

## Section A: Package Summary

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<b>Name of Package:</b>	<b>Active and Sustainable Travel in Leeds City Centre</b>
<b>Location of Package:</b>	<b>Leeds</b>
<b>PMA Code:</b>	DFT-TCF-024.1
<b>Lead Organisation:</b>	Leeds City Council
<b>Senior Responsible Officer:</b>	Martin Farrington, Leeds City Council
<b>Lead Promoter Contact:</b>	Chloe Drummer / Paul Roberts, Leeds City Council
<b>Combined Authority Lead/ Programme Manager:</b>	Fiona Limb, Combined Authority
<b>Case Officer:</b>	Ian McNichol, Combined Authority
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Transforming Cities Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 (Infrastructure for Growth)
<b>Combined Authority approvals to date:</b>	<p>Combined Authority 13th December 2018 - delegated authority to the Transport Committee to approve the TCF SOBC</p> <p>CA 1st August 2019 – approval of £3 million from WYTF+ Transformation Programme to fund TCF development work including Strategic Outline Cases</p>
<b>Forecasted Completion Date</b>	31 <sup>st</sup> March 2023
<b>Total package Cost for the preferred way forward (£):</b>	£39.5 million
<b>WYCA Funding (£):</b>	£39.5 million
<b>Total other public sector investment (£):</b>	A further £100,000 for business planning and £500,000 for the railway station planning application has been secured through the LPTIP LISM approval.
<b>Total other private sector investment (£):</b>	None identified

Leeds Train Station is the busiest in the North of England and a nationally significant gateway, with passenger numbers anticipated to increase by 81% by 2043. The station provides key gateways to both the Leeds City Region and the national rail network.

The Active and Sustainable Travel within Leeds City Centre package is key to ensuring this growth is sustainable by enhancing access pathways to Leeds Station, both within the immediate city centre area and linking into communities on the periphery of the city centre.

Central to this project is the development of a fully accessible multi-modal transport hub, accessible to all, connecting key areas of the city, promoting the use of sustainable travel opportunities and improving links to the wider City Region. This will be achieved by facilitating a smooth transition between rail travel and onward pedestrian, cycling, taxi and bus routes. The proposals to redevelop the station entrance will constitute the following key components:

1. The pedestrianisation of New Station Street.
2. Development of a multi-modal transport interchange.
3. Quality improvements to the main entrance
4. Complete re-design and re-building of the station entrance connecting Bishopgate and key pedestrian access routes to the east and south of the city centre.
5. Installation of new pedestrian lifts connecting Bishopgate and the station entrance.
6. Enhanced pedestrian and cycle friendly routes through Neville Street, Dark Neville Street and Victoria Road to actively promote sustainable forms of transport.
7. Improving connectivity across the city centre by installing high quality cycle lanes on key
8. strategic gaps within Leeds city centre and the periphery.
9. Installation of a high quality 700 space cycle hub with supporting infrastructure

These improvements will be taken forward as two separate schemes – one focused on the station and environs and one focused on the 5 cycle gateways/connectors linking the station into the wider cycle network.



### Strategic Case

The package is aligned to a number of the key strategies including Leeds City Region Strategic Economic Plan (SEP), Transforming Cities Fund Strategy, HS2 Growth Strategy, Leeds Inclusive Growth Strategy, LISM (Masterplan), West Yorkshire Transport Strategy, and the Leeds Local Transport Strategy.

There are growing problems associated with the existing station that, if left unattended, will escalate and begin to constrain growth once the prediction of increase passenger numbers begins to materialise. These include:

- Poor transport connections to strategic areas of the city
- Restricted pedestrian movement outside the station entrance
- Poor accessibility at the station
- Increasing carbon emissions around the vicinity of the station
- Poor representation of Leeds as a city
- Does not positively contribute to aspirations of the city

The package presents an opportunity to remedy all of these concerns and transform the station into a modern, innovative, multi-modal transport exchange that is a focal point of the city centre and a 'world class' gateway into the city. This project will provide the opportunity to:

- Address the existing accessibility problems at the station by pedestrianizing New Station Street
- Dramatically improve the connectivity from the station to key areas of the city through the installation
- of segregated cycle lanes in Neville Street and Dark Neville Street
- Drive the shift towards increased use of sustainable transport through the development of the multimodal transport interchange
- Make a positive contribution towards improving the environment and reducing carbon emissions in the
- locality of the station by reducing the flow of private vehicles
- Improve the image of the station and turn it into a key city destination

### Economic Case

The critical success factors used to determine the preferred way forward are summarised below.

CSF Name	CSF Description
Capacity / Connectivity	Improve capacity on commuting trips, access to employment / development cent
Environmental	Reduce Carbon Emissions
Value for Money	Benefits to bus users, walking and cycling
Buildability	Deliverable by 2023
Affordability	Be Financially Sustainable to DfT
Funding	Match Funding Maximised

The VfM assessment included in the TCF SOBC is summarised below, broken down by each of the 5 cycle gateways/connectors and one for the main train station improvements.

Itemised costs and benefits	Western Gateway	Eastern Gateway	Southern Gateway	Crown Point Bridge Gateway	Holbeck Connector	Bishopgate, Neville St, New Station St	TCF SC 1
Congestion benefit	463.37	181.86	238.33	176.88	217.57	0.00	12
Infrastructure	1.54	0.60	0.79	0.59	0.72	0.00	
Accident	61.81	24.26	31.79	23.60	29.02	0.00	1
Local Air Quality	1.71	0.67	0.88	0.65	0.80	0.00	
Noise	4.12	1.62	2.12	1.57	1.93	0.00	
Greenhouse Gases	7.85	3.08	4.04	3.00	3.69	0.00	
Reduced risk of premature death	5116.97	2008.27	2631.85	1953.25	2402.59	0.00	141
Absenteeism	1016.45	398.93	522.80	388.00	477.26	0.00	28
Journey Ambience	5.49	191.22	2950.82	98.53	435.06	13256.40	169
Indirect Taxation	-25.20	-9.89	-12.96	-9.62	-11.83	0.00	-
Government costs	1319.36	603.07	2081.69	706.47	773.65	22004.93	274
Private contribution	0.00	0.00	0.00	0.00	0.00	0.00	
PVB	6652.57	2800.02	6369.67	2635.86	3556.09	13256.40	352
PVC	1317.82	602.47	2080.90	705.88	772.93	22004.93	274
BCR	5.05	4.65	3.06	3.73	4.60	0.60	
COST (£m)	1.7	0.8	2.8	0.9	1.0	32.1	

### Commercial Case

The contractor, Balfour Beatty and the Principal Designer, Atkins Global, have been appointed for the railway station scheme under the SCAPE framework. The cycle scheme, which will be project managed separately by LCC Highways, will be designed and delivered by Colas, the Highways term contractor.

### Financial Case

The forecast of costs for the preferred way forward is £32.06m for the railway station scheme and £7.44m for the cycling network scheme with a risk contingency of 40% and 15% respectively. The package will be fully funded by TCF and the allocation is in all 3 scenarios (low, core and high) of the TCF SOBC. has been secured through the LISM approval and are not included in the above costs.

### Management Case

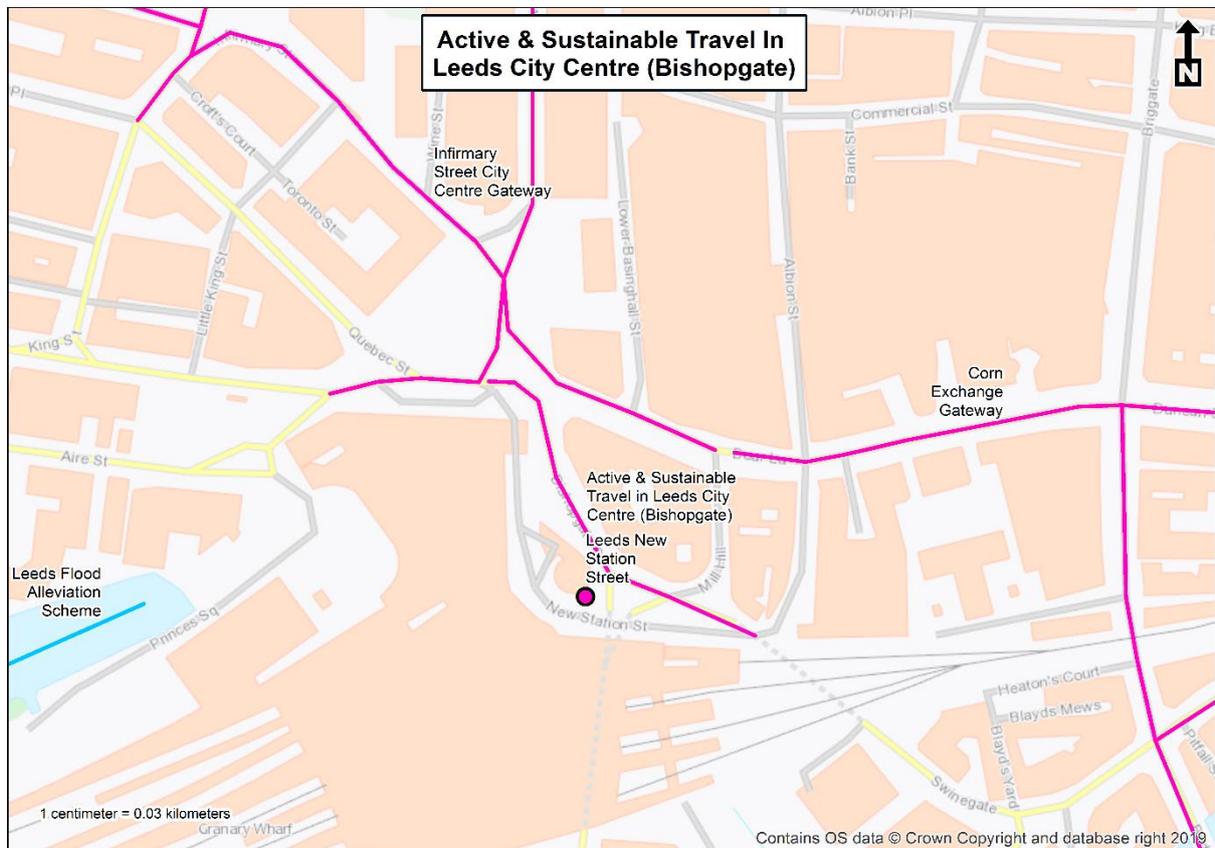
At programme level the West Yorkshire Combined Authority will establish the Transforming Cities Portfolio Board. This board will include representation from the Combined Authority, partner council officers for each scheme, as well as, where relevant, representation from the bus and rail operators. Membership and terms of reference will be determined after submission of the SOBC. Each scheme will also assemble a dedicated project board and the terms of reference will be determined on approval of the SOC. Each project board will report into the relevant TCF thematic programme board.

The key risks at a package level are: -

- Conflicting governance / approval processes between partner organisations (Network Rail, Combined Authority)
- Failure to secure necessary financial and planning approvals in a timely manner
- Package schemes are unable to be delivered by March 2023 due to complexity of the construction works
- Stakeholders oppose the delivery of the scheme
- Programme delays in other closely linked projects including Armley Gytratory
- Failure to secure vacant possession of key premises in line with the programme

## Location map:

The following location map shows the location of the Active & Sustainable Travel in Leeds City Centre (Bishopgate) 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/>