

Department

Development and Growth

Subject

Station Street Pedestrian Priority and Traffic Management Scheme – Approval of Funding and Phasing

Decision

This is a Key Decision taken by the Leader of the Council.

Subject to call-in: **Yes**

Total value of decision: £1.375m

Revenue or Capital: Capital

Decision taken

1. Approve the implementation of a new high quality public space on Station Street adjacent to the station and rearrange traffic management as set out in this report.
2. Approve expenditure of £0.478m as part of the 9.550m Creative Quarter Public Realm scheme, funded £8m City Deal and £1.55m European Regional Development Fund grant, as set out in the Medium Term Financial Plan (annex 3, appendix C, section 3).
3. Approve £0.400m from the Nottingham Station Hub scheme Highway Improvement allocation funded from prudential borrowing as set out in the Medium Term Financial Plan (annex 3, appendix C, table 1).
4. Subject to receipt of project confirmation from D2N2 Local Enterprise Partnership (LEP), approve the use of £497,000 from the Local Growth Fund Turning Point South / Broadmarsh scheme allocation in 2015/16, as set out in the Medium Term Financial Plan (annex 3, appendix C, table 7).
5. Approve the Council's in-house contractors – Neighbourhood Services in Communities, to order the materials and deliver the works in accordance with the Council's financial regulations and grant conditions (ERDF and Local Growth Fund).

Other Options Considered

(with reasons for rejecting options not favoured)

- Not doing the scheme. This would mean not improving the pedestrian route from the City Centre to the Station; not giving a boost to regeneration in the area; and not providing improved access to taxi travel from the Station.
- Not ordering paving materials until all consultation processes are concluded. Due to the lead in time for delivery this would mean that the Council would not meet the deadline for spend to access ERDF grant funding. If the scheme did not proceed as planned the paving materials could be used elsewhere in the City Centre, including any revised plans for Station Street.

Reasons for Decision(s)

- To create a new public space on Station Street using high quality materials and extend the current restriction on access for motor vehicles up to the junction with Trent Street. This will rebalance the use of the highway, removing the dominance of traffic and create a strong sense of place on one of the key pedestrian and cycle links for the City Centre, the Station and NET.
- To revise the existing Traffic Management on Station Street and Trent Street that will more efficiently manage traffic movement and provide an opportunity to reallocate road space for other purposes.
- To improve the gateway to the City Centre from the Railway Station.
- To enable a permanent taxi pick up point within the Railway Station complex that provides a high quality facility for passengers.
- To support the Southside Regeneration proposals aimed at increasing economic activity and jobs, including stimulating development opportunities in Station Street.
- To access European and Central Government funding already allocated to the City Council within allotted timescales (end of November 2015 for ERDF and end of March 2016 for Local Growth Fund).
- Approving the whole scheme to be delivered in phases over two financial years will permit the ordering of all public realm materials at one time thereby ensuring consistency of quality and supply.

Affected Wards

Bridge

Advice Sought

| | Yes | No |
|-------------------------------------|--------------------------|--------------------------|
| Legal | x | <input type="checkbox"/> |
| Finance | x | <input type="checkbox"/> |
| Human Resources | <input type="checkbox"/> | x |
| Equality & Community Relations Team | x | <input type="checkbox"/> |
| Procurement | x | <input type="checkbox"/> |
| Other (please specify) | <input type="checkbox"/> | x |

Details of Consultations undertaken

| | Yes | No | Name and Date |
|-----------------------------------|--------------------------|--------------------------|----------------------------------|
| Portfolio Holder | x | <input type="checkbox"/> | Cllr Jane Urquhart 05/02/15 |
| Ward Councillors | x | <input type="checkbox"/> | Cllr Michael Edwards 05/02/15 |
| Area Committee | <input type="checkbox"/> | <input type="checkbox"/> | Cllr Nicola Heaton 05/02/15 |
| Other Council Bodies | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| Corp. Directors Affected | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| Trades Unions | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| Minority Group | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| Others (Specify) | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <u>Reasons for not consulting</u> | | | |

Consultation Outcomes

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|--------------------|
| Noted and approved |
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Background to the decision

Nottingham Railway Station is one of the main transport hubs serving the City Centre and its link to the City Centre is a key “gateway” for both visitors and commuters. Rail station usage, in line with national trends, is expected to increase substantially over the forthcoming years.

Carrington Street and Station Street both have entrances to and from the station for rail users to access. Along with the location of major office buildings, this leads to high levels of pedestrian footfall within the area.

Currently the pedestrian quality along Station Street from the station entrance towards Carrington Street and City Centre is poor. The proposed scheme would help address this by creating an improved environment for pedestrians and cyclists within the area.

The scheme supports the Council aspiration regarding the creation of high quality public realm/placemaking, and supporting economic growth through infrastructure within the Southside Regeneration area. The roadspace transformation scheme supports the Nottingham City Centre Time and Place Plan, the Local Transport Plan (LTP3) and complements wider regeneration priorities linked to the Creative Quarter.

Works have already taken place within the area to create a state-of-the-art transport interchange and gateway to the City with the Nottingham Express Transit (NET) Phase Two and recently completed Station Hub project. The Station Street scheme will complement these and provide an improved quality of street environment along this important corridor.

The proposed improvements include:

- Pedestrianisation of Station Street between Trent Street and Carrington Street
- Provision of street trees, street furniture, seating and lighting appropriate to the overall scheme design.
- Creating an attractive place where the public can walk, meet, shop, eat and relax, thereby supporting local growth and regeneration.
- Creating a square on the corner of Trent Street/Station Street on a raised plateau to facilitate pedestrians crossing at this location.
- The full length of the public space will be a shared walking and cycle route, with two-way access for cyclists maintained.
- Moving taxis from Station Street to a new taxi rank in the Railway Station Complex, following discussions between the Hackney Association and East Midlands Trains.
- Providing a supporting rank in Station Street east of Trent Street by the side access to the Station.
- Introducing a bus only gate on Carrington St (between Station Street and Queens Road) and make the Arkwright Street gate bus only to ensure that taxis do not attempt to rank outside the

railway station.

- To investigate changes to the Station Street rail entrance to improve pedestrian access and circulation linked to works for the new Cycle hub located at the station.
- Prohibiting vehicles except cycles entering Station Street from London Road.
- Providing vehicle access to the remaining section of Station Street through a one-way gyratory system from London Road to Canal Street, Trent Street onto Station Street.
- To install a lockable bollard at the junction with Carrington Street to ensure compliance with the Traffic Order. This excludes all vehicles from 7.30 am till midnight and allows servicing vehicles during the night-time. Access for delivery vehicles with permits will be allowed from the Trent Street end of Station Street at any time. The potential for installing a similar bollard at this end (or ultimately using cameras once traffic law permits) will be kept under review after Station Street has been pedestrianised. The scheme will be constructed with potential for installing an electronic bollard at some time in the future.
- Increasing parking availability on Trent Street and Station Street.
- The scheme will include proposals for sustainable drainage, particularly involving the tree pits to be installed. Current standing water problems have been created during the construction of the tram bridge. This will be addressed as part of the Station Street construction works.

The pedestrian environment will be a continuous paved area taking the whole width of the existing pavements and roads, used elsewhere to successfully calm traffic speeds and create spaces where pedestrians are safely given priority. The layout will be flexible to accommodate different needs, providing opportunities for café sitting out areas and other uses to activate the whole area.

Details of the traffic management proposals are set out in the plan included as Appendix A. The public realm construction phases are set out in the plan included as Appendix C. The scheme has been phased based on the availability and conditions of funding from the various sources, deliverability and impact on traffic movement and activities in the area.

Preliminary timescales for scheme delivery is 18 months with a provisional completion date of all phases by October 2016. Provisions of the Traffic Regulation Orders will be phased in coordination with the public realm works.

The key risks of the scheme are shown in Appendix D and are in summary:

- associated with the conditions of grant award for ERDF and Local Growth Fund for 2015/16;
- adverse public response to the scheme;

- paving materials are not ordered on time to meet the ERDF funding deadlines;
- not having sufficient and appropriately qualified staff resources to design, manage and deliver the scheme.
- Not having effective project management, client and contractor interface and control arrangements, within an appropriately robust governance structure

It will be crucial that the mitigation measures outlined in Appendix D are strictly adhered to.

**Declared colleague/
Councillor Interests**

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**Dispensation by
Standards Committee**

| | |
|--------------|--------------------------------|
| Date: | Dispensation Reference: |
|--------------|--------------------------------|

Equalities

| | |
|--|-------------------------------------|
| Has the equality impact of the decision been assessed? | |
| NO | <input type="checkbox"/> |
| YES – equality impact assessment attached | <input checked="" type="checkbox"/> |

Social Value Implications

A key element of the Connecting Southside programme business case was demonstrating that the schemes within the programme will deliver value for money and an economic return on the investment. The creation of high quality public realm / place making will promote economic growth within the Southside Regeneration area. It will stimulate development opportunities directly on Station Street, including making use of the archways under the NET tramway bridge and encouraging stalls and outdoor café seating. These proposals are part of the plan for an enhanced approach from the station into the City Centre. People arriving in Nottingham by train would be greeted by a much more pedestrian-friendly environment and get a better first impression of the City.

**Crime and Disorder
Implications**

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|------|
| None |
|------|

Finance/Legal comments

This decision seeks approval to commence transport infrastructure improvement works at a total project cost of £1.375m. The project was included in the refreshed capital programme approved at the February 2015 Executive Board meeting.

The expenditure will be resourced as follows:

| Scheme | £m | Funding |
|----------------------------------|--------------|--|
| Creative Quarter | 0.478 | Total scheme £9.550m resourced £8.000m City Deal programme to be funded from prudential borrowing with repayments met from future business rate growth & £1.550m ERDF grant, as shown in MTFP - annex 3, appendix C, section 3 |
| Nottingham Station Hub | 0.400 | Prudential borrowing: scheme is included in the £3.112m expenditure - as shown in MTFP - annex 3, appendix C, table 1 |
| Turning Point South / Broadmarsh | 0.497 | Local Growth Fund 2015-18 total programme £28.460m - as shown in MTFP - annex 3, appendix C, table 3 |
| Total | 1.375 | |

ERDF Grant

The ERDF grant has been awarded to the Council. Expenditure must comply with the grant conditions to maximise cash drawdown and avoid clawback. This funding is time-limited to December 2015. Any expenditure defrayed after this date will not be funded.

Local Growth Fund

This funding will be awarded following approval of the project by the D2N2 LEP. The LEP is not a legal entity, and so Derbyshire County Council will be the accountable body for this funding. The grant conditions are not yet known. Therefore budget managers will need to put in place appropriate measures to ensure compliance to the grant conditions in order to fully recover the Council's expenditure and avoid clawback of grant.

The Council's in-house contractors – Neighbourhood Services in Communities, will deliver the infrastructure works. Expenditure incurred will be in accordance with the Council's financial regulations and grant conditions (ERDF and Local Growth Fund).

Maria Balchin
Finance Analyst
25 March 2015

Legal Comments

This scheme is dependent upon the result of a consultation upon the revision/alteration/replacement to or of the existing Taxi Clearway affecting Station Street, which will enable to scheme to proceed. The outcome of that consultation cannot be predetermined and this decision needs to recognise this and this principle should be applied to any other decision.

In addition, this scheme is also dependent upon East Midland Trains implementing the provision of an adequate taxi "rank" facility in the railway station complex. It is advised that the Council has the firm assurance/commitment that EMT can and will provide this before any money is expended upon on aspects that are ancillary to this facility.

Brian Stewart
Solicitor
Contracts and Commercial Team
26 March 2015

Background Papers

Executive Board Meeting 17th March 2009 – Nottingham Hub Report and minutes of the meeting.
Executive Board Meeting 24th February 2015 – Medium Term Financial Plan (MTFP) 2015/16 – 2017/18.
Executive Board Meeting 21st January 2014 – Nottingham Creative Quarter ERDF Project.

Exempt/Confidential report

No

Contact Person

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Corporate Director or
authorised colleague

David Bishop

Date:

5-5-15

Signature

Leader of the Council Councillor Jon Collins

Date:

Signature

12-5-15

Date Published: 13/05/15

Last Date for Call-in: 20/05/15

ERDF Creative Quarter Approach Transport Improvements: Station Street



Title ROAD SAFETY AUDIT 1 PLAN

Scale 1:250 @ A1, 1:500 @ A3

Drawn -

Drawing No -

KEY:

- - - Existing Kerbline
- ▬ Proposed Kerbline
- ▨ Proposed Granite Slab Paved Footway
- ▩ Proposed Granite Block paved Carriageway



Proposed Tree in Paved Grd



Proposed Granite Granite Bench



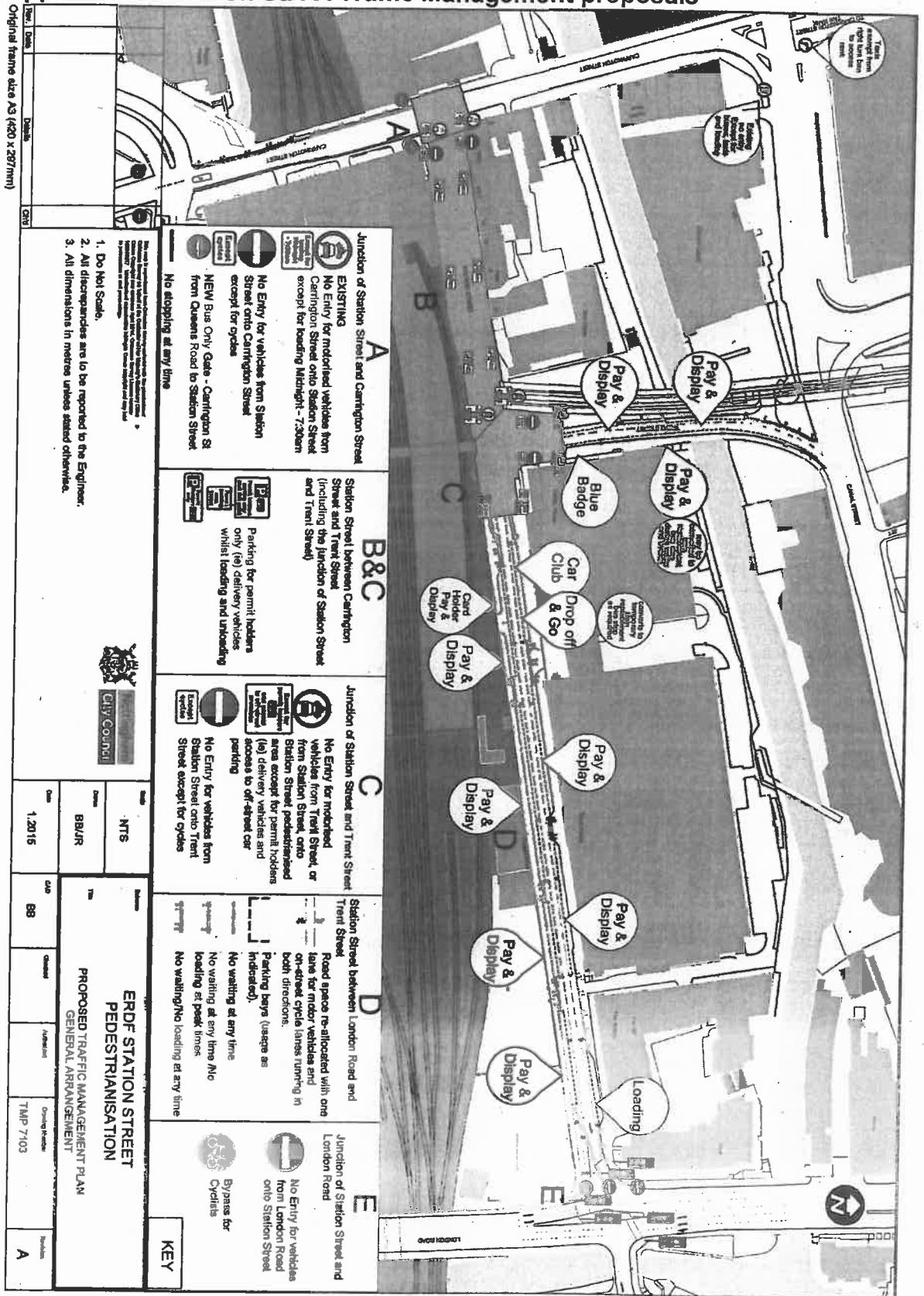
Proposed Granite Slab Paved Footway



Proposed Granite Slab Paved Footway

- ▨ Proposed Granite Slab paved Carriageway

Appendix A – Station Street Traffic Management proposals



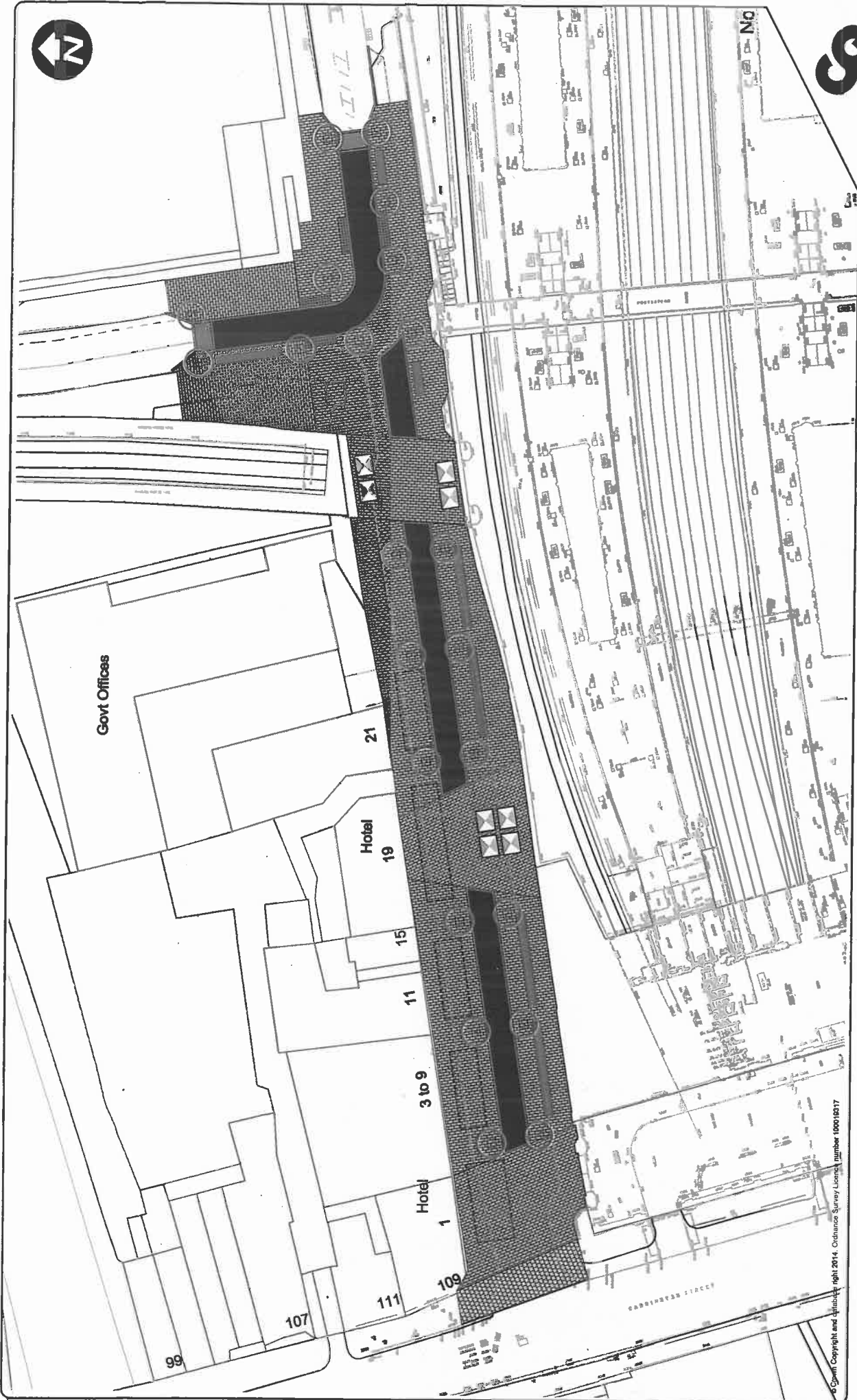
Original frame size A3 (420 x 297mm)

| | | | | | | | | | | | |
|---|--------|--------------|-----|-------|----|---------|----------|-----------------|------|----------|---|
| Scale | 1:2015 | City Council | NTS | 88/4R | 88 | General | Approved | Ordering Number | 7103 | Revision | A |
| ERDF STATION STREET PEDESTRIANISATION PROPOSED TRAFFIC MANAGEMENT PLAN GENERAL ARRANGEMENT | | | | | | | | | | | |

1. Do Not Scale.
2. All discrepancies are to be reported to the Engineer.
3. All dimensions in metres unless stated otherwise.

KEY

ERDF Creative Quarter Approach Transport Improvements: Station Street



Title ROAD SAFETY AUDIT 1 PLAN

Scale 1:250 @ A1, 1:500 @ A3

Drawn BB

Drawing No HD/19056/RSA1

KEY:

- Existing Kerbline
- Proposed Kerbline
- ▨ Proposed Granite Slab Paved Footway
- ▩ Proposed Granite Block paved Carriageway
- ⊕ Proposed Tree in Paved Grid
- ▬ Proposed Granite Bench
- - - Area available for outdoor economic activity (e.g. cafe areas)
- ⊠ Proposed Market Stall Area

NOTE: All paving surfaces suitable for vehicular loading

Nottingham City Council

Appendix C : Scheme phasing costs/funding

The estimated cost of each of the phases of the Station Street scheme is set out in the table below. The total estimated cost is £1.375 million.

Phase 1a and 2a will be financed from the City Deal/European Regional Development Fund (ERDF) with a total allocation of £478,000 (split £254k/£224k respectively) from the Creative Quarter public realm award in 2015. The ERDF grant conditions are time limited therefore delivery of these phases will need to be completed and the £224k expenditure spent in November and claimed by early December 2015. A sum of £400,000 is available from the Nottingham Station Regeneration Scheme allocation for public realm works. There is no time limit to using the funding allocation.

Subject to confirmation of the Business Case from D2N2 Local Enterprise Partnership, it is proposed that Phases 1b and 2b works on Station Street and detailed design development of Phase 3 (Trent Street Square) will be funded from the Local Growth Fund allocation for the Southside Transport Strategy proposals in 2015/16 (an estimated sum of £497k from the total allocation £3m). Funding is already under the direction of the City Council as set out in the Medium Term Financial Report Annex 3 Capital Report Appendix C Growth Fund package of schemes for 2015/16. Grant conditions are also time limited therefore these phases of the scheme will need to be completed by the end of March 2016. A full business case will be submitted to the LEP in June/July 2015 to release the £497k following public consultation on the scheme in April/May.

Funding for Phase 3 – Trent Street Square – will be provided by the underspend of the allocated Highways budget associated with The Nottingham Station Hub project. Funding for the Hub project was approved at the 17th March 2009 Executive Board meeting and included an allocation for associated highway improvement works to complement the Station redevelopment. In anticipation of wider public realm improvements to the area, including the Station Street Pedestrianisation Scheme, some elements of the highway improvement have not been implemented including full pedestrianisation of the Carrington Street / Station Street junction, installation of a Taxi Canopy and completion of footway improvements. This has resulted in a £400,000 contribution to Phase 3 of the Pedestrianisation Scheme. If the Growth Fund allocation is not approved in 2015/16, then the Station Hub Project funding will be used to undertake works on Phases 1b and 2b.

All phases will be delivered as a continual programme of works with an estimated completion date of October 2016.

| Scheme/ Phase | Description | Estimated implementation timescales | Estimated Costs |
|--------------------------------------|---|--|----------------------------|
| Station Street Scheme Phase 1a | Introduction of Traffic Regulation Orders on Station Street and Carrington Street Construction | March to end of May 2015 July 2015 | £100,000 |
| Phase 2a | Section from Carrington Street up to the Granby Hotel | June to early November 2015 | £378,000 |
| Phase 2b | Section from the Granby Hotel up to Trent Street | November to March 2016 | £447,000 |
| Station Street Scheme Phase 1b | Completion of Traffic Regulation Orders on Station Street and Carrington Street | November to March 2016 | £50,000 |
| Phase 3 New Square Scheme | Trent St Square (design 15/16; build 16/17) | April to October 2016 | £400,000 |

The City Council's Highway Services will lead on the delivery of the works, utilising the Council's own skilled workforce and supported by private sector partners employed through the Council's Highway Framework Agreement (HFA) in collaboration with Derby City Council. Works will be undertaken in accordance with financial regulations and in particular with the ERDF conditions of funding. Use of Highway Services as the Principal Contractor for the Creative Quarter public realm award is a recommendation as part of the ERDF application for funding award.

Station Street – Risks and Mitigations

The key risks identified in the main report and actions to mitigate these are presented below.

Funding

The methodology for approving the Growth Funding allocations has been provided by the LEP. The City Council will provide a compliant business case as part of their requirements. If there is a delay in funding (for example if we miss the deadline to complete a phase of the scheme) then the initial phases (Phases 1a and 2a) can be completed using the Station Refurbishment funding alone. Later phases would then be dependent upon future applications to the Growth Fund.

Project Management

Having sufficient and appropriately qualified staff resources to design, manage and deliver the scheme is a risk common to all projects. Station Street is the first of the Roadspace Transformation Programme schemes in the Broadmarsh programme and as such will be subject to more scrutiny than is normally the case.

There is a need for strong client and project management control supported by effective processes and clear agreement of responsibilities between client designer and contractor. An internal project assurance framework is being finalised focusing on ensuring that measures for efficient procurement, correct resource and skill levels, stakeholder engagement, effective cost control and detailed project monitoring are in place.

Governance

A structure to improve and ensure effective governance of the Roadspace Transformation Programme, from project management groups up to SRB and the Transport Delivery Board is set out in full in the Programme Execution Plan. The intended strategic governance and operational project management structure is set out below:

Roadspace Transformation Programme – Governance and Project Management Structure

DRAFT

