

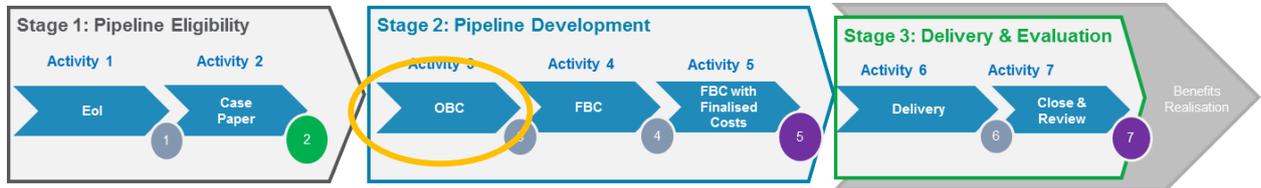
Section A: Scheme Summary

Name of scheme:	Leeds Bradford Airport Parkway Station
PMO scheme code:	DFT-LPTIP-005a
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Liz Hunter
Lead promoter contact:	Tom Murphy
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	LPTIP
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth
Approvals to date:	Decision Point 2 Expression of Interest (June 2017) - Indicative approval of £25m scheme cost, with approval of £0.5m development funding through LPTIP to progress the scheme to OBC.
Forecasted full approval date (decision point 5):	May 2022
Forecasted completion date (decision point 6):	April 2024
Total scheme cost (£):	£41.98m
Combined Authority funding (£):	£5m initially. Funding strategy to be determined
Total other public sector investment (£):	Funding strategy to be determined
Total other private sector investment (£):	Funding package to be determined
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

Leeds Public Transport Investment Programme

Current Assurance Process Activity:



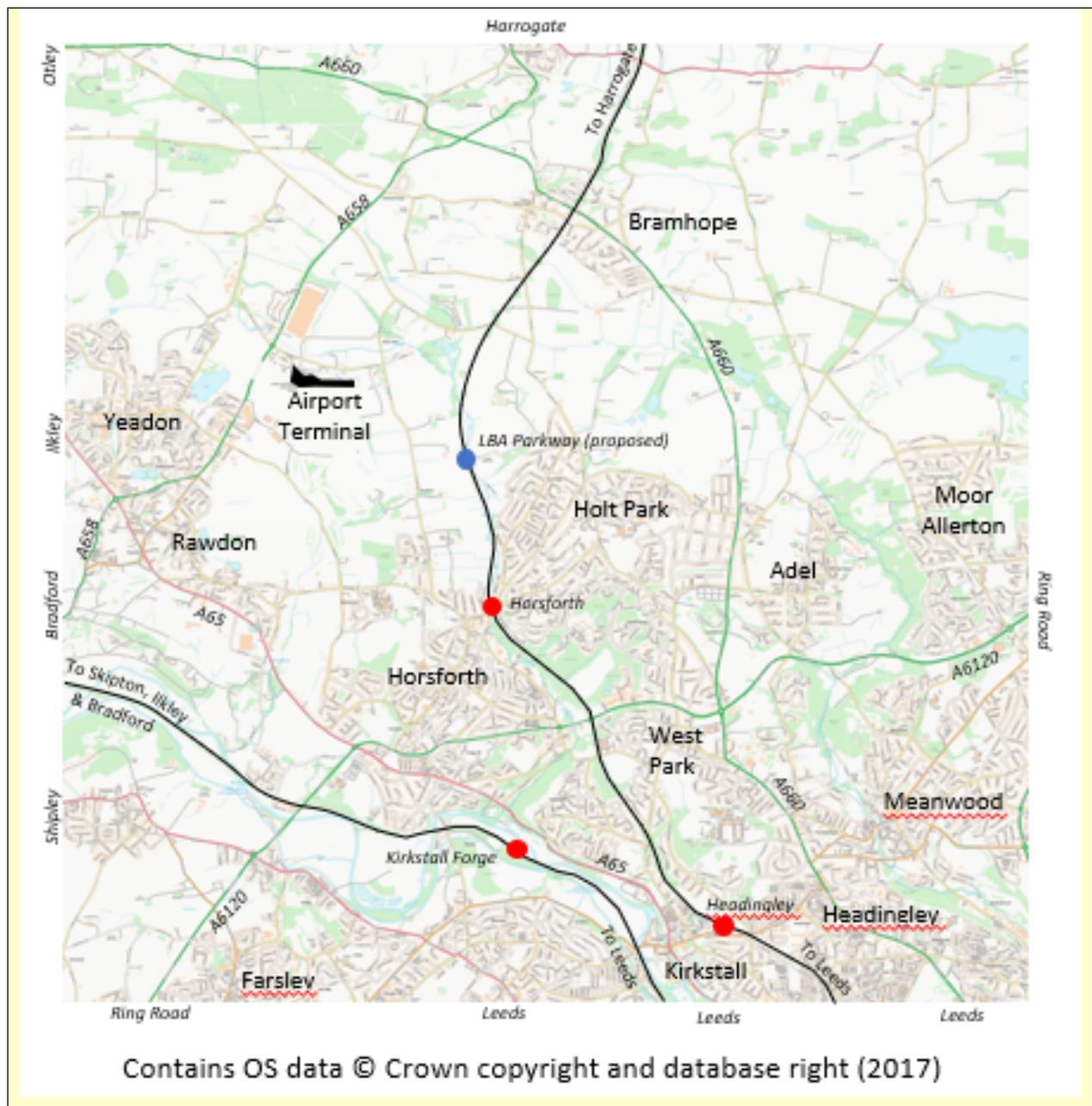
Scheme Description:

The scheme will see delivery of a new rail station on the Harrogate railway line, between Horsforth station and the southern portal of the Bramhope Tunnel.

The new station would provide a rail interchange to serve Leeds Bradford Airport (LBA) and a parkway function. It is proposed that the airport connection will be provided by a regular shuttle bus service between the station and the airport. Figure 1-1 shows the general location:

The scheme includes construction of two platforms with associated station facilities such as waiting rooms, passenger information screens, lighting, and ticket vending machines. It will also include the provision of a 350-space car park and construction of a spur road to the airport to all users.

Figure 1-1: LBA Parkway Station Location



Business Case Summary:

Strategic Case

Investment in public transport is essential to ensure that growth in north east Leeds can continue and not simply be highway dependent. In addition, it is of paramount importance that Leeds City centre is also able to grow and there is enough access to the rail network to ensure that ever greater volumes of people can get into the city centre.

The new rail station will offer access to an alternative, more sustainable mode of transport for people travelling to the airport from Leeds or Harrogate. Additionally, a new station is important to the airport itself, the neighbouring employment hub, and the local area, widening the employment and customer area for the airport and hub, as well as bring in new investment.

	<p>The park and ride spaces will also capture trips heading for the city centre, encouraging part of the journey to be made by public transport</p> <p>A key theme from the Initial Public Consultation for the Leeds Bradford Airport Link Route was the desire for a rail link to support the airport.</p>
Commercial Case	<p>Demand forecasts at this stage predict that there would initially be 470,000 trips made through the new station per year. Of this, 245,000 (52%) are users that are new to rail, the remainder (224,000 representing 48%) being abstracted from existing stations.</p> <p>Furthermore, growth forecasts predict increases in passenger demand of 67% in the rail market (based on the Combined Authority's and Network Rail's analysis for the Leeds station MSCP) and of over 100% in the aviation market by 2043, indicating this strong base demand can be expected to grow significantly over time.</p> <p>Various procurement options are being considered and to be developed as part of full business case stage.</p>
Economic Case	<p>The economic appraisal has been conducted in line with the principles and guidance of the Department for Transport's (DfT) WebTAG, as required by the Leeds City Region Assurance Framework for transport projects.</p> <p>Aviation-derived rail demand has been modelled separately from the rail market demand that derives from usual patterns of business, leisure and commuting patterns. In both cases, the approaches are consistent with WebTAG.</p> <p>The value for money assessment at outline business case (OBC) reflects an initial benefit cost ratio (BCR) of 4.28:1, judging the scheme as very high value for money when assessed against the DfT's value for money criteria.</p>
Financial Case	<p>The total project capital cost is estimated to be £41.981m.</p> <p>The Leeds Public Transport Investment Programme (LPTIP) has allocated £5m of development funding to the project.</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 through a quantified risk assessment (QRA), with an appropriate risk allowance profiled in to the scheme cost estimate. The risks will be individually managed on an ongoing basis through the Combined Authority's risk management process. In most cases, further survey work and detailed design will mitigate much of these risks.</p> <p>A funding strategy will be developed as part of the final business case.</p>
Management Case	<p>Executive responsibility for the development of LBA Parkway station falls under the Rail Package of the LPTIP.</p> <p>The Combined Authority has appointed Atkins as Development Partner for the development of the station through to OBC and GRIP 3 'Approval in Principle' stage. The Combined Authority and Atkins' joint development team are collaborating extensively with Leeds City Council, Transport for the North, DfT, Network Rail, Arriva Rail North, and LBA to ensure the</p>

scheme satisfies key stakeholder requirements.

Scheme opening is forecast for April 2024, although the delivery programme is to be worked up and refined as part of full business case.

