Proof of Evidence of The Leeds Railway Station (Southern Entrance) Order (LSSE.PTE/P/2.1)

Proof of Evidence TWAO Joint Scheme Promoter
November 2012
Metro
David Hoggarth
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1 Introduction

1.1 Qualifications and Experience

1.1.1 My name is David Hoggarth. I have an MSc in Transport Planning from the University of Newcastle upon Tyne. I am Director, Development with West Yorkshire PTE (Metro) where I have worked for 14 years in operational, strategic planning and senior management roles. Previous roles were with a local authority and private sector consultancy, both with a focus on transport planning.

1.1.2 My experience includes developing and implementing transport plans and strategies with a particular focus on public transport (including overseeing the development and adoption of two Local Transport Plans in West Yorkshire). My role at Metro includes responsibility for developing the links between transport and Land Use Planning through close liaison with the relevant Planning Authorities. I also have extensive experience in the development, appraisal and delivery of a range of transport projects including bus interchanges, new and enhanced railway stations.

1.2 Scope of Evidence

1.2.1 My evidence covers the following set of information:

- Role and Responsibility of Metro
- West Yorkshire Transport Policy Context
- The Need for a Southern Entrance
- Scheme Business Case.

1.3 Response to Statement of Matters

1.3.1 In this Proof of Evidence I will deal with four items in the Secretary of State’s Statement of Matters, as follows:

<table>
<thead>
<tr>
<th>Matter Number</th>
<th>Matter</th>
<th>Section Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The aims and objectives of, and the need for, a new station entrance on the southern side of Leeds railway station</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>The justification of the particular proposals in the draft Transport and Works Act Order (TWAO), including anticipated transportation, regeneration and environmental benefits of the scheme</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>The Promoters’ proposals for funding the scheme.</td>
<td>5.4</td>
</tr>
<tr>
<td>12</td>
<td>The purpose and effect of any substantive changes proposed by the Promoter to the draft TWA Order and whether anyone whose interests are likely to be affected by such changes has been notified.</td>
<td>5.1.5</td>
</tr>
</tbody>
</table>

1.4 Glossary

1.4.1 This Proof of Evidence uses the abbreviations as contained in the overall Glossary (LSSE.PTE/P/8.1)
2 West Yorkshire PTE (Metro)

2.1 Role and Responsibilities of Metro

2.1.1 Metro is the business name used by both the West Yorkshire Integrated Transport Authority (WYITA) and the West Yorkshire Passenger Transport Executive (WYPTE) working together. Metro is the Local Transport Authority for West Yorkshire.

2.1.2 WYITA is a Joint Authority made up of 22 Councillors nominated by the five district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.

2.1.3 WYPTE is the statutory executive body responsible for delivering the policies of WYITA, pursuant to the Transport Act 1968 (Transport act 1968, Part III, Part VII and schedule 12. Ref LSSE.B1). WYITA is the body to which the WYPTE is accountable.

2.1.4 WYITA’s principal duty is to develop policies for the promotion and encouragement of safe, integrated and economic transport services and facilities to, from and within West Yorkshire to meet the needs of the people living and working within it, pedestrians and the movement of freight. WYITA must have regard to government policy and guidance in respect of adaptation to and mitigation of climate change or improvement of the environment.

2.1.5 WYITA also has the sole responsibility for the development and implementation of the West Yorkshire Local Transport Plan (LTP), the statutory plan for transport in West Yorkshire. WYPTE works with the District Councils to ensure delivery of LTP objectives in accordance with WYITA’s policies. LTP goes beyond bus and rail services and covers a wide range of transport issues such as transport interchanges, connectivity between urban areas, passenger information, road improvements, freight strategy and sustainable modes of travel.

2.1.6 Due to the way that WYITA and WYPTE work together, but with different powers duties and functions, for simplicity the term ‘Metro’ will be used to refer to both bodies, interchangeably, unless otherwise specifically stated.

2.2 Funding of Metro

2.2.1 In seeking to meet the transport needs of the people who live and work in West Yorkshire, Metro obtains funds through a Transport Levy on the five District Councils, Government Grants and income generation. Metro also receives some funding directly from central government and seeks to maximise income opportunities, for example from its own properties.

2.2.2 Metro receives a capital grant to deliver its infrastructure improvements in line with the West Yorkshire Third Local Transport Plan (ref LSSE.D18) and seeks to increase the available resources through grants and other income from third parties.
3 Transport Policy Context

3.1 Delivery of Long Term Strategic Plans

3.1.1 The proposed Leeds Station Southern Entrance (LSSE) sits within 3 strategic planning frameworks.

a. The alignment of LSSE with wider rail planning policy (for example, Network Rail’s Route Utilisation Strategies and the Government’s High Level Output Statement) is covered within the Proof of Evidence provided by Stephen Hind (Network Rail);

b. The alignment of LSSE within the wider strategic planning policy context (for example, the National Planning Policy Framework) is covered within the Proof of Evidence provide by Eileen Thomas (Mott Macdonald); and

c. The alignment of LSSE within the sub-regional transport policy context includes:
   i. Leeds City Region;
   ii. West Yorkshire level (including the LTP and also Railplan 7).

3.1.2 Point (c) above is covered in this Proof of Evidence.

3.2 Leeds City Region

3.2.1 The Leeds City Region is made up of the local authority districts of Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York and is a functional economic area. It is the largest city region in the UK, home to 3 million people and 100,000 businesses, and generating 4% of the UK’s economic output.

3.2.2 The Leeds City Region Local Enterprise Partnership brings together the public and private sectors, and partners in government, education and the third sector, working to a common vision for economic prosperity.

3.2.3 The aim of the Leeds City Region Local Enterprise Partnership (LEP) Plan – ‘Realising the Potential’ 2011 (LSSE.D3) is for Leeds to become ‘A world-leading dynamic and sustainable low carbon economy that balances economic growth with a high quality of life for everyone’. This and the Leeds City Region Connectivity Study, Phase 1: 2010 (ref LSSE.D4) suggest that one way to achieve this is to improve access and connectivity to labour markets in key business centres, specifically addressing pinch points, providing extra capacity and reducing journey times to widen the labour pool. This is particularly important in major centres of employment such as Leeds.

3.2.4 The Leeds City Region Transport Strategy (Appendix 1) identifies a priority challenge “to improve access and connectivity to labour markets in key business centres”. Leeds station is the main hub within the transport network for Leeds City Region and also a major bottleneck, so tackling this (through the new Southern Entrance) is in line with this priority. In fact, within the proposed package “Improvements to enhance connectivity and support housing and employment growth in Leeds”, there is specific reference to the need to “increase Leeds Station Capacity”

3.2.5 LSSE provides a more direct and shorter pedestrian access link between key existing and developing business areas to the south of Leeds and labour accessing Leeds by train.

3.2.6 Another priority challenges within the City Region Transport Strategy is to “Enhance social inclusion and regeneration in deprived areas”
3.2.7 LSSE will provide a safe and attractive pedestrian link from the south of Leeds to the rail station without the need to use Neville Street, thus aiding social inclusion for those using this route in the hours of darkness, e.g. shift workers.

3.2.8 LSSE will increase the number of people using Little Neville Street, Granary Wharf Piazza and Dark Neville Street which will therefore increase the level of natural surveillance and increase the perception of safety and security.

3.2.9 The existing retail units and new sites nearby will benefit from the increased footfall created by LSSE which will bring the opportunity to develop and serve the new market and provide economic benefit from potential new jobs and increased revenues.

3.3 **West Yorkshire Local Transport Plan**

3.3.1 It is a statutory requirement for all Local Transport Authorities in England to produce and update strategic plans for managing and investing in the local transport system. The Local Transport Plan is the document which formally sets out the proposals, priorities and aspirations for the local transport system. Metro’s Local Transport Plan (LSSE.D18) is referred to as LTP3.

3.3.2 Working with its partners and stakeholders, Metro has developed the West Yorkshire Local Transport Plan in the form of:

a. A 15-year Strategy for the period 2011 to 2026;


3.3.3 The Plan reflects national policy including the January 2011 White paper, ‘Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen’ (LSSE.D27), but also reflects the Leeds City Region Connectivity Study (LSSE.D4) and the specific geographical and economic priorities in West Yorkshire. The strategy has been informed by the policies and priorities of Metro and each of the five West Yorkshire District Councils. The Plan’s objectives are:

a. Economy. To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.

b. Low Carbon. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport’s contribution to national carbon reduction plans.

c. Quality of Life. To enhance the quality of life of people living in, working in and visiting West Yorkshire.

3.3.4 The ‘My Journey West Yorkshire’, West Yorkshire Local Transport Plan (2011 – 2026) (LSSE.D18) sets out a 15 year vision for transport in West Yorkshire. Within this, the ‘Enhancements’ programme for the next three years refers directly to plans for a new entrance to Leeds Railway Station.

3.3.5 The development of the LTP strategy has been informed by a detailed evidence base and through consultation. LSSE aligns specifically to the two following LTP3 proposals:

a. Proposal 23: Delivery of the City Region Transport Strategy; and

b. Proposal 24: Additional capacity to address congestion and overcrowding.

3.3.6 Proposal 24 within the ‘Enhancements’ theme refers to “Specific LTP initiatives will include: Leeds Station Southern Entrance (through the DfT’s major scheme process)”.
3.4 Railplan 7

3.4.1 Railplan 7 (LSSE.D20) has recently been approved and adopted by WYITA. It is a ‘daughter’ document of the LTP and contains more detail on the rail policy and priorities.

3.4.2 LSSE is a committed intervention in Railplan 7 as Leeds is the busiest station in West Yorkshire and one of the busiest stations outside London. Delivery of LSSE will improve connectivity which will stimulate economic growth and increase capacity to cater for the demand growth.

3.4.3 RailPlan 7 seeks to build on the Local Transport Plan (LTP3) 2011-26 and the Yorkshire Rail Network Study (LSSE.D13) by setting out Metro’s approach to deliver sustainable economic growth by improving the rail network in West Yorkshire. RailPlan will be used to influence the key decision makers in Government and the rail industry to secure improvements to the network and deliver economic growth. The Plan sets out the:

   a. Context for RailPlan;
   b. RailPlan’s vision and objectives;
   c. Gaps where the current network restricts delivery of the vision; and
   d. Strategy and route by route plans to address these gaps

3.4.4 The vision for rail in West Yorkshire is to have the best suburban railway network in the country by 2026 which connects people and places in a way that supports the economy, the environment and quality of life while delivering the best service reliability and customer satisfaction in the country.

3.4.5 To deliver this vision and support the LTP3 and wider rail objectives, Metro has developed four rail objectives that RailPlan will deliver. The objectives will help deliver the vision for the best suburban railway in the country by 2026 and are;

   a. To double annual rail patronage;
   b. To improve passenger satisfaction scores;
   c. To develop a rail network that secures better value for money for passengers and tax payers; and
   d. To exploit the benefits of high speed rail when it arrives in West Yorkshire in the 2030s.

3.4.6 LSSE will specifically contribute to items a and b above and also support items c and d.
4 The Need for a Southern Entrance

4.1 Introduction

4.1.1 There are two key reasons why a new southern entrance is required at Leeds rail station:

a. To provide better access/improved connectivity with areas south of the railway and;

b. To provide greater capacity for pedestrians.

4.2 Better access and improved connectivity with the areas south of the railway

4.2.1 The problem of accessing the southern side of Leeds city centre from the station has existed since the city centre railway viaduct was built in 1869. The viaduct separated the city centre when built, and has done so ever since. The northern side of the viaduct, with its substantially better access to the rail station, has seen much more of the development, growth and prosperity and has seen the development of the substantial financial and retail centres, whereas the southern side became the area of warehousing and manufacturing with the majority becoming derelict and redundant since the late 1970s. The 2010 Indices of Multiple Deprivation identified that Holbeck ward, on the south side, is in the top 3% of deprived wards in England.

4.2.2 Several proposals to mitigate the separation of the city centre have been previously discussed, however there has never been a firm and funded proposal until the Southern Entrance scheme was approved by the Department for Transport (DfT) in 2010.

4.2.3 Over the past 10-15 years, the significant economic growth of the northern side of the city centre has constrained further opportunities and led to more development and regeneration south of the viaduct. Figure 1 illustrates the location of these key developments.

Figure 1: Development south of the railway

\[image\]

1 Microsoft Corporation (C) 2010
4.2.4 Examples of this development include:

a. ASDA House: the Head Office for ASDA opened in the late 1990s and now houses several thousand employees on the site. This building was one of the first of the new large office blocks to open as part of the redevelopment of the area south of the railway viaduct.

b. Bridgewater Place: the largest and tallest office and residential skyscraper development in Yorkshire opened in 2007. This building has 32 floors, of which two are used for car parking, ten for offices and twenty for residential purposes. There are 430,000 square feet of floor space, split between office space and 200 flats.

c. Granary Wharf: In 2009, Granary Wharf opened with a new Hotel, the City Inn, Leeds (now DoubleTree by Hilton) and two apartment blocks, the Candle House and Waterman's Place. To accompany the redevelopment a number of other leisure and retail developments were created.

d. Holbeck Urban Village: A new and developing business and residential area of urban regeneration. Holbeck Urban Village focuses on sustainable development and creating new business space in the high value digital and creative media sector. Whilst the overall Holbeck programme of development has been affected by the recession, some specific elements have now been completed, including the Tower Works and Marshall's Mill.

e. Tower Works: Opened in 2012 and a major redevelopment within the Holbeck Urban Village programme. It contains high quality office and studio space specifically for creative, digital and media businesses. It provides suites ranging from 150 to 1,500 sq. ft. (1 to 20 people). The development is already fully occupied.

4.2.5 This process of regeneration of the south part of the City Centre is projected to increase. Within the Local Development Framework Core Strategy there is a strong emphasis upon further development taking place in this area, both to facilitate regeneration. More detail is presented in the Planning and Urban Design Proof of Evidence (LSSE.PTE/P/4.1).

4.2.6 In addition to the developments identified above, a planning application for a 60,000 sq ft office building to be let to KPMG on Sovereign Street was submitted to Leeds City Council on 20 September 2012. Subject to planning approval, construction of KPMG’s building will commence in summer 2013. The office development would be complemented by two further office buildings on the site as well as a £2.5m new area of green public realm. Leeds City Council has also submitted a planning application for the green public realm element of the proposals. This redevelopment, south of the railway viaduct will complement the Southern Entrance proposals.

4.2.7 The recent and on-going developments have been a catalyst for the Southern Station Entrance proposals. Further redevelopments to the South of the viaduct are also proposed, including the new city centre park, Sovereign Street redevelopment and other wider transport initiatives to improve the urban realm in the city centre. Providing a direct access route from the station to the south of the viaduct will help further facilitate the growth of this historically deprived area.

4.2.8 Whilst it is recognised that the scheme has unwelcome impacts on a relatively small number of local residents in the Blue Apartments and Waterman's Place, the TWAO submission specified measures to mitigate these matters. In terms of wider context, the public consultation undertaken in 2009 and 2011/12 demonstrates
resounding wider public support for the scheme. The scheme will increase footfall to the businesses in the Granary Wharf development as well as other local businesses. Empirical evidence has shown that redevelopment of stations facilitates growth in the local economy.

4.2.9 Figure 2 illustrates the key desire lines to the south of the City, including:

a. Routes to the south of Leeds and further commercial areas along Neville Street;

b. Routes via Granary Wharf area towards Holbeck;

c. Routes along the canal towpath to the west of Leeds; and

d. Routes to the Calls commercial district to the east of Neville Street.

*Figure 2: Key Pedestrian Desire Lines*

4.2.10 Pedestrian modelling indicates that circa 9,000 passengers in the morning 3 hours peak period using the station currently travel to the south of the station using a circuitous route\(^2\). A similar number make the journey in the reverse in the PM peak period. *Tables 1 and 2* below give these figures as both pedestrian numbers and as a percentage of total forecast demand. There will also be significant use outside the main peak periods.

4.2.11 This demonstrates that there is demand for a new southern entrance to the station. The Pedestrian Flow Proof of Evidence (LSSE.PTE/P/7.1) provides more detailed evidence.

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\(^2\) LSSE.A18 Environmental Statement Volume 4: Appendices (Transport Statement)
Table 1 – 2029 LSSE Forecast Demand

<table>
<thead>
<tr>
<th>Period</th>
<th>Entry</th>
<th>Exit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Period (3 hours)</td>
<td>2,669</td>
<td>6,594</td>
<td>9,263</td>
</tr>
<tr>
<td>PM Peak Period (3 hours)</td>
<td>5,798</td>
<td>3,426</td>
<td>9,225</td>
</tr>
</tbody>
</table>

Table 2 – 2029 Percentage of Total Demand Forecast to Use LSSE

<table>
<thead>
<tr>
<th>Period</th>
<th>Entry</th>
<th>Exit</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Period (3 hours)</td>
<td>34%</td>
<td>21%</td>
</tr>
<tr>
<td>PM Peak Period (3 hours)</td>
<td>22%</td>
<td>39%</td>
</tr>
</tbody>
</table>

Data provided by Metro – original source Leeds Transport Model 2031 scenario.

4.3 Greater capacity for pedestrians

4.3.1 Rail in the North of England has seen substantial growth over the last decade as can be seen in Figure 3 below.

Figure 3: Historic and Projected Demand Growth (Railplan LSSE.D20)

4.3.2 Leeds station was substantially re-built in 2000/01 but this did not address the issue of pedestrian entrance/exits as focus was on additional track and platform capacity.

4.3.3 Growth in rail usage in Leeds is expected to continue. The Northern RUS (LSSE.D12) forecasts peak rail demand into Leeds to grow by up to 37% by 2019. The Yorkshire Rail Network Study (LSSE.D13) adopts a similar forecasting methodology, using more recent economic data, and suggests growth of 49% for journeys to Leeds by 2026.
4.3.4 Table 3 sets out the level of passenger growth which the Secretary of State for Transport expects the rail industry to provide for up 2018/19 through the High Level Output Statement (LSSE.D29). It shows that the Department for Transport requires Network Rail to deliver a 20% growth in peak demand to Leeds between 2013/14 and 2018/19. Accommodating this growth in demand will cause increasing pedestrian congestion at Leeds Station. Leeds Station Southern Entrance is designed to play an essential role in managing future pedestrian congestion at Leeds Station.

Table 3: Number of passengers to be accommodated into major cities

<table>
<thead>
<tr>
<th>Major Cities</th>
<th>Peak Three Hours</th>
<th>High-Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Forecast demand in 2013/14</td>
<td>Extra demand to be met by 2018/19</td>
</tr>
<tr>
<td>Birmingham</td>
<td>37,500</td>
<td>3,900</td>
</tr>
<tr>
<td>Leeds</td>
<td>25,400</td>
<td>5,100</td>
</tr>
<tr>
<td>Manchester</td>
<td>28,100</td>
<td>6,200</td>
</tr>
</tbody>
</table>

4.3.5 Figure 4 below illustrates the scale of passengers travelling through the ticket barriers at Leeds station in the morning peak and the level of congestion which currently exists within the station. With the level of growth in passenger numbers forecast, passenger congestion within the station will increase. The single point of entry which can be seen below is already often at capacity and will not be able to cater with the anticipated increases in passenger numbers without significantly increasing delays and inconvenience for passengers.
4.3.6 Recent announcements by the Government provide the specification of the enhancements to the rail network. These enhancements are designed to enable the increases in rail demand (Table 3) to be accommodated. Committed schemes which affect and will contribute to the increase in demand at Leeds Station include:

a. The Intercity Express Programme. The new train fleet, with higher capacities for services between Leeds and London;

b. Electrification of the ‘North trans-Pennine line’ (Manchester Victoria and Guide Bridge – Huddersfield – Leeds – Colton Junction);

c. The Northern Hub. Capacity and line speed enhancements on the Calder Valley Line between Leeds and Manchester; and 6 trains per hour between Leeds and Manchester (compared with the current 4 trains per hour)

d. Capacity enhancements to the Airedale and Wharfedale Lines.

4.3.7 Overall, the policy case for Leeds Station Southern Entrance (‘LSSE’) is clear:

a. LSSE will support the wider regeneration to the south of Leeds city centre driven by recent and proposed developments to the south of the viaduct, thereby facilitating the aims of both the UDP and the emerging Core Strategy and the LDF;

b. LSSE is fully supported by Leeds City Council;

c. The wider enhancements to the rail industry proposed through HLOS and the RUS are anticipated to lead to substantial increases in passenger numbers through Leeds Station over the next two decades. The station will not be able

4 LSSE.D22 Illustrative Option schemes in CP5 HLOS and Maps
to accommodate the increase in passenger numbers without the new entrance, and growth would be constrained and contrary to the WYLTP objectives;

d. Although there are other potential options for dealing with growth at Leeds station they all involve taking passengers to the north of Leeds and therefore causing creating capacity issues within the existing station and do not address the regeneration objectives and connectivity to the south of the rail station.

e. The scheme aligns with national, regional and local rail, transport and planning policy, including The West Yorkshire LTP.
5 **Scheme Business Case**

5.1 **Introduction**

5.1.1 The financial and economic appraisal for the project was undertaken and updated throughout the development of the project. The economic appraisal is WebTAG compliant and fulfils the DfT requirements for the appraisal of Major Scheme Business Cases in line with the Treasury’s Green Book.

5.1.2 A full business case was developed to support the 2009 Major Scheme Business Case submission to the DfT. The DfT reviewed the business case prior to the granting of Programme Entry status.

5.1.3 The Benefit Cost Ratio (BCR) for the project is 7.5:1 as is presented in Table 4. The BCR is consistent with the latest DfT WebTAG appraisal guidance and the current specification of the scheme. This means that for every £1 of investment in the scheme, it will deliver £7.5 of benefits to the economy.

5.1.4 In granting the scheme Programme Entry Approval, the Department for Transport has approved the scheme business case, which included the Strategic, Economic, Financial, Delivery and Management cases and therefore considers the scheme to be value for money.

5.1.5 No substantive changes have been proposed since the DfT granted Programme Entry nor since the submission of the draft TWA Order.

5.1.6 The Benefit Cost Ratio of LSSE is considered to be a prudent representation of the scheme business case since the scheme appraisal does not quantify the following elements:

a. The congestion benefit (i.e. walk time reduction) at the main ticket barriers as a result of removing between 20 – 25% from peak hour flows through the existing ticket barrier; or

b. The Wider Economic Benefits of the new entrance on the local economy.

5.1.7 The overall BCR is therefore significantly higher than the DfT’s benchmark of 2:1 and the value for money represented by the project can be considered to be extremely robust.

5.1.8 The DfT wrote to Metro to reconfirm funding in 2011 (ref LSSE.D6) and accepting the Business Case

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**Table 4: Summary of Value for Money Case**

<table>
<thead>
<tr>
<th>2010 prices and values</th>
<th>Present Value, Central Case (£m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Present Value of Benefits</td>
<td>PVB</td>
</tr>
<tr>
<td>Present Value of Costs</td>
<td>PVC</td>
</tr>
<tr>
<td>Net Present Value</td>
<td>NPV</td>
</tr>
<tr>
<td>Benefit Cost Ratio</td>
<td>BCR</td>
</tr>
</tbody>
</table>
5.2 **Scheme Benefits**

5.2.1 The majority of the benefits of the project are derived from passenger journey time savings, valued in line with DfT guidance. On average, passengers using LSSE would save more than two minutes on each individual journey. The valuation of this benefit is considered to be extremely robust, being based on existing journeys and directly measurable time savings.

5.2.2 As a result of this time saving an increase in passengers is forecast, based on standard rail industry practice. The additional revenue comfortably exceeds the additional rail operator costs associated with the project, which include staff costs and added maintenance/cleaning.

5.3 **Forecast Passenger Numbers**

5.3.1 LSSE is primarily intended to serve pedestrians accessing the station from the southern areas of Leeds city centre. To meet this purpose, the entrance is located so as to provide connections to both the east and west of the Aire and Calder Navigation and Neville Street.

5.3.2 Pedestrian links to LSSE will be important in making the project an attractive alternative to other modes. Attractive pedestrian links will be achieved through improvements in lighting, journey ambiance, urban realm and personal safety. These improvements, combined with the proposed public realm improvements on Little Neville Street, will lead to better passive surveillance and personal security and will improve accessibility to LSSE.

5.3.3 Pedestrian modelling has been undertaken by Hyder Consulting in 2012 in accordance with standard modelling guidance. This work is reported through the specific Pedestrian Modelling Proof of Evidence, presented by John Robertson (ref LSSE.A18 Environmental Statement Volume 4: Appendices (Transport Statement)).

5.3.4 Future passenger volumes have been calculated based on measured entry/exit volumes factored to a future year using agreed growth rates. The analysis indicates that over 9,000 passengers will use LSSE during the 3 hour morning peak period to access the southern side of Leeds. A similar number will use LSSE structure in the PM peak period. In addition to this, passengers will also use the entrance in the inter-peak period.

5.3.5 The passenger forecasts have been fully endorsed and accepted during the lengthy DfT approval process. Indeed to gain approval of the scheme by DfT and hence funding without challenge means that DfT has accepted them.

5.4 **Scheme Funding**

5.4.1 LSSE is an example of where Metro has secured funding from the Local Transport Plan (LTP3) for the development and delivery of the project. LSSE was identified as a priority within the LTP3 for delivery in the First/Second Implementation Plans. In addition, Metro has approved a ‘risk share’ agreement with Network Rail to cover cost overruns during construction.

5.4.2 Metro has also gained funding contributions for the scheme from:

   a. Network Rail (NRIL): NRIL funded the early development phases of the scheme. NRIL has also agreed to fund terms of the risk share agreement which would be enacted if scheme construction costs increase above budgeted levels;

   b. Leeds City Council (LCC): Following Planning Board Approval, the Council intends to provide a minimum of £0.5m contribution to scheme costs; and
c. Department for Transport (DfT): Through the Major Scheme Funding process, the DfT has granted Programme Entry to the scheme (LSSE.D6) and intends to provide up to £12.4m towards the scheme construction costs.
6 Conclusion

6.1 The continuing success and vitality of the Leeds City Region economy is dependent on Leeds’ ability to attract employment, retail and leisure. This places a growing burden on transport infrastructure and measures to relieve congestion at strategic points such as Leeds Railway Station will be required. LSSE will make a significant contribution towards increasing the ability of the station to meet the changing and growing demands of the city centre economy.

6.2 Overall, the wider case for Leeds Station Southern Entrance is clear:

a. LSSE will contribute to wider regeneration to the south of Leeds city centre driven by recent and proposed developments in the area.

b. The wider enhancements to the rail industry proposed through HLOS and the RUS are anticipated to lead to substantial increases in passenger numbers through Leeds Station over the next two decades. The station will not be able to accommodate the increase in passenger numbers and without the new entrance, growth in Leeds would be constrained;

c. The current proposal for a new entrance to the south of the station has been in development since 2005, and has been through a rigorous development, review and challenge process in reaching the current scheme design and location. The scheme was submitted for planning approval in 2009 which was approved in 2010 by Leeds City Council with 4 comments but no objections. The design of the main structure in the TWAO submission and the specification of the majority of planning conditions are consistent with the planning approved scheme and no substantive changes have been made;

d. LSSE will provide substantial walk time benefits to current rail station users. Pedestrian modelling undertaken in accordance with Network Rail methodology demonstrates that 20-25% of station users will gain walk time benefits as a result of using the new entrance on a day to day basis. In addition, passengers which continue to use the current entrance will also gain a walk time benefit from the reduced congestion through the station;

e. The scheme aligns with national, regional and local transport and planning policy. It strongly aligns with the City Region Transport Strategy and is specifically referenced in the West Yorkshire LTP;

f. The City Council are fully supportive of the proposals, as is the Chamber of Commerce and the local MP.

g. The scheme has a very high Benefit Cost Ratio of 7.5:1 (excluding Wider Economic Benefits). This means that for every £1 of investment in the scheme, it will deliver £7.5 of benefits to the economy;

h. The Department for Transport has approved the scheme business case, which included the Strategic, Economic, Financial, Delivery and Management cases;

i. The importance of, and requirement for, improved public transport services is recognised at the national, regional and local levels and provides a firm rationale for granting the necessary powers and deemed planning permission for the scheme;

j. Finally, LSSE is a critical first element of the wider Leeds Station Masterplan (referred to in the evidence of Stephen Hind from Network Rail (LSSE.PTE/P/1.1) which considers the wider development required at the station in the short, medium and long term.