

CABINET

IMPROVING MORECAMBE'S MAIN STREETS – NEW PEDESTRIAN CROSSING MARINE ROAD CENTRAL 28 June 2016

Report of CHIEF OFFICER, REGENERATION AND PLANNING

PURPOSE OF REPORT			
As part of improvements to Morecambe's main streets to decide whether to fund a new designed pedestrian crossing at the seafront to Euston Road.			
Key Decision	<input type="checkbox"/>	Non-Key Decision	<input checked="" type="checkbox"/> Referral from Cabinet Member
Date of notice of forthcoming key decision	n/a		
This report is public			

RECOMMENDATIONS OF COUNCILLOR HANSON

That Cabinet approve the use of the Morecambe Area Action Plan Implementation Reserve to supplement the budget for the 'Connecting Victoria Street' project in order to provide the new crossing at Marine Road as set out in the report.

1.0 Introduction and background

- 1.1 The Morecambe Area Action Plan (MAAP) sets to better connect the seafront with the town centre to increase pedestrian footfall and support investment. Work towards this include the 'Connecting Eric' project that has opened up the seafront facing to Euston Road and, improvements underway through the 'Connecting Victoria Street' project.
- 1.2 The 'Connecting Victoria Street' project includes at Marine Road for a 6m wide Zebra crossing set in an extended raised table. This is to complete the planned improvements and make the route up Euston Road as inviting and accessible as possible to pedestrians.
- 1.3 Officers tendered for the main works with the crossing as an optional element depending on whether this would prove affordable within the project budget. As the works have proved to be tight on budget officers have not yet committed to the crossing element, waiting on seeing how costs outturn and to date, trying to secure some additional external funding – but without success.
- 1.4 This report is to ask Cabinet to decide how to proceed.

2.0 Proposal Details

- 2.1 The 'Connecting Victoria Street' project gives opportunity to provide the designed crossing and so complete the seafront to town centre pedestrian connection. It is estimated that the new crossing will cost up to £55K. This could be funded via a combination of monies unspent as part of the 'Connecting Victoria Street' project and topped up by a contribution from the MAAP Reserve.
- 2.2 £20k as a minimum is available for expenditure on the crossing, this being the balance remaining in the 'Connecting Victoria Street' project budget after accounting for all expenditures both made and still planned on the project. This estimate is informed by a full consideration of the cost risks remaining for the project.
- 2.3 This leaves a funding gap to provide the crossing estimated at up to £35k.
- 2.4 As there is a similar unallocated amount remaining in the MAAP Implementation Reserve and this is consistent with its use, it is proposed that officers are authorised to use the reserve to provide the crossing and complete the improvements.

3.0 Details of Consultation

- 3.1 Consultation for the 'Connecting Victoria Street' project covers. Officers have worked closely with county council officers to make it possible to deliver the crossing as part of the project.

4.0 Options and Options Analysis (including risk assessment)

	Option 1: Do not provide the new pedestrian crossing until sufficient external funding can be secured.	Option 2: Provide the new crossing as part of the 'Connecting Victoria Street' project, supplementing the project budget with funding from council reserves.	Option 3: Decide not to provide the new pedestrian crossing
Advantages	Leaves open the prospect of providing the crossing. No expenditure by the council.	Consistent with the MAAP, completes the set of improvements to better connect the seafront and town centre at Euston Road. Early implementation offers best value as it utilises the works capacity of Lancashire county council's local highways team, - available this summer.	No expenditure by the council.
Disadvantages	No certainty as to when the crossing might be provided.	Involves use of council reserves budgeted for MAAP implementation but not yet allocated to any MAAP project.	Not consistent with the MAAP. Improvements for pedestrians are incomplete and not optimal.
Risks	That funding can't	Early benefits for	Fails to maximise

	<p>be secured and the crossing is not provided. This would fail to maximise the potential for increased footfall into the town centre and consequential benefits for trading. Delay in securing the funding needed would have similar if temporary effects. This does not best present the town and centre for new customers with opening of the new M6 Link.</p>	<p>pedestrians and maximises the potential for increased footfall into the town centre and consequential benefits for trading. Best presents the town and centre for new customers with opening of the new M6 Link.</p>	<p>the potential for increased footfall into the town centre and consequential benefits for trading. Does not best present the town and centre for new customers with opening of the new M6 Link.</p>
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5.0 Officer Preferred Option (and comments)

5.1 Option 2 is preferred as this is consistent with the MAAP and makes appropriate use of funds in the MAAP Reserve. It means the designed crossing can be provided this summer to the benefit of the town centre. Lancashire county council’s local highways team has the capacity to undertake the works this summer. This offers best value and as a delivery approach is preferable to delivery via a stand- alone works contract.

6.0 Conclusion.

6.1 The MAAP sets that Euston Road should be the main route for pedestrians between the seafront and the town centre. A new designed crossing at Marine Road Central is desirable for this and the report sets out options.

<p>RELATIONSHIP TO POLICY FRAMEWORK</p> <p>The Morecambe Area Action Plan is part of the corporate policy framework and the proposal relates to a key element in the spatial approach and Action Set 8.</p>
<p>CONCLUSION OF IMPACT ASSESSMENT (including Health & Safety, Equality & Diversity, Human Rights, Community Safety, HR, Sustainability and Rural Proofing)</p> <p>Health and Safety. Works design and implementation would meet regulatory requirements. Sustainability. The project should encourage walking and increased footfall should support town centre trading. Community Safety. Increased footfall should benefit community safety.</p>
<p>LEGAL IMPLICATIONS</p> <p>No implications.</p>
<p>FINANCIAL IMPLICATIONS</p>

As the main project is now nearing completion, there is a significantly reduced risk of unexpected costs arising, therefore the projected outturn position (supported by the project risk register) is considered to be a reasonable estimate. The current unallocated balance remaining in the MAAP Implementation Reserve is £35.9K and so the estimated additional costs arising from option 2 as set out in the body of the report should be able to be covered from this and the unspent project contingency budget without any additional call on other Council resources.

If approved, the General Fund Revenue Account and Capital Programme will need to be updated accordingly.

Subject to whether or not all of the remaining reserve balance needs to be allocated in full to complete the Marine Road Central pedestrian crossing works, any remaining balance for allocation for alternative projects will be subject to further Cabinet reports for approval.

OTHER RESOURCE IMPLICATIONS

None.

SECTION 151 OFFICER'S COMMENTS

The S151 Officer has been consulted and has no further comments.

MONITORING OFFICER'S COMMENTS

The Monitoring Officer has been consulted and has no further comments.

BACKGROUND PAPERS

none

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Ref: MAAP CVS