

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>A647 Corridor</b>
<b>PMO scheme code:</b>	DFT-LPTIP-002D
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds City Council
<b>Lead promoter contact:</b>	Morgan Tatchell-Evans, Leeds City Council
<b>Case officer:</b>	Marina Triampela, 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>	<p>Combined Authority decision point 2 (Strategic Outline Case) approval of LPTIP programme on 29 June 2017</p> <p>Combined Authority decision point 3 (Outline Business Case) approval for individual scheme on 14 February 2019</p> <p>Investment Committee decision point 4 (Full Business Case) approval on 5 March 2020</p>
<b>Forecasted full approval date (decision point 5):</b>	February 2021
<b>Forecasted completion date (decision point 6):</b>	July 2022

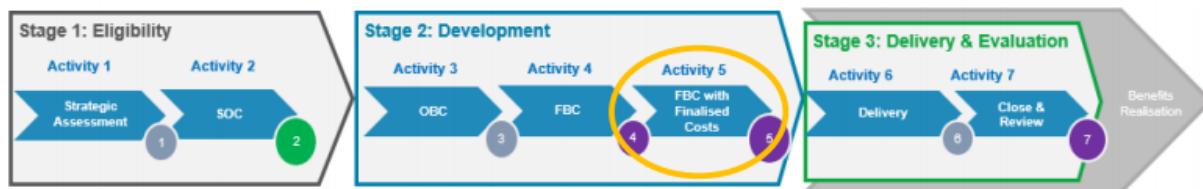
<b>Total scheme cost (£):</b>	£19.656 million
<b>Combined Authority (LPTIP) funding (£):</b>	£14.027 million
<b>Total other public sector (LCC) investment (£):</b>	£5.629 million
<b>Total other private sector investment (£):</b>	None

<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

Is this project part of an agreed programme?

Yes - LPTIP

### Current Assurance Process Activity:



### Scheme Description:

The is a bus priority scheme, which will make improvements to the section of the A647 between Armley Gyratory and the Leeds Road Gyratory in Bradford. It also includes the B6157 Stanningley Road/Bradford Road through Stanningley, as the principal route served by buses.

The scheme aims to encourage more people to use public transport by reducing bus journey times and improving bus punctuality. It also aims to encourage more walking and cycling along the A647, reducing the number of journeys by car and improving air quality in the surrounding areas.

The scheme aims to improve bus reliability and will reduce bus journeys by five minutes during the morning peak and six minutes in the afternoon/evening peak by 2023, through the provision of dedicated bus lanes and associated bus priority measures.

The scheme will improve accessibility for people travelling by bike and on foot through new pedestrian crossings, increasing the size of footpaths and improvements at the A647 junctions with Cockshott Lane, Armley Ridge Road and Ledgard Way. The new junction design at Ledgard Way is also expected to reduce journey times for general traffic.

The scheme improvements include:

- Extended sections of bus lanes in both directions on Bradford Road and Armley Road
- Conversion of the existing High Occupancy Vehicle (HOV) lane along Stanningley Road to a bus lane
- New crossings and increasing the size of footpaths for pedestrians
- Enhancement of cycle facilities and lanes to fill “gaps” along the CityConnect Leeds Bradford Cycle Superhighway, which connects two of Yorkshire’s major cities with a route segregated from traffic.
- Improvements to various signalised junctions to improve crossing facilities and enable buses to take priority over other traffic, including Ledgard Way junction, and the intersections of the A647 with Pickering Street, Swinnow Lane and Hough Lane
- Relocation and reorganisation of bus stops along the corridor to improve the passenger experience and make it easier to pick up and drop off passengers

### Business Case Summary:

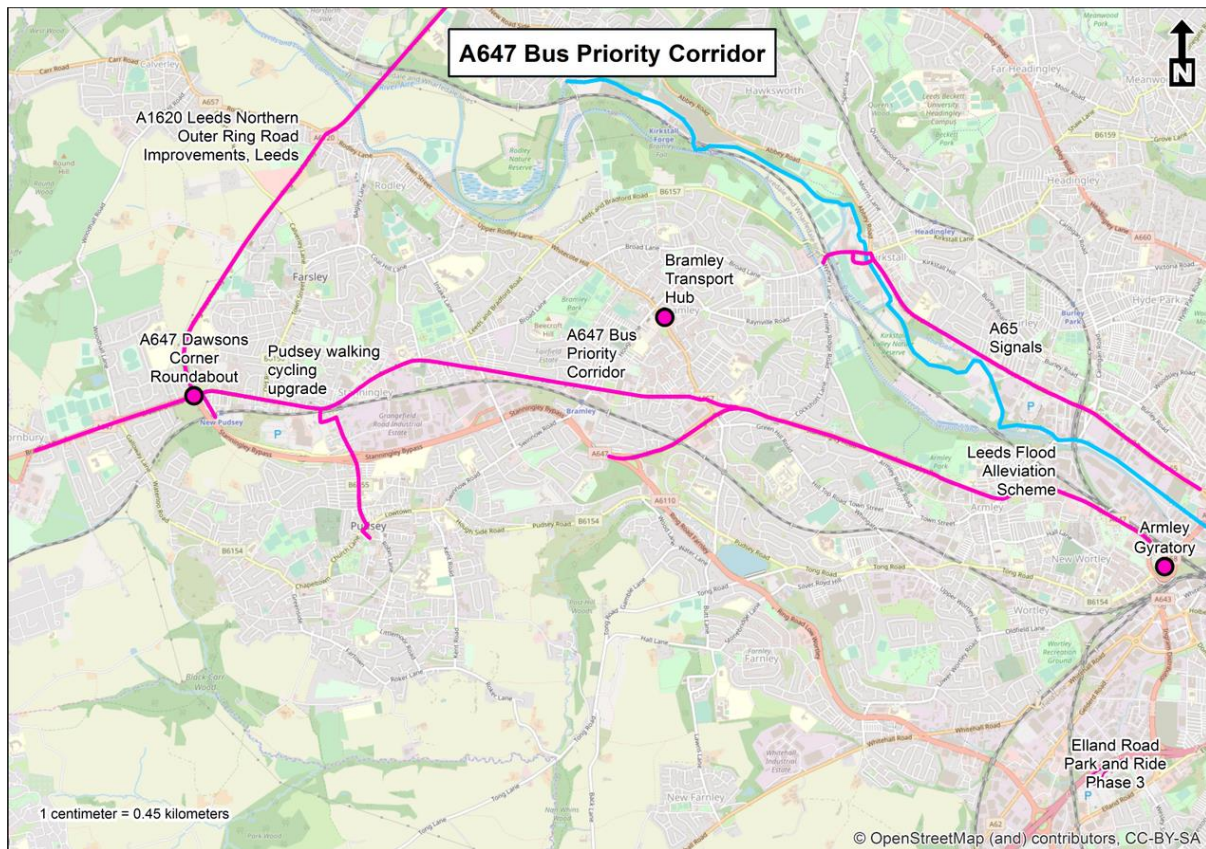
#### Strategic Case

The scheme is part of the Leeds Public Transport Investment Programme (LPTIP). It supports regional economic and transport policy and plans, in Leeds and the wider Leeds City Region. The scheme is aligned with tackling transport challenges identified in the Strategic Economic Plan (SEP), primarily contributing to SEP

	<p>Priority 4 (Infrastructure for Growth) through investment in sustainable transport infrastructure to support “good”, inclusive growth and regeneration.</p> <p>Overall, the scheme will improve the performance and experience of bus travel along the A647 route, so buses become a more reliable and attractive mode of transport for all groups and encouraging a shift from car to more sustainable transport modes (bus, cycling and walking).</p>
<b>Commercial Case</b>	<p>The scheme is delivery-ready with all contractual arrangements completed. BAM is the delivery partner supported by Mott MacDonald as subcontractor, selected through an Official Journal of the European Union (OJEU) led procurement exercise undertaken by Leeds City Council.</p>
<b>Economic Case</b>	<p>The preferred scheme option was selected and further refined on the basis of strategic ambitions, deliverability criteria, modelling analysis and consultation feedback. The implementation of the preferred scheme option will deliver significant journey time savings for bus users and general traffic.</p> <p>The Value for Money assessment reflects a Benefit Cost Ratio (BCR) of 5.97:1 judging the scheme as ‘Very High Value for Money’ when assessed against the Department for Transport’s value for money criteria.</p> <p>Modelling and forecasting uncertainties have been addressed by various sensitivity tests undertaken as per the Government’s Transport Analysis Guidance (TAG).</p>
<b>Financial Case</b>	<p>Total target scheme cost is £19.656 million. Scheme costs have been finalised at this stage including allowance for land acquisition, risk and inflation.</p>
<b>Management Case</b>	<p>A finalised, detailed scheme programme is in place which scopes and defines key project elements, important milestones and key tasks on the critical path, whilst allowing the project manager to ensure that any project dependencies and constraints do not hinder the delivery of the scheme.</p> <p>Monitoring and evaluation and benefit realisation plans are in place to capture the future performance of the scheme against its objectives.</p>

## Location Map:

The following map shows the location of the A647 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-regioninfrastructure-map/>