

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Leeds Station Sustainable Travel Gateway</b>
<b>PMO scheme code:</b>	DFT-TCF-024.1a
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Martin Farrington – Leeds City Council
<b>Lead promoter contact:</b>	Chloe Dummer – Leeds City Council
<b>Case officer:</b>	Ian McNichol – Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant
<b>Growth Fund Priority Area (if applicable):</b>	n/a
<b>Approvals to date:</b>	-
<b>Forecasted full approval date (decision point 5):</b>	30 April 2021
<b>Forecasted completion date (decision point 6):</b>	31 December 2022
<b>Total scheme cost (£):</b>	£32.54 million
<b>Combined Authority funding (£):</b>	£32.44 million
<b>Total other public sector investment (£):</b>	0
<b>Total other private sector investment (£):</b>	£100,000
<b>Is this a standalone project?</b>	no
<b>Is this a programme?</b>	no
<b>Is this project part of an agreed programme?</b>	Yes

## Current Assurance Process Activity:



## Scheme description:

Leeds Station is the busiest rail station in the North of England and of national importance. Network Rail's market studies suggest passenger numbers will increase by 81% by 2043. High Speed 2 (HS2), Northern Powerhouse Rail (NPR) and major upgrades to Trans-Pennine routes and services drive these capacity ambitions as do projected increases in demand for the existing station. By redeveloping the station to improve access to and from Leeds Rail Station, there is an opportunity to create a gateway that drives the economic growth and regeneration of Leeds City Centre and the wider Leeds City Region.

The Leeds Station Sustainable Travel Gateway scheme is a key component of the LISM and will ensure that economic growth is sustainable by making it easier for people to get to Leeds Rail Station from the city centre and the surrounding communities, with the package delivering improvements within the immediate city centre area and linking into communities outside the city centre.

Central to this scheme is the development of a multi-modal transport hub which is accessible to all and connects 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 proposal to redevelop Bishopgate will constitute the following key components:

- Create pedestrian priority areas on New Station Street through the relocation of the taxi rank to Bishopgate Street and bus stops to locations on Boar Lane, Infirmary Street and Wellington Street (these areas have been upgraded and capacity increased for pedestrians and buses as part of the Leeds Public Transport Investment Programme, City Centre Package and West Yorkshire plus Transport Fund schemes). Service deliveries will be time managed to avoid peak pedestrian flows. Emergency vehicle access will remain as existing.
- Provide significant improvements to the accessibility of the station and create additional options for step-free access for passengers, resulting in a more direct route into the station and shortened journey times for passengers (currently, disabled passengers have to use the rear and side entrances at significant additional journey distance).
- Complete re-design and re-build of the station's external concourse connecting Bishopgate and key pedestrian access routes via a series of wide steps with complementary soft landscaping and seating where possible.
- Installation of two, 21-person pedestrian lifts connecting Bishopgate and the station entrance.
- Installation of segregated cycle lanes through Neville Street, Dark Neville Street and Victoria Road.
- Installation of a high quality 700 space cycle hub with supporting infrastructure for electric bikes. The cycle hub is currently proposed to include a commercial café and opportunities exist for Network Rail to seek a commercial partner for the operation of this venture.

- Environmental improvements to the cladding, road and pedestrian surfaces and lighting in Neville Street and Dark Neville Street.

## Business Case Summary:

### Strategic Case

There are growing problems associated with the existing station that, if left unattended, will escalate and start to limit growth the increase in passenger numbers predicted materialises. With a population of 3.06 million, the Leeds City Region is a diverse economy made up of major cities, towns and countryside which all have distinctive economic roles and priorities.

Leeds is an attractive place to live, however, as the population has increased, transport congestion and air quality have become major constraints on inclusive growth and have a negative impact on health. The scheme will support mode shift from private car to sustainable active travel (cycling and walking) to help reduce carbon emissions. There is a specific scheme objective to improve air quality in the immediate vicinity of Leeds Station, with measurable reductions in nitrogen dioxide (NO<sub>2</sub>) on Bishopgate Street and Dark Neville Street following completion of the scheme. Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

Leeds Station is predicted to reach capacity between 2023 and 2026. The number of passengers is expected to increase by 81% by 2043. The South Bank development, the largest regeneration project in Europe, will place additional pressure on the capacity and functionality of the station due to the estimated creation of 35,000 new jobs and 8,000 new homes in the south of the city

There are growing market failures associated with the existing station, that include:

- Poor connections to strategic areas of the city and the Leeds City Region.
- Restricted pedestrian movement outside the station entrance.
- Lack of walking and cycling prioritised routes within the city.
- Poor accessibility at the station.
- Increasing carbon emissions around the vicinity of the station.
- Poor representation of Leeds as a city, as for many people entering the city for the first time, the station is the first thing they see and subsequently define the impression they have on Leeds.
- Does not positively contribute to aspirations of the city, with its current congestion levels and lack of public space.

The scheme will aim to address a number of key strategic drivers for the Leeds City Region, these include:

- Persistent poverty and stalled living standards
- Transport impacting access to jobs and training
- Productivity gap
- Transport constraining growth
- Sustainable travel is not the obvious choice
- Need to decarbonise the transport network

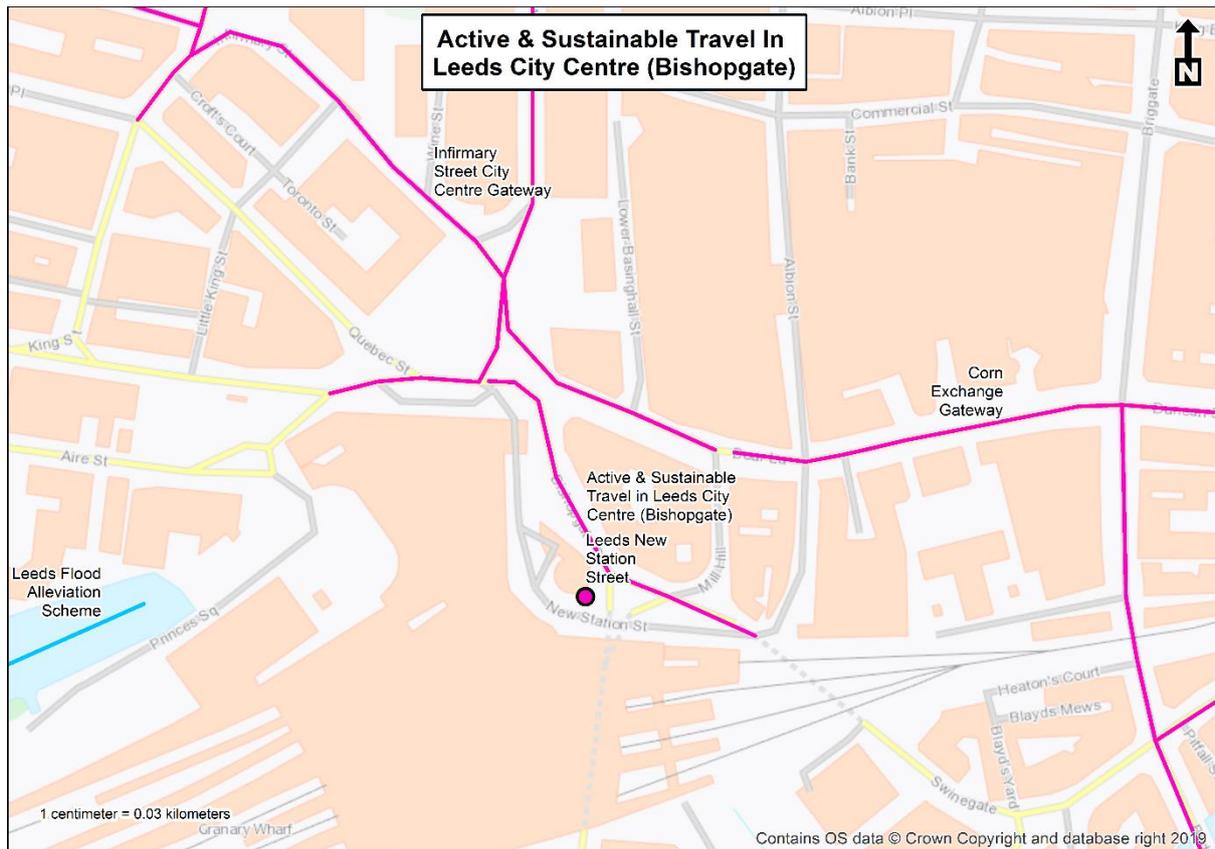
	<ul style="list-style-type: none"> <li>• Growing demand for cycling</li> <li>• Pedestrian and cycling connectivity to developing areas of Leeds</li> <li>• Access to education and training</li> </ul> <p>The Leeds Station Sustainable Travel Gateway contributes to the following national, regional and local strategies:</p> <ul style="list-style-type: none"> <li>• National Industrial Strategy</li> <li>• Cycling and Walking Investment Strategy (CWIS)</li> <li>• Transport for the North Strategic Transport Plan and Independent Economic Review</li> <li>• Local Industrial Strategy</li> <li>• Strategic Economic Framework</li> <li>• Leeds City Region Strategic Economic Plan</li> <li>• Inclusive Growth Strategic Framework</li> <li>• Leeds City Region High Speed 2 Growth and Connectivity Strategies</li> <li>• Leeds City Region Energy Strategy and Delivery Plan</li> <li>• Leeds City Region Green and Blue Infrastructure Strategy</li> <li>• Leeds City Region Housing Vision</li> <li>• Leeds City Region Strategic Economic</li> <li>• West Yorkshire Transport Strategy 2040</li> <li>• West Yorkshire Bus Strategy</li> <li>• West Yorkshire Low Emissions Strategy</li> <li>• North Yorkshire Local Transport Plan</li> <li>• York Local Transport Plan</li> </ul> <p>Consultation has already taken place with a wide range of stakeholders including the Accessibility User Group, bus operators, taxi operators, cycling groups, station users and businesses.</p>
<p><b>Commercial Case</b></p>	<p>The Leeds Station Integrated Masterplan (LISM) was approved in December 2017 and sets out the vision for delivering a major transformation of Leeds Station and supporting the economic growth of the city and wider city region.</p> <p>With the delivery of the HS2 and NPR programmes, passenger numbers are expected to grow by 81% by 2043. This is phenomenal growth for the city and will put the station under severe capacity pressures, especially as Leeds only has a single city centre station.</p> <p>The Leeds Station Sustainable Travel Gateway scheme is necessary as it will provide more space for passengers to move around the station making entry to and from the station safer.</p> <p>Whilst this scheme is part of LISM and funded by the Transforming Cities Fund, it also forms part of a wider programme of transformational transport projects to be delivered by Leeds City Council. The programme, termed MBARC, encompasses works at Meadow Lane, Bishopgate (this project), Armley Gyratory, Regent Street and City Square. Together, these projects aim to reduce vehicle movements within the city centre and contribute towards the Council achieving its climate ambitions.</p> <p>Balfour Beatty will undertake the role of main contractor for each contract under the MBARC programme.</p>

<p><b>Economic Case</b></p>	<p>A long list of potential options for the station improvement were developed by Leeds City Council through a series of workshops. A high-level assessment of these options, led to the preferred way forward, which is the re-design and redevelopment of the approaches to the main Leeds Station entrance.</p> <p>The rationale for the selection has been captured in a multi criteria appraisal (the “Option Assessment Tool”) that considers how well each option meets:</p> <ul style="list-style-type: none"> <li>• Critical Success Factors</li> <li>• Scheme specific objectives</li> <li>• TCF objectives</li> <li>• Feasibility</li> <li>• Desirability</li> </ul> <p>Each option was then assessed against whether they supported each of seven scheme specific objectives, summarised as follows:</p> <ul style="list-style-type: none"> <li>• Improve air quality in the immediate vicinity of Leeds Station</li> <li>• Enhance Leeds Station's role as a welcoming and attractive gateway to the city</li> <li>• Improve pedestrian flows and reduce barriers between the city centre and the station</li> <li>• Improve accessibility and enhanced options for step-free access to Leeds Station</li> <li>• Support and facilitate forecast growth in rail passenger numbers</li> <li>• Support mode shift to sustainable modes and away from the private car to help reduce carbon emissions</li> <li>• Support and facilitate the on-going redevelopment and regeneration of the city centre and South Bank</li> </ul> <p>The short list of options was appraised using cost benefit analysis following the guidance and principles set out in the Department for Transport’s (DfT), Transport Analysis Guidance</p> <p>The scheme presents a ‘core’ benefit cost ratio of 2.7 which puts the scheme in the High value for money (VFM) category when assessed using the DfT’s Transport Appraisal Guidance (TAG).</p>
<p><b>Financial Case</b></p>	<p>The total capital cost for the Leeds Station Sustainable Travel Gateway project is £32.54 million. This includes:</p> <ul style="list-style-type: none"> <li>• Pedestrianisation of the entire length of New Station Street</li> <li>• Installation of two x 21-person passenger lifts from New Station Street to Bishopgate</li> <li>• Relocation of the taxi rank from New Station Street to Bishopgate including associated highways amendments on Swinegate to accommodate the feeder ranks</li> <li>• Improve step free access options at the station</li> <li>• Installation of a new 700 space cycle hub</li> </ul>

	<ul style="list-style-type: none"> <li>• Installation of segregated cycle lanes on Neville Street and Bishopgate</li> <li>• Environmental improvements to Neville Street and Dark Neville Street including replacement of lighting and road surface materials</li> </ul> <p>The construction works will predominately take place on Network Rail owned land, consequently the assets created will be handed over to Network Rail for management and maintenance following completion.</p> <p>Minor works will be undertaken on Leeds City Council owned land therefore costs associated with the maintenance of these assets will be borne by Leeds City Council.</p>
<p><b>Management Case</b></p>	<p>The West Yorkshire Combined Authority will be the accountable body for the Transforming Cities Fund for Leeds City Region</p> <p>A programme board was established in August 2019, including senior representative from all partners to the bid and has an agreed Terms of Reference. The Combined Authority will also set up thematic programme boards, with clear and accountable Senior Responsible Officers, programme teams and project manager(s).</p> <p>Within Leeds City Council the scheme will report to the Station Programme Board, which oversees all station work streams including HS2, NPR and existing station. An additional project board will also be established specifically for this scheme.</p>

## Location Map

The following location map shows the location of the Leeds Rail Station Sustainable Travel Gateway 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-regioninfrastructure-map/>