

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 23 NOVEMBER 2007

AGENDA ITEM NO: **17**

SUBJECT: CAPITAL PROGRAMME

Report of the Passenger Transport Executive

1. MATTERS FOR CONSIDERATION

1.1 Approval is sought for the following schemes forming part of Metro's capital programme:

- Pudsey Bus Station;
- St Georges Square, Huddersfield;
- New Generation Transport (NGT) development.

2. INFORMATION

Pudsey Bus Station

2.1 A report to the last meeting of the Authority set out progress on the development of a new bus station for Pudsey as part of Metro's ongoing strategy of upgrading bus interchange facilities.

2.2 Metro and Leeds City Council have been working closely on proposals for a new six stand 'drive around' bus station. A public information event was held in June 2007. This event covered the proposals for the bus station together with Leeds City Council's proposed improvements to the existing market and Pudsey Park.

2.3 The key elements of the scheme are as follows;

- Passenger facilities will be improved by providing a covered waiting area with a central waiting room, new seating, level access boarding in accordance with latest accessibility guidance, 'real-time' information and CCTV;
- Both town centre bus stops will be removed from Church Lane and re-located into the new bus station;
- The existing one way traffic system on Market Place will be reversed to allow passengers to alight at the new central concourse

and a new signal controlled junction will allow buses to exit easily. The highway works associated with the bus station scheme will be funded by Leeds city Council.

- 2.4 Discussions are taking place with Leeds City Council about the refurbishment of the existing public toilets adjacent to the entrance to Pudsey Park. Subject to agreement the toilets may be refurbished as part of the bus station proposals, however, Leeds City Council would fund these works and remain responsible for ongoing maintenance of the facilities.
- 2.5 A planning application for the bus station was submitted in October 2007 and the required Traffic Regulation Orders are being progressed. Subject to obtaining the necessary statutory approvals it is anticipated that work on the new facilities will start in 2008 and will take approximately nine months. A detailed programme will be prepared as soon as these approvals have been obtained. The programme will be developed so as to minimise disruption over the 2008 Christmas period.
- 2.6 Approval is now sought for the estimated total cost of delivering the scheme of £3.1m (including the highway elements). Leeds City Council will be contributing £700k to meet the costs of these highways related works. The remaining cost of £2.4m can be funded from Metro's share of the Local Transport Plan allocation.

St Georges Square, Huddersfield

- 2.7 St George's Square is located immediately outside Huddersfield Rail Station and, together with stops on Railway Street, is an important interchange point between rail, bus and taxis. Metro's successful FreeTownBus also has a stop in the Square.
- 2.8 Kirklees Council, supported by Yorkshire Forward, is developing a £3.8m urban renaissance scheme for St Georges Square and Railway Street. The scheme will incorporate improvements to public transport interchange facilities outside the railway station frontage. Metro has worked with Kirklees Council on the development of the proposals to maximise the benefits to public transport passengers.
- 2.9 It is proposed that Metro makes a contribution to the aspects of the scheme that benefit public transport passengers. The estimated cost of providing enhanced passenger waiting facilities and real time passenger information is £181k which can be funded from existing budgets. Discussions are ongoing with Kirklees Council on the appropriate design of a bus passenger shelter to complement the rest of the development. The final specification (and therefore cost) is yet to be agreed, but will be funded from the existing shelter budget.

- 2.10 It is proposed that Metro makes a fixed contribution to other elements of the scheme benefiting public transport passengers (including bus gates and lay-bys and improvements to the highway arrangements to benefit buses) of £119k. It is proposed that this is made through an adjustment to Metro's share of the LTP allocation phased over the 2008/9 and 2009/10 financial years. Approval is therefore sought for this funding contribution to the scheme.

New Generation Transport (NGT) Development

- 2.11 Previous reports to the Authority have set out how Metro is working with Leeds City Council on proposals for a replacement for the cancelled Supertram scheme (known as 'New Generation Transport' or NGT).
- 2.12 A major step forward was the endorsement, in June, of the Initial Business Case by the Regional Transport Board (RTB). The Board allocated £150 million from the current Regional Funding Allocation (RFA) in 2012-12. The remainder of the scheme (which is estimated to cost in the order of £300m depending on the level of segregation and type of vehicles used) would be funded from the next RFA period. However, potential slippage associated with other schemes in the existing RFA programme could provide certain opportunities to bring forward funding for further elements of the NGT project.
- 2.13 Positive feedback has also been received from the Department for Transport (DfT) although there are still issues to resolve around the choice of vehicles and optimum network and phasing. The endorsement of the scheme by the RTB and initial feedback from the DfT means that substantial work to develop a full Major Scheme Business Case submission (to meet DfT requirements) can proceed. The Business Case will take around 12 months to develop and involves substantial data collection, transport modelling, engineering feasibility and financial technical work. It is a requirement that promoters fund the up-front cost of development work, although it is possible to claim up to 60% of this back once the scheme is approved. In any event, a local contribution of at least 10% will be required to the overall scheme cost and some of the up-front costs can form part of this contribution.
- 2.14 Approval is therefore sought for additional expenditure of up to £750,000 within the current financial year to cover the cost of the business case development. This will be funded by an appropriate combination of capital (including from Metro's share of the LTP allocation) and revenue funding to achieve the best use of overall resources available.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

3.1 The funding sources of the proposed capital schemes are set out in Section 2 above.

3.2 Procurement will comply with EU regulations.

4. STAFFING IMPLICATIONS

4.1 There are no additional staff resources required as a direct result of this report.

5. EQUAL OPPORTUNITY IMPLICATIONS

5.1 Schemes have been designed so as to ensure maximum accessibility for all members of the public.

6. RECOMMENDATIONS

6.1 That the expenditure set out in section 2 be approved.

Director General
West Yorkshire Passenger Transport Executive