



Derby City Council

COUNCIL CABINET
12 February 2014

ITEM 9

Report of the Cabinet Member for Planning,
Environment and Public Protection.

Approval of a Preferred Option for the A52 Congestion Management and Integrated Transport Scheme.

SUMMARY

- 1.1 In January 2012 the Government announced its proposals to devolve local major transport scheme funding to newly created Local Transport Bodies. In April 2013 Cabinet approved four schemes to be put forward to the Derby, Derbyshire, Nottingham, Nottinghamshire Local Transport Board (D2N2 LTB), as part of a prioritisation process.
- 1.2 The D2N2 LTB agreed a list of six prioritised transport schemes for funding in the spending review period 2015/16 to 2018/19 at their meeting on 22 July 2013. This prioritised list included Derby's A52 Congestion Management and Integrated Transport Scheme. The decisions of the LTB were then submitted to the Department for Transport (DfT) by the deadline on 31 July 2013.
- 1.3 At this time the bid made to the D2N2 LTB was based on a proposal to improve the existing at grade junction. However, a more detailed option appraisal has now been completed that has considered three options. This report seeks approval for the preferred option and to authorise officers to develop the scheme in more detail, developing a detailed major scheme business case, which is required as part of the LTB assurance framework, and beginning stakeholder consultation.
- 1.4 In July 2013, the D2N2 LTB prioritised £6.7m of its indicative budget towards the A52 Congestion Management and Integrated Transport Scheme, against a scheme cost which ranges between £10.44m and £12.14m. The £10.44m option currently forms part of the approved capital programme, funded as below:
 - £0.4m – Corporate unsupported borrowing (£200k 2014/15 and £200k 2015/16)
 - £6.7m – D2N2 LTB indicative funding allocation
 - £3.3m – funding gap

The shortfall in funding was to be identified as local contribution. However, there is now an opportunity to revisit this original allocation through the development of the D2N2 Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP), and the LTB will be advising the LEP on an infrastructure programme, with an initial view to increase the funding from the LEP to the six priority projects, and hence reduce the local contribution.

RECOMMENDATION

- 2.1 To note the six D2N2 LTB prioritised schemes submitted to DfT in July 2013, as set out in Appendix 4.
- 2.2 To approve option 1 as the preferred A52 Congestion Management and Integrated Transport Scheme, as set out in paragraph 4.12.
- 2.3 To approve a bid for further funding contributions, in addition to the £6.7m indicative allocation, towards the scheme from the D2N2 LEP and the LTB, in the development of the SEP and single local growth fund infrastructure programme.
- 2.4 To approve stakeholder consultation on the preferred scheme at a level appropriate to the nature of the scheme.
- 2.5 To authorise the use of Compulsory Purchase Order procedures, to secure third party land, should negotiation with land owners not be successful.

REASONS FOR RECOMMENDATION

- 3.1 The preferred at grade option for the A52 Congestion Management and Integrated Transport Scheme will provide transport benefits for all highway users.
- 3.2 In order for the Council to progress the scheme through to delivery, it is necessary to have a formally approved preferred scheme to inform the local development framework and to begin meaningful discussions with third party land owners.



SUPPORTING INFORMATION

D2N2 Local Transport Board Prioritisation Process

- 4.1 A report was submitted to Cabinet on the 17 April 2013, setting out the process that the four transport authorities within the D2N2 LTB were following in order to sift and identify transport schemes that would be suitable for local major transport scheme funding. The following schemes were identified for Derby:
- A52 Congestion management and Integrated Transport Package
 - Dynamic Congestion Management
 - South East Quadrant Major Maintenance Scheme
 - Critical Renewal and Refurbishment of Major Highway Culverts
- 4.2 Each of the transport authorities within D2N2 submitted their transport schemes to the Prioritisation Working Group (PWG) made up of officers from each of the four D2N2 authorities. The schemes were prioritised using the Department for Transport's Early Assessment and Sifting Tool and considered by the PWG. This process was scrutinised by the D2N2 Infrastructure Group, principle advisors to the LTB and attended by directors of highways and transport of the respective authorities.
- 4.3 The Dynamic Congestion Management scheme was not submitted for prioritisation by the D2N2 LTB; early estimates indicated that the capital funding requirements for this scheme mean it would have come under the £2m threshold set out in the D2N2 LTB assurance framework. This scheme will be reserved for future funding priorities.
- 4.4 In July, the D2N2 LTB agreed a list of schemes prioritised for local major scheme funding; this approved list of schemes is shown in Appendix 4. The D2N2 LTB has 12 voting members two members each from Derbyshire County Council, Nottinghamshire County Council, Nottingham City Council and Derby City Council, a Derbyshire district and borough councils' representative and the same for Nottinghamshire.
- 4.5 The A52 Congestion Management and Integrated Transport Scheme emerged as one of the prioritised schemes, performing well against the economic criteria weighted in the D2N2 LTB Assurance Framework.

- 4.6 There was a late change to the overall allocation that the Government awarded to Local Transport Boards, which resulted in a £31.2m local major transport scheme budget rather than the £46.8m indicative allocation budget. This was a reduction of 30% over the total that had been anticipated. This led the LTB to remove one Derbyshire scheme and to reduce the scale of the Derby A52 scheme, removing the maintenance element. It also meant that instead of a 20% local contribution, the transport authorities within the LTB had to agree to a 33% local contribution.
- 4.7 However, these last minute changes were recognised as being an area that would be prioritised by the LTB and the LEP when considering the development of the Infrastructure Plan for the LEP area, as part of the development of the SEP. A draft SEP was submitted to Government in December 2013, with the final version to be submitted by 31 March 2014.
- 4.8 The Council's representatives on the LTB are the Leader and the Cabinet Member for Planning, Environment and Public Protection and they will be seeking to maximise the funding towards this A52 scheme and other infrastructure projects across the city.
- 4.9 Cabinet should note that the A52 scheme currently approved for funding through the LTB does exclude the maintenance elements of the scheme, and is for a total construction cost of £10.04m, with an LTB contribution of £6.7m. The total scheme cost is £10.44m, including £400k for preparatory work which does not form part of the bid to the LTB. However, this report seeks approval for the development of the complete A52 scheme, including the maintenance elements, at a total cost of £11.7m (excluding the £400k preparatory work).

A52 Congestion Management and Integrated Transport Scheme

- 4.10 A feasibility study has been carried out to look at a range of options, to address congestion and improve access in the vicinity of the A52 and Wyvern junctions. The different options considered and the process for sifting the options is set out in detail in the A52 Strategic Transport Priority Option Assessment Report, December 2013, a summary is appended to this report. The main options were an:
- 1) At-grade solution; providing highway improvements based on the existing levels and general road layout
 - 2) Grade separated solution; centred around the A52/ Wyvern west bound exit
 - 3) Grade separated solution; incorporating Raynesway slip roads
- 4.11 The analysis showed that the environment impacts, costs, benefit levels and deliverability of the grade separated options made them unviable. These options would also have been beyond the financial and time limits of the local major scheme funding pot available to the D2N2 LTB at that time. The option appraisal concluded that the at grade option should be progressed as it will provide transport economic efficiency and journey time reliability benefits whilst being a lower cost intervention than the grade separated options considered.

- 4.12 The estimated scheme cost, for the preferred at-grade solution, including £1.7m for maintenance works to the A52, is £12.14 This option 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
- 4.13 Initial analysis into the feasibility of the preferred option shows that increasing capacity of the highway network through localised widening, improved network management and planned maintenance, will reduce congestion and delays to journeys into Pride Park and the City Centre in the morning peak hour and from Pride Park in the afternoon peak. The initial analysis has allowed for future traffic growth, including potential new developments. There will need to be discussions with landowners and agents of these developments to consider the most appropriate way to deliver the specific improvements that would be required to facilitate those developments.
- 4.14 Subject to Members approving the preferred scheme, the next stage of the project will be to develop the detailed design and prepare a Major Scheme Business Case, which will clearly set out the impacts and costs of the scheme and the benefits that will be achieved for all road users.
- 4.15 The preferred at grade option for the A52 Congestion Management and Integrated Transport scheme seeks to minimise impact on and disruption to landowners and occupiers; however, the scheme will require third party land. We will work with landowners to reach agreements where possible where agreement has not been reached a Compulsory Purchase Order will be necessary. Members are asked to approve the use of CPO, if required.

OTHER OPTIONS CONSIDERED

- 5.1 Alternative scheme options are set out in the report.
- 5.2 A further alternative option would be to not progress with the A52 Congestion Management and Integrated Transport Scheme. However, this would not address the accident risks, congestion and delays which affect road users in this part of the city. It would have severe implications for the robustness of the core strategy and the city's ability to support future economic growth.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	Stephen Teasdale Amanda Fletcher N/A N/A Christine Durrant N/A
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For more information contact: Background papers: List of appendices:	Tara McKenna 01332 641755 tara.mckenna@derby.gov.uk A52 Strategic Transport Priority Option Assessment Report Dec 2013. Appendix 1 – Implications Appendix 2 – A52 Congestion Management and Integrated Transport Package - sketch of the preferred option. Appendix 3 – Summary of A52 Strategic Transport Priority Option Assessment Report December 2013 Appendix 4 - D2N2 LTB approved scheme schedule 22 July 2013
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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 cost £10.44 million. (All costs are provided as forecast costs or costs we would anticipate at the planned time of construction in 2016/17 and 2017/18). The D2N2 LTB is proposing a 33% local contribution of £3.34 million towards the construction of the scheme. The £400,000 allocated from the Highways and Transportation programme, for detailed design and a major scheme business case, will not count towards the local contribution. This could be funded through third party contributions, s. 106 agreements, or other grant opportunities.
- 1.2 However, it should be noted that further representation is being made through the D2N2 LEP and LTB to increase the funding to be made available to the scheme, to cover the maintenance element and reduce the local contribution back to the original proposal of 20%. If these changes are approved then the capital programme will be altered to reflect the revised position.

Legal

- 2.1 The preferred option for the A52 Congestion management and Integrated Transport Package will require third party land. If agreement with landowners cannot be reached a Compulsory Purchase Order may be required.

Personnel

- 3.1 A Project Board and project teams will be set up to manage the delivery of the project.

Equalities Impact

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

Health and Safety

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

Environmental Sustainability

- 6.1 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 LTB will require a detailed appraisal of environmental impacts.

Property and Asset Management

- 7.1 The preferred option for the A52 Congestion Management scheme will require the acquisition of third party land.

Risk Management

- 8.1 As the project governance develops a detailed risk register will be produced to ensure that robust risk management procedures are put into place, and risks are managed appropriately.

Corporate objectives and priorities for change

- 9.1 The A52 Congestion Management and Integrated Transport Scheme supports the following Council priorities:
- A thriving sustainable economy by improving access to jobs
 - Good health and well-being by facilitating more people walking and cycling
 - Being safe and feeling safe- by improving the safety of roads and foot and cycle paths

The scheme also contributes to wider aims of the Council Plan, including contributing towards:

- Accessibility to employment and education
- Improved satisfaction levels with the city among local people, visitors and businesses.
- Reducing obesity through promotion of active travel choices
- Better levels of satisfaction with Council services