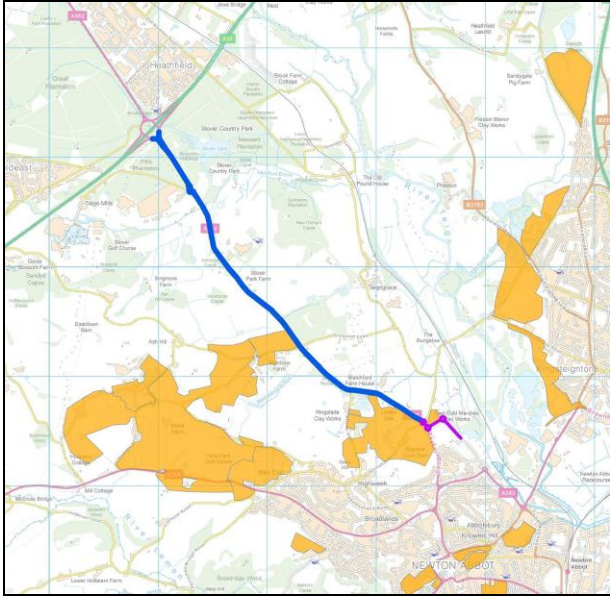


# Heart of the South West Local Transport Board

## Scheme Prioritisation Proforma

<b>Option Name: A382 and Jetty Marsh II</b>																				
<b>Date:</b> 8 <sup>th</sup> May 2013	<b>Location:</b>																			
<b>Capital Cost:</b> £13.0 million Q1 2015																				
<b>Funding Proposal:</b> £6.5 million																				
<b>Delivery Programme:</b>																				
<table border="1"> <thead> <tr> <th>Project Stage</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Project Initiation</td> <td>Complete</td> </tr> <tr> <td>Feasibility</td> <td>Complete</td> </tr> <tr> <td>Option Selection</td> <td>Complete</td> </tr> <tr> <td>Preliminary/Outline Design</td> <td>Underway</td> </tr> <tr> <td>Statutory Powers</td> <td>2013/14</td> </tr> <tr> <td>Detailed Design</td> <td>2014/15</td> </tr> <tr> <td>Contractor Procurement and Mobilisation</td> <td>2015/16</td> </tr> <tr> <td>Construction and Commissioning</td> <td>2016/17</td> </tr> <tr> <td>Project Close</td> <td>2018/19</td> </tr> </tbody> </table>		Project Stage	Status	Project Initiation	Complete	Feasibility	Complete	Option Selection	Complete	Preliminary/Outline Design	Underway	Statutory Powers	2013/14	Detailed Design	2014/15	Contractor Procurement and Mobilisation	2015/16	Construction and Commissioning	2016/17	Project Close
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<p><b>Description:</b></p> <p>The A382 is a national speed limit route that connects Newton Abbot to the A38. The scheme would increase the capacity of the road and accommodate the growth in traffic expected as a result of significant housing and employment development in the wider Newton Abbot area. This will enable considerably more people to access the A38, and will improve access into Newton Abbot.</p> <p>The existing road is not built to any design standard horizontally or vertically, or in</p>																				

**Key**  
— A382 Scheme  
— Jetty Marsh II Scheme  
 New Development

terms of visibility or ability to incorporate future junctions and has no facilities for pedestrians or cyclists.

The scheme proposes improvements to the A382 to straighten both the horizontal and vertical alignment, widen the highways carriageway to 10 metres and increase visibility thereby increasing speed and capacity. Also proposed is a new route (Jetty Marsh II) connecting Whitehill's Cross on the A382 to Jetty Marsh Road near the new Hospital site.

A highway carriageway width of 10m is required to achieve the capacity necessary to provide for the predicted future demand, based on speed/flow curves in DMRB (Volume 13 Section 1 Part 5). A 10m wide carriageway also allows for ghost island right turns at junctions.

The scheme will also deliver improved pedestrian and cycle links between Newton Abbot, Drumbridges and proposed developments via a dedicated 3.5 metre wide pedestrian and cycle way along the entire route of the A382. This would link to pedestrian and cycle improvements as part of the Drumbridges scheme connecting to Heathfield.

The current road is of substandard width and alignment with no pedestrian or cycle facilities. The desired appearance of the main route into Newton Abbot from the trunk road network should be more open and welcoming, making it an appropriate "gateway" for an expanding town with the ability to accommodate the proposed growth in employment and HGVs.

The Teignbridge Proposed Submission Local Plan <sup>1</sup> details the infrastructure required to accommodate the growth set out within the plan period and it specifies that improvements to the A382 are necessary. The plan also states that the function of the existing transport network and facilities will be protected including in particular the strategic provision on the locally important road network consisting of the A379, A381, A382 and A383.

**Documents:**

<sup>1</sup> Teignbridge District Council Proposed Submission Local Plan  
<http://www.teignbridge.gov.uk/index.aspx?articleid=16268>

# Strategic

## Identified problems and objectives

Current traffic flows on the A382 are in the region of 19,000 vehicles per day (2-way) with flows in excess of 900 vehicles per hour southbound in the PM peak. As such the route is operating close to capacity due to the low design standard of the road which is estimated to have a capacity of about 1,100 vehicles per hour. Current journey times are up to 50% above free flow conditions with delays of around 75 seconds.

In addition the Churchill's roundabout experiences capacity issues due to traffic flows in the order of 2,400 vehicles in the AM peak hour travelling between the A382, Jetty Marsh Road and Highweek Street.

It is expected that the situation will increasingly deteriorate due to the significant housing and employment development (6,000 dwellings and 11,000 jobs) proposed in the Newton Abbot area. It is forecast that traffic flows on the A382 will increase to 1,500 vehicles per hour northbound during the AM peak and southbound during the PM peak by 2033.

A 10m width is required to achieve the desired capacity of 1500 veh/hr using DMRB (Volume 13 Section 1 Part 5) speed/flow curves. The capacity flag of a single carriageway is set at:

$$Q_c = \frac{2400(CWID - 3.65)}{CWID} \times \frac{(92 - PHV)}{80}$$

Where  $Q_c$  is the capacity flag in vehicles/hour/direction

$CWID$  = Carriageway width

$PHV$  = Percentage of heavy vehicles

Thus capacity is governed by carriageway width and percentage of HGVs. Even with a 10m wide road the link will be at capacity.

Whilst the A383 provides an alternative route for A38 southbound traffic, there is no easy alternative for A38 northbound traffic without travelling through Newton Abbot. As such improvements to the route have been identified in the Local Plan<sup>1</sup> to deliver growth and prevent significant congestion and delay.

The objective of the proposed scheme is therefore to increase capacity on the A382, and provide relief to Churchill's roundabout, to a level which can accommodate the predicted demand from the high level of residential and employment growth within Newton Abbot.

The proposed Jetty Marsh II connection would provide relief for Churchill's roundabout by providing a better alternative for traffic travelling between the A382 and Jetty Marsh Road (Balls Corner).

Both schemes increase the capacity of the A382 corridor and therefore improve access between Newton Abbot and the A38. The A382 improvements alone would increase capacity and allow more traffic to reach Newton Abbot but without Jetty Marsh II this traffic would get stuck at Churchill's Roundabout. The Jetty Marsh II scheme will route some traffic directly to Balls Corner thus allowing the additional

traffic enabled by the A382 to access the town centre.

**Documents:**

<sup>1</sup> Teignbridge District Council Proposed Submission Local Plan  
<http://www.teignbridge.gov.uk/index.aspx?articleid=16268>

**Scale of Impact**

1	2	3	4	5
				X

Future development will push the A382 over capacity therefore improvements are required to accommodate growth. Current capacity is estimated at 1,100 vehicles per hour per direction, with predicted future flows of 1,500 vehicles per hour which would not be achievable without any improvements.

The scheme is expected to significantly resolve forecast issues by increasing capacity to 1,600 vehicles per hour. The Jetty Marsh II link will provide effective relief to the Churchill's Roundabout by removing 600 trips in each direction from the roundabout in the AM peak hour.

**Documents:**

**Fit with wider transport and government objectives**

1	2	3	4	5
				X

The scheme will enable economic growth, reduce congestion and allow people to continue to access employment via A38 northbound to locations such as Exeter. Access to employment in Newton Abbot will also be assisted by reducing delays.

Bus access along this corridor will be improved for existing buses (currently rural services to surrounding locations Bovey Tracey, Chudleigh, Heathfield, Trago Mills) and also for future bus services associated with the Houghton Barton development.

The scheme will provide facilities for pedestrians and cyclists by introducing a new off-road shared path that connects the new Houghton Barton development with employment locations at Heathfield and Newton Abbot.

The A382 improvements complement proposals at the Drumbridges junction of the A382 with the A38. Work will commence within the next 2 years, with funding secured from the Highways Agency Pinch Points fund. These improvements include signalisation and an increase in capacity of the junction.

This scheme features on-line improvements and therefore makes best use of existing infrastructure.

**Documents:**

<b>Fit with other objectives</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
					<b>X</b>

Policy Document	Objectives	Scheme Fit
Local Transport Plan <sup>1</sup>	Deliver and support new development and economic growth	Brings forward around 2,500 new houses and employment land at Houghton Barton, Whitehill and Newton Abbot town centre.
	Make best use of the transport network and protect the existing transport asset by prioritising maintenance	Makes better use of available road space and increases capacity.
	Work with communities to provide safe, sustainable and low carbon choices	Delivers improved cycle and pedestrian facilities on a key link.
	Strengthen and improve the public transport network	Reduces delay on principle County Bus Routes towards Newton Abbot
	Make Devon the 'Place to be naturally active'	Improved pedestrian and cycle facilities will build on existing walking and cycle network and encourage access between Heathfield, Newton Abbot and proposed housing developments.
Teignbridge Local Plan <sup>2</sup>	The function of the existing transport network and facilities will be protected	Without the scheme the operation of the A382 would significantly worsen.
	Supporting more sustainable transport modes and other measures to reduce carbon emissions	The scheme features new pedestrian and cycle facilities and will also improve journey times for buses.
	Improvements to air quality	The scheme will improve journey times and reduce congestion thus resulting in improvements to air quality.

The scheme is essential in enabling development. It increases capacity and reduces carbon. It provides facilities for pedestrians and cyclists where currently there are none. These facilities provide access to Stover Country Park and the Wray Valley trail as well as employment at Heathfield. This pedestrian/cycle route provides a key linkage for sustainable modes along the A382 development corridor.

The improved highway standard and capacity will benefit public transport journey times, and consideration is being given to bus lanes at junctions along the route.

**Documents:**

<sup>1</sup> Devon and Torbay Local Transport Plan  
<http://www.devon.gov.uk/dtltf2011-2026strategydoc.pdf>

<sup>2</sup> Teignbridge District Council Proposed Submission Local Plan  
<http://www.teignbridge.gov.uk/index.aspx?articleid=16268>

**Key uncertainties**

For the A382 scheme land is needed from adjoining properties. Exactly what land is needed and the strategy for acquisition will be determined during detailed design, which is likely to include CPO. Detailed design will commence during 2013 and CPO

procedures will begin early in the programme. It is assumed any major scheme will include land acquisition and CPO.

For the Jetty Marsh II scheme, one landowner put forward a planning application for development and the scheme. He would be looking for payment for the land in order for DCC to proceed. However, advice has been taken from the DCC legal team that as scheme supports a number of developments it would be possible to use CPO process.

There is a high pressure gas main at Forches Cross (junction with Greycoat Lane and Staplehill Road) which at this stage it is unknown whether the scheme will be affected.

The cost could increase as the scheme design is at an early stage.

**Documents:**

Degree of consensus over outcomes	1	2	3	4	5
			X		

The scheme has been included as part of Teignbridge District Council's Local Plan<sup>1</sup> consultation, but not as a stand alone scheme. In the Proposed Submission Local Plan 2013-2033 (November 2012) it is included under policy HT1(c) as "widening the A382 Bovey Tracey road between Newton Abbot and Drumbridges roundabout at the A38 and separate cycle lanes".

The HA have not been consulted outside of the Local Plan process. Ian Parsons (Highways Agency Asset Manager Devon and Cornwall) is a member of the Teignbridge Investment Board and so is aware of the scheme through engagement in the Local Plan process.

The HA have been highly involved in the Drumbridges improvement scheme. This included testing of the scheme with future flows from 2033 which assumed all Local Plan development and an unconstrained A382 which showed that the Drumbridges scheme operates satisfactorily. As part of DCC's supporting documents for the Local Plan, a slip road assessment was undertaken considering the impact of future traffic flows on the slip roads at Drumbridges which merge or diverge with the A38. DMRB was used to assess whether the current slip road configuration was sufficient to cope with the expected growth. The assessment suggests that the current configuration will accommodate the increased traffic flows from new developments, enabled by the A382 improvements

Not aware of statutory stakeholders being consulted.

Little consultation however the A382 scheme is not expected to be particularly contentious as it involves moderate alignment alterations rather than significant land take.

The Jetty Marsh II scheme has planning permission.

**Documents:**

<sup>1</sup> Teignbridge District Council Proposed Submission Local Plan  
<http://www.teignbridge.gov.uk/index.aspx?articleid=16268>

# Economic

<b>Economic growth</b>				
<b>Connectivity</b>	What impact on end to end journey time?			X
	Does it impact cost of travel?			X
<b>Reliability</b>	Impact on journey time variability or average delay?			X
	Impact on number of incidents?			X
<b>Resilience</b>	Impact on the resilience of our infrastructure?			X
<b>Delivery of Growth</b>	Will the option facilitate new housing / employment / retail?			X
<p>The scheme will improve end to end journey times for trips into and out of Newton Abbot, primarily at peak times. It will achieve this by increasing capacity and therefore speed along the route, and providing an alternative route between A382 and Balls Corner.</p> <p>Improved visibility on A382 should reduce accidents.</p> <p>It will help facilitate over 2,500 new houses and 4,000 jobs at Houghton Barton, Whitehill and Newton Abbot town centre. It is required to unlock this growth within the Local Plan.</p>				
<b>Documents:</b>				

<b>Wider Economic Benefits</b>			
		Yes	No
<b>WITA Assessment</b>	Assessment of the move to more / less productive jobs		X
	Agglomeration – Is the scheme located within a FUR?		X
	Labour supply impacts	X	
	Output supply in imperfectly competitive markets	X	
The scheme is unlikely to have significant wider economic benefits.			
<b>Documents:</b>			

<b>Carbon emissions</b>			
		Yes	No
<b>Embedded Carbon</b>	Is significant construction work required?		X
<b>Carbon Content</b>	Does the option involve a lower carbon fuel?		X
		+	-
<b>Efficiency</b>	Does fuel per vehicle-km change?		X
<b>Activity</b>	Does vehicle-km change?		X
<p>Providing additional capacity along the A382 route will prevent people seeking longer alternative routes to the A382 thereby reducing total vehicle-kms. The Jetty Marsh II route will reduce travel distances between Jetty Marsh Road and A382.</p> <p>Improved speed and reduced congestion uses less fuel per km.</p>			
<b>Documents:</b>			

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<b>Socio-distributional impacts and the regions</b>			
		<b>Yes</b>	<b>No</b>
<b>Regeneration</b>	Does it impact on accessibility to key locations?	<b>X</b>	
	Does it impact on connectivity to central business districts?	<b>X</b>	
	Does it impact on a Regeneration Area(s)?	<b>X</b>	
	Assessment of Regeneration required? (If Yes to any of the above or scheme cost > £5m)	<b>X</b>	
<p>The option has a neutral impact on specific groups of people. Children may observe a positive impact as Stover School is located within the scheme boundary and the scheme will enable safer access to the school by foot and bicycle, which will also benefit people without access to a car.</p>			
<b>Documents:</b>			

<b>Local environment</b>
<p>The immediate environment is predominantly fields and hedges. There will be some environmental impacts through loss of hedgerows however these will be replaced thus reducing the overall impact. The scheme involves online improvements therefore environmental impact is minimised.</p> <p>The scheme will have little impact on any Air Quality Management Areas.</p>
<b>Documents:</b>

<b>Well being</b>
<p>The off road facilities provided for pedestrians and cyclists will encourage journeys by foot and bicycle and therefore have a positive impact on physical activity.</p> <p>As the scheme greatly improves visibility, it is expected that there will be accident benefits. There were 20 collisions over three year period 2009-2011, two serious and one fatal. The fatal collision was not at a junction but along a mid section of the route. The predicted number of collisions over this period using national averages for this type of road from DMRB (Volume 13, Section 1, Part 2) is only 13. This suggests that the accident rate on the A382 is currently 59% higher than the national average for this type of road. With the proposed improvements in place, the expected number of accidents reduces further and is predicted to save around 4.5 accidents per year.</p>
<b>Documents:</b>



<b>Expect Value for Money Category</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
					<b>X</b>

The scheme is expected to represent high value for money. Initial economic appraisal has been undertaken using the Highways Agency PAR spreadsheet but a full Transport User Benefit Analysis (TUBA) is yet to be undertaken.

This initial economic appraisal has been completed using existing traffic counts, journey time surveys and AM peak traffic models created to test the development included in the Teignbridge Proposed Submission Local Plan 2013-2033<sup>1</sup>. Developer contributions have been included but only currently agreed or committed contributions.

	<b>A382</b>	<b>Jetty Marsh II</b>
<b>Costs (2010 prices)</b>		
Investment Costs	£6.415m	£4.591m
PVC	£6.415m	£4.591m
<b>Benefits (2010 prices)</b>		
Journey Time Benefits	£23.891m	£11.239m
Accident Benefits	£21.369m	-
PVB	£45.260m	£11.239m
Total		
<b>PVC</b>	<b>£11.006m</b>	
<b>PVB</b>	<b>£56.499m</b>	
<b>BCR</b>	<b>5.13</b>	

BCR rating: MEDIUM

**Documents:**

<sup>1</sup> Teignbridge District Council Proposed Submission Local Plan  
<http://www.teignbridge.gov.uk/index.aspx?articleid=16268>

# Managerial

<b>Implementation timetable</b>	1. 0-1 months	
	2. 1-6 months	
	3. 6-12 months	
	4. 1-2 years	
	5. 2-5 years	
	6.5-10 years	<b>X</b>
	7. 10+ years	
	Don't Know	

Implementation timescale is dependent on the phasing of development within Newton Abbot. However, the following indicative timescale has been prepared for each stage of development:

	Completion Dates
Surveys Preliminary Design	2013/14
Detailed Design Planning Application Preparation Planning Application Determination CPO	2014/15
Inquiry Procurement	2015/16
Contractor Mobilisation Construction commencement	2016/17
Construction completion Scheme commissioning	2018/19

## Documents:

<b>Public acceptability</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
			<b>X</b>		

The A382 proposal is expected to be fairly neutral as it is online improvements and consultation has already been undertaken through the wider LDF process. However, there has been no formal stand alone consultation yet.

The first stage of the Jetty Marsh II route has already been completed as part of the Hospital development, and as the route would be providing relief for a busy junction it is expected there would not be significant public opposition.

The scheme involves widening which will be on line improvements and so less likely to receive negative responses. There was a good consultation response for the Drumbridges scheme and no negative response from previous drafts of the Local Plan which included mention of the A382 improvements. Lots of stakeholder consultation suggests that Newton Abbot needs a more significant gateway, which the A382 scheme would achieve. Local Members have been met individually throughout the Local Plan process and informed of specific infrastructure proposals

including the A382

**Documents:**

**Practical feasibility**

1	2	3	4	5
	X	X		

The scheme is in the early stages of development and feasibility work has not yet been completed. As an online improvement scheme it is expected that it will be feasible but there are some key uncertainties including a high pressure gas main and land acquisition. The improved alignment will be adopted by the Highway Authority.

**Documents:**

**What is the quality of the supporting evidence**

1	2	3	4	5
			X	

Traffic modelling work has been completed to assess future traffic flows in 2033 which assumes all development in the Local Plan comes forward. This shows that future traffic flows will be in excess of the current capacity.

At present only the AM peak (08:00-09:00) has been modelled. It is expected that PM and Interpeak models will be developed in the future.

**Documents:**

**Key risks**

Risk: Land acquisition  
Probability: Medium  
Mitigation: Early engagement will be required  
Score: 3

Risk: Gas main  
Probability: Low  
Mitigation: To be considered early in design process  
Score: 1

Risk: Environmental constraints  
Probability: Medium  
Mitigation: Early engagement will be required with County Ecologist  
Score: 3

**Documents:**

# Financial

<b>Affordability</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
				<b>X</b>	
LTP funds are available to ensure scheme is ready for delivery. Scheme is within CIL schedule.					
<b>Documents:</b>					

<b>Capital Cost (£m)</b>	<b>£13.0 m</b>
Initial cost estimate from feasibility work at Q1 2015 and including 15% risk and 44% optimism bias. It is possible that it will change as further survey and design work is undertaken	
<b>Documents:</b>	

<b>Revenue Costs (£m)</b>	<b>£0</b>
N/A	
<b>Documents:</b>	

<b>Development Contributions (£m)</b>	<b>£6.5m</b>
Up to £1.4m is available in a signed S106 towards the A382 corridor from Hele Park development. Another £5.1m is expected from other developments as they come forward. The Teignbridge Local Plan has not yet been submitted so few developments have received planning applications. To cover any shortfall, TDC have suggested that up to £5m is likely to be available from the CIL towards infrastructure improvements in the area.	
<b>Documents:</b>	

<b>Cost Profile</b>				
<b>Earliest Start Date</b>				
<b>Expenditure Source</b>	<b>13/14</b>	<b>14/15</b>	<b>15/16</b>	<b>16/17</b>
Local Authority				
Developer	£1.4m	£5.1m	0	0
LTB	0	0	£4.5m	£2.0m
Total	£1.4m	£5.1m	£4.5m	£2.0m
None				
<b>Documents:</b>				

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<b>Cost Risk</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
				<b>X</b>	

The designs for the A382 scheme are in the initial stages. There is some risk of capital cost increase when more details are known about land acquisition. However, this is mitigated by the robust level of risk and optimism bias which is compliant with WebTAG guidance for a scheme at this stage of design.

**Documents:**

# Commercial

Flexibility of option	1	2	3	4	5
					X
<p>The A382 scheme has considerable flexibility. The scheme could be split into sections to be delivered in phases depending on what development comes forward when, and the implementation of Drumbridges improvements.</p> <p>The Jetty Marsh II scheme could not really be scaled up or down, however it could easily be stopped before it starts operating or once it is in operation as the traffic would revert back to the existing network.</p>					
<b>Documents:</b>					

<b>Where is funding coming from?</b>
Capital cost to be funded through LTB with some contribution through CIL and Section 106.
<b>Documents:</b>

<b>Any income generated (£m)</b>	
N/A	
<b>Documents:</b>	