**Proof of Evidence Summary of The Leeds Railway Station (Southern Entrance) Order Evidence Summary**

**LSSE.PTE/P/2.3**

**TWAO Joint Promoter November 2012**

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**Metro**

1. My name is David Hoggarth – Director, Development at West Yorkshire PTE (Metro). I am a qualified Transport Planner and have experience on the development and delivery of public transport projects. I am Metro's lead officer for the development and delivery of the West Yorkshire Local Transport Plan.
2. My evidence covers the role and responsibility of Metro, the West Yorkshire transport policy context, the need for a new Southern Entrance and the business case for the scheme. In the evidence, I cover 3 issues raised in the Statement of Matters including the need for a Southern Entrance on the south side of Leeds Station, the justification for the particular proposals, and the promoter's proposals for funding the scheme. I can also confirm that no substantive changes have been made to the scheme that are likely to affect anyone with interests since the submission of the draft TWA Order.
3. Metro is the business name used by both West Yorkshire Integrated Transport Authority (WYITA) and the West Yorkshire Passenger Transport Executive (WYPTE). Metro is the Local Transport Authority for West Yorkshire.
4. Metro's main duty is to develop policies for the promotion and encouragement of safe, integrated transport services and to meet the transport needs of people living and working within West Yorkshire. Metro has responsibility for the statutory transport plan for the area, the West Yorkshire Local Transport Plan (LTP). Metro is funded through central government and other grants, income generation and the transport levy from the five district councils across West Yorkshire.
5. My evidence covers the transport policy context for Leeds Station Southern Entrance with particular reference to the alignment with the Leeds City Region Strategy and West Yorkshire LTP. The Leeds City Region is a functional economic area and consists of a partnership of 11 local authorities covering the wider journey to work area for Leeds
6. Transport context is set out in the Leeds City Region Transport Strategy (LSSE.D1) where a key focus is improving access and connectivity to labour markets in the main business centres, particularly through addressing pinch points, providing extra capacity and reducing journey times. In the strategy, there is specific reference to the need to "increase Leeds Station Capacity"
7. The West Yorkshire Local Transport plan has been developed in the context of the wider City Region strategy. The West Yorkshire LTP contains two proposals directly relevant to the proposed new Southern Entrance:

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

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

8. Proposal 24 sits within the “enhancements” theme of the LTP and contains a specific reference to the new Southern Entrance to Leeds railway station: “Specific LTP initiatives will include: Leeds station Southern Entrance (through the DfT's major scheme process)”.

9. Metro has recently adopted RailPlan 7 which is a daughter document of the LTP and contains more detail on the rail policies and priorities. The RailPlan includes four specific objectives for rail:

   a. To double 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.

10. The development of a new Southern Entrance to Leeds station specifically makes a major contribution to the ‘planned growth’ and ‘improve passenger satisfaction scores’ objectives as congestion at Leeds station is a major source of passenger frustration. The scheme also supports the other two objectives.

11. There are two key reasons why a new Southern Entrance is required at Leeds rail station:

    a. To provide better access/ improve connectivity to areas to the south of the railway station; and

    b. To provide greater capacity for passengers.

12. The problem of accessing the south side of Leeds City Centre has existed since the railway station was built at its current location in 1869. Construction separated the city and has continued to act as a major barrier to movement. Until fairly recently this was less of an issue as the centre of gravity of business activity in the city was to the north of the railway. However, over the past 10 to 15 years the focus for new development and economic growth has shifted towards the south of the railway station and this is projected to continue to be a major focus.

13. Developments that have taken place in recent years to the south of the city include Asda House, Bridgewater Place (a large office and residential development that opened in 2007), Granary Wharf (including a new hotel), and Holbeck Urban Village (a major urban regeneration project). In addition to these developments a planning application for a 60,000 square foot office building on Sovereign Street was recently submitted.

14. Pedestrian modelling figures indicate that around 9,000 passengers in the three hour peak period currently access areas to the south of the railway line from the station. This pedestrian route is not only long but particularly uninviting in terms of the pedestrian environment along Neville Street underneath the railway bridge.

15. Demand for rail travel in West Yorkshire has grown significantly over the last 15 years. Leeds Railway Station was substantially rebuilt in 2000/2001, but the primary focus was around track and platform capacity, rather than pedestrian entrance/ exits.

16. RailPlan 7 sets an aspiration to double rail patronage in West Yorkshire by 2026 (with most of this additional demand passing through Leeds rail station as the main hub of the network). The Department for Transport has set a growth requirement of 20% growth in peak demand between 2013/14, and 2018/19, which the industry will need to accommodate. There are also a number of other drivers that will lead to increased demand for rail travel to and from Leeds including the Intercity Express Programme (new trains for services between Leeds and London), the implementation of the Northern Hub (additional capacity and services on the main TransPennine route between Leeds and Manchester), electrification of the north TransPennine route and improvements elsewhere on the network (including more capacity on the busy commuter routes such as Airedale and Wharfedale).

17. All the forecasts and projections point to a further increase in demand for pedestrian movements in and around Leeds railway station. There are already significant congestion problems (particularly at peak periods) and it is clear that additional pedestrian access points are required. Coupled with the growth of the city centre to the south of the railway station, it is clear that a new pedestrian access point to the south of the railway station is the best way of addressing both of the issues.

18. A detailed business case has been assembled through the development of the project. As the majority of the scheme costs are funded through the Department for Transport's Major Scheme Programme it has been subject to an appraisal in line with the DfT's requirements, including the government's full economic appraisal methodology in line with the Treasury Green Book.

19. The benefit cost ratio for the project is 7.5:1, which means that for every £1 of investment in the scheme, it will deliver £7.50 worth of economic benefits. This is an extremely high benefit cost ratio compared to other similar projects and is significantly higher than the DfT's benchmark of 2:1 for major schemes (representing high value for money). The main reason for the substantial benefits is the significant reduction in walk time for passengers accessing the south of the city centre.

20. The business case is driven by forecast future passenger numbers and pedestrian modelling was undertaken by Hyder Consulting in 2012. Forecast passenger numbers are based on observed numbers of passengers factored to future years based on expected growth rates. The passenger forecasts have been fully endorsed and accepted by the DfT during the robust approval process.

21. Funding for Leeds Station Southern Entrance is committed from the DfT's Major Scheme funding, Leeds City Council contributions (£0.5m) and Metro's Local Transport Plan. In addition, Network Rail funded the early development phases of the scheme and has entered into a risk sharing agreement with Metro to deal with variances during the construction phase.

22. In conclusion, the case for a new Southern Entrance to Leeds railway station is clear. Two particular issues at Leeds City Rail Station need to be addressed: access to the expanding area south of Leeds City Centre, and future passenger growth forecasts that will add to current congestion problems at the station. These issues both point to the need for a new entrance to the south of Leeds railway station. The scheme developed addresses both of these issues and has a very high benefit to cost ratio as measured by the DfT's appraisal process.