

Project Overview

Project Title	TCF Huddersfield Bus Station
Main Funding Programme	Transforming Cities Fund (CRSTS)
Current Forecast Project cost	£19,995,380
Funding Applied from the Combined Authority	£18,995,380
Other public sector funding amounts and sources	£1,000,000 – Kirklees Council

The scheme will refurbish and modernise the interior and exterior of Huddersfield’s bus station and construct a modern statement canopy entrance that will extend the waiting area into a pleasant area of public realm and incorporate a secure cycle hub to encourage sustainable travel and access to the bus network. The design will be inclusive, more spacious, and safer, to increase customer satisfaction.

The scheme is funded through the Transforming Cities Fund.

Business Case Summary

Strategic Case

There is a comprehensive evidence base to support investment in Huddersfield Bus Station. The scheme addresses many of the policy goals of Kirklees Council, and in particular those highlighted in the Council’s adopted Local Plan and the Huddersfield Blueprint which promotes a decade of ambition for the Town Centre. The evidence base contains detailed assessments of the challenges, needs and opportunities that the scheme is seeking to address, and which have been used to define the objectives.

There is a barrier to sustainable travel in Huddersfield caused by an unattractive bus station offer in addition to poor access for pedestrians and cyclists, preventing journeys using walking, cycling and bus routes. The bus facility is in a poor air quality area and fails to address social inequality and high levels of deprivation in Huddersfield. Huddersfield Bus Station TCF Scheme is comprised of two parts: bus station refurbishment, and a new Station canopy, cycle hub and public realm improvements (Kirklees Council led).

A new modern bus station will attract new bus users, encourage former users to return, and retain them. Engagement through the TCF Programme with public, councillors and staff show demand for this scheme and feedback on the proposals was positive with 64.3% rating them as ‘very good’ or ‘good’.

Improving facilities including wayfinding, signage, on demand audio navigation, and the provision of a Changing Places facility and contemplation room will encourage an inclusive and improved offer. Making the bus experience more attractive through station improvements will boost sustainable growth and travel.

The bus station improvements will include for the introduction of an enhanced food, drink and retail offer in a safe and more secure high quality family friendly environment. The delivery of the cycle hub is vital with this delivering good transport and active travel benefits.

Economic Case

A series of options for the project were developed through options workshops with stakeholders to consider key issues and how these could be overcome. These workshops ensured that a full list of potential options was generated to directly address identified issues and achieve a high quality design that also fulfilled the Transforming Cities Fund objectives. The full long list of potential

options was prioritised and were appraised against Critical Success Factors and scheme objectives to produce a short list of four options. Due to rising costs the four options were later reviewed in detail as part of a value engineering exercise to reduce costs and produce a final shortlist of four options with key stakeholder engagement. The preferred option that has come forward provides the best and most ambitious option to meet the scheme objectives and overcome the issues identified in consultation whilst remaining affordable.

The benefit cost ratio for this scheme has been calculated at 1.91:1 representing medium value for money.

Commercial Case

A procurement strategy has been developed for Huddersfield Bus Station to evaluate the best approach to procure the required services, supplies, or works for the scheme. It is proposed to retain two separate projects for the delivery, the final procurement strategy is to be concluded at the next decision point. The Combined Authority intends to enter a fixed price contract to minimise the risk of additional cost and provide greater cost certainty for their project. Early contractor involvement and other measures will be adopted to mitigate price increases due to inflation and to ensure affordability is maintained.

Financial Case

The estimated total scheme cost has been calculated as £19.995 million comprising the two elements of bus station refurbishment project £12.547 million and the new canopy construction, cycle hub and public realm project of £7.448 million. These costs include contingency funding, a risk allowance, and an allowance for inflation.

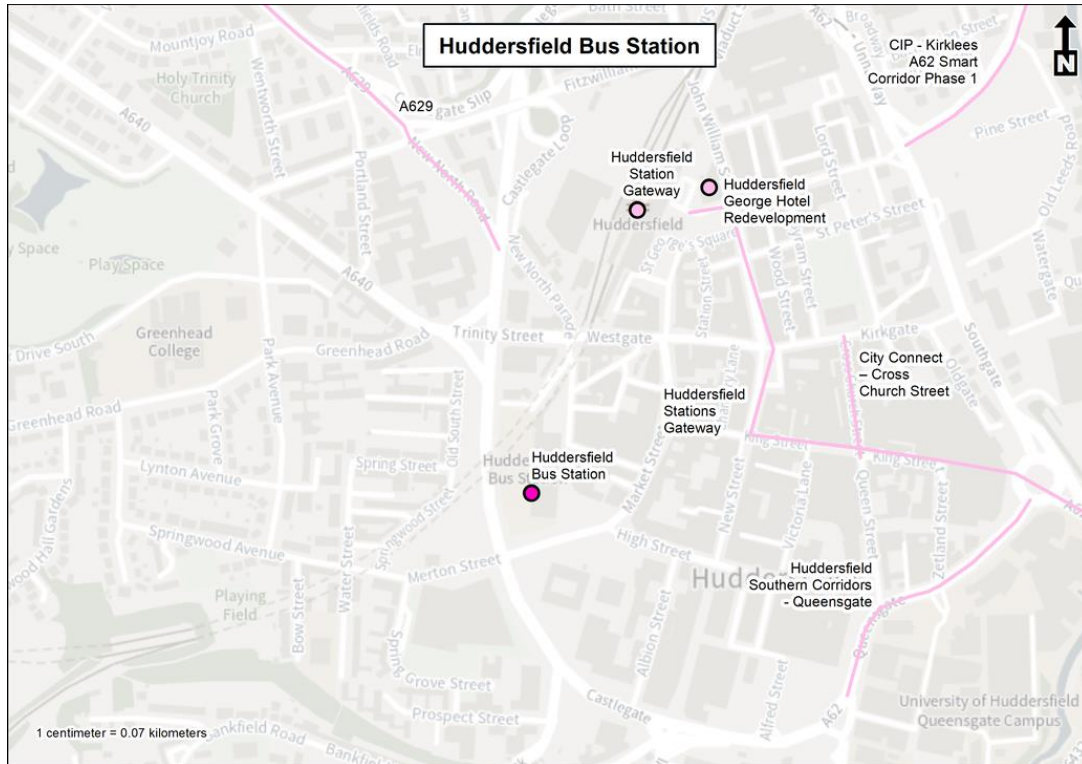
The scheme is proposed to be funded by the West Yorkshire Combined Authority with a proposed £1million of match funding from Kirklees Council. Detailed surveys will confirm the estimated costs before the scheme comes forward at full business case.

Management Case

This scheme will be managed by West Yorkshire Combined Authority using established project management methodology in collaboration with Kirklees Council who will lead on the canopy construction element. There is a strong track record of delivering similar projects such as Castleford Bus Station refurbishment in 2015 and Leeds Bus Station refurbishment in 2022. The governance arrangements are established for this scheme with both project and programme boards. The scheme is expected to commence delivery in spring 2024 and be completed by winter 2025.

Location Map

The following map shows the location of the TCF Huddersfield Bus Station scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-theeconomy/leeds-city-region-infrastructure-map>