



Leicester
City Council

WARDS AFFECTED:

Castle Ward

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

**OSMB
Cabinet**

**12th February 2009
16th February 2009**

ST NICHOLAS PLACE NORTH AND ST NICHOLAS PLACE BUS STOPS

Report of the Corporate Director of Regeneration and Culture

1. PURPOSE OF REPORT

This report follows an earlier report on Park and Ride which went to Cabinet on 14th July 2008. It provides an update on the design and cost implications of the scheme at St Nicholas Place following the recent consultation exercise.

2. SUMMARY

2.1 The previous report to Cabinet included a number of recommendations which Cabinet approved. These recommendations included;

- Approving the construction of St Nicholas Place by a contractor through the Midlands Highway Alliance Midlands Works Framework 3, if it cannot be delivered via local Leicester City Council contract arrangements.
- Giving the Corporate Director (R&C), in consultation with the Cabinet lead, following public consultation delegated authority to confirm the detailed design of and commence construction of the St Nicholas Place bus stops and any infrastructure improvements required for the City Centre bus route "mini loop".
- Noting the requirement to provide the St Nicholas Place bus stops and any other highway improvements in the city centre to provide new or altered bus stops on the bus route city centre "mini loop" in time for the start of the Enderby Park and Ride service in late summer 2009.
- Noting that the creation of the bus stops at St Nicholas Place will be intended solely for the use of Park and Ride services and provision will have to be made elsewhere for other commercial services.
- Requiring a further report recommending how the reduction in income, if any, from the Castle Park car park should be accommodated

2.2 The initial design, included in the previous Cabinet Report, was consulted upon in September 2008. During and following the consultation, concerns arose regarding the reopening of Applegate to traffic. Officers have therefore investigated alternative options and a new design has been proposed as described below in paragraphs 4.6 to 4.8.

2.3 The design of the St Nicholas Place scheme involves the creation of three new bus stops which will be used by the existing Meynell's Gorse Park and Ride service, the future Enderby Park and Ride service and the proposed Birstall Park and Ride service.

The buses will loop around St Nicholas Place and will exit the area via a new road through the Castle Park car park which will be created for this purpose.

3 RECOMMENDATIONS

3.1 OSMB is recommended to:

- a) comment on the latest design concept for the area and to note the proposal to start construction works in March 2009 in accordance with the programme, para 4.6-4.8, appendix 2 and 4.13-4.14.
- b) comment on the proposal to fund the shortfall of the income loss from the car park internally within the Highways and Transport Division, para 4.12.

3.2 Cabinet is recommended to:

- a) approve the latest design concept for the area and to note the proposal to start construction works in March 2009 in accordance with the programme, para 4.6-4.8, appendix 2 and 4.13-4.14.
- b) approve the decision to fund the shortfall of the income loss from the car park internally within the Highways and Transport Division, para 4.12.
- c) give the Corporate Director (R&C) in conjunction with the Cabinet lead delegated authority to commence the scheme providing any funding shortfall has been met, para 5.1-5.5.
- d) agree to commence construction on St Nicholas Place North in March 2009 following work to lower and divert utilities apparatus, para 4.13-4.14.
- e) agree to commence works in February 2009 on the infrastructure required at the bus stops on the "mini loop", para 4.15.

4 REPORT

Design

- 4.1 A separate Project Team has been set up to progress the design for St Nicholas Place North. The area of footpath and carriageway between High Street and St Nicholas Circle is being funded from New Growth Point money allocated for the Waterside. Landscape architects have been employed to further this design whilst still ensuring that this fits with the rest of St Nicholas Place. It is anticipated that City Highways will construct this area starting late March 2009 and work on utilities diversions will commence from late January 2009.
- 4.2 A final design for St Nicholas Place was consulted upon in September 2008, letters and plans were sent out to statutory consultees, residents and businesses in the area. Plans were also displayed on the City Council website and were put on display in the foyer of Radio Leicester.
- 4.3 During and following the consultation concerns arose regarding the reopening of Applegate to traffic. Officers therefore investigated alternative options which were also consulted upon. Few comments were received, however, following recommendations

from the Project Team and from the results of the consultation, it was decided to progress Option 2c (see attached plan – Appendix 1).

- 4.4 This design has since been looked at further by landscape architects and the attached plan (Appendix 2) shows the latest layout. Engineers are continuing to refine the design particularly in terms of the number of car park spaces.
- 4.5 As a result of the initial consultation exercise, concern was expressed about the loss of trees from St Nicholas Place North and the potential lack of replacement greenery, particularly as this area received favorable comments from the Britain in Bloom judges. Consideration has been given to keeping this footpath at its current width, retaining the trees and associated planted area, however, doing this impacts significantly on the rest of the scheme resulting in a smaller car park or potential public open space. Significant archaeological studies would also need to be carried out as the road would encroach on an area not yet investigated for archaeology. As a result, all of the trees currently located on St Nicholas Place North will be removed and replacement trees will be planted where possible in the rest of St Nicholas Place.
- 4.6 On the latest design there is the potential for three bus stops to be provided around the edge of St Nicholas Place, one on the east side of the car park and two on the north side. Each bus stop will be equipped with a shelter and star trak, a specification for the type and style of shelter has yet to be decided. There is also the potential for 2 additional bus stops to be provided in future if it is deemed necessary, these could be located at the side of the road through the car park or beside the wall outside Wygston's House's garden.
- 4.7 Taxi ranks are proposed to be included in the design alongside the northern edge and possibly also the eastern edge of the car park. Cycling facilities will be accommodated on and off carriageway depending on the direction of travel. Street furniture, in addition to the bus shelters, will be installed where appropriate and a variety of landscaping will be planted across the space.
- 4.8 The design of the scheme has been discussed from the early stages with the City Council's Development Team Manager and with the consultant landscape architect working on the master plan. From these discussions an appropriate design for the area has developed which meets the objectives of linking St Nicholas Place to both the Waterside and to the City Centre as well as complementing the design ideas for the Old Town. The design solution consists of minimum abortive work and therefore cost. It doesn't prejudice any future work to the area or prevent any future developments being sited there.

Impact on car park - Castle Park Car Park Issues

- 4.9 The car park is currently the responsibility of the City Council's Property Services section and an approximate net income of £280k per annum is generated from the car park. Property Services are represented on the scheme's Project Board and have been kept informed of the design changes and of the latest design.
- 4.10 The car park currently accommodates 72 spaces, 4 of which are disabled. The new layout currently suggests that 48 standard spaces could be accommodated with an

additional 3 disabled spaces. This results in the permanent loss of 20 spaces which is the equivalent of approximately £80k per annum.

- 4.11 It is also anticipated that there will be a temporary loss of most, if not all, of the spaces during the construction which would result in a loss of income equating to approximately £140k.
- 4.12 The Project Team has been working with Property Services to identify how the shortfall in income may be funded, the outcome is that the ownership and hence the expenditure and income of the car park will be transferred to the Highways Division who will find alternative means to fund the shortfall, i.e. through increasing on street parking provision.

Construction

- 4.13 It is proposed that the Statutory Undertakers commence work at the end of January 2009 to lower and divert their services in the area.
- 4.14 City Highways will be constructing both St Nicholas Place North and St Nicholas Place Bus Stops and have programmed this work to commence at the end of March 2009. This allows 6 months for the construction of both schemes.

City "Mini Loop"

- 4.15 As part of the Enderby Park and Ride service, buses will be completing a "mini loop" of the city which incorporates Horsefair Street, Welford Place and the Leicester Royal Infirmary. The service will only use existing bus stops and each of these stops will be upgraded so that they all have a raised kerb, a bus shelter and star trak. Minimal work is required to ensure this infrastructure is in place and any construction work will be carried out by City Highways with JCDecaux providing the bus shelters. Funding for this work will be provided by the Enderby Project Board.

Programme

- 4.16 The Meynell's Gorse Park and Ride service is already in operation and the Enderby Park and Ride service is due to commence in Autumn 2009. The Birstall Park and Ride service is dependant upon the successful outcome of a Community Infrastructure bid; this will be known in February 2009.
- 4.17 Due to the alterations to the design as a result of the consultation, the programme has slipped slightly, however as the amount of works has slightly reduced as a result of not having to install signals at the Applegate/Peacock Lane junction, it is anticipated that the scheme will still complete on time.

Other Issues

- 4.18 Archaeology – The site is in the heart of the historic City and part of the reason it has not been developed in recent years is due to the archaeology, which lies under the surface. Any future development of the site, which involves significant excavation, is likely to require a major archaeological dig, requiring both time and money. Archaeological surveys of the area have been carried out in the past and it is anticipated that the proposed scheme will not impact on any area that has not yet been investigated. Consultation with the City Council's archaeologist has and will continue to

take place. A watching brief will be in place for the duration of the work to be carried out by the utilities and City Highways.

- 4.19 Bus Priority - With regard to traffic movements around St Nicholas Circle, there is sufficient space available that a bus priority lane could be installed ensuring that the impact of the introduction of the park and ride services on other traffic is minimal. The final layout of this junction will need to be looked at in further detail as part of the detailed design. This lane would be used for buses only accessing the new bus stops on St Nicholas Place.

5. FINANCIAL and LEGAL IMPLICATIONS

Financial Implications

- 5.1 The cost reported in the previous Cabinet report totalled approximately £2.2million. Due to the change in the design and the fact that there is no longer a requirement to signalise the Applegate/Peacock Lane junction, the cost has reduced to approximately £1.86million for both the St Nicholas Place North and St Nicholas Place Bus Stops schemes.
- 5.2 The costs are estimates based on an average cost per square metre for equivalent works elsewhere in the city centre. The cost estimate does not include any allowance for costs associated with dealing with archeological findings in St Nicholas Place; however there is an allowance for the archeological supervision.
- 5.3 The cost breakdown of the scheme is detailed in the table below:

Expenditure	Forecast 08/09	Forecast 09/10	TOTAL Scheme Costs
	000's	000's	000's
Construction Costs	100.00	714.00	814.00
Preliminaries	23.00	100.00	123.00
Traffic Management	29.00	84.00	113.00
Stats	100.00	-	100.00
Landscape Architects Fees	45.00	12.00	57.00
Bus Infrastructure	20.00	57.00	77.00
Archaeology	25.00	25.00	50.00
Design Costs			-
Management Costs			-
Fees	70.00	100.00	170.00
Contingency	-	213.00	213.00
Lost Income from car park during works		140.00	140.00
Other Costs		6.00	6.00
Total Expenditure	412.00	1,451.00	1,863.00

- 5.4 There is also the issue of the shortfall in income from the Castle Park car park, as described above in paragraphs 4.10 and 4.11 this may total as much as £140k for loss of income during the works, this is included in the estimate. There is also approximately £80,000 per annum permanent loss of income, the cost of which will be met internally.
- 5.5 The funding for both schemes is shown in the table below:

Funding Source	08/09	09/10	TOTAL Scheme Costs
Secured Funding:	000's	000's	000's

Growth Fund (SNP N)	200.00	450.00	650.00
City Council LTP Programme	212.00	-	212.00
Funding to be confirmed:			-
Enderby Park and Ride	-	1001.00	1001.00
Total Funding Available	412.00	1,451.00	1,863.00

Martin Judson, Finance (14.01.09)

Legal Implications

- 5.6 Traffic Regulation Orders will be required across the scheme. These will comply with the 1984 Road Traffic Regulation Act and The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.
- 5.7 Planning permission is also required to convert part of the land which is currently car park to highway to enable the road through the car park to be constructed.

Jamie Guazzaroni, Legal Services (12.12.08)

6. OTHER IMPLICATIONS

OTHER IMPLICATIONS	YES/NO	Paragraph references within the report
Equal Opportunities	Yes	4.11 Retention of parking spaces for disabled motorists
Policy	Yes	2.3 Increasing the use of Public Transport, this can be achieved by providing more Park and Ride Services.
Sustainable and Environmental	Yes	2.3 Promoting the use of Public Transport can lead to reduced car use, thus reduced congestion and improvements in air quality.
Crime and Disorder	Yes	4.9 Access to the city Centre and to Waterside will be improved with a high quality pedestrian link.
Human Rights Act	No	
Elderly/People on Low Income	No	

7. RISK ASSESSMENT MATRIX

Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/appropriate)
Failure to secure funding for the complete scheme	Medium	High	<ul style="list-style-type: none"> ▪ Identify other funding sources ▪ Carry out value engineering exercise ▪ Redesign scheme to fit available budget
Failure to meet construction	Low	Medium	<ul style="list-style-type: none"> ▪ Allocate adequate resources to the project

deadline			<ul style="list-style-type: none"> Identify any interim solutions if necessary.
Disturbance of archaeology	Low	Medium	<ul style="list-style-type: none"> Identify possible locations of archaeology with City Council archaeologist in advance
Need/Desire to use bus stops for commercial bus services	Medium	Medium	<ul style="list-style-type: none"> Ensure adequate provision of other city centre bus stops. Impose a Traffic Regulation Condition Redesign scheme

L – Low L – Low
M – Medium M – Medium
H - High H - High

8. BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

Report to Cabinet – Enderby and Birstall Park and Ride including St Nicholas Place Bus Stops.
July 2008

Report to Cabinet – Central Leicestershire Local Transport Plan 2006 to 2011 – Proposed Leicester Park and Ride Scheme
November 2005

Report to Cabinet – Central Leicestershire Local Transport Plan 2006 to 2011 Capital Programmes 2007/08
March 2007

9. CONSULTATIONS

9.1 Consultation with Property Services, the Development Team and Leicestershire County Council has been ongoing since the scheme commenced.

9.2 Councillor Kitterick has been briefed on the scheme.

9.3 Consultation with the public, local residents and businesses by means of a letter drop in the area, an exhibition at Radio Leicester, local media publicity and consultation documents on the City Council website. The consultation carried out resulted in a change to the design as described above in paragraphs 4.3 to 4.6.

9.4 The consultation information was also sent to the Ward Councillors, Emergency Services, Pedestrian, Cycling and Disabled Access Officers.

10. REPORT AUTHOR

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Key Decision	No
Reason	N/A
Appeared in Forward Plan	N/A
Executive or Council Decision	Executive (Cabinet)