

Report to:	Cabinet Council	Date of Meeting:	3 September 2015 17 September 2015
Subject:	M58 Junction 1 - New Slip Roads	Wards Affected:	Molyneux;
Report of:	Head of Regeneration and Housing		
Is this a Key Decision?	Yes	Is it included in the Forward Plan?	Yes
Exempt/Confidential	No		

Purpose/Summary

This report is intended to seek approval to the proposals to introduce new slip roads on Junction 1 of the M58 motorway, to seek a contribution from the Capital Programme in order to draw down funds from the Liverpool City Region Growth Fund and to seek approval for officers to begin negotiations with the landowners affected by the scheme.

Recommendation(s)

Cabinet

- i) That the progress of the M58 Junction 1 Improvements scheme be noted.
- ii) The preferred scheme layout be approved.
- iii) That Cabinet recommends that Council approves the inclusion of this scheme in the Capital Programme 2016/17 as a priority against available resources.
- iv) Officers begin negotiations with affected landowners on the understanding that no acquisitions will be completed until the Council receives the Growth Fund Contribution.
- v) Officers develop a Memorandum of Understanding with Highways England for the procurement and delivery of the scheme, to be submitted to Cabinet Member for approval.

Council

That Council approves the inclusion of this scheme in the Capital Programme 2016/17 as a priority against available resources..

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Jobs and Prosperity	√		
3	Environmental Sustainability	√		
4	Health and Well-Being		√	
5	Children and Young People		√	
6	Creating Safe Communities		√	
7	Creating Inclusive Communities		√	
8	Improving the Quality of Council Services and Strengthening Local Democracy		√	

Reasons for the Recommendation:

An indicative allocation of £5.5m has been allocated to the M58 Junction 1 Improvements project within the Liverpool City Region Growth Fund. The Combined Authority expects the funds to be expended from 2016/17. The indicative development programme for the project requires the detailed design to be developed, the appropriate statutory approval process and the process of securing the necessary land to begin in early 2016 in order to enable works to begin in 2016/2017 and the Growth Fund money to be expended.

The process of securing the Growth fund money requires an Outline Business Case (OBC) to be submitted, and this needs to include confirmation for the Council's Section 151 officer that the necessary match funding is available. The OBC is targeted for submission in September/October 2015. If approved by the Combined Authority a Full Business Case (FBC) will be invited. This revisits and expands on details within the OBC. The FBC is targeted for submission in December 2015. If successful the funding offer should be with the Council in early 2016.

Alternative Options Considered and Rejected:

An Optioneering Report has been completed by Atkins, the Council's consultant, to examine other potential options for the junction. All the options proposed are broadly similar as there is little scope, due to geometric constraints and the need to comply with design criteria, of a significantly different layout. Some consideration was given within the report to a scheme including a cycle lane around the roundabout, which included amended parapets; however this scheme is due to be delivered separately by Highways England in 2016.

The proposed re-alignment of Giddygate Lane, the access track affected by the scheme, will be agreed following detailed discussions with the affected landowners and farmers.

What will it cost and how will it be financed?

(A) Revenue Costs

None.

(B) Capital Costs

The current scheme estimate for the preferred option is £6,700k. This includes the estimated works, fees and land acquisition costs.

The estimate includes an Optimism Bias (OB) of 44% which effectively is the contingency recommended by the Department for Transport for inclusion in estimates provided for the OBC submission. It is hoped, due to the straightforward nature of the project that the final scheme costs should be below this figure.

The scheme received an indicative allocation from The Liverpool City Region Growth Plan of £5.5m towards the project costs.

In order to secure the Growth Fund allocation an Outline Business Case (OBC) must be submitted to the Combined Authority (CA). This is targeted for submission in September/October 2015. If approved by the Combined Authority a Full Business Case (FBC) will be invited. This revisits and expands on details within the OBC. The FBC is targeted for submission in December 2015. If successful the funding offer should be with the Council in early 2016.

The Council's Strategic Capital Investment Group have considered the scheme and have recommended the scheme be submitted to Cabinet for consideration.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Financial
The Council, as the Project Sponsor, will need to provide a statement from the Section 151 Officer to confirm a willingness to underwrite the scheme costs.
Legal
To deliver the scheme some land will be required. Initial discussions will be held with the landowners to determine whether land can be secured through negotiation. In order to avoid delay to the delivery of the project details will be secured to enable a Compulsory Purchase Order to be served.
Human Resources

Equality		
1.	No Equality Implication	<input checked="" type="checkbox"/>
2.	Equality Implications identified and mitigated	<input type="checkbox"/>
3.	Equality Implication identified and risk remains	<input type="checkbox"/>

Impact of the Proposals on Service Delivery:

None

What consultations have taken place on the proposals and when?

The Chief Finance Officer has been consulted and has no comments on the report (FD 3708/15)

Head of Regulation and Compliance has been consulted and any comments have been incorporated into the report. (LD 2991/15)

SCIG 27 August 2015, considered the project and agreed

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting

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Background Papers:

There are no background papers available for inspection

1. Introduction/Background

- 1.1 Co-ordination of strategic investment, including transport, is now undertaken at City Region level, through the Combined Authority, together with the Local Enterprise Partnership. The Liverpool City Region (LCR) Growth Plan was submitted to Government in December 2013. In summer 2014 Government announced £232.3m of funding for the City Region over the next 6 years.
- 1.2 Investment in the transport infrastructure element of the Growth Plan consists of approximately £120m for 13 major transport schemes and this also includes requirements for approximately 10% contribution to be provided locally.
- 1.3 The M58 Junction 1 Improvements is one of the 13 major projects within the Growth Plan and involves the provision of south-facing slip roads, to be delivered in 2018/19.
- 1.4 This scheme consists of the construction of the 'missing' slip roads at the junction, providing a northbound off slip and a southbound on-slip. The business case is being developed on the basis of the benefits that the scheme will provide to existing traffic conditions in the area. It will also facilitate potential future development in the Maghull area, depending on the outcome of the Local Plan process.
- 1.5 The Council's consultants, Atkins, have extended and updated the traffic model for the area and have just been commissioned to use the model for a series of forecast scenarios with and without the new slip roads and with and without potential development in the area. As well as providing evidence for the business case for the scheme the model is also being used to assess the traffic impacts of possible local plan developments.
- 1.6 A scheme design has been developed and cost estimates prepared. Preliminary environmental survey work has also been completed. The traffic modelling is nearing completion and the economic appraisal will be undertaken during August, which will enable completion of the Outline Business Case. This is expected to be submitted to the Combined Authority in September/October 2015.

2.0 Scheme Details

- 2.1 The existing grade separated junction provides traffic linkage between the M58 motorway and the local towns of Maghull and Kirkby. The layout of the junction currently provides facilities enabling movements onto the M58 northbound carriageway and movements off the M58 southbound carriageway. The scheme will improve the junction by providing additional slip lane facilities to also enable movements onto the M58 southbound carriageway and movements off the M58 northbound carriageway. This resulting junction will be capable of accommodating all possible traffic movements and will upgrade the current facility to provide a complete and unrestricted junction between the motorway and intersecting roads.
- 2.2 The preferred option for the scheme is shown in Appendix A.
- 2.3 The primary objective of the scheme is to improve the economy through better transport facilities, supporting existing businesses and facilitating new development, creating new jobs and homes. It is anticipated that the scheme will

support commercial and residential development in Maghull, increasing employment and facilitating new, more accessible development.

- 2.4 The scheme is expected to reduce congestion and accident risk on existing routes in Maghull and within Knowsley, by releasing potential capacity in the existing motorway local highway network. It is also anticipated that the scheme will facilitate improved access to the proposed Maghull North Rail Station and Park and Ride development, supporting multi modal journeys and public transport.

3.0 Scheme Funding

- 3.1 Atkins as part of the development of the Business Case have completed a scheme estimate for the preferred option for the project. The estimate includes an Optimism Bias (OB) of 44% which effectively is the contingency recommended by the Department of Transport for inclusion in estimates provided for the OBC submission. It is hoped, due to the straightforward nature of the project that the final scheme costs should be below this figure.

- 3.2 The scheme costs, with the (OB) applied, are as follows;

Land costs	£ 864,000
Construction	£ 5,493,000
Fees	£ 343,000
Total	£ 6,700,000

- 3.3 The scheme received an indicative allocation from The Liverpool City Region Growth Plan of £5.5m towards the project costs. This was based on an indicative scheme cost of £6.2m. As the Growth Fund requires a minimum contribution of 10% of the total scheme costs from the Project Sponsor, it was understood that the Sefton Council contribution would be approx. £700k.

- 3.4 In order to secure the Growth Fund allocation an Outline Business Case (OBC) must be submitted to the Combined Authority (CA). This is targeted for submission in September/October 2015. If approved by the Combined Authority a Full Business Case (FBC) will be invited. This revisits and expands on details within the OBC. The FBC is targeted for submission in December 2015. If successful the funding offer should be with the Council in early 2016.

- 3.5 The Council, as the Project Sponsor, will need to provide a statement from the Section 151 Officer to confirm a willingness to underwrite the costs. As such Sefton Council are required to contribute £1,200k from the Capital Programme. The Growth Fund allocation should remain at £5.5m providing that there are no significant changes to the scope of the project. Therefore, if the final scheme costs are less than the £6.7m predicted, the Sefton Council contribution will also be less.

- 3.6 Such are the benefits of the scheme to potential commercial and residential developers on new sites in Maghull, identified within the Local Plan it is anticipated that, as condition of any Planning Approval for the sites, a contribution will be sought, albeit retrospectively towards the project costs. The total contribution towards the project has been estimated at £1,000k.

- 3.7 The Council's Strategic Capital Investment Group have considered the scheme and have recommended the scheme be submitted to Cabinet for consideration.

4.0 Programme

- 4.1 Subject to Cabinet approval in September, it is proposed to submit the OBC for approval in September/October 2015 and FBC in December 2015. It is hoped that the Combined Authority will formally offer the Growth Fund contribution in early 2016.
- 4.2 In parallel, detailed discussions will continue with the Highways England to determine a detailed Procurement proposal with a view to design works being undertaken in 2016/2017.
- 4.3 Allowing 18 months for the necessary land to be acquired and appropriate approval secured from the Department of Transport, it is hoped that works can begin on site in early 2018.

5.0 Procurement of the Design and Construction

- 5.1 The M58 Motorway and existing slip roads are managed by Highways England on behalf of the Department for Transport. Discussions have begun with Highways England to determine possible options for the design and construction options. These included the possible use of Highways England's design resource or the direct commissioning of consultants through the HE asset support framework.
- 5.2 An analysis of these options will be undertaken and a preferred approach will be presented to Cabinet Member for approval. It is proposed that the Council enter into a Memorandum of Understanding with Highways England which will set down the framework for the delivery and management of the project.

6.0 Land Acquisition

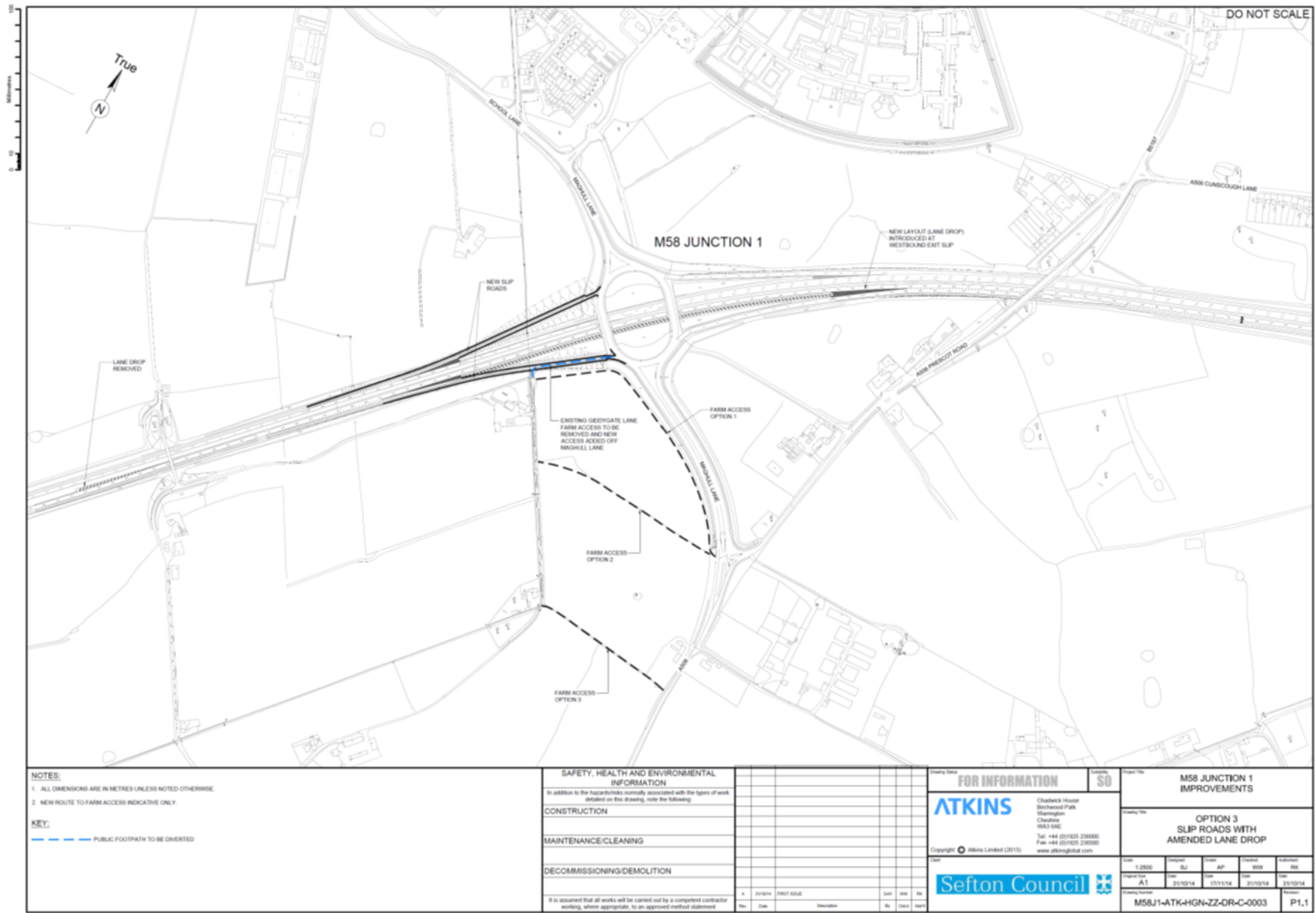
- 6.1 Although much of the land required for the project is within highway land an initial investigation has identified the need to acquire an element of farmland within private ownership for the delivery of the scheme.
- 6.2 It is proposed that detailed discussions are held with the landowners to accurately determine all the necessary ownership information, including an assessment of any easements or rights of the land forming the permanent works and that required for construction purposes.
- 6.3 Once the Growth Fund money is secured it is proposed that detailed land acquisition discussions are held with any affected parties. Consideration will also be given to serving Compulsory Purchase Orders whilst these discussions are progressing.

7.0 Environmental Considerations

- 7.1 Atkins, as part of their commission, undertook an ecological constraints assessment which will be used in the development of the scheme design. The report provides an initial appraisal of any likely ecological constraints upon protected species and other features of ecological interest and identifies the need for any measures to avoid or mitigate damage and disturbance to habitats and species, and provides recommendations for further ecological survey as required. It is proposed that these further surveys are commissioned and undertaken in Spring and Summer 2016.

8.0 Conclusions

- 8.1 The M58 Junction 1 Improvements scheme is a long standing aspiration of Sefton Council and will bring many benefits to both the local and wider strategic highway network. The scheme has been identified as one of the LCR major transport schemes to be funded through the Local Growth Fund. An Outline Business Case (OBC) is being prepared for submission in September/October, to be followed by a Full Business Case in December 2015.
- 8.2 A preferred scheme layout has been presented for approval and an estimated local funding contribution of £1.2m is required. The majority of this contribution is expected to be provided through developer contributions in the future. Nevertheless, the Council is required to confirm its commitment to providing the local contribution as part of the OBC.
- 8.3 Discussions with landowners need to commence with a view to securing land acquisition by agreement. It is also proposed to prepare a Memorandum of Understanding with Highways England to provide the framework for the delivery and management of the project.



NOTES:
 1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE
 2. NEW ROUTE TO FARM ACCESS INDICATIVE ONLY

KEY:
 - - - - - PUBLIC FOOTPATH TO BE DIVERTED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards normally associated with the types of work detailed on this drawing, note the following:			
CONSTRUCTION			
MAINTENANCE/CLEANING			
DECOMMISSIONING/DEMOLITION			
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement			
No.	Date	Description	No. Checked
A	21/10/14	PROT ISSUE	

FOR INFORMATION

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Sefton Council

Project No:		M58 JUNCTION 1 IMPROVEMENTS			
Drawing No:		OPTION 3 SLIP ROADS WITH AMENDED LANE DROP			
Scale:	1:2500	Checked:	BU	Drawn:	AP
Issue No:	A1	Issue Date:	31/10/14	Issue Date:	31/10/14
Drawing Number:	M58J1-ATK+IGN-ZZ-DR-C-0003				Revision:
					P1.1

Appendix A – Preferred Option of the Proposed Slip Roads