PMO Doc Ref: T-002
Doc Version: v1.1

EXPRESSION OF INTEREST

Calder Valley Line:
Elland Station Package

19th April 2017

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Section A: Applicant Details

Name of scheme:	**Calder Valley Line: Elland Station Package**
Location of scheme (including postcode):	Transport scheme in Elland on the Calder Valley rail line between Brighouse and Halifax, falling wholly within the Calderdale district.
Lead organisation:	Calderdale Council (CMBC)
Type of organisation:	Local Authority

Lead contact:	Mary Farrar
Position:	Corporate Lead for Transportation
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Business Case Owner:	Steven Lee, Head of Highways & Transportation, CMBC

Is any information in this form is considered exempt from release under Section 41 of the Freedom of Information Act 2000	**Yes**	
	No	✓

Main activities of organisation:	Local Government	
Registered company number (if applicable):	N/A	
Private company details (if applicable):	Do you have at least 12 months trading history?	Yes / No
	What is your company's turnover for the last 12 months?	£
	Does your business employ:	
	- Fewer than 50 employees	Yes / No
	- 50 – 249 employees	Yes / No
	- 250 employees or more	Yes / No

Section B: Scheme Details

Please set out a brief description of your scheme, including what it is, its Strategic Case i.e. key objectives and the key activities to be undertaken. This should include the specific purpose of the WYCA funding. Where it will help, you should submit relevant maps, plans or drawings.

(This section should be no more than 3 pages)

Scheme Description:

The scheme involves a package of measures to improve access and connectivity to/from Elland via the local rail network, through delivery of:

- 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 to enhance connectivity to the station from the north and west (connecting with Route 66) where substantial growth in housing under the Local Plan is proposed and significant opportunities for the 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 in included in **Appendix A**.

Scheme Objectives (SMART – Specific, Measurable, Achievable, Realistic, Time-bound):

Investment in the Calder Valley line was initially prioritised for funding under the West Yorkshire Plus Transport Fund (WY+TF) due to its ability to facilitate economic growth and job creation by delivering improved accessibility between job opportunities and labour markets in a way that is environmentally sustainable, complementary to the objectives of the West Yorkshire Transport Strategy.

Enhancing access to the Calder Valley line from Elland, an area currently not directly served by the rail network, will improve links to the economic opportunities available in Halifax, Bradford and Leeds (and externally to/from Manchester) , all of which are identified as spatial priority areas in the Leeds City Region Strategic Economic Plan (SEP).

Critically, it will also increase the competitiveness of Elland itself as an economic centre and the focus of significant growth proposed in Calderdale's Local Plan; attracting higher value jobs as a direct consequence of the improved intra and inter-City Region connectivity to skills and markets that will be afforded. This will help to attract new inward investment and close the productivity gap that currently exists with other areas, ensuring the 'good growth' principles of the SEP are realised.

Serving as a **catalyst to the transformational regeneration** of Elland, achievable as a consequence of increased economic activity and significantly inward and outward connectivity in the town, the scheme will contribute to improving the quality of life for residents by tackling those barriers that are holding the town back from achieving its full potential. Complementary to these goals and in line with principles set out in the Calderdale Transport Strategy, a series of objectives have been developed for the scheme in consultation with key stakeholders:

- **To improve journey time reliability for strategic journeys to/from Elland –** reducing variability between peak and off-peak time periods when travelling to/from Halifax, Bradford and Leeds;

- **To increase rail mode share for journeys to/from Elland in order to achieve sustainable growth** – closing a gap in rail connectivity to limit net growth in car trips by 2026 (in line with Calderdale Transport Strategy targets), once trips generated by new development are accommodated. This would include commuting, business, leisure and retail trips;
- **To increase the labour market catchment of Elland in order to attract new investment** – enticing new businesses that support higher value jobs to occupy the 15.5ha of employment land allocated across the town in the emerging Local Plan by 2032;
- **To increase accessibility of Elland from within and beyond the City Region in order to increase competitiveness and improve productivity** – facilitating the intensification of employment uses on currently underutilised sites accessible from the station, resulting in a 14% net uplift in jobs accommodated on such sites and increasing net GVA of Elland over the Local Plan period; and
- **To facilitate future housing growth in Elland and western parts of Brighouse by reducing transport constraints to development** – increasing the investment appeal of preferred housing sites accommodating up to 3,000 residential units in the Local Plan by reducing car dependency for onward links to employment opportunities available in Halifax, Bradford and Leeds.

Key Activities to be Funded:

The WYCA funding will be used to pay for 100% of the project, which will include all development and preparation costs, land purchase and implementation/construction of new infrastructure. This EoI sets out estimated development costs for the scheme through to Activity 3 (Outline Business Case). Subsequent costs through to scheme completion will be verified at OBC stage.

Should any contributions from private sector developers looking to benefit from the scheme be identified as being justified and viable during the scheme development process, these will be secured through the appropriate planning approvals process to reduce the project costs to WYCA. However, no specific developer contributions are anticipated at this stage.

Any ongoing maintenance costs of new infrastructure will need to be borne by the appropriate authority (including CMBC, Network Rail and any future station lease holder) as these will not be met through the capital funding requested. The operation of rail services from the new station will need to be negotiated with the franchised rail operator.

Problem and / or Opportunity:

The significance of the Calder Valley line in supporting growth of the regional economy is evidenced in its Strategic Economic Case for Investment (April, 2016). A compelling case for improvements to journey times and frequencies has already resulted in agreement from Network Rail to expand the scope of rail outputs planned for the route beyond those originally defined as part of its Northern Hub and Re-signalling/Re-control Programmes, negating a need for parallel WY+TF investment that was previously proposed to supplement Network Rail funding commitments. This has resulted in an opportunity for WY+TF budget originally prioritised to further reduce journey times and headways along the line to be redeployed in order to amplify economic impacts from that investment.

Part facilitated by the above, Northern is also set to make significant improvements to services and rolling stock using the line, further contributing to WY+TF objectives of supporting employment growth and sustainable commuting between Calderdale, Bradford and Leeds.

Despite these positive developments, a lack of access to the rail network from Elland currently prevents this key location identified for future growth under the Local Plan from capitalising on these improved strategic connections, whilst evidence from the Elland Transport Needs Assessment (July, 2015) suggests absence of a station is holding the town back from achieving its economic potential. It is recognised that the provision of new rail station would have a positive impact on land values (as

evidence by the Kirkstall Forge development) which would increase the viability of opening up new land and supporting private investment in higher quality/value developments.

Calderdale's population is expected to grow by 25,000 over the next 20 years, with significant growth of jobs and housing to be accommodated in the Elland area. A number of studies, including the Calderdale Local Plan Transport Evidence Base (July, 2016), have highlighted the importance of better strategic connectivity to/from Elland for the future resilience of these growth ambitions:

- Better connections to employment opportunities across the Leeds and Manchester City Regions and attraction of new inward investment are vital to sustaining and growing the local economy.
- Improved mobility is also essential to ensuring both City Regions can get access to a sufficiently skilled and diverse labour pool. Access by road is unable to provide a longer term, sustainable solution due to finite capacity of the network and issues that its increased use would bring.
- The social demographic of Elland, with several deprived communities and some areas with a high percentage of households in social rented housing, makes public transport connectivity all the more important, as these households are less likely to have access to a car.

Lowfields Business Park adjacent to the planned station location acts as a focus of economic activity, yet this success fails to translate across the rest of the town due to its perceived remoteness from the town centre. Whilst further growth of Lowfields is proposed under the Local Plan, retention of current employers is becoming an issue as a result of unreliable transport links with areas from where it draws its workforce. The competitive advantage of many entrepreneurial companies based there is also being eroded, placing their survival at risk to rivals benefitting from better connected locations.

Beyond Lowfields, a substantial proportion of Elland's existing employment sites fail to provide the density of higher value jobs that may otherwise be expected in locations that benefit from better strategic connections. This underperformance is found to contribute to a wider malaise in economic output evident across the town, with resulting negative consequences to place making and quality of life ambitions. Views from the local business community further evidence the need for a solution:

- Two large commercial developers based in Elland (John Radcliffe & Sons and Marshall Holdings) having indicated a need for these issues to be resolved for inward investment to become viable;
- Orchard Energy has indicated it finds it difficult to attract sufficient skilled employees to meet its growth targets and is looking to relocate to another area, better served by public transport;
- Buy it Direct has recently moved to Elland but has lost staff due to poor links to other areas; and
- Exertis (UK) Ltd has highlighted the need for better strategic connections in order to gain access to the labour force it needs with the requisite skills.

Redirecting planned WY+TF funding originally prioritised to facilitate journey time and headway improvements on the Calder Valley line into the delivery of a new station and associated access package at Elland will serve as a catalyst to the transformational regeneration of the town and its economy. It will also complement the funding commitments already being realised along the Calder Valley route, increasing the value from investment that would otherwise be attainable and amplifying resultant economic impacts across a wider geographical area.

The A629 project (as it affects Elland) will primarily focus on highway based access into/from Elland along the Halifax/Huddersfield corridor. While it is forecast to support significant employment growth in Halifax and Huddersfield town centres it serves to encourage an increase in out commuting from Elland particularly north south to the two District centres. The Elland rail station project however will enable a different set of increase trips patterns associated with additional economic growth: inward business and commuting trips (from Manchester through to Leeds along the CV itself) and outward commuting trips along the same corridor.

Please indicate whether any other options have been considered in order to deliver the solution.

Original WY+TF proposals for the Calder Valley line involved investment of up to £20m to further enhance Network Rail commitments in order to improve journey times and contribute to a desired frequency increase from 3tph to 4tph between Bradford Interchange and Manchester Victoria. Since Network Rail has confirmed its intentions to deliver all the infrastructure improvements required for these outputs to be realised, there remains very limited practical scope to deliver further line-speed improvements within the timescales of the WY+TF, given the need to coordinate with other planned renewals and infrastructure upgrades. Redirection of the WY+TF budget to increase the value from these committed improvements is therefore desirable by opening up greater access to the network.

Elland is the largest settlement along the Calder Valley line without direct access onto the route. The Elland Transport Needs Assessment explored a variety of options to improve strategic connectivity from the town but concluded development of a station provides the most cost effective and practical solution for redressing the socioeconomic imbalance that exists with towns of equivalent size.

The Elland Station Project Inception Report (December 2016) examined the engineering feasibility of delivering a new station at Elland, concluding the proposal is viable and offers high value for money.

As noted earlier, the rail station will complement the A629 Corridor improvement programme. That project focuses on north south connectivity to/from/between Halifax and Huddersfield and the M62 junction 24. This project will focus primarily on delivering east/west connectivity to and from Elland focusing on rail and bringing into play a whole new set of economic activities and catchments dependent on rail access. When taken together the two projects are likely to support employment increases greater than the sum of the individual projects, due to the synergy between the projects.

Section C: Scheme Outputs and Outcomes

What are the Scheme Outputs?

Indicative scheme outputs associated with the station itself have been defined through the Elland Station Project Inception Report. These may be summarised as follows:

- **A new, unmanned station to be located on the current rail embankment between the bridges over the River Calder and Lowfields Way** – incorporating two 125m platforms and shelter facilities, capable of accommodating rolling stock of up to six cars in length;
- **Stepped and lift access provision to each platform** – access between platforms accommodated through a dedicated station only access alongside the public footway on Lowfields Way;
- **A dedicated station car park to the south of the station** – accessed via a new priority junction off Lowfields Way, providing parking for up to 156 vehicles; and
- **Bus-rail interchange infrastructure to serve the station** – incorporating passenger waiting facilities, real time information and layover provision.

Northern service patterns available at neighbouring Brighouse under the December 2019 timetable are assumed be replicated at Elland, comprising:

- **1tph between Leeds and Southport** – via Mirfield and Sowerby Bridge; and
- **1tph between Huddersfield and Bridlington** – via Halifax.

The Elland Station Project Inception Report indicated the need for a reduction in junction margins, headways and/or larger scale timetable changes along the route for the above service patterns to be achievable. The Strategic Case for investment set out within this EoI will be used in negotiations with Network Rail and Rail North to justify potential mechanisms for overcoming these operational constraints. The alternative of skip-stopping services at Elland and Brighouse, whilst technically feasible, is not felt to represent a desirable output, given the reduction in rail connectivity to/from Brighouse that would result and the more limited benefits provided by a less frequent service.

In addition to the above, the wider access package would include delivery of the following outputs:

- **Public realm improvements along Century Road, Wistons Lane and Jubilee Way** – to improve pedestrian/cycle connectivity between the proposed station location and a number of currently underperforming employment sites along the south side of the river, where scope exists to create higher value, denser employment activity as a direct result of station delivery;
- **Public realm improvements and enhanced crossing arrangements along Elland Riorges Link and Elland Lane** – to improve pedestrian/cycle connectivity between the proposed station location and Elland town centre, whilst equally enhancing links to a number of further underperforming employment sites with scope for intensification along Dewsbury Road and Huddersfield Road; and
- **A new footbridge over the River Calder and associated public realm improvements along Gasworks Lane** – to improve pedestrian/cycle connectivity with further areas of potential employment intensification along the north side of the river, together with significant housing growth sites proposed off Exley Lane as part of the Local Plan. The bridge would link the station to Route 66 long distance cycle path

What are the Scheme Outcomes?

A large body of evidence, including work undertaken by the Centre for Cities, the Association of Train Operating Companies and the Urban Transport Group (formerly Pteg), endorses the role played by the rail network in securing economic growth. Each highlights the benefits that improved rail links can

provide to economic regeneration, quality of life and business activity. In line with this recognised body of research, the following outputs are predicted as a consequence of the proposed investment:

- Reduced journey times and improved journey time reliability for journeys between Elland and Halifax, Bradford and Leeds, allowing passengers to use the time saved more productively;
- Increased rail mode share for journeys to/from Elland, reducing the net growth in traffic from planned new developments, with resultant environmental benefits;
- Realisation of new inward investment, contributing to more rapid uptake of 15.5ha of land allocated for employment at Lowfields Business Park, Dewsbury Road and South Lane;
- Creation of more productive businesses and higher value employment as a result of better access to a larger pool of labour, choice of suppliers and increased exposure to competition, contributing to intensification of employment activity on a number of underperforming sites across the town;
- An ability for local businesses to specialise in particular economic strengths through enhanced connectivity to the wider Northern economy, in line with principles of the Northern Powerhouse;
- An ability for residents to tap into higher wages and new employment opportunities as a consequence of the new journey opportunities that are introduced;
- Increased commercial viability of up to 3,000 new homes allocated in and around Elland under the emerging Local Plan, due to the increased connectivity available to surrounding urban centres;
- Retention of existing businesses on Lowfields Business Park and elsewhere as a direct consequence of their increased accessibility and competitiveness;
- Increased land values demanding higher rates that provide an increased return on the investment;
- Place making benefits in Elland town centre contributing to increased confidence amongst businesses to invest and higher levels of footfall, in turn facilitating an increase in GVA output; and
- Resultant Public Health benefits from greater uptake of active modes.

Regeneration Benefits

Delivery of the scheme is expected to act as a catalyst to the transformational regeneration of Elland, enabling the town to significantly enhance its economic performance. A review of existing employment activity has identified a number of sites across the town which significantly underperform in terms of the employment uses they currently accommodate. These sites, shown in **Appendix B** alongside emerging Local Plan employment and housing allocations, have been found capable of accommodating up to 1,600 additional jobs (a net increase of 14%) if more intensive employment uses can be facilitated. This level of growth reflects a conservative estimate of each site's employment capacity when compared to B2 employment uses already achieved locally in more accessible locations; the potential for higher density B1 uses to locate closer to the station (expanding the limited number of such uses already present in the area) further increasing net growth potential.

CMBC is also exploring other complementary projects to amplify the anticipated catalyst that new rail connectivity to/from the town will provide. This includes reviewing off-street car parking within the town centre (shown in **Appendix C**) with a view to consolidating provision across a smaller number of sites, enabling underutilised sites to be released for new development. Since such sites fall within the Council's ownership, a range of different land uses may be considered for potential introduction that reinforce the place making outcomes aspired to as a consequence of the scheme's delivery.

In order to ensure delivery of the station package results in realisation of these outcomes and to better understand market viability that will underpin the town's wider economic success, CMBC is organising a stakeholder engagement event in June with key investors and businesses from across the local area. The purpose of this event is to help develop a Statement of Intent that reflects the appetite and constraints to inward investment within the private sector, thereby ensuring outputs delivered by this scheme (and others) are tailored to facilitating these overriding goals.

Other Desirable Outcomes from Calder Valley Line Investment

Since this current opportunity arose to redeploy WY+TF budget prioritised for investment in the Calder Valley line, CMBC, Bradford Council and WYCA have identified a range of desirable outcomes to be achieved that build upon Network Rail's revised funding commitments. Those outcomes facilitated by the Elland Station Package are endorsed by Network Rail, Rail North and Northern as the optimal for delivery in the short to medium term due to their capacity to amplify the effects of existing commitments and their ability to be delivered in full by 2022.

The original allocation from the TF identified a £20m contribution towards Calder Valley line speed improvements, which would support 312 additional; jobs, an increase in WY GVA of £21.2m (at 2026) and a GVA/£ ratio of 0.6.

The reallocation of that scale of funding to the rail station and connectivity package in Elland is forecast to support a GVA growth of up to £98m and up to around 1500 jobs. Even assuming only half of this growth were to be achieved would give a GVA/ratio of 2.9. This is considerably higher than the GVA/£ ratio estimated for the Calder Valley line speed improvements project.

This growth is contingent upon the introduction of the new station, and would be brought into play because of the impact that a new rail station (connected into the local transport network) would have on the viability of expanding/densifying activities in Lowfields Business Park and the town centre.

Other complementary outcomes are recognised as being desirable in the longer term through delivery of parallel schemes, to be funded under the WY+TF or other suitable mechanisms. These include:

- Journey time reductions between Bradford Interchange and Leeds;
- Further improvements to rail service frequency available from Brighouse and Elland; and
- Improved resilience of the Calder Valley line against flooding in the Upper Calder Valley.

Given the interdependency of these outcomes on other funding commitments and wider strategic interventions, separate schemes will be brought forward through a variety of routes in due course.

How does the Scheme contribute to the SEP Headline Indicators (access the Plan here)?

These should be distinguished in terms of direct and indirect:

- **Direct** – those that arise directly from the project activity and which do not require any further investment or activity to enable them to be achieved.
- **Indirect** – those which are unlocked or facilitated by the project activity but which require further investment or activity to enable them to be achieved.

Headline Indicator	Direct	Indirect	Explanation
Jobs created / Safe Guarded	-	1,500 jobs	Testing of the scheme using WYCA's Urban Dynamic Model (UDM) has indicated its ability to achieve a net increase of 1,500 jobs across West Yorkshire (with 1,638 new jobs created in Calderdale slightly offset by a net reduction in other areas). Some 640 additional West Yorkshire residents are 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 across West Yorkshire (in 2009 prices).

Headline Indicator	Direct	Indirect	Explanation
			Sensitivity testing in the UDM has shown that if only half of the sites with potential for employment intensification come forward, a net increase of 719 jobs will still be achievable across the West Yorkshire area, equating to a GVA uplift of £46.9m (in 2009 prices).
Businesses created /assisted	-	TBC	More reliable journey times to Halifax, Bradford and Leeds will improve productivity for businesses that rely on access to wider labour pools and markets. Rates of business creation are likely to be expedited as a consequence of the improved strategic connectivity afforded by the station and confidence to invest that the wider access package will instil across the private sector. A Statement of Intent is being complied by CMBC in collaboration with key investors and businesses to better understand the benefits to private sector employers that delivery of the package will facilitate.
Commercial floor space constructed / refurbished	-	15.5ha	The scheme will assist in the creation and growth of 15.5ha of new employment land allocated across the Elland area as part of the emerging Local Plan. Furthermore, intensification of employment uses achievable around transport hubs may be expected to generate a greater level of commercial floor space across the same site areas, as higher density B1 employment is attracted to locate close to the station. Increased land values will contribute to higher business rates, increasing the return on the investment.
Learning floor space constructed / refurbished	-	-	
Additional learner numbers & qualifications	-	-	
Housing units completed	-	194 units	UDM testing shows the scheme to be capable of delivering 194 additional households across West Yorkshire as a consequence of improved connectivity to job opportunities and the increased commercial viability of up to 3,000 new homes allocated in and around Elland under the emerging Local Plan.
CO_2 reduction potential	-	412 AM peak rail trips/day	UDM testing indicates the likely generation of 412 additional rail trips across West Yorkshire in the AM peak. This will contribute to a reduction in potential CO_2

Headline Indicator	Direct	Indirect	Explanation
			emissions that would otherwise be generated if such trips were made by private car.

Section D: Scheme Funding – TO BE UPDATED

Please set out the anticipated scheme funding profile (£m).

Source	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6+	Total	Current status
	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	Future		
WYCA funds	0.275	-	-	-	-	-	0.275	Applied For
Applicants' funds	0.050	-	-	-	-	-	0.050	Secured
Other public sector								
Other private sector								
Total Cost	0.325	-	-	-	-	-	0.325	Includes budget to OBC only*

* *Future funding requirements to be confirmed at OBC stage on completion of feasibility*

Commented [SP1]: This assumes 1.3% of total £21m scheme cost, based on similar costs incurred on A629 schemes post pre-feasibility up to OBC. Needs to be sense checked with costs for development of Low Moor, etc (noting additional requirement to undertake feasibility on wider access package)

Commented [SP2]: CMBC contribution to cover stakeholder event, visioning and scoping regeneration approach

Please set out how the total scheme outturn costs breakdown:

Item	**Definition**	**Total Project Outturn (£m)**
Delivery Costs	This is the costs of implementing the scheme e.g. road construction costs, building costs, new equipment costs etc.	£16.00
Development Costs	This may cover legal fees, consultant fees, design fees, project/programme management costs etc.	£1.60
Monitoring & Evaluation	For any scheme over £5m a cost for Monitoring & Evaluation must be included.	TBC
Risk	Has an allowance been made for risk? This may have come from a Quantified Cost Risk Assessment.	£3.20
Contingency	This should be no more than 10% of total scheme outturn costs.	TBC
Inflation	Where a scheme is being developed and implemented over more than 1 year, the inclusion of an inflation cost is advised.	TBC
Land Assembly Costs	This is in relation to infrastructure schemes	£0.30
Other	Please specify:	
Total Project Outturn		**£21.11**

Commented [SP3]:
Cost assumptions:
Station £12.07m (source: PIR)
Car park £1.58m (source: PIR)
Bus interchange £0.35m (est)
Footbridge £1.50m (est)
Public realm £0.50m (est)

Commented [SP4]: Assumes 10% of delivery costs

Commented [SP5]: Assumes 20% of delivery/development

Commented [SP6]: Arbitrary allowance

If applying for a loan:	
When will the loan repayments start?	(month / year)
When will the final loan payment be made?	(month / year)

Please indicate and name the source of all other funding within the project e.g. own company funds, bank loan, other funding streams etc.	
e.g. Bank Loan	(£1.50m)

What are the implications if the scheme does not secure WYCA funding?
The scheme will not go ahead without WYCA funding since the scale of intervention required far exceeds that which CMBC is able to fund through alternative capital funding sources and there are no Network Rail commitments to bring forward a station in this location. This would result in Elland failing to achieve its economic potential, hindering Local Plan delivery and undermining the robustness of the wider SEP.

Section E: Scheme Delivery TO BE UPDATED

Please describe how the delivery of the scheme will be managed, including details of any other organisations involved in its delivery, management arrangements, scheme milestones and any links or interdependencies to other schemes **(This section should be no more than 2 pages)**

Delivery partners:

Organisation	Role in scheme delivery
Calderdale Council	Scheme promoter and joint delivery partner
West Yorkshire Combined Authority	Joint delivery partner and funder
Network Rail	Joint delivery partner
Rail North	Rail output specification
Northern Rail	Franchised operator of rail services

Anticipated delivery timeframe, including projected start / end dates & key milestones:

The indicative delivery timeframe currently envisaged is as follows:

Stage 1 – Pipeline (Eligibility)

- Activity 1: EoI – April 2017
- Activity 2: Case Paper – June 2017

Stage 2 – Pipeline (Development)

- Activity 3: Outline Business Case approval – June 2018
- Activity 4: Full Business Case approval – June 2020
- Activity 5: Costs finalised – September 2020

Stage 3 – Programme (Committed)

- Activity 6: Delivery of Preferred Solution – by mid-2022
- Activity 7: Post Completion Review – 2022
- Activity 8: Monitoring & Evaluation – 2022 to 2027

Commented [SP7]: Is 12 months a realistic timetable to progress to OBC, based on experience from Low Moor?

Commented [SP8]: Again, is 24 months realistic or excessive, based on previous experience?
Am presuming 2022 will be the earliest the scheme can be opened, given the inability to introduce an additional stop in the timetable whilst the line through Elland is being used as a diversionary route during TP upgrade?

What are the current known risks on the Scheme:

Key risks to the scheme and their proposed mitigation are identified as follows:

- **Requirement to align delivery with other rail investment programmes** – establish joint delivery group and governance arrangements with Network Rail, WYCA and other industry partners.
- **Operational constraints to accommodating an additional stop within the timetable** – early completion of a timetabling study, working with industry partners to identify opportunities to realise wider network goals.
- **Lack of clarity regarding long term rail outputs along the route** – collaboration with WYCA and Rail North to formulate and agree long term goals that complement initial station investment.

Are there any potential barriers/constraints to the Scheme that will impact on delivery:
A likely inability to secure track possessions or introduce an additional stop during diversion of Transpennine services onto the Calder Valley line (via Brighouse and Elland) during the Transpennine upgrade prevents scheme opening during the period 2019 to 2022. Whilst interventions within the highway boundary or on land owned by Network Rail will be promoted wherever possible, the potential requirement to secure third party land at some locations may pose a barrier/constraint to the delivery of certain solutions.

Linkages/Interdependencies with other schemes:
The following linkages/interdependencies with other schemes need to be considered as part of the scheme development process: • Network Rail's Northern Hub and Calder Valley Re-signalling/Re-control Programmes (due to complete in 2019); • Transpennine Route Upgrade (delivery 2019-2022); • Other rail output schemes brought forward on the Calder Valley route (e.g. Leeds to Bradford); • Roll out of new Northern rolling stock and Northern Connect programme (from December 2018).

Has the scheme got any of the following Project/Programme management documentation in place?

Please note that these do not need sending through at this time.

Item	Yes/No
Project/Programme Initiation Document or a Project/Programme Execution Plan	Yes
High Level Programme or a Gantt Chart	No
Initial Cost Plan	Yes
Risk Register	No
Benefits Register	No
Evidence of Lessons Learnt	No
Other (please specify)	N/A

Section F: Supporting Technical Studies

Please outline any technical studies that have been or will be commissioned as part of scheme development / evidence to support the scheme's Business Case.

Please note that these do not need sending through at this time.

Technical area	Current / proposed studies	Completion date
Feasibility	Pre-feasibility work as part of the Elland Station Project Inception Report has confirmed the indicative scope of interventions planned as part of the package. Subsequent feasibility work required to inform the scheme's Outline Business Case includes further development of the station design to GRIP3; timetabling study to assess the feasibility of overcoming operational constraints; and further feasibility to better define the scope of measures within the associated access package.	December 2016 June 2018
Design	Preliminary and detailed design (reflecting appropriate GRIP requirements) to be commissioned in preparation of Full Business Case.	June 2020
Costings	Outline costings to be compiled as part of work commissioned on Outline Business Case. Detailed costings to be compiled as part of work commissioned on Full Business Case. Finalised costings to be confirmed following completion of contractor tendering exercise.	June 2018 June 2020 September 2020
Demand	Project Inception Report applied high level trip rate methodology based on demand levels at nearby stations, showing strong demand for scheme. Feasibility work informing Outline Business Case to include more robust demand forecasting and modelling exercise, in line with DfT criteria.	December 2016 June 2018
Impact	Modelled outputs will be used to retest the package in the UDM to determine if GVA and jobs impacts are realised. A WebTAG-compliant approach to estimating wider economic impacts may be applied at later stages in the development process if size and complexity of the scheme dictate a need.	June 2018
Risks	A full QRA will be developed as part of feasibility work prepared to support the scheme's Outline Business Case. The QRA will then be further refined throughout the subsequent design process leading up to Full Business Case and cost finalisation.	June 2018 June 2020

Section G: Declaration And Submission

Declaration: Please complete the declaration below to confirm that the information you have provided is to the best of your knowledge, correct at the time of writing.	
Name:	Mary Farrar
Organisation:	Calderdale Council
Signature:	
Date:	13th April 2017