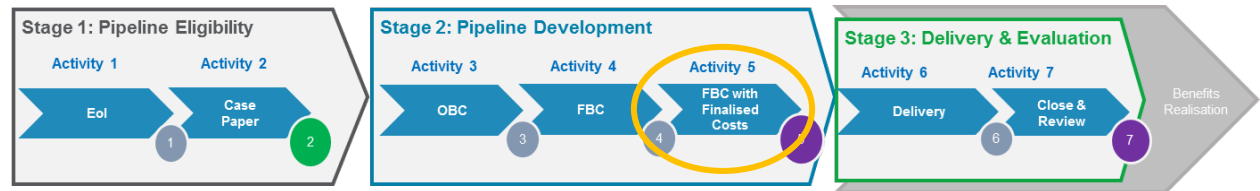


Section A: Scheme Summary

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| Name of scheme: | Steeton & Silsden Rail Park & Ride |
| PMO scheme code: | WYTF-PA4-039e |
| Lead organisation: | West Yorkshire Combined Authority |
| Senior responsible officer: | Melanie Corcoran |
| Lead promoter contact: | Sara Brook |
| Case officer: | Asif Abed |
| Applicable funding stream(s) – Grant or Loan: | Grant - West Yorkshire-plus Transport Fund |
| Growth Fund Priority Area (if applicable): | Priority area 4 Infrastructure for Growth |
| Approvals to date: | <p>Decision Point 2 (Gateway 1) - February 2016: Indicative scheme cost of £2.53 million, development cost of £47,272.</p> <p>Change Request - Investment Committee 21 March 2018: Approval of £166,000, advanced from the existing budget to support 2nd deck feasibility works at Shipley rail car park and Steeton & Silsden rail car park, of which £73,000 allocated to this scheme.</p> |
| Forecasted full approval date (decision point 5): | October 2019 |
| Forecasted completion date (decision point 6): | October 2020 |
| Total scheme cost (£): | £3.879 million |
| Combined Authority funding (£): | £3.879 million |
| Total other public sector investment (£): | £0 |
| Total other private sector investment (£): | £0 |
| Is this a standalone project? | Yes |

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| Is this a programme? | No |
| Is this project part of an agreed programme? | Yes - Rail Park & Ride Programme Phase 1 |

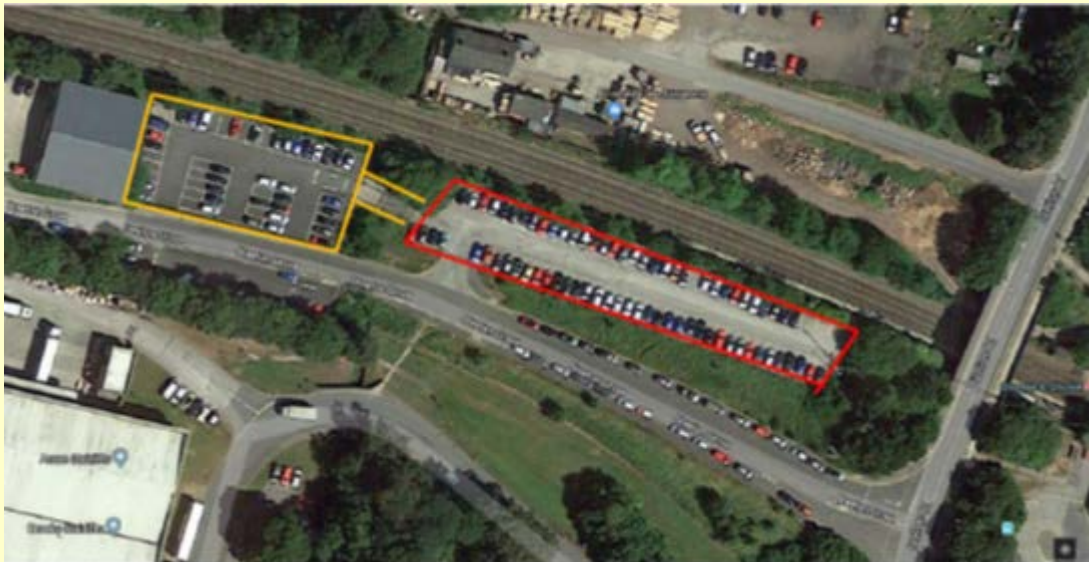
Current Assurance Process Activity:



Scheme Description:

The extension of the existing rail station car park at Steeton and Silsden will be built on land owned by Network Rail, and produce the following outputs:

- A 3-level (Ground, 1 and 2) decked, non-charging car park for rail users.
- Additional 104 car parking spaces, taking total available spaces to 247 - including 9 Blue Badge bays.
- CCTV and low energy lighting.
- One fully accessible lift.
- Enhanced drainage infrastructure, with fuel and oil interceptors.
- Electrical ducting to future proof for 2 x Electric Vehicle charging bays.



Red boundary – Network Rail Land
 Yellow boundary – Combined Authority land

Business Case Summary:

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| <p>Strategic Case</p> | <p>Demand for rail travel has grown significantly between 2005 and 2015, and this demand is expected to continue as set out in the Leeds City Region Transport Plan 2040.</p> <p>In order to meet this growing demand, enhanced rail capacity is anticipated in 2019/20.</p> <p>A strategic package of car park extensions at West Yorkshire rail stations has been identified to increase capacity and enhance rail connectivity to, from and within West Yorkshire, with anticipation users will see a reduction in journey times and enjoy better access to the rail network - supporting sustainable travel and access to employment opportunities across the City Region.</p> |
| <p>Commercial Case</p> | <p>Audits for the car park at Steeton & Silsden demonstrate 98-99% occupancy since 2015, and furthermore there is evidence of daily on-street car parking (latent demand) on the access road leading to the station.</p> <p>Demand forecasting work has been undertaken, making use of 2011 Census Travel to Work data to assess base levels of rail car parking demand for all stations within West Yorkshire. It also considers the generation of new rail demand as a result of the proposed improvements to rail car parking capacity. Based on the above methodology, the demand forecast for Steeton & Silsden suggests requirement for 238 spaces, therefore the proposed scheme of an additional 104 spaces to take total parking spaces to 247 will provide a small degree of future proofing (9 spaces).</p> |
| <p>Economic Case</p> | <p>The original rail car park programme was dictated by the availability of Network Rail or Council owned land - this resulted in an original shortlist of 16 sites (including Steeton & Silsden).</p> <p>A long list of options for Steeton & Silsden was not considered because the nature of the scheme meant that only a limited number of options were available within the limited land constraints.</p> <p>Four design options were however developed for Short List testing, with the preferred option chosen based on meeting the key programme objective of maximising spaces and its alignment with the demand forecast for the station - while being affordable and deliverable.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.8:1, reflecting the scheme as medium value for money when assessed against the Department for Transport's value for money criteria.</p> |
| <p>Financial Case</p> | <p>The total scheme cost forecast is £3.879 million, based on tendered costs which include construction of a second raised deck and a lift.</p> <p>The scheme is to be wholly funded from the West Yorkshire-plus Transport Fund grant and is affordable / within budget for delivery through the rail car park phase 1 programme.</p> <p>Where the land is owned by Network Rail, the Train Operating Company (Arriva Rail North) will operate and maintain the car park as part of the franchise agreement. The exception is the lift which will be maintained by Network Rail.</p> |

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| | <p>The Combined Authority has allowed for 10% contingency in addition to the contractor's 10%.</p> <p>Northern to hold 2.5% retention for 12 months after practical completion for the remedy of any defective works.</p> |
| <p>Management Case</p> | <p>The Combined Authority uses PRINCE2 and Managing Successful Programmes (MSP) project management procedures that are used and tailored for each project/ programme.</p> <p>The delivery of this project will be regulated through GRIP (Governance for Railway Investment Projects) where Network Rail will play a role to ensure that the project is compatible with existing railway operations.</p> <p>A Programme Board was established to ensure that the Programme is delivered in partnership, delivers the objectives and outcomes as outlined and provide leadership, accountability, decision making and direction in all aspects from planning, funding, implementation and monitoring.</p> <p>Practical completion is forecast for September 2020, with the scheme to seek decision point 6 approval through the Combined Authority's assurance process in October 2020.</p> |

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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-the-economy/leeds-city-region-infrastructure-map/>