

AGENDA ITEM 12**REPORT TO THE TEES VALLEY
COMBINED AUTHORITY CABINET****31 JANUARY 2019****REPORT OF THE
INVESTMENT DIRECTOR****PORTFOLIO: TRANSPORT****TRANSPORT – LOCAL MAJOR ROAD SCHEME UPDATE****SUMMARY**

This report provides an update on the development of Outline Business Cases (OBCs) for the New Tees Crossing and Darlington Northern Link Road funded by Department for Transport's (DfT) Large Local Major Schemes Fund (LLMs) since the previous Cabinet report dated 21st December 2017. It also outlines a proposed approach for continued development of the business cases for the two schemes and their delivery via an alternative source of Government funding than the LLMs process.

RECOMMENDATION

It is recommended that the Combined Authority Cabinet:

- i. Notes progress in developing proposals for a New Tees Crossing (NTC) and the Darlington Northern Link Road (DNLR);
- ii. Recommends that the additional £500,000 of funding recently confirmed from the DfT together with an additional £250,000 from uncommitted resources identified in the Combined Authority's Investment Plan for Transport, be applied to complete Stage 2 of design development, leading to a Preferred Route Announcement of the NTC scheme in Summer/early Autumn 2019, for consideration for entry in to Highways England's second Road Investment Strategy (RIS2);
- iii. Agrees to undertake formal public consultation in March 2019 on the NTC scheme (as part of the Stage 2 work); and
- iv. Continues the development of the DNLR proposals to ascertain value for money, before further decisions are taken once more information is available on the DfT's Major Road Network (MRN) proposals, to keep proposals ready for investment we recommend the allocation of an additional £50,000 from uncommitted resources.

WORK TO DATE

1. Previous work considered a number of options for both schemes. In the case of the NTC, this discounted improvements to Newport Bridge and highlighted improvements on the existing Viaduct corridor as the most beneficial. The DNLR considered a number of corridors and highlighted an outer 'Route A' corridor as most compatible with the strategic road link requirements being developed. Following discussions with the DfT late last year, it was agreed that costs are high compared to the benefits on both schemes and therefore efforts should be made to reduce costs on both schemes.
2. Since the previous Cabinet report, a significant amount of development work has been undertaken on the two schemes, to reduce cost and improve value for money. For the NTC, further scheme development has identified a lower cost alternative (known as the 'Pinch Point Removal Scheme') to the previously recommended Viaduct Option. For the DNLR proposals, work has considered lower cost options, primarily a single carriageway link road with reduced size junctions, on a similar alignment to the previously recommended option.
3. To date £1.54 million has been spent on scheme development of both schemes (up to January 2019).
4. An additional £500,000 has been secured from DfT, with an indication that this should be spent specifically on the further development of the NTC proposals in advance of entering Highways England's RIS2 process, a decision on which is expected in Autumn 2019.

SCHEME BENEFITS

5. The current Draft OBCs show a compelling strategic case for both schemes, based around the DfT's stated objectives to ease congestion and provide upgrades on important national routes, to unlock economic growth and job creation opportunities and to enable the delivery of new housing developments. An economic case for the schemes, showing that they could deliver between them:
 - £861 million of savings to the UK economy;
 - 164,000 improved journeys each day;
 - 4,500 new jobs; and
 - 7,000 new houses;
 - A realistic financial case, based on updated cost estimates for each scheme, verified by a Tier 1 contractor in accord with Highways England best practice;
 - A benefit to cost (BCR) ratio of 2.27 for the Tees Crossing scheme, demonstrating Value for Money;

- The DNLR proposals show a BCR fluctuating between 1 and 1.5, demonstrating that more development work is required to identify a robust scheme to take forward; and
- a robust management case, showing how we would continue the strong and collaborative governance model that we have adopted to date to identify and mitigate the key risks to scheme delivery.

ROUTE OPTIONS

6. New Tees Crossing: more detailed appraisal of the Tees Viaduct Option has identified a lower-cost alternative. The Pinch Point Removal scheme will provide the following key improvements:
 - Facilitation of all existing turning movements at and between the A19/A66 and A19/A1046 interchanges, reducing the consequential impact on the operation of the A66/A1032 Newport Interchange;
 - A reduction in weaving movements on the southbound approach to the existing Tees Viaduct, together with widening of the existing structures at both Portrack Interchange (to three lanes) and the Viaduct (to four lanes) to create additional capacity;
 - Introduction of a new two lane river crossing for northbound traffic (to the west of the existing structure), addressing the existing merging issues associated with the A19/A66 interchange;
 - Additional reliability benefits, thereby contributing positively to the overall value for money of the scheme;
 - Fewer alterations to the existing A19/A66 interchange than the Viaduct proposal due to a reduced requirement to merge southbound traffic, thereby reducing the consequent impact on adjacent properties; and
 - Associated improvements on the section of the A66 between the Teesside Park and A19 interchanges, thereby addressing the existing merging and diverging issues for eastbound and westbound traffic.
7. Darlington Northern Link Road: more detailed appraisal of the options of the outer 'Route A' have identified options for a lower cost single carriageway alternative that:
 - Provides a dedicated strategic link between the A1(M) junction 59 and Little Burdon, to remove strategic traffic from the suburban A167 and A1150;
 - Includes provision along its length for an connection back towards Darlington;
 - Avoids high risk areas such as unstable ground conditions and areas susceptible to flooding along its alignment; and
 - Provides a greater buffer between the new road and Brafferton village.

8. Attached to this report are updated maps of the two schemes.

CONSIDERATIONS

9. The Cabinet is asked to consider the following in the continuing development of the NTC and DNLR proposals:
 - £750,000 funding support (£250,000 TVCA) to take forward the NTC proposals to complete Stage 2 of design development, hopefully leading to a Preferred Route Announcement in Summer 2019, for entry consideration in RIS2 by the end of 2019; and
 - £50,000 funding to complete assessment of the DNLR proposals to ascertain value for money, and maintain the scheme's readiness for funding, before further decisions are taken once more information is available on the DfT's Major Road Network (MRN) proposals, expected in Autumn 2019. It is expected that details of any future work would be presented at a future Cabinet.

FINANCIAL IMPLICATIONS

10. The proposal requires a contribution from the combined authority of up to £300,000 in addition to the £500,000 confirmed from the DfT, to support the continued development of the NTC and DNLR proposals.

LEGAL IMPLICATIONS

11. There are no specific legal implications at this stage of both projects.

RISK ASSESSMENT

12. At this stage of the scheme development process both the projects are categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.
13. There is a risk that one of both of these proposals fails to secure the required Government funding, and/or are accepted only in part. In these circumstances, the Combined Authority will reassess its funding strategy and consult further with Cabinet and Transport Committee members.

CONSULTATION & COMMUNICATION

14. A series of Public Information Events have been held, and a consultation questionnaire has been produced and publicised. There has also been engagement with key statutory stakeholders and businesses. A summary of the results of the public information events is produced and will be provided to those who took part, and also hosted on the TVCA website.
15. Additional consultation will be held as and when required, most notably formal Public Consultation in Spring 2019 on the NTC scheme (as part of the Stage 2 work).

16. This report has been considered by: Transport Advisory Group, Tees Valley Management Group, Tees Valley Chief Executives, Informal Cabinet and LEP Board prior to its presentation to Cabinet.

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Tees Crossing Pinch Point Removal Scheme



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Site Title Drawing

Client:
 Tees Valley
 High Point Intermodal Option
 (MSP - High Point)
 Overall Plan

Scale:	1:1000
Date:	10/06/2014
Drawn by:	ARUP
Checked by:	ARUP
Project No.:	2444548P-0M-03-08-CH0100

Darlington Northern Link Road Options

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