

CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	15 th October 2013
Report of:	Director of Growth and Prosperity
Subject/Title:	Strategic Infrastructure – Development of Cheshire and Warrington Local Transport Body Schemes (Forward Plan Ref: 13/14-35)
Portfolio Holder:	Councillor David Brown, Strategic Communities

1.0 Report Summary

- 1.1 This report highlights the significant success of the Council in both securing funding to deliver schemes prioritised by the Cheshire and Warrington Local Transport Body (CWLTB) and promoting others to gain inclusion in a scheme “development pool”.
- 1.2 The Poynton Relief Road is awarded funding through the CWLTB prioritisation process and will be the subject of a separate detailed report to Cabinet.
- 1.3 The Sydney Road Railway Bridge is awarded funding by the CWLTB and is now fully funded with contributions from developers and an allocation in the Council’s Capital Programme. In order to move ahead with the delivery of the scheme key tasks need to be undertaken, which will include detailed design, a detailed business case and agreements with Network Rail.

2.0 Recommendations

- 2.1 Note the CWLTB “development pool” schemes in Cheshire East and the work required to support future funding bids, including for the sub-regional Growth Deal through the Government’s recently announced Single Local Growth Fund.
- 2.2 Note the progress already being made on the development of Congleton Link Road, Poynton Relief Road and Middlewich Eastern Bypass, all of which are subject to other Cabinet Reports and are in the “development pool”.
- 2.3 Approve the work required for the development and delivery of the new Sydney Road Railway Bridge scheme, as set out in section 10.6 of this report.

3.0 Reasons for Recommendations

- 3.1 To support the Council’s key objective to deliver new and improved infrastructure to support economic growth.

3.2 To improve road safety and reduce congestion at some of Cheshire East's most congestion junctions and on some of the most congested corridors.

4.0 Wards Affected

4.1 All

5.0 Local Ward Members

5.1 All

6.0 Policy Implications

6.1 The investment accords with the Local Transport Plan Implementation Plan (2011-2015) policy B2 – Enabling development.

6.2. This decision will contribute towards the delivery of key infrastructure across Cheshire East which will have a beneficial effect on congestion, road safety, accessibility and reduction of carbon emissions over the highway network. It will also help facilitate the delivery of the development proposed in the emerging Local Plan by developing schemes which will mitigate the associated growth in traffic.

7.0 Financial Implications

7.1 The development of the funding bids will be achieved from existing budgets and in partnership with the CWLTB. Achieving successful bids will relieve the pressure on the Council's Corporate Capital Programme going forward.

7.2 For the Sydney Road Railway Bridge sufficient budget provision is available from the secured funding from the CWLTB, Section 106 contributions and allocations within the approved Capital Programme to cover the anticipated scheme development costs.

8.0 Legal Implications

8.1 An Asset Protection Agreement (APA) legal agreement will be required to deliver Sydney Road Railway Bridge improvements with Network Rail.

8.2 Section 106 agreements are either in place or under development on various sites along the Sydney Road corridor which, include contributions to the Sydney Road Railway Bridge improvements.

9.0 Risk Management

9.1 In order to manage risk standard risk management and monitoring systems will be used to ensure that any issues are raised as soon as possible in order to mitigate the impact of any risk being realised.

9.2 For the Sydney Road Railway Bridge project a risk register will be developed as part of the scheme and the project will be taken through the TEG and EMB process.

10.0 Background and Options

10.1 The CWLTB prioritised schemes submitted by Cheshire East, Cheshire West and Warrington Borough Councils into four quartiles on the basis of an assessment criteria and methodology approved by the CWLTB and agreed with the DfT through the Assurance Framework. Those in the top two quartiles now form the CWLTB “development pool”, of which three received CWLTB funding for the 2015-19 period. These were Poynton Relief Road and Sydney Road Railway Bridge.

10.2 In the recent Budget Statement it was announced that significant additional funding will be made available through sub-regional growth deals and a Single Local Growth fund (SLGF) from Government. Work is now underway to develop a package of Cheshire East schemes that support the authority’s aspirations for growth. This package will be derived from the CWLTB “development pool” as well as the emerging Cheshire East Infrastructure Delivery Plan, which will form part of the Local Plan.

10.3 The CWLTB “development pool” contains the following Cheshire East schemes following the prioritisation process undertaken earlier this year:

- A500 Barthomley Link
- Congleton Link Road
- Crewe Northern Growth Corridor – A530 to Crewe Green Roundabout
- Macclesfield Pinch Points Package
- Middlewich Eastern Bypass
- Poynton Relief Road (remaining funding) and A523 Corridor

10.4 Of the schemes listed above the replacement Sydney Road Railway Bridge from the Crewe Northern Growth Corridor and Poynton Relief Road were awarded funding from the LTB funding for 2015-19. The Sydney Road Railway Bridge was awarded £2.35m and Poynton Relief Road received £9.78m (of which £5.62m will be available in the period 2015-19), with the remainder carrying over into the next funding period. This will be included in the SLGF bid.

10.5 Sydney Road Railway Bridge has also secured Section 106 contributions from developments on the corridor, which includes £1.30m from the Coppenhall East and £1.08m from the Maw Green development sites. The remaining costs associated for delivery of the scheme are covered in the Council’s Capital Programme allowance for Crewe Transformational Projects and the Crewe Northern Growth Corridor (A530 – Crewe Green Roundabout). The funding scenario is summarised in the table below.

10.6 The Sydney Road scheme now requires development of a preferred option through a detailed design process and development of the business case. The detailed design process will include a Road Safety Audit process taking into

account the impact of removing the signals on the road layout approaching the bridge and side roads.

Sydney Road Bridge and Poynton Relief Road Funding Summary

	Scheme Cost	LTB Awarded Funding 2015-19	S106/3 rd Party Contributions	CEC	Funding Deficit
Sydney Road Bridge	£4.78m	£2.35	£2.38m	£0.05m	None, given the allocation in the Capital Programme
Poynton Relief Road	£19.80m	£5.62m (£4.16m post 2019)	£2.55m (GMCA)	£0.55m	£6.92m, other funding sources include; developers, CIL, Single Local Growth Fund

10.7 Progress is ongoing for a number of the other schemes prioritised by the CWLTB:

- Congleton Link Road is close to its consultation stage which will allow a protected route to be defined and incorporated into the Local Plan.
- Middlewich Eastern Bypass has planning approval and has secured the majority of its funding including Regional Growth Fund, and is being progressed by developers.
- A500 Barthomley Link is the subject of a preliminary engineering investigation prior to developing a project scope and programme.
- Macclesfield traffic studies are being finalised to determine the full extent of a pinch point investment programme.

11.0 Access to Information

11.1 The background papers relating to this report can be inspected by contacting the report writer:

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