

**Report to the Chief Officer (Highways and Transportation)**

**Date: 05 June 2018**

**Subject: Proposed Multi-Storey Car Park – Netherfield Road, Guiseley**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Guiseley & Rawdon	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

1. A £1 billion fund has been established to deliver a programme of transport interventions to support economic growth within the districts of Kirklees, Calderdale, Leeds, Wakefield, Bradford and York. This is administered by the West Yorkshire Combined Authority.
2. Included within the WY+TF is a strategic package of car park extensions at West Yorkshire rail stations. These have been identified to enhance connectivity to, from and within West Yorkshire. It is essential that a pipeline of schemes is developed ready for delivery in order to effectively utilise funding.
3. WYCA have approached the Civil Engineering service to assist in the management, development and procurement of one of the pipeline schemes which is a proposed multi-storey car park on Netherfield Road in Guiseley. This report is concerned with the first phase of these proposals which is to develop an acceptable design solution and to secure the necessary planning approval. The second phase of the proposals, i.e., the detailed design and construction of the car park, would be presented as a separate report.

## **Recommendations**

4. The Chief Officer (Highways and Transportation) is requested to:

- i) note the contents of this report;
- ii) give authority to procure consultant services to develop the first phase of the pipeline scheme proposals via The Combined Authority's Specialist Professional Services Contract, Lots 5 and 10;
- iii) approve the tender evaluation model;
- iv) seek authority to submit a planning application for multi-storey car park on Netherfield Road in Guiseley;
- v) approve the injection of £143k into the Capital Programme to be spent as fees this financial year; and
- vi) incur fee expenditure of £143k, all to be fully recharged to The Combined Authority.

### **1 Purpose of this report**

1.1 The purpose of this report is to seek the necessary approvals to facilitate the initial work required to develop a pipeline scheme for a proposed multi-story car park on the existing at-grade car park on Netherfield Road in Guiseley.

### **2 Background information**

- 2.1 The £1 billion West Yorkshire Plus Transport Fund has been established to deliver a programme of transport interventions to support economic growth within the districts of Kirklees, Calderdale, Leeds, Wakefield, Bradford and York. This programme is collectively known as the West Yorkshire Plus Transport (WY+TF).
- 2.2 As part of this programme, a package of car park extensions at West Yorkshire rail stations has been identified to enhance connectivity to, from and within West Yorkshire. It is essential that a pipeline of schemes is developed ready for delivery in order to effectively utilise funding.
- 2.3 Leeds City Council (LCC) own and operate an at-grade car park off Netherfield Road in Guiseley. The car park is a short walk from Guiseley train station. As the train station itself has limited parking, Netherfield Road car park provides good alternative for parking.
- 2.4 Parking is also free at Netherfield Road car park and as such, it is increasingly being used as a park-and-ride facility for people travelling into Leeds by train. Such is the current demand, the car park fills up quickly in the morning and there is now added pressure on the surrounding streets for train users' cars.
- 2.5 Improvements are planned on the railway which will increase capacity placing additional pressure on car parking in the area.

### **3 Main issues**

- 3.1 The Combined Authority have identified the existing at grade car park, on Netherfield Road in Guiseley, to be included in the car park extensions package. An initial budget of £143k has been identified to develop the proposals and to secure planning approval with an overall budget circa £6m being identified for the construction of the MSCP.
- 3.2 The Combined Authority have approached the Civil Engineering service to manage and procure the delivery of a proposed MSCP on this site.
- 3.3 The first phase in the delivery of these proposals is to develop an acceptable design solution and to secure necessary planning approval to allow construction.
- 3.4 In order to develop a design solution and secure planning approval, LCC will need to appoint and manage a specialist consultant. Preliminary discussions have already taken place with The Combined Authority and an outline scope of services has been drafted.
- 3.5 The contract will be awarded to one consultant after successful assessment of their quality and price submissions. Since the delivery of a quality project is crucial for one of the most important gateways into the city a weighting of 60% on Quality and 40 % on Price will be used to ensure that a consultant appointed can deliver the expectations of the project.
- 3.6 The form of contract will be NEC3 PSC Option C Target Contract.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 A part of the specialist consultant role will be to develop a communication and stakeholder management plan and to undertake the necessary consultation with stakeholders in developing their proposals. In light of this, no significant consultation has taken place apart from an initial engagement with local Ward Councillors.
- 4.1.2 Ward Councillors are supportive of the proposal and acknowledge the current parking issues within Guiseley. One Councillor had specific concerns over the clock tower which currently sits on the car park. This will need to be carefully considered in any future proposals.

### **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 An equality, diversity, cohesion and integration screening has been carried out and confirmed that a full impact assessment is not required, as the main element of the proposals are affecting an area off the public highway.
- 4.2.2 The proposed multi-storey car park will be designed to current standards and the equality and diversity / cohesion and integration measures will all be demonstrated and examined as part of the planning process.

### **4.3 Council policies and the Best Council Plan**

- 4.3.1 The proposals contained in this report are consistent with the objectives of the WY+TF which aims to provide an increase in employment and productivity growth

by the completion of transport schemes across West Yorkshire and York, irrespective of boundaries.

4.3.2 The car park improvements will deliver more localised benefits as a result of improved access to the rail network.

4.3.3 The overall programme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail.

#### 4.4 Resources and value for money

4.4.1 The current at-grade car park on Netherfield Road is owned and operated by Leeds City Council. Whilst The Combined Authority have committed to funding the initial capital cost of the MSCP, estimated at £6m, they expect LCC to continue to operate and maintain the new car park in the future.

4.4.2 The cost of this phase of the proposals is estimated at £143k in fees.

#### 4.4.3 Capital Funding and Cash Flow.

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	143.0			143			
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>143.0</b>	<b>0.0</b>	<b>0.0</b>	<b>143.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	143.0			143.0			
SCE ( C )	0.0						
SCE ( R )	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Changing the Workplace funds	0.0						
<b>Total Funding</b>	<b>143.0</b>	<b>0.0</b>	<b>0.0</b>	<b>143.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Note: Subject to The Combined Authority's funding agreement

**Parent Scheme Number :** 32966 / 000 / 000

#### **4.4.4 Revenue Effects**

4.4.5 The first phase of the proposals have no revenue implications. However, should the second phase of the proposals be delivered, i.e., the detailed design and construction of the car park, there will be revenue implications. This would be dealt with by a future report to the Highways Board.

#### **4.5 Legal Implications, Access to Information and Call In**

4.5.1 This report is specifically for the preparation work required for the planning approval which will enable future construction. Any future construction will be the subject of a further report. The financial element in this report relates only to fee expenditure and is not subject to call-in.

#### **4.6 Risk Management**

4.6.1 This initial package of work will be fully funded by The Combined Authority through a dedicated funding agreement with no financial risk to the Council. This first phase of work will explore the feasibility options and is expected to result in a successful planning application enabling a “shovel ready” pipeline scheme to be prepared.

### **5 Conclusions**

5.1 The Combined Authority have approached the Civil Engineering Service to assist in the delivery of a specific element of the WY+TF. This element involves a programme of work aimed at increasing car park provision at a number of rail stations within West Yorkshire

5.2 The existing LCC owned at-grade car park on Netherfield Road in Guiseley has been identified as a suitable location to increase car parking by building a multi-storey car park.

5.3 The first phase in being able to do this is to develop an acceptable proposals and to secure the necessary planning approval.

5.4 This will be done by LCC procuring and managing a specialist consultant with all the fees being fully funded by The Combined Authority.

5.5 This report seek the necessary approval to undertake this first phase.

### **6 Recommendations**

6.1 The Chief Officer (Highways and Transportation) is requested to:

- i) note the contents of this report;
- ii) give authority to procure consultant services to develop the first phase of the pipeline scheme proposals via The Combined Authority’s Specialist Professional Services Contract, Lots 5 and 10;
- iii) approve the tender evaluation model;
- iv) seek authority to submit a planning application for a multi-storey car park on Netherfield Road in Guiseley;

- v) approve the injection of £143k into the Capital Programme to be spent as fees this financial year; and
- vi) incur fee expenditure of £143k, all to be fully recharged to The Combined Authority.

## **7 Background documents<sup>1</sup>**

7.1 There are no background documents

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.