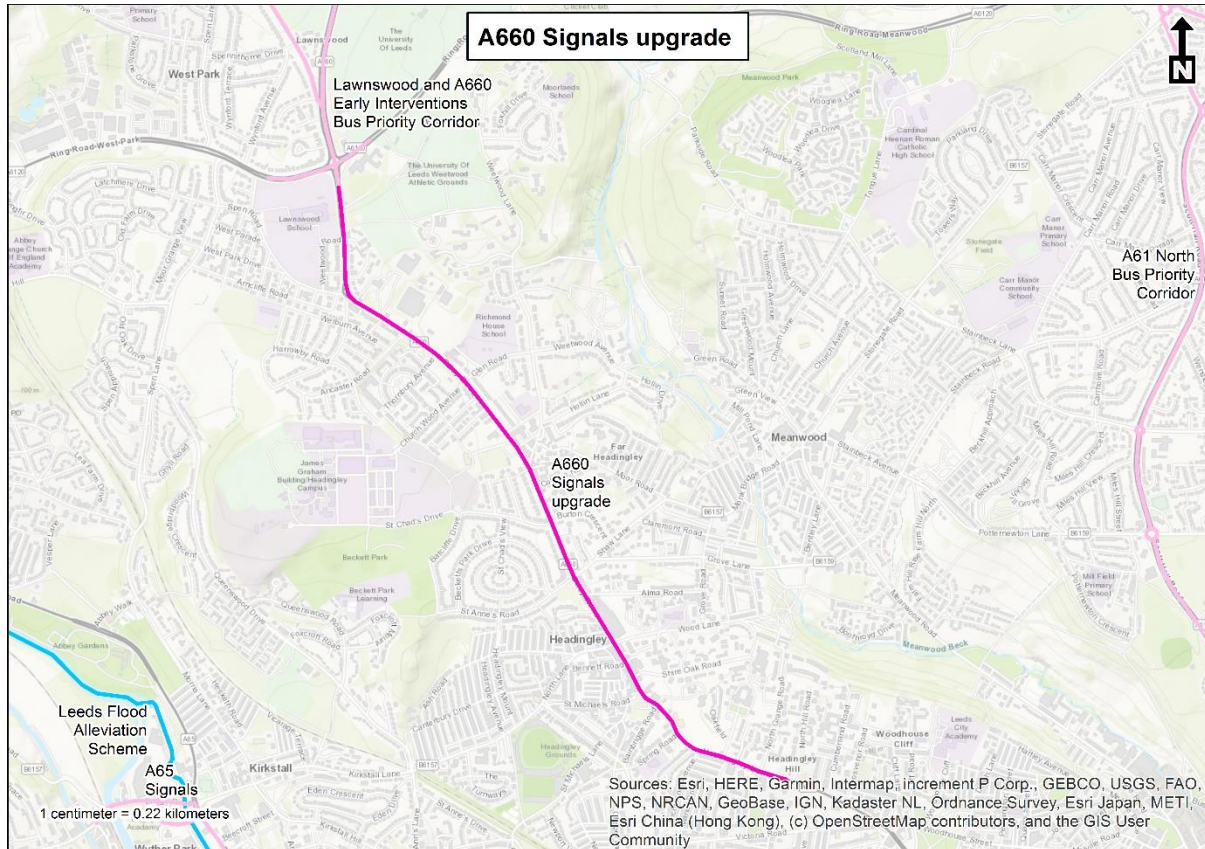
The scheme will help to deliver the SEP Priority Area 4 (Infrastructure for Growth) enabling social inclusion and better economic outcomes through

|                        |   |
|------------------------|---|
|                        | <p>improved public transport and the introduction of more reliable technology to detect pedestrians, to achieve the SEP principle of 'good growth'.</p> <p>The strategic aim of the LPTIP 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.</p>   |
| <b>Commercial Case</b> | <p>The procurement strategy builds on LCC's existing experience in the development, design and delivery of the and LPTIP A65 signals schemes in Leeds, with procurement planned through existing arrangements. Leeds City Council is well placed to deliver the improvements on time and within budget.</p> <p>The signal improvements along the corridor (in the area) will reduce journey time delays for all modes along the corridor.</p>   |
| <b>Economic Case</b>   | <p>The methodology adopted for the appraisal of the preferred option, has been based on Transport Research Laboratory research and the assumption the upgraded system will reduce the delay at junctions by a given percentage.</p> <p>The economic assessment results show benefits to both bus and general traffic journey times with a Present Value of Benefits (PVB) of £2.1 million and a Benefit Cost Ratio (BCR) of 2.81, corresponding to High Value for Money.</p> <p>Sensitivity tests have been undertaken regarding variation on growth and delay reductions; their results show BCRs corresponding to High Value for Money for all tests.</p>       |
| <b>Financial Case</b>  | <p>The scheme's financial case provides a breakdown of the expected scheme costs and timings.</p> <p>The total project outturn capital cost is £1.056 million, with 69% of this funded by the West Yorkshire Combined Authority's LPTIP funding stream.</p> <p>LCC will fund the remainder through Section 106 contributions.</p> <p>The scheme cost includes inflation, contingencies, and a risk allowance. An additional cost of £15,000 has been included for monitoring and evaluation.</p>  |
| <b>Management Case</b> | <p>The scheme will be managed as part of the overarching LPTIP programme and sits within the management and governance structures established to support the delivery of the programme.</p> <p>The management case demonstrates that the following components have been appropriately assessed at this Full Business Case plus finalised costs (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> |

Alongside this, scheme risks are continuously monitored throughout the project lifetime.

### Location map:

The following location map shows the location of the A660 Headingley to Weetwood Signals Upgrade 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/>