

Date: 2 March 2016

Item: **A23/A232 Fiveways Croydon – Advance Property  
Purchase**

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## **This paper will be considered in public**

### **1 Summary**

- 1.1 This paper requests approval for additional budgeted Project Authority and Land Authority.
- 1.2 On 11 November 2014, the Committee agreed that projects in the Road Modernisation Plan (RMP) with an Estimated Final Cost (EFC) over £50m would be presented to the Committee once they had developed: a detailed option analysis; a concept design for a preferred option/approach that will have been publically consulted on; a full assessment of benefit and impact; and a mature cost estimate.
- 1.3 This project is now commencing concept design with full consultation planned for autumn 2016 and would ordinarily be presented to the Committee later in the design process. However, approval of additional Land Authority is being sought now because this element of the project falls outside the principles agreed by the Committee on 11 November 2014.
- 1.4 A paper containing exempt information is included on Part 2 of the agenda. The information is exempt by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that exempt information must take place after the press and public have been excluded from this meeting.
- 1.5 The Surface Transport Panel will consider this project on 25 February.

### **2 Recommendation**

- 2.1 **The Committee is asked to approve additional budgeted Project Authority and Land Authority, at the sums set out in the paper on Part 2 of the agenda.**

### **3 Background**

- 3.1 Fiveways Croydon will experience an increase in traffic due to growth planned in the area (7,300 new homes and 8,000 new jobs). The existing bridge at Fiveways carries both the A23 and A232 over the railway and does not have sufficient capacity to support expected growth.

- 3.2 A road modernisation project to address this constraint has commenced concept design following a public consultation and the selection of a preferred option. Based on the current schedule, the Committee will be presented with the completed concept design, modelling and business case for approval in early 2017.
- 3.3 The proposed project and its associated benefits for local growth cannot be delivered within the existing highway boundary. Land acquisition is therefore required.
- 3.4 The London Borough of Croydon (LBC) has signed a funding agreement committing £20m towards the scheme. TfL requires LBC's support for planning and Compulsory Purchase Orders (CPO). LBC agreed its preferred option for the scheme at a cabinet meeting on 14 December and TfL published the decision on the preferred option in early February 2016. A scheme outline is shown at Appendix 1. TfL also wrote to local property owners notifying them that they will be directly affected.

## **4 Project Governance**

- 4.1 An Integrated Assurance Review (IAR), including an Independent Investment Project Advisory Group (IIPAG) review, has been undertaken which supports the preferred option and Project and Procurement Authority was granted in December 2015.
- 4.2 In early 2017 approval will be sought from the Committee to proceed with the CPO, land acquisition and for the procurement plan for detailed design and build. The project will then issue tenders for the design and build contract and commence the CPO process. The project will return to the Committee in late 2017 for approval to award the contract for detailed design and build.
- 4.3 Land acquisition is required. In the event that the Board is asked to make such compulsory purchase orders as may be necessary, advice will be given as to potential impacts on private interests including the public equality duty.
- 4.4 The property cost estimates have been provided by Operational Property who will also lead on negotiations with affected property owners. Authority to finalise purchases will be subject to agreement at Major Highways Enhancements Portfolio Board and in line with TfL's Standing Orders, be approved by the Director of Commercial Development. There is a risk item to cover additional land costs if the estimate is insufficient.

## **5 Financial Implications**

- 5.1 The Estimated Final Cost (EFC) is £63.3m. The cost estimate has been developed by TfL Surface Projects and Programmes Directorate Commercial and has been benchmarked against other similar projects, including the Structures and Tunnels Investment Programme (STIP).

**List of appendices to this paper:**

Appendix 1: Scheme Plan

**List of Background Papers:**

Surface Transport Panel Papers for 25 February 2016 - A23/A232 Fiveways Croydon  
IIPAG Report and Management Response

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Scheme Plan

