

## Scheme Summary

<b>Name of Scheme:</b>	<b>Leeds Public Transport Improvement Programme: A61 (South) Corridor</b>
<b>PMO Scheme Code:</b>	DFT-LPTIP-002e
<b>Lead Organisation:</b>	Leeds City Council
<b>Senior Responsible Officer:</b>	Gary Bartlett (LCC)
<b>Lead Promoter Contact:</b>	Sabby Khaira (Civil Engineering Manager (Highway Schemes))
<b>Case Officer:</b>	Chris Payne (Mott MacDonald on behalf of the Combined Authority)

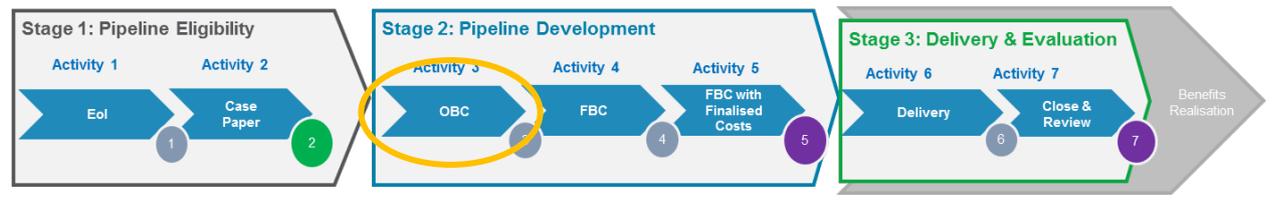
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Leeds Public Transport Investment Programme (LPTIP) – Grant
<b>Growth Fund Priority Area (if applicable):</b>	Priority Area 4 – Infrastructure for Growth

<b>Approvals to Date:</b>	The LPTIP Programme was recommended for decision point 2 approval at the Investment Committee of 16 June 2017, and formally approved by the Combined Authority Board of 29 June 2017.  The Bus Priority Corridor package of 5 schemes was given an indicative allocation of £48.9 million.
<b>Forecasted Full Approval Date (DP 5):</b>	February 2019
<b>Forecasted Completion Date (DP 6):</b>	June 2020

<b>Total Scheme Cost (£):</b>	£14.15 million
<b>Combined Authority Funding (£):</b>	£14.5 million from devolved Department for Transport Funding for Leeds Public Transport Investment Programme
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0

<b>Is this a standalone Project?</b>	No
<b>Is this a Programme?</b>	Yes
<b>Is this Project part of an agreed Programme?</b>	Yes - Leeds Public Transport Investment Programme (LPTIP)

## Current Assurance Process Activity:



## Scheme Description:

### **A61 (South):**

The A61 (South) corridor improvement scheme forms one of the prioritised Leeds Public Transport Investment Programme (LPTIP) corridors and consists of a series of improvements to bus prioritisation and walking and cycling measures along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street / Meadow Lane.

The improvements include the new provision of extensive bus lanes on the corridor (in both directions); a range of bus priority measures at signals and local geometric changes; improvements to the Thwaite Gate junction, as well as dedicated walking and cycling facilities along the corridor - together with improvements to urban realm and green infrastructure.

The corridor improvement includes the following measures:

- A dedicated bus lane from the Thwaite Gate area both into and out of the city centre, to provide the high-quality bus provision;
- Provision of a fully segregated cycle track from the Thwaite Gate area both into and out of the city centre, to provide a safe and high-quality cycle route along Low Road and Hunslet Road;
- Major junction improvement at the Thwaite Gate/Wakefield Road/Pontefract Lane junction, to improve junction capacity and improve bus journey times;
- Improvements to all junctions along the Low Road and Hunslet Road route, by means of minor realignments and improvement of the traffic signal equipment to improve junction capacity, improve journey times and reduce congestion;
- The widening of Low Road between the Church Street and Sussex Avenue junctions to enable the provision of the bus and cycle lanes in both directions;
- The introduction of soft landscaping, planting and trees along various sections of the corridor to improve the overall visual appearance of the Low Road/Hunslet Road route;
- Improved pedestrian and cycle links from the local communities onto the corridor.

Further interventions on the A61 (South) are also planned between Stourton and Robin Hood, South of the P&R site. These are not the subject of the appraisal given their stage of development and will be subject to a separate outline business case in due course.

These will provide further priority measures on the A61 (South) in North Wakefield to further maximise the benefits of the A61 (South) scheme considered here for longer distance travellers, especially those using the 110, 44 and 446 bus services that will benefit most from further improvement on the A61 (South) in this area. How these schemes link to form a longer prioritised corridor between Leeds and North Wakefield is shown below.



**Business Case Summary:**

<p><b>Strategic Case</b></p>	<p>The A61 (South) corridor improvements have been developed in line with the Strategic Economic Plan, and a wide range of National, sub-regional and local transport policies. There is a clear need for improvements in access to the city centre by sustainable modes to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality. This Leeds City Region perspective is reinforced by the challenges (and opportunities) noted within Transport for the North's Strategic Transport Plan, from a pan-Northern and sub-regional perspective. The A61 (South) corridor plays a multi-faceted and important role serving trips accessing the city centre from Southeast Leeds and the Aire Valley and vice versa to employment locations such as First Direct at Stourton. The A61 (South) corridor plays a key role in supporting the significant growth of Leeds City Centre, namely expansion into the South Bank area which includes the emerging educational hub and is estimated to have potential for 35,000 new jobs and 8,000 new homes. Sustainable growth is key to the proposals in this area, as stated by the South Bank Leeds Regeneration Framework and therefore the A61 (South) proposals for enhanced public transport and cycle access directly support this. Existing education establishments such as Leeds City College hold transport connections by public transport, cycling and walking as key to their success. The improvements will also further support the proposed Stourton Park and Ride (P&amp;R), which is proposed to use the improved A61 (South) route into Leeds, together with a wide range of local and longer-distance bus services that use the corridor. These include bus services to Belle Isle and Middleton, as well as Rothwell, Oulton, the Carlton Villages, Lofthouse and North Wakefield, and Wakefield itself.</p>
<p><b>Commercial Case</b></p>	<p>As noted in the Strategic Case for the A61 (South), a critical reason for investment in bus prioritisation measures is due to the fact that strong, overall demand</p>

	<p>increases for travel (at a corridor and wider City Region level) are not being matched by the demand for buses- based on their current offer. Improving the bus offer for both existing and future users of the network is therefore a core objective of LPTIP and the A61 (South) corridor improvement scheme- fundamentally making buses more effective given their network efficiency and sustainability credentials in supporting and delivering sustainable and inclusive growth. Given forecast population growth in both West Yorkshire, and Leeds, the Commercial case shows fundamentally that there is, and will continue to be, a strong demand for travel in the scheme area by all modes; with the scheme overtly prioritising buses and walking and cycling to capture a greater mode share of the overall demand.</p>
<p><b>Economic Case</b></p>	<p>Two options for the corridor improvement have fundamentally been assessed:</p> <p>1) Preferred Option (Public Transport Max): Additional lengths of bus priority to maximise benefits to public transport (i.e. buses). Dedicated bus lane outbound of 1,410m, inbound of 1,725m. Capital cost £14.1 million.</p> <p>2) Balanced Option: Mixture of junction and bus priority improvements leading to more balanced benefits for public transport and other highway users. Dedicated bus lane outbound of 950m, inbound of 1,310m. Capital cost £14.3 million.</p> <p>The initial benefit cost ratio (BCR) for the preferred option is 0.46. An adjusted BCR, taking into account wider economic impacts brings the BCR to 1.5. The overall Value for Money category for the preferred option is therefore considered to be 'Medium'.</p> <p>For the balanced option the initial BCR is 1.1, rising to 2.1 taking into account wider economic impacts. This brings its value for money category to 'high'. However, this option achieves significantly less for bus reliability and journey time improvements, and therefore does not support the core objectives of the scheme and the Leeds Public Transport Infrastructure Programme to the extent that the preferred option does.</p> <p>Against the core scheme objectives, Public Transport user benefits are £13 million in the preferred option, yet only £4.1 million for the balanced scheme option. Therefore, a significant majority of bus benefits are removed by the reduced scope of bus priority in the balanced scheme option. This is especially significant given the A61 (South) corridor will be a key bus route for fully electric bus services from the proposed Stourton Park &amp; Ride site and bus journey times are a key factor in attracting park and ride users and existing buses serving Belle Isle and Middleton, Rothwell, Oulton, the Carlton Villages, and North Wakefield.</p> <p>As a result, the preferred option delivers more strongly against the critical success factors of the Leeds Public Transport Investment programme, by:</p> <ul style="list-style-type: none"> <li>• increasing bus patronage in the area, with ambition to double patronage by 2026</li> <li>• Improving bus journey times</li> <li>• Improving bus journey reliability</li> <li>• Supporting increase in P&amp;R users (the A61 (South) will service Temple Green P&amp;R and the proposed Stourton P&amp;R users)</li> <li>• Encourage transport mode shift to bus or active travel (walking, cycling)</li> </ul> <p>As a result this option has a greater strategic fit with the overall programme objectives and on this basis has been selected as the preferred option over the balanced option (which is also marginally more expensive)</p> <p>It should also be noted that other Leeds Public transport Investment programme schemes (including Stourton Park and Ride) have not been included in the modelling forecasts used to generate these BCR's (in line with appraisal guidance)</p>

	<p>and will instead be included as part the economic appraisal at decision point 4 (full business case) .This is expected to impact the highway appraisal in particular - in reducing highway disbenefits associated with the scheme, due to lower flows than currently forecast as a result of car users opting to use the park and ride. As a result this is anticipated to positively impact on the BCR for the scheme at decision point 4.</p> <p>All benefits associated with the scheme have been qualitatively assessed using the guidance in transport modelling WebTAG Unit A2 and A4 alongside the Combined Authority reviewed appraisal specification report.</p> <p>The preferred scheme's benefits and impacts can be summarised as:</p> <ul style="list-style-type: none"> <li>• Existing and new users of buses will experience improved journey times and journey time reliability</li> <li>• Increased bus demand</li> <li>• Through mode shift, reduced car trips on the network, resulting in reduced emissions, and lower volumes of traffic from a noise perspective</li> <li>• A significantly enhanced cycle network</li> <li>• Improved safety for cyclist users along the length of the corridor.</li> <li>• Both improvements and some localised impacts on pedestrian facilities along the route</li> <li>• Several local access roads stopped up (to help simplify junction operation)</li> <li>• Provision of additional bus priority measures.</li> </ul>
<p><b>Financial Case</b></p>	<p>The preferred scheme cost option is £14.15 million, with a detailed cost breakdown provided, and including inflation and quantified risk assessment. As the A61 (South) is almost exclusively within existing highway boundaries it is not expected that there will be any additional maintenance costs associated with the highway elements of the scheme. The key financial risk at present is related to unexpected stats and utilities- which is being managed as an on-going risk, and by seeking to developed detailed designs as early as possible; inclusive of relevant searches.</p>
<p><b>Management Case</b></p>	<p>The project will be managed as part of an overarching programme of work known as the Leeds Public Transport Investment Programme (LPTIP). This programme consists of £270 million from the Department for Transport, City Council, Combined Authority, bus operators and developers to deliver significant investment in public transport up to 2021.</p> <p>The Leeds Public Transport Investment Programme (LPTIP) is a programme managed by the West Yorkshire Combined Authority. There is an established programme management board chaired by the Senior Responsible Owner (SRO) and supported by a Programme Manager, both these roles along with programme support are jointly fulfilled by the Combined Authority and Leeds City Council.</p> <p>Leeds City Council, have significant experience in the development, design, construction and management of strategic highway and corridor improvement schemes in Leeds.</p>

