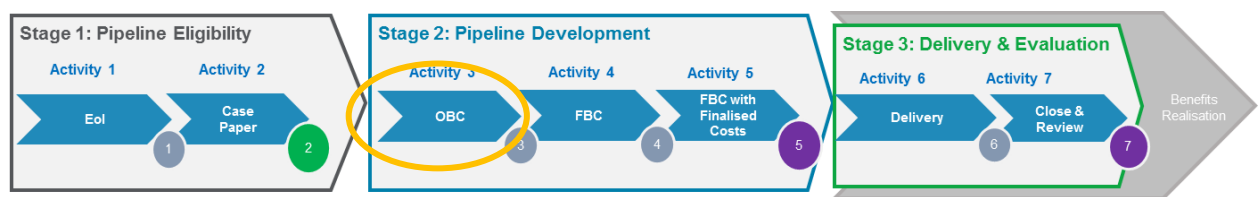


Section A: Scheme Summary

Name of scheme:	Corridor Improvement Programme Phase 2: A660 Headingley Hill
PMO scheme code:	N/A
Lead organisation:	Leeds Council
Senior responsible officer:	Andrew Hall, Leeds Council
Lead promoter contact:	Morgan Tatchell-Evans, Leeds Council
Case officer:	Neil Johnson, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant – Corridor Improvement Programme Phase 3
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to date:	N/A
Forecasted full approval date (decision point 5):	February 2021
Forecasted completion date (decision point 6):	November 2021
Total scheme cost (£):	£5.079 million
Combined Authority funding (£):	£5.079 million West Yorkshire plus Transport Fund Corridor Improvement Programme Phase 2
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

Is this a standalone project?	No
Is this a programme?	Yes
Is this project part of an agreed programme?	Corridor Improvement Programme Phase 2

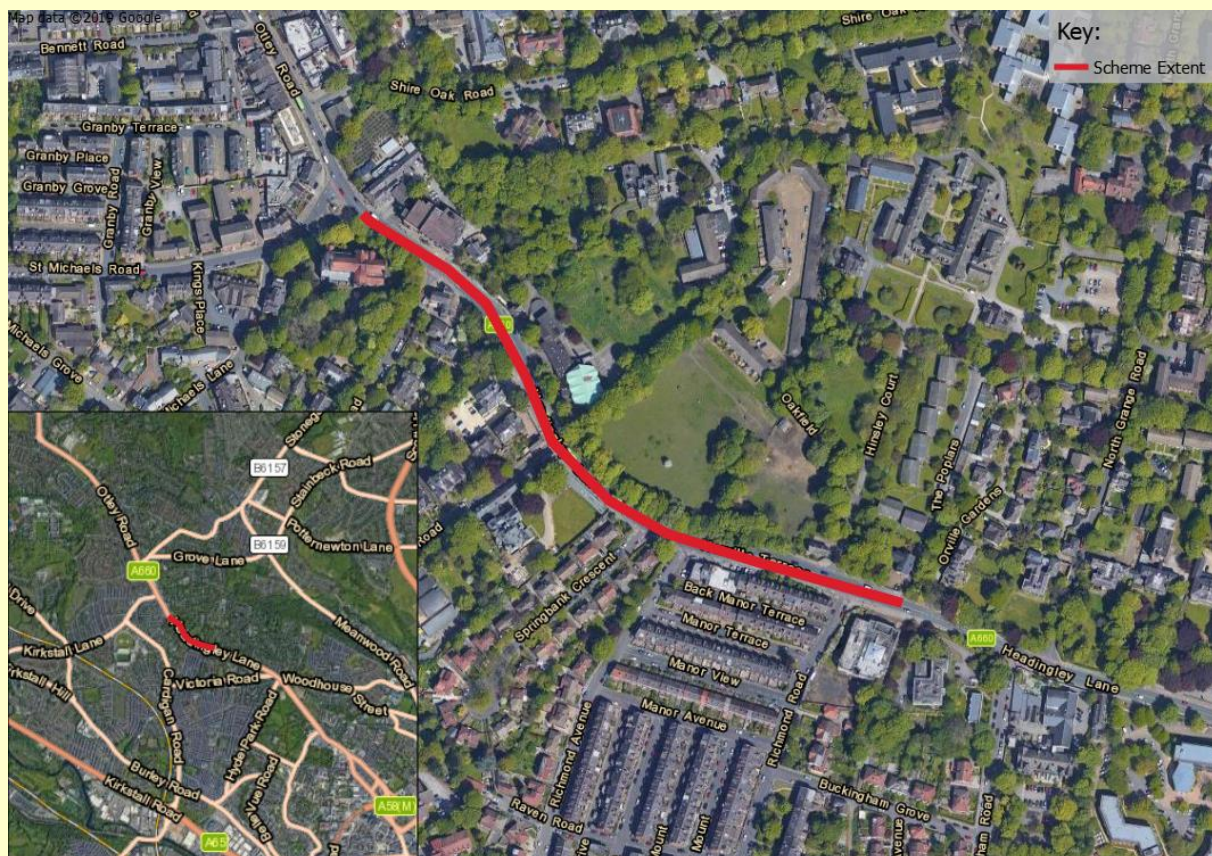
Current Assurance Process Activity:



Scheme Description:

The proposed A660 Headingley Hill scheme is located between Orville Gardens and St Michael's Road: a section of the corridor more commonly known as Headingley Hill. The scheme forms part of the Corridor Improvement Programme – Phase 2 (CIP2). The exact location of the scheme is shown in **Figure 1** below.

Figure 1 – Overview of Scheme Location – A660 Headingley Hill



The preferred option proposals include a new 435 metre section of outbound (northbound) bus lane between the Elinor Lupton Centre/ Richmond Road and St Michael's Church/ St Michael's Road – impacting on third party land to accommodate the widening – and the upgrade of the advisory cycle lanes to make the route more attractive/safer for cyclists, for approximately 350 metres in both directions. The scheme would also introduce a controlled pedestrian crossing south of Richmond Avenue, requiring alterations to existing road junctions, specifically in the form of restricting access to left-in/left-out at the Richmond Avenue junction. Pedestrians and waiting bus passengers will benefit from wider pavements. To accommodate the proposals, three parcels of third party land are required.

Business Case Summary:

Strategic Case

The scheme is well aligned to the regional economic and transport policy and plans, both in the wider city region and locally in Leeds. The scheme is aligned with tackling transport challenges (identified in the Strategic Economic Plan) that are currently hampering economic growth, business productivity and environmental issues related to congestion and over-reliance on the private car. Road users will experience quicker journeys.

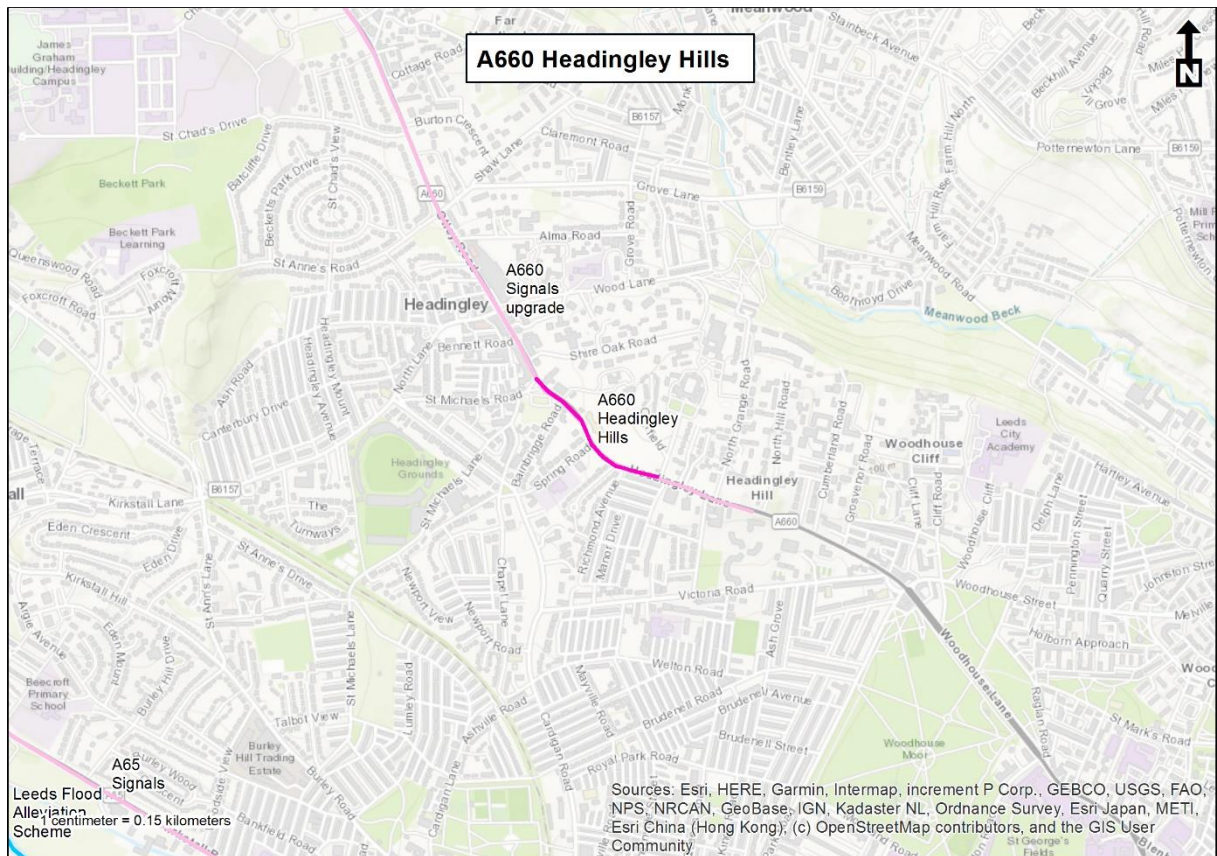
The A660 Headingley Hill scheme is one of several schemes intended to aid the provision of enhanced public transport prioritised as part of the CIP2 programme, delivering benefits to all users and encouraging more sustainable travel choices by

	<p>travellers to/from Leeds as well as within Leeds itself. This scheme complements the committed LPTIP Bus Infrastructure schemes.</p> <p>The project will help to deliver the SEP Priority Area 4 (Infrastructure for Growth) of the Leeds City Region Strategic Economic Plan (LCR SEP) (2016), enabling social inclusion and better economic outcomes, to achieve the main LCR SEP principle of 'good growth'.</p>
Commercial Case	<p>The commercial case for the A660 Headingley Hill scheme provides evidence that the proposed scheme could be operated in a viable and sustainable way.</p> <p>There are two delivery partners on the LPTIP framework that could be utilised to enable rapid progress with the A660 Headingley Hill proposal to be programmed to follow on with delivery after the bulk of LPTIP delivery is completed.</p> <p>As an alternative, delivery could be achieved using Leeds Council's contractors to deliver the project with the support of Leeds Council's development partner.</p>
Economic Case	<p>The economic case provides evidence of how the scheme is predicted to perform, in relation to its stated objectives, identified problems and targeted outcomes. It also defines the options development and further options sifting/packaging process. The 'do maximum' option is the preferred scheme option against the current evidence base and scheme objectives.</p> <p>The economic case sets out that the proposed A660 Headingley Hill scheme is a viable investment, utilising the appraisal elements and methodology set out in the Appraisal Specification Report.</p> <p>The appraisal indicates a large number of benefits resulting from both improvements to bus journey times (due to the new bus lane) and less congestion (due to signal upgrades).</p> <p>Reductions in vehicle emissions and planting/replacement of trees have been evidenced.</p> <p>The current benefit cost ratio (BCR) for the preferred option is 3.88, with an adjusted BCR of 4.71. The value for money remains high against all the tests undertaken.</p>
Financial Case	<p>The financial case for the A660 Headingley Hill scheme provides a breakdown of the expected project cost components and the time profile for the transport investment.</p> <p>The total project outturn capital cost is £5.079 million, to be wholly funded through the CIP2 programme (West Yorkshire plus Transport Fund). The scheme cost includes inflation to the year of spend, and 10% contingencies in the build-up of the base cost together with a Quantified Risk Assessment to inform the final cost for the financial case. An additional cost of £30,000 has been</p>

	included for monitoring and evaluation, with £150,000 allocated for third party land purchases.
Management Case	<p>The management case outlines how the proposed scheme and its intended outcomes will be delivered successfully, emphasising the successful delivery of previous schemes and drawing on significant gained experience in contract management and project delivery.</p> <p>The management case also gives assurances that the scheme content, programme, resources, impacts, problems, affected groups and decision makers, will all be handled appropriately, to ensure that the scheme is ultimately successful. The A660 Headingley Hill scheme sits within the management and governance structures established to support the delivery of the CIP2, therefore comprising of both programme and scheme management procedures and processes to ensure effective, on-time, on-budget scheme delivery.</p> <p>The management case demonstrates that the following components have been appropriately assessed at this OBC stage:</p> <ul style="list-style-type: none"> • Project planning • Governance structure • Delivery constraints and risk management • Communications and stakeholder management • Monitoring and evaluation <p>Scheme risks will be continuously monitored and managed throughout the project lifetime.</p>

Location map:

The following location map shows the location of the A660 Headingley Hills 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/>