

Section A: Scheme Summary

Name of scheme:	Rail Accessibility Programme
PMO scheme code:	DFT-LPTIP-005b
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Dave Haskins, Head of Implementation
Lead promoter contact:	John Parkin
Case officer:	Neil Johnson

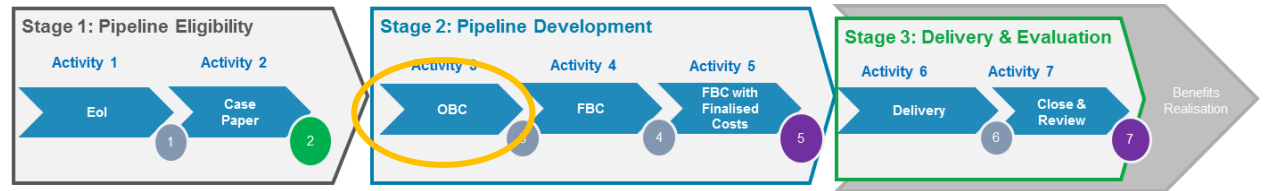
Applicable funding stream(s) – Grant or Loan:	To be determined
Growth Fund Priority Area (if applicable):	Priority Area 4, Infrastructure for Growth.

Approvals to date:	Decision Point 2 as part of Leeds Public Transport Investment Programme (LPTIP) approval in June 2017
Forecasted full approval date (decision point 5):	TBC – subject to securing further funding
Forecasted completion date (decision point 6):	TBC – subject to securing further funding

Total scheme cost (£):	£8.371 million
Combined Authority funding (£):	£0.95 million (further funding to be determined)
Total other public sector investment (£):	N/A
Total other private sector investment (£):	N/A

Is this a standalone project?	No
Is this a programme?	Yes
Is this project part of an agreed programme?	Yes – as part of Leeds Public Transport Investment Programme (LPTIP) up to Decision Point 3 - Outline Business Case (OBC)

Current Assurance Process Activity:



Scheme Description:

The Rail Accessibility Programme (RAP) aims to deliver step-free access from the station point of entry through to the station platform edge at Cross Gates and Horsforth rail stations. The scheme will build a new footbridge located mid-platform, including steps and lifts, at each station.

Business Case Summary:

Strategic Case

Leeds City Centre accounts for 27% of all jobs in Leeds. Leeds is an attractive city for inward investment, with the fastest rate of private sector jobs growth and largest wage increases of any city in the region. As a result, there will be an increase in jobs and the need to access these jobs in the future.

It is anticipated that Leeds City Region's population will grow from 3 to 3.4 million. There will be increased demand on existing transport routes and a need to shift demand onto higher-capacity transport modes such as bus and rail.

This growth will mean that public transport investment needs to be undertaken to improve the car-dominated city environment, provide better sustainable transport solutions and address environmental issues, such as poor air quality.

For these reasons, Cross Gates and Horsforth rail stations have been identified for improvements as the current infrastructure means that either they are not 'step free' or do not meet technical specifications for people with reduced mobility and could therefore discourage users with mobility issues from using these stations.

The scheme seeks to provide step-free access at the stations, from the main point of station access through to the platform edge. This will allow all rail users to use each of the stations without assistance, unlocking a new route to jobs and employment for customers at these stations.

Commercial Case

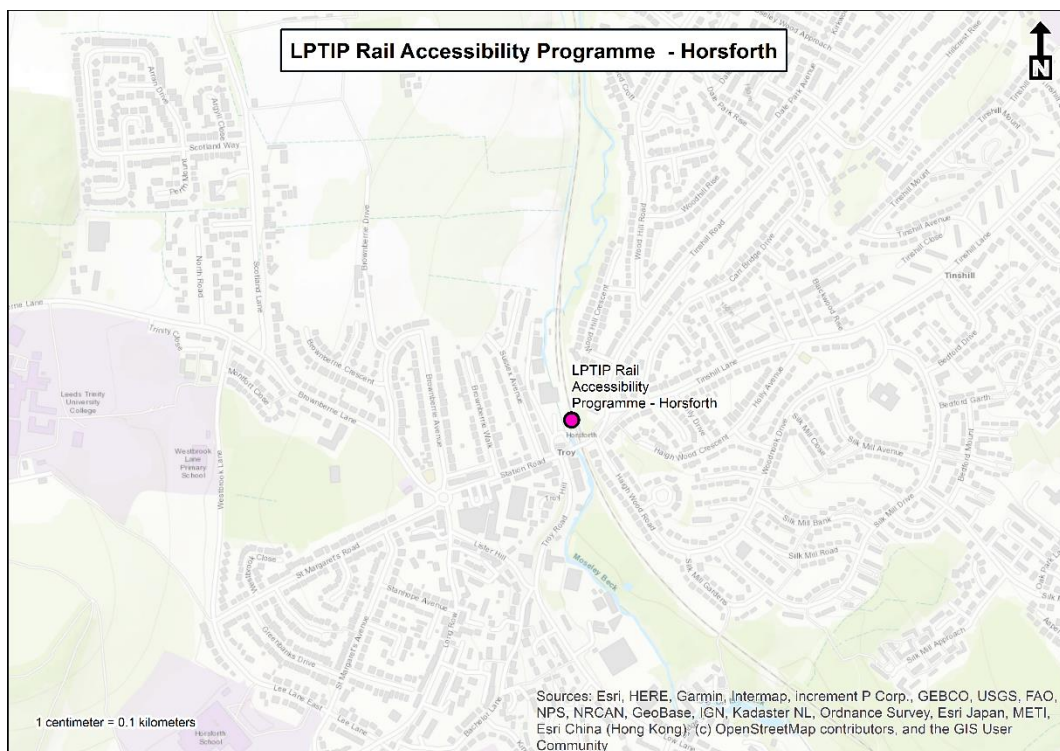
In 2010 the Department for Transport (DfT) commissioned research into the benefits of the rail industry's *Access for All (A4A) programme*, a DfT-funded initiative to improve access to key stations on the rail network.

The research concluded there was clear evidence to link A4A improvements with satisfaction, ease of use and more frequent use of

	<p>stations/rail travel in general amongst disabled and non-disabled station users carrying luggage.</p> <p>The <i>Access for All Benefit Research Report (2015)</i> summarised the impact of improvements. Station users surveyed felt that the improvements at the A4A stations would encourage people with limited mobility or a disability to use the station more.</p>																																															
Economic Case	<p>The scheme will have modest beneficial impacts on noise, air quality, greenhouse gas emissions and accidents (Social) as a proportion of longer car journeys will be carried out by rail, as car users are attracted use the station because of the accessibility improvements. These are assessed using the marginal external costs approach, monetised and included in the benefits calculation.</p> <p>The scheme also has a small impact on indirect taxation revenues due to reduced car use. These are represented as negative because they are a negative benefit, mainly due to reductions in fuel duty paid.</p>																																															
Financial Case	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Total Project Outturn Costs (£ million)</th> </tr> <tr> <th>Cross Gates</th> <th>Horsforth</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Project development</td> <td>0.690</td> <td>0.685</td> <td>1.375</td> </tr> <tr> <td>Land assembly</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Enabling works</td> <td>0.730</td> <td>0.625</td> <td>1.355</td> </tr> <tr> <td>Delivery</td> <td>2.065</td> <td>1.240</td> <td>3.305</td> </tr> <tr> <td>Benefits realisation</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other</td> <td>0.240</td> <td>0.175</td> <td>0.415</td> </tr> <tr> <td>Risk</td> <td>0.274</td> <td>0.286</td> <td>0.560</td> </tr> <tr> <td>Contingency</td> <td>0.434</td> <td>0.327</td> <td>0.761</td> </tr> <tr> <td>Inflation</td> <td>0.340</td> <td>0.260</td> <td>0.600</td> </tr> <tr> <td>Total (£ million)</td> <td>4.773</td> <td>3.598</td> <td>8.371</td> </tr> </tbody> </table>		Total Project Outturn Costs (£ million)			Cross Gates	Horsforth	Total	Project development	0.690	0.685	1.375	Land assembly	-	-	-	Enabling works	0.730	0.625	1.355	Delivery	2.065	1.240	3.305	Benefits realisation	-	-	-	Other	0.240	0.175	0.415	Risk	0.274	0.286	0.560	Contingency	0.434	0.327	0.761	Inflation	0.340	0.260	0.600	Total (£ million)	4.773	3.598	8.371
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Management Case	<p>The Leeds Public Transport Investment Programme (LPTIP) is a programme managed by the West Yorkshire Combined Authority. The Leeds Public Transport Investment Programme (LPTIP) Board's purpose is to ensure that the programme is delivered in partnership, completed to programme and delivers the objectives and outcomes as outlined within the Strategic Outline Case and Expression of Interest submissions.</p>																																															

Location map:

The following location maps shows the location of the Rail Accessibility Programme 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/>