

# City Mayor Decision Report

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## **FUNDING – HAYMARKET BUS STATION REDEVELOPMENT**

Decision to be taken by: **City Mayor**  
Decision to be taken on: **8<sup>th</sup> November 2013**  
Lead director: **Andrew L Smith**

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## Useful information

- Ward(s) affected: **Castle**
- Report author: **Garry Scott**
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- Report version number: 01

### 1. Summary

This report is to approve £1.5m of further funding to enable the progression of the Haymarket Bus Station redevelopment scheme.

### 2. Recommendations

It is recommended that:-

- 2.1 £1.5m of funding be approved from resources set aside for the second phase of the Economic Action Plan to enable the further progression of the Haymarket Bus Station redevelopment scheme.

### 3. Supporting information including options considered:

- 3.1 This is a complex project to deliver in the heart of the city centre. The total estimated cost is £13.5m made up of:
  - Land £1.4m (incl stamp duty)
  - Tenant costs £0.8m (incl CPO)
  - Design and Supervision £1.3m
  - Construction £10m
- 3.2 The City Mayor's decision of 21<sup>st</sup> September 2012 approved an initial investment of £1.85m. This has enabled progress to be made with the land purchase (£1.35m), alternative business provision for business tenants (£200k) and the balance of £300k has enabled the start of the detailed design. The £1.85m has now been committed and further funding needs to be made available if the scheme is to progress. £1.5m will cover consultant costs to start of construction, survey work and CPO costs/commitments to tenants.
- 3.3 The property required for the bus station scheme was acquired from the Haymarket Shopping Centre on 7<sup>th</sup> June 2013 at a cost of £1.35m plus stamp duty of £64k. Negotiations have been on going with the six tenants involved. In parallel with the negotiations, a compulsory purchase order is being pursued. The compulsory purchase process is intended as a last resort if attempts to acquire by agreement fail.
- 3.4 Consultation carried out earlier this year in March was very supportive of the scheme. We have taken on board some of the key areas that were highlighted

as being particularly important to people such as:

- A high a quality waiting area. The latest design includes a high quality concourse waiting area with a balance between seating and space to manoeuvre within the concourse.
- Important that the Shopmobility is located either within the bus station or close to it. The proposed shop mobility is located within the new Haymarket Bus Station.
- A wider footway on the eastern side of Charles Street.
- High quality bus time table information to be displayed.
- Improved toilets facilities.

#### **4. Details of Scrutiny**

The Transport and Climate Change Scrutiny Commission published a report in April 2012 titled 'A City Centre Bus Station – Is it necessary and feasible?'

The report makes a number of conclusions including the following – “Existing bus facilities in the city centre are neither well placed nor of good enough quality. Therefore, there remains an urgent need to upgrade the existing bus facilities within the city centre to cater for the continued and anticipated growth in passenger numbers and to ease bus congestion”.

#### **5. Financial, legal and other implications**

##### **5.1 Financial implications**

The City Mayor's decision of 21<sup>st</sup> September 2012 approved the release of £1.85m for land purchase (including the commencement of negotiations with island block tenants) and detailed design works. The Economic Action Plan approved by the City Mayor on 27<sup>th</sup> November 2012 approved in principle a further £8.15m of funding within phase 2 of the Plan (making a combined total of £10m).

The release of a further £1.5m as proposed in this report will be met from monies set aside for phase 2 of the Economic Action Plan.

The City Mayor expects to formally secure the balance of the funding requirement by means of the 2014/15 capital programme that he will recommend to the Full Council in March 2014. Full Council approval is anticipated to be necessary as the scheme currently exceeds the City Mayor's approval threshold as it requires over £10m of corporate resources; however should external funding be secured in the meantime that reduces the requirement to £10m or less, the City Mayor could take an Individual Key Decision.

Colin Sharpe, Head of Finance, Extn. 37 4081

## 5.2 Legal implications

5.2.1. Highways - Whilst there are no particular legal comments at this stage, there are likely to be issues associated with traffic regulation orders to be considered as the design progresses. Jamie Guazzaroni, Solicitor, Legal Services 29 6350

5.2.2 Compulsory Purchase – Paragraphs 20 and 21 of DCLG Circular 06/2004 states that the Council as acquiring authority should provide as much information as possible about the resource implications of both acquiring land and implementing the scheme for which the land is required, or how any potential shortfalls are to be met. The timing and availability of funding may also be relevant, and the confirming minister will need to be reassured that anticipated funding will be in place in order to carry out the scheme.

John McIvor, Legal Services ext 37-1409

## 5.3 Climate Change and Carbon Reduction implications

There are no immediate implications arising from the recommendations in this report. Completion of the Haymarket Bus Station Redevelopment is expected to have significant positive climate change implications by enabling improved public transport provision and hence minimising potential growth of car travel.

## 5.4 Equality Impact Assessment

The provision of accessible and modern city centre public transport facilities brings important benefits, with improved accessibility to employment for the socially excluded thereby reducing inequality.

## 5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

## 6. **Background information and other papers:**

None

## 7. **Summary of appendices:**

None

## 8. **Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?**

No.

**9. Is this a “key decision”?**

Yes.

**10. If a key decision please explain reason**

Spending of over £1m is to be committed on a scheme that has not been specifically authorised by Council.