

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND NEIGHBOURHOODS
CABINET MEMBER**

M181 PARTIAL DE-TRUNKING

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To advise the Cabinet Member on the M181 partial de-trunking process.
- 1.2 To agree the progression of the statutory process for de-trunking in principle.

2. BACKGROUND INFORMATION

- 2.1 The council commissioned a study in 2010 to investigate the limitations of the current road network to the west of Scunthorpe. Critical areas were highlighted at Berkeley Circle, Scotter Road and Doncaster Road. These areas were identified as operating over capacity at peak times. Solutions were proposed which would address the traffic issues in the long term.
- 2.2 The Highways Agency (HA) were consulted during the development of the Core Strategy. A Memorandum of Understanding and a Statement of Common Ground were agreed to enable the investigation of options for a new exit to the M181.
- 2.3 The estimated cost of the new junction is around £5m - £7m. The HA require that the junction is constructed to motorway standards.
- 2.4 An additional piece of work was subsequently carried out to investigate the length of the M181 to identify locations suitable for the new junction. Only two areas were deemed to be suitable for the proposed junction. One of these was strategically unsuitable due to its proximity to the existing junction, at Frodingham Grange.
- 2.5 The Lincolnshire Lakes scheme would enable the de-trunking to be funded via contributions from the development.

- 2.6 The Highways Agency has prepared a submission for the Secretary of State to approve the progress of the works. Final approval is anticipated in Autumn 2013.
- 2.7 Discussions are underway as to the delivery mechanism for the new junction. This can either be developed by the HA in partnership with the council or can be developer led subject to meeting HA and our own criteria.
- 2.8 Funding the future maintenance costs of the new detrunked section of road will rest with the council. However until such time as the capital maintenance funding allocations from Government is calculated for the new detrunked section, the Highways Agency would form an agreement with the council to pass on the amount of funding they currently receive relating to routine maintenance for this section of road.

3. OPTIONS FOR CONSIDERATION

- 3.1 The option for consideration is to note the submission by the Highways Agency to the Secretary of State for the permission to partially de-trunk the M181 and to create a new junction in the form of a roundabout constructed to motorway standards.

4. ANALYSIS OF OPTIONS

- 4.1 Noting the continued partnership working with the Highways Agency in relation to the submission for partial de-trunking will allow the council to progress with the highway elements of the Lincolnshire Lakes scheme both in terms of the new junction on the M181 and the traffic movement and flows within the existing town.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

- 5.1 Financial – It is proposed to meet the cost of the new junction via developer contributions from the Lincolnshire Lakes project. The 2013-15 budget allocation provides a sum towards the development of the new junction to allow the strategic development to commence at the earliest opportunity. This funding can be recovered across the lifetime of the Area Action Plan.
- 5.2 Property and IT – the de-trunked element of the existing M181 as well as the new junction will come under council ownership once commissioned. It will become part of the highways maintenance responsibility. A commuted sum will be agreed with the HA to cover these additional costs until the additional highway becomes included within the council's LTP maintenance allocation.

5.3 There are no other immediate resource implications.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)

6.1 There are no direct implications on Statutory, Environmental, Diversity or Section 17 requirements. Any formal agreements as required from the DfT, HA or Secretary of State are being addressed accordingly. An Environmental Impact Assessment will be required as part of any planning application supporting the de-trunking.

7. OUTCOMES OF CONSULTATION

7.1 A wide public consultation was recently undertaken as part of the Lincolnshire Lakes project. All options have indicated the same proposed position for the new junction and the partially de-trunked M181. The solution has been widely supported. Forward travel concerns were raised which will need addressing via the Area Action Plan and through individual planning applications. The need for a long term sustainable solution to the traffic management problems on the western edge of Scunthorpe was acknowledged.

7.2 Detailed stakeholder meetings and working groups were created throughout the development of the Lincolnshire Lakes proposals. The evidence base created through this process has finalised the proposed position for the new junction.

8. RECOMMENDATIONS

8.1 That the Cabinet Member acknowledges and approves the progression of a submission to the Secretary of State to allow the partial de-trunking of the M181 to progress.

DIRECTOR OF PLACES

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Background Papers used in the preparation of this report

None