Environmental Statement

Volume 2i: Scheme-wide Assessment

Chapter 21: Socio-economic

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21. SOCIO-ECONOMIC

Summary of principal findings

This chapter presents the socio-economic assessment associated with the construction and operation of the Huddersfield to Westtown (Dewsbury) section of the Transpennine Route Upgrade (TRU) Programme. This chapter covers the assessment of the entirety of the Huddersfield to Westtown (Dewsbury) route (herein referred to as the 'Scheme').

The assessment has considered impacts on:

- Employment;
- Business activity; and
- Population and community welfare.

The Scheme, as part of the wider TRU Programme, would directly and indirectly play a role in improving connectivity through journey time, capacity and reliability improvements, alongside particular improvements for Huddersfield Station.

The Scheme is a key contributor towards the delivery of the TRU and the full realisation of the aims of the overall TRU programme of works, which provides the TRU framework for investment and network management, to better meet capacity requirements. The Scheme Route is the main bottleneck on the Transpennine route where significant capacity and performance issues are currently encountered. Thus, the Scheme is essential to the delivery of the TRU programme and without it, the following overall TRU aims would not be achieved.

At the local level, beneficial impacts have been assessed for the construction phase through local employment and spend. These changes are anticipated to have a minor beneficial effect, which is not significant.

It been judged that the Scheme's operation is likely bring significant socio-economic benefits across the Local, Sub-regional and Regional level in terms of business activity and employment. These benefits have not been quantified at this stage.

The improvements will have a beneficial effect overall on access to local businesses in the Scheme area and the local economy in terms of encouraging new development opportunities and jobs that could be generated directly and indirectly by the Scheme. This will be enhanced locally with TRU Programme employment approaches concerning employment targets for the 25 mile and 40 mile radius, apprenticeships, and local procurement opportunities.

No significant adverse effects are anticipated in the construction period, however measures will be included in a Construction Traffic Management Plan (CTMP) and an External Communications Programme (through the CoCP) which will be implemented during construction to minimise disruption. This will include details on diversion routes, signage and support provided for business access (for operations, workers and customers). Measures will include maintaining access to local businesses throughout the construction stage.

Significant residual effects are anticipated arising from both the construction and operation of the Scheme.

21.1 Introduction

21.1.1 This chapter presents the socio-economic assessment associated with the construction and operation of the Huddersfield to Westtown (Dewsbury) section of the Transpennine Route Upgrade (TRU) Programme. This chapter covers the assessment of the entirety of the Huddersfield to Westtown (Dewsbury) Route hereafter referred to as "the Scheme".

21.1.2 This chapter is set out as follows:

- Legislative and policy context – relevant international, national and local policy requirements, legal requirements and guidance which have been used to define the assessment approach are outlined;
- Assessment methodology – the methodology the assessment follows is defined including the justification for the study area and the approach for determining significance of effects;
- Baseline – a summary of the socio-economic baseline within the study area is provided;
- Potential effects – the potential impacts and effects (both beneficial and adverse) during construction and operation are characterised;
- Mitigation measures – agreed avoidance, mitigation, compensation and enhancement measures are described;
- Residual effects – the significance of residual effects (both beneficial and adverse) following the implementation of mitigation measures are assessed; and
- Cumulative effects – the potential likely significant cumulative effects of the Scheme are described and assessed.

21.1.3 A detailed description of the Scheme is provided in Chapter 2 (Scheme description) in Volume 2i of this ES and all appendices and figures referred to in this chapter are provided in Volumes 3 and 4 of this ES respectively.

21.1.4 No separate Route Section Assessments for socio-economic effects are included within Volume 2ii of this ES. Socio-economic effects area addressed at a Scheme level and are considered at the Study Area levels including localised impacts.

21.2 Legislative and policy context

National Policy and Guidance

National Planning Policy Framework (NPPF)

21.2.1 Paragraphs 80-82 in Chapter 6 of the NPPF set out the key policies in relation to "Building a strong, competitive economy". These include:

- Paragraph 80:

  Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

  The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

- Paragraph 81 sets out that planning policies should:

  a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;

  b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;

  c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

  d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

National Network National Policy Statement (NPS)

21.2.2 In England, the NPS may also be a material consideration in decision making for applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whilst the Scheme is seeking consent under the Transport and Works Act, given the nature of the Scheme as rail infrastructure it is considered appropriate that weight should be given to the principles set out in the NPS.

21.2.3 Section 2 of the NPS sets out the need for development of the national networks and the Government's vision and strategic objectives.

21.2.4 It states that "*the Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system*". This means:

> *"Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs."*

21.2.5 Paragraph 2.2 states that "there is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. Improvements may also be required to address the impact of the national networks on quality of life and environmental factors."

21.2.6 Paragraph 2.29 sets out that the Government's vision for the transport system as a driver of economic growth and social development, the railway must: '*offer a safe and reliable route to work; facilitate increases in both business and leisure travel; support regional and local public transport to connect communities with public services, with workplaces and with each other, and provide for the transport of freight across the country, and to and from ports, in order to help meet environmental goals and improve quality of life.*

21.2.7 Paragraphs 2.31 to 2.34 recognise the pressures on the rail network, where passenger demand has risen strongly and more than doubled between 1994/95 and 2013/14 and modelled passenger demand shows demand is expected to continue to grow strongly.

21.2.8 Rail freight has expanded significantly since 1994/95 (75%) and is expected to grow at 3% per annum to 2043. Rail freight is of strategic importance, playing an increasingly significant role in logistics and in an increasingly important driver of economic growth, particularly as it increases its market share of container traffic. The industry estimates that it contributes £1.5 billion per year to the UK's economy.

21.2.9 Paragraph 2.37 sets out the Government's policy in the short to medium term – '*to improve the capacity, capability, reliability and resilience of the rail network at key locations for both passenger and freight movements to reflect growth in demand, reduce crowding, improve journey times, maintain or improve operational performance and facilitate modal shift from road to rail.'*

21.2.10 Paragraph 2.38 recognises as demand pressures rise this incremental approach will no longer be sufficient to maintain the desired levels of service in the longer term. Rather '*substantial investment in infrastructure capacity particularly on interurban routes between key cities, London & South East routes and major city commuter routes – will be needed'*. Step changes in capacity and connectivity between key cities, by speeding up journey times, is seen to support the maintenance of a competitive and sustainable economy against a background of continued economic globalisation. The Government will therefore consider new or re-opened alignments to improve capacity, speed, connectivity, and reliability.

21.2.11 Where major new inter-urban alignments are required, Paragraph 2.39 states that high speed rail alignments are expected to offer the most effective way to provide a step change in inter-city capacity and connectivity, as well as helping to deliver long term sustainable economic growth. Transferring many intercity services to a high speed railway would also release capacity on the conventional network, increasing opportunities for additional commuter, regional and freight services. Given these potential benefits, where major new rail alignments are required, high speed rail will be considered.

21.2.12 The Scheme aligns with various elements of the National Network NPS, supporting capacity, reliability, inter-city connectivity and journey time improvements, identified as being important for supporting a sustainable and competitive economy.

The Future of Transport: A Network for 2030

21.2.13 This document seeks to bring about improvements to all modes of transport through the creation of a coherent transport network. It focuses on three key themes of sustained investment, making improvements to transport management and planning ahead. In the context of the proposals, the Scheme will provide significant investments and improvements to the rail network.

21.2.14 The document acknowledges that people are becoming more accustomed to travelling further, including commuting for long distances to work. The Scheme provides a public transport capability to do so, providing an alternative to the car. In terms of rail, the document states that the railways are a vital part of the country's infrastructure. As the economy grows there is increasing demand for travel, and the railways will play an important role in meeting this demand, providing an alternative to travelling by car.

A Better Railway for a Better Britain: Strategic Business Plan 2019-2024

21.2.15 The Strategic Business Plan sets out plans for Britain's railways for a period between 2019 and 2024 which are built around four key themes: safe, reliable, efficient and growing through its Control Period 6 (CP6) Delivery Plan. The CP6 sets out the following vision, purpose and role for Network Rail.

- Vision: A company that is on the side of passengers and freight users; that is easy to engage with and a dependable partner; a company people are proud to work for; instinctively recognised as an industry leader;
- Purpose: Connecting people to places and goods, driving economic growth; and
- Role: Running a safe, reliable and efficient railway, serving customers and communities.

21.2.16 The CP6 for the North West & Central (NW&C) region states 'Building a bigger railway to carry more passengers and produce in the future, while continuing to run a reliable railway.'

21.2.17 The TRU has been identified as a key project in CP6 which will deliver long term benefits in terms of capacity and connectivity. It further mentions that the TRU will complement the Great North Rail projects including Northern Powerhouse Rail (NPR), Midland Rail Hub and High Speed 2 (HS2).

Connecting People: A Strategic Vision for Rail (November 2017)

21.2.18 The strategic vision for rail published by the Department for Transport (DfT) sets out its ambition as 'the planned upgrade to the Transpennine route from Leeds to Manchester are an example of strengthening connections, dramatically increasing the number of seats and reducing journey times.

Regional Policy

Transport for the North (TfN) Long Term Rail Strategy (2019)

21.2.19 TfN's Long Term Rail Strategy identifies the Great North Rail Project, which is the collective name given to a series of rail infrastructure and service improvements encompassed in the Strategic Transport Plan for the North (2019). These include the already implemented Northern Hub and North-West electrification, and the third element is the Trans-Pennine upgrade. The Strategy identifies and recognises the opportunities to be delivered from the upgrade.

Transport for the North (TfN) Strategic Transport Plan (2019)

21.2.20 TfN present three key aims for the Strategic Transport Plan:

- Connecting people – improving access to leisure and tourism assets and work opportunities, whilst widening the labour market for businesses.
- Connecting businesses – improving connections to collaborators, client and competitors, including those within the prime and enabling capabilities.
- Moving goods – supporting businesses to move freight and goods efficiently and across modes

21.2.21 The Strategy recognises that to realise the benefits of agglomeration and economic mass, the North requires faster, more efficient, reliable and sustainable journeys on the road and rail networks. Yet these existing networks have a number of challenges. East–West road connectivity is one of the identified barriers for future growth in the North, and a key constraint to agglomeration and transforming the North's economy.

21.2.22 The Strategy states that the principal intervention within the next five year period for rail enhancements will be the Transpennine Route Upgrade, with improvements concentrated on the corridor between Manchester and Leeds. The high level strategic outputs for the Transpennine Route Upgrade programme that TfN and Partners want to see are:

- Leeds to Manchester target journey time of 40 minutes;
- York to Manchester target journey time of 62 minutes;
- Capacity for six inter-urban services per hour for trains of eight carriages, and up to two local services per hour, in both directions;
- 92.5% of passenger trains to arrive within 5 minutes of the scheduled time;
- W10/W12 gauge clearance and provision of one freight path per hour (in each direction) for freight services; and
- Upgrades to stations along the route.

21.2.23 These strategic outputs would need to be delivered so that the Transpennine Route Upgrade

programme can deliver maximum benefits to the North, and also form an important forerunner to the Northern Powerhouse Rail programme, which will deliver longer term benefits across the North.

21.2.24 The Scheme is a key part of these strategic outputs and long-term benefit realisation, in accelerating trains across the network by reducing journey times and enabling the railway to be more effective and affordable.

Sub-regional policy

West Yorkshire Combined Authority Transport Strategy 2040

21.2.25 The Transport Strategy 2040 vision is to 'enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable.' The key objectives identified to realise this ambition are:

- Economy: Create a more reliable, less congested, better connected transport network;
- Environment: Have a positive impact on our built and natural environment; and
- People and place: Put people first to create a strong sense of place.

21.2.26 The Strategy has also setup a mid-point target of 75% more trips to be made by rail by 2027. It further states that 'Although rail use has seen a 96% increase from 2005/6 to 2014/15, the existing public transport network capacity cannot support future growth opportunities in the region'.

21.2.27 The document recognises that improvements to the TRU will release the capacity needed now, ahead of NPR with better links to Huddersfield and Dewsbury to Manchester and Leeds. Once NPR is delivered the improvements will result in a more resilient network.

Leeds City Region Strategic Economic Plan

21.2.28 The City Region's Strategic Economic Plan (the SEP) seeks 'good growth' where business competitiveness, productivity and profits complement access to good jobs, earnings, and opportunities for all residents and where the environment and people's health are highly valued.

21.2.29 The SEP will achieve good growth by investing in four strategic policy areas:

- Priority 1 Growing Business;
- Priority 2 Skilled People, Better jobs;
- Priority 3 Clean Energy and Environmental Resilience; and
- Priority 4 Infrastructure for Growth.

21.2.30 Improvements in transport cut across all four SEP priorities, but are emphasised in Priority 4 – where the SEP sets out its requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.

21.2.31 There is a recognition of the need to improve and invest in transport connections across the region. The SEP helped to secure £800 million funding for transport from the Government as part of the Growth Deal for Leeds City Region. This will deliver over 30 key transport schemes in West Yorkshire over the next 10 years, including funding towards four new rail stations, two of which lie on the Trans-Pennine route (though not in the section of route the subject of the Order).

21.2.32 The primary objective of the transport investment is to increase employment and productivity by the completion of transport schemes across West Yorkshire and York, irrespective of

boundaries. The key transport schemes will provide transformational strategic transport infrastructure and will significantly increase the number of jobs that would be accessible to residents in Kirklees; an increase of 29% is estimated once the schemes are all implemented.

Local Policy

Kirklees Local Plan

21.2.33 The following economic and employment policies from the Kirklees Local Plan adopted in February 2019 are relevant to the Scheme:

- Policy 7 – Economy

  It is recognised that the Local Plan must positively respond to identified business needs within the economic markets operating in and across the area and take account of regional objectives, in this case set by the Leeds City Region, and consider any changes in the market.

  The economic policies aim to deliver the overarching objectives of the Leeds City Region and the council's Economic Strategy and Health and Well-being Strategy creating opportunities for economic growth and resilience.

  - 7.1 – Employment Strategy

  'The Local Plan spatial strategy seeks to develop a strong and thriving economy, combining great quality of life and a strong and sustainable economy leading to thriving communities, growing businesses, high prosperity and low inequality and where people enjoy better health throughout their lives.'

  'The Local Plan will assist in the creation of new jobs in a variety of ways, most obviously through the allocation of new prime land for employment uses, the safeguarding of existing employment sites but also by less direct means, for example, by promoting town centre regeneration, supporting local services in rural areas, enhancing visitor facilities, supporting expansion of education and training, and facilitating improvements to transport and telecommunications. It also seeks to maintain an attractive environment through the protection of the landscape and heritage assets which will encourage tourism and inward investment from businesses that wish to locate here'

- Policy LP9 – Supporting skilled and flexible communities and workforce

  '*The council will work with partners to accelerate economic growth through the development of skilled and flexible communities and workforce in order to underpin future economic growth to deliver the Kirklees Economic Strategy.*

  Wherever possible, proposals for new development will be strongly encouraged to contribute to the creation of local employment opportunities within the district with the aim of increasing wage levels and to support growth in the overall proportion of the districts' residents in education or training.'

- Policy LP10 – Supporting the rural economy

  Notably,

  '1. The economic performance of the rural economy will be improved by:

  a. supporting the rural digital economy;
  b. supporting the needs of small and medium sized enterprises;
  c. increasing local employment opportunities;
  d. supporting and increasing tourism related development, including encouraging new facilities and accommodation for tourists;
  e. supporting sustainable business clusters, business incubation, business start-up proposals and home working;

f. supporting farm diversification schemes, where the proposal would not adversely affect the management and viability of any farm holding, and in the case of farm shops, the goods to be sold are primarily those which are produced on the host farm or neighbouring farms.

21.2.34 Kirklees Local Plan's vision statement covers sustainable development as in: '*balancing economic, social and environmental priorities and by making efficient and effective use of land and buildings supported by necessary infrastructure and with minimal effect on the environment*'. The vision further states that *'The ability to move goods and people is particularly important given the district's strategic position on the national motorway and rail networks'*.

21.2.35 Policy LP19 of the Local Plan concerns strategic transport, and recognises:

'*The ability to move goods and people is particularly important given the district's strategic position on the national motorway and rail networks, its links with regional facilities such as airports/ports and its central position between the Leeds, Sheffield and Manchester City regions. This gives the district a distinct locational advantage. Efficient access for goods and services is also a key factor in supporting the vitality of urban areas. The aim is to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and public transport.'*

21.2.36 The Scheme is wholly contained within the administrative bounds of Kirklees. The Kirklees district is of a strategic nature given its national motorway and rail links, and its central position between Leeds, Manchester and Sheffield. It therefore recognises that efficient transport systems for both goods and people is a key factor in supporting the vitality of the district.

21.2.37 The Local Plan references the West Yorkshire Combine Authority RailPlan 7 (2012) and the West Yorkshire Transport Strategy, the former of which identifies how: '*improving connectivity through more frequent services and improved journey times, increasing train and track capacity and improving stations will support economic growth, enhance quality of life and contribute to a low carbon transport network*'.

21.2.38 Strategic transport relates to the Local Plan strategic objectives:

- the improvement of transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy.
- Support the growth and diversification of the economy, to increase skill levels and employment opportunities including the provision of a high quality communication infrastructure.

21.2.39 The Local Plan references the TRU as a key project to be delivered in CP6. The Scheme aligns with the Local Plan's strategic objective of improving strategic and sustainable travel provision.

Kirklees Economic Strategy 2019-2025[1]

21.2.40 The Kirklees Economic Strategy, adopted in March 2019, is an innovative plan which supports a strong, inclusive and sustainable economy across the district. The Council is committed to supporting the growth of an inclusive and productive economy that creates opportunities for everyone and uses innovation to build local wealth.

21.2.41 The strategy makes a firm commitment to investing in public transport and physical

[1] https://www.kirklees.gov.uk/beta/delivering-services/pdf/economic-strategy.pdf

improvements to the existing infrastructure for commuters and the uptake of sustainable modes of travel. "Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy."

21.2.42 The plan has five priorities which aim to help deliver the Council's vision for a successful economy:

- Modern and innovative business;
- Skilled and ambitious people;
- Active partnerships;
- Advanced connectivity and Infrastructure; and
- Revitalised centres.

21.2.43 Ensuring the highest standards of connectivity and infrastructure is key to this vision. The 'Advanced connectivity and Infrastructure' priority area aims to secure and maximise the benefits from the TRU and use it in promoting Kirklees to investors.

21.2.44 The strategy states that the Transpennine upgrade and an Inclusive Growth Corridor will together offer fast connections to Leeds and Manchester, and improved access to jobs and opportunities for those in disadvantaged areas of North Kirklees and Huddersfield.

21.3 Assessment methodology

Study area

21.3.1 For the purposes of the assessment, the following geographical areas have been identified:

- Local area: defined by the ward boundaries in which the Scheme is located;
- Local Authority area: the administrative area of Kirklees;
- Sub-regional area: West Yorkshire; and
- Regional area: Yorkshire and The Humber, the North West and the North East.

21.3.2 In terms of the local area, the Scheme is located in the following wards:

- Greenhead;
- Crossland Moor and Netherton;
- Newsome;
- Dalton;
- Ashbrow;
- Mirfield;
- Dewsbury South; and
- Dewsbury West.

Data sources

21.3.3 The existing baseline conditions, for economic activity, business activity and local employment have been established using a variety of resources:

- The Office for National Statistics (ONS) – employment and labour market data[2];

[2] https://www.ons.gov.uk/employmentandlabourmarket

- ONS 2011 Census data[3];
- ONS Nomis Official Labour Market statistics[4];
- English Indices of Deprivation (IMD)[5]; and
- Kirklees Economic Strategy[6].

21.3.4 Baseline data has been collected to provide a profile of the local economy. The local population and labour market are the main receptors in the assessment for employment effects, alongside local and regional businesses.

21.3.5 The baseline of the existing railway has also been developed by utilising currently available information including the Scheme's GRIP 3 Option Selection Report and Sub-Reports of Huddersfield Special Study Area Report and Huddersfield Station Report.

21.3.6 The cost data used for the assessment of the construction phase employment is at a high level and is not further disaggregated for a more detailed assessment for specific works alongside goods and service purchases. An approximation of employment as FTE equivalents has been provided for the significant Scheme costs using ONS Annual Business Inquiry sector data on turnover and employment. Such a disaggregation of the Scheme costs may have different implications for the local content of employment and procurement.

21.3.7 Scheme costs will likely be revisited and disaggregated as the programme detail and costs are developed.

21.3.8 At this stage, modelling of economic benefits such as business productivity, agglomeration, passenger spend and the economic uplifts for localities and businesses of the Scheme have not be undertaken. Judgements have been made on likely significance using professional judgement and available Scheme information including the GRIP 3 Option Selection Report.

Consultation

21.3.9 The Environmental Scoping Report and the subsequent Scoping Opinion informed the approach to the assessment reported in this ES. Comments relating to the consideration of socio-economic effects are included in Table 21-1 and have been considered in this assessment.

Table 21-1 Environmental Scoping Report comments and response to comments

Stakeholder	Environmental Scoping Report comment	Response to Environmental Scoping Report comments
Kirklees Council	The ES should identify the Health benefits resulting from the Scheme (during the development phase and after), how they can be maximised, how health risks can be minimised and the proposed mitigation measures that support identified health impacts. The Council would also suggest that as part of the EIA, the socio-economic impacts associated with this proposal should be	This chapter forms the separate assessment of the socio-economic effects of the Scheme.

[3] https://www.ons.gov.uk/census/2011census
[4] Labour market profile – Kirklees https://www.nomisweb.co.uk/reports/lmp/la/1946157126/report.aspx?town=Kirklees#tabempunemp
[5] https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019
[6] https://www.kirklees.gov.uk/beta/delivering-services/pdf/economic-strategy.pdf

Stakeholder	Environmental Scoping Report comment	Response to Environmental Scoping Report comments
	comprehensively considered and included as a separate chapter in the supporting ES.	

Approach

21.3.10 The method of assessment and reporting of significant effects will be predominantly qualitative based on the methodology set out in Chapter 4 (EIA methodology) of this ES. This will involve the following steps:

- Categorisation of importance (sensitivity) of receptor;
- Categorisation of magnitude of the impact; and
- Assessment of the significance of the effect based on the importance of the receptor and magnitude of the impact.

21.3.11 Estimation of importance of the receptor will be based on the data collected as part of the baseline study, taking into consideration publicly available data. Estimation of magnitude of impacts is a primarily semi-qualitative description based on professional judgement.

21.3.12 Information from Chapter 15 (Population and human health) has also be used to inform the assessment within this chapter.

Assessment criteria

Identification of receptors

21.3.13 Residents and local businesses who can benefit from employment opportunities during construction and operation of the Scheme.

Assigning receptor sensitivity

21.3.14 The sensitivity of receptors is detailed in Table 21-2.

Table 21-2 Sensitivity descriptors

Importance	Criteria
Very high	Socio-economic receptor is very likely to be directly affected by the Scheme.. Receptor is very well placed to take advantage of beneficial impacts, and/or is not well placed to deal with any adverse impacts.
High	Socio-economic receptor is likely to be directly affected by the Scheme. Receptor is well placed to take advantage of beneficial impacts, and/or is not well placed to deal with any adverse impacts.
Medium	Socio-economic receptor is likely to be indirectly affected by the Scheme. Average ability to maximise beneficial impacts or cope with adverse impacts.
Low	Socio-economic receptor is unlikely to benefit from the Scheme Receptor is not well placed to take advantage of beneficial impacts, and/or is well placed to deal with any adverse impacts
Negligible	Socio-economic receptor is very unlikely to be directly affected by the Scheme. Receptor is very well placed to take advantage of beneficial impacts, and/or is not well placed to deal with any adverse impacts.

Assessing the magnitude of impact

21.3.15 The magnitude of impacts is further detailed in Table 21-3.

Table 21-3 Criteria for assessing potential magnitude of impact

Magnitude	Criteria
High	Impact is of a permanent or long-term nature and is of a large scale in respect of the relevant receptor(s), this may reflect a sub-regional or regional scale.
Moderate	Impact is of a medium-term nature and/or is of a medium scale in respect of the relevant receptor(s)
Low	Impact is of a short to medium-term nature and/or is of a low scale in respect of the relevant receptor(s)
Very low	Impact is of a temporary nature and/or is of a low to very low scale in respect of the relevant receptor(s)
Negligible	Impacts not discernible

21.3.16 Identification of the impacts of the Scheme will consider whether the impacts are:

- Direct or indirect;
- Secondary or cumulative;
- Short, medium or long term;
- Permanent or temporary;
- Reversible or irreversible; and
- Beneficial or adverse.

21.3.17 In terms of duration of impacts, short to medium term impacts are generally considered to be those associated with the construction phase and long-term are those associated with the operation of the Scheme.

Assessing the significance of effects

21.3.18 Once the sensitivity of receptors and magnitude of impacts have been established, the overall significance of effects will be assessed using the matrix in Table 21-4.

Table 21-4 Significance of effect

		Receptor/resource sensitivity/importance			
		Very high	High	Medium	Low
Impact magnitude	High	Major	Major	Moderate	Moderate
	Moderate	Major	Moderate	Minor	Minor
	Low	Moderate	Minor	Minor	Minor
	Very low	Minor	Negligible	Negligible	Negligible
	No change	None	None	None	None

21.3.19 For the purpose of this assessment, all effects assessed as being of Moderate significance or above are considered to be significant in EIA terms. Effects of Minor or Negligible significance are not considered to be significant.

Limitations

21.3.20 There are no generally accepted criteria for assessing the significance of socio-economic impacts and, in some cases, it can be difficult to quantify or measure such impacts. This assessment is based on the magnitude of predicted change to the baseline position, as well as the sensitivity of the socio-economic receptors. Where the effect has been difficult to quantify, qualitative professional judgement has applied, based on experience.

21.3.21 Some of the limitations have been noted under data sources above (21.3.6 to 21.3.9) and

include the existing detail level for Scheme costs and information on the Scheme intervention in the future operation of the railway network and in station terms.

21.3.22 Economic modelling concerning passengers spend, employment and GVA uplifts, business productivity and agglomeration have not been modelled at this stage, which limit the extent of quantitative assessment for the Scheme's role in the wider network and in the benefits realisation for the North of England's economy.

21.3.23 This assessment considers the Scheme's role in the wider network for enabling future interventions and the potential cumulative economic benefits, as informed by Policy and Guidance documentation including TfN's Strategic Transport Plan and the GRIP 3 Option Selection Report. Broad statements have been made based on professional judgement and currently available evidence, which is largely qualitative, for the potential impact and significance here.

21.4 Baseline

21.4.1 The following section firstly provides an overview of the socio-economic baseline for the Scheme. Information for the baseline conditions was collected from a desk-based study using publicly available information. Secondly, the baseline sets out the existing operation of the railway, identifying some of the key issues and constraints of the network.

21.4.2 The socio-economic assessment has been informed by the baseline business and labour market data.

21.4.3 This section sets out socio-economic data in relation to employment, economic structure and labour market at district, regional and national levels for comparison.

21.4.4 The baseline also provides an overview of the existing operational railway and the need for intervention, which informs the consideration of the direct and indirect socio-economic impacts of the Scheme in the wider railway and regional context.

Population

21.4.5 Huddersfield is the largest town in Kirklees with a population of approximately 141,600. Dewsbury is the principal town centre in the north of the district and serves a population of approximately 61,500. Mirfield has a population of around 20,000.

Table 21-5 Population statistics (Ward level, Kirklees, England)

Ward area	2018 population	Kirklees Population %
Newsome	23,911	5.40%
Greenhead	20,934	4.80%
Dalton	17,501	4%
Crossland Moor and Netherton	19,395	4.40%
Ashbrow	20,438	4.60%
Mirfield	19,969	4.60%
Dewsbury West	22,159	5%
Dewsbury South	19,255	4.40%
Dewsbury East	19,663	4.50%
Kirklees	438,727	N/A

Source: Office National Statistics, 2018 (taken from www.localhealth.org.uk)

Population projections

21.4.6 In terms of population projection, by 2027 the population of Kirklees is estimated to increase

by over 4% to 455,300[7].

21.4.7 Across Kirklees, ONS Population projections to 2030 predict greater increases in the numbers of very young children (and older adults age groups), leading to a relatively smaller working age population supporting a larger dependent population.

Economic activity

21.4.8 Employment considers the size of labour force, skill levels and levels of employment. This section also considers the sectoral composition of the business and employment population.

21.4.9 The baseline study identifies more than two thirds of workers across Kirklees as a whole, live and work in Kirklees. Approximately 60,000 Kirklees residents work outside Kirklees and approximately 34,500 people work in Kirklees but live elsewhere. Out commuting allows Kirklees residents access to higher paid jobs, particularly in Leeds. This general pattern is likely to also apply to people working and living in the area surrounding the Scheme.

21.4.10 Kirklees has a total business population of 15,150. The share of business by sector within Kirklees is provided in Table 21-6 with comparison to the business shares at the region and national level.

Table 21-6 Business sector composition in Kirklees and England[8]

Sector	Kirklees (%)	Yorkshire and The Humber (%)	England (%)
Agriculture, forestry and fishing	2.4%	6.1%	4.2%
Mining and quarrying	0.0%	0.1%	0.0%
Manufacturing	8.8%	6.5%	4.9%
Electricity, gas, steam and air conditioning supply	0.2%	0.1%	0.2%
Water supply; sewerage, waste management and remediation activities	0.3%	0.4%	0.3%
Construction	12.6%	12.6%	12.8%
Wholesale and retail trade; repair of motor vehicles and motorcycles	19.2%	15.8%	14.1%
Transportation and storage	5.7%	6.5%	4.6%
Accommodation and food service activities	7.2%	7.3%	5.6%
Information and communication	5.0%	5.3%	8.7%
Financial and insurance activities	1.8%	2.0%	2.3%
Real estate activities	3.7%	3.6%	3.8%
Professional, scientific and technical activities	13.2%	13.9%	17.5%
Administrative and support service activities	7.5%	7.4%	8.8%
Public administration and defence; compulsory social security	0.1%	0.3%	0.3%
Education	1.6%	1.6%	1.7%
Human health and social work activities	4.9%	4.1%	3.7%
Arts, entertainment and recreation	1.7%	2.2%	2.5%
Other service activities	4.0%	4.1%	3.8%

Source: NOMIS, Business Counts (2020)

[7] ONS Population Projections, 2018 basis
[8] Nomis - Official Labour Market Statistics (nomisweb.co.uk)

21.4.11 Kirklees has a greater share of businesses in the wholesale and retail sector (19.2%) than the regional and national level, and of manufacturing (8.8%) than the regional and national level. There is a lower share of businesses in professional services (13.2%) than the national level (17.5%).

21.4.12 Kirklees has a total employment of 157,600. Table 21-7 shows number of people employed by industry type within Kirklees, with a comparison to employment shares at the region and national level.

Table 21-7 Employment by industrial sector[9]

Sector	Kirklees		Yorkshire and The Humber	England
	Total	%	% of Total	% of total
Mining and quarrying	75	0.0	0.1	0.2
Manufacturing	25,000	15.9	11.4	8.0
Electricity, gas, steam and air conditioning supply	175	0.1	0.3	0.4
Water supply; sewerage, waste management and remediation activities	600	0.4	0.7	0.7
Construction	9,000	5.7	5.4	4.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	32,000	20.4	15.5	15.0
Transportation and storage	5,000	3.2	5.1	4.9
Accommodation and food service activities	9,000	5.7	6.5	7.7
Information and communication	3,000	1.9	2.9	4.3
Financial and insurance activities	1,750	1.1	2.8	3.5
Real estate activities	3,000	1.9	1.3	1.7
Professional, scientific and technical activities	9,000	5.7	6.9	8.8
Administrative and support service activities	9,000	5.7	8.4	8.9
Public administration and defence; compulsory social security	5,000	3.2	4.4	4.4
Education	17,000	10.8	9.5	8.7
Human health and social work activities	22,000	14.0	14.2	13.1
Arts, entertainment and recreation	3,500	2.2	2.3	2.5
Other service activities	3,500	2.2	2.1	2.0

Source: NOMIS, Business Register and Employment Survey (2018)

21.4.13 The largest employment sector in Kirklees is Wholesale and retail trade; repair of motor vehicles and motorcycles (20.4%), followed by Manufacturing (15.9%). These sectors reflect greater shares of employment than the regional and national level. In contrast, professional services and administrative and support services reflect a lower share of employment than the regional and national level.

Skills/qualifications

21.4.14 A skilled workforce enables businesses to compete regionally, nationally and globally, which creates a stronger and more resilient economy. Skills are the biggest determinant of success for cities and are critical to achieving economic wellbeing.

[9] ONS Business Register and Employment Survey

21.4.15 According to the ONS annual population survey (Jan 2019 – Dec 2019) [10], around one third of the Kirklees population are qualified at NVQ level 4+, however 9.4% have no qualifications, which is lower than both the Yorkshire and Humber region (34.2%) and national level (40.3%).

21.4.16 There is a high level of net out-commuting (around 25,000 people) especially for access to higher skilled, higher paid jobs. The 2011 Census shows 60,000 commuters heading out of Kirklees for work and around 34,000 people coming the other way by various modes of transport, including train.

21.4.17 There are 15,150 businesses in Kirklees. Over 13 times the national average employed in textiles and nearly 3 times the national average employed in manufacturing and engineering businesses. However, private sector growth of +5% lags behind the +12% British average and productivity is below the UK and West Yorkshire averages.

21.4.18 The majority of business enterprises in Kirklees are considered to be Micro (88.3%), which employ between 0 and 9 persons. Small businesses (employing 10 to 49 people) account for 9.7% of all businesses.

21.4.19 Kirklees residents' wages are around average for West Yorkshire, but wages from workplaces within Kirklees are the lowest in West Yorkshire at just below £460/week[11].

21.4.20 There are fewer high value jobs than in some neighbouring districts and lower concentrations of higher pay/productivity sectors such as finance and insurance, Information Communications Technology (ICT) and Professional Services.

Income

21.4.21 Kirklees residents have differing skills and incomes; however, the local labour market is generally characterised by part time jobs. These jobs are filled with mainly females on lower incomes, but also a predominantly low waged and lower skilled workforce.

21.4.22 A difference in median gross household income of around £46,000 exists between the most affluent areas compared to the poorer areas.1 in 4 households in Kirklees have an annual income of less than £10,000[12].

21.4.23 Average gross household income in Ashbrow (£31,283), Dalton (£31,500), Greenhead (£35,371), Dewsbury West (£31,540), Dewsbury South (£35,707) and Dewsbury East (£33,841) is below the Kirklees (£37,799) and England average (£40,487). Average gross household income in Mirfield (£41,575) is greater than the Kirklees and England average.

21.4.24 The Kirklees Local Plan (2019) notes that creating more and better paid jobs in Kirklees, combined with improving public transport links to encourage out commuters to reduce car use, can help to increase income levels, maintain a range of job opportunities, achieve carbon reductions and reduce pressure on the motorway network in West Yorkshire.

Economic inactivity

21.4.25 With respect to economic inactivity, there are 72,900 people of working-age who are economically inactive (2017-2018) in Kirklees, which represents 26% of the population.

21.4.26 Unemployment in Kirklees was relatively low at 5% and the employment rate (70.5%) has risen over the last ten years, with a total working population of around 272,000. However, it is

[10] https://www.nomisweb.co.uk/reports/lmp/la/1946157126/report.aspx?town=Kirklees#tabempunemp
[11] Kirklees Economic Strategy
[12] Tackling Poverty in Kirklees

recognised that current circumstances with the COVID-19 pandemic has risen unemployment rates in the local area noting there is a lag in data reporting.

21.4.27 Kirklees holds a strategic location in the north of England which enables access to around 4 million potential workers. However, there are fewer high value jobs in Kirklees when compared to some neighbouring districts and lower concentrations of higher pay/productivity sectors such as finance and insurance, ICT and professional services.

Unemployment rates

21.4.28 Jobseeker's Allowance is a benefit payable to unemployed people. In general, to be entitled to claim a person must be available for work, be actively seeking work, and have entered into a Jobseeker's Agreement with Jobcentre Plus.

21.4.29 The unemployment rate (Job Seekers Allowance (JSA) claimants) in Ashbrow and Greenhead (both 3.5%), Crossland Moor and Netherton (3.2%) and Newsome and Dalton (both 2.9%) Dewsbury South (2.6%) and Dewsbury West (3.2%) wards is worse than the Kirklees (2.2%) and England (1.9%) average. However, the unemployment rate in Mirfield ward (1.4%) is better than the Kirklees and England average.

21.4.30 Long-term unemployment is when workers are out of work for 27 weeks or more. Long-term unemployment in Dalton (6.5%), Crossland Moor and Netherton (5.9%), Newsome (5.8%), Dewsbury West (6%) and Dewsbury South (5.6%) is worse than the Kirklees (4.2%) and England (3.6%) average and significantly worse in Ashbrow (9.2%) and Greenhead (8%). However, long-term unemployment in Mirfield ward (1.5%) is better than the Kirklees and England average.

21.4.31 Table 21-8 shows the unemployment levels across the Scheme at Ward level, at Kirklees district level, and across England for comparison.

Table 21-8 Unemployment (Ward level, Kirklees, England)

Ward area	Unemployment (JSA claimants) %	Long-term unemployment (JSA) (rate/1,000)
Newsome	2.90%	5.80%
Greenhead	3.50%	8%
Dalton	2.90%	6.50%
Crossland Moor and Netherton	3.20%	5.90%
Ashbrow	3.50%	9.20%
Mirfield	1.40%	1.50%
Dewsbury West	3.20%	6%
Dewsbury South	2.60%	5.60%
Dewsbury East	3.10%	6%
Kirklees	2.20%	4.20%
England	1.90%	3.60%

Source: NOMIS 2018

21.4.32 The wards of Greenhead, Ashbrow, Dewsbury West and Dewsbury East show notable higher shares of JSA claimants and longer-term employment than the Kirklees-wide level. Kirklees itself has slightly higher JSA claimants and longer-term employment than the national level.

Level of deprivation

21.4.33 In total, 52,900 people in Kirklees live in neighbourhoods among the top-10% most deprived in England (IMD 2019). Pockets of high unemployment, deprivation and poor health are a

challenge to growth. The population in the top 10% most multiply deprived[13] neighbourhoods in Crossland Moor and Netherton wards is over four times higher than the England average and over three times higher than the Kirklees average.

21.4.34 Rankings of levels of deprivation (IMD 2019) show that Crossland Moor and Netherton (39.5%), Dalton (26.7%), Newsome (15.9%), Greenhead (13.3%), Ashbrow (22.5%), Dewsbury West (55.9%) and Dewsbury East (17.5%) wards are significantly more multiply deprived than the Kirklees and England average.

21.4.35 Mirfield and Dewsbury South wards are generally less deprived than the Kirklees and England average.

Income and employment deprivation

21.4.36 There are domains that contribute to multiple deprivation, including income and employment.

21.4.37 In terms of employment, Newsome, Greenhead, Dalton, Ashbrow, Crossland Moor and Netherton, Dewsbury West and Dewsbury East wards are generally more deprived than the Kirklees and England average relating to the proportion of the working population involuntarily excluded from the labour market.

21.4.38 In terms of income deprivation, Greenhead, Dalton, Ashbrow, Crossland and Netherton, Dewsbury West and Dewsbury East wards are generally more deprived than the Kirklees and England average relating to low income.

21.4.39 Income and employment deprivation in Dewsbury South is lower than the Kirklees and England average.

Local receptors

21.4.40 In total, there are approximately:

- 116 commercial premises, 12 offices/work studios, 30 industrial premises and 27 retail premises within the Scheme boundary;
- 680 commercial premises, 100 offices, 230 industrial premises and 180 retail premises within 50m of the Scheme; and
- 4,840 commercial premises, 870 offices, 1,260 industrial premises and 1,700 retail premises within 500m of the Scheme.

21.4.41 There are a number of commercial premises within the Scheme boundary and within 50m of the Scheme, as detailed in Table 21-9.

Table 21-9 Commercial premises

Route Section	Within Scheme boundary		Within 50m of Scheme
	No. of receptors	Commercial premises	No. of receptors
1 – Huddersfield	81*	-	400
2 – Hillhouse and Fartown	11	Elf Fork Trucks, Askin Haulage, PG and Son Stone, Brighouse Motorcycle Training Centre, Able Fuels, Gledhill Garage Services and Truck Line	40 (predominantly industrial)

[13] Multiple deprivation occurs when a number of domains have a high concentration of deprivation (for example, income deprivation, employment deprivation and health deprivation)

Route Section	Within Scheme boundary		Within 50m of Scheme
	No. of receptors	Commercial premises	No. of receptors
		Services which are all located at Hillhouse Compound site	
3 – Deighton and Bradley	3	One at Bradley Junction Industrial Estate and two at Whitacre Street	60
4 – Colne Bridge and Battyeford	3	Jacamast Services, Robert Lilly Commercials and an electricity substation	40
5 – Mirfield and Lower Hopton	4	Mirfield Station and electricity substation (x 3)	60
6 – Ravensthorpe and Westtown	4	Spenborough Engineering Ltd, Wrigglesworth Storage, electricity substations and Veolia Environmental Services	100

*not detailed due to large numbers involved or data not available

21.4.42 There are a number of retail receptors within the Scheme boundary and within 50m of the Scheme, as detailed in Table 12-10.

Table 21-10 Retail receptors

Route Section	Within Scheme boundary		Within 50m of Scheme	
	No. of receptors	Retail receptors	No. of receptors	Retail receptors
1 – Huddersfield	27*	A range of restaurants and pubs such as the Kings Head Pub, Station Buffet and Kwas Wine Shop and Bar, as well as newsagents, clothes shops and 'GO 2 TYRES'	140*	Includes a variety of businesses in a number of retail parks.
2 – Hillhouse and Fartown	0	-	3	Town Café, Fartown Taxis and D C Motorcycles
3 – Deighton and Bradley	0	-	8	The Wise Owl (pub), Deighton Spice (takeaway), Electronic Delivery Locker, Costcutter, Atlantic Diamond (takeaway), Huddersfield Audi, Huddersfield Volkswagen, Mercedes Benz
4 – Colne Bridge and Battyeford	0	-	3	Rybrook Land Rover, Mamas and Papas and Bradley Filling Station/Spar
5 – Mirfield and Lower Hopton	0	-	8	Browns Hairdressing, Jacks Chippy, Lidl, Navigation Tavern, The Sandwich Shop, Feel

Route Section	Within Scheme boundary		Within 50m of Scheme	
	No. of receptors	Retail receptors	No. of receptors	Retail receptors
				Good Salon, Newgate Garage and Mirfield Cars
6 – Ravensthorpe and Westtown	0		12	Includes Motor Choice (car dealership), Ravenswharf Hotel, Pizza Palace and The Shepherd's Boy (pub)

*not detailed due to large numbers involved or data not available

21.4.43 There are a number of office/work studio receptors within the Scheme boundary and within 50m of the Scheme, as detailed in Table 21-11.

Table 21-11 Office/work studio receptors

Route Section	Within Scheme boundary		Within 50m of Scheme	
	No. of receptors	Office/work studio receptors	No. of receptors	Office/work studio receptors
1 – Huddersfield	10	Located at the Railway Arches on Lower Viaduct Street (x3), St John's Road, Railway Building on St. Georges Square, St Georges Quarter (x2) and St Georges Mill on New North Parade and at Huddersfield Railway Station (x2))	90*	-
2 – Hillhouse and Fartown	0	-	100*	-
3 – Deighton and Bradley	0	-	5	All at Aspin House, the former Headquarter offices of Yorkshire Water. It has been refurbished to provide 2-storey office suites (around 962 sq. m) with car parking facilities. Access to Aspin House is via Station Road, off Leeds Road
4 – Colne Bridge and Battyeford	0	-	6	Five of which are at Aspin House, Station Road, off Leeds Road and one is for Keystone Health Care Ltd on Copper Bridge Road
5 – Mirfield and Lower Hopton	0	-	3	Northern Disposal Services Ltd, Mirfield Central Cars and an

Route Section	Within Scheme boundary		Within 50m of Scheme	
	No. of receptors	Office/work studio receptors	No. of receptors	Office/work studio receptors
				unidentified office on Hopton New Road
6 – Ravensthorpe and Westtown	1	AMA Claims Consultants are located in Thornhill House on Thornhill Road	2	-

*not detailed due to large numbers involved or data not available

21.4.44 There are a number of industrial receptors within the Scheme boundary and within 50m of the Scheme, as detailed in Table 21-12.

Table 21-12 Industrial receptors

Route Section	Within Scheme boundary		Within 50m of Scheme
	No. of receptors	Industrial receptors	No. of receptors
1 – Huddersfield	22	These are predominantly associated with vehicle maintenance and repair garages and include Murphy's Garage, Howarth's Motorcycle Garage and JS Motor Services. A number of these are vehicle repair premises and car sales companies	90*
2 – Hillhouse and Fartown	3	Located at Alder House, Truck Line Services located at Hillhouse Sidings and Kirklees Council Depot on Peace Pit Lane	20*
3 – Deighton and Bradley	0	-	30*
4 – Colne Bridge and Battyeford	1	Colne Bridge Works, Colne Bridge Road. Jacamast Services is believed to operate from the Colne Bridge Works	20*
5 – Mirfield and Lower Hopton	0	-	26*
6 – Ravensthorpe and Westtown	4	The Furniture Bazaar, Veolia Environmental Services, Wrigglesworth Storage and Spenborough Engineering	50

*not detailed due to large numbers involved or data not available

Existing operational railway

21.4.45 The Transpennine Route operates over 122km and is the main rail artery across the North of England linking York with Manchester, via Huddersfield and Leeds.

21.4.46 The route is also used as a "spine" to link a wider set of economic centres such as Newcastle and Hull in the East, and Liverpool in the West. As well as linking city centres, the route also

joins these centres to actual and potential commuting areas and key sites such as Manchester Airport and university and research centres in York and Huddersfield. The route also serves a vital economic function in terms of supporting freight flows across the North as one of the most direct East-West corridors.

21.4.47 The geography and topography of the Transpennine Route, with its climb to one of the longest tunnels in the country on top of the Pennines at Standedge, is challenging. Average speeds on the TRU route are relatively low, with the fastest trains averaging less than 60 mile/hr between York and Manchester.

21.4.48 The current infrastructure constraints of the Transpennine Route mean that it is not currently well-placed to deliver its key enabling role in joining the northern conurbations into a more coherent and productive economic entity. The route has not seen significant infrastructure investment for many years, and key sections had capacity reduced from four tracks to two tracks between the 1960s and 1980s, in response to falling demand. In the last 25 years, demand trends have reversed, with a doubling of passenger journeys to 50 million per annum. Train services have increased in response, but the line is at capacity, with journeys unreliable, crowded and slow.

21.4.49 Reliability and punctuality of passenger trains along the route is very poor, with only 38% of trains On Time (making station calls within a minute of the scheduled time) to August 2019. This compares with a national average for the same period of 65%. This is primarily due to the constrained TRU infrastructure not currently allowing for fast trains to pass slower ones to make up time, meaning delays cannot be improved and are in places exacerbated.

21.4.50 Peak crowding on the TRU route has been excessive and is exacerbated by the reliability problem. Late or cancelled trains lead to more passengers transferring to other services, worsening overcrowding. Although the provision of new, longer rolling stock is starting to mitigate peak-time overcrowding on the trains that run now, there is a lack of capacity for additional passenger or freight services to serve a growing economy. Further, journeys are relatively slow for the distances involved (less than 60mph on average for the fastest trains).

21.4.51 For passenger usage levels, the Scheme relevant stations show a total of 5.33 million passengers at entries and exists for 2019/20, which reflect approximately 0.5% growth on 2018/19. This usage is predominantly at Huddersfield Station (4.77 million, 0.4% growth). Mirfield reflects 447,000 (-0.9% change from 2018/19), Deighton at 80,000 (0.4% growth) and Ravensthorpe at 35,000 (0.5%)[14].

21.4.52 The Scheme is identified as being critical to addressing these constraints in capacity, reliability, and journey times for this section of the TRU Programme. The Scheme is also recognised in providing critical support for the wider TRU Programme to address these constraints and improve strategic connectivity through the Sub-region and Regional level.

21.5 Potential effects

21.5.1 Impacts are considered through a qualitative assessment of the effects of the Scheme as indicated by changes relative to baseline socio-economic conditions. Key indicators used to measure potential changes included:

- Business activity;
- Economic status, including employment; and

[14] Office for Rail Regulation (ORR) records[. These show the total entries and exits for different stations for a given year. Annual estimates of the number of entries/exits and interchanges at each station in the Scheme for the year 2019/20 are based primarily on ticket sales and are produced by Steer on behalf of ORR.

- Population and community welfare.

21.5.2 Potential effects are assessed below for construction, as direct and indirect impacts, and operation, as direct and indirect impacts. These impacts are structured according to the study geographical areas: local area as the Scheme boundary, the Local Authority area, the Sub-regional and Regional level.

Construction

21.5.3 Potential impacts associated with the construction of the Scheme include the following:

- Change in employment – direct employment during the construction of the Scheme and indirect employment further along the supply chain;
- Expenditure – financial investment in the Local Authority Area economy through the supply of services and goods necessary for the construction of the Scheme and through the spending of direct employees; and
- Impact on business activity – potential disruption to business activity through ceased activity or required relocations, construction traffic, lower passing trade/customers and impacted access to business premises for employees and operation; and

Employment

21.5.4 The capital and revenue expenditure involved in the Scheme construction totals nearly £1.5 billion[15].

21.5.5 Construction of the Scheme is anticipated to last approximately four years. During the construction period, new employment opportunities will be created as a result of the Scheme. This could provide financial security and contribute to self-esteem, particularly for low-income groups.

21.5.6 Whilst the construction period would be temporary, access to skills and training for new workers, would have long-term benefits. The supply chain could also benefit from improved visibility and smoothing of the pipeline for work.

21.5.7 In terms of job creation estimates, these have been estimated through the construction cost.

21.5.8 The expenditure related to the construction works is approximately £1,147 million, which will largely reflect site work for the railway and covers various elements including earthworks, transport systems, tunnels and bridges, highways, electrical plant and equipment, and signalling and communications.

21.5.9 Scheme expenditure that is judged to not be directly construction focussed is £312 million. Of this expenditure £181 million reflects professional services. The remaining £132 million covers land acquisition, data systems, Alliance development costs and railway possession and access charges and is therefore not attributed to employment impact.

21.5.10 Leakage effects are benefits to those outside the study area. It is often the case that construction workers especially those with specialist skills will travel long distances to work on construction sites (around 90 minutes travel) for a temporary period. Further, indirect supply chain and induced effects through local spending will have a leakage element into the wider economy.

21.5.11 The TRU Programme has a target of 80% employment from within a 40 mile radius of the core

[15] The Network Rail (Huddersfield To Westtown (Dewsbury) Improvements) Order: Document NR06: Estimate of Costs, March 2021

Transpennine Route and 65% employment from within a 25 mile radius (local employment). All external jobs will be advertised through local Job Centres, Further/Higher Education Institutes and employment support networks local to the Scheme, which will benefit the area surrounding the Scheme.

21.5.12 It is estimated that there could be approximately 660 gross direct FTE workers required for the Scheme construction works, where a share of these workers would be needed at the peak of construction depending on the works timeline. FTE workers have been estimated by applying the construction sector turnover to employee ratio[16] and the standard practice of one FTE in the sector being equivalent to 10 years of per worker spend.

21.5.13 This assessment has utilised latest available Scheme costs, which are at a broad level and indicated as a four year programme. Such estimates will likely be revisited and disaggregated as the programme detail and costs are developed. It has also been assumed that TRU programme employment targets are met to increase the beneficial impact for the local economy.

21.5.14 A more detailed expenditure breakdown may indicate goods and services beyond the construction work within the total cost. Such elements would reflect supply chain expenditure, and in turn employment, as opposed to direct construction employment. Such expenditure may have different implications for the local content of employment and procurement (as set out as a data consideration and limitation in 21.5.29).

21.5.15 If the employment area targets are achieved, the estimated total gross direct FTEs for the construction would be approximately 430 local FTEs and 230 wider area FTEs using the 65% local employment target.

21.5.16 Direct on-site employment refers to those jobs which are specifically related to the construction of the Scheme.

21.5.17 Indirect employment refers to those new jobs that may be created in the supply chain, with the elements of the Scheme cost that are services beyond on-site construction. For this employment it is not clear if the TRU programme employment targets would apply, the estimates below assume that they are.

21.5.18 Temporary employment creation and the presence of on-site workers would also create a level of induced socio-economic impact through the expenditure of direct employees in the local area. This spend would be temporary in nature. This has been considered for the significance of construction spend and employment effects.

21.5.19 Direct and indirect employment is demonstrated in Table 21-13.

Table 21-13 Full time equivalent jobs estimated during construction of the Scheme

Receptor	Direct employment - construction	Indirect employment –non-construction expenditure	Total
Local Authority area economy	430	95	525
Regional economy	230	50	280

21.5.20 The significance of these effects is shown in Table 21-14.

[16] ONS Annual Business Inquiry (2019), for Section F construction total turnover and total employment at point in time.

Table 21-14 Significance of employment effects during construction

Receptor	Receptor sensitivity	Impact magnitude	Impact significance
Local Authority area economy	High	Low	Minor
Regional economy	Medium	Low	Minor

21.5.21 During construction temporary but moderate beneficial impacts are predicted for the local economy and local workforce, due to direct and indirect demand for labour, resulting in **minor beneficial effects,** which are not significant.

Apprenticeships and skills

21.5.22 The Scheme will also be undertaken in line with TRU's Social Key Value Requirement on Environment and Sustainability. In conjunction with this, a Sustainability Delivery Plan (SDP) will be prepared and delivered and will include a schedule of all TRU Sustainability Requirements (including the requirement details) and annual targets for delivery of each requirement (where applicable). The SDP will include methodology for meeting targets and requirements relating to sustainability, including (but not limited to), the following:

- Apprenticeships;
- Adult Work Placements;
- Young Persons Work Placements;
- STEM and education engagement;
- Volunteering and community investment;
- Small Medium sized Enterprise (SME) spend;
- Local spend; and
- Local employment.

21.5.23 The TRU Programme will employ over 1,000 apprentices, reflecting TRU's commitment to a target of 1 apprentice hired for every £4m spent.

21.5.24 The TRU Programme is also committed to providing adult work experience placement days, per 10 full time equivalent (FTE) people working on the programme. The purpose of these placements will be to:

- Reduce unemployment and underemployment through preemployment, transitionships and returnships;
- Support the candidate to upskill or diversify their skills; and
- Support the programme in attracting the most diverse talent from the locality.

21.5.25 In addition, Young Persons work placement days will support young people in education or who are seeking to gain experience in the industry. The TRU Programme commits a minimum of 1 days' work experience per 10 FTE people working on the programme, targeting ages of 14-25 years.

21.5.26 The economic benefits would be enhanced with the support to local people to access the construction job opportunities, where there is notable social value in the transition of local unemployed persons to work, and in supporting local businesses to procure to the supply chain opportunities.

Expenditure and supply chain effects

21.5.27 The capital and revenue expenditure involved in the construction phase will lead to increased economic activity.

21.5.28 Expenditure has been considered above in its socio-economic impact through estimated employment effects of direct construction and supply chain expenditure, and with reference to potential induced effects.

21.5.29 In terms of local spend, where goods and/or services are being procured at a value less than £5,000 and are outside of a framework agreement, all opportunities shall be identified to procure from local businesses, Small Medium sized Enterprises (SMEs) and social enterprises, within a 25 mile radius of the TRU Programme, which will benefit the local economy in the area surrounding the Scheme.

Business activity

21.5.30 The business receptors of Old Railway Sidings, Hillhouse, Alder Street including Able Fuels, Gledhill Garage Services, PG & Son Stone Ltd and Truckline Services are likely to have greatest sensitivity to potential impacts in respect of the people working at or visiting these businesses owing to their requirement to relocate. These businesses currently operate under short-term leases on Network Rail owned land. Notice has been served on the businesses allowing sufficient time to find alternative premises for relocation. Therefore, the effect is likely to be short-term and temporary.

21.5.31 Other business likely to be sensitive to potential impacts include:

- Route Section 1:
  - Businesses in the Kingfisher Retail Park.
- Route Section 2:
  - Businesses off Emerald Street.
- Route Section 3:
  - Businesses off the A62 Leeds Road near A62 Leeds Road Overbridge (MVL3/102).
- Route Section 4:
  - Mamas and Papas.
- Route Section 5:
  - Businesses off Lowlands Road junction with Hurst Lane in Route Section 5;
  - Lidl (Station Road).
- Route Section 6:
  - Newlay Concrete Ltd and Thornhill Works on Calder Road
  - Thornhill Quarry;
  - Armley Chairworks;
  - Shackletons;
  - Spenborough Engineering;
  - Kirklees Council Waste Services; and
  - Veolia UK.

21.5.32 Table 21-15 summarises these business receptors in their sensitivity and impact magnitude. Receptor sensitivity broadly considers the size of businesses, the scale and nature of their operations and employment, and the likely availability of suitable alternative premises (where relevant). This guides how well the business receptors are likely to be able to adjust and respond to any disruption.

Table 21-15 Business receptor impacts

Receptor	Impact type	Receptor sensitivity	Impact magnitude	Impact significance
Businesses identified on Network Rail land	Relocation, permanent	Medium	Moderate	Minor
Route Section 1 businesses	Disruption, temporary	Low	Low	Minor
Route Section 2 businesses	Disruption, temporary	Low	Low	Minor
Route Section 3 businesses	Disruption, temporary	Low	Low	Minor
Route Section 4 businesses	Disruption, temporary	Low	Low	Minor
Route Section 5 businesses	Disruption, temporary	Low	Low	Minor
Route Section 6 businesses	Disruption, temporary	Medium	Low	Minor

21.5.33 As a result of construction, a small number of business receptors will need to permanently relocate from Network Rail land, as a moderate impact**,** and a **Minor adverse effect**, which is not significant.

21.5.34 As a result of construction, a number of business receptors will face temporary disruption impacts in terms of access to their sites, disruption to activity and commuter times, as low to moderate impacts, and **Minor adverse effects**, which are not significant. The socio-economic impact magnitude on local businesses receptors, as business activity and employment generating sites, in the Scheme boundary caused by changes to access or disruption to business activity and commuter times during the construction period is anticipated to be of a low to moderate impact, resulting in minor adverse effects which are not significant. These effects would be temporary, direct, short-term and reversible. It is not anticipated that there would be a loss of employment as a result from the impact on these business receptors during construction.

21.5.35 There may be some adverse economic and employment impacts within the Local Authority area caused by changes or disruption to business activity and commuter times during the construction period.

21.5.36 Access to businesses will be maintained as far as reasonably practicable during construction.

21.5.37 The temporary closure and permanent relocation of Ravensthorpe Station is likely to have the highest adverse impact for workers reliant on the railway network to commute to work in Ravensthorpe, Kirklees and the outlying areas during the construction period. Current passenger data for 2019/20 shows 35,500 passengers at entry and exit points for Ravensthorpe. As such this temporary adverse effect is deemed to be of a low impact.

21.5.38 Overall, adverse effects of a low to medium impact magnitude are anticipated for the Local Authority area economy and population as a result of travel to work and business access during the construction period. This results in **Minor adverse effects** which are not significant. These effects would be temporary, direct and indirect, short-term and reversible. However, it is important that appropriate mitigations are considered for minimising business disruption and supporting alternative station access and travel modes for users of Ravensthorpe Station during construction.

Operation

Direct impacts – Local Authority area

Operational benefits overview

21.5.39 There would be major operational benefits from the improvement to the railway through the Local Authority area.

21.5.40 The Scheme will facilitate improvements to journey times between Huddersfield and Dewsbury. When journey times improve, time otherwise spent travelling is spent in more valuable pursuits, such as work or leisure. Better generalised journey time, which includes not just in-train time (including delay) but also waiting and interchange time, plus time spent getting to and from terminals, will attract new users to rail.

21.5.41 As identified during the baseline study, performance (reliability and punctuality) on services along the Transpennine Route is particularly poor due to the fragile resilience of the route, which in turn is affected by a lack of infrastructure capacity. Passengers who perceive poor performance such as an increase in generalised journey times can factor this into travel decisions. The Scheme provides four-tracking between Huddersfield and Westtown (Dewsbury), which unlocks significant performance benefits, as it reduces conflict and enables fast and semi-fast trains to overtake slower stopping trains, reducing the risk of delay.

21.5.42 These Scheme operational benefits also include remodelling at Huddersfield Station, increasing capacity and improving the passenger experience through improved wayfinding as well as the introduction of a secondary step free access (lifts and footbridge) to the east of the station.

21.5.43 Two further stations are upgraded within the Scheme, Deighton and Mirfield, which will create access for all stations.

21.5.44 The following sections assess potential direct effects as employment, business activity and population and community impacts at the Local Authority level.

Employment

21.5.45 It is understood the Scheme is unlikely to result in notable additional long-term jobs for its direct operation beyond the existing employment level on the trains and at stations.. As a result, there is anticipated to be a **Negligible** effect on direct employment during operation, which is not significant.

21.5.46 However, there is likely to be beneficial impacts through increased passengers in their expenditure at the Huddersfield station in particular with an improved passenger experience.

21.5.47 Modelling has indicated an increase in passengers from 5.33 million across the Scheme stations (4.77 million of which are at Huddersfield) to a total of 8.22 million for 2042/43[17]. This growth of 54% over the period reflects a per annum growth of 2%, beyond the recent annual growth of 0.5%. This level of growth, ahead of Scheme related growth, will drive passenger spend uplifts at Huddersfield Station and bring opportunities for business activity and developments within the station vicinity.

21.5.48 There is also an improvement to stations at Ravensthorpe, Deighton and Mirfield. Of these, Mirfield may have more of a local impact due to the potential presence of more services and business in the vicinity of the station. However, it is judged there are unlikely to be significant

[17] Patronage forecasting using the Passenger Demand Forecasting Handbook for the year 2042/43

employment or business activity benefits through the Scheme operation at these stations.

21.5.49 At this stage modelling has not been undertaken on the potential GVA and employment uplifts from increased passenger activity. It is judged that these passenger spend impacts would likely result in a low to moderate impact on the local economy and employment, which would be permanent in nature, and would be significant if these impacts are of a moderate impact level.

Business activity

21.5.50 The Scheme will directly (and indirectly) connect businesses to each other and to employees. This will support the efficient movement of goods and services and support activity clustering and labour market access, raising business productivity. The Kirklees Local Plan recognises that efficient transport systems for both goods and people is a key factor in supporting the vitality, diversification and economic growth of the district.

21.5.51 At this stage, modelling has not been undertaken on such business productivity and agglomeration impacts within the local (nor Sub-regional and Regional) economy.

21.5.52 The Scheme improvements will have a beneficial effect overall on access to local businesses in the Scheme boundary and the Local Authority economy in terms of encouraging new development opportunities and jobs that could be generated directly (and indirectly)by the Scheme. This is likely to be of the highest impact magnitude around Huddersfield Station.

21.5.53 It is judged that these business activity impacts may be significant for the Local Authority area.

21.5.54 However, they may be more significant in the Sub-regional and Regional area in combination with the wider TRU upgrade programme as cumulative effects. This is assessed further below.

Population and community welfare

21.5.55 The Scheme aims to provide better punctuality (resilience), more capacity and faster journeys. Improvements to the railway stations and railway infrastructure, in conjunction with the wider TRU Programme, would improve the passenger experience, reduce journey times and the platform extensions would have the potential to allow a greater number and longer trains that could tackle overcrowding issues.

21.5.56 The provision of new rolling stock with new passenger features and a reduction in crowding, through increased passenger capacity will improve the quality of journeys. The Scheme may also have positive effects on community cohesion by improving the attractiveness of the railway for all users, reducing congestion and making the neighbourhoods near and beyond the railway infrastructure more attractive to pedestrians and others.

21.5.57 The Scheme proposes to develop a variety of station improvements which will improve accessibility. Step-free access will make travel easier for passengers with reduced mobility, as well as people with children and pushchairs, heavy luggage or shopping. Such enhancements will help ensure that all passengers have the independence, safety and comfort to travel by rail and will lead to an increase in the confidence in rail of passengers with accessibility requirements.

21.5.58 Connectivity for pedestrians and others will be improved at the railway stations through improved facilities and general improvements such as tie ins with the existing facilities and cycleways. Improved connectivity will lead to wider economic benefits.

21.5.59 The Leeds City Region Strategic Economic Plan recognised that key transport schemes that provide transformational strategic transport infrastructure will significantly increase the number of jobs that would be accessible to residents in Kirklees. There was an estimated increase of

29% in this accessibility once all schemes are implemented.

Indirect impacts – Sub-regional

21.5.60 It is also assessed that the Scheme's operation would have impacts at the sub-regional level.

21.5.61 Subject to other schemes being bought forward on the TRU Programme this would have significant benefits by providing improved reliability, capacity as well as faster journey times creating improved connections throughout West Yorkshire and across the North of England.

21.5.62 The Scheme supports the meeting of improved journey times for Leeds to Manchester and York to Manchester and in turn connectivity between urban and economic centres supporting business and labour market access.

21.5.63 The West Yorkshire Transport Strategy 2040 recognises the role of a more reliable, less congested, better connected transport network in the Sub-region's economic aspirations and where improvements to the TRU will release the capacity needed now, ahead of NPR, with better links to Huddersfield and Dewsbury to Manchester and Leeds.

Indirect impacts – Regional

21.5.64 The Scheme is a key contributor towards the delivery of the TRU and the full realisation of the aims of the overall TRU programme of works, which provides the TRU framework for investment and network management, to better meet capacity requirements. The Scheme is the main bottleneck on the Transpennine route where significant capacity and performance issues are currently encountered. Thus, the Scheme is essential to the delivery of the TRU programme and without it, the following overall TRU aims would not be achieved. The wider TRU programme will tackle the existing issues by delivering a step-change increase in infrastructure capability to improve the reliability of the route, supporting the opportunity for a growing population and economic potential through to the 2040s.

21.5.65 Passengers will be able to use the railway to access more employment and social opportunities, with direct trains to cities across the north. The TRU programme will also enable the potential of commuter trains and improve scope for freight. More services and electrification will reduce environmental impact including from greenhouse gases, poor air quality and road congestion.

21.5.66 The TRU programme is anticipated to enable the more transformational Northern Powerhouse Rail (NPR) Leeds-Manchester route beyond 2040. In some scenarios the TRU programme infrastructure will directly facilitate NPR; in all scenarios, TRU will minimise duplicative investment and provide a vital legacy role for local services and freight.

21.5.67 The overall outcomes of the TRU Programme are better punctuality, more capacity, faster journeys and improved environment.

21.5.68 In terms of performance, the wider TRU programme targets 92.5% of station calls at York, Leeds, Huddersfield and Manchester Victoria within 5 minutes of schedule.

21.5.69 In relation to capacity, the target of the TRU programme is for one additional "fast or semi-fast" and one additional "stopping" path across the route.

21.5.70 The TRU programme aims for improved journey times and the Scheme is a major contributor to these journey time savings. The aims are 43-44 minutes between Leeds and Manchester Victoria and 67-69 minutes between York and Manchester Victoria. These compare with the best times under current commitments of 49 minutes and 74 minutes, respectively. Journey time and reliability is a key benefit of the Scheme and its contribution to the wider route improvements here. The Scheme enhances the overall system robustness and resilience

during operation and maintenance and particularly during perturbed timetable working.

21.5.71 The Scheme is a contributor to the provision of electrification between Leeds and Huddersfield. It supports the full electrification of the whole Transpennine Route. This will enable the use of modern electric or bi-mode train stock to be used for all Transpennine and local services between Leeds and Huddersfield.

21.5.72 The TfN Strategic Transport Plan recognises that to realise the benefits of agglomeration and economic mass, the North requires faster, more efficient, reliable and sustainable journeys on the rail networks. East–West road connectivity is one of the identified barriers for future growth in the North, and a key constraint to agglomeration and transformation in the North of England's economy.

21.5.73 At a Regional level it is judged there are likely to be significant indirect economic benefits as the Scheme enables, and in fact is essential to achieving, the benefits of TRU and provides improved reliability, performance, capacity as well as faster journey times between Manchester and Leeds. These benefits will be strengthened with the development of the TRU Programme.

21.6 Mitigation measures

Construction

21.6.1 The socio-economic effects of the Scheme identified during construction are beneficial or not assessed to be significant and therefore no specific mitigation measures are proposed.

21.6.2 However, measures to limit disruption to business activity are detailed in Part A of the Code of Construction Practice (CoCP), which is provided in Appendix 2-1. Part B of the CoCP will include an External Communications Programme, which will be submitted to and agreed with the Local Authority pursuant to a condition to be attached to the deemed planning permission[18].

21.6.3 In addition, a Construction Traffic Management Plan (CTMP) will be prepared and submitted to and agreed with the Local Authority pursuant to a condition to be attached to the deemed planning permission under Part B of the Code of Construction Practice (CoCP) and implemented during construction.

21.6.4 These documents will include details on diversion routes, signage and support provided for business access (for operations, workers and customers) to be implemented during construction.

Operation

21.6.5 The socio-economic effects of the Scheme identified during operation are beneficial and therefore no mitigation measures are proposed.

[18] On making an order under the Transport and Works Act 1992, the Secretary of State may direct that planning permission shall be deemed to be granted, subject to such conditions (if any) as may be specified in the direction.

21.7 Residual effects

Construction

21.7.1 Significant residual effects arising from the construction of the Scheme have been identified as those of employment and expenditure in the Local Authority area through the significant Scheme construction and supply chain activity, with a notable local employment target. Though temporary in nature access to employment and upskilling opportunities, including Scheme approaches to apprenticeships, alongside the induced spending impact from direct employees are judged to be a **Minor beneficial effect,** which is significant.

Operation

21.7.2 Significant residual effects arising from the operation of the Scheme are identified as resulting from the improved journey times, reliability, and capacity at the Local Authority area and in turn the Sub-regional and Regional level. These improvements are judged to be likely bring direct significant benefits to local businesses and the labour market through improved access and in providing opportunities around Huddersfield Station through spend and business activity uplifts.

21.7.3 Indirectly, the Scheme will also support wider economic benefits such as productivity and agglomeration in the sub-regional and regional levels. The Scheme supports the sub-regional and regional strategic aims from its contribution to the wider TRU Programme and strategic connectivity improvements across West Yorkshire and the North of England. Although this cannot be quantitively assessed at this stage, through the use of professional judgement, such effects are considered likely to be significant.

21.8 Cumulative effects

21.8.1 Cumulative effects can include intra-Scheme impacts and inter-Scheme impacts. Intra-scheme impacts are where in-combination impacts arise from the Scheme. Inter-Scheme impacts occur due to impacts from more than one scheme.

21.8.2 The impact of the Scheme in its contribution to the wider TRU Programme and strategic connectivity improvements has been included above as an indirect impact in operation. This could be considered a cumulative effect.

Intra-Scheme (synergistic) impacts

21.8.3 Potential intra-Scheme effects may occur from interaction with other environmental topics.

21.8.4 Potential synergistic impacts have been identified that correspond to socio-economic are population and human health.

21.8.5 The population and human health assessment has identified temporary significant adverse effects during the construction phase following the application of mitigation measures and significant adverse effects during operation, in relation to noise and vibration effects at noise sensitive receptors (external amenity areas only).

21.8.6 However, as no significant adverse residual effects have been identified in this socio-economic assessment, it is considered that no intra-Scheme effects are likely to be generated. Further consideration of cumulative effects is provided in Chapter 22 (Cumulative effects) of this ES.

Inter-Scheme effects

21.8.7 Inter-Scheme cumulative effects may occur from interaction with other proposed

developments (Reasonably Foreseeable Future Projects (RFFPs) located near the Scheme. When combined with the works in the Scheme area these could cumulatively affect sensitive receptors. Inclusion of RFFPs reflects their proximity to the Scheme, likely impacts and timing of construction and operation.

13.1.1 The RFFPs identified in relation to the Scheme are presented in Chapter 22 (Cumulative effects).

13.1.2 The following RFFP was considered to be relevant to the socio-economic assessment:

- Kirklees Local Plan Allocation HS61 (Dewsbury Riverside) – a housing allocation for 4000 units.

21.8.8 On a local level, Ravensthorpe Station is proposed to be relocated to the west of Calder Road. The forecourt area of the Station is proposed to the south of the railway, which is located closer to the proposed Dewsbury Riverside development. The purpose-built station will provide better facilities than existing, including step-free access and improved accessibility which will benefit the residents of the proposed 4000 units.

21.8.9 At the local, sub-regional and regional level, it is judged that there are likely to be significant cumulative benefits from the Scheme as it enables the benefits of TRU and provides improved reliability, performance, capacity as well as faster journey times between Manchester and Leeds. These benefits will be strengthened with the development of the TRU Programme.

21.8.10 The assessment of the Scheme's operational socio-economic impact is in advance of more detailed modelling considering employment and GVA uplifts in and around the stations and with wider impacts of business productivity and agglomeration. Further quantitative assessment will be important in articulating and assessing the economic benefits of the Scheme and the wider TRU programme at the local, sub-regional and regional level.