

<b>DECISION-MAKER:</b>	CABINET COUNCIL		
<b>SUBJECT:</b>	NORTH OF CENTRAL STATION - FUNDING APPROVALS		
<b>DATE OF DECISION:</b>	16 JULY 2013 17 JULY 2013		
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b><u>CONTACT DETAILS</u></b>			
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<b>STATEMENT OF CONFIDENTIALITY</b>			
Not Applicable			

### **BRIEF SUMMARY**

This report seeks to approve capital variations within and additions to, the Environment and Transport Capital Programme and approve expenditure to deliver Phase 1 of the North of Central Station project.

### **RECOMMENDATIONS:**

#### **CABINET**

- (i) Subject to the decision of Council to approve the recommendations set out above, to approve the procurement and delivery of the "North of Station Quarter" capital scheme; and
- (ii) To delegate authority to the Director of Environment and Economy to make decisions necessary to procure and deliver the "North of Station Quarter" scheme within the overall approved budget.

#### **COUNCIL**

- (i) To approve the creation of the new scheme "North of Station Quarter" with a total budget of £2.288m within the Environment and Transport Capital Programme, by means of the following capital variations and additions;
  - (a) The transfer of £100,000 from the scheme "North of Station Advance Design", funded by Local Transport Plan (LTP) government grant, to the new scheme "North of Station Quarter";
  - (b) The transfer of £425,000 from the scheme "LSTF Southampton Central Station", funded by Local Sustainable Transport Fund (LSTF) government grant, to the new scheme "North of Station Quarter";

- (c) The transfer of £167,000 from the scheme “Civic Centre Place”, funded by Strategic Transport Contributions, to the new scheme “North of Station Quarter”;
  - (d) The transfer of £790,000 from the scheme “City Centre Improvements”, funded by Strategic Transport Contributions, to the new scheme “North of Station Quarter”;
  - (e) The addition of £720,000 of LTP government grant (2014/15 confirmed allocation) to fund the new scheme, “North of Station Quarter”;
  - (f) The addition of £86,000 of Partnership for Urban South Hampshire (PUSH) grant to fund the new scheme “North of Station Quarter”; and
- (ii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £2.288m for the delivery of the new scheme “North of Station Quarter”, phased £1.568m in 2013/14 and £0.720m in 2014/15.

## **REASONS FOR REPORT RECOMMENDATIONS**

- 1 An application for Local Pinch Point funding for the North of the Station project totalling £4.261m (£1.798m in 2013/14 and £2.463m in 2014/15) was unsuccessful. Sufficient funding has been secured through the Local Sustainable Transport Fund and local match funding contributions to deliver Phase 1 of the project. The purpose of this report is to obtain approval to commence Phase 1 of the works by amalgamating a number of existing and future funding streams into a new scheme titled “North of Station Quarter”. This scheme will commence implementation from Autumn 2013.
- 2 Financial Procedure Rules require that funding is added to the capital programme and approval to spend is secured to enable the delivery of projects within the Council’s Capital Programme.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

### **Delay delivery of Phase 1 until 2014/15**

- 3 Phase 1 of the North of Station Project will be ready for implementation in Autumn 2013. Bringing forward delivery will maximise the opportunity to secure other funding for further phases of the project in 2014/15 and beyond. Therefore, the option of delaying the delivery of Phase 1 until 2014/15 has been rejected.

## **DETAIL (Including consultation carried out)**

- 4 The ‘Station Quarter’ consists of the southern and northern areas of the Southampton mainline station and the station itself. As one of the most important gateways into and out of the city, the Station Quarter has been identified in Southampton’s City Centre Master Plan as one of its most strategically important project areas that will encourage growth through private sector investment and produce employment opportunities.

- 5 A series of studies and subsequent policy directives have identified the poor quality of the area around the North of Central Station in terms of interchange (the transfer between modes including journeys to the rapidly growing cruise offer) and attractiveness as a location for business, as critical barriers to employment growth in the city. The inherent complexity of major stations, low levels of success in securing major schemes funding and uncertainty around priorities are the key reasons this problem has not been comprehensively addressed in the past. As a result, it is a poor quality Gateway for a city of Southampton's status.
- 6 Southampton Central Station is the busiest rail station in the Solent area. It now handles six million passenger movements per year, having increased by a third over the past eight years. As the city centre is the largest employment area in the region, this increase comes as little surprise as more and more people arrive into the city through a larger variety of transport modes. The continued growth of station usage will have a direct impact on the immediate area around the station and for this reason it is vital to enhance it so that it attracts further private sector investment.
- 7 The 'North of Central Station' project will continue the success of the recently completed works to the south of the station with partners Network Rail and Southwest Trains, where both publicly maintainable and privately owned land will be enhanced to make this very important gateway and transport interchange a destination in its own right.
- Consisting of five main phases the scheme will see a striking upgrade to the station forecourt, vastly improved interchanges between rail, bus, cycle, taxi and pedestrian facilities plus improved public spaces outside Frobisher House, Wyndham Court and along Commercial Road. These public areas will see enhanced greenery, seating and performance / event areas that will be animated through local community events and trade.
- 8 Phase 1 of the project construction will commence in October 2013 and be completed in March / April 2014 (weather dependent).
- Phase 1 improvement works will consist of the following:
- Renewal of footway surfaces along the length of Blechynden Terrace Southbrook Road and West Park Road, with high quality materials (granite) being used along the lengths adjacent to the station forecourt.
  - Renewal of road surfaces along the length of Blechynden Terrace, Southbrook Road and West Park Road with a granite 'shared surface' adjacent to the station forecourt and extending out to the junction with Wyndham Place.
  - Introduction of a formalised taxi rank and turning circle to the west of the station forecourt.
  - Pedestrian crossing point where Blechynden Terrace meets West Park Road.
  - Coach bay parking allocation moved to the southern side of West Park Road.
  - Provision of cycle lanes on the northern and southern sides of West Park Road.

Visualisations of the phase 1 work can be seen in:

- Appendix 1 Station North Side Phasing Plan
- Appendix 2 Station North Side Layout Plan
- Appendix 5 Station North Side 3D Sketch Views

It is important to note that the actual station forecourt will *not* be included in the Phase 1 plans. This decision was made upon advice from Network Rail who feel that the project will stand a greater chance of securing funding through their National Station Infrastructure Programme (NSIP). Network Rail is anticipating that a decision on the funding will be made around April 2014.

West Park Road works will be a continuation of the work completed on Blechynden Terrace. It is important to note that the northern side footway will be funded through the new Student Accommodation development works and every effort will be made to co-ordinate the works with this project.

9 At current contract rates, the total cost of the entire North of the Station project will cost just under £10m to complete. Future phases of the scheme stand a good chance of being funded through Section 106, CIL, and any other externally awarded funding allocations like the recently completed City Streets Bid. Once the project has commenced and if the NSIP money is awarded, the scheme's chances of attracting external funding increases as funder providers seek to award schemes that are already underway and have the full support of the Authority.

10 During the construction there is likely to be a number of temporary changes to the local road layout (including relocation of bus stops and taxi ranks etc.) to ensure public and contractor safety. However, we will endeavour to keep disruption to the normal running of the area to a minimum.

Phase 1 will be split into smaller sections to minimise disruption; with most of the work being carried out during normal working hours using temporary two way lights.

Some of the surfacing will be carried out overnight under full road closures and in this instance; diversion routes will be in place.

All efforts to inform the local and wider community will be made through leaflet dropping and utilisation of the SCC E-Alerts.

11 An innovative approach to consultation has been taken for the North of the Station project. A public engagement exercise was undertaken in Nov / Dec 2011 where the project team spoke with about 200 local residents / businesses and visitors to ascertain what they would like to see changed or improved at the north of the station. People were asked to become part of a 'Champions Group' to lead on the project principles and design process. These community centric initial designs and more recently the preliminary designs have been publicly exhibited in the area where there has been a genuine enthusiasm to comment on them and a general feeling of excitement amongst locals for change.

- 12 Improvements to the transport links and the public realm environment will enable building owners to rent an estimated 6,000m<sup>2</sup> of currently empty space for retail and office use, potentially creating 300 new jobs. The involvement of key employment sites and leaseholders such as: Mapeley Ltd, F&C Reit, Skandia and Bond Pearce, have proven that there is an interest in how the scheme develops in terms of commercial potential. F&C Reit have been at the forefront of this potential – already engaging with the Council’s planning team to modify the frontage of Overline House in order to introduce retail by extending their ground floor premises.
- 13 The extension to the Overline House frontage and associated public realm improvements in the vicinity can be viewed in:
- Appendix 1 Station North Side Phasing Plan
  - Appendix 2 Station North Side Layout Plan
  - Appendix 5 Station North Side 3D Sketch Views
- Note that the plans are still under negotiation and are subject to change.

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

- 14 The total cost for the remainder of the full scheme design, as well as Phase 1 of the North of Central Station project *works* is estimated to be £2.288m. This excludes advance design costs of £0.272m, which are recorded and accounted for previously and separately.
- 15 The phasing and funding of the proposed capital scheme is detailed in Appendix 3.
- 16 The capital programme for Environment and Transport Portfolio will be increased by a total of £0.806m. This includes the addition of £0.720m of LTP government grant (2014/15 confirmed allocation) and £0.086m of PUSH grant funding. In addition, transfers totalling £1.482m are recommended from existing provisions within the programme. In order to prioritise these works, it is proposed to make material reductions, totalling £957,000, in two existing approved schemes (City Centre Improvements and Civic Centre Place). All of the variations and additions are detailed in Appendix 4.
- 17 There is an adequate 30% contingency built into the North of Central Station project to ensure that the possibility of overspend on the scheme is minimised. This has generated a contingency of over £0.5m. If more than £0.2m of this contingency is required in 2013/14 it may be necessary to identify a source of temporary financing until the 2014/15 LTP grant allocation is received. The Chief Financial Officer has delegated authority to agree such a variation should it prove necessary.
- 18 There will be no additional maintenance costs as the proposed designs for Phase 1 will only use materials that are within the accepted palette of maintainable materials of the highways partnership contract.

- 19 To facilitate some of the main objectives of the scheme such as enhanced pedestrian and cycling facilities, there will be a net loss of on street parking spaces after Phase 1 of the works are complete. Specific losses during Phase 1 include with associated projections of income loss are as follows:

<b>Parking Bays</b>	<b>Annual Income Loss</b>
13 Pay & Display Bays	£15,000
6 Pay & Display Bays (Short Stay)	£2,500

The locations of these lost bays are included in Appendix 6 – Station North Side Parking Impacts (Phase 1).

- 20 The specific reasoning behind the losses:

**13 Pay & Display Bays (Southbrook Road)**

The rationale is to move the taxi rank from its existing position where there have been carriageway spacing issues for traffic turning into and out of Wyndham Place. Further to this, Community Safety had advised of a number of complaints from Wyndham Court residents about the existing position of the taxi rank and some of the drivers' behaviours. The new position is away from any residential areas

**6 Pay & Display Bays Short Stay (West Park Road)**

The rationale behind these losses is to accommodate the coach parking bay moving to West Park Road (south side) as there have been carriageway width issues (as noted above) in its existing position at Wyndham Place junction with Blechynden Terrace. Both of these changes open up the area – particularly at the junction of Wyndham Place and Blechynden Terrace which will improve pedestrian permeability and enhance the cycle provision along Blechynden Terrace and West Park Road.

- 21 This loss of income will have an impact on the ring-fenced 'on street car parking account' and reduce the surplus available to fund parking, transport or highway related expenditure going forward. The impact of the Phase 1 development for off street car parking income is considered to be minimal but this could be more of an issue if further phases are pursued at a later date.

- 22 The annual income losses do not take account of drivers using spare capacity in other nearby parking areas (including MSCPs), as an alternative. Parking saturation surveys were undertaken during feasibility stage and it was found that on and off street parking was not fully used at all times during the day / night.

- 23 In order to complete phase 1 of the work, it is proposed (per the recommendations) to transfer £167,000 from the Civic Centre Place Strategic S106 Contributions. The decision to draw on this funding has been made due to the strategic importance of the Station Quarter (as per note 4) and the considerable advances made in the design and consultation of the project. It is recognised that Civic Centre Place will still need to be progressed and it is intended that it will be funded through a combination of CIL, LTP contributions and the City Streets Bid.

**Property/Other**

- 24 The Phase 1 works do not impact upon any property interests as all the works are contained within the existing public highway.
- 25 The later phases of works will be subject to a number of property transactions and authority for these will be sought at the appropriate time.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

- 26 The North of the Station project will be delivered in accordance with a variety of Highways and Environmental legislation, including but not limited to the Highways Act 1980, Road traffic Regulation Act 1994 and the Traffic Management Act 2004.
- 27 Works will be undertaken in accordance with Section 75 of the Highways Act 1980 sub section (1) ‘where a Highway maintainable at the public expense comprises both a Footway or footways and a Carriageway, the Highway Authority may vary the relative widths of the Carriageway and of any Footway. The authority may prescribe in relation to either one side of both sides of the street, or at or within a distance if 15 yards from any corner of the street, a line to which the street is to be widened’.

**Other Legal Implications:**

- 28 The project, including the design and construction of any highway infrastructure changes, will be delivered in accordance with the Equalities Act 2010, having particular regard to the public sector equalities duty and the need to ensure that public space and realm is accessible to all. Regard will also be had to s.17 Crime and Disorder Act 1998 when designing the scheme to ensure that, to the extent possible, opportunities for environmental crime and other forms of crime and disorder will be eliminated or minimised.

**POLICY FRAMEWORK IMPLICATIONS**

- 29 The City Council is a Local Transport Authority as prescribed in the Transport Act 2000 and the Council’s relevant Policy Framework is the City of Southampton Local Transport Plan (LTP3).
- 30 The North of the Station project is compatible with the objectives of the Community Strategy and Economic Development Strategy.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bargate
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Station North Side Phasing Plan
2.	Station North Side Layout Plan
3.	Central Station Quarter – Phasing and Funding
4.	Variations and Additions to Environment & Transport Capital Programme
5.	Station North Side 3D Sketch Views
6.	Station North Side Parking Impacts (Phase 1)

### Documents In Members' Rooms

1.	None
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	EIA has been completed for project
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### Other Background Documents

#### Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)                      Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	The City of Southampton Local Transport Plan	<a href="http://www.southampton.gov.uk/s-environment/transportplanning/localtransportplan3/">http://www.southampton.gov.uk/s-environment/transportplanning/localtransportplan3/</a>
2.	City Centre Master Plan	<a href="http://www.southampton.gov.uk/s-environment/future/ccplans/publicconsult.aspx">http://www.southampton.gov.uk/s-environment/future/ccplans/publicconsult.aspx</a>