
A separate report is submitted in the private part of the agenda in respect of this item, as it contains details of financial information required to be kept private in accordance with Schedule 12A of the Local Government Act 1972. The grounds for privacy are that it refers to the identity, financial and business affairs of an organisation and the amount of expenditure proposed to be incurred by the Council under a particular contract for the supply of goods or services.

Cabinet
Council

9 July 2013
23 July 2013

Name of Cabinet Member:

Cabinet Member (Business, Enterprise and Employment) – Councillor Kelly
Cabinet Member (Public Services) – Councillor Lancaster

Director Approving Submission of the report:

Director of City Services and Development

Ward(s) affected:

St Michael's Ward

Title:

Coventry City Centre Public Realm Phase 2 – Update Report

Is this a key decision?

Yes - The report sets out a large programme of expenditure (up to £5.402M)

Executive Summary:

Cabinet approved the second phase of city centre public realm works on October 9th 2012. Three schemes from that programme have been successfully completed: the second access to Pool Meadow, the new junction at Little Park St and New Union St and Bishop Street Pocket Park. Two further schemes are underway: High Street and Spon Street.

A number of factors have necessitated a rethink of the remainder of the programme:

- An opportunity to bid for further European Regional Development Funding (ERDF)
- A greater focus on the city's heritage offer as a key to regeneration;
- The approval of the Friargate Bridge means that Warwick Road will be closed at Junction 6 for much of 2014, therefore it will be necessary to ensure that other city centre roads remain open;
- The opportunity to create a civic space in front of the Council House that is worthy of an ambitious city and sets the standard for the redevelopment of the area that will be released by the move to Friargate;

- Funding for Gosford Gate has become available which provides a fantastic opportunity to provide a complete high quality route from Broadgate to Far Gosford St and to connect into the exciting proposals for Charterhouse;
- Centro have offered an additional £140,000 which will allow much needed improvements to Trinity St to be brought forward;
- Potential for sponsorship has led to a radical rethink of the proposals for Lidice Place to provide a quality green space that will draw visitors into the Spon Street area.

In conjunction with the Friargate works and the Barberry Development (Bishop St) this revised programme will see the 'medieval' cross completed to a high standard. These routes link many of our key heritage and development sites and it is vital that we create high quality links between these sites to best promote our city as a great place to invest and do business.

The revised programme will not require any additional council resources and will be managed within the resources identified in the October 9th report, together with additional ERDF, Centro, HCA and Liveability resources secured since then.

Recommendations:

Cabinet are asked to recommend to Council to:

1. Approve the revised programme of works for public realm Phase 2 as set out in Table 1.
2. Delegate authority to the Cabinet Members (Public Services and Business, Enterprise and Employment) to agree the detailed works for schemes in Coventry 2012 Phase 2 as set out in appendices A, B and C and their implementation subject to the availability of funding.

Council are requested to approve the above recommendations.

List of Appendices included:

Appendix A – Plan showing location of revised Phase 2 schemes

Appendix B - Descriptions of new and enhanced schemes

Appendix C – Plans of new and enhanced schemes

Other useful background papers:

Cabinet Report: Coventry 2012 Public Realm – January 21st 2011

Cabinet Report: Coventry 2012 Public Realm – November 8th 2011

Cabinet Report: Coventry City Centre Public Realm Legacy Phase 2 – October 9th 2012

Cabinet Report: Far Gosford Street Development Package: proposed extension of Site 1 and associated infrastructure works – March 10th 2009

Cabinet Report: European Regional Development Fund (ERDF) for Coventry City Council Projects - April 16th 2013

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

Yes – 23 July 2013

Report title:

Coventry city Centre Public Realm Phase 2 – Update Report

1. Context (or background)

- 1.1 The background to the Coventry 2012 Public Realm Project was covered in a report to Cabinet on January 21st 2011. Phase 1 was completed in Summer 2012 and the success of these works led to Phase 2 being approved by Cabinet on October 9th 2012.
- 1.2 The success of the original programme led to a second phase being approved by Cabinet on October 9th 2012. The programme of works was set out in that report.
- 1.3 To date, the second entrance to Pool Meadow and the removal of the traffic lights at the junction of Little Park Street and New Union Street have been completely. Works are currently underway on High Street and Spon Street.
- 1.4 A number of opportunities have arisen since the second phase of public realm works was approved. These are:-
- The invitation to bid for further European Regional Development Fund (ERDF);
 - A greater focus on the city's heritage offer as a key to regeneration;
 - The opportunity to create a civic space in front of the Council House that is worthy of an ambitious city and sets the standard for the redevelopment of the area that will be released by the move of council offices to Friargate;
 - Funding for Gosford Gate has become available which provides a fantastic opportunity to provide a complete high quality route from Broadgate to Far Gosford St and to connect into the exciting proposals for Charterhouse;
 - Centro have promised an additional £140,000 which will allow much needed improvements to Trinity St to be brought forward;
 - Potential for sponsorship has led to a radical rethink of the proposals for Lidice Place to provide a quality green space that will draw visitors into the Spon Street area;
 - Further phases of Heatline.
- 1.5 **In addition, the approval of the Friargate Bridge project by Cabinet in June 2013 means that Warwick Road will be closed at Junction 6 for much of 2014. This has led to a rethink of the programme to ensure that other city centre roads remain open.**
- 1.6 **The primary purpose of this investment is to promote the regeneration of the city centre. There has been an increasing realisation of the wealth of Coventry's heritage (ancient and modern) and that the heritage offer needs to be more accessible and marketed as a package. This is especially relevant given the realisation that the role of city centres has to change and that the focus has to be on a much wider offer than just retail. We are very fortunate in Coventry in that we have a huge amount to offer in terms of our heritage and culture and given the opportunities listed above it is proposed to modify the programme set out in the Phase 2 report to reflect this latest thinking.**
- 1.7 **As a consequence a revised Phase 2 programme is set out in this report along with an outline of an extended programme of works subject to a successful ERDF funding extension.**

2. Options considered and recommended proposal

- 2.1 It is proposed to focus investment within Phase 2 on completing works on the 'medieval cross' referred to in phase 1. (Railway Station to Canal Basin and Spon Street to Far Gosford Street).
- 2.2 These routes link many of our key heritage and development sites and it is vital that we create high quality links between these sites to best promote our city as a great place to visit, invest and do business.
- 2.3 The revised programme of schemes is set out in table 1 below:

Table 1 Proposed Revised Phase 2 Programme

Scheme	Comments
Pool Meadow	Completed February 2013
High Street	Complementary improvements to High Street to link Broadgate and Council House Square, enhanced scheme, scheme currently underway
Council House Square/Earl St*	Complementary high quality improvements to space in front of the Council House to link up with Broadgate and High Street
Jordan Well	Complementary improvements to public realm to improve link between Gosford St and Council House into the city centre.
Trinity Street*	Improvements to public realm to improve access for bus users and pedestrians
Gosford Gate*	Improvements to connectivity between Gosford St, Far Gosford St and Sky Blue Way, including public realm enhancements linking with the new Gosford St/Cox St junction.
Methodist Central Hall / Warwick Lane	Improvements to the setting of Methodist Central Hall to allow for outdoor seating area onto Bull Yard
Spon St	Public realm improvement scheme underway
Lidice Place/Queen Victoria Road*	Enhancements to improve links with Lower Precinct and Medieval Quarter
Bishop Street Pocket Park	New pocket park completed June 13.
Little Park Street / New Union Junction	Junction completed May 13.
Belgrade Junction*	Feasibility design costs
Fairfax Street*	Feasibility design costs

ADDITIONAL WORKS TO COMPLEMENT PHASE 1	
Broadgate	Rebuild bottom of ramp, repave links between Broadgate and Hertford St
Greyfriars Road	Remove circular brick planter south of Greyfriars Rd and landscape area in front of United Reformed Church
Trinity Street	Four tree planters adjacent to Primark
Cox Street	Six tree planters
Gosford Street	Replace black top with conservation flags to southern footway (Phoenix to flyover)
Hales Street	Removal of railings adjacent to Old Grammar School, extension of paving and additional drainage work and bollards at Whittle Arch

- 2.4 The asterisk (*) in the table above indicates where there has been significant change following the October 9th report. These changes are outlined in the paragraphs below and the new and enhanced proposals are described in more detail in Appendix B. The total cost of the revised programme is £5.402M; the funding sources are set out in section 5.1.
- 2.5 Council House Square: the decision to relocate council offices to Friargate will create a prominent major development site. There are a number of good quality buildings in the area and we have an opportunity to set the standard for the new development through the creation of a high quality public space in front of the Council House. The original approved scheme has, therefore, been replaced with a much more radical scheme.
- 2.6 Trinity Street: Proposals for Heatline and the need to resurface the road and relay some of the pavement have led to an acceleration of this scheme to reconfigure the bus stops in this street. This will provide an opportunity to plant more trees and to make a much more attractive link from Broadgate to the Transport Museum. Centro have pledged £140,000 towards this scheme.
- 2.7 Gosford Gateway: The availability of additional Homes and Community Agency and Liveability Funding means that with £315,000 of Phase 2 money we can build Gosford Gateway. This will substantially complete the link from Broadgate to Far Gosford Street in association with the planned works on High Street, Council House Square and Jordon Well /Earl Street. This will tie in with proposals to provide links to Charterhouse and London Road Cemetery along the River Sherbourne which is the subject of a separate HLF bid.
- 2.8 Lidice Place/Queen Victoria Road: Discussions with Spon St Traders, Mansfords (owners of the Skydome) and the managers of Lower Precinct have led to a re-think on the area in front of St Johns Church (Lidice Place). The original scheme was for a basic de-cluttering scheme along Queen Victoria Road and Corporation St from Greyfriars Road to Hill St. The revised proposal is to concentrate investment on Lidice Place and to create a garden square – in line with the wishes of citizens as expressed in earlier consultations. Some of the businesses involved have expressed an interest in sponsoring this area to ensure it is maintained to a high standard. This scheme will massively improve the link between the Precincts and Spon St and will help promote the area around Spon St and Hill St as a leisure/heritage/retail area.

- 2.9 Belgrade Junction: the works planned for this junction were extensive and would have involved considerable disruption to bus movements in 2014. Given the closure of Warwick Road and the need to divert buses to the station, it was felt appropriate to postpone this scheme to avoid further disruption to bus services.
- 2.10 Fairfax Street: uncertainties around Heatline proposals and the desire to focus resources on the 'medieval cross' have led to the postponement of this scheme. It is intended that more comprehensive proposals for Fairfax Street and Whittle Arch are put forward as part of the Phase 3 bid.
- 2.11 The council has been invited to bid for additional ERDF money. There is the potential to bid for ERDF to create an additional programme of up to £0.5M which could be used to improve the environment and upgrade the area beneath the flyover on Gosford Street. This would complete the works on the Broadgate to Far Gosford Street link. In addition we could also fund the creation of a high quality pedestrian crossing over London Road linking Charterhouse and London Road Cemetery to complete the heritage trail which is the subject of a separate bid to HLF.
- 2.12 The funding sources for the revised Phase 2 programme are set out in Table 2 in section 5.1. It should be noted that the revised phase 2 programme does not have any impact on other approved programmes of expenditure.

3. Results of consultation undertaken

- 3.1 A public consultation exercise was undertaken in early 2011 which resulted in significant changes to the design of the schemes. Over 2,500 people took part in this exercise. Since then, there has been an on-going discussion with city centre stakeholders, access groups and Centro.
- 3.2 Consultation with Access Groups has led to a number of changes including modifications to kerb heights and the use of more zebra crossings. All schemes incorporate trees and grass wherever practical in response to repeated calls for more greenery in the city centre.
- 3.3 There have also been discussions with developers and potential investors to understand what is important to them in terms of transforming the city centre and ensuring it is a place where businesses want to be located.

4. Timetable for implementing this decision

As described in paragraph 1.2, work is already underway on part of this programme. It is proposed to complete this programme by the end of March 2014 with those elements resulting in significant disruption to traffic being completed before Warwick Road is closed for Friargate Bridge. The last scheme to be completed will be Gosford Gateway as this can be constructed with minimal disruption to traffic.

5. Comments from Director of Finance and Legal Services

5.1 Financial implications

- 5.1.1 The revised programme totals £5.402M. Table 2 below sets out how this will be funded and the changes from the approved programme approved by Cabinet last October:

Table 2 - Resource Package for Public Realm Phase 2

The table below identifies the revised resource package for Public Realm Phase 2. The table also includes the original agreed resources, which allows us to identify the changes to the resource package since the agreed Cabinet Report on 9th October.

Resources	Revised Resource Package (Jul 13 Report) £'000
ERDF	1,750
Severn Trent (balance from Phase 1)	733
Centro	449
Other Council Programmes	870
LTP – Integrated Transport Grant	1000
Gosford Gate Liveability Fund	200
HCA Grant (Awaiting Confirmation)	400
TOTAL	5,402

The Phase 2 changes above reflect additional grant monies secured from DCLG (ERDF), Centro, HCA and Liveability. No corporate contributions are required.

5.2 Legal implications

5.2.1 The schemes listed in Appendix B will be delivered under the Council's general highway improvement/traffic management powers under the Highways Act 1980 except in relation to any new or amended formal pedestrian crossings/traffic regulation orders/traffic-calming which will be implemented following a separate statutory notice/objection process under the Road Traffic Regulation Act 1984.

5.2.2 The Council will use the general power of competence under the Localism Act 2011 to act as guarantor and accountable body under the HCA Grant

6. Other implications

Any other specific implications

6.1 The completed Phase 1 works are already demonstrating their ability to help attract investment into the city centre and will be instrumental in helping to attract interest for the South Side redevelopment and thereby create jobs. By promoting the city centre in this way, jobs and investment will be attracted to the city in line with the Council's Job Strategy.

6.2 How is risk being managed?

A clear set of governance proposals, as outlined in the October 9th report, will continue to be used which will ensure that as with Phase 1, risks are effectively managed. The programme board will, as before, be chaired by the Assistant Director, Planning Transport and Highways. As with Phase 1 the Programme Manager will maintain a Risk Log which will be regularly updated. The work on Phase 1 and development work on Phase 2 has helped to improve our understanding of the risks.

6.3 What is the impact on the organisation?

The reduction in expenditure on the Integrated Transport Block means that there continues to be sufficient resource to work on Phase 2. The DLO will be working to capacity which will improve its trading account.

6.4 Equalities / EIA

The proposals will make movement around the city centre easier for everyone. This is because of the removal of unnecessary street furniture and measures to reduce the dominance of vehicular traffic. However, access by car for those that need it will be maintained. Discussions with the Access Groups and representative organizations are underway to ensure that the design of Broadgate and other areas properly reflects access needs. There have been regularly meetings with the Access Development Group and the Coventry and Warwickshire Access Committee to review the impact of Phase 1 schemes and to consider the design of Phase 2. In particular, we have been working closely with the Guide Dogs Association.

6.5 Implications for partner organisations?

The proposals in this report will further enhance the walking and cycling environment within the city centre, thus encouraging the use of more sustainable forms of transport. Similarly, the improvements to the bus stops in Trinity St will help promote bus use. Overall the proposals aim to help stimulate investment in the city centre thus encouraging employment and retail to be located in the most sustainable and accessible location in the city.

6.6 Implications for partner organisations.

A vibrant city centre is essential for the good of all organisations within the City.

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Members: Cllr L Kelly	Cabinet Member	Business Enterprise & Employment	12 June 2013	13
Cllr R Lancaster	Cabinet Member	Public Services	12 June 2013	13

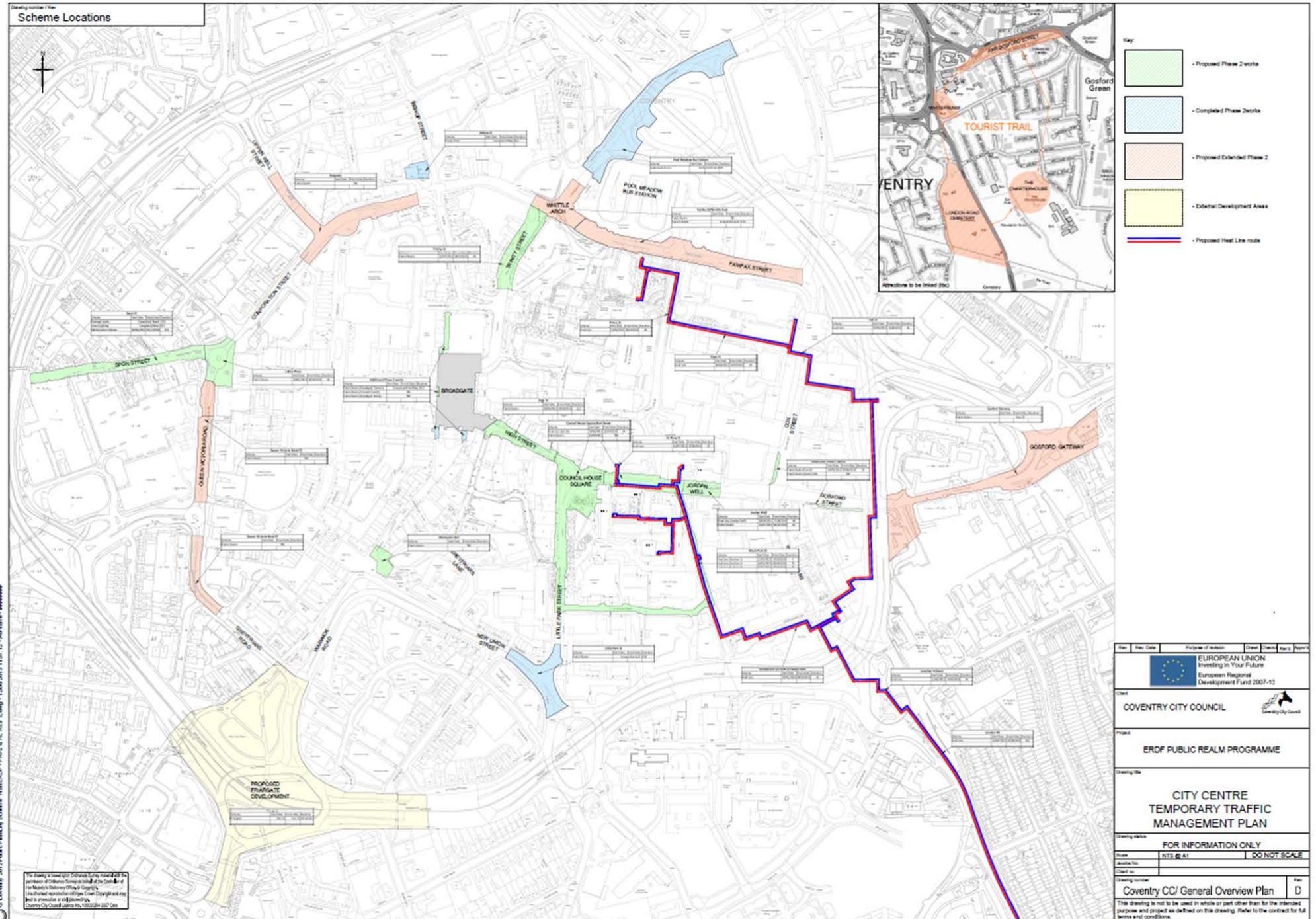
This report is published on the council's website:
www.coventry.gov.uk/councilmeetings

Appendices

Appendix A - Plan showing scheme locations

Appendix C - Scheme Plans

Appendix A - Plan showing scheme locations



Appendix B

Description of New and Enhanced Phase 2 schemes:

1. Council House Square:

A number of options have been looked at to reduce the impact of the roads in front of the Council House. The main difficulty is the 'swept path' of buses and other large vehicles. To ensure large vehicles pass safely on the sharp turn from Little Park Street to High Street, it is impossible to significantly reduce the road width.

The revised proposal is therefore to create a 'one-way' system as shown in Appendix C, figure C1. This means traffic from Jordan Well travelling via Much Park Street and St John Street to access Little Park Street. Traffic in the opposite direction stays as it is. The big advantage of this proposal is that a lot of road space can be used for landscaping to create a high quality public space. The consultation for the first phase of the public realm showed that people are very keen on there being more grass and trees which this scheme delivers.

This scheme allows the existing area in front of the CC1 to be integrated into the wider area. This will:

- Create an appropriate setting for the Council House, one of our city's most prominent buildings;
- Provide more space in front of Browns
- Add to the attractiveness of the route to the Herbert, University, Charterhouse and Far Gosford Street
- Set the standard for the high quality development expected of this site.

2. Trinity Street

Trinity Street is a major bus hub and an important link to the Transport Museum. The current bus stopping arrangement is poor and there are no pedestrian crossing facilities below Ironmonger Square: there have been pedestrian accidents on this street. The general street environment is poor, particularly for pedestrians, and both the road surface and pavements have deteriorated significantly.

Although not originally planned for this year, it appears that Heatline is going to be extended to serve the student flats in Trinity Street and Burges House. This, coupled with the need to resurface the road, has resulted in a proposal to bring forward a scheme to improve pedestrian facilities and rationalize the bus stop layout. Centro have agreed to make a contribution of £140,000 to enable us to bring this project forward.

The scheme layout is shown in Appendix C (figure C2). The bus stops will be set out in a similar manner to those in Bull Yard and the pavements widened to create more space for waiting passengers and pedestrians. A new zebra crossing will be introduced at the bottom of Trinity Street on what is an obvious desire line (outside Sainsburys).

On the western side of the road, the current under-utilized taxi rank will be given over to a mix of loading bays and disabled parking. The pavement will be resurfaced and street trees introduced to create a high quality walking route from Broadgate to the Transport Museum.

The opportunity will also be taken to work with Centro to introduce a new state of the art passenger information system and wayfinding (as used in Colmore Row, Birmingham).

3. Gosford Gateway

This scheme has been awaiting implementation for some time. The availability of extra HCA funding and Liveability funding means that by applying £315,000 of phase 2 money we have the chance to realise a scheme of four times the value.

The scheme layout is shown in Appendix C (figure C3). It replaces a very complicated road lay out where Gosford St and Far Gosford St join the Sky Blue Way roundabout. Each street

has its own entrance off the roundabout and this scheme combines them into one. This creates a much simpler (and easier to understand) junction which releases a significant amount of highway land which can be used to enable the long planned development of a hotel at Frenches Corner. The traffic lights will be removed and replaced with a small roundabout. The bus lane link to Far Gosford St will be retained in the new layout to prevent Far Gosford being used as an alternative to Sky Blue Way by general traffic.

The new highway layout will also release a lot of space that can be used to create high quality public realm on the southern side of the road. This will reinforce the ambition to create a high quality route linking Broadgate to Far Gosford Street. This is a very significant route as it also serves the University, the Herbert and the development site that will be created by the relocation of council offices to Friargate.

The scheme will allow for the creation of a high quality entrance to the proposed Sherbourne walkway/cycleway that will link to Charterhouse and London Road Cemetery (and is the subject of a separate HLF bid). Part of this entrance can include an interpretation of the former Gosford Gate.

4. Lidice Place

The original phase 2 scheme was for de-cluttering (removal of barriers and signs) and resurfacing around the roundabout in front of St Johns Church. Whilst this would make a significant improvement, it would leave an area still dominated by highway and one that still tended to discourage movement between the Lower Precinct and Spon Street.

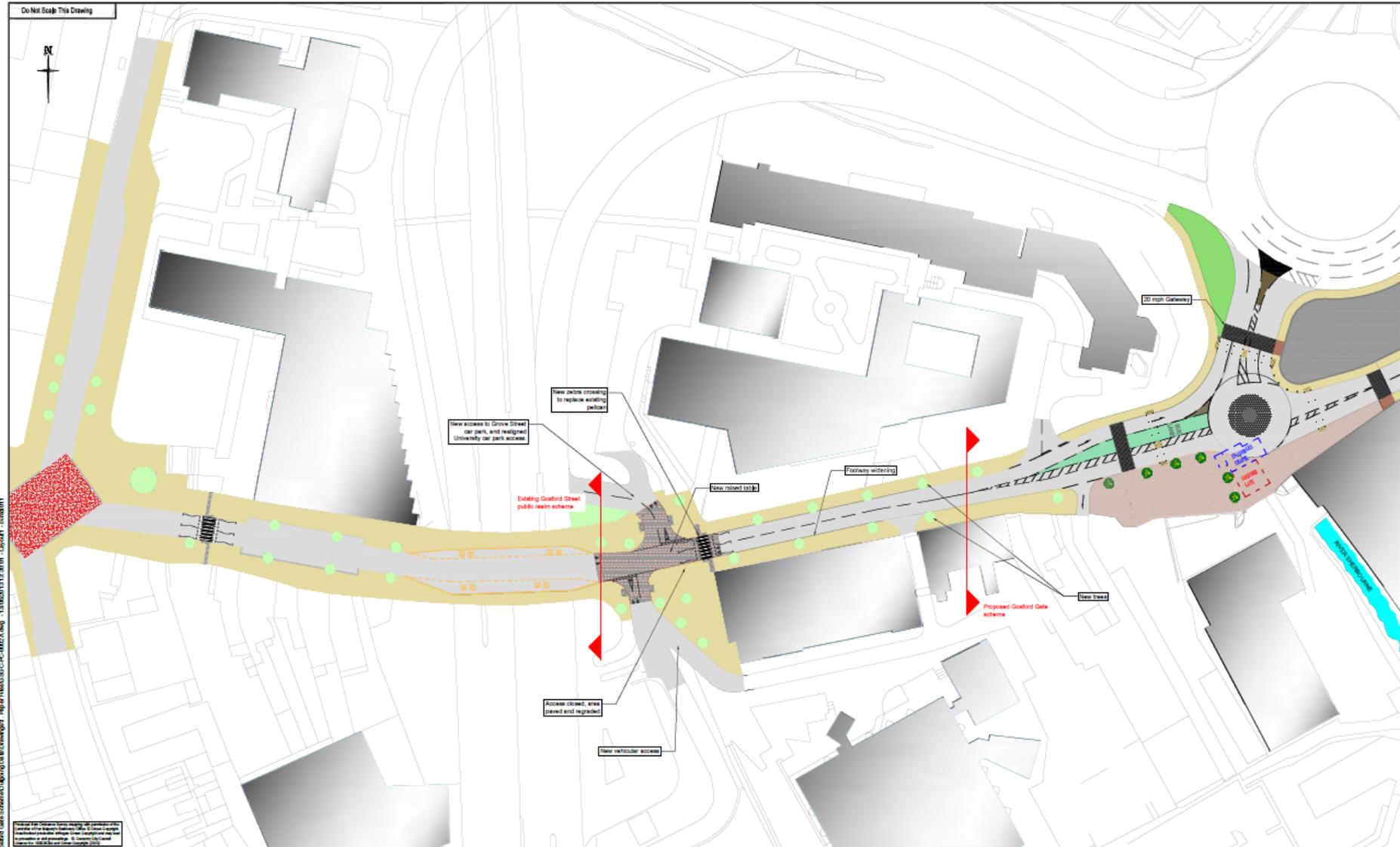
Spon Street and surroundings are one of the city's better kept secrets and we now have the opportunity to introduce a scheme that will do a lot more to entice people from the Precincts to explore further. Discussions with Lower Precinct managers, Spon Street traders and the owners and agents of the Skydome have all demonstrated an enthusiasm for a landmark space in front of St Johns Church (another well kept secret). Indeed, there have been offers of sponsorship to support the planting and ongoing maintenance of this area (although no details have yet been confirmed).

The revised scheme is shown in Appendix C (figure C4). The aim is to minimise the space occupied by roads whilst still keeping traffic moving. This will be achieved by removing the roundabout and replacing it with a simple T junction and removing the traffic lights at the Lower Precinct entrance along with the remains of the bus gate. The remainder of the space will be grassed and planted to create a space for sitting in. Again this is responding to earlier consultation exercises where a clear preference was shown for more grass and trees. Through the middle of this space will be a wide sandstone paved path leading directly to Spon Street from the Lower Precinct entrance to help draw visitors across.

Figure C1 Council House Square



Figure C3 Gosford Gate



DRAFT

Project Title:
GOSFORD STREET

Drawing title:
**GENERAL LAYOUT
OPTION B**

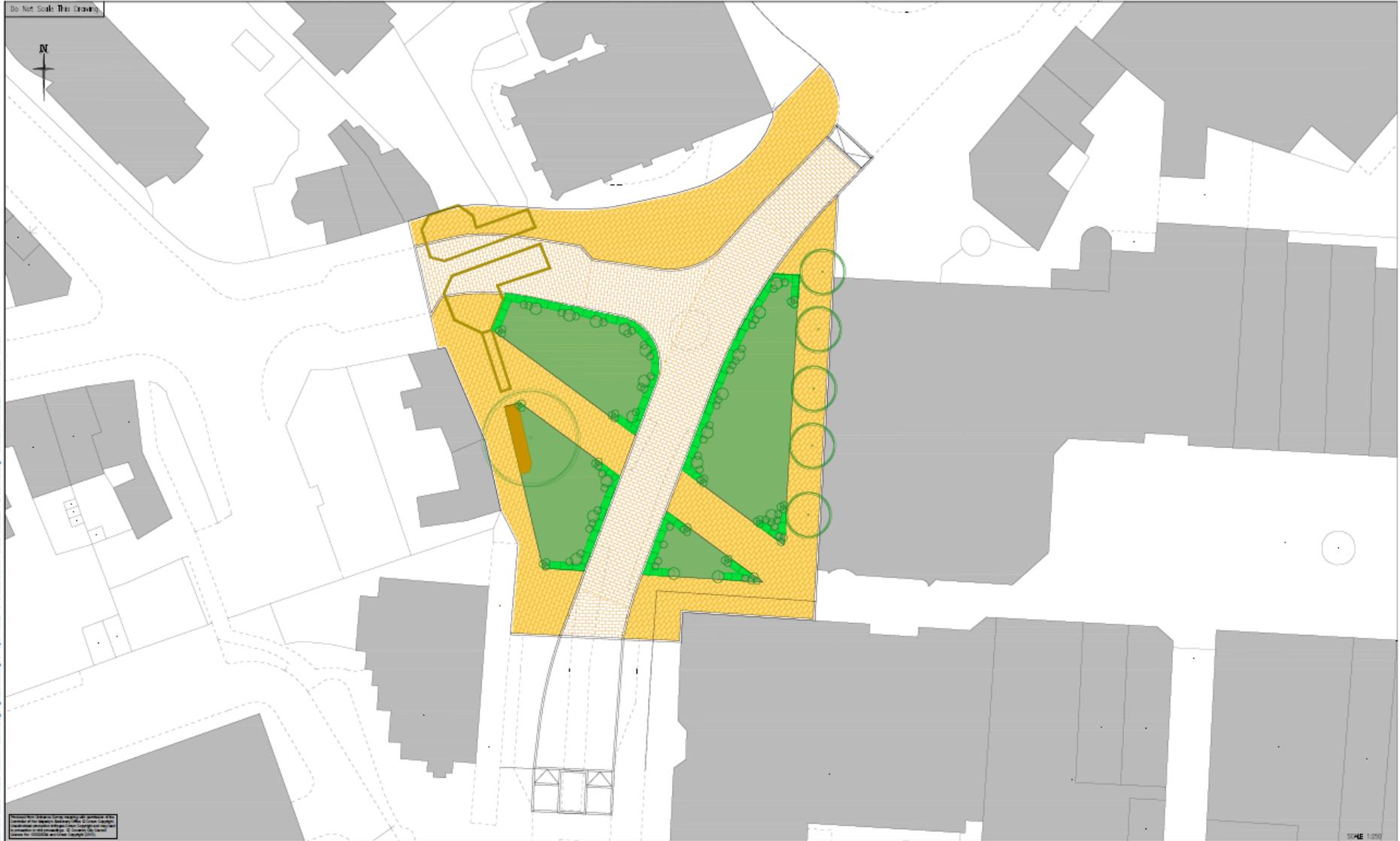


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Approved:	CY		
Drawing number:	GSGC-0002		

NOTES

Rev.	Date	Description	Drawn	Checked	Approved

Figure C4 Lidice Place



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Rev	Date	By	Checked	Approved

Project Title:
**PUBLIC REALM PHASE 2
 LIDICE PLACE**

Drawing Title:
CONCEPT DESIGN DRAWING

City of Coventry
 Traffic and Network Management Team, City Services and Development
 Coventry City Council, Moor Park Street, Coventry, CV1 2PT
 Tel: 024 7660 4300 Fax: 024 7660 1324

Scale: 1:250	Date: 01/05/13	Drawn: 33	Checked: 33
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Drawing Title: **LIPL/PC/9001** Rev: **A**