

Project Overview

Project Title	Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway
Main Funding Programme	City Region Sustainable Transport Settlements (CRSTS) Fund.
Sub Funding Programme (if applicable)	Not applicable
Current Forecast Project cost	£20,500,000
Funding Applied for from the Combined Authority	£20,500,000

Scheme Description

The A660 (Woodhouse Lane) is a key route linking the city centre with northwest Leeds. The route has 20 buses per hour during peak periods, the highest demand for cycling in Leeds, and one of the city's highest footfalls.

The scheme will deliver bus improvement measures to provide quicker and more reliable bus journeys along the route, with interventions including bus-only streets and north and southbound bus lanes, junction improvements and re-routing of general traffic to prioritise bus, walking, and cycling.

The scheme will also deliver new pedestrian crossings and close side roads to general traffic to prioritise cycling and walking, a 1.11-kilometre (km) segregated two-way cycle track, and widened footways, making it easier and safer to travel by bike or on foot along the route. There will also be public place enhancements including new tree planting to make the area more attractive.

The scheme will encourage more people to make local trips along the route by sustainable means (bus, cycling and walking) instead of the car, which will help improve the local air quality and benefit people's health.

The scheme is to be delivered through the City Region Sustainable Transport Settlements (CRSTS) fund.

Business Case Summary

Strategic Case

Currently there is a high level of congestion on the route and a lack of bus priority measures, which give buses priority over other traffic, for example at junctions and traffic lights, which significantly reduces the effectiveness of the bus services. Although the existing temporary cycling infrastructure along the route has worked well and boosted cycling numbers, a permanent segregated cycle track will improve safety. There has also been limited investment in footway surfaces for several decades.

To address the current challenges, the scheme will deliver a mix of bus, walking and cycling interventions across three sections of the A660 Woodhouse Lane. The scheme aims to improve bus journey times and reliability, improve the walking and cycling infrastructure and safety levels for people travelling by bike or on foot; and increase access to active travel (cycling and walking) options for local trips.

The scheme will support several local, regional, and national strategic objectives. These include the West Yorkshire Mayor's pledge 'to tackle climate emergency and protect our environment' and

principles of Inclusive Growth and Equality & Diversity (EDI), by improving public transport and active travel access to education, housing, employment, health care, and retail sites for all users.

Initial stakeholder engagement was undertaken in December 2022 with further engagement planned to support this ongoing process and ensure all stakeholders are spoken to. This will include hard-to-reach communities and protected characteristic groups.

Economic Case

To determine the scheme short list options and identify the preferred way forward scheme, an options appraisal has been carried out, using critical success factors such as potential strategic fit and value for money.

Further appraisal will be carried out at the next business case stage to determine the Preferred Option scheme, including a Stage 2 Carbon Impact Assessment (quantitative analysis) and a Stage 2 Distributional Impact Assessment.

An initial assessment of the preferred way forward scheme reflects it as high value for money when assessed against the DfT value for money criteria.

An initial carbon impact assessment highlights positive impacts; reductions in greenhouse gas emissions and noise levels, and improvements in air quality.

The value for money assessment reflects a benefit cost ratio (BCR) of 3.23:1. This is categorised as high value for money when assessed against the Department for Transport's value for money criteria.

Commercial Case

Leeds City Council has undertaken successful procurement for several similar city centre bus priority and active travel (cycling and walking) schemes in recent years, such as Meadow Lane, Corn Exchange, and The Headrow.

Leeds City Council is intending to undertake detailed scheme design in house and will consider its major works contractor framework to procure the contractor for the construction works.

Further detail on the procurement strategy and contract arrangements will be provided at outline business case stage.

Financial Case

The total scheme cost is £20,500,000 and will be fully funded by the City Region Sustainable Transport Settlement (CRSTS) programme.

The scheme is now seeking approval for development costs of £300,000 to progress the scheme to outline business case, funding activities including highway design, traffic modelling, consultation and engagement, and project management. This will bring the total scheme approval to £400,000.

The scheme maintenance costs will be met by Leeds City Council and further details of these costs will be provided at outline business case.

Management Case

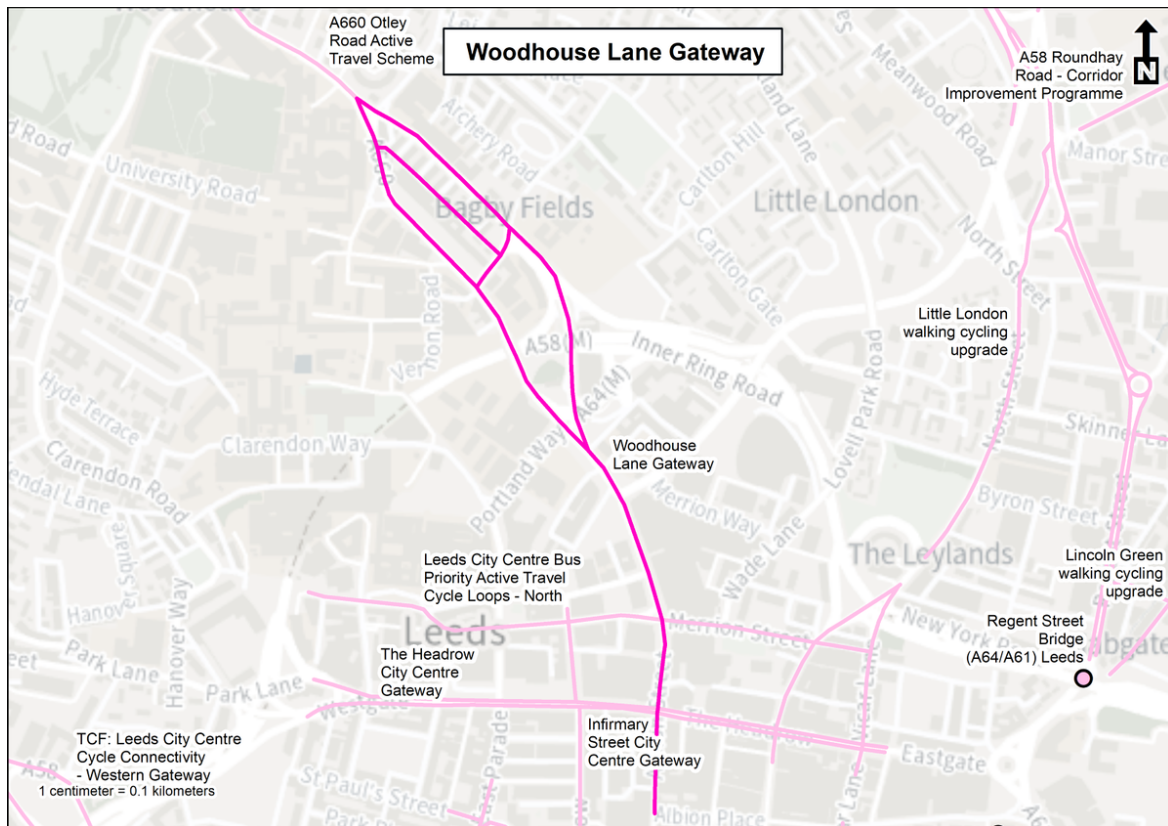
The Woodhouse Lane Gateway Project Team, the Leeds City Council CRSTS Board, and the Combined Authority CRSTS Board are in place to support the development and delivery of the scheme.

The current delivery programme estimates a scheme completion date of September 2026.

To support the monitoring and evaluation of post scheme impacts and benefits, an Evaluation Plan as per the CRSTS Evaluation Framework is under development.

Location Map

The following map shows the location of the Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway 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/>