

## Report to the Cabinet

Meeting to be held on Thursday, 11 October 2018

### Report of the Head of Service, Design and Construction

#### Part I

Electoral Divisions affected:  
Preston Central West; Preston  
City;

### The University of Central Lancashire Masterplan and Associated Highway Project Approval of Design (Appendices 'A' and 'B' refer)

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#### Executive Summary

The University of Central Lancashire (UCLan) has been supported by the county council in the development of a design for the implementation of the highway proposals required to support the UCLan Masterplan development in the Adelphi Quarter area of Preston.

The design phase is nearing completion and the detailed design is attached at Appendix 'A'. Subject to minor changes and technical approval by the county council as Highway Authority, the project will enter the construction phase in the new year. The works will be fully funded by UCLan and project managed by the county council on behalf of UCLan through a Section 278 agreement.

Consultation and engagement with stakeholders has been undertaken by UCLan throughout the development of the Masterplan design with the discussions and conclusions being summarised in the Equality Analysis set out at Appendix 'B'.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

#### Recommendation

Cabinet is asked to:

- (i) Approve the design for the Masterplan development as detailed at Appendix 'A'.

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| (ii) Authorise the Head of Service, Design and Construction to make minor changes to the design. |
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## **Background and Advice**

UCLan's Masterplan sets out a vision for a £200m investment over the next decade to create a campus that is more unified and welcoming but importantly integrates with the rest of the City. The design for the Adelphi Quarter extends into sections of Friargate, Corporation Street, Fylde Road, Moor Lane and Adelphi Street as well as minor changes to Harrington Street and the introduction of traffic signals to Victoria Street at its junction with Moor Lane and Adelphi Street to allow bus movements. A key aspect of the Masterplan is the transformation of the Adelphi quarter roundabout based on the principles of Fishergate's 'informal street' project, incorporating a new large public space. There have been improvements to the construction methods and materials, as well as changes to the layout which have been driven by the experience and lessons learned from the earlier phases of the Fishergate project and ongoing dialogue with stakeholders, including vulnerable users.

In March 2015, county council officers received Cabinet Member approval to assist UCLan by advising and guiding on potential changes to the existing highway layout. Further Cabinet approval to support UCLan through the detailed design stage was received in January 2017. Through engagement with stakeholders, the design has been developed by UCLan to the current detailed design stage (Appendix 'A' refers) and the details of the Masterplan project is now entering the final stages of approval by the county council.

It has been previously requested by UCLan, and agreed under the Scheme of Delegation to Heads of Service in March 2017, that the contract be procured via the Scape framework. This has allowed early contractor involvement of the current framework contractor, Balfour Beatty, in the design phase, which has been procured by UCLan, and this will allow this knowledge and experience to be carried through to the construction phase.

The estimated works cost was prepared by UCLan as part of the design process and Cabinet approval was received to add £10.4m to the county council's 2019/20 and 2020/21 capital programme in July 2018. The costs of the highway works will be met by UCLan.

Cabinet is requested to approve the design for the Masterplan development at Appendix 'A' but authorise any minor changes to be made by the Head of Service, Design and Construction.

## **Consultations**

UCLan has carried out a series of consultation events with stakeholders (including vulnerable users) which has informed the design. The original design ideas have been developed and adapted following the ongoing discussions and public consultations, with specific changes having been made arising from feedback

received. These include increasing the proposed kerb height from 40mm to 60mm, the addition of several traffic signal controlled crossing points and a wide strip of material in a higher colour contrast between the footway and channel to assist vulnerable users. The full details of the series of consultations held, and the groups of stakeholders consulted are contained within the Equality Analysis, a copy of which is attached at Appendix 'B'. As the Masterplan development was subject to planning permission granted by the local planning authority, Preston City Council, the final design will be presented to the city council to ensure compliance with the planning conditions, which were put in place to address comments received during the planning permission process.

**Implications:**

This item has the following implications, as indicated:

**Risk Management**

**Financial**

The project will be fully funded by UCLan with advance payment of £10.4m which the University of Central Lancashire estimates will cover the construction cost expenditure involved in delivering the project. Should this amount be insufficient the S278 agreement between the county council and UCLan contains provisions to enable additional monies to be recovered.

**Legal**

The design is presented for approval but it is advised that minor changes may need to be made as the matter goes forward and that it be reasonable to authorise a senior officer such as Head of Service, Design and Construction to make such minor changes.

The design approval is sought so that the design can be incorporated into the contract with the contractor and the S278 agreement for the funding of the highway works

**List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A