

Civic Centre, Castle Street,
Merthyr Tydfil CF47 8AN

Main Tel: 01685 725000

www.merthyr.gov.uk



CABINET REPORT

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Report Author	Alun Evans / Chris Long
Service Area	Community Regeneration
Committee Division	Cabinet
Exempt/Non Exempt	Non Exempt
Committee Date	25 th March 2020

To: Chair, Ladies and Gentlemen

NEW MERTHYR TYDFIL BUS STATION

1.0 SUMMARY OF THE REPORT

- 1.1 The new Merthyr Tydfil Bus Station will provide an interchange facility built to the highest quality and specification, and fit for purpose for the 21st century. It will enable significantly improved access to the local and regional bus networks, and create seamless interchange opportunities with the adjacent Metro rail station. The new facility will assist in sustaining the current commercial bus, making it more resilient and offering opportunities for further network expansion. It is hoped that bus patronage figures will increase as a direct result of the scheme.
- 1.2 The high quality specification will make the new facility safer and more secure than the current bus station, and it is therefore hoped that we will see a significant reduction of the anti-social behaviour that is experienced at the current site. It is also anticipated that the new facility will be a catalyst for further town centre development at the rail station, lower end of High Street and the Glebeland (current bus station) site.
- 1.3 Morgan Sindall were appointed as the main scheme contractor and commenced on site in July 2019. Progress to date has been very challenging due to complex enabling work. Morgan Sindall and Capita (providing professional support to the Council on the scheme) have dealt with all the issues raised, and the current anticipated completion is January 2021.
- 1.4 MTCBC has submitted an application for £6,402,400 that will enable completion of the new Merthyr Tydfil bus station in the financial year 2020/21. If successful, the Programme will continue to be managed by Community Regeneration.

2.0 RECOMMENDATION that

- 2.1 The progress that has been made on the new Merthyr Tydfil bus station scheme be noted and the submission to the Local Transport Fund 2020/21 for the completion of the scheme be approved.

3.0 INTRODUCTION AND BACKGROUND

- 3.1 The improvement of Merthyr Tydfil bus station has been a long standing aspiration of the Council as the existing facility is an inefficient design operationally and the poor building layout means that it attracts antisocial behaviour, and provides a poor gateway to Merthyr Tydfil town centre. The new bus station will address the inefficiencies and design weaknesses associated with the existing facility and will contribute to the regeneration of Merthyr Tydfil town centre.
- 3.2 The new bus station will also work to increase bus patronage within the region and reduce reliance on the private car. The relocation of the bus station to Swan Street will improve public transport integration by moving the bus station closer to the railway station, while maintaining pedestrian links with the town centre retail core. It is also allowing the existing bus station to function until the new facility is complete, minimising disruption to the public transport network.
- 3.3 The scheme has been developed with the Regional Transport Authority and Cardiff Capital Region City Deal, in collaboration with Welsh Government and Transport for Wales, as part of an integrated programme of local future transport schemes that fit within a wider south east Wales Metro programme. This programme has been drawn from the priorities provided by individual Councils and mirror the ‘Metro spine’ – creating both short and longer-term opportunities for place-shaping. They bring together a diverse range of projects, spanning regeneration, town centres, housing and economic growth, with transport as the central component or ‘enabler’ in allowing growth, expansion and opportunity to be unlocked.
- 3.4 The new bus station is in-line with local, regional and national policy and contributes to the achievement of the Town Centre Strategic Review and Masterplan for Merthyr Tydfil town centre. The proposal is in-line with Metro objectives and complements previous and proposed Metro funded investment at the railway station. The South Wales Metro is a major infrastructure project and signals an ambitious ‘modal shift’ in connecting people and places and enhancing the functional economic geography of the region.
- 3.5 The scheme will provide a new interchange facility built to the highest quality and specification, and fit for purpose for the 21st century. It will enable significantly improved access to the local and regional bus networks, and create seamless interchange opportunities with the adjacent Metro rail station. The new facility will assist in sustaining the current commercial bus, making it more resilient and offering opportunities for further network expansion. It is hoped that bus patronage figures will increase as a direct result of the scheme.

- 3.6 The high quality specification will make the new facility safer and far more secure than the current bus station, and it is therefore hoped that we will see a significant reduction of the anti-social behaviour that is experienced at the current site. It is also anticipated that the new facility will be a catalyst for further town centre development at the rail station, lower end of High Street and the Glebeland (current bus station) site.

4.0 SCHEME OUTPUTS

- 4.1 The scheme comprises a new bus station concourse comprising 14 stands at a 45 degree angle to the concourse, and 10 layover stands (layover stands positioned to allow straight reversing); drive-in and reverse-out stands designed to accommodate 12.9m buses; commercial space comprising of coffee shop, South Wales Police offices, information points, bus operators mess facilities and public toilets. Cycle parking facilities will be provided, as well as electronic bus timetable signage information and CCTV security covering the public areas of the site and building.
- 4.2 As part of the scheme development in 2019/20, the bus stop infrastructure along the key bus corridors emanating from the new facility have been audited. A series of proposals for improvements works on the key corridors is currently being developed and the main funding bid for the new bus station in 2020/21 will include for implementation of some of these works.
- 4.3 The Council was awarded £3.65M from the Welsh Government's Local Transport Fund for scheme delivery in 2019/20. Morgan Sindall were appointed as the main contractor for the delivery of the scheme, and work commenced on site on 15th July 2019. Capita provide the professional technical support and the Council's new Strategic Infrastructure Programme Manager is acting as client liaison.
- 4.4 The early stages of scheme delivery have proved very challenging for the contractor, with the enabling works involving all the main statutory undertakers. The complexity of work in the middle of a busy town centre has been exacerbated by the uncovering of a number of uncharted services. This has been further impacted by the adjacent work on the St Tydfil shopping centre. The current estimated scheme completion is January 2021.

5.0 FINANCIAL IMPLICATIONS

- 5.1 MTCBC has submitted an application for £6,402,400 that will enable completion of the new Merthyr Tydfil bus station in the financial year 2020/21.

6.0 INTEGRATED IMPACT ASSESSMENT

6.1

	Positive Impacts	Negative Impacts	Not Applicable
1. Merthyr Tydfil Well-being Objectives	2 of 4	0 of 4	2 of 4
2. Sustainable Development Principles - How have you considered the five ways of working: <ul style="list-style-type: none"> • Long term • Prevention • Integration • Collaboration • Involvement 	5 of 5	0 of 5	0 of 5
3. Protected Characteristics <i>(including Welsh Language)</i>	2 of 10	0 of 10	8 of 10
4. Biodiversity	1 of 1	0 of 1	0 of 1
<p>Summary: The main positive impacts are that the Strategic Transport Interchange will meet the Merthyr Tydfil Well-being Objectives and Sustainable Development Principles through re-development of a derelict site and the provision of a key strategic transport interchange in Merthyr Tydfil Town Centre. The Programme will have a positive effect on the economy, socially and on the environment.</p> <p>No negative impacts have been identified.</p>			

ALYN OWEN
DEPUTY CHIEF EXECUTIVE

COUNCILLOR GERAINT THOMAS
CABINET MEMBER FOR
REGENERATION & PUBLIC
PROTECTION

BACKGROUND PAPERS		
Title of Document(s)	Document(s) Date	Document Location
Does the report contain any issue that may impact the Council's Constitution?		No

Consultation has been undertaken with the Corporate Management Team in respect of each proposal(s) and recommendation(s) set out in this report.