



Meeting: Transport Working Party

Date: 5th September 2013

Wards Affected: Tormohun

Report Title: Fleet Street Regeneration Scheme – Update on the Phase 1 Construction

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1. **Purpose**

- 1.1 To inform members of the latest position regarding the construction of Phase 1 and to ask members whether or not to canvass the views of the local traders regarding delaying the start of the Phase 2 of the contract for one year in order to allow them to catch up on lost trade due to the construction of Phase 1

2. **Proposed Decision**

- 2.1 To note the progress of the construction of Phase 1
- 2.2 Members are recommended to instruct officers to canvass the views of Fleet Street traders regarding the start date of Phase 2 of the contract

3. **Action Needed**

- 3.1 To decide whether or not the local traders should be canvassed about the start date of Phase 2

4. **Summary**

- 4.1 Phase 1 of the Fleet Street Regeneration Scheme was started in January 2013 and the works are now due to be completed in November 2013.
- 4.2 From the end of June until the 16th September works have been suspended to allow traders and busses to operate as normal without the interference of construction operations.
- 4.3 Because the construction of phase 1 may have had an impact on trading in Fleet Street, it is considered prudent to seek the views of the Fleet Street traders regarding the start date of Phase 2.

Supporting Information

5. Position

- 5.1 The contract for Phase 1 of the Fleet Street Regeneration was awarded to Roadform, and works started in January this year
- 5.2 The initial works included the excavation of the existing Fleet Street carriageway to a depth of half a metre and the construction of a new service lane.
- 5.3 Many existing utilities such as BT; Eurobell and Wales and West (gas) were exposed within the excavation, which needed protection because of the lack of cover to new road level.
- 5.4 It was evident that the contractor would overrun the end of June completion date because of delays due to these unforeseen protection measures
- 5.5 A decision was taken to stop all works at the end of June and to return the street for busses to operate two way, and to allow the Fleet Street businesses to have July, August and part of September without interference from contractors operations
- 5.6 At the end of June the kerbing and carriageway was completed together with the paving on the splitter island and a substantial area of granite paving on the east side, including the bottom end of The Terrace.
- 5.7 Remaining defects in the footway were made safe before opening the street to the public on the 1st July 2013.
- 5.8 It was anticipated that the works would start again on Monday 9th September and carry on until completion in November 2013, however taking into account requests from local traders it was agreed to delay the start of the works until mid September. This may have a knock on effect on the finishing date.
- 5.9 It is likely that the busses will be operating two way at the same time as the contractor will be working, and the contractor has been asked to produce a method statement for the paving and drainage operations.
- 5.10 The next phase of the Fleet Street Regeneration Scheme, which is the second of three stages, is programmed to start in September 2014.
- 5.11 However some Members have suggested a delay to the start date for a year to allow the Fleet Street businesses to catch up on lost trade which may have been affected by the phase 1 works.

6. Possibilities and Options

- 6.1 The following options have been considered
- Commence Phase 2 of the works in the Autumn 2014 as originally programmed
 - Consult with traders to see if they would prefer to delay the second phase by a year

7. Preferred Solution/Option

7.1 The preferred option is to canvass the views of the Fleet Street traders before making a decision.

8. Consultation

8.1 An extensive consultation was carried out in May 2012 for the design of the road, the results of which were reported to the 8th August Transportation Steering Group.

9. Risks

9.1 The road is in a poor condition, further delays could see an increase in maintenance costs.

9.2 The road will continue to look “half finished” until completion of the scheme.

Appendices: None

Additional Information: None

Documents available in Members’ Rooms: None

Background Papers: None