

Proposed Multi-Storey Car Park – Netherfield Road, Guiseley – Acceptance of Additional Funding

Date: 24 August 2022

Report of: Civil Engineering Manager (Highways and Procurement)

Report to: Chief Officer, Highways and Transportation

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

- 1.1 The purpose of this report is to seek the necessary approvals to continue the initial work required to develop a multi-story car park on the existing at-grade car park on Netherfield Road in Guiseley.
- 1.2 This funding is required to is to produce and submit an Outline Business Case, planning application and associated fees for the proposed multi-storey car park.
- 1.3 The additional cost for this next phase is estimated at £125k, which has been agreed by WYCA through their change request process.

Recommendations

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

- a) note the contents of this report;
- b) accept additional funding of £125,000 for the production and submission of the Outline Business Case, planning application and associated fees for the proposed multi-storey car park;
- c) approve the injection of £125k into the Capital Programme to be spent as fees this financial year; and incurred fee expenditure of £125k, all to be fully funded by the WYCA grant;
- d) give permission to enter into and seal the Deed Of Variation between West Yorkshire Combined Authority and Leeds City Council Relating to the Grant Agreement for the Delivery of Feasibility for Multi Storey Car Park At Netherfield Road, Guiseley for the additional funding.

What is this report about?

- 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 West Yorkshire plus Transport Fund (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 Leeds City Council 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. Feasibility options have been worked up and following an appraisal of these options a preferred option has been chosen to be taken forwards.
- 4 A previous report (dated 05 June 2018) outlined the first phase of these proposals which was to develop an acceptable design solution and to secure the necessary planning approval.
- 5 This report is concerned with the next phase of these proposals which is to produce and submit an Outline Business Case, planning application and associated fees for the proposed multi-storey car park.
- 6 The additional cost for this next phase is estimated at £125k, which has been agreed by WYCA through their change request process. The reasons for this additional funding are due to a more complex design needing more time spent on design works, consultant fees to allow the service's engineering consultant to write the Outline Business Case and planning permission fees/costs which were not known at the time of the previous report.

What impact will this proposal have?

- 7 The proposal will provide funding to produce and submit an Outline Business Case, planning application and associated fees for the proposed multi-storey car park.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing Inclusive Growth Zero Carbon

- 8 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.
- 9 The car park improvements will deliver more localised benefits as a result of improved access to the rail network.
- 10 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.

What consultation and engagement has taken place?

Wards affected: Guiseley & Rawdon

Have ward members been consulted? Yes No

- 11 The Executive Member, Ward councillors and members of the public have been consulted on the preferred feasibility option.
- 12 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.

What are the resource implications?

- 13 This package of work will be fully funded by The Combined Authority through an amendment to the original funding agreement with no financial risk to the Council.

What are the key risks and how are they being managed?

- 14 The funding is time limited
- 15 Planning approval cannot be guaranteed.
- 16 WYCA may not justify construction funding based on the Outline Business Case.

What are the legal implications?

- 17 There are no legal implications arising from the recommendations in this report.

Options, timescales and measuring success

What other options were considered?

- 18 Not progressing the feasibility work already undertaken to planning application and OBC.

How will success be measured?

- 19 The timely submission of OBC and planning application documents.

What is the timetable and who will be responsible for implementation?

- 20 The planning application and OBC to be submitted by April 2023.
- 21 Paul Cryer to be responsible for implementation.

Appendices

- 22 Appendix 1 – Equality, Diversity, Cohesion, and Integration Screening.

Background papers

- 23 None.