



Derby City Council

**COUNCIL CABINET**  
**10 June 2015**

**ITEM 10**

Report of the Cabinet Member Communities  
and City Centre Regeneration

**Approval of modifications to the A52 Congestion Management  
and Integrated Transport Scheme.**

**SUMMARY**

- 1.1 In July 2013 the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP) prioritised £6,690k of its indicative budget towards the A52 Congestion Management and Integrated Transport Scheme. Subsequently in February 2014 Cabinet approved the preferred option, a feasibility design providing highway improvements based on existing levels.
- 1.2 Following approval of the preferred option we have reviewed the feasibility design and consulted local landowners, businesses and developers. In response we are proposing a number of modifications to the layout. Two options are requested for approval; one which incorporates the improvements required to bring forward the planned development at the Derwent Triangle site and one assuming no development at this site.
- 1.3 The modified designs will not have detrimental impacts on safety and capacity and it is anticipated that they will provide cost and construction benefits.
- 1.4 We now need to design the scheme in detail. Our next steps are:
  - Carry out stakeholder consultation
  - Start negotiations with landowners
  - Apply for planning permission later this year
  - Submit a business case to the LEP for approval before funding can be secured.

**RECOMMENDATION**

- 2.1 To approve the modifications to the two preferred options for the A52 Congestion Management and Integrated Transport Scheme, as shown on the plans in Appendices 3 and 4.

- 2.2 To approve consultation on the detailed design with stakeholders and report the results to the Cabinet Member for Communities and City Centre Regeneration.
- 2.3 To delegate authority to the Chief Executive, Strategic Director of Resources and the Acting Strategic Director of Neighbourhoods, in consultation with the Cabinet Member for Communities and City Centre Regeneration to purchase land, negotiate compensation arrangements and progress the making of Compulsory Purchase Orders, as appropriate and deemed essential to ensure delivery of the scheme in line with the Council's financial procedures.
- 2.4 To delegate authority to the Strategic Director of Resources and the Acting Strategic Director of Neighbourhoods, to complete the necessary preparatory work required and to submit the formal planning application, with associated costs.
- 2.5 To delegate approval of further minor amendments to the Acting Strategic Director of Neighbourhoods in consultation with the Cabinet Member for Communities and City Centre Regeneration.

<b>REASONS FOR RECOMMENDATION</b>
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- 3.1 The proposed modifications have potential cost savings, minimise third party land acquisition, are simpler to construct and will minimise disruption during construction.



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Report of the Acting Strategic Director of Neighbourhoods

**SUPPORTING INFORMATION**

- 4.1 In July 2013, the D2N2 LTB prioritised £6,690k of its indicative budget towards the A52 Congestion Management and Integrated Transport Scheme, against a scheme cost which ranges between £10,576k and £12,275k. The £10,576k option currently forms part of the approved capital programme.
- 4.2 The £12,275k estimated scheme cost for the preferred solution includes £1,699k for maintenance works to the A52. The option presented to Cabinet in February 2014 is shown in sketch plans attached in Appendix 2, and includes:
- A new foot and cycle bridge linking the residential areas of Chaddesden and Spondon to Wyvern and Pride Park
  - Bus priority loops on the westbound approach to the traffic signals
  - A widened A52 westbound carriageway to improve weaving capacity between the slip road from Raynesway and the diverge to the Derwent Parade (Toys R Us) roundabout
  - A two lane, realigned access to Wyvern/Pride Park from the A52
  - A realigned connector road from the Derwent Parade roundabout to the A52 westbound
  - Signalisation of the Derwent Parade roundabout
  - Carriageway resurfacing and replacement safety barriers.
- 4.3 The feasibility design has been reviewed using more up to date traffic flow data, including data provided in planning applications. The design review was carried out to:
- Establish appropriate speed restrictions
  - Improve pedestrian and cycle facilities
  - Provide best value
  - Accommodate concerns of developers, landowners and businesses
  - Minimise impact on third party land.
- 4.4 In July 2014, we wrote to landowners and businesses with an interest in Wyvern Retail Park. We have also consulted in detail those landowners, developers and businesses directly affected by the proposals.

- 4.5 The modified full scheme, including provision for development traffic generated by the Derwent Triangle development, is shown in the plan attached at Appendix 3. The modified scheme for the A52 scheme only is attached at Appendix 4. Key areas where there are proposed amendments to the scheme are set out below. It is recommended that Cabinet approve both of these layouts, as the implementation strategy is still evolving and it is important that both schemes have approval at this stage.
- 4.6 **Wyvern off slip.** The feasibility design assumed existing speed limits would remain at 70 mph on the A52 and 30 mph on the Wyvern off slip. However, a review of speed limits concluded that a 50 mph restriction between the Raynesway junctions and Pentagon roundabout on the A52 would reduce accidents significantly. Initial contact with Highways England indicates they are supportive of a proposed reduction to 50 mph. In turn they are considering extending a 50 mph restriction on the A52 from the Raynesway junction to include the advisory 50 mph and on and off slip roads in Spondon. A change to the speed limit will require a Traffic Regulation Order and consultation on enforcement with the Police.
- 4.7 Owners of the site currently occupied by the Fireplace Showroom asked us to review the location of the A52 off slip into Wyvern to establish whether it would be possible to retain a section of the site that could be used for development. A 50 mph restriction on the A52 supports the realignment of the two lane off slip, this alignment will better manage vehicle speeds and would require less third party land and the remaining land could be used for development, subject to a planning consent.
- 4.8 **Derwent Parade/Wyvern Way junction.** The feasibility design included a “hamburger” style signalised roundabout junction in place of the existing (Toys R Us) roundabout junction, where a route travelled through the roundabout. The design review established that a signalised crossroads junction would provide a similar performance, managing anticipated future traffic flows, to the hamburger junction. It would be simpler to manage traffic flow during the construction of a signalised crossroads junction and would cost an estimated £400,000 less to construct.
- 4.9 **Pedestrian and cycle facilities.** The modifications include a complete review of cycle and pedestrian facilities to improve accessibility in Wyvern. The modifications include:
- A shared pedestrian and cycle route on Wyvern Way
  - Pedestrian and cycle crossing facilities at junctions
  - An improved pedestrian route on Pullman Road through Wyvern Retail Park
  - Partial signalisation of the Stanier Way/Wyvern Way junction to provide pedestrian facilities.
- 4.10 The construction of the road on the proposed alignment will require the Council to acquire land from the following private owners:
- Clowes Developments
  - Toys R Us
  - Network Rail
- The construction of the A52 scheme will also impact upon the businesses of Toys R Us and Boots.

- 4.11 A Compulsory Purchase Order (CPO) may be required to support the acquisition of the land required to facilitate the scheme. If a CPO is implemented this will also resolve other issues relating to the site, such as easements and other rights over land. As noted, the construction of the road will also impact upon the businesses noted above. The affected businesses will be able to claim for compensation for any disturbance to their business and loss of profits. Both the value of the land taken and the compensation have been estimated at this stage and form part of the current project budget. They will also be included as part of the Business Case. Other businesses affected, but where no land has been taken by the Council, will not be able to claim compensation; however, they will be able to apply for a reduction on their business rates for the duration of the construction works, where their business has been affected.

## OTHER OPTIONS CONSIDERED

- 5.1 A feasibility study was carried out to look at a range of options to address congestion and improve access in the vicinity of the A52 and Wyvern junctions. Options reported to Cabinet in February 2014 included grade separated solutions, analysis showed that the environmental impacts, costs and benefit levels and deliverability of the grade separated options made them unviable.
- 5.2 The preferred option presented to Cabinet was a feasibility design; it was acknowledged that this layout would be refined during preliminary and detailed design stages and following initial discussions with landowners and developers.

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

<b>Legal officer</b>	Stephen Teasdale
<b>Financial officer</b>	Amanda Fletcher
<b>Human Resources officer</b>	N/A
<b>Estates/Property officer</b>	Alex Ward
<b>Service Director(s)</b>	Christine Durrant
<b>Other(s)</b>	N/A

<b>For more information contact:</b>	Tara McKenna 01332 641755 tara.mckenna@derby.gov.uk
<b>Background papers:</b>	None
<b>List of appendices:</b>	Appendix 2 – A52 Congestion Management and Integrated Transport Scheme – sketch of preferred option approved in February 2014 Appendix 3 – Sketch of modified layout, Full Scheme (including Derwent Triangle development traffic).

	Appendix 4 – Sketch of modified layout Do Minimum (not including Derwent Triangle development traffic).
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## IMPLICATIONS

### Financial and Value for Money

- 1.1 The approved corporate capital programme includes the preferred A52 Congestion Management and Integrated Transport scheme, excluding the maintenance element, at a budget of £10,576k subject to the outstanding addition of the current funding gap:
- 2014/15 - £200k corporate borrowing
  - 2015/16 - £376k corporate borrowing
  - 2016/17 - £6,690k D2N2 LTB indicative grant funding. Bid still to be confirmed, without this funding the scheme will not go ahead
  - 2017/18 – £3,310k funding gap.

All costs are provided as forecast costs or costs we would anticipate at the planned time of construction in 2016/17 and 2017/18. Part of the original bid to the D2N2 LTB was that the scheme would secure a £3,310k local contribution to the project. A source of funding for the £3,310k has not yet been identified, but it is expected that this will be funded through external third party contributions, developer agreements, or other grant opportunities.

- 1.2 A detailed cost estimate of the preferred options is currently being undertaken. At this stage it is anticipated that the total cost of the project will be managed within the overall project budget.

### Legal

- 2.1 The preferred option for the A52 Congestion Management scheme will require third party land. If agreement with landowners cannot be reached through negotiation a Compulsory Purchase Order may be required. Cabinet are asked to approve the progression of a CPO if this is deemed necessary.
- 2.2 The introduction of the proposed 50mph speed limit will require the implementation of a Traffic Regulation Order including the public advertisement of the proposals and consideration of any objections.

### Personnel

- 3.1 A Project Board and Project Team have been set up to manage delivery of the project.

## **IT**

- 4.1 None

## **Equalities Impact**

- 5.1 The major scheme business case required to bid for local major scheme funding through the D2N2 LEP will require a detailed appraisal of social distributional impacts.

## **Health and Safety**

- 6.1 The major scheme business case required to bid for local major scheme funding through the D2N2 LEP will require a detailed appraisal of environmental and safety impacts.

## **Environmental Sustainability**

- 7.1 Environmental impacts have been taken into consideration in selecting the preferred option. The major scheme business case required to bid for local major scheme funding through the D2N2 LEP will require a detailed appraisal of environmental impacts.

## **Property and Asset Management**

- 8.1 The modified option for the A52 Congestion Management scheme will require the acquisition of third party land.
- 8.2 Should a Compulsory Purchase Order be implemented then the assessment of land value and compensation will be managed by the Estates Team.

## **Risk Management**

- 9.1 Included within the project governance is a risk register where risks are recorded and to ensure that robust risk management procedures are in place so that risks are managed appropriately.

## **Corporate objectives and priorities for change**

- 10.1 The A52 Congestion Management and Integrated Transport Scheme supports the Derby City Council Plan 2014/15.
- Increase the number of jobs across the city which are created as a result of the actions we take.
  - Attract external investment to the city and external funding opportunities to promote the regeneration of Derby.
  - Promote walking and cycling to work as healthy and sustainable travel choices.

