

Scheme Summary

Name of Scheme:	Leeds Public Transport Investment Programme (LPTIP)
PMO Scheme Code:	DFT-LPTIP-001
Lead Organisation:	Joint promotion: Leeds City Council and WYCA
Senior Responsible Officer:	Gary Bartlett, Leeds City Council
Deputy Senior Responsible Officer and Lead officer for Bus components	Dave Pearson, WYCA
Lead LCC Promoter Contact:	Andrew Wheeler, Leeds City Council
Applicable Funding Stream:	Grant for this named programme
Growth Fund Priority Area (if applicable):	N/A
Forecasted Full Approval Date (Decision Point 5):	To be identified during Activity 3
Forecasted Completion Date:	Must be 'substantially' completed by end of 2020/21 (as defined by DfT funding condition letter)
Total Scheme Cost (£):	£275.1 million
WYCA Funding (£):	£174.5 million funded through the £173.5m DfT grant and a £1m direct contribution from WYCA.
Total other public sector investment (£):	£8.8 million (LCC)
Total other private sector investment (£):	£15.0 million (developer contribution - via LCC) £71.0 million (First West Yorkshire)
Is this a standalone Project?	No
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	No
Current Funding Allocation:	<p>£173.5 million of funding has been allocated to WYCA from DfT. This allocation was based on a Strategic Outline Case submitted to them in December 2016. The funding allocation has now been approved by Ministers. DfT have issued a set of high level conditions which will be formally incorporated into Grant Documentation. Part of the conditions from DfT include a minimum local contribution from WYCA/LCC of £9.8m.</p> <p>Further assumptions have been made which indicate potential contributions of £15m from LCC (based on Developer contributions) and £71m from First WY (for bus fleet replacement).</p>

The minimum expenditure (by 2020/21) to be delivered 'substantially' will be £183.3m and this could extend by a further £92m to £275.1m.

Current Assurance Process Activity:



Scheme Description:

The LPTIP is a Programme comprising 8 packages. Those packages cover:

- Development and definition of the programme
- Programme and project management for the development and delivery of the programme and component programmes and projects
- Implementation of a series of infrastructure measures (bus and rail)
- Delivery of bus a range of network enhancements
- Development and definition of a longer term mass transit strategy and implementation plan
- A package of bus fleet upgrades

The programme is proposed to incorporate the following packages:

Package 1 Programme Management

Resourcing for a dedicated programme team with additional technical specialised support for the overall management, development and delivery of the programme.

Package 2 Bus Priority Corridors

Investment in a number of key corridors to reduce bus journey times and improve bus service reliability including the following key corridors:

- A61/A639 South: To provide a high quality bus priority corridor from the Stourton park & ride into the city centre;
- A61 North: A series of bus priorities which address traffic hotspots, building on the existing Guideways in North Leeds;
- A660: Improving bus journey times and reliability by investing in the Lawnswood roundabout and localised priority interventions;
- A58 North East: Investment at key traffic hotspots to improve bus journey times along the corridor;
- A647: Bus priority through the congested A647, linking to the park & ride expansion at New Pudsey railway station; and
- Provision to examine the wider corridor network needs as part of the longer term 10 year plan for the bus network.

Package 3 Bus Park and Ride

New park and ride facilities will be developed to the north and south (Stourton) of the city and further expansion of the facilities at Elland Road.

Package 4 City Centre

City centre road layouts and infrastructure will be redesigned to reduced congestion and improve and the pedestrian environment including the following key arrival and departure points and transit corridors:

- Woodhouse Lane
- Corn Exchange

- The Headrow
- Albion Street
- Infirmary Street
- Other “hotspots” within the bus box

Package 5 Rail

The programme will develop three new rail stations across the city at proposed sites in Leeds Bradford airport, Thorpe Park and White Rose, with accessibility improvements at a further three stations; Cross Gates, Morley and Horsforth. Furthermore it is proposed that the car park facilities for New Pudsey are expanded to increase its capacity within the Leeds Bradford corridor and provision for enabling delivery of the initial phases of the Yorkshire Hub masterplan.

Package 6 Bus Delivery

This will include a review of connectivity throughout the Leeds district with funds made available for community focussed local bus networks and other innovative solutions. Bus top up grants will be considered by WYCA in order to support the city standard for low emissions by 2020 where this is demonstrably required. The package will further support real-time improvements at bus stops and transport hubs. This also includes the redevelopment of the Leeds Bus Station and creation of an additional 1,000 real time displays.

Package 7 Mass Transit

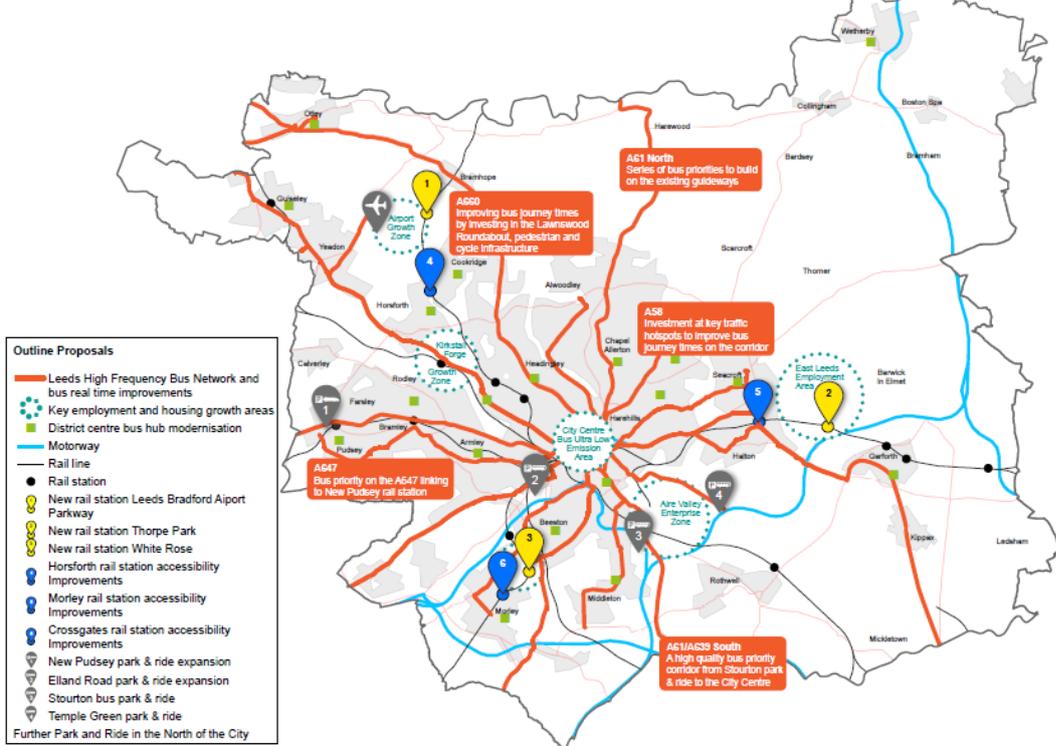
Development of a long term mass transit approach for the city as a component of the longer term Transport Strategy and complementing the HS2 Growth Strategy and City Centre South bank.

Package 8 Bus Delivery Board

A series of measures to improve the bus service offer. This includes the introduction to the network of 284 new vehicles at a Euro VI standard (low emission) to replace Euro IV and Euro V buses by First West Yorkshire.

The EOI includes a visual representation of the programme as follows:

Leeds £173.5m Public Transport Investment Programme December 2016



Business Case Summary:

Strategic Case

A Strategic Outline Business case was submitted to DfT in December 2016 and was a key part of the evidence in enabling funding to be allocated by DfT to WYCA/LCC for the programme.

The strategic case focuses on supporting employment/productivity growth across Leeds, but particularly in Leeds city centre, through investment in public transport. The package will enable ‘good’ growth by:

- Reducing congestion and improving air quality
- Ensuring the PT network is accessible for all and fit for purpose in connecting commuters with jobs, and by encouraging reduced car use, it would improve health outcomes
- Improving the quality, legibility and accessibility of public transport infrastructure making it more usable and open to a wider set of commuters
- Integrating and aligning with committed investment programmes such as that being delivered through the WY Transport Fund
- Working towards Doubling bus patronage within 10 years

The programme aligns with the SEP Pillar 4 (infrastructure for growth) and focuses on demonstrating how it will improve social inclusion, air quality and sustainable economic growth.

Commercial Case

As this stage the commercial case is appropriately defined. It flags up the essential steps that will be taken during the development of a detailed set of costed designs steps as the programme and component projects pass through the appraisal process.

This work is critical as delivery of elements within the Programme will be

	<p>expected to ramp up and the construction industry will need the capacity to meet future demands.</p> <p>It flags up the need to set up a Delivery partner. LCC will (once the process to establish a Development partner has completed, which is well underway and will conclude by August) work on procurement documents to create and secure a delivery partner.</p> <p>The capacity to develop and deliver rail projects is also critical and it is essential that early work with NR is undertaken to explore delivery options which can accelerate the normal delivery timescales. This will necessitate additional client/programme management resources within WYCA.</p>
Economic Case	<p>The approach to the Economic case was endorsed by DfT during the development of the SOC. It uses an Excel based approach to calculating benefits for different components of the programme, namely:</p> <ul style="list-style-type: none"> • Bus priority • Bus based park and ride • City centre transport hub • Passenger information • Bus operator contributions for low emission buses • Reconnecting communities • New rail stations • Extensions to rail park and rail facilities • Accessibility at rail stations <p>The analysis, while high level is based on available data and ‘real’ evidence from similar projects delivered in Leeds/WY and/or values taken from webTAG, rather than a transport/highway modelling package.</p> <p>The calculation of PVB is based on a set of level of assumed outputs for each of the components above. This suggests a PVB (over 60 years) of between £364m to £432m.</p> <p>The UDM was used to provide a strategic forecast of the employment and GVA impacts at the programme level which suggests circa +2000 additional jobs with a GVA of circa £200m per annum.</p> <p>It is highly likely that the programme BCR will exceed the cumulative effects of individual projects predicted discretely due to the synergy across the programme and the network effects.</p> <p>There may be benefit in undertaking a Programme based BCR analysis, but in the first instance economic vfm measures will be undertaken on a project by project level.</p>
Financial Case	<p>The cost and expenditure profiles are at this stage highly provisional and based on early estimates. What is clearer is the funding summary (as set out on page 4) with £173.5 coming directly from DfT. Subject to an ‘annual review meeting’ between WYCA/LCC and DfT, the grant from DfT will be paid at the following rates:</p> <ul style="list-style-type: none"> • 2017/18 £21.0m • 2018/19 £48.7m • 2019/20 £49.1m • 2020/21 £54.7m • Total £173.5m <p>The annual review meeting will include coverage of progress with ‘delivery and decision making’. As such the SOC includes a more clarity on what the £21.0m</p>

would be spent on during 2017/18, compared to later years. The proposal is the expenditure in 2017/18 would include the following delivery and development works:

- Delivery of real time information and transport hub upgrades
- Detailed design e.g. Stourton P&R or outline design/feasibility on other works
- Detailed design of a number of bus priority schemes and park and ride projects

Development of projects with delivery during remainder of programme plan period. The development of designs (for highway works) would be facilitated by the establishment of a 'Development Partner' which is being progressed by Leeds City Council. Procurement documentation has prepared and will be issued shortly. An appointment is planned by August, which leaves just over 6 months in 2017/18 to spend significant sums including that on packages 2 (bus Priority corridors), 3 (park and ride) and 4 City centre gateways). The £15.3m would be spent as follows:

Package	Spend in 2017/18	Scope
1	1,000,000	Programme management (via PPPU), PR/Comms, PMO, Legal, Resource, Assurance
2	5,260,000	Feasibility works on Bus priority corridors
3	2,749,800	Mix of outline and detailed design work on bus Park and ride
4	2,900,000	Development of outline design work for City centre gateways
5	1,950,000	Rail development of feasibility work
6	1,450,000	Bus delivery
7	-	Mass transit (development funded from Growth Strategy in 17/18)
8	-	Bus delivery Board (funded from operators)
TOTAL	15,310,00	

Management Case

WYCA and LCC have a recent track record of delivering the type of project set out in the Packages including Quality bus priority corridors, rail stations, park and rides (bus and rail) and bus improvement works such as real time, network enhancements and information. The need to accelerate the development and delivery of a large package of these types of work, in a short timescale (4 years) does create questions on the capacity, not the capability, of both LCC and WYCA.

In terms of governance the Programme will be managed by a dedicated Programme Board, with 3 (sub) Programmes – Highways/Bus (Infrastructure), Rail and Bus Operations. This would be carried out using MSP/Prince 2 principles.

Individual Projects would be managed by Working Groups, all feeding up into the Programme Board

The Governance arrangements, which are already in place at the Programme level are organised as follows:

LEEDS PUBLIC TRANSPORT INVESTMENT PROGRAMME

WYCA Investment Committee /LCC Executive Board

