

**Council
13 December 2018**

A47 Hinckley Road Corridor Scheme

Recommendation

That Council approves the allocation of £0.596m funding from the CIF to contribute towards the A47 Hinckley Road Corridor scheme and add the project to the Capital Programme at a full cost of £3.485m.

1.0 Key Issues

- 1.1 On 8th November 2018, Cabinet gave approval to approve an allocation of the County Council's own Capital Investment Fund (£596k) to the A47 Hinckley Road Corridor Scheme.
- 1.2 The total estimated costs of the Scheme are £3.485m, not including the related developer funded schemes which are already in the capital programme. In October 2017, it was announced that the Scheme had won £2.839m from the Department for Transport's National Productivity Investment Fund.
- 1.3 This A47 Hinckley Road Scheme will be funded from several sources. The majority of that funding has been awarded from the Department for Transport with additional funds coming from Highways England.

2.0 A47 Hinckley Road, Nuneaton

- 2.1 The A47 Hinckley Road Scheme (the Scheme) will provide eastern Nuneaton with an improved junction arrangement and improved roundabout to provide sufficient capacity to accommodate planned growth in the area, together with additional pedestrian crossing facilities and a high quality cycle route.
- 2.2 The Scheme focuses on the A47 corridor, in particular, the route from the Hinckley Road bridge to the A47 Hinckley Road / Eastboro Way junction. Once completed, there will be significantly improved connectivity between Nuneaton town centre, the rail station and planned areas of significant housing growth in north Nuneaton (please refer to **Appendix A**).
- 2.3 The Scheme will help enable delivery of the significant employment and residential growth coming to the Borough in the next 15 years. The main objective of the project is to help facilitate significant future employment and housing growth as set out in Nuneaton and Bedworth Borough Council's draft Local Plan (2011-2031).

2.4 The Scheme will deliver the primary objective by:

- Easing congestion;
- Unlocking economic growth and job creation opportunities;
- Enabling the delivery of housing development;
- Improving air quality and / or reduce CO₂ emissions;
- Incentivising skills and apprentices; and
- Reducing the risk of bridge collisions.

2.5 The County Council secured funding from the Department for Transport (DfT), £2.839m for the Scheme. These monies secured from the DfT are subject to grant conditions, one of which is that the monies must be spent by no later than Q4 2020 (31st March 2020).

2.6 Following an evaluation against the criteria for the Fund agreed by Elected Members, Cabinet supported allocating the CIF monies to the Scheme. An extract of the Capital Investment Fund Panel's evaluation of the A47 Hinckley is attached at **Appendix B**.

2.7 The funding package is as follows:

| Funding Source | Amount |
|---|----------------|
| DfT's National Productivity Investment Fund | £2.839 |
| Highways England | £0.050 |
| WCC's Capital Investment Fund | £0.596 |
| | |
| Total | £3.485m |

2.8 The funding from Highways England is not yet secured and represents a reduction in their anticipated contribution, despite the fact that £0.290m of the scheme costs relate to removal of the disused rail bridge for which they meet the maintenance liability. WCC and Highways England are still in negotiation about this funding and should a higher figure be achieved, the CIF requirement will be reduced on a £ for £ basis. A number of s106 and s278 funded schemes along the route are already under way or completed.

2.9 The Department for Transport monies that have been secured have begun to be allocated with the first instalment of £628,680 received 13th April 2018.

2.10 The next stage of the project is scheme design and traffic modelling and this will be undertaken in the new year, followed by consultation with the public on the proposals.

3.0 Proposal

3.1 Approval is requested to add the A47 Hinckley Road Corridor Scheme to the 2018/2019 capital programme to the value of £3.485m.

3.2 If the recommendation is not approved, the funding secured from the Department for Transport will be required to be returned.

4.0 Timescales associated with the decision and next steps

4.1 Subject to the recommendation being agreed, it is anticipated that the Scheme will be completed by April 2020.

Background papers

None

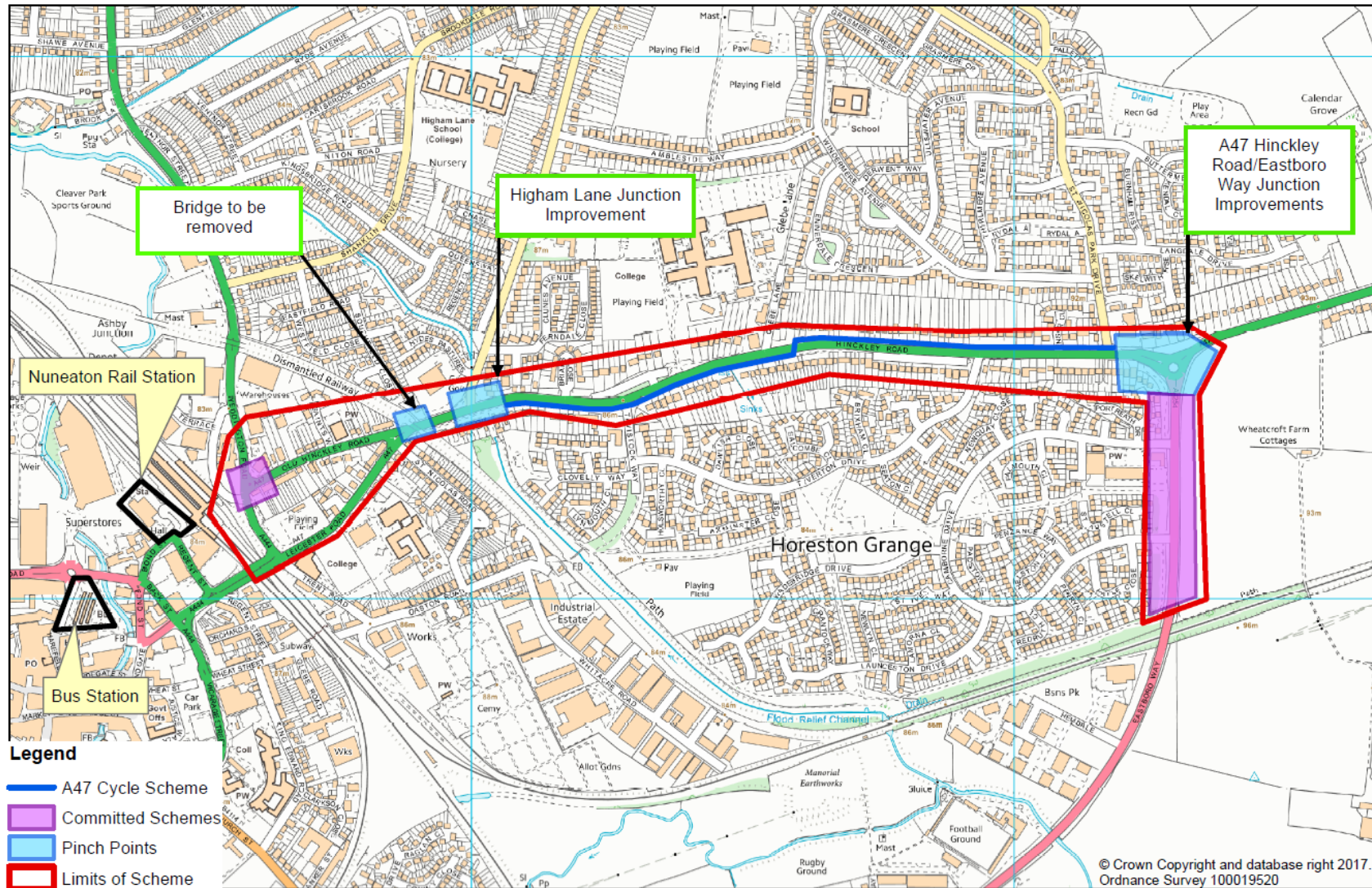
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The report was circulated to the following members prior to publication:

Local Members: Cllr Clarke, Cllr Kondakor, Cllr Phillips

Other Members: Cllr Bird, Cllr Boad, Cllr Butlin, Cllr Cockburn, Cllr Fradgley, Cllr O'Rourke, Cllr Shilton, Cllr Timms

Item 7 Appendix A – View of Scheme



The Panel scored the scheme at 70.6 / 100. The scores awarded in each section were:

- Fit to the organisation's strategic objectives: **13.8 / 15**
- Financial viability: **20.4 / 30**
- Asset enhancement (Service Delivery Need, and Community Wellbeing and Capacity): **28.4 / 45**
- Political, social and environmental impact: **8.0 / 10**

The Panel's comments are set out below.

- The Panel noted that consultation was still required with some key stakeholders, including the local community. Furthermore, the scheme is largely based upon the Borough Council's draft Local Plan, which in itself is still undergoing consultation and therefore subject to change.
- The Panel noted a significant risk regarding the Council's ability to deliver the scheme in time for the DfT's funding deadline of 31st March 2020. The DfT conditions allow for a (discretionary) clawback of funding if this deadline is not achieved, which could leave WCC forced to fill a funding gap if the scheme suffers delays. The project will require careful management to ensure no delays are encountered that compromise the DfT's funding. Although there is a risk, the Panel recognised that the scheme is necessary to support the Borough Council's aspirations
- The scheme has four major components: a) works to the A47 Higham Lane junction (£0.728m), b) works to the A47/A425 Eastboro Way (£1.938m), c) demolition of the bridge over the unused railway line to the west of the Higham Lane junction (£0.290m), and d) construction of cycle facilities along the A47 off-carriageway (£0.529m). In financial terms, the DfT funding covers parts a) and b) while the proposed WCC and Highways England funding (£0.050m) covers parts c) and d). Parts a) and b) were included in an Economic Benefit analysis which suggests a good benefit/cost ratio of 2.4.
- Justification for the bridge works was to reduce the risk of high vehicle strikes and the Panel accepted that disruption could be minimised by undertaking the bridge works at the same time as the other works in the area.
- The Panel recognised the general case for creating and improving cycleway infrastructure whenever road schemes are being designed.