



Exeter  
City Council

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# Leisure Centre Complex and Bus Station Project

## Update to Programme Board

30<sup>th</sup> January 2018

## Recommendations sought & Approvals required

### Recommendations sought from Programme Board to Executive :

**RECOMMENDED** that the Leisure Complex and Bus Station Programme Board request Executive support and Council approve:-

- 1) that the Council Resolution passed on 12<sup>th</sup> October 2017 stating that the bus station will close by the end of February 2018, at the latest, is rescinded; and
- 2) the decision as to when the bus station closes is delegated to the Chief Executive & Growth Director, in consultation with the Leader and the Portfolio Holder for Health & Wellbeing, Communities & Sport.

### Approvals required from Programme Board :

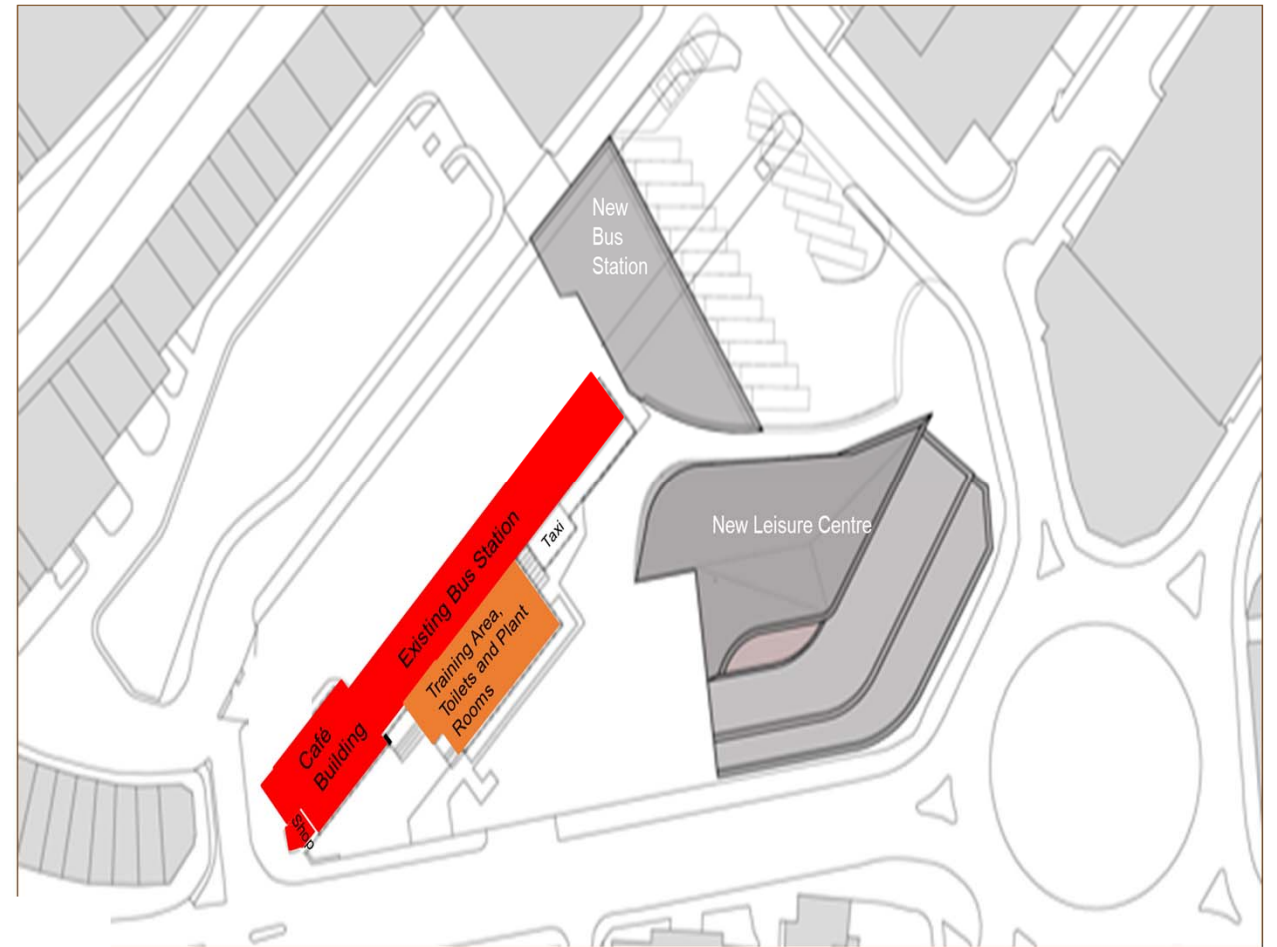
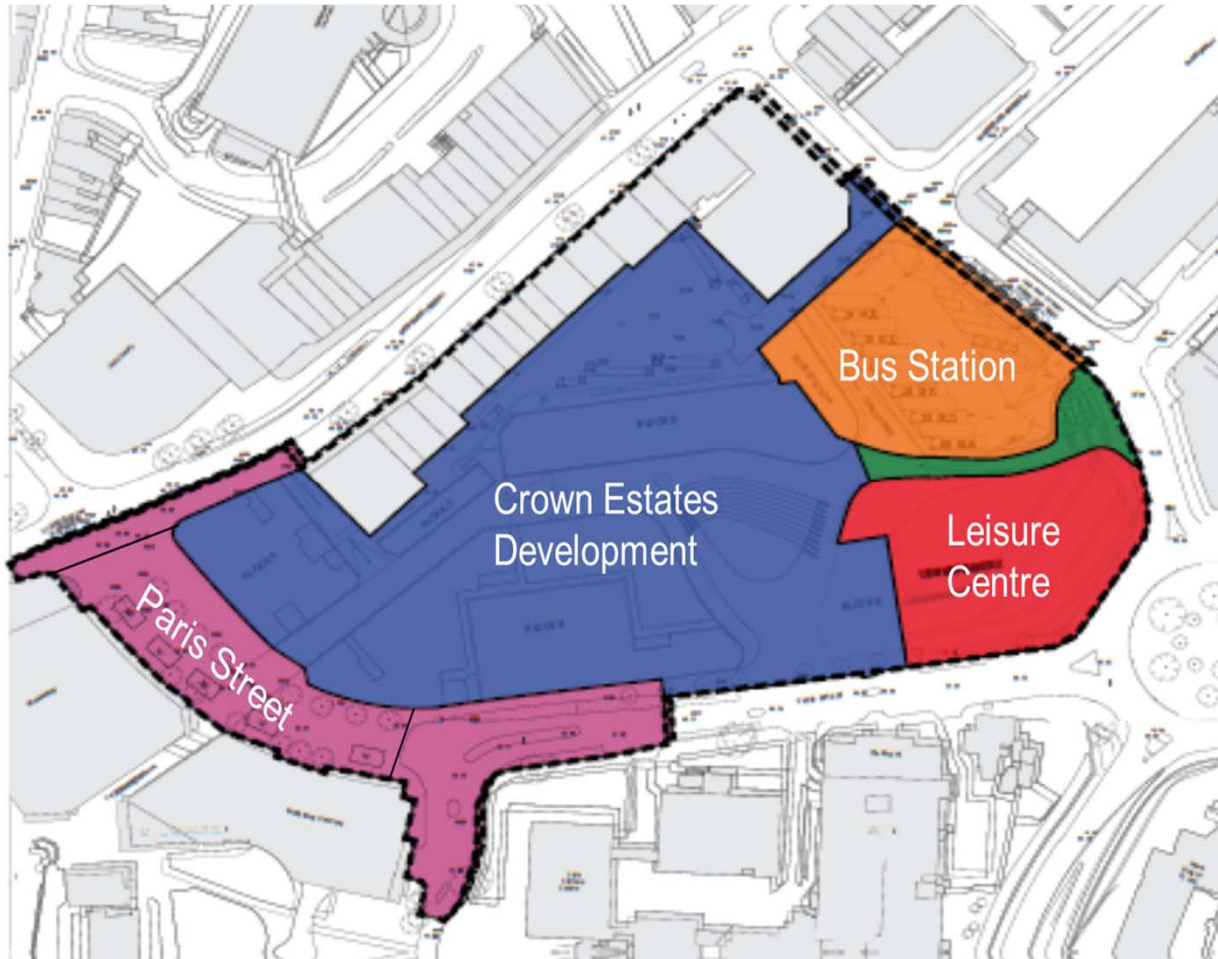
- 1) To proceed with the procurement of the main contractor / builder in accordance with the strategy outlined in this presentation.
- 2) To proceed with placing orders as necessary to progress the 'Enabling Works' for the Leisure Centre & Bus Station site.

- 1) Update on bus station closure timescale (& Recommendations sought)
- 2) Procurement Strategy for Main Contractor / Builder (& Approvals required)
- 3) Recap on Timelines :
  - a) Short-term
  - b) Bus Station and Leisure Centre development



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# Update on bus station closure timescale (& Recommendations sought)



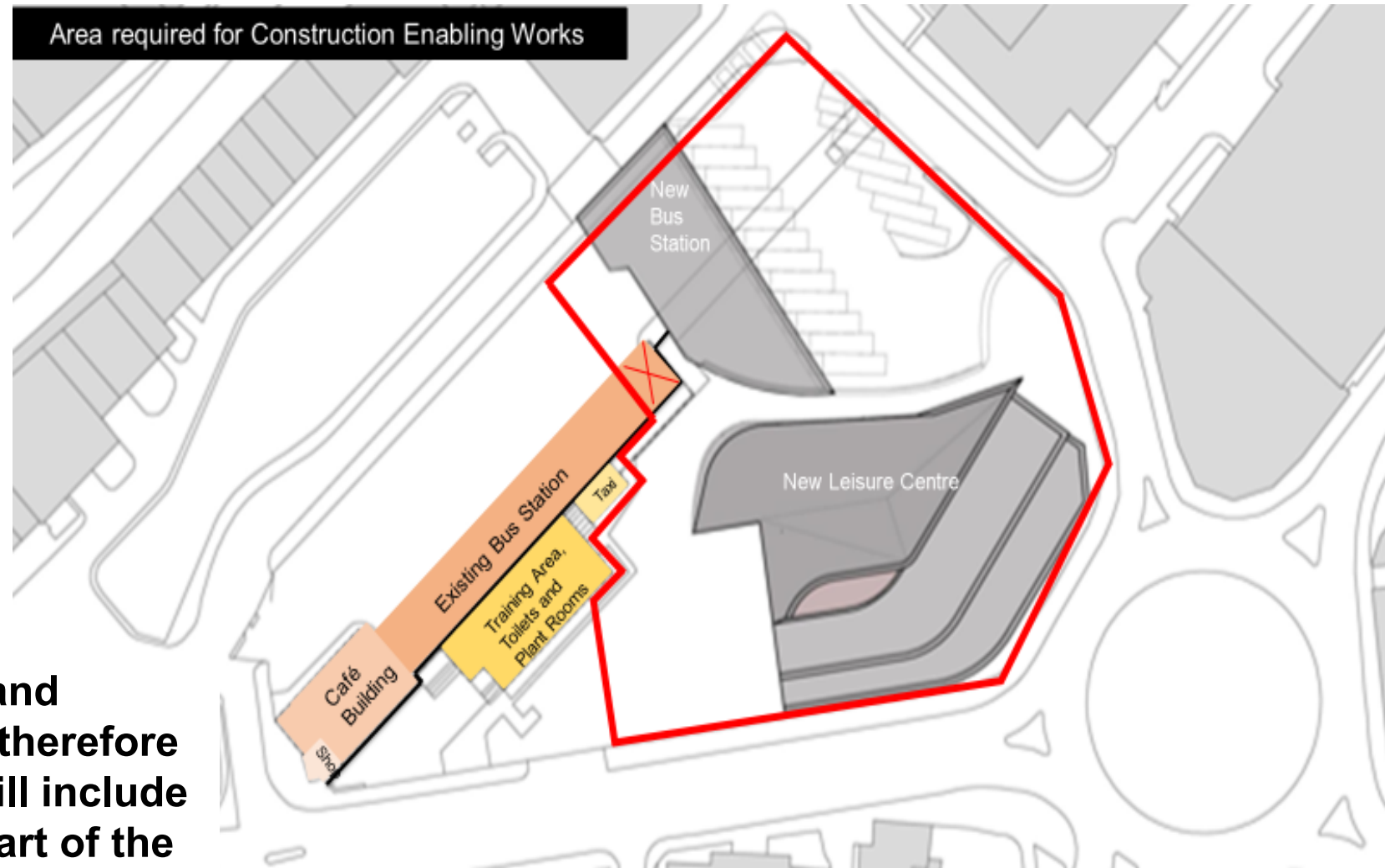
# Update on Bus Station Closure Timescale

- 1) **Stagecoach can remain in the bus station buildings even after the bus station closes**, using the buildings as their staff and welfare facilities. Stagecoach will remain in place in the bus station buildings until the new bus station opens (unless a new development partner comes on board and changes the situation in the meantime).
- 2) **The bus station does not need to close in Feb 2018** - The build team require areas of the upper apron, lower apron and demolition of the waiting room from May 2018 onwards (further details on the next slide)
- 3) **It is currently the intention that the bus station would cease operating as a bus & coach station in May 2018**
- 4) **Subject to technical review & all appropriate approvals, the upper apron might be able to remain open in part after May 2018**. Allowing a reduced bus service from the bus station – with the other services using the on-street solution already mobilised. The buses would enter and depart the upper apron from the Paris Street junction (current bus station exit route). This situation would remain in place until the new bus station is ready (this potential opportunity is shown diagrammatically on a later slide)
- 5) If the partial closure of the upper apron is not technically viable, then a full closure of the bus station would be planned to take effect in May 2018. With all buses using the on-street solution.
- 6) **There is currently a Council resolution to close the Bus Station by the end of February 2018. A Recommendation is being sought from the Programme Board to address this.**

Why we need to close the lower apron and part of the upper apron in May 2018 :

- 1) Allow excavation for site investigation to reduce risk of 'unknowns'
- 2) Allow trial pits to identify geotechnical information for foundation design
- 3) Carry out diversions of utilities that cross the site
- 4) Allow installation of substation and mains services to sites
- 5) Carry out necessary archaeology
- 6) Potential for full apron removal and decontamination works

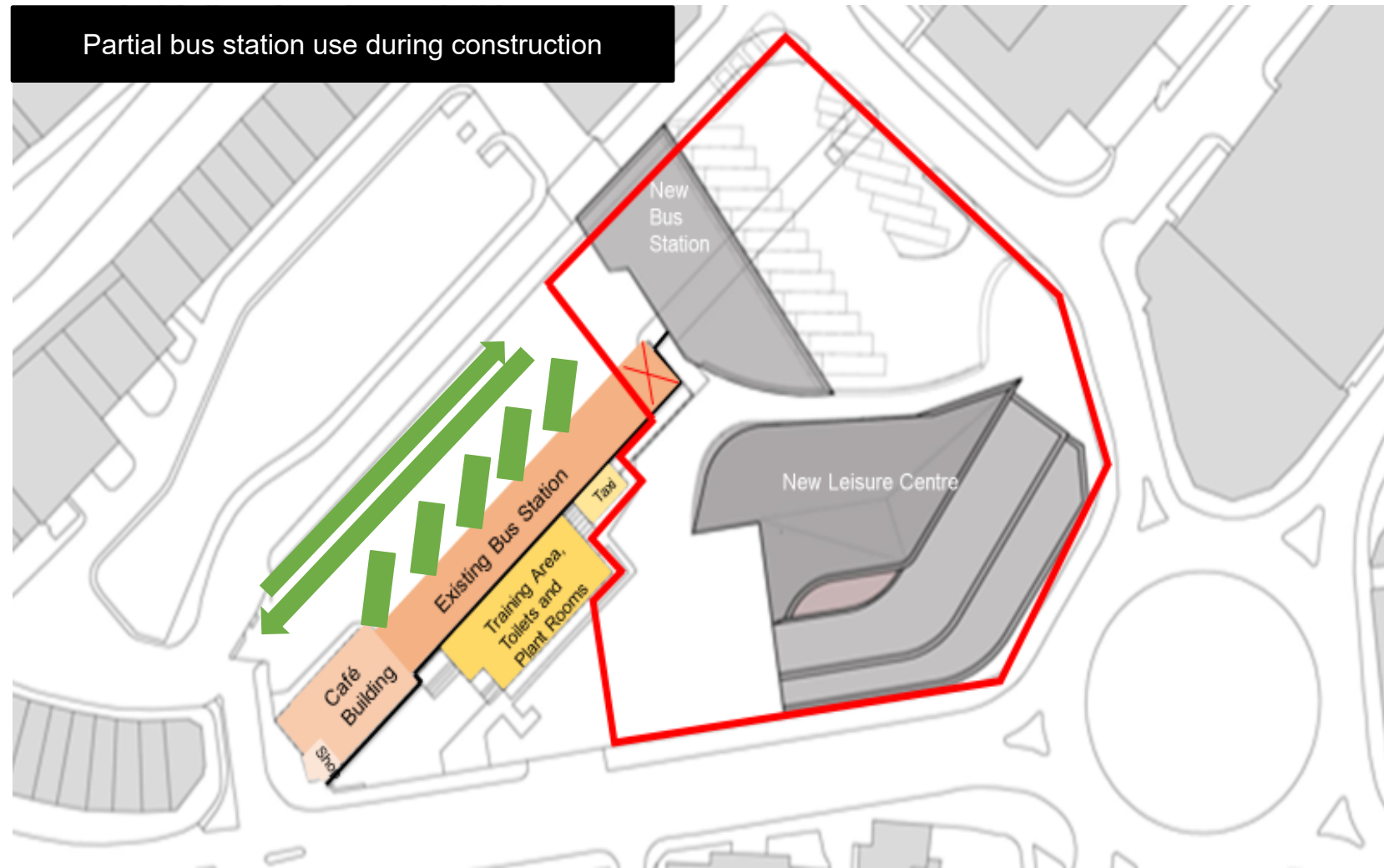
**Enabling works reduce programme and unknown ground condition risk and therefore potential costs that the contractor will include in contract sum. It is an important part of the proposed Procurement Strategy.**



# Partial Closure Potential Opportunity

There may be the opportunity to potentially use part of the upper apron for buses throughout the enabling works and construction works

- 1) Could use circa 3 – 7 bays
- 2) Subject to ongoing detailed technical review
- 3) Subject to full legal Highways process, procedure & approvals (HATOC, TRO's, etc if required))







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Procurement strategy for main contractor /  
builder  
(& Approval required)

- Procurement strategy recommendations received
- Headline recommendations
  - Use Southern construction framework
  - Use a two-stage tendering approach
  - Treat Bus and Leisure Centre as two distinct build contracts
- Timeline
  - Invite expressions of interest from framework contractors in February
  - Use Framework process to Shortlist of 2/3 contractors in March (based on quality and profit margin)
  - Enter period of pricing with single preferred contractor between May and October 2018

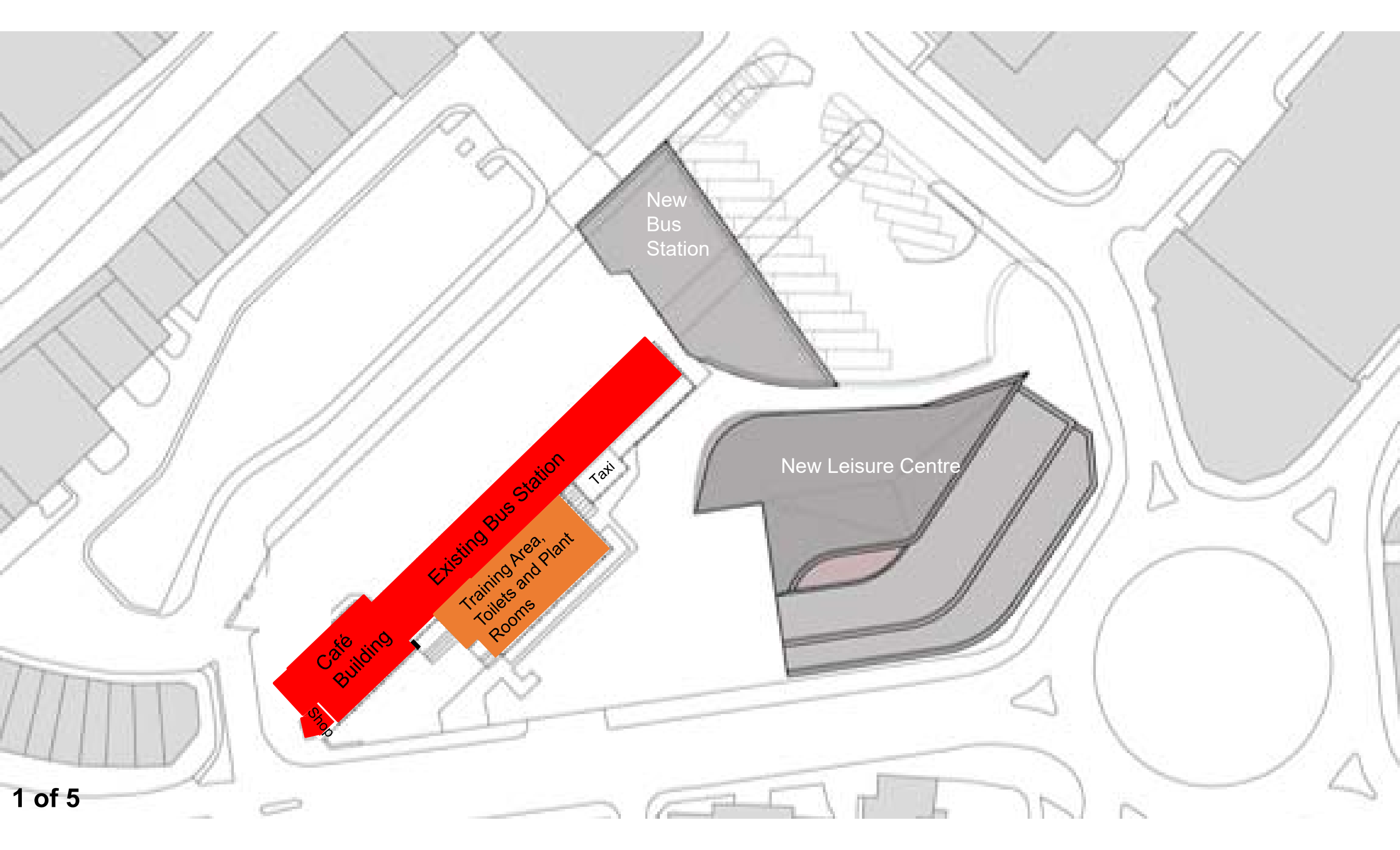
# Our procurement approach

- We have engaged with contractors to obtain views on procurement fundamentals (process, contractual arrangements, risk profile)
- We have considered best route to market for both client and contractor
- We will collaboratively engage with the preferred contractor during the procurement to reduce risks and give certainty of outcome
- We will engage wider supply chain and use an open book process to agree costs and value.
- The proposed framework allows this work to be undertaken via a pre-construction agreement and an enabling contract to carry out necessary 'de-risk' items



## Scope of procurement

- Original design plus new interfaces to Crown Estates boundary
  - Cladding to flank walls adjoining remaining site
  - New pedestrian routes to connect to town centre
  - enlarge 'street' area to allow access to Leisure Centre
- Enabling works to reduce risk
  - Hoarding of site
  - Remove waiting room area to create build space
  - Install Substation
  - Bring services to site
  - Divert existing services
  - Carry out intrusive site investigations



New  
Bus  
Station

New Leisure Centre

Existing Bus Station

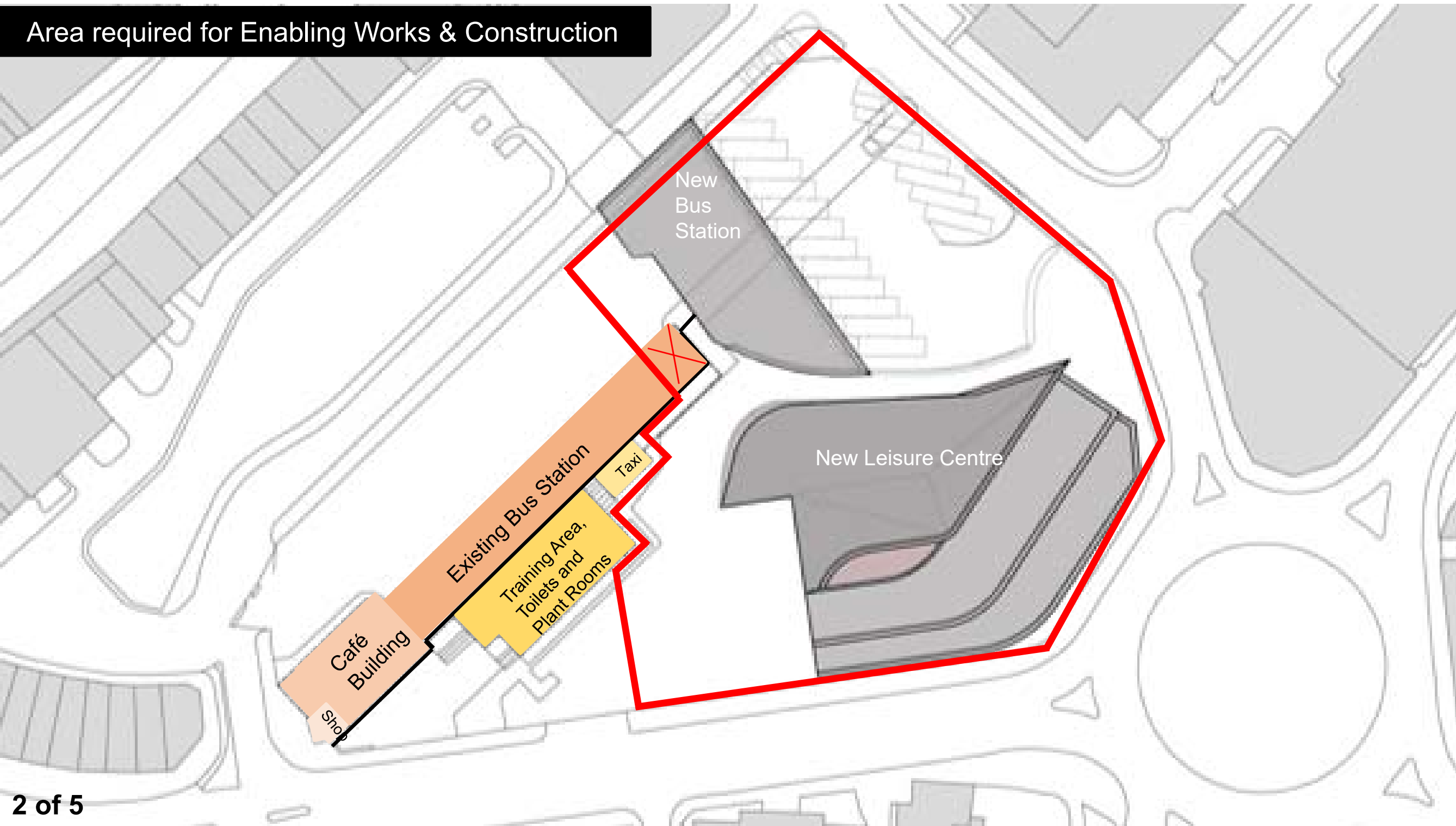
Cafe  
Building

Shop

Training Area,  
Toilets and Plant  
Rooms

Taxi

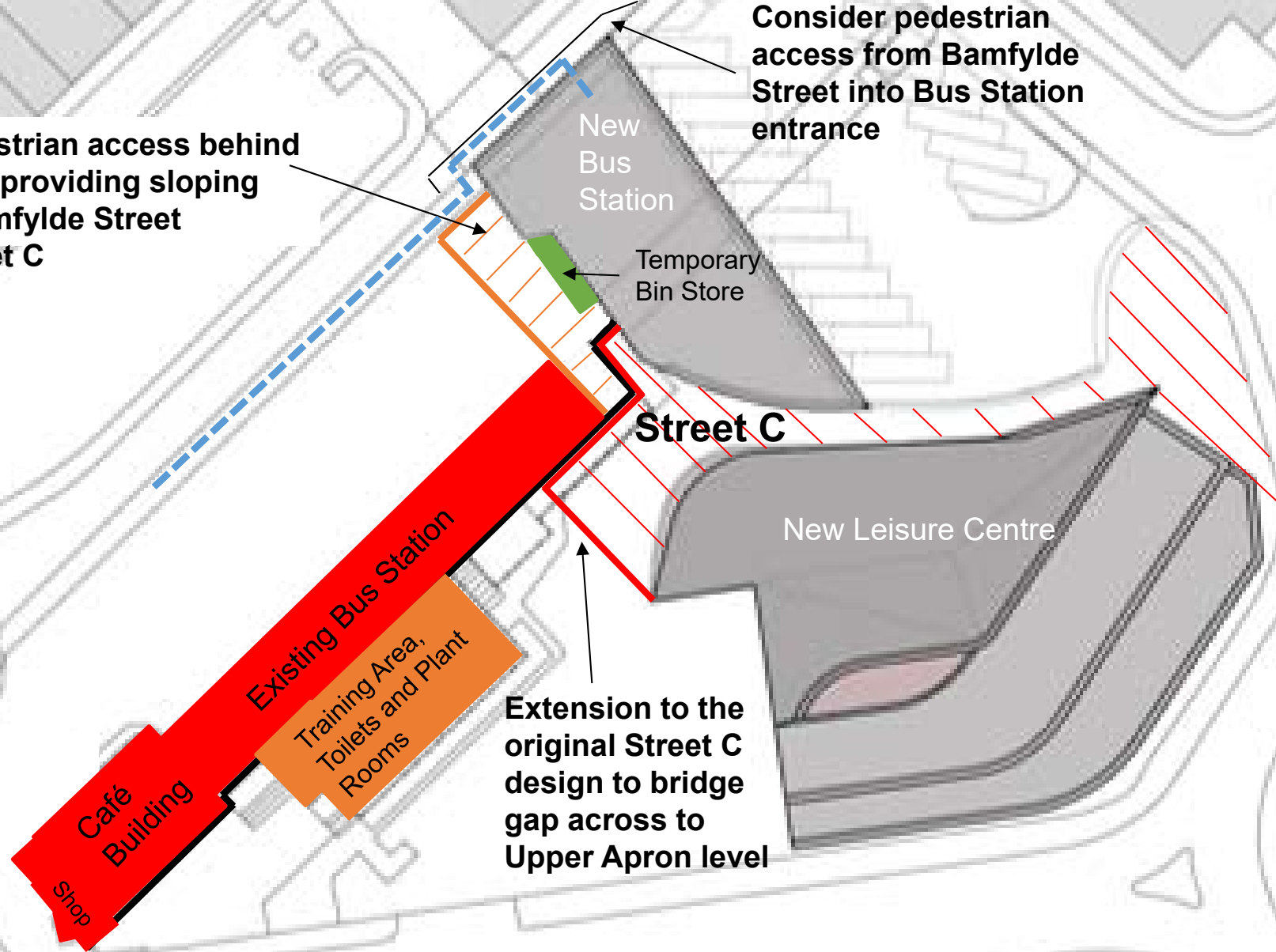
Area required for Enabling Works & Construction



# Interface Works : Site levels & Access issue

Temporary pedestrian access behind the Bus Station, providing sloping access from Bamfylde Street footpath to Street C

Consider pedestrian access from Bamfylde Street into Bus Station entrance



Extension to the original Street C design to bridge gap across to Upper Apron level

# Interface Works : Substation & Cladding

Electrical Substation no longer provided within the Bus Station building. Substation to be suitably located in the car park area as indicatively shown

New Bus Station

Permanent / weather proof cladding to be provided in the areas previously adjacent to Crown Estates buildings

New Leisure Centre

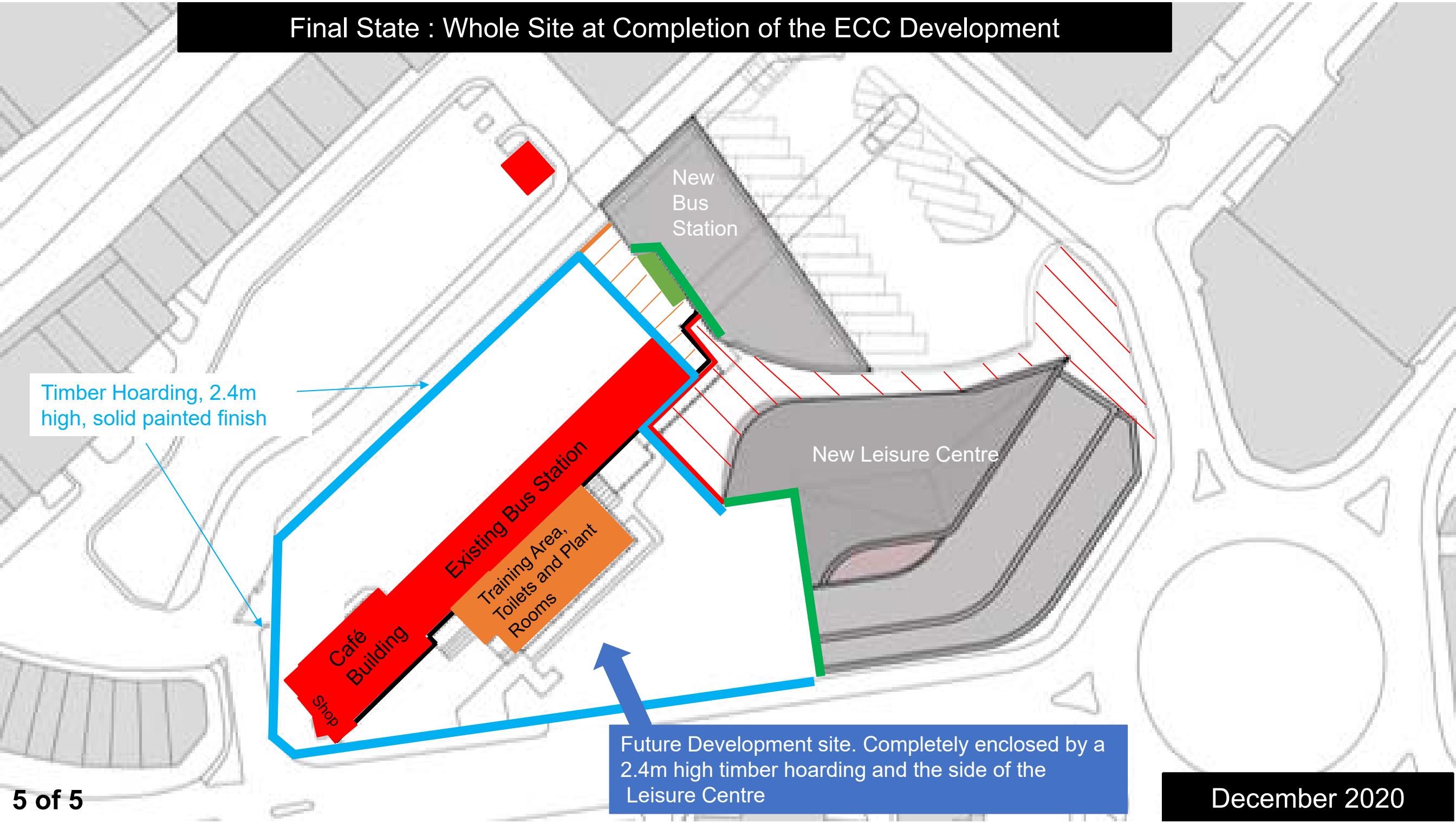
Cafe Building

Existing Bus Station  
Training Area,  
Toilets and Plant  
Rooms

Permanent / weather proof cladding to be provided in the areas previously adjacent to Crown Estates buildings



# Final State : Whole Site at Completion of the ECC Development



Timber Hoarding, 2.4m high, solid painted finish

New Bus Station

New Leisure Centre

Cafe Building  
Shop

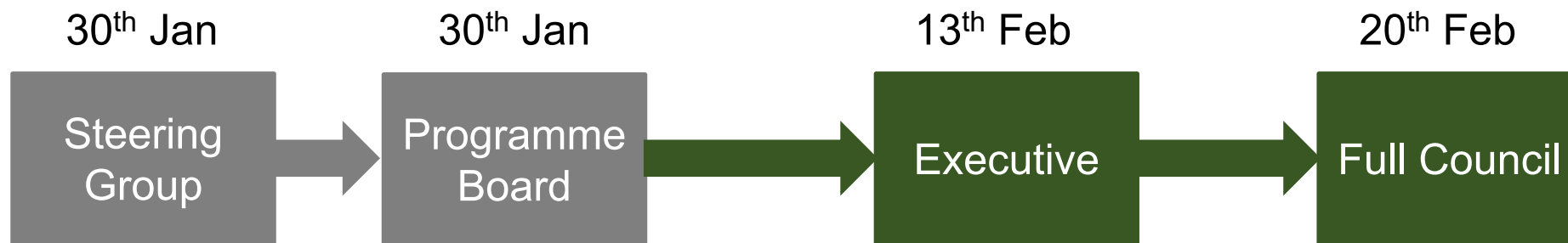
Existing Bus Station  
Training Area,  
Toilets and Plant  
Rooms

Future Development site. Completely enclosed by a 2.4m high timber hoarding and the side of the Leisure Centre



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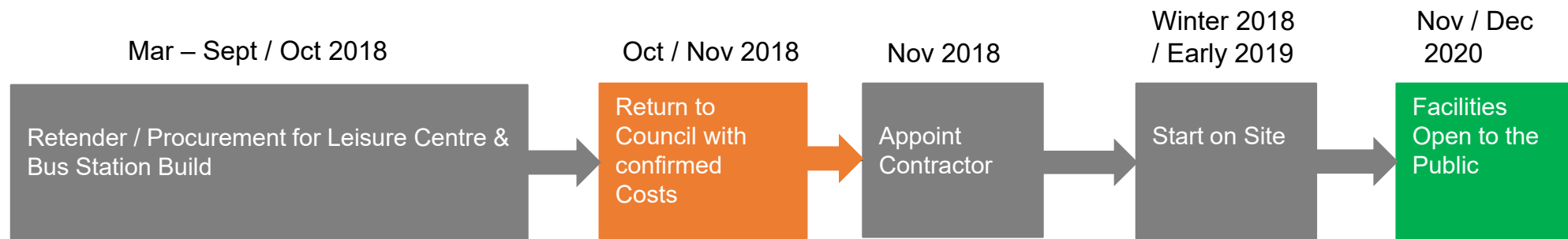
# Timelines





# Timeline : Bus Station & Leisure Centre Development

High level indicative timeline:





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# Recommendations sought and Approvals required

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Any Questions ?