



## REVIEW OF RAILWAY STATION REOPENING COSTS – AUGUST 2009

Station Name	Date	Costs	Comments
Carno, Powys, Wales	Ongoing – cost estimates are from independent business case in June 2008.	Estimated at c.£0.5m-£1.7m	Original 2 platform station and passing loop beside level crossing – one platform and station house still in situ. Estimated cost for 2 platform station at Carno with adjacent parking, no footbridge required c.£1.7m. Independent business case completed in 2008 and submitted to Welsh Government. Lower cost estimate for single platform, upper cost estimate for 2 platforms. Both estimates use outturn costs for reopening Llanharan, Cardiff.
Beaulieu	2002	c.£250,000	15 metre long platform, 120m access road, turning circle, 10 parking spaces..
SELRAP (Skipton East Lancashire Railway action Partnership)	Ongoing – cost estimates are from independent business case in November 2007.		A well established campaign – line reinstatement and station reopening/new stations. Independent business case produced Nov 2007.
Earby		Estimated c.£960,000	New Station – 2 x 112m platforms, no footbridge, 50 space car park
Foulridge		Estimated c.£1.51m	New Station - 2 x 112m platforms, fully accessible footbridge with ramp and steps, 50 space car park
Launceston	Station opened May 2009	Out-turn cost £3.24m.	Station costs based on outturn costs for Glasshoughton Station, West Yorkshire factored by 1.1 to account for inflation. Refurbished station building, platforms and new car park with 70 spaces,
Middlewich	Independent business case published July 2009	Estimated at c.£1m-£3m	Independent business case as part of upgrading the Sandbach to Northwich line. New single platform, 50m long, use of existing car parks or up to double platform at original station location with footbridge and ramps



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Glasshoughton, West Yorks	Reopened Feb 2005	Out-turn cost £2.5m	2 x 97m platforms, 100 space car park and costs include new footbridge and supporting ramps
Kirkstall, Leeds	Ongoing	Estimated at £4m	New station, including 300 space car park.
Llanharan, Cardiff	Station opened December 2007	Out-turn cost £4.3m	Reopened station – 2 x 95m platforms (features Corus Modular platforms), footbridge, access ramps, 54 space car parking
Airdrie-Bathgate	Construction underway.		
Armadale	Estimated costs are from Technical	Estimated c.£2.63m	New station – 2 x 150m platforms, footbridge, stairs and ramp, 188 car parking spaces.
Caldercruix	Feasibility report June 2004.	Estimated c.£2.96m	New station – 2x150m platforms, underpass, stairs and ramps, 165 car parking spaces.

### Notes

Arguably, the best yardstick for the costs of reopening a station is the cost of a recently opened station of a similar size/site. From a preliminary review, the proposed station at Carno is similar to the requirements for Blackford. Although Carno has not been built yet, its cost estimates were based on the out-turn costs for Llanharan outside Cardiff, revised to remove the costs associated with DDA compliant footbridge. The estimates were calculated by independent consultants who produced the detailed business case in June 2008.

It should also be noted that although generous allowances are generally included for optimism bias (44% in the recent TACTRAN TERS report), if cost estimates are based on recent out-turn costs on similar projects then it can be argued that no/minimal optimism bias should be included for Blackford.

The main distinction between the overall range of costs in the above review relates to the different specifications involved and in particular (a) platform length (b) DDA compliant footbridge/access ramps/stairs and (c) car parking provision.

Nonetheless, based on the above brief review, it is suggested that the realistic cost estimate for Blackford station reopening will likely be in the region of c.£1.5m-£2.5m.