

REPORT TO: Cabinet Member Regeneration
Cabinet Member Technical Services
Cabinet

DATE: 17th February 2010
24th February 2010
4th March 2010

SUBJECT: Dunnings Bridge Road Corridor
Public Realm Improvements

**WARDS
AFFECTED:** St Oswald, Netherpton and Orrell, Ford, Litherland, Church and
Linacre.

REPORT OF: Alan Moore, Strategic Director Communities

**CONTACT
OFFICER:** Mo Kundi – 3447
Nick Yates - 2767

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:
To inform Members of the need to include the Dunnings Bridge Road Corridor Project within the Capital Programme for 2010/11

REASON WHY DECISION REQUIRED:
The decision to include the project within the Capital Programme can only be approved by the Cabinet.

RECOMMENDATION(S):
It is recommended that:-

Cabinet Member for Regeneration, and Cabinet Member for Technical Services

1. Note the content of the report, and

The Cabinet

2. Approve the inclusion of the Dunnings Bridge Road Corridor Project within Sefton's Capital Programme 2010/11, subject to ERDF, RDA and LTP funding being confirmed.
3. Note that no further expenditure commitment will be entered into until all resources for the project are secured.
4. Request further progress reports

KEY DECISION: Yes

FORWARD PLAN: Yes

IMPLEMENTATION DATE: Immediately after the call in period.

ALTERNATIVE OPTIONS:

The Dunnings Bridge Road Corridor Public Realm Improvements is awaiting final NWDA/ERDF approval, which will lead to the Agency contributing £800,000 towards £1,200,000 cost of the scheme. The balance of the cost is being met from Section 106 (£300,000) and Sefton LTP (£100,000).

Without the external funding the alternative option is not to progress the scheme, which means some significant road safety and regeneration improvements will not take place along this corridor.

IMPLICATIONS:

Budget/Policy Framework: N/A

Financial: The total estimated cost of the project is £1,200,000, which is being met from NWDA (£600,000 ERDF, £200,000 SP), Tesco Employment S106 (£300,000) and Sefton LTP (£100,000)

<u>CAPITAL EXPENDITURE</u>	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure		£1,200,000		
Funded by:				
Sefton Capital Resources (LTP)		£100,000		
Specific Capital Resources				
ERDF		£600,000		
RDA		£200,000		
Tesco s106		£300,000		
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton Funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	Yes - currently to the end of 2010			
How will the service be funded post expiry?	This is a Capital Project. A decision on the external			

	funding deadline extension is awaited.
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Legal: N/A

Risk Assessment: The project will only progress subject to all funding being secured , and will be managed by Sefton Council

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

FD322 – The Acting Finance and Information Services Director has been consulted and his comments have been incorporated into the report.
Legal, Finance, Technical Services

CORPORATE OBJECTIVE MONITORING:

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

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT
Report to Cabinet dated 4th February 2010 entitled 'Funding Opportunities – Progress Report 3'

1.0 Background

- 1.1 The Cabinet at its meeting on 4th February 2010 considered a report entitled 'Funding Opportunities – Progress Report 3', which inter alia stated that the Dunnings Bridge Road Corridor Public Realm Improvements was previously approved by the NWDA and inviting the authority to submit a more detailed Development and Appraisal form. A further report was to be presented on the scheme.
- 1.2 This report provides the additional information on the nature of the proposed scheme, and requests Members agree to the funding being included within the Capital Programme 2010/11, subject to this funding being approved by the NWDA/ERDF.

2.0 Proposed Scheme

- 2.1 The scheme has been designed to reflect not only the requirements of improving pedestrian access and the outward appearance of the Corridor to the residents living along side it but also to recognise that the funding from both the RDA and the ERDF programme have specific requirements to improve the economic viability of the major employment sites and locations on and immediately adjacent to the corridor.
- 2.2 The key features within the project will be improved crossing points at some of the key junctions. This is intended to make pedestrian movements across these junctions and onto the corridor itself safer. It is proposed, at this stage, to install tactile paving where currently there is no provision and the upgrading to Toucan Crossings at certain points along the length of the road. Improved street lighting will be installed at these junctions not only for the benefit of pedestrians but also for vehicles travelling along Dunnings Bridge Road.
- 2.3 Where there are landscaped areas along the road these will be complemented by a programme of small scale landscape improvements and tree planting designed at providing a unified planting theme to the corridor.
- 2.4 The boundary fencing in certain locations will be replaced with more modern stylish railing in keeping with fencing installed to the likes of Atlantic Park. The railing will be painted in a similar colour to assist in providing a theme to the Corridor.
- 2.5 To aid accessibility for cyclists and encourage further opportunities for Green Travel on the development sites the project will be creating new and improving existing cycle ways by resurfacing at various locations through the length of the corridor.
- 2.6 It is also intended to make a visual enhancement to The Dunnings Bridge itself to create a feature of this bridge, which gives the corridor its title.

This would be in a similar fashion to the improvements made to the bridge on Hawthorn Road.

3.0 Delivery Time-scale

- 3.1 The scheme has been designed by Capita to follow the requirements of the ERDF programming requirement of financial completion by the end of 2010. This funding was initially programmed to provide an offer letter to applicants by the 14th January 2010.
- 3.2 The project programme would then allow for the scheme to be designed and tendered by mid June, practical completion by mid November and financial completion by mid December.
- 3.3 These dates will now have slipped as a result of delays in the initiation of the ERDF appraisal and target dates for the relevant approvals are 8th and 9th March 2010 respectively. This will now have the effect of delaying a start on design by a number of months and a similar impact on completion dates.
- 3.4 The Council is aware that requests have been made for an extension on the timetable of spending by the project sponsor within the NWDA who are responsible for co-ordinating applications. To date no confirmation of this has been received.

4.0 Financial Implications

- 4.1 The costs of the scheme are being met from the following:-

ERDF	= £600,000 (subject to approval)
RDA	= £200,000 (subject to approval)
Section 106	= £300,000
<u>Sefton LTP</u>	<u>= £100,000 (subject to approval)</u>
Total	= £1,200,000

- 4.2 The use of Sefton LTP (£100,000), which relates to cycle provision, will be considered when the Local Transport Plan 2010/11 is submitted to the Cabinet Member – Technical Services.
- 4.3 In relation to the Section 106 money (£300,000), this is from the Tesco Development in Litherland. Both the Cabinet Member for Regeneration and relevant local Ward Members have been consulted and they have given their agreement to supporting this project providing that it can offer significant benefit to local residents and can offer job opportunities through the development of the strategic sites and other locations along the corridor.

- 4.4 Undertaking improvements along this corridor will have a significant benefit in attracting potential developers and end users on key strategic sites. This particular course of action is reinforced by Rob Currie Development Manager of Atlantic Park Liverpool, who states that 'the approach to the site and how it fits is an important factor in potential owner/occupiers decision to locate in view that the front of the site will over time further develop into a high proportion of grade A office accommodation with high profile businesses relocating and locating for the first time at Atlantic Park. The Industrial development sites will be developed to attract modern distribution and manufacturing facilities with suitable companies expecting high quality environmental works as one of the key factors.'
- 4.4 He goes on to say that 'an element of improvement works has already been completed and there is no doubt that these works have contributed to raising the Atlantic Park site and the Dunningsbridge Road profile. The site owners are poised to commence a major site infrastructure project which includes enhancements to on site landscaping, site signage, new utilities and spine road configuration; this will sit alongside any proposed environmental improvements and enhance the area as a result.'

5.0 Strategic Asset Management Group (SAMG)

- 5.1 At its meeting on 2nd February 2010 the Strategic Asset Management Group considered this project and agreed its implementation subject to relevant NWDA/ERDF funds being approved.