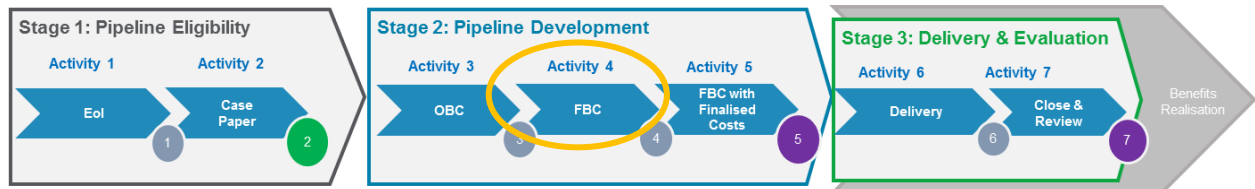


Section A: Scheme Summary

Name of scheme:	White Rose Rail Station
PMO scheme code:	DFT-LPTIP-005f
Lead organisation:	Munroe K
Senior responsible officer:	David Aspin, Munroe K
Lead promoter contact:	Pete Coello, West Yorkshire Combined Authority
Case officer:	Heather Briggs, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Leeds Public Transport Investment Programme (LPTIP) - grant Transforming Cities Fund (TCF) - grant
Growth Fund Priority Area (if applicable):	The scheme will contribute to delivery of all four Leeds City Region Strategic Economic Plan (2016) Priority Areas: <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 • Priority Area 4 – Infrastructure for Growth
Approvals to date:	Decision Point 2 (SOC) was approved on 29/06/2017 Decision Point 3 (Outline Business Case) was approved on 09/01/2020
Forecasted full approval date (decision point 5):	30/09/2021
Forecasted completion date (decision point 6):	30/12/2022
Total scheme cost (£):	£24.198 million
Combined Authority funding (£):	£17 million
Total other public sector investment (£):	£5 million (subject to successful New Stations Fund bid)
Total other private sector investment (£):	Up to £6 million
Is this a standalone project?	Yes

Is this a programme?	No
Is this project part of an agreed programme?	Yes- LPTIP and TCF

Current Assurance Process Activity:



Scheme Description:

The proposed White Rose Rail Station (WRRS) will provide the catalyst for continued expansion of the White Rose Office Park and wider economic development in the area.

The station is situated on the Leeds – Huddersfield Line in Millshaw, Leeds on the western boundary of the White Rose Office Park, and the north - western boundary of the Millshaw Park Industrial Estate (MPIE), between Churwell Viaduct to the north and Walkers Bridge to the south. The White Rose Shopping Centre is located north of the proposed station.

The proposed station will provide enhanced connectivity for local people and businesses, to Leeds City Centre to the north, as well as providing improved access to Dewsbury, Huddersfield and opportunities across the north of England.

In addition to improving accessibility to the existing White Rose site, a key employment, retail and educational hub, and surrounding residential communities; the station will also serve as a catalyst for future development. By attracting new investment and businesses, and increasing business confidence in the area, the proposed station will support and accommodate future economic and residential growth including continued expansion of educational facilities at the White Rose Office Park enhancing access to jobs and training.

The White Rose Shopping Centre receives 12 million visitors a year on average, the White Rose Office Park employs 5,300 people and 900 students attend Elliott Hudson College. The new station will support increasing visitor numbers at the sites and support local businesses and shops within the wider area.

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 new station development will be accessible to all users, and fully compliant with the Equality Act and will include:

- Station platforms with access via lifts and staircases to both platforms, and secondary means of escape
- Pedestrian bridge link
- Passenger facilities including cycle storage, waiting shelters, CCTV and customer information screens and signs

- A drop off/pick-up area and taxi rank to the east side of the railway, with space for rail replacement bus services and blue badge parking spaces
- Improvements to the walking and cycling routes that link the station to Cottingley, Churwell and Millshaw
- Improvements to the walking and cycling routes that link the station to the White Rose Shopping Centre (WRSC) and bus interchange
- Signs to help people locate the station
- Access to the west side of the railway for maintenance, service and emergency service vehicles
- Cable routes and equipment room to accommodate railway services

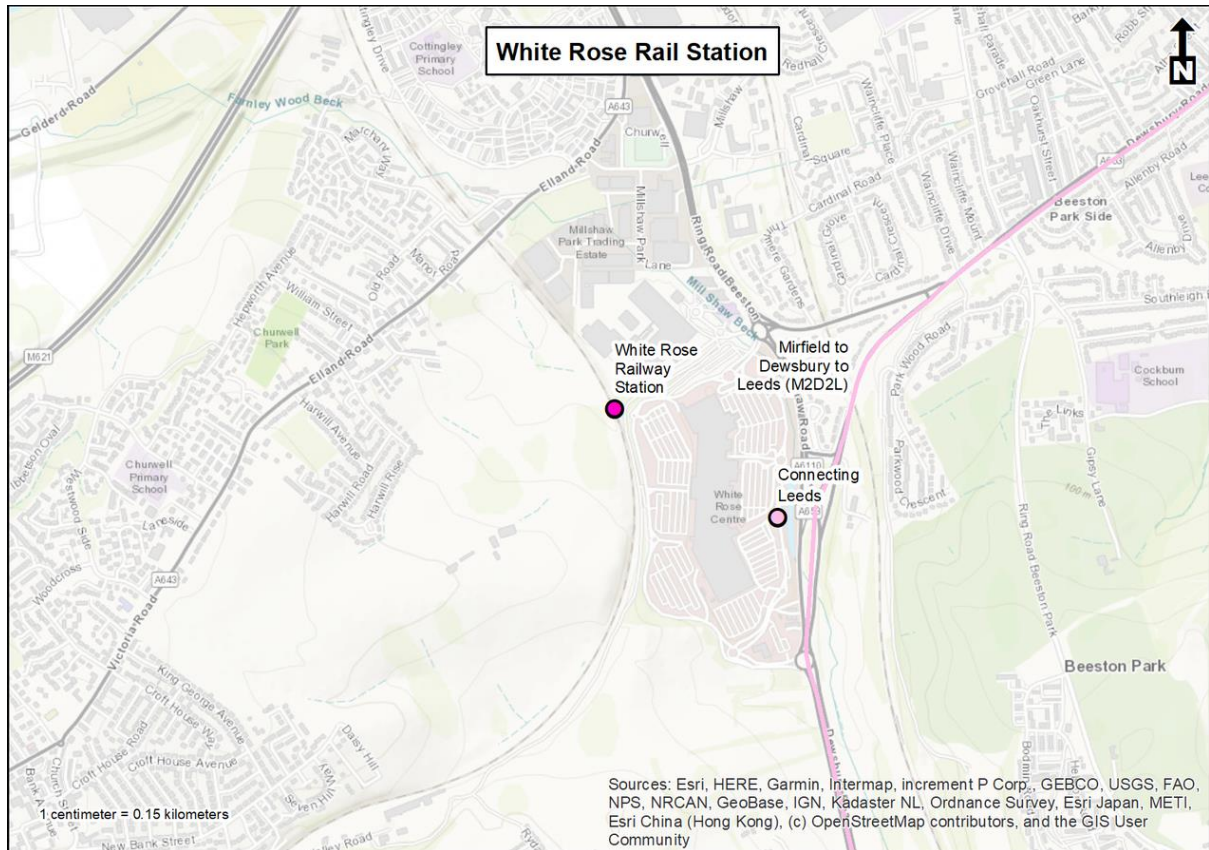
Business Case Summary:

Strategic Case	<p>The area around the proposed White Rose Rail Station has economic challenges, with pockets of persistent deprivation that have not benefited proportionately from the city's recent growth. There are significant development opportunities that are constrained by a congested transport network.</p> <p>The proposed station presents an opportunity to address both of these challenges and allows the White Rose Office Park to expand, creating more jobs locally for residents, supporting the Leeds Inclusive Growth Strategy.</p> <p>The proposed station will improve connectivity for local people and businesses, to Leeds City Centre, Dewsbury, Huddersfield and opportunities across the north of England.</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. 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.</p>
Commercial Case	<p>Figures from the Office of Rail and Road show the strong performance of West Yorkshire's new train stations, which support the rationale for investment.</p> <p>The Combined Authority's investment, supported the opening of Apperley Bridge, Kirkstall Forge and Low Moor stations in 2018. Figures covering all three stations shows Apperley Bridge was used by 375,749, passengers while Kirkstall Forge was used by 232,386 passengers 2018 - 2019, a growth of 0.9% and 54.7% respectively. Low Moor, which opened in March 2017, has seen an increase of 5.7%, with 140,690 station users in its second year of operation.</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. The ASR, which confirms that the approach to modelling and appraisal is consistent with Department for Transport's Transport Analysis Guidance (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>The scheme has a forecast benefit cost ratio of 3.02:1 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 £24.198 million.</p> <p>A funding strategy to deliver the project will be presented in the Full Business Case with finalised costs and will include developer contributions and other public sector match funding.</p> <p>The Combined Authority contribution for this scheme totals a maximum of £17 million, which comprises £5 million from the Leeds Public Transport Investment Programme, which has already been given full approval to spend, and up to a maximum of £12 million which has been allocated from the Transforming Cities Fund.</p> <p>Match funding up to a maximum of £6 million has been pledged by the developer, Munroe K, although this includes land, so the capital will be less than £6 million. An independently certified land valuation is being undertaken and will be determined in advance of the full business case with finalised costs. This match funding is expected to be formally committed by the developer by June 2021 as part of the formal grant agreement.</p> <p>The outcome of a New Stations Fund bid for £5 million is awaited. Should the bid be unsuccessful, this will leave a funding gap of £1.198 million plus the value of the land owned by Munroe K. The funding source for this funding gap will be identified by the developer and the Combined Authority and presented in the full business case with finalised costs.</p>
Management Case	<p>The Combined Authority led on the development of White Rose Rail Station through to Outline Business Case and GRIP 3 'Approval in Principle' stage. Munroe K have now taken over as the scheme promoter.</p>

Location Map

The following map shows the location of the White Rose Rail Station 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/>