

Scheme Summary

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| Name of Scheme: | Rail Park & Ride Programme – Phase 2 |
| Lead Organisation: | West Yorkshire Combined Authority |
| Senior Responsible Officer: | Kate Thompson, Combined Authority |
| Lead Promoter Contact: | Sara Brook, Combined Authority |
| Case Officer: | Polly Hutton, Combined Authority |
| Applicable Funding Stream(s) – Grant or Loan: | West Yorkshire plus Transport Fund grant |
| Growth Fund Priority Area (if applicable): | P4 – Infrastructure for Growth |
| Approvals to Date: | None |
| Forecasted Full Approval Date (Decision Point 5): | On a project by project basis from March 2020 (detail to be defined in project Outline Business Cases) |
| Forecasted Completion Date (Decision Point 6): | Construction programmed to commence on site by site basis June 2020 (detail to be defined in project Outline Business Cases) |
| Total Scheme Cost (£): | £33.638 million |
| Combined Authority Funding (£): | £28.638 million £5 million Leeds Public Transport Investment Programme funding |
| Total other public sector investment (£): | £0 |
| Is this a standalone Project? | No |
| Is this a Programme? | Yes |
| Is this Project part of an agreed Programme? | Second phase of the West Yorkshire Plus Transport Fund - Rail Park & Ride Programme. |

Current Assurance Process Activity:



Scheme Description:

The Rail Park & Ride Phase 2 builds upon the learnings and successes of Phase 1, a 17 site programme which is currently delivering parking improvements to rail users across West Yorkshire.

Phase 2 is a programme of car park extension schemes, at West Yorkshire commuter railway stations, which have been identified to improve access to the main urban centres and increase rail station parking capacity within West Yorkshire. The programme is designed to support sustainable employment growth.

The programme aims to deliver the following outcomes:

- Improved access to the local rail network;
- Increased rail user patronage, through better station accessibility;
- Reduced main highways congestion, reduced CO2 emissions and improved air quality;
- Improved local environment, with reduced on-street parking by rail users;
- Better personal security, through improved CCTV and lighting;
- Employment benefit in the region if 117 jobs created through improved access to employment;
- Meet Department for Transport requirements in the provision of Blue Badge Holder parking bays.

Business Case Summary:

Strategic Case

The Rail Park & Ride programme has synergy with the region's overall strategic objectives and aims;

- **West Yorkshire Combined Authority Transport Strategy 2040**
Objective : +75% more trips to be made by rail by 2027
- **Leeds City Region Strategic Economic Plan (SEP)** – This programme contributes to Priority 4, delivering the Infrastructure for Growth.
- **West Yorkshire Transport Strategy** - the Rail Park and Ride Phase 2 Programme will *substantially increase the number of car parking spaces at key transport hubs and new park and ride facilities on the edge of town and city locations. (Policy 22) and improve the public transport offer by accelerating the delivery of new and expanded Park and Ride facilities (Policy 35)*
- **Rail Plan 7** – the programme links with key objectives to double annual rail patronage and improve passenger satisfaction score.
- **West Yorkshire Transport Fund Strategic Objectives** – the programme will meet the overall strategic objectives to increase employment and productivity growth; Better than average

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| | <p>improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities; Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across West Yorkshire and for the overall impact of the Fund's interventions will be carbon neutral at the package level.</p> |
| Commercial Case | <p>Demand: West Yorkshire rail station usage has increased by 197% between 1998 and 2017 and continues to grow (source: ORR). However, for rail users who live outside walking distance from the station, accessibility to rail stations is restricted by low car parking capacity as a result of increasing demand.</p> <p>Capacity: audits at rail station car parks within West Yorkshire have demonstrated that the majority of car parks are at 100% capacity by 9:00am or sooner with many exhibiting signs of latent demand including on-street parking.</p> <p>Choice: the National Passenger Survey (Spring 2011) for the Yorkshire & Humber region indicates 81% of the respondents when asked, had no alternative mode of transport to the station to the car. "Research has indicated that if getting to the rail station proves inconvenient, potential rail passengers will often choose to make their whole journey by car" (Source: Passenger Focus East of England research 2007).</p> |
| Economic Case | <p>Phase 2 of West Yorkshire Combined Authority's Rail Park and Ride programme is forecast to deliver equivalent economic benefits to those of Phase 1 of the Park & Ride programme. The forecasts are still to be assessed through the Urban Dynamic Model (UDM) but will be in the region of 117 jobs and £11m GVA.</p> |
| Financial Case | <p>Phase 2 of the Rail Park and Ride Programme represents a total cost of £33.638 million</p> <p>There is £5 million funding made available to the Combined Authority through the Leeds Public Transport Investment Programme (LPTIP) with other funds being sought through the West Yorkshire plus Transport Fund.</p> |
| Management Case | <p>The West Yorkshire Combined Authority is the scheme promoter and is leading on the overall programme. A team is in place to manage and deliver the Rail Park and Ride Programme within the Transport Projects Team at the Combined Authority.</p> <p>The projects will be delivered in partnership with Network Rail, the Northern train operating company and local authority partners.</p> |