

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	18 April 2011
3.	Title:	A57 Worksop Road / Sheffield Road Improvement M1 Junction 31 to Todwick Crossroads Ward 18 Wales and Ward 6 Holderness
4.	Programme Area:	Environment and Development Services

### 5. Summary

The report details the revised scheme proposals for the A57 Worksop Road / Sheffield Road Major Highway Scheme, and the subsequent required amendments to the associated Side Roads Order following the Department for Transport's (DfT) decision to continue its support for the project. It seeks to gain Cabinet Member's approval to replace the previously proposed underpass, near to the junction of Goosecarr Lane with at-grade signalised crossing facilities, support the proposal to promote a 50mph speed limit on the new highway and request the Secretary of State to amend the Side Roads Order entitled 'The Rotherham Borough Council (A57 Worksop Road – Sheffield Road Improvement M1 Junction 31 to Todwick Crossroads)(Classified Road)(Side Roads) Order 2009' in order that the revised scheme may be implemented.

### 6. Recommendation

- i) **Cabinet Member approves the revised layout in accordance with drawing number 122/A57(T).51A/DM7 attached as Appendix A, which replaces the previously proposed underpass with at-grade signalised crossing facilities, and provides for a 50mph speed limit.**
  - ii) **Cabinet Member requests the Secretary of State to modify the Side Roads Order entitled 'The Rotherham Borough Council (A57 Worksop Road – Sheffield Road Improvement M1 Junction 31 to Todwick Crossroads)(Classified Road)(Side Roads) Order 2009' to accommodate the changes to the scheme, subject to confirmation of the Order by the Secretary of State.**
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## **7. Proposals and Details**

Following the Comprehensive Spending Review, in late October 2010 the A57 scheme was confirmed as being one of only ten schemes nationally, and the only scheme in South Yorkshire, that the DfT had identified within a 'Supported Pool' of major schemes.

The DfT required the Council to undertake a scoping review of the scheme in order to reduce costs of scheme delivery before submitting an offer for funding to the DfT by the end of 2010.

On 15 December 2010 Cabinet approved the submission of a 'best and final offer' to the DfT for the implementation of an amended A57 (M1 Junction 31 to Todwick Crossroads) major highway improvement scheme. (Minute Number C134 refers)

The DfT further contacted the Council to seek an additional local contribution of £900,000, which was required to ensure continued support for the scheme. Cabinet Member resolved to approve the increase to the local contribution at the meeting held on 24 January 2011. (Minute Number G97 refers.)

Previously the scheme provided for a dual carriageway designed for the National Speed Limit with a subway to the west of the junction with Goosecarr Lane. In order to reduce costs and satisfy the DfT's requirements, the scheme was re-scoped. This reduction in scope includes the retention of a dual carriageway scheme designed for a 50mph speed limit including an at-grade signalised crossing to replace the subway. This reduction in scope has now been approved by the DfT and is accepted with regard to their funding allocations, as it has been demonstrated the revised scheme continues to offer good value for money.

A revised planning permission is currently being sought in order to address the changes to the scheme design. Subject to a satisfactory outcome with regard to the Planning Process, the scheme is likely to proceed to public inquiry in autumn 2011 to consider objections made through the Compulsory Purchase and Side Roads Orders procedures.

## **8. Finance**

All financial considerations were considered by the Cabinet Member at the meeting of 24 January 2011. (Minute Number G97 refers)

## **9. Risks and Uncertainties**

There is a risk that the revised scheme is unsuccessful in obtaining planning permission, through the Planning Process. However, the previous scheme has a current valid planning permission, and the revised proposal offers a reduced scope and requires less land.

There continues to be a risk that the Secretary of State does not confirm the Compulsory Purchase Order and the Side Roads Orders following representations at the forthcoming Public Inquiry, in which case the scheme would not proceed, and the DfT funding allocation would not be required. The report to Cabinet Member on 24 January 2011 noted that within the new guidance for Major Schemes the previous risk layer cost sharing mechanism has been removed. This effectively means that the DfT contribution will be a maximum contribution and *all* of the risk associated

with an overspend in the delivery of the scheme lies with RMBC. However, given the increased local contribution, in order to mitigate against the additional risk associated with overspend, the Council requested that the DfT consider that their contribution be provided as a fixed contribution and not a maximum contribution; this position has now been accepted by the DfT.

## **10. Policy and Performance Agenda Implications**

The scheme is a named major highway improvement scheme in LTP2 and the draft Sheffield City Region Transport Strategy (LTP3) and accords with the aims and objectives to assist the improved management of traffic, provide road safety benefits and support regeneration and economic growth. The improvement supports the aims and objectives of the Traffic Management Act 2004 in reducing congestion and improving the free and safe flow of traffic.

## **11. Background Papers and Consultation**

South Yorkshire Local Transport Plan 2006-2011.

Sheffield City Region Transport Strategy 2011 – 2026.

Minute No. 131 of Cabinet held on 2 November 2005 approving £2m contribution from the Council's Capital Programme.

Minute No. 176 of Cabinet on 11<sup>th</sup> February 2009 reaffirming the need to progress the scheme and pursue the necessary CPO/SRO processes.

Minute No. C134 of Cabinet on 15<sup>th</sup> December 2010 approving the submission of a best and final offer bid to the DfT for the implementation of an amended scheme, with the bid to seek £12.7m funding from DfT and £2.0m from the Council's Capital Programme.

Minute No G97 of Cabinet Member for Regeneration and Environment meeting of 24 January 2011.

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