



Report of the Cabinet Member for Investment, Regeneration & Tourism

Cabinet – 17 December 2020

Wind Street Public Realm Enhancement: FPR7

Purpose:	To update and to seek budget authorization to proceed with delivery and to comply with Financial Procedure Rule 7 to commit and authorise a project to the Capital Programme.
Policy Framework:	<p>Swansea Local Development Plan (LDP) 2010-2025 - specifically the following LDP Policies which support the implementation of the Swansea Central Area Regeneration Framework (SCARF) (2016):</p> <ul style="list-style-type: none">- <i>SD J: Swansea Central Area – which sets Placemaking Principles and Development Requirements for Wind Street</i>- <i>RC 1: Swansea Central Area Regeneration</i>- <i>RC 3: Swansea Central Area Retail Centre</i> <p>Corporate Priority Creating a Vibrant and Viable City and Economy</p> <p>Council constitution:- Financial Procedure Rules</p>
Consultation:	Finance, Legal, Access to Services.
Recommendation(s):	<p>It is recommended that Cabinet:</p> <ol style="list-style-type: none">1) Approve a total maximum budget figure of up to £2,880,000 for construction, fees and contingency and include this figure in the Capital Programme.
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1. Introduction

1.1 In July 2019 Cabinet considered 3 options for 'Reimagining Wind Street' which included the following interventions:

- bronze - vehicle mitigation, realigned junctions only (£680,000);
- silver - the above plus replacement street furniture, street lighting (£1,477,000); and
- gold - the above plus enhanced gateway features, feature lighting, external seating area boundary systems for the trade (£2,214,000).

1.2 Cabinet approved a capital sum of £1,528,000 which included a sum of £500k Welsh Government contribution from the Targeted Regeneration Initiative (TRI) to enable delivery of the silver option, however expressed a desire to deliver the gold standard as funds allowed. It should be noted that all estimates provided by the external consultants who prepared the 2019 report were caveated in that 'a detailed design will clarify more precisely the actual sums involved'. The capital budget approved by Council on 5 March 2020 identified an additional capital allocation for the project raising this sum to £2,278,000 to seek to deliver the gold option.

1.3 Subsequently an internal multi-disciplinary project team was formed to test the feasibility of the concepts presented in the three options to create a family-friendly, high quality hospitality environment. This included testing the functionality of the solutions offered and commercially testing the financial estimates in the report. Despite the Covid pandemic, the project team have managed remotely to progress project development, held virtual consultation with traders, environmental, disability and residents' representatives, and implemented advanced works to pave the way for the main works implementation in the New Year.

1.4 It should be noted that to advance the project, to meet the requirement to expend the £500k 2020/21 TRI funding, to maximise any inherent benefits arising from the Covid lockdown (less footfall, business closures) from March 2020, the Highways and Transportation Construction Unit (including the Public Lighting Team) were instructed to progress installation of new fixed PAS 68 bollards, tree-crown reduction/maintenance, new public lighting and pea-lighting (outside the nesting season) which were completed in November 2020.

1.5 All this advanced work was successfully completed via the Councils Highway department (with exception of automated bollards at the gateways – due to the impact of Covid on this product's lead-in) ensuring the Welsh Gvt £500k can be claimed by end of March 2021. The existing manual bollards will be retained for some 3 to 4 months should this report's recommendations be approved.

1.6 This paves the way for the main contract works to be undertaken in the New Year for completion by December 2021, thereby not impacting on the Christmas period – a key constraint on the project programme. The

'main works' elements of the project has been tendered, and 2 tenders were returned on Friday 13th November, via the regional construction framework. The scheme details and costs follow.

2. Project Design Update

2.1 Sustainability is an underlying principle of the scheme with retention, and cleansing of the York stone paving to reduce the amount of imported stone. Similarly, many of the granite kerbs and other elements will be retained and re-used with much being re-engineered to create drainage 'dish' channels between at 'at-grade' footway and highway. The scheme will be subject to a CEEQUAL assessment which reviews the scheme's environmental credentials and awards accreditation on merit.

2.2 A number of key underlying design options were considered for the street of which the following were progressed into the final project in consultation with Cabinet Members and stakeholders:

- a) pinching the top and bottom of the street to a single lane for access and egress with PAS 68 hostile vehicle mitigation automated bollards, and creation of gateway features with GI reflecting the aspirations of the Council's emerging GI strategy;
- b) introducing measures to reduce vehicle dominance and pedestrianizing the street with a loading restriction to between 7a.m. and 11a.m.;
- c) widening footways on the east side of the street, introducing an at-grade solution (i.e. footways, carriageway at one level) to provide more space for outdoor seating, a designated accessible 2m clear route adjacent space for all users, and creating a totally flexible and accessible space;
- d) outdoor licensed areas will be contained within the space between the 2m clear route adjacent building and the new 'flush' kerblines, and a suitable boundary system will be discussed with the trade and Swansea BID representations during project implementation;
- e) re-using existing Yorkstone footway materials (cleaning and relaying without joints - to reduce future maintenance where joints fail leading to rocky or broken slabs), use of setts at key junctions, which also double as event spaces;
- f) infilling of laybys with Yorkstone to include available pedestrian space;
- g) new street furniture, including edge-protection measures such as planting – e.g. to protect footways from at-grade surfaces;
- h) undertaking essential tree maintenance to enhance the historic environment, and prevent trips and falls at ground level, and to help prevent damage to essential ground services;
- i) providing informal seating opportunities around GI interventions and existing trees – this will also assist retention of trees with some ground heave;
- j) installation of new public lighting, including feature pea-lighting to trees, and new lighting within Salubrious Passage;

- k) creation of blue badge parking/dropping off on the Princess Way side of Salubrious Passage;
- l) replacing existing ordinary fixed bollards at key access points along the street with PAS68 hostile vehicle mitigation bollards.

2.3 Items (c), (j), and (k) above has been designed-in in response to concerns highlighted by consultation with disabled representatives, and assists the scheme meeting equality and accessibility obligations. The designated 2m clear route adjacent buildings is critical in providing unhindered access for the blind, and licensing of outdoor spaces will assist the policing of this space. In the absence of a kerb, this was regarded as the safest route through the space. Even if a kerb was retained, the physical presence of trees along that line presents obstacles.

2.4 A plan of the scheme layout and section details are contained within Appendix A of this report.

3. Issues

3.1 Pre-tender estimates were in the region of circa +£2.3m, and took account of the potential impact of future Covid working restrictions on the contractor and of the increasing emphasis on the hospitality sector to utilise outdoor space – which may impact on the complexity of working practices, and work phasing accordingly. The leading tender subject to final approval on Cabinet determination of this report's recommendations, is in the order of £2.1m. The tender was based on 60% cost, 40% quality.

3.2 Taking into account, the leading tender at £2.1m tender sum (which includes a risk provision in excess of £200k), together with the advanced works, design and supervision fees (£700k), presents a total project fee of £2.88m. This is set out further in Appendix B of this report, Financial Implications. This sum is approximately £600k in excess of the approved budget available in the capital programme (i.e. £2,278,00).

3.3 The project team have undertaken a value engineering exercise following receipt and analysis of tenders, however the big name items which may achieve cost savings (e.g. circa £400k for GI/landscaping, £150k for creation of the at-grade arrangement requiring reshaping existing granite rather than importing in new), if removed, would fundamentally alter the nature of the scheme, and fail to meet the aspirations of the Reimagining Wind Street strategy reported and approved by Cabinet in July 2019.

3.4 In this respect Cabinet are asked to support the additional capital funding required of £602k to enable the project to proceed in the New Year, 2021.

4. Equality and Engagement Implications

- 4.1 The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
- 4.2 Our Equality Impact Assessment process ensures that we have paid due regard to the above.
- 4.3 A full Equality Impact Assessment (EIA) has been prepared and is contained as a background paper of this report. Paragraph 2.3 above refers to the design-team response to the issues highlighted during recent consultations, including the pedestrianisation of the street and the need for easily accessible blue badge resources, safety and security of the Salubrious Passage through improved lighting, and an ability to navigate safely through the street with the protected 2m clear route adjacent buildings.
- 4.4 Other operation matters such as design and cleansing of the surfaces through Salubrious Passage were highlighted, but the route is historic with limitations on change, and the surface is deemed to meet acceptable standards. Cleansing regularly takes place to respond to night-time economy issues, however this cannot prevent irresponsible behaviour despite best endeavours by the Council and its partners.
- 4.6 The EIA process takes into account the United Nations Convention on the Rights of the Child (UNCRC) which the Council has embedded into the Authority's Policy Framework. The design of the spaces has been to create a more family-friendly environment with new landscaping, informal seating and fully accessible spaces.

5. Financial Implications

- 5.1 **Capital** - as referenced in paragraph 1.2 of this report, in July 2019 Cabinet approved a capital sum of £1,528,000 which included a sum of £500k Welsh Government contribution from the Targeted Regeneration Initiative (TRI) and a £28k contribution from BID. The BID contribution of £28k has been withdrawn due to the impacts of COVID. The Council's allocation to the project subsequently increased to £1,750,000 within the 2019/20 capital programme raising the available budget (including TRI) to £2,278,000. The £2,880,000 increased cost following tender would require an additional Council contribution of £602,000.00, raising borrowing for the scheme to £2,380,000.

5.2 **Revenue** – the investment will provide future savings to highway assets through reconstruction of carriageways. Any future requirement outside a one year defects period will come from existing budgets, and Highway Maintenance have been consulted as part of the project design team. SC Landscape team have been consulted on the specification – on completion this element will be covered by a one year contract defects period followed by a contractual three year establishment period, afterwards (4 years) maintenance will revert to Council Parks at an estimated cost of circa £1.5k p.a. (this cost excludes costs arising from vandalism)

6. Legal Implications

6.1 There are no legal implications associated with this report. A separate contract award report has been prepared to award the main contract works, if this report's recommendations are approved and is compliant with the Council's Contract Procedure Rules.

Background Papers:

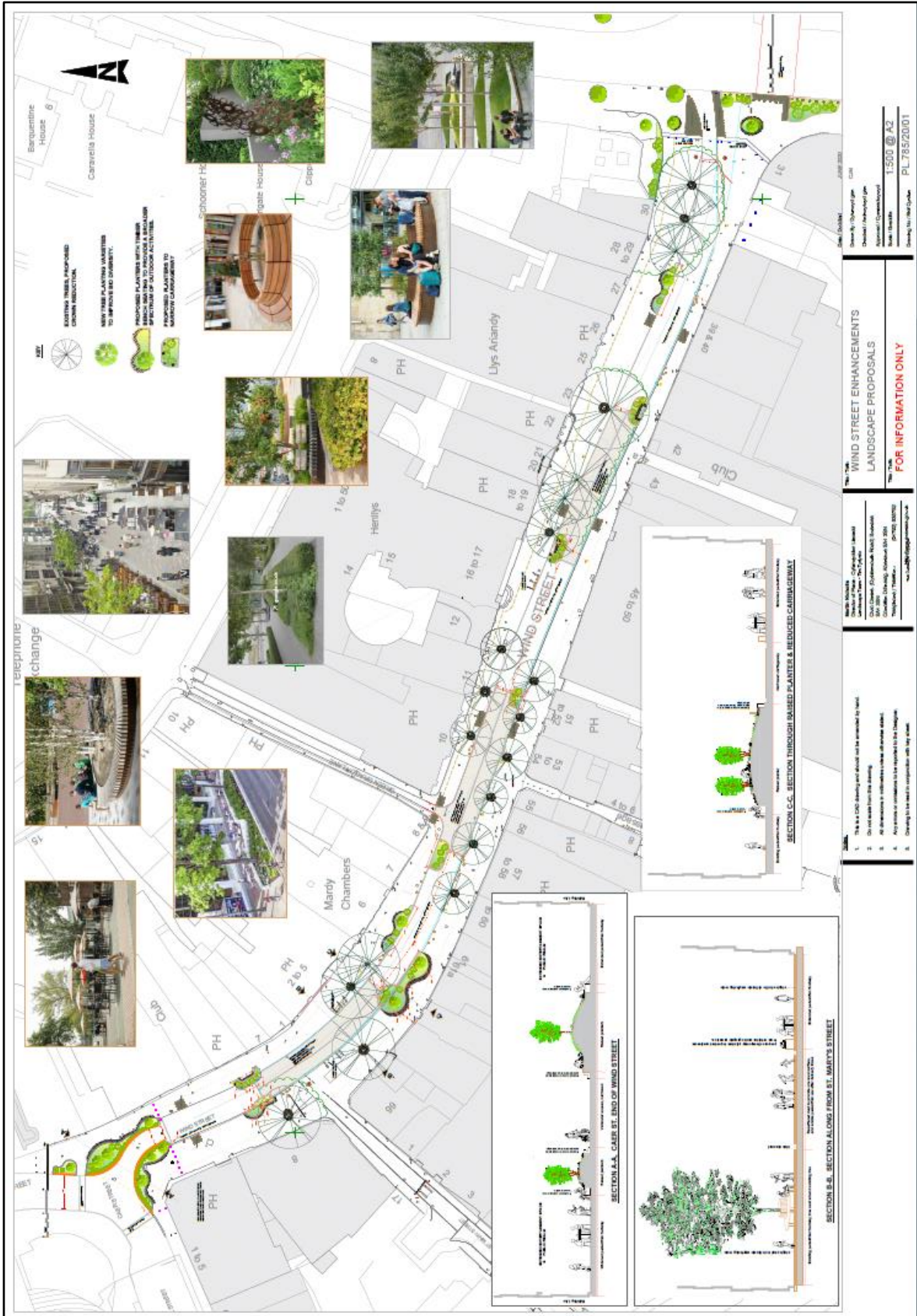
Equality Impact Assessment

Appendices:

Appendix A – Scheme Design

Appendix B - Financial Implications

Appendix A - Scheme Design



Please see following page for enlarged key to plan

Enlarged Key to Plan

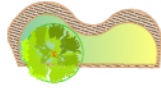
KEY



EXISTING TREES, PROPOSED CROWN REDUCTION.



NEW TREE PLANTING VARIETIES



PROPOSED PLANTERS WITH TIMBER BENCH SEATING TO PROVIDE A BROADER SPECTRUM OF OUTDOOR ACTIVITIES.

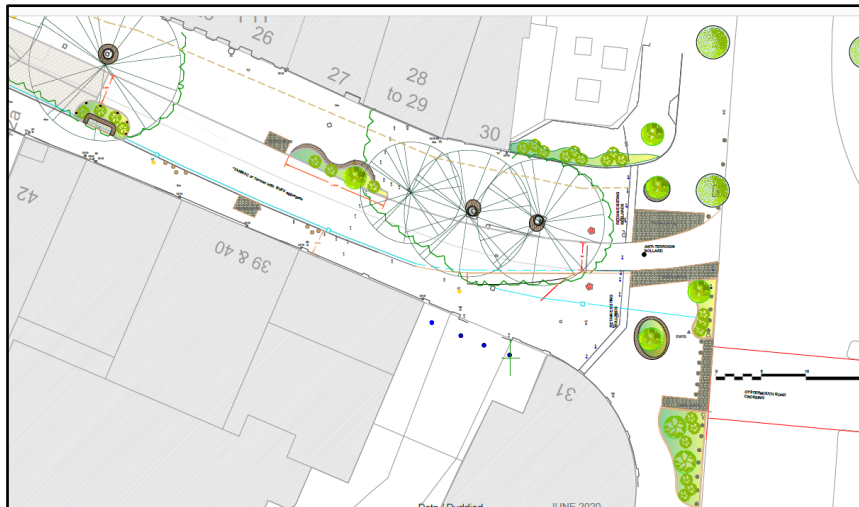


PROPOSED PLANTERS TO NARROW CARRIAGEWAY

Focus: Caer Street/Wind Street Junction



Focus: Wind Street/Victoria Rd Junction Section



Appendix B – Financial Implications

Financial Procedure Rule 7					
<u>FINANCIAL IMPLICATIONS : SUMMARY</u>					
Portfolio:	Place				
Service :	Planning & City Centre Regeneration				
Scheme :	Wind Street Public Realm Enhancement: FPR7				
1. CAPITAL COSTS	2020/21	2021/22	2022/23	2023/24	TOTAL
	£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>					
Main Works Construction	250	1810	33	6	2099
Design & Supervision Fees	130	115	0	0	245
Advanced Works	394	0	0	0	394
Street Café Boundary systems	0	0	142	0	142
EXPENDITURE	774	1,925	175	6	2,880
<u>Financing</u>					
CCS match e.g. unsupported borrowing,	274	1,925	175	6	2380
Contributions	0	0	0	0	0
Grants e.g. WG, lottery	500	0	0	0	500
FINANCING	774	1,925	175	6	2880
2. REVENUE COSTS	2020/21	2021/22	2022/23	2023/24	FULL YEAR
	£'000	£'000	£'000	£'000	£'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
NET EXPENDITURE	0	0	0	0	0