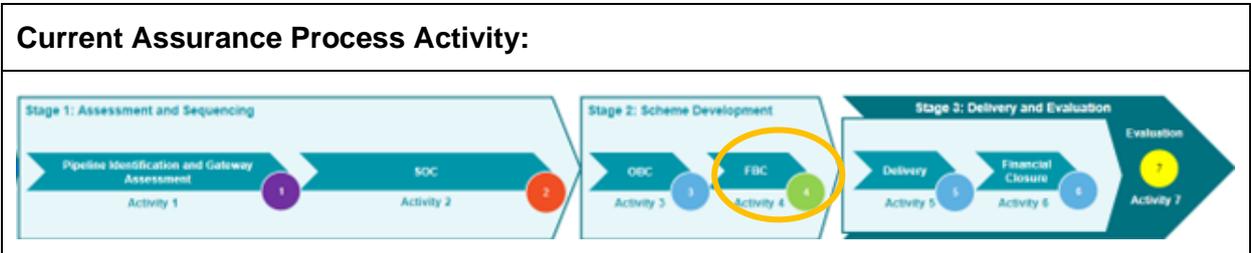


Section A: Scheme Summary

Name of scheme:	Leeds City Centre Cycle Connectivity
Lead organisation:	Leeds City Council
Applicable funding stream(s) – Grant or Loan:	DfT Transforming Cities Fund – Grant
Growth Fund Priority Area (if applicable):	Priority Area 4: Infrastructure for Growth Priority Area 3: Clean Energy & Environmental Resilience
Approvals to date:	Decision Point 2 (Strategic Outline Case) approved by Investment Committee, July 2020 (as part of the Active & Sustainable Travel in Leeds City Centre Package). Decision point 3 (Outline Business Case) approved by Combined Authority, July 2020. Decision point 4 (Full Business Case for funding for the Ingram Distributor which forms part of the Holbeck Gateway) approved by Managing Director, April 2021.
Forecasted full approval date (decision point 5):	1 July 2022 for phase one only. Phase two will be subject to further approval at a later date.
Forecasted completion date (decision point 6):	28 February 2024
Total scheme cost (£):	£7,262,173
Combined Authority TCF funding (£):	£7,262,173
Total other public sector investment (£):	N/A
Total other private sector investment (£):	N/A
Is this a standalone project?	No

Is this a programme?	No
Is this project part of an agreed programme?	Yes – Leeds City Region Transforming Cities Fund



Scheme Description:

The Leeds City Centre Cycle Connectivity scheme is a package of four cycle infrastructure schemes that will deliver improved connectivity within the city. Together, these will fill gaps in provision across the existing and planned cycle network in Leeds, adding 2.71km of high-quality, fully segregated provision. Two further cycle infrastructure schemes may be developed if additional funding can be identified.

The network provides a healthy, low cost, low carbon transport option for the people of Leeds, which supports our **inclusive growth** and **health and wellbeing** strategies and addresses the **climate emergency**.

The scheme will be delivered in two phases which have been refined to include the following routes:

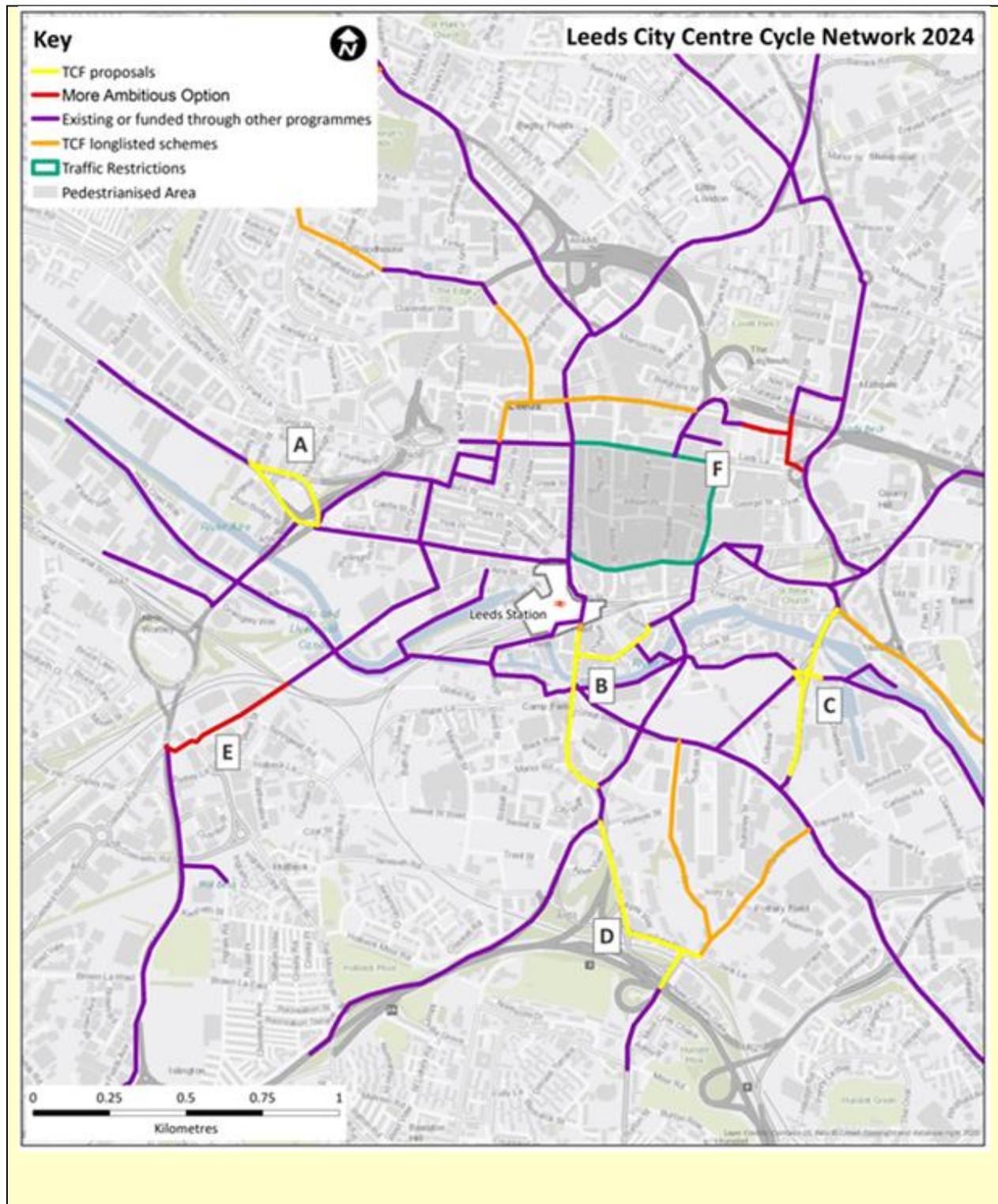
Phase one:

- **Western Gateway (A):** Kirkstall Road to Wellington Street (A65)
- **Crown Point Bridge Gateway (C):** Black Bull Street and Crown Point Road
- **Dewsbury Road Connector (D):** Dewsbury Road and Parkfield Street

Phase one also includes the route along the Ingram Distributor which already been constructed and forms part of the **Holbeck Gateway (E)** scheme.

Phase two:

- **Southern Gateway (B):** Neville Street and Sovereign Street



Business Case Summary:

Strategic Case

The Leeds City Centre Cycle Connectivity scheme has been developed to meet the objectives of the Transforming Cities Fund, Leeds City Region Strategic Economic Plan and policy at national, sub-national and local levels. It aims to provide for existing demand and unlock potential demand for cycling in Leeds city centre by delivering high quality infrastructure that tackles existing barriers to

	<p>cycling, fills gaps in the current cycle network and will create a comprehensive active travel network across the city centre and reaching out to adjacent communities. It will:</p> <ul style="list-style-type: none"> • Support ‘good growth’ in the region • Help to tackle the climate emergency • Improve connectivity to employment and education opportunities • Encourage mode shift away from the car to cycling, walking and public transport
Commercial Case	<p>There has been continuous – but limited – growth in cycling in Leeds over recent years. Census data reveal that the number of commuting trips made by cycle increased by 70 per cent between 2001 and 2011. Yet even with continued growth, cycling only accounted for 1.5 per cent of travel on the main corridors into the city centre between 2016 and 2018.</p> <p>Evidence from the CityConnect programme demonstrates that significant increases in cycling have been experienced where investment has been made in high quality infrastructure that forms a useful addition to the cycle network, especially where it been delivered within close proximity and with onward connectivity to Leeds city centre. For example, the number of people cycling on Cycle Superhighway 1 on Armley Road increased by 63 per cent in its first three years post-completion.</p> <p>This is the reason that this scheme focuses on increasing the number of people cycling by delivering high quality infrastructure to improve connectivity to Leeds city centre.</p>
Economic Case	<p>The scheme has a benefit cost ratio of 3.19:1 which represents high value for money. The benefits primarily relate to health, reduced absenteeism and journey quality improvements.</p> <p>Steer’s Urban Dynamic Model (UDM) also estimated 39 more residents in employment by 2031 and a £5m increase in GVA (Gross Value Added) as a result of the scheme.</p>
Financial Case	<p>The total value of the scheme is £7,262,173, including Combined Authority programme management overhead costs of £205,173. The Combined Authority will fully fund the scheme from TCF.</p> <p>£1,235,000 has already been approved by the Combined Authority to deliver the Ingram Distributor section of Holbeck Gateway and fund development costs. Further funding of £3,627,819 is now required to deliver the remainder of phase one.</p> <p>Ongoing Maintenance of the completed assets will be funded by Leeds City Council.</p>

