



DERBY CITY COUNCIL

## URGENT LEADER OF THE COUNCIL CABINET MEMBER MEETING

# ITEM 4

Report of the Strategic Director of  
Neighbourhoods

### LONDON ROAD BRIDGE

#### SUMMARY

- 1.1 To request additional funding of £100,000 for London Road Bridge Scheme

#### RECOMMENDATIONS

- 2.1 To approve the use of £100,000 capital funding from Capital reserves for London Road Major Scheme Bid development.

#### SUPPORTING INFORMATION

- 3.1 The scheme to replace London Road Bridge is one of 43 schemes currently in the Department for Transport's Development Pool for Local Major Transport Schemes. When the list of schemes in the Pool was announced in January the funding requirements for the Pool as a whole outstripped the available budget (£650M), by one and a half times.
- 3.2 Work is currently in the 11/12 Capital Programme to develop the Major scheme business case or Best and Final Bid for this scheme which is to be submitted to DfT in September 2011. Following this, we will be notified whether we are successful in obtaining Major Scheme funding from DfT by the end of December 2011.
- 3.3 The London Road Bridge scheme requires £100,000 additional funding for the current financial year. This has arisen as a direct result of the Department for Transport requiring additional information on specific key areas of the Best and Final Bid for the scheme, after reviewing information submitted to date as part of the bid.
- 3.4 The funding is required to produce the Best and Final Bid for submission to DfT. If the additional funding is not granted then the Bid submitted will be missing several key elements that the DfT have specifically requested further detail on, which increases the risk that the bid will not be successful.
- 3.5 If the bid is not successful there will not be another chance to obtain funding until after the current spending review period. It is not currently clear how much money will be available or how the prioritisation process for this funding will work.
- 3.6 The additional work required to produce the Best and Final Bid will require the use of additional internal resources, supported by the additional use of specialist external resources to ensure that the Bid is completed by the deadline of 09 September 2011.

The additional resources required cannot be provided within the existing budget, of £189,000, allocated in the capital programme. In addition to the £189,000, a further £100,000 is required.

- 3.7** Urgent approval is needed for this because the next available Cabinet meeting to gain this approval is 06 September 11. This is too late for approval of the additional funding request to be approved because Best and Final Bid has to be submitted to the Department of Transport no later than 09 September 2011.
- 3.8** It is proposed to use £100,000 of currently unallocated Neighbourhoods capital reserve to fund this work.
- 3.9** Proposals for the use of the remaining capital reserve funding will be taken for approval at a later date.

**This report has been approved by the following officers:**

<b>Legal officer</b>	Stuart Leslie
<b>Financial officer</b>	Dawn Richardson
<b>Human Resources officer</b>	Not Applicable
<b>Service Director(s)</b>	Not Applicable
<b>Other(s)</b>	David Gartside - In absence of Service Director(s)

**For more information contact:** David Gartside

**Background papers:** H&T Programming Board Update – 25 March 2010  
Investment in Local Major Transport Schemes  
Expression of Interest Form  
Cabinet Member Update – 14 December 2010

**List of appendices:** Appendix 1

<b>IMPLICATIONS</b>
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**Financial**

- 1.1 As described in the report.

**Legal**

- 2.1 None directly arising.

**Personnel**

- 3.1 None directly arising.

**Equalities Impact**

- 4.1 None directly arising.

**Health and Safety**

- 5.1 None directly arising.

**Environmental Sustainability**

- 6.1 None directly arising.

**Asset Management**

- 7.1 None directly arising.

**Risk Management**

- 8.1 As described in the report.

**Corporate objectives and priorities for change**

- 9.1 London Road Major Scheme will specifically contribute towards Council key outcome of a thriving sustainable economy by contributing to:
- A better built and natural environment.
  - Less carbon emissions from industry and transport

London Road Major Scheme is a key component of the Local Transport Plan and annual work programme.