

Derby Station Interchange – Proposed Cycle Shelter and Possible Impact on Conservation Area

SUMMARY

- 1.1 Improvements to the frontage of the railway station have been in development for some time. Members of this committee may recall a consultation by Derby Cityscape on matters related to the concept for the improvements, on 11th June 2009.
- 1.2 Key to the success of the improvements is the provision of a sustainable transport interchange and the provision of an Equalities Act compliant taxi rank. Coupled with this is improving the sense of arrival to Derby at its primary transport hub. The current general arrangement is shown on 11982/000/04, revision O. This sets out the use of the spaces to the front of the station. Members are requested to focus on the immediate frontage of the station entrance/exit.

A number of iterations have been carried out, and 11982/000/04, revision N showed a much larger cycle shelter and a further reduced in footprint option and it is this comparison where views are sought.

- 1.3 As people leave the station they will have a new pedestrian space that will incorporate public art and soft landscaping. People will see a new bus interchange immediately in front of them, a new taxi interchange to the left of them and a new cycle interchange to the right. People wishing to walk will be guided by the use of new natural stone materials to the existing crossing into Midland Place.
- 1.4 The provision of good cycle facilities and sheltered parking is an essential requirement of the project as it offers more sustainable transport choice. The Station Travel Plan suggested that cycle parking provision should be doubled to 168 spaces and this was also agreed as a significant improvement and in line with Cycle England aspirations and formed the basis of the Funding Agreement with the European Regional Development Fund that is providing a significant amount of money to the project. Due to the constraints on space and the requirements of East Midlands Trains the cycle interchange is located close to the highway and is of a 'double tier' format. This helps to maximise capacity and reduce the footprint of the structure.

The design process has identified an issue related to the new cycle interchange. This has emerged quite recently and it was agreed to present this to Conservation Area Advisory Committee for debate. Visuals have been produced to highlight the impact of the cycle interchange and these will be available at the meeting. Members must be aware that the general arrangement has been agreed with funding partners and

fundamental changes are not allowed.

- 1.5 The design team have considered alternative options to further reduce the overall footprint of the shelter to reduce the impact on the Conservation area whilst maintaining the cycle interchange in the same space and maximising pedestrian space. The proposed design has been discussed on site with DCC's Conservation and Sustainable Transport teams, and all efforts have been made to uphold the design principles of both teams. As a result the footprint of revision O has been reduced by approximately 2m on the building side of the shelter, thus giving 6.5 m width to pedestrians as opposed to 4.5m in revision O.

The proposed option remains a 'double tier' containing stands for around 144 cycles. The shelter must be a minimum of 2.5m tall, to match the smaller height of the bus interchange. This ensures that there are limited Health and Safety issues and people are less likely to try to climb onto the roof. It is proposed that the roof structure is of a rhomboid nature and glazed to match the other shelters.

The other cycle spaces will be located adjacent to the new taxi shelter to the left of the station entrance/exit as you leave the station. These will be normal cycle racks and provide a minimum of 10 racks, hence 20 spaces, making total provision 164.

RECOMMENDATION

- 2.1 To note the contents of the report

REASONS FOR RECOMMENDATION

- 3.1 To ensure that Conservation Area Advisory Committee are kept informed of the project and have the opportunity to make comments.

SUPPORTING INFORMATION

- 4.1 The Derby Station Masterplan was produced in 2009. This provided a concept of improvements to the station area including the provision of a new transport interchange with architectural shelter facilities for bus, taxi and cycle.
- 4.2 Conservation Area Advisory Committee were involved in consultation over the impact of the Masterplan on the conservation area and adjacent listed buildings.
- 4.3 The design at that stage required planning permission for a new car park entrance and exit onto Railway Terrace and this was approved in February 2009. However East Midlands Trains did not approve the original design and demanded changes so that their commitments to the Department for Transport would be met throughout the life of their franchise.
- 4.4 The revision N design is approved, however the location of the cycle shelter is in a more dominant position, which from a cycling point of view is good, however the potential impact the Conservation Area could be more.

- 4.5 A visual was recently produced and this demonstrated the impact. The design team have re-considered the size of the shelter and are now proposing a smaller shelter to reduce any impact. This has been agreed with the Conservation and Sustainable Transport teams.
- 4.6 Whilst the footprint of the shelter is smaller the height of the shelter has to be 2.5m, as with the lowest section of the bus interchange. This ensures that there are limited Health and Safety issues and people are less likely to try to climb onto the roof.

OTHER OPTIONS CONSIDERED

- 5.1 The original option provides 212 spaces in the same location, but has to be 'double decked'. This results in a form that can be viewed from Midland Place.
- 5.2 Other options have been produced in an attempt to reduce the footprint of the cycle shelter, and a new option proposed as described above.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Service Director(s) Other(s)	
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For more information contact: Background papers: List of appendices:	Name: Andy Smart 01332 641627 e-mail andy.smart@derby.gov.uk Available at the meeting. Appendix 1 – Implications
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IMPLICATIONS

Financial and Value for Money

- 1.1 Funding for the improvements is from;
- European Regional Development Fund, £1.4M
 - Local Transport Plan, £0.23M
 - National Stations Improvement Programme, £0.1M
 - New Growth Points, £0.04M

Legal

- 2.1 There are no Legal implications as a result of this report.

Personnel

- 3.1 There are no Personnel implications as a result of this report.

Equalities Impact

- 4.1 An Equalities Impact Assessment and Quality Audit have been carried out during the design stage and has helped to refine the design. These will be repeated once the improvements are in place.

Health and Safety

- 5.1 The shelters must be a minimum of 2.5m high as this helps prevent people from climbing upon them.

Environmental Sustainability

- 6.1 The project contains Sustainable Drainage Systems as part of the proposed soft landscaping area. This will help to absorb rainwater and help irrigate the proposed planting.

Asset Management

- 7.1 All assets once installed will be the responsibility of Network Rail and East Midlands Trains.

Risk Management

- 8.1 The project has a Risk Log. These risks are managed to help prevent the risks coming to fruition.

Corporate objectives and priorities for change

- 9.1 The Derby Plan by;

Helping people in Derby to enjoy a thriving sustainable economy,
Helping people in Derby to be safe and feel safe, and
Helping people in Derby to have an active cultural life.