

Mr Roger Elkins, Cabinet Member for Highways and Infrastructure	Ref No: HI04 19/20
June 2019	Key Decision: Yes
A2300 Corridor Improvement Scheme: capital programme allocation and delegation of authority to award the construction contract	Part I
Report by Executive Director of Place Services and Director of Highways, Transport and Planning	Electoral Divisions: Hurstpierpoint & Bolney

Summary

The A2300 Corridor Improvement scheme is identified as a priority for investment by the County Council and the Department for Transport, has in-principle, allocated £17m of Local Growth Fund to the scheme, subject to the submission and approval of a Full Business Case.

The design of the scheme and the development of the Full Business Case have been progressed using funding from the County Council and also early draw down of the Local Growth Fund.

Capital Programme allocation for the scheme should be approved as soon as it is appropriate so the overall delivery programme is not compromised.

Recommendations

The Cabinet Member for Highways and Infrastructure is recommended to:

1. approve a further £2.25m of the £22.58m Capital Programme allocation to enable land acquisition, management of great crested newts identified from ecological surveys and vegetation clearance works which are required to be completed before the start of scheme construction prior to approval of the Full Business Case by the Department for Transport; and
2. delegate authority to the Director of Highways, Transport and Planning to:
 - 2.1 approve the remaining capital allocation, subject to confirmation of the Local Growth Fund allocation by the Department for Transport;
 - 2.2 approve and submit the Full Business Case to the Department for Transport and award the construction contracts subject to the approval of the Full Business Case; and
 - 2.3 approve funding agreements with other agencies to deliver related elements of the scheme and, subject to the confirmation of funding, award the construction contracts.

Proposals

1. Background and Context

- 1.1 The A2300 Corridor Improvement scheme is identified as a priority for investment by the County Council and the Department for Transport has, in-principle, allocated £17m of Local Growth Fund to the scheme, subject to the submission and approval of a Full Business Case.
- 1.2 The design of the scheme and the development of the Full Business Case have been progressed using funding from the County Council and also early draw down of the Local Growth Fund.
- 1.3 Following the submission of the A2300 Corridor Improvement Scheme's Outline Business Case in June 2018, the Department for Transport (DfT) has awarded £1.70m (split as 2018/19 (£0.80m) and 2019/20 (£0.90m)) of the £17m Local Growth Fund (LGF) 'in-principle' allocation to the County Council to progress the next stage of scheme development work.
- 1.4 Key milestones such as public consultation, further design development, site investigations and procurement of a design and construction contractor have been achieved after June 2018.
- 1.5 The design and construction contractor has been awarded part 1 (design) of the 2 stage design and construction contracts in January 2019 ([Decision Ref: OKD13 \(18/19\)](#)), and is currently on target to complete the design by August 2019. This design will be included in the Full Business Case (FBC), which is being prepared in parallel and is scheduled for submission to the DfT in October 2019.
- 1.6 As a result of the expectation that the LGF will be spent in full by March 2021, and also seasonal constraints there are a number of key activities which must take place in advance of the Ministerial approval of the FBC, currently estimated to be late 2019 or early 2020. These activities include land acquisition, management of great crested newts identified from ecological surveys and vegetation clearance works which are required to be completed before the start of scheme construction.
- 1.7 The developer for the Northern Arc strategic development site to the north and north-west of Burgess Hill is required to provide an access between the development and the A2300 in the form of a roundabout. It is considered appropriate to deliver this roundabout together with the A2300 scheme to minimise abortive work and traffic disruption.

2. Proposals

- 2.1 The scheme involves the upgrade of an existing A2300 single carriageway to a dual carriageway between the A23 Hickstead Interchange and the A273 Jane Murray Way in Burgess Hill.
- 2.2 This would require the construction of a new two lane carriageway immediately north of the existing road. It will also include the construction of a new shared

use footway/cycleway along the northern verge and associated drainage and landscape features.

3. Resources

- 3.1 The total scheme budget allocation for the A2300 in the Capital Programme 2019/20 to 2023/24 approved by Full Council is £22.58m, of which £2.05m was approved by the Cabinet Member for Highways and Infrastructure ([Decision Ref: HI03 \(18/19\)](#)) and the remainder is in pipeline. This is shown in **Table 3.1** below.

Table 3.1: Proposed A2300 Scheme Budget

	Spend to March 19	2019/20	2020/21	2021/22	Total
	£m	£m	£m	£m	£m
In Flight Capital Budget					
Approved Budget	1.144	0.906	0.000	0.000	2.050
Change From Proposal	0.000	2.250	0.000	0.000	2.250
Total In Flight Budget	1.144	3.156	0.000	0.000	4.300
Remaining Pipeline Capital Budget *					
Total Budget	0.000	0.000	15.125	3.155	18.280
In Flight plus Pipeline Total					
Total Budget	1.144	3.156	15.125	3.155	22.580

* Recommendation to delegate authority to the Director of Highways, Transport and Planning to approve the remaining capital allocation, subject to confirmation of the Local Growth Fund allocation by Department for Transport

- 3.2 The ambition reflected in the Capital Programme budget is that the scheme will be funded by the DfT's 'in-principle' LGF allocation with the remaining £5.58m provided by £2.79m of corporate borrowing and £2.79m of developer's contributions.
- 3.3 The expected £2.79m developer's contributions are not yet secured. These are expected to come from strategic housing and employments proposed in the adopted Mid Sussex District Plan that will be subject to decisions through the statutory planning system. It is expected that the County Council will collect over and above the estimated £2.79m, if this is the case, then it will initially be allocated to cover any increases in scheme costs and then replace any corporate funding.
- 3.4 The delivery of the Northern Arc access roundabout will be fully funded by the developer of Northern Arc development.

Factors taken into account

4. Consultation

- 4.1 A public engagement about the scheme was completed in autumn 2018 following the submission of the Outline Business Case.

- 4.2 The key objectives of the public engagement were to raise awareness of the scheme design among the stakeholders, community and the wider public and to identify and make minor modifications to the scheme design where possible.
- 4.3 There were around three hundred and sixty people who attended the six stakeholder and public engagement events, and two hundred and twelve responses were received. The comments were considered and responded to, and full details of the public engagement can be found in the public engagement summary report ([A2300 Public Engagement Summary Report](#)).

5. Risk Management Implications

Four potential risks, their likelihood of occurring and the mitigation measures have been identified and discussed in **Table 5.1**.

Table 5.1: Potential Risks and Mitigation Measures

Risk Ref.	Risk Description	Likelihood	Mitigation
1	Missing the opportunity to undertake required site enabling works before construction commencement will result in spending LGF beyond March 2021 due seasonal constraints.	High	Ensure the Capital Programme allocation is updated and re-profiled to allow site enabling works to be undertaken before construction commences.
2	DfT rejects the County Council's FBC submission and any LGF spend on scheme development prior to DfT's approval would have to be repaid in full.	Low	Ensure the FBC is developed in compliance with DfT's Transport Appraisal Guidance and regular liaison with DfT officials is maintained during the development period. Costs incurred in this event would have to be met from corporate borrowing.
3	DfT rejects the County Council's FBC submission and any corporate funding spend on scheme development prior to DfT's approval may potentially be wasted	Low	Ensure the FBC is developed in compliance with DfT's Transport Appraisal Guidance.
4	DfT rejects the County Council's FBC submission and any site enabling works undertaken before construction commencement may result in public complaints	Low	Only undertake essential enabling works to ensure seasonal constraint issues are managed.

6. Other Options Considered

- 6.1 The option not to proceed with the proposals would result in the County Council missing the opportunity to undertake required site enabling works which may delay the construction by at least one year. This in turn will result in delaying LGF spend by one year i.e. well beyond March 2021.
- 6.2 The public sector equality duty will apply to the design and construction of the scheme; the terms of the contracts will ensure that the County Council fulfils its obligations through the delivery of the contracts and provide sufficient assurance that the duty will be complied with.

7. Equality Duty

An Equality Impact Report is not required for this decision because the decision relates to re-profiling of Capital Programme and an application for scheme funding.

8. Social Value

The scheme will provide improvements to sustainable transport infrastructure through the provision of an off-road shared use footway/cycleway for non-motorised users along the entire length of the scheme. This will have a positive impact on non-motorised users including those who are physically less able who will be afforded better access to services without necessarily having to use vehicular transport. This is expected to contribute to greater independence in later life as well as generally improved health and well-being for the local community.

9. Crime and Disorder Act Implications

There are no identifiable Crime and Disorder Act implications.

10. Human Rights Implications

There are no identifiable Human Rights Act implications.

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