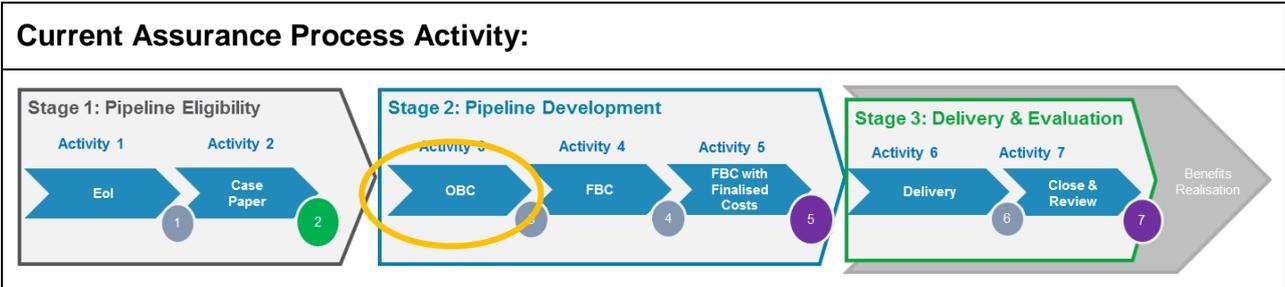


Section A: Scheme Summary

Name of scheme:	White Rose Station
PMO scheme code:	DFT-LPTIP-005f
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Liz Hunter, Head of Transport Policy
Lead promoter contact:	Peter Coello, Project Manager
Case officer:	Heather Briggs
Applicable funding stream(s) – Grant or Loan:	LPTIP- £5 million grant funding
Growth Fund Priority Area (if applicable):	<p>The scheme will contribute to delivery of all four LCR Strategic Economic Plan (2016) Priority Areas (listed below). Section 2.1.2 describes how.</p> <ul style="list-style-type: none"> • Priority Area 1 – Growing Businesses • Priority Area 2 – Skilled People, Better Jobs • Priority Area 3 – Clean Energy & Environmental Resilience <p>Priority Area 4 – Infrastructure for Growth</p>
Approvals to date:	The LPTIP Programme case paper was approved by Investment Committee on 16 June 2017, and formally approved by the Combined Authority Board on 29 June 2017.
Forecasted full approval date (decision point 5):	July 2021
Forecasted completion date (decision point 6):	February 2023
Total scheme cost (£):	£21.953 million
Combined Authority funding (£):	£5 million- LPTIP
Total other public sector investment (£):	TBC
Total other private sector investment (£):	TBC

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes- Leeds Public Transport Investment Programme (LPTIP)



Scheme Description:

The proposed station is situated on the Leeds – Huddersfield Line in Millshaw, Leeds. It is located on the northwest boundary of the Millshaw Park Industrial Estate between Churwell Viaduct to the north and Walkers Bridge to the south.

The new station would be located approximately 700 metres south of the existing Cottingley station on the Leeds to Dewsbury section of the main Trans-Pennine railway line in south Leeds.

The proposed station sits between Morley and Cottingley on the Transpennine route:

	<p>Park extension is unlocked and allowed to thrive, creating more jobs locally for residents and generating new rail demand to help sustain an increased 2tph level of service. This improved rail service would in turn increase residents' access to Huddersfield, Dewsbury and Leeds, multiplying employment and leisure opportunities for residents of south west Leeds.</p> <p>A public engagement exercise was undertaken during 2018. 71% of respondents said they were either Happy or Very Happy about the proposals for the rail station.</p> <p>The public engagement demonstrated strong support the new station at White Rose. In addition, there is an opportunity to maximise the benefits of the station through improved walking and cycling access, as well as integrating rail with the bus services that serve White Rose.</p>
Commercial Case	<p>Demand forecasts predict that there would initially be 343,000 trips made through the new station per year. Of this, 179,000 (52%) are users that are new to rail, the remainder (164,000 representing 48%) being abstracted from existing stations. Furthermore, Combined Authority growth forecasts predict increases in passenger demand of 67% by 2043, indicating this strong base demand can be expected to grow significantly over time.</p> <p>The above demand forecast has not taken into account the further expansion of White Rose Shopping Centre, redevelopment of Millshaw Park Industrial Estate and potential new housing in the immediate vicinity as it does not yet have committed status. The proposed developments are however a subject of a sensitivity test, results of which are reported in the Economic Case.</p>
Economic Case	<p>An appraisal specification report (ASR) has been developed in consultation with the Combined Authority to agree the principles of the modelling and appraisal approach for the OBC. The ASR, which confirms that the approach to modelling and appraisal is consistent with DfT's WebTAG.</p> <p>For White Rose a trip-end model has been developed which uses trip rates at existing 'comparator' stations to forecast demand at the new stations.</p> <p>Overall, the new station at White Rose would be expected to generate significant new rail demand (approaching 200,000 passengers a year), generating substantial revenues and reducing traveller journey times and car use.</p> <p>The scheme has a forecast benefit cost ration of 3.2:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The total project capital cost is estimated to be £21.953m.</p> <p>The Combined Authority contribution for this scheme is £5 million which will be funded from the Leeds Public Transport Improvement Programme (LPTIP). This funding is to undertake detailed designs and approval to final business case with finalised costs (FBC+) only.</p>

	<p>A funding strategy to deliver the project is currently being developed and will be presented in the final business case (FBC). This will include developer contributions and other public sector match funding (currently being applied for).</p> <p>The OBC sets out the headline risks, most of which relate to construction phase risks that would affect delivery programme and construction cost. These risks have been itemised and quantified and an appropriate allowance made in the scheme cost estimate and will be individually managed on an ongoing basis through the Combined Authority's risk management process. In most cases further survey work and design will mitigate much of this risk.</p> <p>The station is expected to generate surplus fares revenues (of £735k over 3 years following opening) over and above the cost of operating the station, and hence there may be an opportunity, through negotiation with the operator and Rail North Partnership, to offset the capital investment made by the Combined Authority</p>
<p>Management Case</p>	<p>Executive responsibility for CA's contribution to the development of White Rose station falls under the Rail Package of the Leeds Public Transport Improvement Programme (LPTIP).</p> <p>The CA have to date led on the development of White Rose station through to OBC and GRIP 3 'Approval in Principle' stage. The CA is collaborating extensively with the developer, Transport for the North, Rail North Partnership, DfT, Network Rail and Arriva Rail North to ensure the scheme satisfies key stakeholder requirements.</p> <p>It is proposed that the developer leads on the detailed designs and therefore a funding agreement is required between the Combined Authority and the developer. The funding agreement will clearly set out the requirements of the Combined Authority and any clawback requirements.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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.west-yorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>