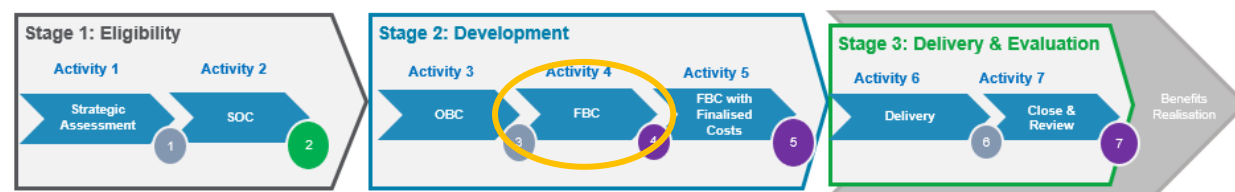


## Section A: Scheme Summary

<b>Name of scheme:</b>	Leeds Public Transport Improvement Programme A61 North Bus Priority Corridor
<b>PMA scheme code:</b>	DFT-LPTIP-002b
<b>Lead organisation:</b>	Leeds Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds Council
<b>Lead promoter contact:</b>	Robert Mason, Leeds Council
<b>Case officer:</b>	David Powell, Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant - Leeds Public Transport Improvement Programme
<b>Growth Fund Priority Area (if applicable):</b>	N/A
<b>Approvals to date:</b>	Decision point 3 (outline business case) – 25/04/20
<b>Forecasted full approval date (decision point 5):</b>	November 2020
<b>Forecasted completion date (decision point 6):</b>	March 2021
<b>Total scheme cost (£):</b>	£4.412 million
<b>Combined Authority funding (£):</b>	£4.412 million – Leeds Public Transport Improvement Programme
<b>Total other public sector investment (£):</b>	N/A
<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>	Leeds Public Transport Improvement Programme

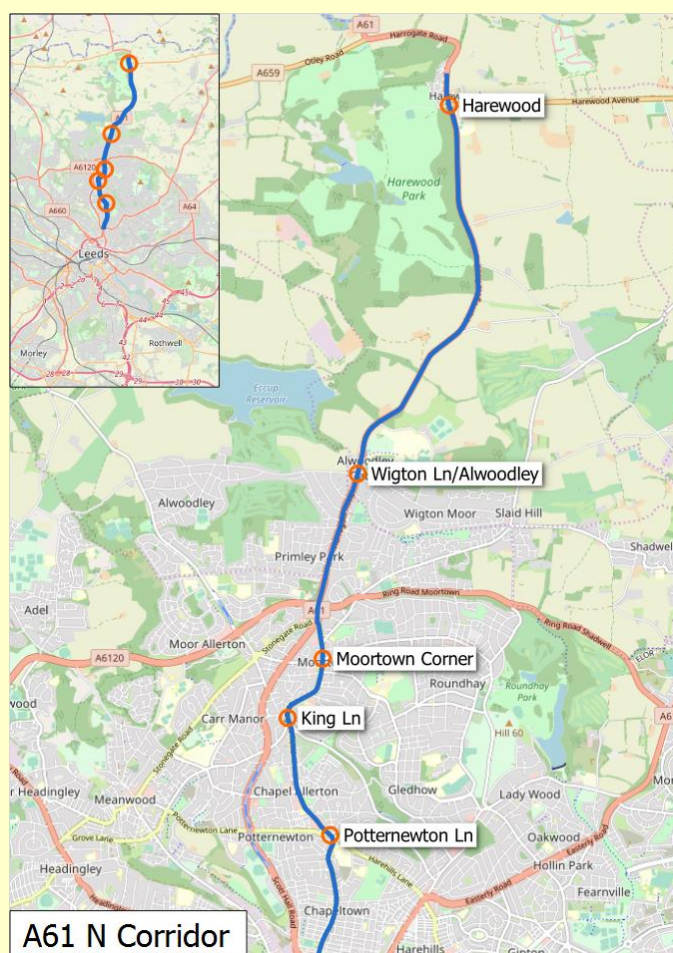
## Current Assurance Process Activity:



## Scheme Description:

The A61 North (A61N) corridor extends northbound from Leeds City Centre to the border with North Yorkshire, as marked by the River Wharfe, south of Harrogate. It provides a route into the city centre from locations including Harrogate and Harewood. **Figure 1** illustrates the location of the corridor.

**Figure 1 – Map of Corridor Location**



The original approved preferred scheme option at outline business case (OBC) included significant interventions on the 'western arm' along Scott Hall Road and King Lane. The

combined value of the interventions at OBC was £16.1 million. This scheme has now been revised to include only the 'eastern arm' element of the scheme at a cost of £4.4 million.

The full business case scheme therefore excludes the schemes on King Lane and Scott Hall Road and instead focuses on congestion hotspots on the bus routes on the eastern arm (Harrogate Road). Five interventions (previously included in the OBC) are proposed along the eastern arm of the A61N Corridor:

- Package 1: Harrogate Road / The Avenue (Harewood junction)
- Package 2: Harrogate Road/Wigton Lane/Alwoodley Lane
- Package 3: Moortown Corner (Harrogate Road between junctions with Shadwell Lane and Street Lane)
- Package 4: Harrogate Road / King Lane Stainbeck Road
- Package 5: Harrogate Road / Potternewton Lane / Chapeltown Road / Harehills Lane

The A61 North scheme aims to improve journey times for users, particularly bus passengers along Harrogate Road, tackling congestion hotspots, to provide a low cost but full corridor scheme. The approach is different at each junction with some physical bus infrastructure in the form of bus lanes, enhanced bus priority through signal upgrades, and improvements benefitting all traffic movements. The scheme will make it easier for cyclists and pedestrians to complete their journeys.

#### Business Case Summary:

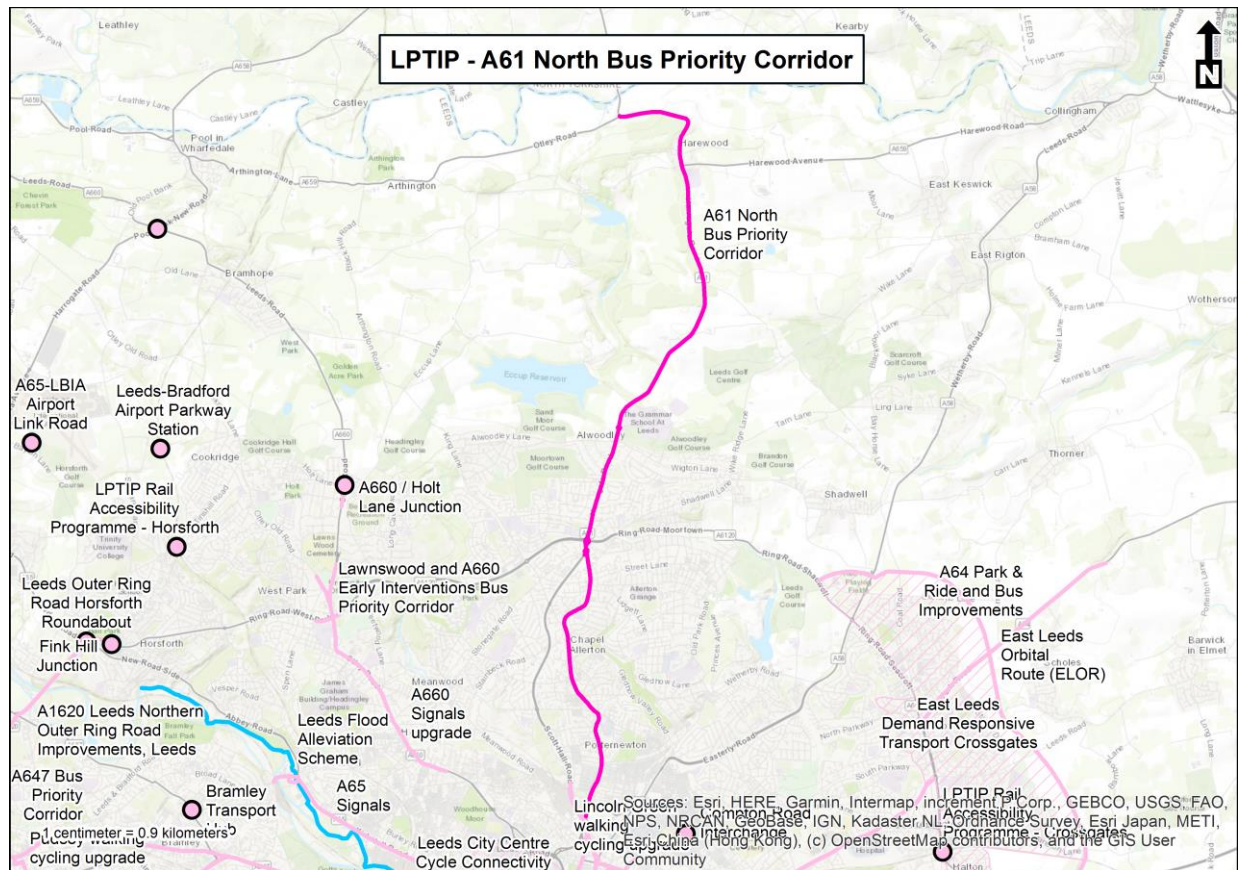
<b>Strategic Case</b>	<p>The scheme is well linked to the regional economic and transport policy and plans, both in the wider city region and locally in Leeds. The scheme is aligned with tackling transport challenges identified in the Strategic Economic Plan that are currently hampering economic growth, business productivity and environmental issues related to congestion.</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)</p> <p>The project will help to deliver the Leeds City Region Strategic Economic Plan Priority Area 4 (Infrastructure for Growth, enabling people to get to work and education, to achieve the main principle of 'good growth'.</p>
<b>Commercial Case</b>	<p>The commercial case for the A61 North scheme 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 previous experience of the development, design and delivery of other schemes in Leeds, with procurement planned through an existing Leeds Council contractor framework. Leeds City Council are well placed to deliver the improvements on time and within budget.</p>
<b>Economic Case</b>	<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. A single preferred option is presented at full business case which has been developed and refined from a longlist of options that were presented at outline business case, and through options assessment at each location.</p>

	<p>The economic case sets out that the proposed A61 North scheme is a viable investment, utilising the appraisal elements and methodology set out in the Appraisal Specification Report. The approach quantifies the following:</p> <ul style="list-style-type: none"> <li>• Bus journey time benefits</li> <li>• General traffic improvements</li> <li>• Impact of construction</li> <li>• Carbon emissions reductions</li> </ul> <p>The economic appraisal for the A61 North scheme comprises an assessment of the overall economic value of the scheme. The appraisal indicates large amount of benefit resulting from both bus journey time benefits (due to bus priority at signals) and from benefits to general traffic (due to signal upgrades).</p> <p>The core appraisal for the scheme has a Benefit Cost Ratio (BCR) of 5.53 which is above 5 and represents very high value for money.</p>
<b>Financial Case</b>	<p>The financial case for the A61 North scheme provides a breakdown of the expected project costs.</p> <p>The total project cost is £4.41 million, all of which is to be funded through the LPTIP funding stream.</p>
<b>Management Case</b>	<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 A61 North scheme is within the management and governance structures established to support the delivery of LPTIP, therefore comprising of both programme and scheme management procedures and processes to ensure effective, on-time, on-budget scheme delivery.</p> <p>Scheme risks are continuously monitored and managed throughout the project lifetime. Where possible risks identified have risk allowances determined and these have been used in the costing exercise to determine an appropriate level of contingency.</p>



## Location map:

The following location map shows the location of the A61 North 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/>