

BRIEFING REPORT

Environment and Regeneration Overview and Scrutiny Committee

Date of Meeting: 17 June 2019

Report Title: A500 Dualling

Portfolio Holder: Deputy Leader

Author: Simon Kerr, Project Sponsor

Senior Officer: Frank Jordan, Acting Deputy Chief Executive and Executive Director for Place

1. Scheme Background

- 1.1. The scheme is the upgrade of the A500 between Meremoor Moss roundabout and M6 Junction 16 from single to dual carriageway standard. This section of the A500 corridor is the only stretch that is not dual carriageway standard. This scheme is a key component of the Council's Local Plan Strategy, enabling the planned delivery of 65 hectares of employment land and 7,700 new homes in Crewe during the Local Plan period. The scheme will address peak time congestion, increase resilience and improving safety, as well as facilitating economic growth in and around Crewe. It is also a key component supporting the ambitions centred on the delivery of a HS2 Hub Station at Crewe. Furthermore, the scheme will be able to accommodate construction traffic, which will need to access the HS2 Phase 2a line of route south of Crewe and the proposed Crewe Hub station.

2. Scheme Status

- 2.1. Outline design has been completed and in December 2018 the scheme planning application was approved at the Strategic Planning Board.

- 2.2. In January 2019 the Council entered into a 2-stage Delivery Agreement with Balfour Beatty Ltd through the SCAPE framework for scheme detailed design and delivery.
- 2.3. The Council has identified a latent defect in the existing road that was constructed on behalf of Highways England. In addition a major utility diversion is also now required. This has therefore increased the scheme cost from £58.5m and £68.7m.
- 2.4. The Outline Business Case (OBC) was submitted to the DfT in June 2018. The OBC was revised and resubmitted to DfT in May 2019 following the scheme cost estimate increase. It is to be noted therefore that additional contribution from DfT is being sought to address the additional costs.
- 2.5. Negotiations with the main land owner, the Duchy of Lancaster, have commenced.
- 2.6. The current programme is for the main construction works to start before the end of 2020, with an estimated 27 month construction period.

3. Approvals to Date

- 3.1. May 2017, Cabinet approved the scheme preferred option and the undertaking of work necessary for the Planning Application and the Outline Business Case.
- 3.2. June 2018, Cabinet approved an increased agreed budget from £4.1m to £4.5m and for the scheme to progress whilst waiting for DfT funding and Planning Application decisions.
- 3.3. January 2019, Cabinet approval to make provision in the Capital Programme to deliver the scheme, and to delegate to the Executive Director – Place authority to take all steps necessary and/or expedient to deliver the scheme.

4. Implications

- 4.1. A report to Cabinet in July 2019 will provide a scheme update and will seek approval to prepare for Compulsory Purchase of land required for the scheme and to delegate authority to proceed with Compulsory Purchase, should negotiations to purchase this land be unsuccessful.