

Report of the Executive Manager – Transformation and Operations

Cabinet Portfolio Holder for Economic and Business Councillor A Edyvean

1. Summary

- 1.1. This report sets out three options for enhancing and increasing the car parking provision at Rushcliffe Arena. A fourth option is to leave the current parking arrangements as they are.
- 1.2. Cabinet is requested to review the options and advise on the preferred approach.

2. Recommendation

It is RECOMMENDED that Cabinet

Agrees the improvements to the Arena car park set out in **Appendix A** (phase 1 and 2).

3. Reasons for Recommendation

- 3.1. In December 2016, the Council moved into its new offices at Rushcliffe Arena. In January 2017, the leisure centre at the Arena opened and became the Council's sole leisure centre in West Bridgford (previously there were two centres, Rushcliffe Arena and Rushcliffe Leisure Centre). In this way, the Council's operations on three sites were consolidated on to the one Arena site.
- 3.2. Rather than investing in extensive additional car parking when the Arena was being built, it was decided to see what the pressures would be on the existing car park and if necessary extend the provision in the future.
- 3.3. After a year of operation, it has become apparent that there are certain pressure points on the car parking provision at the Arena which could be alleviated by the provision of additional spaces and the reconfiguration of some of the existing space.
- 3.4. January has proven to be a particularly busy time of year at the Arena with the tradition continuing of new members signing up after the festive period. In 2017, this peak eased off during the year with an increase again in January 2018.
- 3.5. There are also peak times at certain points in the week with Monday evenings being especially popular with clubs and gym users, and there are evening meetings at the council offices which can also put pressure on spaces.

- 3.6. Schools use the swimming facility and so bus access is required to the car park. However, following an unauthorised encampment in 2017 the Council installed a height restriction barrier to limit access to the rear car park. Whilst this has protected the rear car park for car use, it has had the consequence that van drivers and buses have increasingly begun to park in the bays reserved for disabled visitors.
- 3.7. The civic suite at the Arena is made up of the Council Chamber and several committee rooms. These are available for hire by outside organisations and members of the public. On occasions when these are hired out for large events, there can also be a shortage of car parking provision at the Arena.
- 3.8. In 2017, there were 22.5 days of external bookings in the civic suite which generated an income to the Council of £5k. There are already 20 days of external bookings in place for 2018 and so it is highly likely that the income for these external bookings will be greatly increased in 2018 to £10-15k.

4. Supporting Information

- 4.1. Via (previously direct services for County Highways – now a separate company) has been commissioned to put together a car parking improvement scheme which has two phases. There are three options available for the Council to pursue (phase 1 only, phase 2 only or both phases 1 and 2). Alternatively, the Council could choose to leave the car parking arrangements as they are. Via has provided high level costs for the options.

- 4.2. **Appendix A** shows a plan with the phases set out.

- 4.3. **Phase 1**

The indicative cost for phase 1 is £310k. This phase extends and surfaces the rear car park and provides approx. 80no additional fully surfaced parking spaces. The cost estimate includes lighting, duct work provision for electric car charging points and an automatic entry barrier to the rear car park. This barrier system would enable parking spaces to be reserved for conferences, events, or council meetings. The perimeter will be fenced in to follow pattern and surface water attenuation will be built into this phase to avoid run-off causing a problem to other parts of the scheme and downstream watercourses.

- 4.4. **Phase 2**

The indicative cost for phase 2 is £150k. This phase improves parking arrangements at the front car park to improve the safety of the pedestrian approaches at the front. It would also remove some unnecessary planting bays and convert them to parking bays, and include some resurfacing and kerb replacement work. In addition it includes improvements for school coach and bus drop off arrangements, improvements to drainage, improvements to sight lines and access from the front to rear car park and would transform the small Grasscrete area into a formal properly surfaced car park with drainage. By moving the height barrier to the rear of the current small Grasscrete area, additional car parking will be available to van drivers visiting the site. Another barrier at the front of the car park will enable the car park to be closed off if required. It is envisaged that this barrier will be open during opening hours.

We will also look to include electric charging points at the car parking spaces adjacent to the bike shelter (10no standard spaces and 3no disabled spaces).

4.5 The cost estimates for both phases assume:

- All excavated material will remain on site.
- A min 400mm overall construction depth.
- Unhindered access to the site throughout the working day Mon-Sat.
- CCTV cameras and cabling to be installed separately (poles and ducting to be installed as part of contract).
- Area approx. 20x20m of existing rear car park to be utilised adjacent to car park extension as a temporary works compound.
- Existing storage container to be relocated outside of working area prior to start of works.
- Unlimited access to take out parking areas directly affected by phase 2 works to maximise efficiency providing number of lost spaces are fully compensated for in the new car park (phase 1 at the rear).

It is anticipated that should the works be agreed, the contractors will be onsite from May-September 2018 (5 month build period).

5. **Other Options Considered**

As set out above, the Council could choose to do phase 1 only, phase 2 only or leave the car park as it is.

6. **Risk and Uncertainties**

6.1. As with any building project, there are risks associated with this car park project that might increase the costs. These include:

- Unforeseen ground conditions such as soft spots that require additional excavation / granular fill.
- Underground services – these are considered low risk, however unknown private underground services may be encountered that may require diversion or protection works.
- Exceptional weather conditions >1:10year event would affect the programme and therefore costs.

6.2. There will be a loss of car parking spaces in the rear car park whilst the works are carried out which will lead to some disruption. The contract period is estimated to be 3 months for phase 1, and 2 months for phase 2. Access to the rear car park will be maintained whilst phase 2 is carried out.

7. **Implications**

7.1. **Finance**

There is an allocation of £500k in the capital programme for improvements to the Arena car park. The scheme would be funded from this allocation.

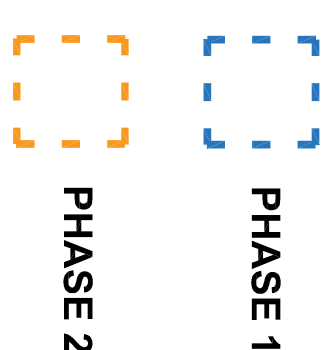
7.2. Corporate Priorities

The Council is committed to maximising its assets and also the quality of life of its residents (provision of leisure facilities is one action to assist the quality of life and health of residents).

7.3. Other Implications

Planning permission will not be required for these works but the Council would have to re-discharge some of the conditions from the original planning permission (such as surface water drainage).

For more information contact:	Katherine Marriott Executive Manager – Transformation and Operations 0115 914 8291 kmarriott@rushcliffe.gov.uk
Background papers Available for Inspection:	None.
List of appendices (if any):	Appendix A – Plan of the site and proposed works.



Full car park construction
Min: 220 mm MOT Type 1 Sub Base
100 mm AC20 BIN laid as Binder Course
30 mm AC10 SURF laid as Surface Course

- | | |
|--|--|
| <p>Full length construction</p> <p>Mr.: 100 mM KCl pH 7.5 Sub Base
50 mM KCl bind as binder Course
25 mM KCl SURF bind as Surface Course</p> | <p>Base layer/AAS</p> <p>Mr.: 300 mM KCl pH 7.5 Sub Base
150 mM KCl BASE bind as Base Course
50 mM KCl bind as binder Course
30 mM KCl SURF bind as Surface Course</p> |
|--|--|

- Re paving of existing slab paving to new levels

- concrete bed and backing as per SD ESD 4/1 laid to 100 kerb face
- Beamy Block Assembly kerb laid on concrete bed and backing as per Detail laid to 100 kerb face
- EF PCC Edging (50 x 200 x 915 mm) laid on concrete bed and backing as per SD ESD 4/9
- BN PCC Kerb (125 x 155 x 915 mm) laid to give flush (0-6mm) form on concrete bed and backing as per SD ESD 4/1
- Transition Kerb (125 x 155-255 x 915 mm) laid on concrete bed and backing as per SD ESD 4/1

Rev	Description	Drawn	Chkd	Auth	Date
Status					

Status	Project No.
	HW01110

General Arrangement Phases 1 & 2

Scale 1:500	Drawn		Date
		DAC	24/01/18
	Chkd	SM	Date
			24/01/18
	Auth	Traced	

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in partnership with

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