

## Project Overview

Project Title	A6110 Leeds Outer Ring Road
Main Funding Programme	City Region Sustainable Transport Settlement - £4,000,000
Sub Funding Programme (if applicable)	West Yorkshire plus Transport Fund - £3,000,000
Current Forecast Project cost	£14,212,000
Funding Applied for from the Combined Authority	£7,000,000

## Scheme Description

The scheme is part of the wider 'Connecting Leeds' programme which aims to support sustainable economic growth through investment in improvements at key junctions across the city.

The scheme is located on the A6110 Leeds Outer Ring Road at the A643 Elland Road South junction, where there is an existing roundabout. The scheme includes junction signalisation, a bus bypass at Elland Road South and a northbound bus lane from Elland Road South to Elland Road North. The scheme also includes segregated cycle routes, from Elland Road South to Elland Road North and between Elland Rd North and Junction One Retail Park.

The scheme will be delivered in two phases. Phase 1 comprises junction signalisation at Elland Road South, including a bus bypass and a cycle route around Elland Road South and crossings. Phase 2 comprises a cycle route between Elland Road South and Elland Road North, a cycle route between Elland Road North and Junction One Retail Park and a northbound bus lane from Elland Road South to Elland Road North.

The scheme will reduce traffic congestion and improve bus journey times, while promoting increased bus use and a shift away from cars. The scheme will also include new pedestrian crossings widened footways and a new cycling route to encourage more to travel by bike or on foot.

The scheme is funded by the West Yorkshire plus Transport Fund (WY+TF), City Region Sustainable Transport Settlement (CRSTS) and Section 106 developer contributions.

## Business Case Summary

### Strategic Case

The current highway network at the scheme's location faces several challenges including severe congestion and unreliable journey times for all users in the morning and afternoon peak periods. A lack of cycling and walking provision also impacts on accessibility to housing and employment sites in the area.

Leeds City Council's Core Strategy has identified the area surrounding the A6110 Outer Ring Road as being in need of investment. By making targeted network improvements, the A6110 is expected to act as one of the key enablers for unlocking urban expansion to the southwest, accelerating economic growth in the area.

The scheme supports policy at local, regional, and national levels including the Strategic Economic Framework priorities of:

- Boosting productivity by reducing congestion

- Enabling inclusive growth by improving public transport, as well as cycling and walking facilities
- Tackling the climate emergency by promoting a shift to public transport, cycling and walking, reducing transport-based emissions
- Delivering 21st century transport by improving public transport and cycling and walking facilities.

The scheme focusses on improving journey time reliability, particularly for public transport, improving the attractiveness of sustainable modes of transport and encouraging a shift away from private cars.

### Economic Case

The value for money assessment of the overall scheme (Phase 1 and Phase 2) reflects a benefit cost ratio (BCR) of 2.18:1. This is categorised as high value for money.

The BCR will be reviewed at the next stage to reflect that Phase 1 and Phase 2 will progress individually through the assurance process after outline business case.

### Commercial Case

There is evidence of high demand for the scheme due to the significant levels of congestion on this route. The congestion will only increase without intervention due to the expected increases in population and planned housing growth in the area. There is currently a lack of walking and cycling infrastructure and poor access to public transport.

The Leeds Transport Conversation showed that 51% of those who usually drive to work wanted to change to a more sustainable mode (bus, cycling and walking), but fewer felt confident to make the change. The scheme will address barriers to greater use of public transport and cycling and walking.

Evidence from similar infrastructure projects, such as the City Connect Cycle Superhighway, demonstrated an increase in take up. From May 2018 to August 2018, overall usage of the superhighway was up by 24% on the same period in 2017.

The scheme's procurement strategy has been considered, and it is planned to use Leeds City Council frameworks to procure a contractor for the works.

### Financial Case

The total cost of the preferred scheme is estimated to be £14,212,000. The whole of the preferred option is not currently affordable with the funding available, so the promoter, Leeds City Council, will deliver the scheme in phases.

Phase 1, with total scheme costs of up to £8,761,000, will be delivered using the identified funding from CRSTS, WY+TF and Section 106 developer contributions. Phase 1 will comprise:

- Elland Road South junction signalisation including bus bypass.
- Cycle route around Elland Road South and crossings

Leeds City Council anticipates that Phase 2 could be delivered from CRSTS Round 2 funding, subject to availability. Phase 2 will comprise:

- Cycle route between Elland Road South and Elland Road North
- Cycle route between Elland Road North and Junction One Retail Park
- Northbound bus lane from Elland Road South to Elland Road North

Detailed cost estimates for the total scheme, have been prepared using the known cost information for similar schemes undertaken in the Leeds area. The maintenance costs for the scheme have been calculated and LCC confirm that these will be managed within existing maintenance budgets.

Approval is now sought for a further £879,000 of development costs to progress the scheme to FBC which, subject to approval, would take the total scheme approval to £1,700,000.

### Management Case

Leeds City Council has robust project management, financial monitoring, and procurement systems in place and the skills to deliver the scheme successfully, demonstrated by years of delivering externally funded projects, including highway and regeneration projects.

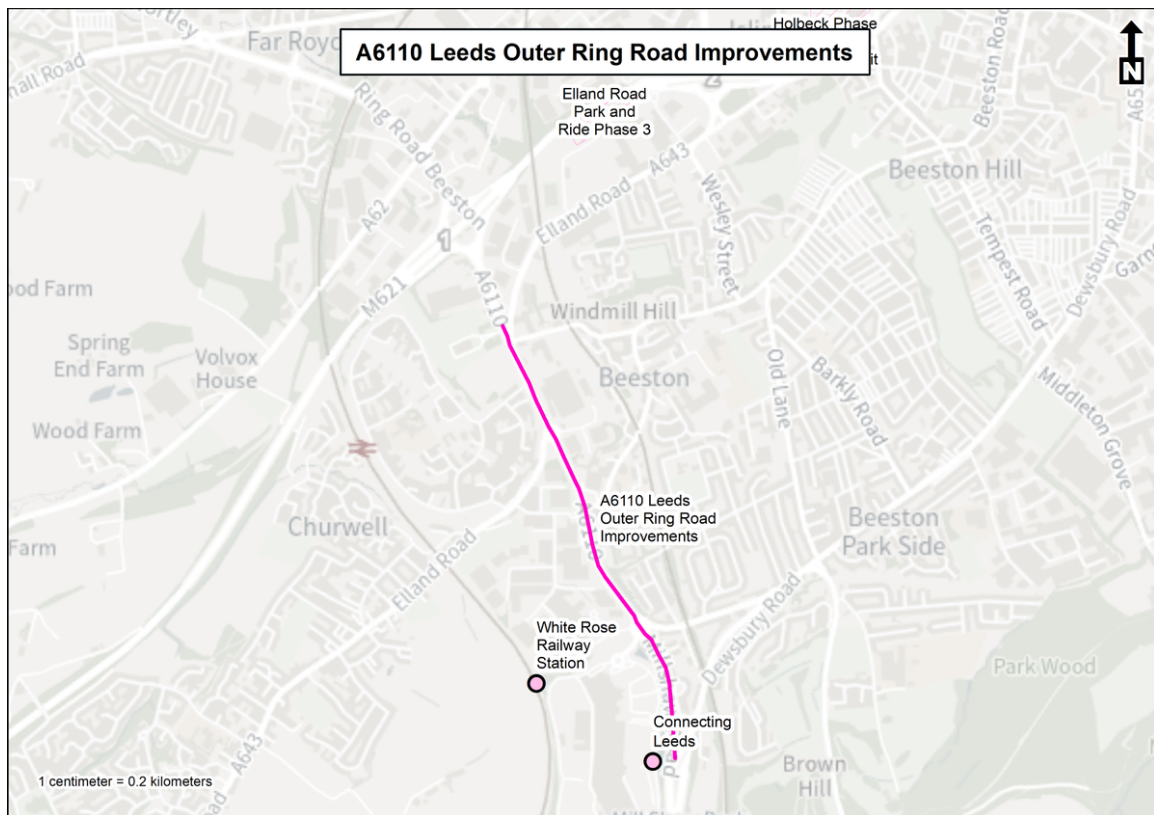
The Leeds City Council Corridor Improvement Programme Board will be responsible for the scheme's delivery. The board links the council's senior team and the Combined Authority's programme team.

A quantified risk assessment has been carried out and has been included in the scheme cost estimates. The communications strategy, benefits realisation plan and the monitoring and evaluation plan have also been provided as part of the business case.

A detailed programme plan has been provided which envisages the scheme starting construction in Spring 2025.

## Location Map

The following map shows the location of the A6110 Leeds Outer Ring Road Improvements.



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, please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>