

**Clay Cross Town Board**

**16 June 2023**

**Clay Cross Town Deal**  
**Clay Cross Railway Station SOBC**

Report By: Kirstin Sykes, Regeneration & Town Centre Officer

Contact Officer: Kirstin Sykes, Regeneration & Town Centre Officer

---

**PURPOSE / SUMMARY**

- To present Clay Cross Town Board with the findings and recommendations of the Clay Cross Railway Station Strategic Outline Business Case.
- 

**RECOMMENDATIONS**

That the Clay Cross Town Board agree:

1. To note and support the recommendations in the Clay Cross SOBC.

**IMPLICATIONS**

---

**Finance and Risk:** Yes  No

**Details:**

1. No additional financial implications.

On Behalf of the Section 151 Officer

---

**Legal (including Data Protection):** Yes  No

**Details:**

1. The Council is the accountable body for the Clay Cross Towns Fund and whilst the spirit of the Towns Fund and its intent, to be private sector- and community-led, should be reflected in the governance and assurance framework, the Council and S151 Officer more specifically are responsible for ensuring robust process to protect the interest of the public.

On Behalf of the Solicitor to the Council

**Staffing:** Yes  No

**Details:**

No staffing issues arising from this report.

On behalf of the Head of Paid Service

---

## **REPORT DETAILS**

### **1 Background**

- 1.1 Provision has been made through The Clay Cross Town Deal Investment Plan for funding to determine the feasibility of creating and serving a rail station for Clay Cross. The Strategic Outline Business Case (SOBC) has been progressed with a view to potentially supporting the future growth of Clay Cross.
- 1.2 Through the Town Investment Plan (TIP) 'Connectivity' theme £100,000 was allocated for the preparation of the SOBC for Clay Cross.
- 1.3 The study has been progressed on a staged basis, acting as a framework for option testing, stakeholder engagement and design development.
- 1.4 The SOBC is the first gateway approval for any central government intervention in a project. It is an initial scoping stage to confirm the strategic context of the proposal and make the case for change. It includes a preliminary assessment of strategic fit, value for money, affordability and achievability.

### **2 Report**

- 2.1 In November 2022, NEDDC commissioned Perfect Circle with consultants from Gleeds, AECOM and SLC Rail to produce a (SOBC) on the feasibility of re-establishing a railway station in Clay Cross to serve residents and businesses.
- 2.2 The SOBC has considered a detailed analysis across five key dimensions:
  - The 'Strategic Dimension' – fit with wider public policy objectives.
  - The 'Economic Dimension' – value for money.
  - The 'Commercial Dimension' – commercial viability.
  - The 'Financial Dimension' – financial affordability.
  - The 'Management Dimension' – achievability.
- 2.3 There has been regular engagement throughout the development of this SOBC with the key rail industry partners Network Rail, Northern Rail and East Midlands Railway. This engagement has enabled identification of potential service patterns, deliverability issues, station location options and station costs to be peer reviewed.
- 2.4 Engagement with Network Rail's team working on the Barrow Hill Restore Your Railway (RYR), being undertaken in parallel, has allowed the high-level conclusions on engineering and station locations to be aligned with their work.
- 2.5 The following sites were selected for appraisal:
  - Option 1A – Former Clay Cross Station with / without turn back siding.

- Option 1B – NW/1001 Clay Cross South Junction with / without turn back siding.
- Option 2A – A6175 East with / without turn back siding.
- Option 2B – A6175 Bay Platform.

2.6 The key findings and recommendations are:

**Strategic Dimension:**

- There is evidence of poor public transport connectivity in Clay Cross.
- A rail station fits strongly from a strategic perspective with the proposals made within the TIP.
- The SOBC confirms there is a potential rail solution and several options for service provision either through existing services on the Erewash Line, or through the Barrow Hill extension of the RYR project.

**Economic Dimension:**

- The scheme has the potential to generate a very high value for money outcome, however, this is sensitive to small changes in benefits or costs.
- It has been concluded that:
  - The A6175 station site should be adopted as the preferred station site
  - The station should be served by calling the existing Leeds-Nottingham service there.
- The alternative option of taking forward the Barrow Hill extension to Clay Cross, also has the potential to generate a positive economic business case, but is less likely to achieve the same level of BCR as calling the Leeds-Nottingham service there.
- If 2 trains per hour (2tph) is the desired level of service, then a combination of the Leeds-Nottingham service and the Barrow Hill service provides the best opportunity to maximise the net benefits.

**Financial Dimension:**

- Based on stakeholder and industry engagement, Option 2A (A6175 East with / without turn back siding) is nominally considered to be the preferred station site.
- This is based on connectivity to Clay Cross and its expanding residential areas utilising existing foot and cycleway facilities along with improved interchange with local bus networks.
- Further investigation is recommended into land availability, longitudinal track gradient, flood risk, mining risk and any constraints associated with North Wingfield Nature Reserve.
- The Capital Costs for the station are broadly in line with other similar industry projects and when including risk, are within a range of £21 – 27m.
- The Operational Costs are similar to other stations of its nature and increased for the Barrow Hill associated options due to additional train mileage.

**Commercial Dimension**

- Based on the 4 locations shortlisted, the project average construction cost is circa. £21.8M, including a 40% risk contingency appropriate to a project at this stage.

- Recommendation to procure contractors to undertake the concept design and detailed design / construction works.
- Upon completion of concept design, it is recommended that a contractor is then procured into a design and build contract under the NEC Option A Contract conditions.

### **Management Dimension**

- Management Dimension demonstrates that the project is deliverable.
- Opportunity to merge project into the Barrow Hill Line would present opportunity for efficiencies in management approach.
- *Agreement on scheme promoter required prior to next stage of project development will be required.*

## **3 Project Next Steps**

- 3.1 The SOBC outlines robust considerations for the proposed station in Clay Cross which focuses on supporting engagement with strategic partners and ensuring readiness at the point at which potential funding processes open for consideration.
- 3.2 It is considered that there is a sufficient basis for further development of the Clay Cross proposal beyond SOBC stage.
- 3.3 The report also presents a delivery programme for the project. Next steps recommendations would be:
- Publish and raise awareness of the SOBC
  - Engage with and lobby scheme promoter
  - Continue dialogue with RYR Barrow Hill Project Delivery Group
  - Continue dialogue with rail industry stakeholders
  - Endorsement by rail industry stakeholders
  - Decision to develop.

## **4. Reasons for Recommendation**

- 4.1 To enable the delivery of the recommendations and findings of the Clay Cross Rail Station SOBC.

## **5. Alternative Options and Reasons for Rejection**

- 5.1 No other options considered.

## **6. Next Steps**

- 6.1 Due to the nature of this proposal, further work will be the responsibility of the Department for Transport (DfT) and Network Rail with North East Derbyshire District Council supporting its progression.
- 6.2 Therefore the next stage of design work from concept stage will need to be undertaken by DfT and Network Rail.

- 6.3 The RYR Board to be held on 16<sup>th</sup> June 2023 will consider the Strategic Review Draft Document regarding the viability of the Barrow Hill Line including a Clay Cross Station, with the outcome of this discussion informing next steps and NEDDC's and DCC's role within them.

## DOCUMENT INFORMATION

Appendix No	Title
<b>Background Papers</b> (These are unpublished works which have been relied on to a material extent when preparing the report)	
	Clay Cross Rail Station SOBC