

Platform for Prosperity – Summary of variations to the Scheme

1. On the 14 March 2012, Full Council considered a report on the *Platform for Prosperity* Improvement Scheme and gave necessary approvals to received funding from Department of Business and Skills (BIS) via the Regional Growth Fund (RGF) of £5.595m, commit the Council match funding of £1.445m and add all this to the Environment and Transport Capital Programme. On the 11 July 2012, Full Council considered a second report and gave necessary approvals to spend the funding.
2. On the 17 July 2012, Cabinet approved the outline design for the *Platform for Prosperity* scheme for proposals to:
 - Dual the carriageway along Platform Road from Town Quay to Canute Road, providing improved access to the Eastern Docks via Dock Gate 4.
 - Remove the existing gyratory system around Queen's Park and include environmental improvements to Queen's Terrace, through its downgrade to a local access route.
 - Undertake minor changes to Central Bridge, to reduce congestion for local eastbound traffic.
 - Undertake low cost improvements along Town Quay to address a shortfall in capacity.

The outline design also included proposals by Associated British Port (ABP) to create of an internal port link road from the existing Dock Gate 4 to a new Dock Gate 5, where Dock Gate 4 would become "in" only and Dock Gate 5 "exit" only.

3. The low cost improvement works along Town Quay and the internal port link road are additional elements to the scheme than was submitted under the original July 2011 bid to BIS. The need for these additional elements were identified through further micro simulation modelling. The modelling identified that although the original scheme, as submitted under the bid, improved capacity along Platform Road, it did not address a shortfall capacity along Town Quay or internally within the Eastern Docks.
4. No improvement works were included in the July 2011 bid submission for Town Quay, as it was anticipated that comprehensive improvements would be implemented as part of the Royal Pier Waterfront redevelopment.
5. In order to deliver the internal link road within the Port Estate, ABP is to increase their overall contribution from £1.0m to £1.75m, plus a further £130k annual commitment in increased revenue costs. The £1.75m covers the works cost alone and excludes the donation of ABP owned land required to deliver the scheme. It is now proposed that this will be purchased from ABP by the City Council using the RGF grant and / or SCC contribution, as approved by Cabinet on the 29 January 2013.
6. Once ratified by the elected Cabinet Member for Environment and Transport, the Council submitted a formal request to BIS for an increase in the current

RGF grant offer for the *Platform for Prosperity* scheme on the 03 December 2012. The request centred on securing additional funds to purchase third party land owned by ABP and further improvements to Town Quay. Two options were submitted; the first proposed an interim solution along Town Quay and the second was for a full solution.

The full solution to Town Quay proposed dualing the full length of carriageway between the High Street and De Vere Roundabout and included a new signalised junction at Dock Gate 7, as required for the delivery of the Royal Pier Waterfront redevelopment scheme. It was explained that this investment would significantly increase the likelihood of the redevelopment, by reducing its overall infrastructure costs and improving overall viability. It would also minimise disruption to the Port during the construction of the Royal Pier Waterfront scheme, by providing sufficient highway capacity in advance of the redevelopment works.

7. A Conditional Offer Letter was received from BIS on the 06 December 2012 for an increase in RGF grant of £5.309m. Acceptance by the Council would bring the total RGF award for *Platform for Prosperity* scheme to £10.904m. The additional grant, will allow the purchase of third party land and the delivery of a full solution along Town Quay.
8. The Conditional Grant Offer Letter has a claw back option and if the number of jobs created is less than predicted, over a nine year monitoring period, then there is a requirement to part repay the grant.

The 'job target' under the original Grant Offer of £5.595m received in March 2012 was for an aggregate number of 196 full time jobs newly created and directly in connection with the project. The amended Grant Offer of £10.904m received in December 2012 is for an aggregated number of 250 full time jobs newly created and directly in connection with the project. This means that the amount the Council would be required to repay for each job not created has increased from £28,546, under the original offer, to £43,616, under the amended offer.

9. A detailed public consultation and exhibitions of the full improvements to Town Quay will take place in Summer 2013. In advance of this, a number of key stakeholders have been consulted. These include ABP, Red Funnel, Open Space Interest Groups, Bus Operators and the developer for the Royal Pier Development, Morgan Sindall Investments Limited. Subsequent statutory consultation will take place in relation to Traffic Regulation Orders and proposed Open Space Changes.
10. Work to divert utilities' infrastructure will begin along Platform Road in March 2013 and will continue into the second quarter of 2013. This will be followed by major works to widen Platform Road, which are expected to last for a year and extend into the first quarter of 2014. Once the main works in Platform Road are complete and operational, Queen's Terrace will be closed as a through route, works will start on the public realm improvements along

Queen's Terrace and the major works to widen Town Quay will start. These improvements are expected to take a further nine months to implement and will be complete by the end of 2014.