

CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	15 th October 2013
Report of:	Director of Growth and Prosperity
Subject/Title:	Strategic Infrastructure – Delivery of Local Pinch Point Funded Schemes (Forward Plan Ref: 13/14-36)
Portfolio Holder:	Councillor David Brown, Strategic Communities

1.0 Report Summary

- 1.1 This report highlights the significant success the Council has had in securing Pinch Point funding from the Department for Transport (DfT) to deliver vital highway infrastructure improvements across the Borough and seeks approval to proceed with the development and delivery of schemes. The schemes are:

- Basford West Spine Road
- A500 Widening approaching M6 Junction 16
- M6 Junction 16 Junction Improvement
- M6 Junction 17 Junction Improvement

This equates to around £25 million of roads investment. The current design layouts are attached in Appendix A.

- 1.2 The delivery of these schemes will support the Council's key objective of infrastructure delivery to support economic growth.
- 1.3 A condition of the funding is that schemes are delivered by the end of March 2015. This means that actions required by the Council to achieve this deadline may need to be prioritised.

2.0 Recommendations

- 2.1 Approve the use of the Pinch Point funding to develop and deliver the Basford West Spine Road and A500 widening.
- 2.2 Approve the layout designs for each Pinch Point scheme shown in Appendix A.
- 2.3 That delegated authority be granted to the Director of Growth and Prosperity in consultation with the Portfolio Holder to:
- Enter into the necessary highways legal agreements to enable the Highways Agency to deliver those schemes that interact with the Strategic Road

Network, namely M6 Junction 17 and M6 Junction 16 and the A500 widening.

- Enter into the necessary highways legal agreements with the developer of Basford West to enable them to deliver the Basford West Spine Road.
- Sign off funding for the completed works using the approved capital allocations from the DfT Pinch Point grants, any third party contributions, and the Council's Corporate Capital Programme.
- Approve minor amendments to the current scheme designs.

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.

4.0 Wards Affected

- 4.1 The schemes will affect the wards of:

- Haslington
- Shavington
- Sandbach Heath and East
- Sandbach Town

5.0 Local Ward Members

- 5.1 The schemes will affect various wards as follows:

- Cllr Brickhill
- Cllr Corcoran
- Cllr Hammond
- Cllr Marren
- Cllr Moran

6.0 Policy Implications

- 6.1 The investment accords with the Local Transport Plan Implementation Plan (2011-2015) policy B2 – Enabling development and to support the emerging Local Plan and Infrastructure Delivery Plan.
- 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 Local Plan by developing schemes which will mitigate the associated growth in traffic.

7.0 Financial Implications

M6 Junction 17

- 7.1 This scheme is fully funded by the Highways Agency, with scheme costs estimated at £3.4m.

M6 Junction 16 and A500 Widening

- 7.2 The Highways Agency has secured full funding of £7.4m for the improvements to M6 Junction 16.
- 7.3 The A500 widening is estimated to cost £2.8m and the Council has received its allocated Pinch Point funding of £1.966m from the DfT. This equates to 70% of the estimated scheme costs for the widening of the A500 approaching M6 Junction 16. The scheme is noted in the Capital 5 Year Forward Plan and will be included in the Approved Capital Programme for 2014/15 as part of the Business Planning Process.
- 7.4 The remaining 30% of scheme costs (£0.840m) are expected to be covered by a Section 106 contribution from the Basford West developer, which will fund the Council's contribution towards the project, and could also cover some potential contingency over and above the 30% contribution. However, this contribution is dependent on the delivery of the Basford West Spine Road by March 2015 to release the Pinch Point funding for this scheme. The Council will be required to forward fund the additional costs of £0.840m prior to receipt of the S106 contribution and there is a risk that this may need to be met from Council resources.

Basford West Spine Road

- 7.5 The Basford West Spine Road is expected to cost £5.4m and has secured Pinch Point funding of £2.7m (50% of the scheme costs).
- 7.6 The scheme is expected to be delivered by the developer of the Basford West strategic site who will take on all costs for delivery and completion of the Spine Road prior to the March 2015 deadline for Pinch Point funding. On achieving this the Council will pay the Pinch Point funding contribution of £2.7m to the developer.
- 7.7 All these schemes are dependent on Government funding and third party contributions. Any shortfall would have to be a first call on the Corporate Capital Programme.

8.0 Legal Implications

- 8.1 To ensure that all the schemes can be delivered within the required timescales and achieve the preferred means of procurement. Highways legal agreements

are required urgently with the Highways Agency and the Basford West developer.

- 8.2 Completing the planning approval process and Section 106 agreement with the developer of the Basford West strategic housing and employment site is also required as soon as possible to secure the delivery of the Basford West Spine Road and a funding contribution towards the A500 widening Pinch Point scheme.

9.0 Risk Management

- 9.1 The funding secured through the Local Pinch Point Funding must be invested by March 2015. The main risk associated with these schemes is the delivery to this timetable to avoid any loss of funding and, in so doing, minimising the need for allocating funds from the Corporate Capital Programme..
- 9.2 It is intended that the M6 Junction 17, M6 Junction 16 and A500 widening schemes will be procured and delivered by the Highways Agency through its framework arrangements, which will mitigate any risks associated with the delivery of two associated schemes by different contractors. This will ensure that the programme and works are managed as one overall project.
- 9.3 In order to manage risk standard risk management and monitoring systems will be used through the design and construction of the schemes to ensure that any issues are raised as soon as possible in order to mitigate the impact of any risk being realised.
- 9.4 The developer of the Basford West strategic site will carry the risk for delivery of Basford West Spine Road as they will be procuring the works and delivering through Section 38 and Section 278 agreements. The Council will only pay the developer the Pinch Point funding on completion of the scheme prior to the end of March 2015. If this was not achieved and the DfT so wished, this funding could be returned.
- 9.5 The speed of reaching the necessary legal agreements and satisfactory conclusion is key to ensuring completion of these projects on time. A critical path analysis plan will be constantly monitored.

10.0 Background and Options

M6 Junction 16 and A500 Widening

- 10.1 The A500 Pinch Point scheme involves the widening the A500(W) single lane approach to two lanes for approximately 500m, with a third lane provided for 60m on the approach to the signals, as well as widening of the B5078 arm to provide additional capacity. This widening scheme will complement the Highways Agency's proposals to signalise the existing junction and ensure that the benefits are shared by all movements. The general layout is the same as the 2008 scheme, which was part of an earlier approval for Basford West and can be delivered within the limits of the existing highway, see attached plan.

- 10.2 The intention with regard to the A500 and M6 Junction 16 schemes is that they will both be delivered by the Highways Agency through a Section 4 agreement, as the improvements complement each other and work together as an overall improvement. A highway funding contribution towards the A500 improvements forms part of the Basford West planning approval.
- 10.3 The Council sees this scheme as a short term measure to improve traffic conditions at this pinch point. In the medium term the view is that this junction will need to be upgraded further with an underpass of the A500 and that this should be linked to the delivery of the emerging proposals for a Managed Motorway scheme covering the M6 from J16 to J19.

Basford West Spine Road

- 10.4 The Basford West Spine Road scheme will create a new road from the A500 which will tie into Gresty Road corridor and head north towards the centre of Crewe. The road will facilitate the development of the existing land for both commercial and residential purposes, providing an excellent link to the strategic network, including the A500 and M6 Junction 16, as well as Crewe town centre. Cheshire East's emerging Local Plan states that around 2,000 jobs could be created on the site as well as providing 370 new homes. The layout was approved by Strategic Planning Board following local consultation, see attached plan.
- 10.5 The intention is that the Basford West Spine Road scheme will be delivered by the developer of the Basford West strategic housing and employment site (recently granted planning permission) through the implementation of Section 278 and Section 38 agreements.

M6 Junction 17

- 10.6 The M6 Junction 17 scheme won funding through a partnership bid submitted by the Highways Agency. Following considerable consultation involving local members, the scheme involves the signalisation of the southbound exit and entry slip roads at the junction with the A534 and the construction of a roundabout with the northbound exit and entry slip roads. The scheme will reduce the existing congestion which makes leaving the motorway at Junction 17 difficult, improve safety on the local network and support growth in the area. See attached plan.
- 10.7 The scheme at M6 Junction 17 will require a Section 4 agreement as the Highways Agency will be working on the Cheshire East highway network.

11.0 Access to Information

- 11.1 Appendix A contains the current layouts for each scheme.
- 11.2 The background papers relating to this report can be inspected by contacting the report writer:

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- 11.3 The Local Pinch Point Fund bid documents were also published on the Cheshire East Council website.

http://www.cheshireeast.gov.uk/transport_and_travel/highways_and_roads/pinch_point_funding.aspx

Appendix A – Scheme Layout Drawings