



CABINET DECISION NOTICE

Publication Date: 23rd December 2019

At the special meeting of the Cabinet held on 23rd December 2019 the following matters were discussed. The decisions of Cabinet are set out below each item along with reasons for the decision and other options considered.

PRESENT: Councillor Jackson (in the Chair)
Councillors Cracknell, Fenty, Lindley, Shepherd and Shreeve.

DN.74 **APOLOGIES FOR ABSENCE**

Apologies for absence from this meeting were received from Councillors Procter and S Swinburn.

DN.75 **DECLARATIONS OF INTEREST**

There were no declarations of interest from Elected Members in any items on the agenda for this meeting.

TOLL BAR: STRATEGIC HIGHWAY INFRASTRUCTURE DELIVERY OPTIONS

Cabinet considered a report from the Portfolio Holder for Environment and Transport seeking approval for a programme of improvements to the Toll Bar (A16) junction.

RESOLVED –

- 1. That the existing roundabout be retained and enhanced through a range of measures including providing two lanes for ‘ahead’ travel over the A16 and widening the approaches to the roundabout on Station Road East/Station Road West (Option 2 as set out in the report now submitted).**

- 2. That the Director for Economy and Growth, in consultation with the Portfolio Holder for Environment and Transport, be authorised to**
 - finalise the infrastructure design and all ancillary works for the approved scheme.**
 - commence a procurement exercise for the approved scheme and to make an appropriate award.**
 - put appropriate measures in place to minimise the impact of the works on the highway network and the affected communities.**
 - commence negotiations with the developer of the adjoining housing site at Toll Bar to agree any additional highway works to mitigate the traffic impacts of the development required in light of the Cabinet decision**

- 3. That the Director of Economy and Growth be authorised to ensure that all actions necessary and ancillary thereto be completed.**

REASON FOR DECISION – Cabinet felt that Option 2, which could be delivered for less money and without significant disruption, was viable. Safety had recently been improved with the implementation of the toucan crossing and was considered a reasonable provision. While accepting that this would not meet all the previous criteria which had been applied to this issue, Option 2 would see the retention of the roundabout, an issue which is important to residents.

OTHER OPTIONS CONSIDERED –

The Council could have chosen to do nothing in respect of the proposed Toll Bar junction improvement scheme. This option has not been pursued because:

- not improving the capacity of the existing highway network would, if current levels of traffic growth are sustained, lead to unacceptable congestion; impact on the future adoption and delivery of the Local Plan; and place the Council at risk of failing to exercise its statutory duties under the Traffic Management Act 2004.
- not implementing road safety measures could place the Council at risk of failing to exercise its statutory duties under the Road Traffic Act 1988.
- failure to deliver the proposed improvement scheme could jeopardise the availability of the Local Growth Fund grant for the project and potentially create reputational risks for the Council in respect of future bids for funding.

The developers for the site to the south west of the junction have secured planning consent for residential development. This consent is conditional on implementation of a junction improvement scheme at Toll Bar. Failure to deliver improvements to the scheme may result in legal proceedings being taken by the developer against the Council for judicial review.

Officers had considered three options for delivery of the junction improvement scheme at Toll Bar. Details of these options were set out in the report but can be summarised as follows:

- replacement of the existing roundabout with a fully signalised crossroads; this scheme was approved by Cabinet on 29th October 2018 but has not been implemented (Option 1)
- retention and enhancement of the existing roundabout through a range of measures including providing two lanes for 'ahead' travel over the A16 and widening the approaches to the roundabout on Station Road East/Station Road West (Option 2)
- significant enlargement of the roundabout with the provision of three circulatory lanes and incorporating fully integrated, signalised pedestrian crossings; Option 3 would require significant additional land take from the adjoining housing site on the south west corner of the junction and from Tollbar Academy to the north west of the roundabout (Option 3).