

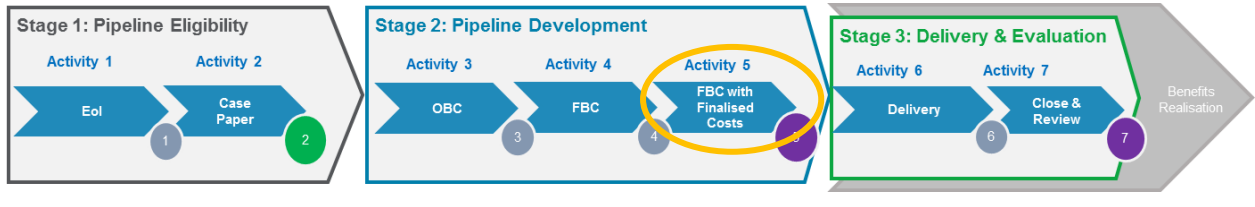
## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>White Rose Rail Station</b>
<b>Lead organisation:</b>	Munroe K
<b>Applicable funding stream(s) – Grant or Loan:</b>	Leeds Public Transport Investment Programme (LPTIP) - grant Transforming Cities Fund (TCF) - grant New Stations Fund - grant
<b>Growth Fund Priority Area (if applicable):</b>	The scheme will contribute to delivery of all four Leeds City Region Strategic Economic Plan (2016) Priority Areas: <ul style="list-style-type: none"> <li>• Priority Area 1 – Growing Businesses</li> <li>• Priority Area 2 – Skilled People, Better Jobs</li> <li>• Priority Area 3 – Clean Energy and Environmental Resilience</li> <li>• Priority Area 4 – Infrastructure for Growth</li> </ul>
<b>Approvals to date:</b>	Decision Point 2 (Strategic Outline Case) approval on 29 June 2017. Decision Point 3 (Outline Business Case) approval on 9 January 2020. Decision Point 4 (Full Business Case) approval on 3 February 2021.
<b>Forecasted full approval date:</b>	25 November 2021
<b>Forecasted completion date:</b>	31 March 2023
<b>Total scheme cost (£):</b>	£26,500,000
<b>Combined Authority funding (£):</b>	£22,000,000
<b>Total other public sector investment (£):</b>	Not applicable
<b>Total other private sector investment (£):</b>	£4,500,000
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

**Is this project part of an agreed programme?**

Yes - LPTIP and TCF

**Current Assurance Process Activity:**



**Scheme Description:**

The proposed new station is situated on the Leeds to Huddersfield railway line in Millshaw, Leeds. It is located on the northwest boundary of the Millshaw Park Industrial Estate between Churwell Viaduct to the north and Walkers Bridge to the south. The station will be located approximately 800 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 includes:

- Station platforms with access via lifts and staircases to both platforms
- Development of a drop off / pick-up area and taxi rank
- Provision of passenger facilities including cycle storage, waiting shelters, CCTV, and station signage.

And will:

- Be accessible to all users, and fully compliant with the Equality Act
- Offer excellent public access with safe, well-lit walkways
- Incorporate new and upgraded cycle routes and pathways
- Be served by bus and vehicle drop off and pick up points
- Use sustainable construction methods and building operation

White Rose office park has been identified as the proposed site due to approximately 23,000 customers per week visiting the shopping centre and 10,000 people employed across the shopping centre, office park and industrial estate. In addition, approximately 900 students attend Elliot Hudson College located in the office park.

**Business Case Summary:**

**Strategic Case**

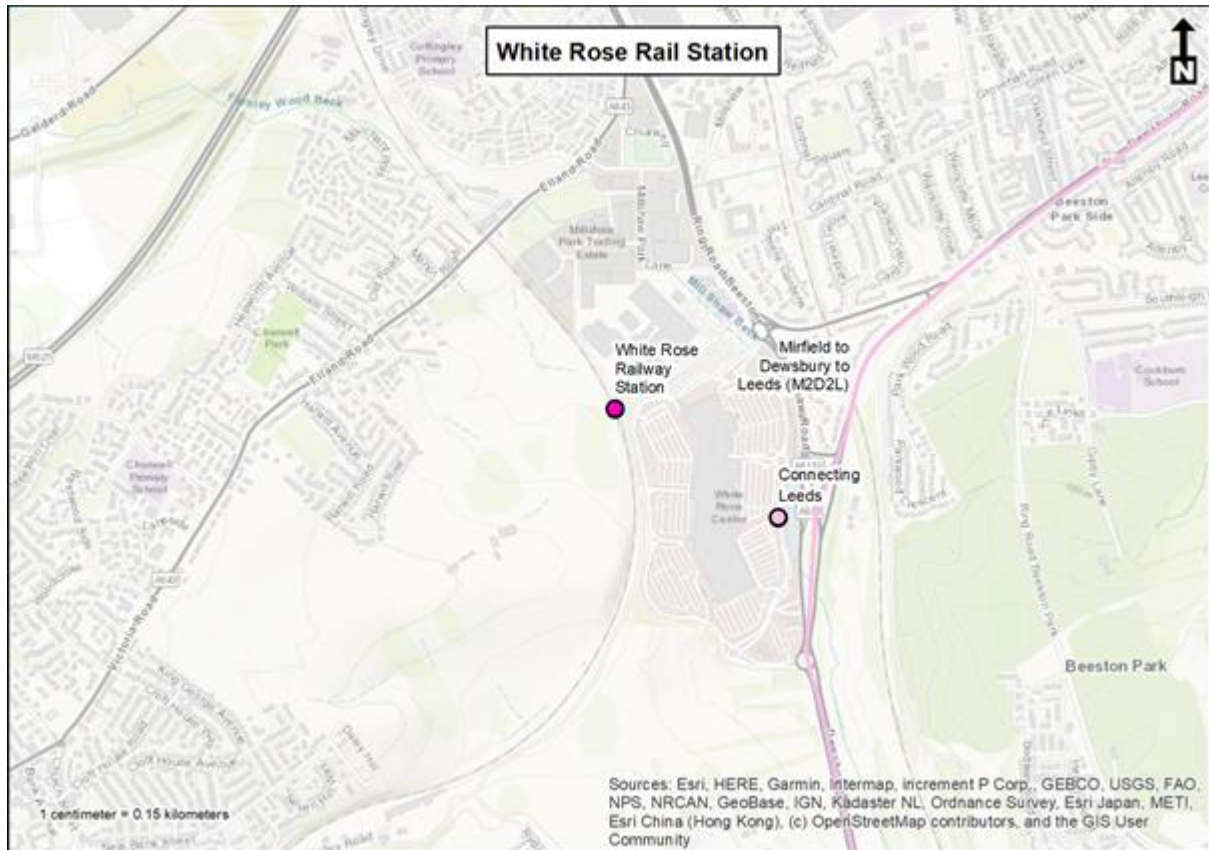
The area around the proposed White Rose Rail Station has not benefited proportionately from the city's recent economic growth and significant development opportunities which are constrained by a congested transport network.

The proposed station presents an opportunity to address both of these challenges, by unlocking the White Rose Office Park extension, creating more jobs locally for residents and generating new rail demand to help sustain an increased two trains per hour level of service. This improved rail service would in turn increase residents' access to Huddersfield,

	<p>Dewsbury and Leeds, and employment and leisure opportunities for residents of south-west Leeds.</p> <p>A public engagement exercise in 2018 demonstrated strong support for proposals for 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, as well as integrating rail with the bus services that serve White Rose.</p>
<b>Commercial Case</b>	<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>
<b>Economic Case</b>	<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 for the OBC. The ASR, which confirms that the approach to modelling and appraisal is consistent with WebTAG, the Department for Transport's guidance on how to assess the expected impacts of transport policy proposals and projects.</p> <p>For White Rose Rail Station, 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 ration of 2.25:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p>
<b>Financial Case</b>	<p>The total project capital cost is estimated to be £26,500,000.</p>
<b>Management Case</b>	<p>The Combined Authority led on the development of White Rose Rail Station through to outline business case. Munroe K has taken over as the lead organisation for development of the scheme and are leading on the detailed designs.</p>

## Location Map

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



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-theeconomy/leeds-city-region-infrastructure-map>