

D2N2 INFRASTRUCTURE AND INVESTMENT BOARD (IIB)

28 July 2017

A52 Wyvern Transport Improvements

1.0 Background

In February 2015 DCLG awarded D2N2 Grant Funding to deliver the approved schemes on the Local Growth Fund (LGF).

The LGF comprises of 36 schemes and runs until March 2021.

In March 2015 D2N2 and Derbyshire County Council issued the LGF Local Assurance Framework which sets out the procedures for managing and approving projects.

In April 2015 D2N2 appointed Derbyshire County Council as the Accountable body to administer the Local Assurance Framework.

2.0 Scheme Overview

The A52 is a regionally important road that, in the vicinity of the Wyvern junctions, is used by 72,790 vehicles on an average weekday, including around 760 local buses. It provides a major link between Derby city centre, the strategic road network and the M1, and Nottingham. The A52 Wyvern junctions is a major interchange providing the main access to Pride Park and an alternative route to the city centre.

Problems with existing traffic congestion on the A52 in the vicinity of the Wyvern junctions have been a network management concern since 2000. Congestion affects the strategic road network including the A52 (Trunk) and Raynesway A5111. Existing congestion is constraining growth of strategic employment and housing sites and, if left unmanaged, it would further impact on the adjacent strategic road network. Without the scheme, traffic generated by development of the Derby Triangle site could not be accommodated. Traffic growth generated by housing allocations in and adjacent to the city would either divert onto other, less appropriate routes or extend existing queue lengths.

The project will reduce traffic congestion and improve safety on the A52 and Wyvern by providing additional capacity on the A52 and the off slip into Wyvern from the A52. A new signalised Wyvern Way junction with Derwent Parade will better manage traffic into and out of Pride Park and Wyvern. The widening of Wyvern Way will accommodate additional trips generated by the development of Derby Triangle site. A signalised network, including Pullman Road and The Sidings junctions with Wyvern Way, will manage traffic flow through Wyvern and provide drivers accessing the retail facilities with a controlled opportunity to join the main carriageway. The works will include:

- Extra lanes and a 50mph speed limit on the A52, near the Wyvern junctions
- A two lane, realigned access to Wyvern/Pride Park from the A52.
- A realigned access to the A52 from Wyvern/Pride Park
- A new signal controlled crossroads at the junction of Wyvern way and Derwent Parade
- Bus priority detectors on the westbound approach to the traffic signals
- Extra lanes on, and improvements to, Wyvern Way
- Improvements to Pullman Road, the Stanier Way roundabout and the entrance to the Wyvern Business Park
- Carriageway resurfacing
- Replacement safety barriers
- New, share use pedestrian and cycle routes in Wyvern Way and Pullman Road
- Crossing facilities at junctions
- A replacement footbridge linking Meadow Lane, Chaddesden and Wyvern.

The total project cost is £14,906,000 and is funded as follows:

Funding Source	TOTAL
Council Corporate Borrowing (2014/16)	£582,817
Council Corporate Borrowing (2017/19)	£1,217,313
Local Transport Plan (LTP) 2017/18 H&T Work programme	£200,000

National Productivity Investment Fund	£669,000
Local Growth Fund	£6,720,000
Growth Housing Fund	£2,600,000
Existing developer contributions (s106)	£251,870
Derby Triangle s. 278 agreement & £400k utility diversion	£2,665,000
TOTAL	£14,906,000

3.0 Approvals

The project was approved at Cabinet on the 7th December 2016.

Planning Permission (DER/01/16/00087) was granted in April 2016. All pre conditions have been met.

4.0 Procurement

The Midlands Highways Alliance Medium Schemes Framework 2 was chosen as the best method for construction procurement. To appoint a contractor the promoter ran a mini competition; the successful contractor was Galliford Try, a large multi-disciplinary contractor with a specialist civil and highway delivery arm.

5.0 State Aid

The promoter has confirmed that the project is State Aid compliant.

6.0 Business Case

The business case has been assessed by Regeneris who have confirmed that project represents good value for money. .

7.0 Delivery Programme

Key Project Task	Forecast date
Confirm funding	July/August 2017
Sign main works contract	August 2017
Key Construction Tasks	

A52 Central Reserve and Lane 2	September 2017 to January 2018
Wyvern Way Phase 1	September 2017 to March 2018
Wyvern Way/Derwent Parade Crossroads	January 2018 to December 2018
A52 Widening and resurfacing	January 2018 to December 2018
Wyvern Way Phase 2	April 2018 to December 2018
Meadow Lane Footbridge Replacement fabrication	November 2017 to March 2018
Meadow Lane Footbridge Replacement Site Works	January 2018 to August 2018

8.0 Outputs and Outcomes

- unlocks 3,300 jobs
- unlocks approx.. 23 ha (net) of brownfield employment land
- 21,260m² of new carriageway
- 21,740m² of reconstructed carriageway
- replacement foot/cycle bridge
- 23 new crossing facilities at junctions
- new traffic signals
- 2,500m of shared use foot/cycle paths
- 55,000m² of drained area directed through sustainable drainage systems
- creation of over 5,000m² of wetland habitat

9.0 Spending profile

Total project

2014-16	2016-17	2017-18	2018-19	Total
£582,817	£1,496,149	£9,440,000	£3,387,034	£14,906,000

Local Growth Fund

	2016-17	2017-18	Total
Pre Compliance already agreed	£1,500,000	£2,000,000	£3,500,000
Standard LGF grant		£3,220,000	£3,220,000
Total	£1,500,000	£5,220,000	£6,720,000

10.0 Local Assurance Framework

A pre compliance grant of £3.5m was approved on the 28th October 2016 and a Business Case has now been submitted in line with Stage 2 of the approval process. The Accountable Body and D2N2 have assessed the Business Case submission and approval is recommended.

The IIB are asked to approve the project and convert the £3.5m from a pre compliance grant to a standard grant and also to release the remaining £3.22m.

Sarah Wainwright, Accountable Body, Derbyshire County Council
Tom Goshawk, D2N2 LEP

Local Assurance Framework
Stage 2 Approval Check List:

<p>1. A Value for Money assessment carried out in accordance with the Local Assurance Framework and concluding that the project overall provides at least a good value for money score</p>	<p>Regeneris have confirmed the project is good value for money</p>
<p>2. Evidence supporting the need for the project and the how the outputs in the Business Case will be delivered/guaranteed. This will also include evidence identifying when the outputs will be delivered.</p>	<p>The existing layout of the A52 and wyvern junctions causes the following difficulties for highways users:</p> <ul style="list-style-type: none"> -significant delays at peak times -there have been a significant number of personal injury collisions. -bus services can be delayed affecting reliability -Meadow Lane foot and cycle bridge is not accessible for all highways users. <p>The scheme will reduce traffic congestion and improve safety on the A52 and Wyvern by providing additional capacity on the A52 and the off slip into Wyvern from the A52. A new signalised Wyvern Way junction with Derwent Parade will better manage traffic into and out of Pride Park and Wyvern. Widening of Wyvern way will accommodate additional trips generated by the development of the Derby Triangle site.</p> <p>The outputs are:</p> <ul style="list-style-type: none"> -create 3,300 new jobs -21,260m² of new carriageway

	<ul style="list-style-type: none"> -21,740m² of reconstructed carriageway -a replacement foot/cycle bridge -23 new crossing facilities at junctions -new traffic signals -2,500 metres of shared use foot/cycle paths -55,000m² of drained area directed through sustainable drainage systems. -over 5,000m² of wetland habitat
3. A statement confirming that the funds are in place and that adequate safeguards have been taken in regards to any cost over-runs. Examples of this could be confirmation that contingency has been secured for the project and/or that all risk have been passed to the contractor/developer.	The promoter has confirmed all funding is in place. The s278 agreement has been agreed to in principle. Any cost overruns will be shared between the contractor and promoter (Derby City Council).
4. A statement confirming that the project is State Aid compliant.	The promoter has sought advice from the Council's internal legal section and they have confirmed the project is State Aid compliant.
5. Full design and specification to RIBA Stage 4 (if applicable)	Detailed design is complete.
6. A detailed Business case submitted by the Section 151 officer, Finance Director or Chief Executive Officer.	The business case was submitted by the Director of Finance.
7. Confirmation that all Planning consents and other consents in relation to the delivery of the project have	Planning permission was granted in April 2016, the promoter has confirmed all pre-commencement conditions have been

been granted. The promoter is also required to confirm that all pre-commencement conditions have been met along with details regarding how and when the remaining planning conditions will be discharged.	met and has included details of when the remaining conditions will be discharged.
8. A statement from the promoter confirming how the project aligns with the LEP'S sustainability and local procurement framework (if applicable)	The promoter has confirmed the project aligns with the LEP's sustainability and local procurement framework.
9. Confirmation that all funding is approved and in place to deliver the project along with written confirmation from the other funders confirming the funds are agreed and available.	The promoter has confirmed all funding is in place. The s278 agreement has been agreed to in principle. Any cost overruns will be shared between the contractor and promoter (Derby City Council).
10. Confirmation that a delivery contract is in place (JCT or equivalent) and confirmation of how cost/programme overruns to be managed. The LEP will require promoters to either confirm that any cost over-runs are the risk of the developer or additional funds have been set aside.	The formal contract is a NEC 3 with Target Price, formed through the Midlands Highway Alliance Medium Schemes Framework (MSF2) contract.
11. All land assets purchased and vacant possession obtained (if applicable)	A Compulsory Purchase Order (CPO) was confirmed by the Secretary of State for Transport on 14 th February 2017. Agreements have been reached with landowners over access rights. All land required for the scheme is available to the Council for construction.

<p>12. Value for Money report carried out by a suitably qualified and experience professional with at least a 'high' score. The LEP and the Accountable body will seek confirmation on the conclusions of the report from external consultants.</p>	<p>Regeneris have confirmed the project represents good value for money.</p>
<p>13. How the risks will be managed?</p>	<p>The promoter is maintaining a Risk Register which is owned by the Project Co-ordinator. It identifies an owner for each of the risks together with the proposed mitigation measures to manage the risk and there necessary, identifies the need for an individual risk action plan.</p>