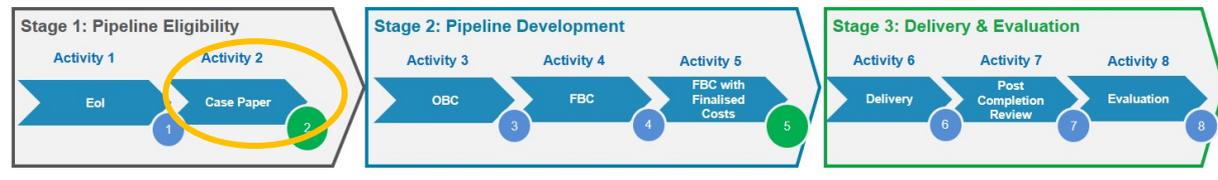


Scheme Summary

Name of Scheme:	Calder Valley Line: Elland Station Package
PMO Scheme Code:	WYTF-PA4-042a
Lead Organisation:	Calderdale Council
Senior Responsible Officer:	Steven Lee, Head of Highways & Transportation, Calderdale Council
Lead Promoter Contact:	Mary Farrar, Corporate Lead for Transportation, Calderdale Council
Applicable Funding Stream:	West Yorkshire Plus Transport Fund (WY+TF)
Growth Fund Priority Area (if applicable):	Priority 4, Infrastructure for Growth
Forecasted Full Approval Date (Decision Point 5):	March 2021
Forecasted Completion Date:	2022
Total Scheme Cost (£):	£22.04m
WYCA Funding (£):	Up to £20m
Total other public sector investment (£):	£0.05m
Total other private sector investment (£):	N/A
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No
Current Funding Allocation:	An allocation was made within the WY+TF of £20m for Calder Valley Line improvements. This is a proposed replacement for that scheme.

Current Assurance Process Activity:



Scheme Description:

A package of measures to improve connectivity to/from Elland via the local rail network, comprising:

- A new railway station on the Calder Valley line, to be located off Lowfields Way, Elland;
- Pedestrian, cycle and public realm improvements to link the new station to Elland town centre and surrounding areas of planned employment and housing growth;
- A new footbridge over the River Calder (connecting with Cycle Route 66) to enhance connectivity to the station from the north/west where substantial growth in housing under the Local Plan is proposed and opportunities for intensification of current employment uses are anticipated;
- Bus infrastructure to enable bus-rail interchange at the rail station and provide sustainable access to the station from a wider catchment; and
- A dedicated station car park and associated highway access arrangements to enable the station to serve as a P&R facility, linking more distant housing growth locations on the periphery of the town to employment opportunities accessible via the rail network.

A plan of the scheme, showing the proposed location of the station and the indicative extent of its associated access package, is included in the Expression of Interest..

Business Case Summary:

Strategic Case

The Calder Valley Line’s Strategic Economic Case for Investment evidences its role in supporting growth of the regional economy. A compelling case for improvements to journey times/frequencies has already resulted in agreement from Network Rail to expand the scope of rail outputs planned for the route. Northern is also set to make improvements to services and rolling stock, further contributing to WY+TF objectives. Despite these positive developments, a lack of access to the rail network from Elland prevents this key growth location in Calderdale’s Local Plan from capitalising on these improved strategic connections, whilst the Elland Transport Needs Assessment suggests absence of a station is holding the town back from achieving its economic potential.

Improving access to the Calder Valley line from Elland will enhance links to economic opportunities available in Halifax, Bradford and Leeds (and externally to/from Manchester), all of which are identified as spatial priority areas in the SEP. Delivery of a new rail station would also have a positive impact on land values (as evidenced by Kirkstall Forge), increasing viability of nearby housing sites and the competitiveness of Elland itself as an economic centre; intensifying use of underperforming employment sites and attracting higher value jobs as a consequence of improved connectivity to skills/markets that will be afforded. This will help to attract new inward investment and close the productivity gap that exists with other areas, in line with the ‘good growth’ principles of the SEP.

<p>Commercial Case</p>	<p>Initial views canvassed from the local business community have demonstrated a Commercial Case for the scheme; a number of local firms having indicated how the station will render inward investment more viable. In order to ensure realisation of these outcomes, CMBC is organising a stakeholder engagement event in June with key investors/businesses to develop a Statement of Intent that reflects the appetite and constraints to inward investment within the private sector, thereby ensuring outputs are tailored to facilitating these goals.</p> <p>Should any contributions from private sector developers looking to benefit from the scheme be identified as being justified and viable, these will be secured through appropriate planning approvals to reduce project costs to WYCA.</p> <p>Given the highly positive revenue impact forecast from delivery, opportunities for sharing some elements of risk with the train operator will be explored.</p> <p>The approach to procurement will be explored at OBC stage, working collaboratively with Network Rail to capitalise on any efficiency that may exist from delivery alongside parallel programmes.</p>
<p>Economic Case</p>	<p>Initial work undertaken as part of the Project Inception Report identified a very high value for money from the scheme, justifying completion of a further, more detailed assessment to inform the outline business case.</p> <p>UDM testing has indicated the scheme's ability to achieve a net increase of 1,500 jobs across West Yorkshire, with 640 additional residents predicted to be in employment. The great majority of this jobs growth is as a result of the intensification of employment activity on currently underutilised employment sites within walking distance of the station, contributing to a £98.2m increase in GVA output (in 2009 prices). Sensitivity testing has shown if only half of this growth were to be realised, a GVA/£ ratio of 2.9 would still be achievable.</p>
<p>Financial Case</p>	<p>The total cost of the scheme is estimated to be £22.04m. Initial capital costs have been compiled as part the Project Inception Report, with costs for development and risk benchmarked against comparable new station schemes in West Yorkshire. Funding required to get to the end of Activity 5 (FBC) is estimated at £3.13m, which includes £0.9m up to the end of Activity 4 (OBC), when the remainder of the Financial Case will be confirmed. A local contribution of £0.05m from the scheme promoter has been committed. Scope for further local contributions will be explored as part of OBC development.</p>
<p>Management Case</p>	<p>Completion of GRIP 1-4 is planned prior to OBC submission in December 2018. GRIP 5 would then follow to enable FBC by December 2020. An opportunity exists to start delivery of the scheme from 2021 onwards, with opening early 2022 once temporary diversion of TPE services during the Transpennine Upgrade ceases. Any delays to the Transpennine Upgrade could impact negatively on the programme for delivery.</p> <p>Development of the station itself would be led by WYCA, requiring project management resources to be provided. The wider access package and regeneration aspects would be led by CMBC, with both components being overseen by a common Project Board.</p>