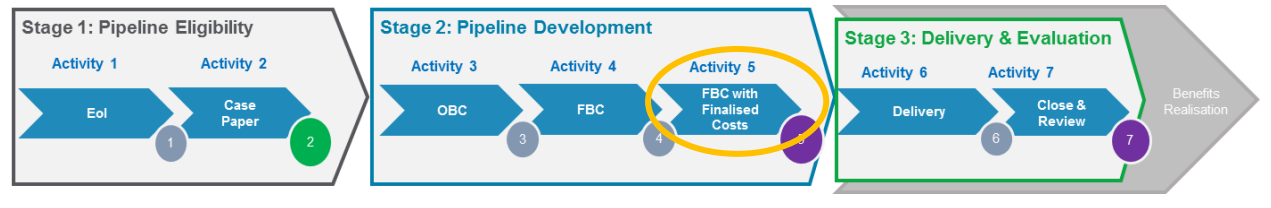


Section A: Scheme Summary

Name of scheme:	Temple Green Park and Ride Extension
PMO scheme code:	GBF – Temple Green P&R Extension – DFT-WYCA-013
Lead organisation:	Leeds Council
Senior responsible officer:	Gary Bartlett, Leeds Council
Lead promoter contact:	Elizabeth Walker/ Paul Hamer, Leeds Council
Case officer:	Marina Triampela
Applicable funding stream(s) – Grant or Loan:	Grant - Getting Building Fund (GBF)
Approvals to date:	Outline business case (decision point 3 – 10 th October 2019)
Forecasted full approval date (decision point 5):	31 st March 2021
Forecasted completion date (decision point 6):	21 st January 2022
Total scheme cost (£):	£7.830 million
Combined Authority (GBF) funding (£):	£7.400 million
Total other public sector (LCC) investment (£):	£0.430 million (s106 Contributions)
Total other private sector investment (£):	n/a
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes - GBF

Current Assurance Process Activity:



Scheme Description:

The proposed scheme is located approximately 7km to the east of Leeds City Centre, in the Aire Valley adjacent to the A63 Pontefract Lane, catering for trips from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.

The site for the proposed scheme is bounded to the north by the Bell Wood Roundabout and the A63 Pontefract Ln, to west by the Aire Valley Road and to the south by the existing Temple Green P&R site. The site for the extension is not allocated for employment use and is currently designated for P&R use. No environmental constraints have been identified.

The scheme comprises the implementation of upgrades to the existing bus-based Temple Green P&R site through the addition of up to 391 additional car parking spaces. An additional bus service is proposed as part of the scheme to accommodate the induced demand anticipated following the existing site's extension. This would increase the bus frequency from 10-minutes to 8.5 minutes during peak periods.

Business Case Summary:

Strategic Case

Leeds city centre, served by the Temple Green Park & Ride scheme, plays a key economic and strategic role at the heart of the Leeds district and Leeds City Region, accounting for 27% of all jobs in Leeds. This concentration of economic activity within the city centre has resulted in Leeds being the second most attractive core city for inward investment, with the fastest rate of private sector job growth and largest wage increases of any city in the region. Hence, there is a clear need for sustainable access to Leeds city centre to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality.

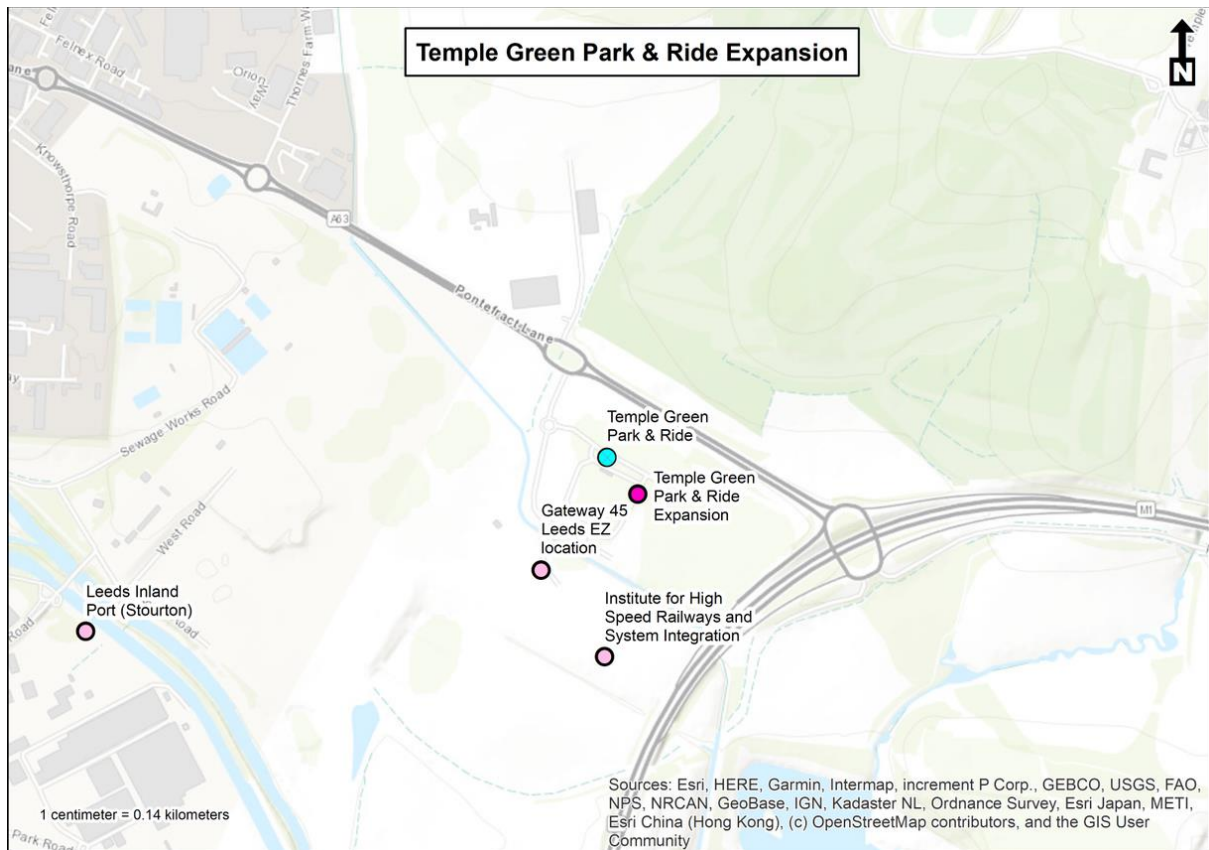
Temple Green Park & Ride site sits at the eastern end of the Aire Valley Enterprise Zone and as such, the P&R bus service links the city centre (and onward connections across the City Region) with current and emerging employment opportunities within the valley between the city centre and the P&R site. The improved connectivity for bus users and decongestion outcomes delivered by Temple Green P&R, especially in terms of significantly enhanced "last-mile" connectivity, actively and deliberately supports the objectives and vision of the Northern Transport Strategy, with residents of Leeds benefitting both economically and environmentally from enhanced and more sustainable "last-mile"

	<p>connectivity for those travelling locally to and from Leeds, as well as those from further afield.</p> <p>Park and Ride is an important element of the emerging Leeds Transport Strategy in terms of improving accessibility, alleviating congestion, reduce transport emissions and demand for city centre parking. It further supports the city's ambition to double bus patronage over the next 10 years and builds on the success of the current park and ride sites across the city. Another strategic key driver is the change in parking policy in Leeds city centre towards reducing the number of car parking spaces to further encourage modal shift towards sustainable modes and to promote regeneration and development of previously 'cleared' parking sites. Furthermore, the scheme will provide an attractive, car competitive public transport choice that will deter a potential future increase in car traffic brought on by the impacts of the Covid-19 pandemic.</p> <p>The scheme is progressing through Getting Building Fund (GBF) with investment targeted towards delivering jobs, skills and infrastructure across the country.</p>
Commercial Case	<p>The current usage and demand levels and particularly the rapid growth in demand observed at both the Elland Road and Temple Green Park & Ride sites demonstrate clear market demand for the scheme.</p> <p>Planning permission has been granted in July 2020 and the land required for the site's extension has been acquired by Leeds Council and is allocated for P&R use. The scheme, although funded by the Getting Building Fund (GBF) programme, will be delivered using the Leeds Public Transport Investment Programme (LPTIP) procurement strategy to accelerate delivery.</p>
Economic Case	<p>The preferred option includes 391 additional car parking spaces and the provision of an additional bus service to increase bus service frequency from 10 minutes currently to 8.5 minutes during peak periods benefiting both existing and new P&R users. The preferred option represents Very High Value for Money with a benefit cost ration (BCR) of 4.08:1. Monetised transport scheme benefits amount to £9.3 million. Various sensitivity tests have been undertaken demonstrating good Value for Money, even accounting for future uncertainties.</p> <p>Alongside the pure transport economic benefits, significant environmental benefits are also forecast. The scheme will reduce cars travelling out of/into Leeds City centre each year once the site reaches full parking capacity (in 2026), with consequential beneficial impacts on carbon emissions, air quality and overall safety.</p>
Financial Case	<p>The total project outturn costs for the preferred option have been built up from the base scheme cost using a bill of quantities and a quantified risk assessment. The total cost for the car park extension amounts to £7.830 million, including £1.42 million for land acquisition costs. In addition to construction activities, contingencies, risk allowance, other additional costs such as CCTV, design work and construction supervision have also been</p>

	<p>accounted for. The target cost estimate is considered robust as has been informed by the costs of the Elland Road Park & Ride extension, whereas an independent cost estimate was undertaken by the Delivery Partner to allow for comparison of costs and key assumptions.</p> <p>Out of the total scheme costs of £7.830 million, £7.400 million will be funded by the Combined Authority's Getting Building Fund (GBF) with Leeds City Council to further contribute £0.430 million secured from S106 funds.</p> <p>Future operational costs have been derived on a per space basis for current maintenance, cleaning, heating, and services rates based on current spend at the existing site. Operational and maintenance costs are not included in the financial cost estimate, as they will be entirely covered by Leeds City Council. Operational service costs will be met by the P&R revenue with any revenue above them being allocated split between the private sector (at 33%) and the public sector (at 67%).</p>
<p>Management Case</p>	<p>Leeds Council in partnership with the Combined Authority have a successful track record of delivering and operating major transport schemes across the city region. The most relevant project examples include the delivery of the existing Elland Road and Temple Green Park and Ride sites, both of which have proven to be extremely successful. The Temple Green Park and Ride scheme, constructed in June 2017, is a good example of a high-quality park and ride facility delivered by Leeds Council. The delivery and ongoing contracting agreements with the existing service provider have been successful. The scheme is well used and operates efficiently catering for trips between Leeds city centre and the east of the city.</p> <p>The project will be managed in-house by experienced Leeds Council staff and a well-established governance structure, which has been successfully applied to deliver other transport improvement schemes. The scheme will follow the LPTIP governance processes.</p>

Location Map

The following map shows the location of the Temple Green Park & Ride Extension 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/>