

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 17 November 2006

AGENDA ITEM NO: **19**

SUBJECT: CAPITAL PROGRAMME

Report of the Passenger Transport Executive

1. MATTERS FOR CONSIDERATION

1.1 Schemes to be funded through Metro's capital programme.

2. INFORMATION

2006/07 Capital Programme

2.1 The outline 2006/07 programme was approved at the meeting of the Authority on 10 February 2006. Delivery of Metro's capital programme will have a direct impact on the overall delivery of the Local Transport Plan (LTP) and the associated targets and outcomes. Future funding allocations from the Department for Transport (DfT) are likely to be influenced by overall performance.

2.2 This report seeks approval for initial expenditure for the following rail station schemes:

- Low Moor (land purchase);
- Kirkstall and Apperley Bridge Rail Station (development work).

2.3 Approval is also sought for the following rail scheme:

- Phase 3 Minor Accessibility Improvements at Rail Stations

2.4 The report also provides an update the progress made developing the new bus station at Pudsey.

Low Moor Station

2.5 RailPlan6 identifies four priority sites for new rail stations at Low Moor, Kirkstall, Apperley Bridge and Horsforth Woodside. Progress on developing these stations has been overseen by the Rail Working Group.

- 2.6 Whilst timetable constraints mean it is difficult to implement Low Moor station in the short term, work is currently under-way to identify a way of accommodating the new station in the medium to long-term.
- 2.7 In order to construct the station, three pieces of land will be required; one for the car park (owned by Bradford Council) and two smaller strips of land currently in third party ownership. Recent discussions with Bradford Council indicate that they are prepared to protect the land for the future construction of Low Moor station without additional cost to Metro. There is, however, still a requirement to acquire land from two third parties. It is proposed to acquire this land now in order to protect Metro's interest in building the station. There is an element of risk, albeit small, in this approach as the issues around timetabling and capacity have yet to be fully resolved. Network Rail's Route Utilisation Study (which Metro is involved with) should assist in this respect.
- 2.8 The proposed mechanism for acquiring the land involves a land-swap between Metro and a third party owner and Metro acquiring a piece of land. Approval is sought to acquire the land at an estimated total cost of £60,000 (including legal and surveyor fees). This can be funded from Metro's share of the LTP allocation.

Kirkstall and Apperley Bridge Rail Stations

- 2.9 Leeds City Council has now provisionally approved an outline planning application for the redevelopment of the former Kirkstall Forge site in Leeds subject to a section 106 agreement that ties the developer into proposed financial contributions, including a £4m contribution (capital or revenue) for the Kirkstall Forge rail station. This agreement is currently being negotiated.
- 2.10 Development work is proposed for Apperley Bridge station as well as that at Kirkstall Forge. The two stations are now linked together as one scheme on the basis that this will offer Metro the greatest advantage in terms of value for money. In order that the stage can be reached where a full business case can be considered by Metro, Northern, Network Rail and DfT, it will be necessary to develop both station proposals to a design stage equivalent to Network Rail's Guide to Rail Investment Projects (GRIP) Stage 4. This represents development of 'the single selected option for each station to the point of engineering scope-freeze and in sufficient detail to allow finalisation of the business case and scheduling of implementation resources'.
- 2.11 Preliminary negotiations with the developer of the Kirkstall Forge site have resulted in a provisional agreement to share development costs up to and including GRIP stage 4. It should be noted that the development work is 'at risk', but the risk to Metro is reduced by sharing the cost with the developer. Each stage of the Network Rail process could form an investment break-point should emerging information suggest the likelihood of an unsatisfactory business case.

- 2.12 Approval is therefore sought for expenditure of £600,000, to be funded from the Local Transport Plan settlement in respect of development work on the two stations. On the basis of the proposed arrangement, Metro's contribution at this stage will be capped at £300,000.

Phase 3 Minor Accessibility Improvements at Rail Stations

- 2.13 As part of the Local Transport Plan and in line with RailPlan 6, the PTA has agreed a strategy to improve physical accessibility at rail stations. The key elements are:

- Implement minor accessibility improvements on a line of route basis;
- develop local schemes to improve accessibility for those stations which are currently without step free / ramped access.

- 2.14 In connection with the former element, two phases of minor accessibility improvements have already been implemented at rail stations on the Airedale, Calderdale (to Selby), Huddersfield, Wakefield and Wharfedale lines. The scope of works has included such items as marking out disabled persons car parking bays, installation of tactile paving to the top and bottom of steps, provision of contrasting step nosing and installation of new handrails.

- 2.15 It is now proposed that Metro carries out a similar, third phase of minor accessibility improvements to rail stations on the remaining four lines (Hallam, Harrogate, Penistone and Pontefract). The completion of this proposed third phase will be the final phase of minor accessibility improvements. Metro has been successful in obtaining up to 50% match funding from the Department for Transport's Access for All Small Stations fund. (Metro previously secured a DfT funding contribution for the provision of new ramped access at Garforth and Ilkley rail stations). Northern Rail has indicated that they will provide a £20,000 contribution to the scheme.

- 2.16 Approval is sought for funding to allow the implementation of the third phase of minor accessibility improvements at an estimated maximum cost of £280,000. Assuming the DfT and Northern contributions set out above, the maximum cost to Metro is estimated to be £120,000 which can be funded from Metro's share of the LTP allocation.

Pudsey Bus Station

- 2.17 Metro has a strategy of improving bus interchanges and officers have been working with Leeds City Council (LCC) to develop proposals for a new bus station in Pudsey. The current bus infrastructure includes two on-street bus stops on Church Lane, and three drive-through island stands with individual shelters in the Market Place. The existing facilities do not accord with the latest best practice recommended in accessibility guidance.

2.18 Metro, in partnership with LCC, has developed a preferred layout for a new bus station in Pudsey Market Place. The key elements of the proposal are:

- LCC will re-model the Leisure Centre car park to provide spaces lost through the proposals;
- both town centre bus stops will be removed from Church Lane and re-located into the new bus station;
- passenger facilities will be improved by providing a covered waiting area with a central enclosed waiting room, new seating, level access boarding in accordance with DDA, 'real-time' information and CCTV;
- the one way system on Market Place will be reversed to allow passengers to alight at the central concourse;
- LCC will provide a new signal controlled junction to allow buses to exit easily;

2.19 Further discussion will take place with LCC about funding the relocation of the existing public toilets in Pudsey Market Place into the bus station and ongoing servicing of the toilets.

2.20 Subject to consultation and obtaining the necessary Traffic Regulation Orders and Planning Approval it is proposed to start construction in early 2008 to avoid the Christmas period.

2.21 A further report will be presented to a future meeting of the Authority seeking approval for capital expenditure on this scheme.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

3.1 The financial implications of the capital schemes for which approval is sought are set out in Section 2 above.

3.2 Grant payment would be made to Northern Rail under Section 56 of the Transport Act (1968) to cover the agreed costs of the Phase 3 Minor Accessibility Improvements at Rail Stations. The 50% DfT contribution towards the scheme will subsequently be claimed back by Metro.

3.3 Procurement will comply with EU regulations.

4. STAFFING IMPLICATIONS

4.1 The projects can be implemented within existing staff resources.

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 expenditure for the schemes as set out in section 2 be approved.

**Director General
West Yorkshire Passenger Transport Executive
DATE: 10 November 2006**