

Report of: Project Manager

Report to: The Chief Economic Development Officer

Date: 20th April 2015

Subject: Design & Cost Report for Refurbishment of Lower Basinghall Street

Capital Scheme Number: 16500/000/000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input checked="" type="checkbox"/> Yes City & Holbeck	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. The proposed scheme will provide an improved environment to Lower Basinghall Street, the surrounding businesses and its users and aims to improve connectivity with City Square and Boar Lane
2. Lower Basinghall Street runs parallel to Park Row, adjacent to Trinity Leeds Shopping Centre. It is a key intersection between the financial and retail districts in the city centre and links City Square with the Trinity Leeds centre.
3. During the development of Trinity Leeds Shopping Centre, Leeds City Council agreed to contribute to adjacent paving works. Many of these areas were completed at the time. However, Lower Basinghall Street was not included in the S278 agreement and remains in a state of disrepair and does not tie in to paving design either side of the site.
4. In January 2013, city development directorate recommended £100k to be injected into the capital programme to fund the Lower Basinghall Street upgrade. This work has been delayed and funding rolled over to the financial year 2015/16 due to scheduled works by Northern Gas Networks. The gas works have now been completed and the improvement works can be carried out.

Recommendations

The Chief Economic Development Officer is requested to:

- Note the contents of this report; and
- Provide authority to spend £100,000 capital programme funding on the scheme to refurbish Lower Basinghall Street

1. Purpose of this report

- 1.1. To update the Chief Economic Development Officer on proposals to improve Lower Basinghall Street using funds allocated from the economic initiative pot.
- 1.2. To request that the Chief Economic Development Officer gives authority to spend £100k on a scheme to carry out carriageway & footway improvements on Lower Basinghall Street.

2. Background information

- 2.1. The proposed scheme will provide an improved environment to Lower Basinghall Street, the surrounding businesses and its users and aims to improve connectivity with City Square and Boar Lane.
- 2.2. Lower Basinghall Street runs parallel to Park Row, adjacent to Trinity Leeds Shopping Centre. It is a key intersection between the financial and retail districts in the city centre and links City Square with the Trinity Leeds centre.
- 2.3. During the development of Trinity Leeds Shopping Centre, Leeds City Council agreed to contribute to adjacent paving works. Many of these areas were completed at the time. However, Lower Basinghall Street was not included in the S278 agreement and remains in a state of disrepair and does not tie in to paving design either side of the site.
- 2.4. Used as a delivery entrance, the current road paving on Lower Basinghall Street is damaged and footway paving is of poor condition. Improvements to the public realm have been completed in other areas surrounding the Trinity Leeds Shopping Centre and improvements in this location will complete this programme of work.
- 2.5. In January 2013, City Development Directorate recommended £100k to be injected into the capital programme to fund the Lower Basinghall Street upgrade. This work has been delayed and funding rolled over to the financial year 2015/16 due to scheduled works by Northern Gas Networks. The gas works have now been completed and the improvement works can be carried out.

3. Main issues

3.1. Design Proposals and Full Scheme Description.

3.1.1. The scheme will provide an improved environment to Lower Basinghall Street, the surrounding businesses and its users and aims to improve connectivity with City Square and Boar Lane as shown on drawing EP/299353/GA/01a.

3.2. Scheme Description

3.2.1. The total scheme value is estimated at £100,000. A plan of the scheme is attached, EP/299353/GA/01a. Expenditure of the funds will provide the following improvements:

- Repaving of the footway areas around the uncontrolled pedestrian crossing in silver grey granite setts, tactile paving (buff colour) with a dark grey block paving border (to match crossings in the City Centre) and contrasting kerbing.
- The uncontrolled pedestrian crossing in the carriageway to be raised (as existing) with a high wearing specification asphalt imprinted surface.
- Repaving of the lower part of the street will include resurfacing of the top 50mm of carriageway, repaving east and west footways in Perfecta paving flags along with the use of Tegula block paving where appropriate.
- The existing double yellow lines and disabled parking bays are to be reinstated to comply with the existing Traffic Regulation Order.

4. Programme

4.1. The council's term contractor will be appointed to deliver the whole scheme. In order to avoid abortive works, the scheme could not be progressed until Northern Gas Networks' work was completed on Lower Basinghall Street. This work began in February 2015 and is now completed.

4.2. Works will be carried out in the financial year 2015/16 and start on site programmed for summer 2015.

4.3. Programme as follows:

- | | |
|---|------------------------------------|
| • Design | Complete |
| • Consultation | Complete |
| • Sign off | Apr-15 |
| • Materials order and delivery | Apr 15 - Jul 15 |
| • Works onsite | 4-6 weeks on delivery of materials |
| • Project close down - safety audit, snagging | 1 -2 weeks |

5. Corporate Considerations

5.1. Consultation and Engagement

- 5.1.1. A Stage 1 Safety Audit of the scheme has been undertaken (Dec/14) with no safety related problems evident.
- 5.1.2. A Stage 1-Internal consultation has been undertaken (Dec/14). Minor comments raised have been implemented within the design or resolved.
- 5.1.3. A Stage 2 – External consultation was undertaken (Feb/15) with emergency services and City Centre Management have engaged with all of the affected businesses owners Consultation has taken place with those parties likely to be disrupted by the scheme: Trinity Leeds, solicitor, 2nr parking spaces, Bond Street trader, TSB/Lloyds Bank and Ward Councillors. No objections were received. Some specific access requirements were noted and will be incorporated into the scheme where possible.
- 5.1.4. Consultation has taken place with Councillor Richard Lewis, executive member for transport and economy, who is supportive of the proposals. Further consultation has taken place with City and Hunslet ward councillors, Cllr Elizabeth Nash, Cllr Patrick Davey and Cllr Mohammed Iqbal who have not raised any objections.

5.2. Equality and Diversity / Cohesion and Integration

- 5.2.1. An EDCI screening document (Appendix A) has been prepared and an independent impact assessment is not required for the approvals requested.

5.2.2. Positive scheme impacts include;

- An improved environment to Lower Basinghall Street and the surrounding businesses
- Improved connectivity with City Square and Boar Lane.
- Due to the current state of the poor footway surfacing, implementing the improvements will reduce the potential of slip & trip hazards.
- Improvement works at the uncontrolled pedestrian crossing will assist the visually impaired and dropped kerbs will assist wheelchair, pushchair users and people with mobility issues.

5.2.3. Negative scheme impacts include;

- Disruption and inconvenience is likely whilst the works are being carried out. However, safe pedestrian access will be provided through the works and any carriageway resurfacing works will be constructed in phases to allow vehicle access and keep disruption to a minimum. Site information signage will also be used to keep pedestrians and traffic informed of the works and disruption.

5.3. Council policies and City Priorities

5.3.1. 'Leeds: Becoming the Best City Centre' states as one of the main ambitions that Leeds should have a quality environment, where the public realm is well maintained and of a high quality design. This scheme fits with that ambition.

5.3.2. The City Priority Plan (2011 – 2015) states that the Council should support the sustainable growth of the Leeds economy. Although hard to measure, improvements to the public realm do lead to local economic benefits. In the city centre's pedestrianized area, for example, on every street that was refurbished between 2008 and 2011, a decrease in the number of vacant retail units was experienced, and most businesses reported a positive impact on sales.

6. Resources and value for money

6.1. Full scheme estimate

6.1.1. The total estimated cost of the scheme is £100,000, comprising:

- Contractor construction, materials and labour: £83,400
- Design fee & supervision: £16,600

7. Capital Funding and Cash Flow.

7.1. Funding: The scheme is to be wholly funded by capital scheme funding £100,000, comprising supported borrowing.

7.2. Staffing: The design and supervision of the works can be carried out within the existing staff resources

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	83.4				83.4		
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	16.6				16.6		
OTHER COSTS (7)	0.0						
TOTALS	100.0	0.0	0.0	0.0	100.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LCC Supported Borrowing	100.0				100.0		
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	0.0						
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	100.0	0.0	0.0	0.0	100.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

7.3. Parent Scheme Number : 16500

Title: Lower Basinghall Street Refurbishment

7.4. Revenue Effects:

7.4.1. Future maintenance should include like for like replacement of the imprinted carriageway surface at the uncontrolled pedestrian crossing at the end of its life span. This should be undertaken inkeeping with highways maintenance responsibilities.

7.4.2. The replacement maintenance cost is calculated as £4000 maximum including material, labour, traffic management & supervision.

8. Legal Implications, Access to Information and Call In

8.1. Call-in is not applicable due to the scheme being under the call-in threshold.

9. Risk Management

- 9.1. There is a small risk the programme could over-run due to lead-in times and the shipping of materials from China. However, a lengthy lead-in time has been incorporated in to the programme as recommended by the supplier to accommodate this.
- 9.2. In order to minimise the risk of damaging and/or needing to divert underground services, trial holes have been investigated during the recent gas diversion works undertaken by Northern Power Grid. Early indications are that the risk from underground services is minimal.

10. Conclusions

- 10.1. The proposed scheme will provide an improved environment to Lower Basinghall Street, the surrounding businesses and its users and aims to improve connectivity with City Square and Boar Lane.
- 10.2. Lower Basinghall Street runs parallel to Park Row, adjacent to Trinity Leeds Shopping Centre. It is a key intersection between the financial and retail districts in the city centre and links City Square with the Trinity Leeds centre.
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- 10.4. In January 2013, city development directorate recommended £100k to be injected into the capital programme to fund the Lower Basinghall Street upgrade. This work has been delayed and funding rolled over to the financial year 2015/16 due to scheduled works by Northern Gas Networks. The gas works have now been completed and the improvement works can be carried out.

11. Recommendations

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12. Background documents¹

- 12.1. Draft general arrangement plan of the scheme, EP/299353/GA/01a.

13. Appendices

- 13.1. EDCI Screening Report – Appendix A

¹ The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.