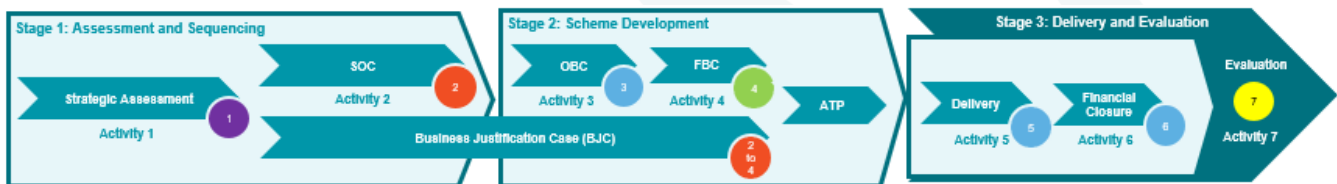




# Project Approvals Report

**Date: 21/03/2025**

<b>Scheme name</b>	<b>Elland Rail Station and Access Package</b>
<b>Stage</b>	2 (Scheme development)
<b>Activity</b>	Change request (activity 4)



## Recommendations

The Combined Authority Director:

- (i) Approves the change request to the Elland Rail Station scheme to increase development costs by £460,000, from £5,504,000 to £5,964,000, to support activity 4 (FBC).
- (ii) Approves the change request to the Access Package scheme to increase development costs by £530,000, from £2,389,707 to £2,919,707, to support activity 4 (FBC).
- (iii) Approves that the Combined Authority enters into a variation to an existing funding agreement with Borough for Calderdale Council for funding of up to £2,919,707
- (iv) Approves that future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (v) Notes the Combined Authority's potential funding of £34,500,000 for Elland Station. The estimated total scheme cost is £34,500,000. Of this, £6,016,916 is for risk and contingency allowance.

- (vi) Notes the Combined Authority's potential funding of £13,377,038 for the Access Package scheme. The estimated total scheme cost is £13,377,038. Of this, £999,864 is for risk and contingency allowance.

## Scheme Overview

Scheme Title	Elland Rail Station and Access Package
Date of submission	January 2025
Scheme Location/ Address	Elland Calderdale
Combined Authority Programme/Project Manager	Royston Colley (Project Manager, Elland Rail Station) Jonathan Rogers (Programme Manager, Elland Access Package)
Applicant Organisation	West Yorkshire Combined Authority (WYCA) – Elland Rail Station Borough Council of Calderdale (BCC) – Access Package
Main Funding Programme	Transforming Cities Fund and West Yorkshire plus Transport Fund
Scheme cost stated at previous decision point 3	Elland Rail Station- £20,650,000 Access Package- £10,677,414
Development cost allocated at previous decision point 3	Elland Rail Station- £5,504,000 Access Package- £2,389,707
Current forecast scheme cost	Elland Rail Station- £34,500,000 Access Package- £13,377,038
Funding applied for from the Combined Authority now	Elland Rail Station- £460,000 Access Package- £530,000
Percentage split of cost for all funding sources	100% Combined Authority funding

## 1 Background

- 1.1 The Elland Rail Station scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years.

- 1.1 The Elland Access Package will be funded by the (WY+TF) and through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs.
- 1.2 This scheme comprises of two elements:
- Elland Rail Station- led by the Combined Authority and will deliver a new railway station on the Calder Valley line along with a park and ride facility to serve the station.
  - Elland Access Package- led by Calderdale Council. A series of pedestrian and cycle improvements around the proposed new train station development, Elland and West Vale to provide opportunities for access to employment and education. This includes a proposal for two new pedestrian/cycle bridges crossing the River Calder and Calder Hebble Navigation.
- 1.3 The scheme objectives (which will be updated within the full business case) are:
- Improved journey times and reliability for strategic journeys to/from Elland and contributing to reduce congestion on A629 (25% reduction in journey time to Leeds and Bradford city centres by rail by 2025).
  - Increase rail mode share for journeys to/from Elland, West Vale and surrounding areas (increase no. rail trips from/to Elland by 100% by 2030).
  - Provide high quality infrastructure to increase the number of walking and cycling trips (by 26% by 2030) within Elland, West Vale and surrounding areas.
  - Improve accessibility to rail services for residents within Elland, West Vale and surrounding areas, particularly those in the most deprived quintiles of the IMD (65% coverage by 2024).
  - Support local housing growth to the north of Elland town centre by reducing transport constraints to facilitate (900 no of dwellings by 2030) and enhancing sustainable travel provision to serve new and existing housing.
  - Support employment growth by improving access to a wider labour market for existing and prospective businesses in Elland, in particular at Lowfields Business Park, West Vale and surrounding areas (indirect contribution to 15% increase in employees at Lowfields Business Park by 2030).
  - Improvement in environmental conditions within the scheme area, specifically reducing Carbon emissions (by 5% by 2030).
  - Reduce the number of incidents and casualties, particularly at identified collision cluster sites and for active mode users (25% reduction in pedestrian and cyclist KSIs by 2030).

## **Elland Rail Station**

- 1.4 The Site extends to 1.52ha, most of the site is generally flat and overgrown with pockets of open land and mature vegetation and scrub. The operational Calder Valley Line runs on an embankment on an east-west alignment through the northern part of the Site. The railway line is a significant feature of the site being located on a 4m embankment, which is vegetated with mature broadleaf trees and shrubs. None of these trees are subject to a TPO. A security fence has been erected at the foot of the embankment on both sides. The Calder Valley Line provides rail connections to major cities such as Bradford, Huddersfield, Leeds, and Manchester.
- 1.5 The scheme includes:
- Single junction vehicular access to the Site car park from Lowfields Way.
  - Pedestrian and cycle access to the Site via Lowfields Way and Wistons Lane.
  - Two flanking platforms of modular construction (each approximately 126 metres in length), one adjacent to the Up line and the other to the Down line, with an approximately 38.5-metre-long canopy for each platform to provide protection against inclement weather.
  - A single stone clad lift shaft access to each platform which will also house the equipment room for telecoms.
  - Primary and secondary access stairs to each platform with elevated walkways at the top of lift level.
  - Step free (ramp) access to each platform.
  - Car park with capacity for 116 vehicles (12 disabled and 12 electric charging spaces and one designated for maintenance vehicles).
  - Retained and new landscape planting.
- 1.6 The proposed car park falls within flood zones 2 and 3 and fences and bollards have been included within the designs. A lockable gate has also been included to close the car park prior to flood events.
- 1.7 CCTV cameras will be in operation across the site and will cover the car park, access points, lifts, stairs, nearby streets and cycle facilities. A public address system will be provided on both platforms and help points will be installed.
- 1.8 Planning permission was approved for the Station on 28 February 2023.

## **Elland Access Package**

- 1.9 This scheme comprises of 6 sites around Elland and West Vale and forms a total of 8.5 hectares for development. A breakdown of the sites for development is as follows:

- Site A- Rochdale Road, West Vale- upgrade of the existing zebra crossing to a parallel crossing and conversion of the existing footways into a shared footway/cycleway.
- Site B- Heath RUFC to Elland Bridge- installation of a new toucan crossing on Stainland road and a new cycle pathways around the area leading to a new single-span truss bridge crossing the River Calder. The bridge will link the proposed cycle paths with the existing canal tow path.
- Site C- Elland Riverside to the proposed train station site- improvements to footways and the creation of a shared footway/ cycleway and new grass verges around the A629 slip road and Exley Lane, including improvements to the existing pedestrian underpass to Park Road. There will also be some reconfiguration of the Century Road and Winstons Lane junction with a new pedestrian crossing, and further footways and cycleways within surrounding streets.
- Site D- Elland-Riorges Link Dumbbell Roundabout South- widening of the existing crossing and improvements to visibility.
- Site E- Elland-Riorges Link Dumbbell Roundabout North- widening of the existing cross and improvements to visibility.
- Site F- Lowfields Way to Elland Lane- Conversion of existing footway into shared footway/cycleway, replacement of existing crossing point on the Elland-Riorges Link Dumbbell Roundabout, and improved links to existing and proposed crossings opposite Oliver Meadows and the Elland Train Station site on Lowfields Way.

1.10 Planning permission was granted on 7 November 2024.

## **2 Change Request**

- 2.1 This change request asks for additional development funding for both the Elland Station and Access Package works in advance of FBC approval. An additional £460,000 is requested for the Station and £530,000 requested for the Access Package.
- 2.2 Elland Rail Station requires additional development funding due to design changes to accommodate Network Rail Fire Strategy along with land assembly. A breakdown of the activities can be found within the costs section of this report.
- 2.3 The Access Package is also anticipated to undergo a Public Inquiry in May/ June 2025 and legal advice from Geldards LLP has stated that funding confidence is required to be demonstrated. Updated total scheme costs are therefore presented within this change request.
- 2.4 The total scheme cost for Elland Station is now estimated to be £34,500,000, an increase of £13.850m, from £20.650m. This cost increase is due to:
  - Market conditions leading to an increase in material prices including steel prices increasing by 50% in 2022 - 2023. Tender price index changed from 188 to 221, an increase of 17.55%.

- Inflated energy prices have also impacted manufacturing and pushed up prices of materials and equipment
- High inflation, and increased cost of living has also resulted in increased labour costs across the UK manufacturing and construction industries
- Under estimation of original cost of construction, therefore this has an increase to other elements i.e. Prelims and Risk
- Increase in estimate costs from Network Rail.

2.5 The total scheme cost for the Access Package is now estimated to be £13,377,039, an increase of £2,699,624 from £10,677,415.

2.6 The increase in cost is stated to be a combination of factors including an independent cost review, adjustment of costs for inflation and materials, and settlement with Canal and River Trust for land and over sail rights which included CRTs legal fee payment. Negotiation of a Framework Agreement with Network Rail also took longer than expected which has led to cost increases.

### **3 Outputs and outcomes**

*Outputs and outcomes will be updated within the full business case submission.*

3.1 The scheme outputs are:

- Provision of a new railway station on the Calder Valley line, with two platforms on a raised embankment with lift, step, and ramp access.
- Approximately 116 car parking spaces serving the new station.
- An access package of walking and cycling route upgrades including two new pedestrian / cycle bridges providing traffic free access to the station.

3.2 The scheme outcomes are:

- Increasing the number of walking and cycling trips (by 26% by 2030) within Elland, West Vale and surrounding areas.
- 100% increase in rail mode share for journeys from Elland, West Vale and the surrounding area by 2030.
- Improved access to jobs, and opportunities for residents within Elland, West Vale and surrounding areas, particularly those in the most deprived local areas.
- Supporting employment growth by providing businesses in Elland with improved access to wider labour markets.
- Supporting local housing growth to the North of Elland Town Centre by reducing transport constraints.

- 3.3 The benefit cost ratio at OBC was 5.3:1 representing very high value for money. In 2021, a draft FBC indicated that the BCR had dropped to 1.3:1 representing low value for money. The BCR will be confirmed with the FBC submission.

## **4 Tackling the Climate Emergency Implications**

- 4.1 The scheme tackling climate emergency implications are:

- The scheme will improve access to rail for communities within the surroundings areas. The park and ride provision will offer an alternative to driving into Leeds. This will enable more journeys to be taken by more sustainable public transport, reduce the private car use and contribute to a reduction in the emissions of carbon and other harmful emissions caused by car use.
- The mode shift to rail and increase in walking and cycling in Elland will have a positive impact on local and regional climate change resilience and support 59 the clean and inclusive growth agenda. It will also improve public health due to lower air pollution levels and improved individual health outcomes from increased physical activity.

- 4.2 A Stage 2 Carbon Impact Assessment will be completed and submitted with the full business case.

## **5 Inclusive Growth Implications**

- 5.1 The scheme inclusive growth implications are:

- The poor public transport connectivity and congestion levels on key road connections hinders access to employment and skills opportunities, constraining future growth and development. The town centre of Elland is amongst the top 20% deprived areas in the country and consequentially Elland is a priority growth area for Calderdale.
- The scheme will connect people to economic and education opportunities through improved access to affordable and sustainable transport including rail and a new rail park and ride

## **6 Equality, Diversity and Inclusivity Implications**

- 6.1 The scheme equality and diversity implications are:

- The scheme will increase accessibility to a range of services, including employment, education, and other community facilities, in neighbouring towns and cities.
- The station will be fully accessible with access by lift, stairs, and ramps to both platforms. Disabled parking bays and designated pick-up and drop-off facilities will be provided. The public spaces around the station site will be improved through the regeneration of unused land and additional lighting.

- 6.2 A Stage 2 Equality Impact Assessment (EqIA) will be submitted with the full business case.

## **7 Consultation and Engagement**

- 7.1 The promoters have undertaken two rounds of public consultation which has included both aspects of the scheme. Public engagement was held during summer 2018, with 94% of respondents stating that they were happy or very happy with the plans. The feedback received was used to develop the proposals further.
- 7.2 The project regularly engages with key stakeholders, such as Network Rail, the Calder Valley Rail Partnership, ward councillors and local businesses.

## **8 Risks**

- 8.1 The key scheme risks and mitigations are:

### **Elland Station**

- Delays to the build of Elland Station could lead to the build coinciding with TRU track possessions leading to further delays to delivery. This is being mitigated by obtaining details of the TRU programme and cross-referencing dates with the delivery of Elland Station.
- Delays to Network Rail's final GRIP stage sign off are experienced leading to delays to approval and delivery. This is being mitigated through early conversations with Network Rail to highlight potential issues.
- Mine works could be discovered within the proposed station area leading to remediation of land, increased costs and time. This is being mitigated through a mining assessment being undertaken and close working relationships with Network Rail Mining Engineers.
- Increases in material costs could lead to significant increases in scheme costs which could result in an undeliverable scheme that may not represent value for money. This is being mitigated through market research to review scheme costs and consideration of the purchase of materials in advance of delivery.

### **Access Package**

- Funding is not spent by the national deadline of March 2027 due to programme delays leading to an inability to drawdown funding for the works. This is mitigated by close working with the Combined Authority for updates to be provided on the programme and prioritisation of TCF spend.
- CPO could be rejected at the Public Inquiry leading to a potential pause of the scheme and need to restart the CPO process. This is being mitigated by ensuring there are no impediments to the scheme delivery by the time of the Inquiry and ensuring sufficient time and resource for Inquiry preparation.



- Final construction costs could exceed the funding allocation due to inflation and other factors leading to a requirement for alternative funding sources or descoping of elements. This is being mitigated through early engagement with the contractor for detailed cost plan development.
- Extreme weather events (flooding) leading to delays during construction due to works being located within flood zones. This is being mitigated by a continuous review of the construction programme and factoring in wet months.

## 9 Costs

- 9.1 The estimated total scheme costs are £34,500,000 for Elland Rail Station and £13,377,038 for the Access Package.
- 9.2 For Elland Station the Combined Authority's potential contribution is £34,500,000 from the West Yorkshire plus Transport Fund.
- 9.3 For the Access Package, the Combined Authority's potential contribution is £10,737,038 from the Transforming Cities Fund and £2,640,000 from the West Yorkshire plus Transport Fund.
- 9.4 The estimated total scheme costs for Elland Station include an allowance of £6,016,916 within the risk and contingency allowance. The estimated total scheme costs for the Access Package include an allowance of £999,864 with the risk and contingency allowance.

### Previous cost approvals

- 9.5 The scheme was last approved by Transport Committee on 16 November 2023 to a change request to:
- Increase development scheme funding to Elland Station to £5,504,000 from £2,934,000 and for the Access Package, to increase development scheme funding to £1,689,554 from £930,000.
  - Increase estimated total costs for Elland Station from £17,360,000 to £20,650,000.
  - Increase the estimated total costs for the Access Package from £7,400,000 to £10,677,414.

### New development costs

- 9.6 This change request asks for the approval of following development funding:

- Elland Rail Station- £460,000

Activity/Cost	Increased Drawdown
NwR Design Standard changes	£60,000

Update to planning	£60,000
Additional Surveys	£40,000
Additional Updates to FBC	£60,000
Contingency and Risk	£100,000
CPO Legal Fees	£20,000
Land Costs	£120,000
<b>TOTAL</b>	<b>£460,000</b>

- Access Package- £530,000

Activity/Cost	Increased Drawdown
Negotiated Settlement with CRT (including payment of CRT's legal fees and costs)	£105,000
Additional BCC staff and consultant time	£167,000
Legal fees and costs (relating to Access Package CPO)	£116,000
Stage-1 Design Fees (inclusive of risk figure from scope change)	£142,000
<b>Total</b>	<b>£530,000</b>

### Funding Agreements

- 9.7 Subject to this approval, the Combined Authority will need to variation to an existing funding agreement with Borough for Calderdale Council for funding of up to £2,919,707.

### Spend Profiles

#### Elland Station

Scheme funding profile						
Source	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Combined Authority (WY+TF)	£121,105	£227,198	£75,268	£733,973	£284,088	£379,200
<b>Total Cost</b>	<b>£121,105</b>	<b>£227,198</b>	<b>£75,268</b>	<b>£733,973</b>	<b>£284,088</b>	<b>£379,200</b>

Scheme funding profile						
Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Combined Authority (WY+TF)	£315,127	£1,950,000	£4,878,041	£21,600,151	£3,935,849	£34,960,000
<b>Total Cost</b>	<b>£315,127</b>	<b>£1,950,000</b>	<b>£4,878,041</b>	<b>£21,600,151</b>	<b>£3,935,849</b>	<b>£34,500,000</b>

## Access Package

Scheme funding profile				
Source	2020/21	2021/22	2022/23	2023/24
Combined Authority (WY+TF)	£112,970	£134,863	£299,210	£153,111
Combined Authority (TCF)		£367,991	£145,885	£244,984
<b>Total Cost</b>	<b>£112,970</b>	<b>£502,854</b>	<b>£445,095</b>	<b>£398,095</b>

Scheme funding profile					
Source	2024/25	2025/26	2026/27	2027/28	Total
Combined Authority (WY+TF)		£700,153		£1,939,847	<b>£2,640,000</b>
Combined Authority (TCF)	£710,328	£1,556,494	£6,484,318	£1,224,038	<b>£10,737,038</b>
<b>Total Cost</b>	<b>£710,328</b>	<b>£2,256,647</b>	<b>£6,484,318</b>	<b>£3,163,885</b>	<b>£13,377,038</b>

## 10 Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 4)	Decision: Combined Authority Director	28/02/2025
4 (full business case)	Decision: Combined Authority	12/12/2025
5 (delivery)	Decision: Combined Authority Director	31/03/2028

6 (financial closure)	Decision: Combined Authority Director	31/12/2028
7 (evaluation)	Decision: Combined Authority Director	31/12/2031

## 11 Other Key Timescales

### Elland Rail Station

Milestone	Date
Detailed Design completion	April 2025
Start of delivery	January 2026
Completion date	March 2027

### Access Package

Milestone	Date
Detailed Design commence	January 2025
Public inquiry	April/May 2025
Confirmation of CPO	June/July 2025
Detailed Design completion	August 2025
Start of delivery	February 2026
Completion date	December 2027

## 12 Assurance Tolerances

Assurance tolerances recommended
Combined Authority's potential funding as outlined in this report remains within +10%
Outputs remain within -10% of those outlined in this report.

## 13 SAM Report Tolerance Table

Control area	Baseline Tolerance approved by the CA at DP2	Baseline Approval by the CA at DP2	Approval at DP3	Change Request Approval	Change Request Approval	(Requested) Change Request Approval	Within tolerance?
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Date	29 June 2017		29 March 2019	22 October 2021	27 November 2023	TBC-February 2025	
Total Cost	£22,036,00		£20,351,000	£29,435,000	£31,327,414 Elland Station £20,650,000 Access Package £10,677,414	£47,877,038 Elland Station £34,500,000 Access Package £13,377,038	
CA Funding	+10%	£21,986,000	£20,341,000	£29,435,000	£31,327,414	£47,877,038	N
Completion / service delivery Date	+6 months	31 August 2022	30 September 2022	28 November 2022	September 2026	March 2027	N
Outputs / Outcomes	N/A	N/A	As per report	As per report	As per report	As per report	Y

## 14 Appraisal Summary


- 14.1 This scheme will develop a new rail station within Elland (led and managed by the Combined Authority) and deliver a series of cycle and pedestrian improvements around the area (led and managed by Calderdale Council).
- 14.2 This change request asks for an increase in development funding for the purchase of land, completion of surveys and designs etc. The development cost ask appears reasonable with reasoning behind the ask set out within the document.
- 14.3 There is no impact of the change on the strategic dimension. The need for the scheme and any changes to demand should be discussed within the FBC submission. It should be noted by both the Combined Authority and Calderdale Council that there has been changes in policy document and the FBC should discuss alignment with the West Yorkshire Plan and Local Growth Plan, along with other more recent policies and strategies. A Stage 2 Equality Impact Assessment should be submitted within the FBC.
- 14.4 There is no impact of the change on the economic dimension. It is recognised that the total scheme cost has increased since the previous approval however this should be discussed within the FBC and the BCR re-calculated. It is assumed that the BCR will have changed as a result of the increase in scheme costs.
- 14.5 There is no impact of the change on the commercial dimension. Elland Station procurement approach for the delivery contractor is stated to have been through the YORcivil Major Works Framework, a multi supplier competitive framework to appoint an

NEC ECC Option A Fixed Price Design and Build Main Contractor. This was a two-stage design and build contract. It is stated that there is a break clause in the contract so that if the CA is not satisfied with the quality or price of the design stage, an option can be taken to go back out to market. For the Access Package, an NEC4 Professional Services contract was procured through YORcivils for a two-stage design & build. At the end of the design phase, the current contractor will submit tendered cost for delivery and if affordable, they will be appointed.

- 14.6 The Access Package reports an estimated increase in the total scheme cost from £10,677,414 to £13,377,038, an increase of £2,699,624. It is stated that the increase in funding is intended to be funded via the Transforming Cities Fund. This change request asks for an additional £530,000 in development costs for legal fees, design fees and consultant fees for the scheme to complete FBC. The development funding is intended to come from the TCF allocation. Clarifications have confirmed that tendered costs from Esh are £507,913. The TCF Team have reviewed and confirmed the development cost ask. This will take the total development cost approval to £2,919,707 which represents approximately 22% of the total scheme cost.
- 14.7 Elland Station notes an increase in total scheme cost from £20,650,000 to £34,500,000; an increase of £13,850,000. This will be funded from the West Yorkshire plus Transport Fund. The change request asks for an increase in development costs from £5,504,000 to £5,964,000, an increase of £460,000. This will take the total development cost to 17% of the total scheme cost.
- 14.8 Details were provided to the appraiser on previous development funding spend and activities.
- 14.9 There is no direct impact of this change on the management dimension. The joint FBC for this scheme is anticipated to be submitted in September 2025. It is noted that the scheme delivery end date is now estimated to be late 2027 compared to the latest approval of September 2026 however this will form part of the FBC appraisal and approval.
- 14.10 Both schemes have complex legalities that are required to be resolved. CPO has been confirmed for Elland Station however since then, plots 3 and 5 are no longer able to be acquired through the CPO process. The land was registered to Routestone Limited which has since dissolved, and the land now belongs to the Crown. Negotiation of voluntary purchase of the land is currently being undertaken with Government Legal Department, who act on behalf of the Crown. A similar situation has occurred on plot 9 where the beneficiary of interests has dissolved and the rights on the plot have transferred to the King's and Lord Treasurer's Remembrancer (on the basis the company was registered in Scotland at the time of administration).
- 14.11 The Access Package requires numerous parcels land through the CPO process and an inquiry is now anticipated to be set for 24<sup>th</sup> June 2025.

## 15 Approvals

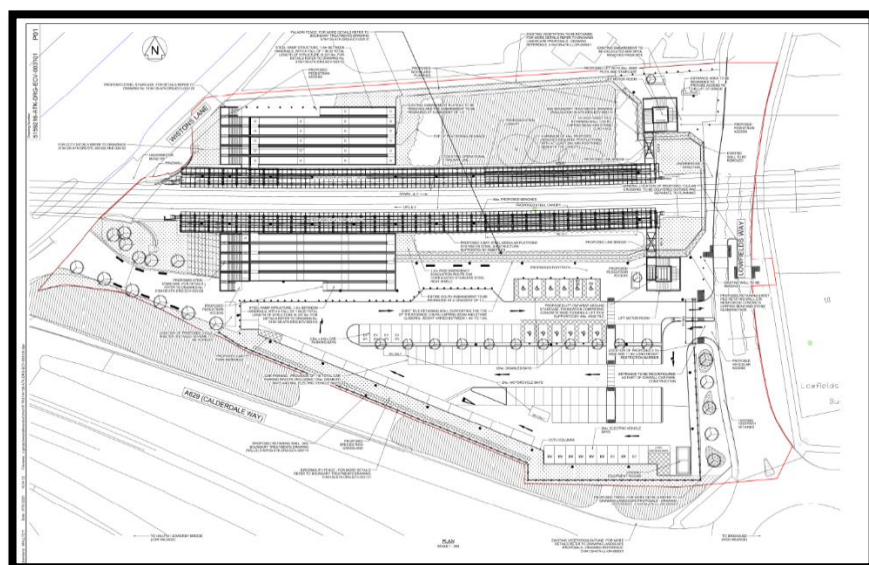


The Combined Authority Director:			
Approves the change request to the Elland Rail Station scheme to increase development costs by £460,000, from £5,504,000 to £5,964,000, to support activity 4 (FBC).		Yes / No	
Approves the change request to the Access Package scheme to increase development costs by £530,000, from £2,389,707 to £2,919,707, to support activity 4 (FBC).		Yes / No	
Approves that the Combined Authority enters into a variation to an existing funding agreement with Borough for Calderdale Council for funding of up to £2,919,707		Yes / No	
Approves that future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.		Yes / No	
Notes the Combined Authority's potential funding of £34,500,000 for Elland Station. The estimated total scheme cost is £34,500,000. Of this, £6,016,916 is for risk and contingency allowance.			
Notes the Combined Authority's potential funding of £13,377,038 for the Access Package scheme. The estimated total scheme cost is £13,377,038. Of this, £999,864 is for risk and contingency allowance.			
Approval by Combined Authority Director:	 Signature	Date:	19.03.2025



## Appendix 1 - Plans and Layouts

### Elland Station





This map illustrates the proposed light rail network around the Island Rail Station. The station is marked with a black circle and a white 'R' logo. The map shows several key features:

- Primary Routes:** Indicated by thick yellow lines, these routes connect the station to various parts of the city, including the waterfront and the airport.
- Secondary Routes:** Indicated by thinner black lines, these routes provide additional connectivity to surrounding areas.
- Station Locations:** Marked with black dots and labels, including 'Island Rail Station', 'Waterfront Station', 'Airport Station', and 'Central Station'.
- Landmarks and Features:** The map includes labels for 'Waterfront Park', 'Airport', 'Central Business District', and 'Waterfront Development'.
- Color Coding:** The map uses color to distinguish between different areas: blue for water, green for parks, and grey for urban areas.

