

**CABINET**  
**2 NOVEMBER 2017****PERSHORE INFRASTRUCTURE IMPROVEMENTS**

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**Relevant Cabinet Member**

Dr K A Pollock

**Relevant Officer**

Director of Economy & Infrastructure

**Local Member**

Mrs E B Tucker

**Recommendation**

1. **The Cabinet Member with Responsibility for Economy & Infrastructure recommends that Cabinet:**
  - a) **approves the implementation of Pershore Infrastructure Improvements, (Pershore Northern Link Road, Pinvin crossroads and Wyre Road / Station Road Junction) in accordance with this report as shown on the attached plan (*Appendix B*) subject to the confirmation of planning permission and surety of funding;**
  - b) **approves the submission of a planning application for Pershore Infrastructure Improvements and applications for other relevant consents, including those relating to environment, utilities and rail by the Council or by the relevant successful contractor as agent for the Council as Highway Authority;**
  - c) **approves the commencement of a public engagement and information-sharing exercise regarding the scheme;**
  - d) **approves the acquisition of the land required for the scheme, as shown on the red line plan (*Appendix C*) and should it not be possible to acquire all the land by negotiation Cabinet authorises acquisition of necessary land and rights over land through making of a Compulsory Purchase Order (CPO) and authorises the Director of Economy and Infrastructure, in consultation with the Cabinet Member with Responsibility for Economy and Infrastructure, to finalise the details and make a CPO including any compulsory acquisition of rights required for the scheme;**
  - e) **approves provision of up to £5.6M of Council funding to address the forecast funding gap for the scheme, subject to sufficient external funding being secured to meet the total cost of £11.6M and relevant Local Transport**

### **Board approvals for the scheme;**

- f) delegates authority to the Director of Economy and Infrastructure in consultation with the Cabinet Member with Responsibility for Economy and Infrastructure, to finalise and award a contract and other necessary agreements for the delivery of the scheme subject to funding being secured;**
- g) recommends to Council the addition of £11.6M to the Capital Programme with £6m being provisionally secured through Worcestershire LEP and local district council and developer contribution for the purpose of completing the Pershore Infrastructure Improvement scheme.**

### **Why are these decisions important?**

- 2. As one of the fastest growing economies in the country, Worcestershire is truly open for business. Record investment is happening in road and rail infrastructure, unlocking key employment sites and providing vital congesting busting schemes in times of rapidly increasing housing needs.
- 3. The Council has deployed resources available to it to progress the Pershore Infrastructure Improvement scheme as far as it can. The Worcestershire Enterprise Partnership (WLEP) has provisionally allocated £5M, subject to final business case approval, and there is c£1M of local contributions allocated to deliver the scheme. Approval of the recommendations above will enable the project team to make progress to the best advantage to the Council, but with appropriate safeguards in terms of financial control and accountability.

### **Background**

- 4. The delivery of the Pershore Infrastructure Improvement scheme is a priority for the Council, the Worcestershire Local Enterprise Partnership (LEP), Chamber of Commerce, Members of Parliament and the Worcestershire District Authorities. The scheme is aligned with agreed priorities, in particular in terms of supporting economic growth in Worcestershire and is included within the current Local Transport Plan (LTP3) which sets out the strategic transport infrastructure needs for the county 2011-2026, the Worcestershire Strategic Economic Plan (SEP), the Worcester Transport Strategy (WTS), the South Worcestershire Development Plan (SWDP) and associated Infrastructure Delivery Plan (SWIDP).
- 5. The scope of the scheme is threefold and includes:
  - The provision of a Northern Link Road that connects the employment sites of the Keytec Business Park with the A44
  - The provision of capacity enhancements at Pinvin crossroads to alleviate existing and projected congestion in the area
  - Upgrading of the Wyre Road / Station Road Junction.

Further details available at **Appendix A**.

- 6. Once delivered, the Pershore Infrastructure Improvement scheme would:

- Support the growth of Worcestershire's economy by tackling existing and predicted future congestion and journey time reliability
- Support the growth of the economy of Worcestershire and the surrounding area by reducing travel times and costs imposed on businesses, transport operators and other network users by the current and forecast traffic congestion at Pinvin Crossroads
- Improve access from Keytec Business Park to the A44
- Support the delivery of the planned growth set out in SWDP up to 2030. In particular the Pershore Urban Extension
- Support the delivery of employment growth as outlined in the SWDP
- Improve the environment of the A4104 Station Road / Terrace Road
- Improve the performance and attractiveness of the A44 as a viable alternative to B4084 for traffic movements between Evesham to Worcester, thereby helping to better manage traffic conditions on Worcestershire's constrained network
- Increase the attractiveness of Pershore as a location for employment development
- Improve the environment at Pinvin Crossroads, the new link road will mean that the B4083 route between Evesham and Pershore will become more attractive
- Reduce chance of accidents as a result of reducing traffic movements on inappropriate sections of road in north Pershore and
- Reduce noise and improve air quality as a result of decreased traffic congestion.

## **Business Case and Funding**

7. WCC has submitted a Business Case to the Worcestershire Local Transport Body (WLTB) for Conditional Approval; this was granted on 25<sup>th</sup> July 2017. The Business Case is detailed at **Appendix D**.
8. The overall cost of the scheme is estimated at £11.6M. The current funding sources for the scheme include £5M from Worcestershire LEP and £1M of third party contributions, of which the developer contribution is dependent on a housing development, much of which will be completed before the scheme is constructed. This leaves a funding gap of circa £5.6M required in 2019/20 to: a) make good any negative cash flow implications for ongoing project costs; and b) provide certainty in order to appoint a contractor. It is recommended that the Council funds this gap of £5.6M and add the full project amount of £11.6M to the Capital Programme.
9. The project team would continue to work with key parties, including Wychavon District Council, to pursue further funding opportunities to mitigate financial exposure, to reduce the need for financing the identified gap and apply for other possible sources of funding such as the Homes and Community Agency Housing Infrastructure Fund.
10. The LTB's Summary Report attached as **Appendix E** concludes that the strategic case is sound and represents very high value for money and that the package is given conditional approval.

## Timescales

11. In order to be able to complete the scheme by Spring 2020, adherence to the following timeline is critical:

- Contractor appointed Spring 2018;
- Commence CPO process if required by Spring 2018 and complete by Autumn 2019;
- Secure Planning Permission Spring 2018;
- Final Business Case submitted Autumn 2018;
- Construction Starts Autumn 2018;
- Construction Completion Spring 2020.

## 12. Legal, Financial and HR Implications

13. Should it not be possible to acquire the necessary land for the scheme through negotiation, the Council would have to make a Compulsory Purchase Order (CPO) for the scheme. It would be necessary to show a compelling case in the public interest for land to be acquired by compulsory purchase order. The land requirements are shown on the red line plan at *Appendix C*.

14. A financing gap of circa £5.6M has been identified in 2019/20, this funding is required to: a) make good any negative cash flow implications for ongoing project preparation costs; and b) provide certainty in order to select and award the contract.

15. Addition of £11.6M to the capital programme.

## Privacy and Public Health Impact Assessments

16. The environmental assessment and consultation process are in the early stages for the scheme. Social assessments have also been undertaken to support the development of the scheme. Whilst the initial environmental assessment sets out that the scheme will result in having slight adverse impacts on noise; water; air quality and green-house gases, the social assessment of the scheme results in having slight beneficial impacts on access to services by public transport and on severance.

17. Health implications of transport proposals can be identified by assessing changes in the opportunities for increased physical activity through cycling and walking. The scheme includes provision of a pedestrian/cyclist combined path along the Link Road and pedestrian / Cyclist phasing on the new signal layout at Pinvin Junction

## Equality and Diversity Implications

18. An Equality Impact Assessment desktop screening has been undertaken with no specific issues identified.

## Supporting Information

- **Appendix A:** Pershore Infrastructure Improvements - Scope
- **Appendix B:** Pershore Infrastructure Improvements Scheme Plan

- **Appendix C:** Land Acquisition Plan
- **Appendix D:** Pershore Infrastructure Improvements Conditional Business Case, June 2017
- **Appendix E:** LTB's Major Scheme Business Case Summary Report for Conditional Approval

Appendices C – E are available on-line at [www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)

## **Contact Points**

### County Council Contact Points

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### Specific Contact Points for this report

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## **Background Papers**

In the opinion of the proper officer (in this case the Director of Economy & Infrastructure) there are no background papers relating to the subject matter of this report.

## **APPENDIX A: Pershore Infrastructure Improvements - Scope**

The Northern Link Road scheme includes:

- Creation of a new 450m single carriageway road with combined footway and cycleway and
- Creation of a bridge over the Worcester to Oxford rail line; and
- Realignment of the exit and entry radii at both the A44/B3083 roundabout and the B3083 Wyre Road roundabout;
- Provision for a point of access to the employment site SWDP 47/2 located to the east of the proposed link road;
- Designation of the new link as the A4104 (and associated downgrading of the A4104 Terrace Road/Station Road);
- Associated signage, to encourage use of the new link.

The proposed scheme for Pinvin crossroads includes:

- Widening on A44 western arm to accommodate concurrent ahead movements on A44;
- Signal timing and phasing alterations.
- Removal of side arm stagger to allow greater through movement
- Removal of the A44 to Pinvin right turn movement from the signal controlled junction

The proposed scheme for Wyre Road / Statin Road includes:

- Upgrading of junction signal layout

## Appendix B : Pershore Infrastructure Improvements - Scheme Layout Plan

