

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Leeds Station Sustainable Travel Gateway</b>
<b>Lead organisation:</b>	Leeds City Council
<b>Applicable funding stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF) (Grant)
<b>Growth Fund Priority Area (if applicable):</b>	Delivering 21st Century Transport
<b>Approvals to date:</b>	Decision Point 2 (Strategic Outline Case) approved by Combined Authority Board on 25 June 2020 Change Requests have been approved by Managing Director on 4 June 2021 and 25 March 2022
<b>Forecasted Approval to Proceed:</b>	September 2022
<b>Forecasted completion date (decision point 5):</b>	May 2024
<b>Total scheme cost (£):</b>	£36,009,872
<b>Combined Authority funding (£):</b>	£36,009,872
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes: <ul style="list-style-type: none"> <li>• The Combined Authority's Transforming Cities Fund</li> <li>• The Leeds Integrated Station Masterplan (LISM)</li> </ul>

## Current Assurance Process Activity:



## Scheme Description:

The Leeds Station Sustainable Travel Gateway (LSSTG) scheme is the first phase of the Leeds Integrated Station Masterplan. The scheme will:

- 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.
- Provide 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.
- Completely re-design and re-build the station's external concourse connecting Bishopgate Street and key pedestrian access routes via a series of wide steps with complementary soft landscaping and seating.
- Install two 21-person pedestrian lifts connecting Bishopgate Street and the station entrance.
- Install two-way segregated cycle lanes through Neville Street, Dark Neville Street and Bishopgate Street.
- Install a high quality 560 space cycle hub with supporting infrastructure for electric cycles and a commercial space.
- Environmental improvements to the cladding, road and pedestrian surfaces and lighting in Neville Street and Dark Neville Street in addition to cycle lane connections to the cycle hub.

## Business Case Summary:

### Strategic Case

Growth in rail travel has facilitated the economic growth of Leeds city centre, the largest centre of employment in West Yorkshire. In 2019/20 Leeds Station handled 34 million passengers, making it one of the busiest stations outside London. Pre-pandemic, the station was predicted to reach capacity between 2023 and 2026, whilst the most recent forecasts suggest that passenger numbers could increase by 44% by 2043.

The scheme aims to increase the station capacity to provide a safe environment for pedestrians, cyclists, and vehicle users, to enable growth in passenger numbers, and to deliver a fully accessible (step free) transport hub. This will improve the transition between rail travel and pedestrian, cycling, taxi and bus services, promoting the use of sustainable travel and improving the air quality within the vicinity of the station.

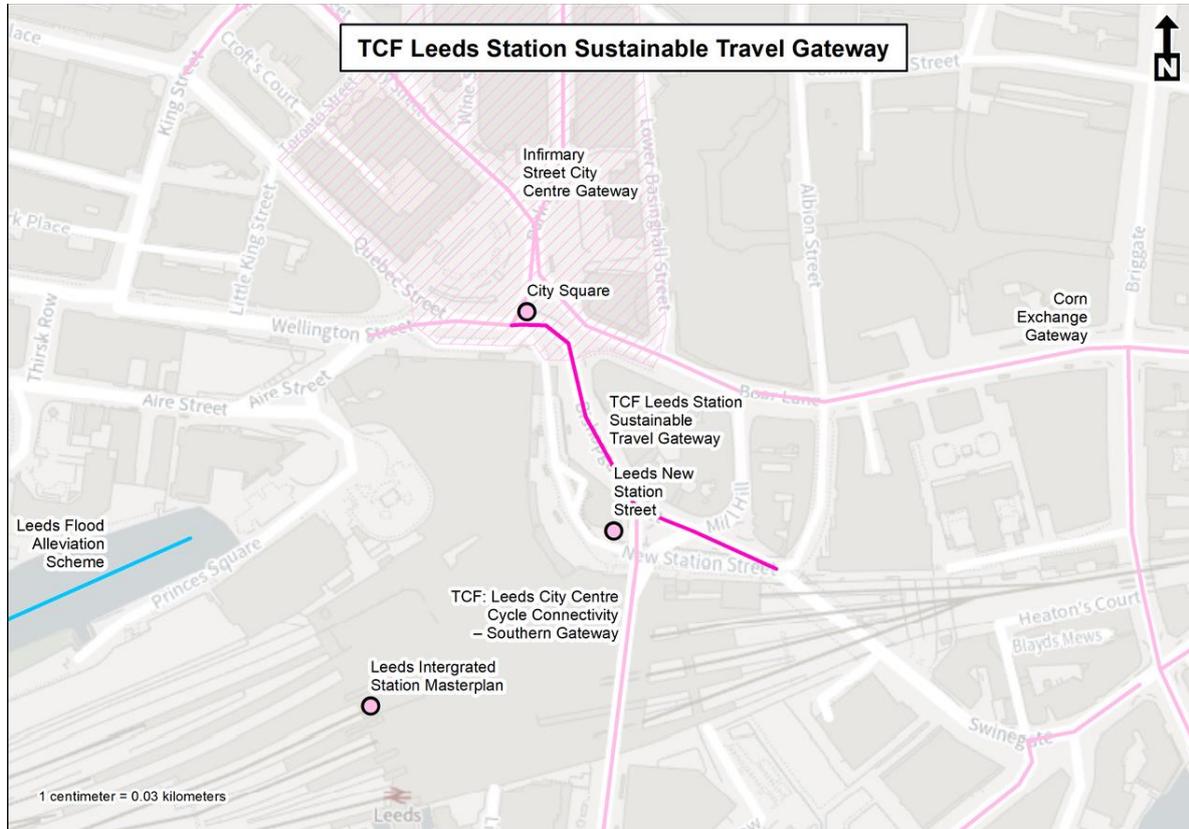
The scheme will support the delivery of clean and inclusive economic growth, aligning to objectives of the TCF programme, the West Yorkshire Mayoral Pledge on climate emergency and the Strategic Economic Framework (SEF).

The scheme has carried out extensive consultation and engagement with all stakeholders to inform the final scheme design, as well as carrying out

	<p>an Equality Impact Assessment to ensure the scheme will benefit all protected characteristic groups.</p>
<p><b>Commercial Case</b></p>	<p>Balfour Beatty was appointed as the Principal Contractor through the SCAPE framework and has provided design services to help the scheme secure planning approval (granted on 23 October 2020). They will enter an NEC4 'Option C Target Cost with Activity Schedule' contract to deliver the construction works.</p> <p>Balfour Beatty's construction programme will now also include works to replace the Mill Goit structural beams under New Station Street, as requested by Network Rail following additional surveys on the condition of the beams. Network Rail will fund these works.</p> <p>Whilst the scheme awaits approval by Network Rail for the Mill Goit construction costs, Balfour Beatty has identified a package of works it can deliver ahead of the main construction programme. This includes works at Bishopgate East, Dark Neville Street, and Neville Street, which commenced on 23 May 2022 and will conclude by January 2023.</p>
<p><b>Economic Case</b></p>	<p>The scheme has a benefit cost ratio of 1.29:1, representing 'Low' value for money. However, the scheme will deliver strategic priorities and benefits arising from public realm improvements including journey quality and ambience. The scheme will support better air quality, improved safety through removal of congestion between pedestrians, cyclists and vehicles, and should reduce noise levels within the vicinity of the station.</p>
<p><b>Financial Case</b></p>	<p>The total scheme cost is £36,009,872, to be funded by the Combined Authority from TCF.</p> <p>The scheme has accounted for contingency, risks, and inflation costs, and has considered ongoing maintenance costs that sit with Network Rail or Leeds City Council.</p>
<p><b>Management Case</b></p>	<p>Leeds City Council is the lead promoter, with appropriate governance measures and processes in place to enable effective development and delivery of the scheme and the co-ordination of communications and activities with schemes it interfaces with such as the City Square closure project.</p> <p>Advanced works commenced on 23 May 2022, with the main construction programme forecast to start in November 2022 and complete in May 2024.</p>

## Location Map

The following map shows the location of the Leeds 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.west-yorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map>