

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 18 January 2022

TITLE	West End Multi-storey Car Park		
Ward(s)	Citywide		
Author: David Bunting	Job title: Service Manager, Traffic & Highways Maintenance		
Cabinet lead: Cllr Alexander, Cabinet Member Transport	Executive Director lead: Stephen Peacock, Executive Director Growth & Regeneration		
Proposal origin: BCC Staff			
Decision maker: Cabinet Member			
Decision forum: Cabinet			
Purpose of Report:			
<ol style="list-style-type: none"> To update Cabinet on the progress of the structural repairs being undertaken on West End multi-storey car park (MSCP); and to seek approval to re-purpose £1.360k of Traffic and Highways Maintenance capital out of existing capital budgets to complete all works on the West End MSCP repairs project, for the reasons set out in this report. 			
Evidence Base:			
<p>Two of the Council's multi-storey car parks were subject to structural condition surveys in 2017 as both were well over 50 years old. Following receipt of these surveys, a Cabinet Report was submitted on 3rd September 2019 to undertake the necessary repairs in order to extend their working lives by a minimum of 10 years.</p> <p>Works commenced in October 2019 and Temple Gate car park repairs have been completed without any major issues at a cost of c£600k which was in line with its budget.</p> <p>West End MSCP however has proved to be much more problematic for a number of reasons. The main issues can be summarised as follows:</p> <ul style="list-style-type: none"> The original survey and specification produced by the consultants underestimated the scale of deterioration in the condition of the car park and the original contingency figure of 22% was inadequate. During the course of the repairs it came to light that the car park was not built to the correct specification and substantial additional costs were incurred due to propping and support. These were not expected or budgeted. A tenant had to be removed from their unit in West End Car Park due to unforeseen repairs to their roof which incurred an additional £250k cost. There are significant costs and pressures in delaying the project in terms of demobilisation (c£200k) and loss of parking revenue (c£100k per month) if the re-opening of the car park is delayed. <p>This project has been very challenging and £1.36m of additional capital (which includes a £300k) contingency is required to fully complete the West End works and re-open the car park to the general public. The worst affected areas of the car park (the lower levels) have been repaired and c80% of the works are now deemed to have been completed at a cost to date of c£2.5m. There is a very strong level of confidence that the latest estimates are sufficient to complete all of the works. At the end of January 2022 it is forecast that there will be c£700k of scheduled works still to be completed.</p> <p>In order for the works to continue on site an OED was taken by the Executive Director for G&R on the 20th December 2021</p>			

approving additional payments of c£484k. This amount is included in the £1.36m of additional capital to be approved by Cabinet.

It is recommended that the existing delegated Traffic and Highways Maintenance capital budget is adjusted and repurposed to cover the additional cost of completing this project. Allocation of the additional funding would enable the project to complete this financial year and allow the car park to reopen from April 2022, generating a net revenue income of c£1m a year.

The car park is strategically placed between the city centre (CPZ) and a couple of RPZ's, where there is very high demand for on street parking. The car park alleviates this pressure by providing off street parking for up to 750 vehicles and is often full when events and university open days take place in the city. There are currently 6 electric charge points in the car park and the Council are looking to expand this as demand increases.

As an alternative to completing the work consideration was given to suspending the project and disposing of the site on the open market. This is still potentially attractive given the prime location of the site and the requirement for the Council to generate receipts within the capital programme. We will continue to keep this option under review over the next few years and progress it if market conditions are suitable.

Cabinet Member / Officer Recommendations:

That Cabinet

1. Approve the re-purpose of Traffic and Highways Maintenance capital out of existing capital budgets to complete all works on the West End MSCP repairs project, for the reasons set out in this report
2. Approve a maximum Funding envelope of £1.360m by way of a virement from the Traffic and Highways Maintenance budgets identified to keep the West End MSCP project on track.
3. Authorise the Executive Director for Growth and Regeneration in consultation with the cabinet member for Transport, to take all necessary decisions within the funding envelope to proceed with the works needed including any decisions above £500K
4. Note that these actions would enable the car park to be re-opened to the general public in March/April 2022.
5. Note the Officer Executive Decision taken on the 20th December 2021 to enable the works to continue without incurring additional abortive costs to the Council.

Corporate Strategy alignment:

The One City Plan states:

1. Bristol will be well-connected with digital services and transport that is efficient, sustainable and inclusive; supporting vibrant local neighbourhoods and a thriving city centre.
2. Bristol will be a sustainable city, with low impact on our planet and a healthy environment for all.
3. Transport is healthy, active, sustainable, safe and enables easy movement throughout the city.
4. The city is well connected, supporting access to employment, education and services for all.

City Benefits:

1. The provision of off street parking along with rationing parking by price and time is an important tool in the promotion of leisure and retail economies, while encouraging greater use of public transport, walking and cycling over long stay parking.
2. RPS supports the long term aims of the local transport policy while also providing a protective ring around the city centre in which parking is prioritised for those residents, businesses and organisations that are based inside each zone.

Consultation Details:

1. Further consultation with Mayor's office and Cabinet through the decision pathway process
2. If officers are advised to proceed with repurposing of existing capital to complete the works there will be no formal public consultation, because none is required.
3. If a decision was taken to dispose of the car park site for development a new decision pathway report would need to be progressed and consultation would be required as part of that new project.

Background Documents:

Bristol City Council's Transport policy aims to discourage long-stay commuter parking in favour of more sustainable modes of

transport such as walking, cycling, public transport and park and ride. Parking charges need to be set at such a level to encourage modal shift. The policy also aims to encourage retail and leisure activities by offering short stay parking whilst supporting the need for greater utilisation of sustainable transport.

<https://www.bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c>

The West of England Joint Local Transport Plan 4 (2020 -2036) (JLTP 4) (<https://travelwest.info/projects/joint-local-transport-plan>) sees parking controls as a key element in controlling the demand for car parking. The plan states that parking controls (including charges) will be structured to support short stay retail, leisure and business trips to central areas.

National policy relating to tariff variations states that they can be levied pursuant to Orders and Notices made under the Road Traffic Regulation Act 1984. Whilst the Act is not a revenue raising one, increases in parking charges are permissible where the dominant purpose is to secure legitimate traffic management related objectives.

Revenue Cost	N/A	Source of Revenue Funding	N/A
Capital Cost	N/A	Source of Capital Funding	N/A
One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input type="checkbox"/>

Required information to be completed by Financial/Legal/ICT/ HR partners:

- Finance Advice:** The report seeks cabinet approval to repurpose £1.36m of the £10m approved by Cabinet in July 2021 to address the budget pressure on this project. If approved, the costs pressure will be met by reducing the funding available on two of the Highways projects that received additional funding as part of the £10m allocated.
- The rising costs of this project appear to highlight issues with the project management and accountability process between the Council and the appointed contractor. To successfully deliver this project, it is advised that project management is strengthened, and regular reports are brought back to EDM on progress against the revised delivery plan. Table 1 outlined the reprioritisation proposals for which Cabinet approval is sort:

Reprioritising Of Highways Capital allocation	21/22	22/23	Total funded	Reprofile	Revised Total
Replace life expired signals	200	360	560	-360	200
West end and temple St Car Park repairs	1,357	0	1,357	1,500	2,857
Highways cyclical work	1,800	1,000	2,800	-1,140	1,660
BCC Funded	3,357	1,360	4,717	0	4,717

- The £1.36m includes a contingency as well as provision to reinstate fixture and fitting to a business premises on site (this arrangement should be reviewed to see if the Council has any liability for this).
- It is deemed that the expert review by Highways engineers has addressed all risks, and that the extra funding will complete the project. Any additional costs will be covered from the Highways Capital Budget.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 22nd November 2021.

2. Legal Advice: The preferred option involves extending the current contract. Care will need to be taken in ensuring the additional works etc are properly captured within the amended contract, together with any revised targets etc. The aggregate value of the contract remains below the threshold in the PCR2015 which might otherwise trigger the need to re-tender. The rationale behind extending, rather than retendering, is set out in the report.

Legal Team Leader: Eric Andrews, Team Leader, Legal Services, 1 December 2021

3. Implications on IT: I can see no implications on IT in regards to this activity.

IT Team Leader: Gavin Arbuckle – Head of Service Improvement and Performance 10 December 2021

4. HR Advice: There are no anticipated HR implications

Celia Williams - HR Business Partner – Growth and Regeneration – 15 November 2021

EDM Sign-off	Stephen Peacock, Executive Director Growth and Regeneration	17 November 2021
Cabinet Member sign-off	Cllr Don Alexander, Cabinet Member Transport	2 December 2021
For Key Decisions - Mayor's Office sign-off	Mayor's Office	20 December 2021

Appendix A – Further essential background / detail on the proposal	NO
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal	NO
Appendix F – Eco-impact screening/ impact assessment of proposal	NO
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Exempt Information	No
Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO