

Leicester
City Council

WARDS AFFECTED
Aylestone, Braunstone Park and Rowley Fields, Charnwood
Coleman, Eyres Monsell, Freeman, Humberstone and Hamilton
New Parks, Spinney Hills

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Cabinet
Council

3 November 2003
27 November 2003

Major Highway Schemes

Report of the Service Director, Highways and Transportation

1. Purpose of Report

- 1.1 This report seeks a Cabinet recommendation to Council about the order in which three major highway schemes should be constructed and delegation to the Corporate Director responsible for Highways and Transportation of authority to enter into contracts for the construction of these schemes.
- 1.2 There are four practical options:

Option A.	Hinckley Road/Outer Ring Pork Pie A6030 Corridor	start January 2004 start July 2004 start 2006
Option B	Hinckley Road/Outer Ring A6030 Corridor Pork Pie	start January 2004 start September 2004 start 2006
Option C	A6030 corridor Hinckley Road/Outer Ring Pork Pie	start January 2004 start 2005 start 2006
Option D	A6030 corridor Pork Pie Hinckley Road/Outer Ring	start January 2004 start 2005 start 2006

2. Recommendations

- 2.1 that a preferred option be recommended to Council for inclusion in the Policy and Budget Framework

2.2 that subject to Council's approval, the Corporate Director responsible for Highways and Transportation, be authorised in consultation with the Chief Financial Officer, to select contractors for these schemes and the Head of Legal Service be authorised to sign the relevant contracts.

3 Headline financial and legal Implications

3.1 These schemes are currently will require funding from the Council's allocation for Integrated Transport from the Single Capital Pot.

3.2 Whenever decisions are taken to proceed it is expected that they will give rise to obligations in future financial years. Whilst it is expected that the Government will make sufficient provision within the Council's borrowing approvals for the Single Capital Pot to afford to fund these schemes from its Integrated Transport allocation, there is a small risk that some or all of the funding in future financial years may have to come from corporate resources.

3.3 Because of the size of the contract, this risk is higher if the Council starts the A6030 contract early.

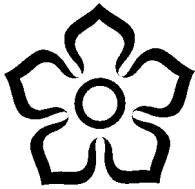
3.4 Because of the impact of any contract signed this year on the following year's budget, the authority to do so rests with full Council.

3.5 Financial advice has been provided by Nick Booth – Principal Accountant (Extn No. 7460). Legal advice has been provided by Jean Geary – Principal Contracts Officer (Extn 6357)

4. **Report Author/Officer to contact:** Mike Pepper - Head of Transport Development (Extn No: 6520)

DECISION STATUS

Key Decision	Yes
Reason	Capital expenditure over £1 million/Policy and Budget Framework
Appeared in Forward Plan	Yes
Executive or Council Decision	Council/Cabinet



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SUPPORTING INFORMATION

1 Background

- 1.1 In December 2002, the Government advised the Council that its borrowing approvals for the Single Capital Pot included an allowance of £6.747 million for Integrated Transport. This reflected earlier advice by the Government that it to planned to make an allowance of this order in each of the years of the current five year Local Transport Plan, and is expected to be repeated in the remaining two financial years of the plan, in 2004/05 and 2005/06.
- 1.2 Council approved this year's Capital Programme in January 2003, and, in doing so, agreed that the sum of £6.747 million should be made available to Cabinet to spend on Integrated Transport.
- 1.3 In March 2003, Cabinet approved the details of planned expenditure from the allocation for Integrated Transport, which included proposals for the Hinckley Road/Outer Ring junction and the A6030 Corridor Contract One in this year's programme.
- 1.4 Consultations with members of the public and local elected members and detailed design have now been completed, so that the Council is physically in a position to let contracts for construction to commence in January 2004.
- 1.5 Unfortunately, as the spreadsheet included in the attached report to Highways and Transportation Scrutiny on a proposed draft three year capital programme shows, letting both contracts in January would be likely to lead to an overspend of around £700,000 in 2004/05.
- 1.6 In addition, letting either contract in order to secure a construction start date in January would place an obligation on next year's capital programme prior to the size of next year's borrowing approval being known and prior to next year's capital programme being approved.

1.7 There are, however, benefits arising from proceeding to let one or other of the contracts now, which are set out in more detail in the following paragraphs, including tying in the schemes with other work in the areas affected, and the need to avoid construction during the Christmas moratorium.

2. Hinckley Road/Outer Ring

2.1 In January 2001, Cabinet approved a programme of Safer Routes with the North Braunstone and Rowley Fields area top of the priority list, on the basis of casualty rates in the area. In addition, work in this area ties in with investment by the Braunstone Community Association to regenerate North Braunstone, which has already led to some match funding being made available for traffic calming around Crescent Junior School.

2.2 Following the closure of Wycliffe Secondary School, many North Braunstone secondary school students now attend New College, and any students who wish to walk or cycle to school have to negotiate the dangerous roundabout at the junction of Hinckley Road and the Outer Ring.

2.3 In addition, complaints have been received on a number of occasions that the Meynell's Gorse Park and Ride service, which is very speedy and efficient on its inbound service is far slower outbound, and the scheme also addresses this issue.

2.4 The key features of the scheme are:

- a) safer, signal-controlled pedestrian and cycling facilities across all the arms of the junction at Hinckley Road and the Outer Ring road.
- b) Safer pedestrian and cycle access to and from North Braunstone at the junctions of Hinckley Road with Avery Hill and Meadwell Road
- c) Improved safety for vehicles turning right from Hinckley Road into Golf Course Lane
- d) Outbound bus lanes on the approaches to the junctions of Hinckley Road with the Outer Ring road and Braunstone Lane
- e) Small increases in capacity for general traffic at the same junctions

2.5 If the scheme were not to start in January 2004, and start made on the A6030 Corridor instead, construction would, for financial reasons, need to be deferred for at least a year.

2.6 Apart from delaying the benefits arising from the scheme, the other disadvantage which would arise from delaying the scheme is the impact this could have on the Council's working arrangements with the Braunstone Community Association and the possibility of joint action to deal with traffic problems in the area.

3. A6030 Corridor Contract One

3.1 As part of the planning permissions for the further development of Hamilton, the Gipsy Lane brickworks site and the Towers Hospital site, there is an obligation on the

developers, including the City Council, to construct the Victoria Road East Extension between Gipsy Lane and Troon Way.

- 3.2 Consultations and detailed designs have been completed for some time. The scheme has been out to tender and a preferred contract selected and informed. A small number of minor issues are currently delaying the formal signing of an agreement between the various developers, which it is hoped, will all have been dealt with before the meeting and the contract let. Assuming this to be the case the new road should be complete by November 2003.
- 3.3 Traffic modelling by the County Council suggests that one of the effects of building the new road and developing the adjacent sites will be to significantly increase traffic flows in the A6030 corridor along Victoria Road East, Tailby Avenue, the Portway, Coleman Road, Broad Avenue, Wakerly Road and Stoughton Drive.
- 3.4 Following representations from local elected members and residents, Cabinet agreed that a scheme to improve road safety along this route, and to improve facilities for bus services, cyclists and pedestrians crossing the corridor should be designed and, if possible, constructed prior to the opening of the Victoria Road East Extension.
- 3.5 In practice, this has not proved possible. There are proposed developments at the General Hospital which are expected to require improved access arrangements on to Broad Avenue. Discussions with the General Hospital have been taking place for some time, and a decision was taken not to proceed with the detailed design of the A6030 corridor south of St. Saviours Road, so that we could co-ordinate the scheme design with the needs of the General Hospital.
- 3.6 However, detailed design of the northern end of the corridor, which is likely to be most affected by the opening of the Victoria Road East Extension, is complete, and, as with the Hinckley Road/Outer Ring, the Council is physically in a position to let a contract to start work in January 2004.
- 3.7 The key features of the scheme are:
 - a) Improved and safer crossing facilities for cyclists and pedestrians at
 - (i) Victoria Road East/Tailby Avenue junction
 - (ii) Uppingham Road/the Portway/Coleman Road junction
 - (iii) Broad Avenue/Coleman Road/the Langhill junction
 - (iv) Broad Avenue/St. Saviours Road junction
 - b) Improved facilities for bus services, to be achieved by
 - (i) widening Victoria Road East to provide separate lane for traffic, including buses, heading northwards and making a left turn into Gipsy Lane
 - (ii) improved left turn facilities for buses turning left from Tailby Avenue into Hastings Road
 - (iii) provision of traffic signals at the junction of Broad Avenue/St Saviours Road
 - c) Improved parking facilities for residents and shoppers in Victoria Road East and outside the terraced properties in Coleman Road
- 3.8 In order to save around £1 million expenditure in 2004/05, it would be necessary to defer the start of construction until at least the beginning of September 2004.

- 3.9 Apart from deferring the benefits of the scheme, a delay means that Contract One will not be completed before the Victoria Road East Extension is complete. It is possible to mitigate the problem, by keeping the Victoria Road East Extension closed to through traffic, but the Engineer's advice is that such a delay should not exceed three months, or there will be insufficient time in the maintenance period to identify any faults which should be rectified at the contractor's expense. If construction were to start in September 2004, this would mean that the Victoria Road East Extension would be open to traffic three months before the A6030 Corridor Contract One is complete, albeit that work on the A6030 would be organised to make sure that work at the northern end of the Contract would be finished first.
- 3.10 The other problem is that, by starting construction in September, the contract would have to go on hold for a month because of the moratorium around Christmas 2004, which could have an impact on the cost of the scheme.
- 3.11 Delaying construction until 2006 would increase the length of time between completion of the Victoria Road East Extension and completion of the A6030 Corridor scheme, though it would seem probable that the problem with the Christmas moratorium could be avoided.

4. Views of Scrutiny

- 4.1 The Highways and Transportation Scrutiny Committee considered the draft three-year capital programme at its meeting on 8 October 2003 and noted the report..

5. Summary of benefits

- 5.1 The following table summarises the benefits of each scheme.

Benefits	A6030 Stage 1	Hinck/ O.R.R.	Pork Pie
	No. of	No. of	No. of
BUS MEASURES			
a) bus lanes	0	3	1
b) bus facilities at junctions	2	2	8
c) other	1		2
CYCLE MEASURES			
a) cycle lanes	4	2	0
b) controlled cycle crossing facilities	6	4	14
c) advance stop lines	6	4	4
d) other	0	0	2
WALKING MEASURES			
a) controlled stand alone crossings	4	0	2
b) controlled crossing facilities at junctions	11	4	11
c) other	5	1	1
SAFETY MEASURES			
a) introduction of signal control (inc. above)	15	4	20
b) other	0	4	0

IMPACT ON CAPACITY			+7%
COST TO COUNCIL	£3.784m	£0.832m	£2.089m

N.B. A higher figure for the cost of the Hinckley Road/Outer Ring Road scheme is shown in the spreadsheet to reflect the current intention to use part of the developer funding for other purposes.

6. Delegated powers

- 6.1 For either the Hinckley Road or A6030 Corridor scheme to start on site in January 2004, the Corporate Director responsible for Highways and Transportation needs powers to make a contract which he does not have under the present arrangements, because of the impact of the contract on the Council's 2004/05 capital programme.
- 6.2 Moreover, whichever option is selected by Cabinet, the Director is likely to need similar delegated powers for the same reasons in order to let the second and third contracts.
- 6.3 As part of the Local Transport Plan process, the Government has indicated that, in exchange for Councils preparing a plan to cover the five year period 2001 to 2006, the Government would give an indication about the levels of borrowing approval it would approve for investment in Integrated Transport for each of the five years of the Local Transport Plan.
- 6.4 This year, the Government included an allowance of £6.747 million in the Council's borrowing approval for the Single Capital Pot, and, in the light of the Government's assurances, there is a very strong probability that the allowances for 2004/05 and 2005/06 will be broadly similar.

FINANCIAL, LEGAL AND OTHER IMPLICATIONS

7. Financial implications

- 7.1 These schemes are currently will require funding from the Council's allocation for Integrated Transport from the Single Capital Pot.
- 7.2 Whenever decisions are taken to proceed it is expected that they will give rise to obligations in future financial years. Whilst it is expected that the Government will make sufficient provision within the Council's borrowing approvals for the Single Capital Pot to afford to fund these schemes from its Integrated Transport allocation, there is a small risk that some or all of the funding in future financial years may have to come from corporate resources.
- 7.3 Because of the size of the contract, this risk is higher if the Council starts the A6030 contract early.

8. Legal implications

- 8.1 Because of the impact of any contract signed this year on the following year's budget, the authority to do so rests with full Council.

9. Other Implications.

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	NO	
Policy	NO	
Sustainable and Environmental	YES	2.4, 3.7, 4.7, 5.1
Crime and Disorder	NO	
Human Rights Act	NO	
Elderly/People on low income	NO	

10. Background papers - Local Government Act 1972

- 4.1 Report to Council January 2003
- 4.2 Report to Cabinet March 2003

11. Consultations

- 5.1 No consultations have been carried out in the preparation of this report.

12. Report Author

- 6.1 Mike Pepper x6520

CD/TG/MJP/00000/350
11 October 2003