



# Buckinghamshire County Council

## Report

Cabinet Member for  
*Planning and  
Transportation*

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**Date:** 29 June 2001

**Decision to be taken  
on or after:  
9 July 2001**

**Title:** De Trunking of A41

**CM Decision No:  
PT 04/01**

**Author** Steve Orchard (01296) 383411

**Electoral Divisions Affected:**

Buckingham South, Long Crendon and Brill, Waddesdon and Whitchurch, Aylesbury Northern, Aylesbury North Western, Aylesbury Eastern and Bierton, Aylesbury Bedgrove, Aston Clinton and Weston Turville

**Summary**

To seek approval to conclude the negotiations with the Highways Authority, including the revenue settlement, for the de-trunking of the A41 in Buckinghamshire and its acceptance as a County Highway.

**Recommendation**

**To approve the completion of negotiations for the acceptance of A41 as a County Highway.**

## REPORT

1. The Secretary of State for the Environment Transport and the Regions, as part of the Roads Review is in the process of making Orders to de-trunk a number of non-core principal roads in the national network including the A41 through Buckinghamshire. This was reported to the Highways and Public Transport Sub-Committee on 21 September 2000 when agreement was given to continue negotiations to a satisfactory legal and financial conclusion.
2. Negotiations are at an advanced stage both locally and nationally.

A major issue for the Council before accepting responsibility for this important highway is the financial settlement.

The calculation of revenue grant, proposed by the Highways Agency, which will pass to the County Council for A41 excluding the proposed Aston Clinton Bypass accords almost exactly with the figure calculated by the Area Manager and appropriate staff. This sum offered has been calculated from a formula agreed nationally by the Local Government Association.

(As a check, estimated costs have been assembled to confirm that the formula approach is realistic and equitable. Calculation sheets are appended to this report).

The grant is therefore being offered in the sum of £404,491 this financial year (2001/02). The sum will be pro rata'd to reflect the amount of the year remaining at the time of de-trunking.

In the first instance the section of existing A41 running parallel to the Aston Clinton Bypass line will remain as Trunk Road.

3. On completion of the Bypass in 2003 this remaining section of A41 will be de-trunked. At the same time the Aston Clinton Bypass will be handed over to the County Council with an additional revenue grant for maintenance. The value of this grant for the by-pass will be determined once it is completed but the grant offered for the original A41 over the remaining length will be based on the 1999/2000 figure of £106,000 plus inflation.
4. The revenue grant will be made as a specific sum for two years. It will then be replaced by incorporation into the SSA or other funding processes in place at that time.
5. The revenue grant will cover day to day running costs, basic maintenance, including lighting, bridge maintenance, winter maintenance and the Waddesdon toilet blocks. The staffing implications of this additional work are currently being evaluated and included in the ongoing Area Office Review. The toilet block is currently maintained by Aylesbury Vale District Council on behalf of Highway Agency. Discussions are now commencing with AVDC regarding the future of this arrangement once the A41 is de-trunked.

6. Various legal agreements will need to be considered and the County Council's Legal Services have been asked to undertake the necessary work and advise on any action required. This includes specific negotiations with the Highway Agency and any agreements that need to be arranged with AVDC regarding the Waddesdon toilet block.
7. In addition to the revenue grant which will be put in place on de-trunking further capital sums will be available for major maintenance works via the Local Transport Plan (LTP) system. The current LTP submission included indicative figures in this respect. These figures will be updated in the annual LTP Review Reports to GOSE and will include any works identified by the Highways Agency or their consultants prior to de-trunking.
8. The Secretary of State has published the draft order and objections, and comments are invited before 11 July 2001 with a programmed implementation date of 1 September 2001.
9. It is understood that the County Council and the District Council are the only statutory consultees and discussions with AVDC indicate that they will not be raising objections to this order.
10. The benefits to County, District and Parish Councils for development and planning purposes are acknowledged if this road is administered as part of the local County network. In light of this and the favourable financial settlement offered the County Council are advised to raise no objection to this de-trunking.

**Background Papers**

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**Decision Taken:**

To conclude the arrangements for detrunking the A41 In Buckinghamshire and future adoption of the proposed Aston Clinton Bypass.

Signed: \_\_\_\_\_ (Cabinet Member)

Date: \_\_\_\_\_

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**Decision Not Taken:**

Signed: \_\_\_\_\_ (Cabinet Member)

Date: \_\_\_\_\_

Reason : \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

***Your questions and views***

If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.

If you have any views on this paper which you would like the Cabinet to consider, or if you wish to object to the proposed decision, please inform the Head of Cabinet Support **by 5.00 pm on Friday 6 July 2001**. This can be done by telephone to (01296 382966), Fax (01296 383441), or e-mail to [cabinet@buckscc.gov.uk](mailto:cabinet@buckscc.gov.uk)

## A41 Estimated costs per annum

Rate/Km. ( based on Princ Rds expenditures and estimated costs )

### Maintenance Elements

|                   |   |       |        |
|-------------------|---|-------|--------|
| Basic maintenance | * | 4,000 | 120000 |
| Drainage          | * | 500   | 15000  |
| Grass cutting     | * | 400   | 12000  |
| Trees             | * | 400   | 12000  |
| Bridges           | * | 800   | 24000  |
| Winter            | * | 1,900 | 57000  |
| Lighting          | * | 2,000 | 60000  |
| Traffic           | * | 500   | 15000  |

Basic for 30 km. **315,000**

**Fixed Costs ( based on additional resources for inspection, client role, admin, utilities inspection etc )**

**Waddesdon toilets (AVDC maintenance agreement)**

**18,000**

**Staff**

**95,000**

|                |               |
|----------------|---------------|
| Technical      | 65,000        |
| Management     | 15,000        |
| Admin. Support | 7,500         |
| Dev. Control   | 7,500         |
| total          | <b>95,000</b> |

**113,000**

**Total Base 428,000**

Allow contingency uplift for maintenance elements (strategic importance and urban complexity)

15 %

**47,250**

**New total for whole of A41 in Bucks 475,250**

**Phase 1 Detrunking, Oxon to Weston Mead Farm, Autumn 2001**

**78% of estimated costs**

**370,695**

DETR offer has now allowed for inflation at 5.25% on 1999 figures

**DETR offer at June 2001**

**Phase 1**

**404,491**

**BCC comparative calculation of national (LGA) formula**

**Phase 1**

**402,623**

Phase 2 not due for detrunking until 2003

**Phase 2**

t.b.a

**A41 Measure in Miles (Single Direction)**

**(1 mile = 1.609 km)**

|                                     |    |      |   |       |     | base cost | Estimated | Gross   |                |         |
|-------------------------------------|----|------|---|-------|-----|-----------|-----------|---------|----------------|---------|
|                                     |    |      |   | miles | kms | £         | uplift    | £       | total revenue  |         |
| <b>Start : Oxfordshire Boundary</b> |    |      |   |       |     |           |           |         | estimate       |         |
| 0.0                                 | to | 2.3  | National Limit                            | 2.3   | 3.7 | 7,500     | 1         | 27,755  |                | phase 1 |
| 2.3                                 | to | 2.6  | National Limit - Dual C'Way (Sharps Hill) | 0.3   | 0.5 | 7,500     | 2         | 7,241   |                | phase 1 |
| 2.6                                 | to | 6.2  | National Limit                            | 3.6   | 5.8 | 7,500     | 1         | 43,443  |                | phase 1 |
| 6.2                                 | to | 7.1  | 30mph Limit Waddesdon                     | 0.9   | 1.4 | 7,500     | 3         | 32,582  |                | phase 1 |
| 7.1                                 | to | 10.4 | National Limit                            | 3.3   | 5.3 | 7,500     | 1         | 39,823  |                | phase 1 |
| 10.4                                | to | 11.2 | 40mph Limit Aylesbury (1)                 | 0.8   | 1.3 | 7,500     | 3         | 28,962  |                | phase 1 |
| 11.1                                | to | 11.2 | 40mph Limit Aylesbury - Dual C'Way (2)    | 0.1   | 0.2 | 7,500     | 6         | 7,240   |                | phase 1 |
| 11.2                                | to | 13.9 | 30mph Limit Aylesbury (3)                 | 2.7   | 4.3 | 7,500     | 4         | 130,329 |                | phase 1 |
| 12.0                                | to | 12.7 | 30mph Limit Aylesbury - Dual C'Way (4)    | 0.7   | 1.1 | 7,500     | 6         | 50,683  |                | phase 1 |
| 13.9                                | to | 14.3 | 40mph Limit Aylesbury (5)                 | 0.4   | 0.6 | 7,500     | 3         | 14,481  | <b>382,540</b> | phase 1 |
| 14.3                                | to | 16.0 | National Limit                            | 1.7   | 2.7 | 7,500     | 1         | 20,515  |                | phase 2 |
| 16.0                                | to | 17.1 | 30mph Limit Aston Clinton                 | 1.1   | 1.8 | 7,500     | 3         | 39,823  |                | phase 2 |
| 17.1                                | to | 17.6 | 40mph Limit Aston Clinton                 | 0.5   | 0.8 | 7,500     | 3         | 18,101  |                | phase 2 |
| 17.6                                | to | 18.7 | National Limit                            | 1.1   | 1.8 | 7,500     | 1         | 13,274  |                | phase 2 |
| 17.7                                | to | 18.7 | National Limit - 3 Lanes * - (Tring Hill) | 1.0   | 1.6 | 7,500     | 1.5       | 18,101  | <b>109,814</b> | phase 2 |
|                                     |    |      |   |       |     |           |           |         | <b>492,354</b> |         |

Inflation uplift granted by DETR on 1999 figures = 5.25%

|  |                          |                |
|--|--------------------------|----------------|
| Expected Special Grant for phase 1 detrunking Oxon boundary to Weston Mead Farm<br>Autumn 2001 | 382,540<br>plus<br>5.25% | <b>402,623</b> |
|--|--------------------------|----------------|

|   |   |              |
|---|---|--------------|
| Expected Special Grant for phase 2 detrunking Weston Mead Farm to Herts boundary<br>Autumn 2003 | <b>109,814</b><br>plus inflation to be aged | <b>t.b.a</b> |
|---|---|--------------|

|  |  |              |
|--|--|--------------|
| Additional grant for Aston Clinton Bypass to be negotiated on completion of the ByPass |  | <b>t.b.a</b> |
|--|--|--------------|