

# Executive Decision Report

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Haymarket Bus Station Redevelopment

Decision to be taken by: City Mayor

Decision to be taken: 24 April 2014

Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: Castle Ward
- Report author: Garry Scott
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- Report version number: 1

### 1. Summary

The purpose of this report is:

- To approve and commission the Haymarket Bus Station redevelopment scheme and release the balance of funding.

### 2. Recommendations

The City Mayor is asked to:

1. Approve and commission the construction of the Haymarket Bus Station redevelopment scheme to include the provision of a new bus passenger concourse building and associated highway works within an overall budget total of £13.5million, from resources set aside for the Economic Action Plan and Government Grant.
2. Accept the award of DfT Local Pinch Point Grant of £3.5m.
3. Amend the capital programme accordingly
4. Delegate authority to the Director of Planning Transportation and Economic Development to enter into contracts in relation to the proposed bus station and associated highway works.

### 3. Supporting information including options considered:

As part of the Connecting Leicester project the Haymarket Bus Station redevelopment scheme will contribute to delivering the economic priorities set out in the Leicester Economic Action Plan (2012). It specifically aligns with 'The Thriving City Centre' Priority.

This is a complex project to deliver in the heart of the city centre involving comprehensive redevelopment of land including the existing bus station and adjacent land and property. The total estimated cost is £13.5m made up of:

- Land £1.4m (incl stamp duty)
- Tenant costs £0.8m (incl compulsory purchase order)
- Design and Supervision £1.3m
- Construction £10m

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, alternative provision for affected business tenants and enabled the start of the detailed design. The City Mayor's decision of 1<sup>st</sup> November 2013 approved a further £1.5m in order to

further progress the scheme development. It is now appropriate to commission the whole project with intended operation around December 2015.

The Capital Programme Report 2014/15 approved by Council on 20<sup>th</sup> March 2014 recommended that £3.2m be set aside from the Government's integrated transport grant for 2014/15, noted that the submission of a £13.5m scheme for approval was envisaged and determined that the City Mayor could commit funds to deliver the scheme (such funds forming part of the Capital Programme policy provisions).

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.

Consultation carried out earlier this year in March was very supportive of the scheme. We have taken on board 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 to be 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 toilet facilities.

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

This project is a key element of the City Mayor's Economic Action Plan which was reviewed by the Economic Development, Transport and Tourism Scrutiny Commission in April and May 2012. Scheme specific presentations were also made to the commission in March and December 2013. The scheme is referred to in the Capital Programme 2014/15 report approved by Council on 20<sup>th</sup> March 2014.

The 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 proposed improvement works will be funded from resources set aside for the second phase of the Economic Action Plan and Government Grant, as referred to in the Capital Programme 2014/15 report approved by Council on 20<sup>th</sup> March 2014.

Colin Sharpe Head of Finance ext. 37 4081

### 5.2 Legal implications

Legal Services are advising upon all legal implications. A tender process through OJEU is in progress in order to appoint a lead contractor to construct the concourse building and associated highways works. There are no other legal implications arising at this stage.

Giles Neafcy, Locum Solicitor, Legal Services ext. 37 1416

### 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 equality impacts of the scheme and mitigating actions have been considered as part of the development of the scheme. 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:**

City Mayor Decision Notices and associated reports made on 21<sup>st</sup> September 2012 and 1<sup>st</sup> November 2013.

**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**

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