

Heart of the South West Local Transport Board

Scheme Prioritisation Proforma

Option Name: Bridge Road																				
Date: 8 th May 2013	Location:																			
Capital Cost: £12.3 million Q1 2015	 <p>Bridge Road Location</p> <p>Key — Bridge Road Scheme — Bridge Road Highway Relief New Development</p>																			
Funding Proposal: £5.3 million																				
Delivery Programme:																				
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Description:																				
<p>The scheme delivers two lanes outbound on Bridge Road from the existing merge / lane drop to the junction with the A379 and Sannerville Way and improvements to pedestrian cycle facilities along Bridge Rd.</p> <p>A separate pedestrian/cycle bridge, to the north of Countess Wear Bridge, will allow the widening of the existing carriageway to provide two lanes outbound across the bridge. Elsewhere the provision of a second lane will be achieved either through</p>																				

widening or utilisation of existing road space. A further pedestrian/cycle bridge will be required over the railway. Other localised areas of widening on the shared route will also be provided.

The scheme will be delivered in one phase commencing in 2014, using S106 funds.

Bridge Road already has a shared pedestrian/cycleway which is below standard. The scheme will provide a new high quality shared pedestrian/cycle route alongside the Countess Wear Bridge, on a new structure which will be attached to the upstream (north-west) side of the existing bridge. All links to the existing cycle network will be maintained and the improvements will form part of the Strategic Cycle Network.

By providing two lanes outbound the scheme will reduce queuing and exit blocking at Countess Wear, improving conditions for traffic exiting the city and in particular on the outer bypass. In addition by addressing the sole single lane section on the outer bypass, additional capacity will be provided to encourage more local trips to use the route instead of the Strategic Road Network.

Documents:

Strategic

Identified problems and objectives

Bridge Road is a key link on the outer bypass and Exeter's Strategic Cycle Network. However, the majority of Bridge Road is single lane outbound (inbound is two lane throughout) and is constrained by the historic Countess Wear Bridge. The single lane is the only such section on the outer bypass and causes extensive queuing particularly in the PM peak. The queuing causes exit blocking at Countess Wear roundabout, affecting the operation of the roundabout and reducing capacity. With 6,000 houses at either end of Bridge Road, at Newcourt and South West Exeter, the situation is predicted to deteriorate significantly in the future.

By providing two lanes, outbound queuing (from the existing merge), and the resulting exit blocking, will be entirely eliminated. This will assist vehicles exiting the city and keep traffic moving on the outer bypass. By reducing delay on the outer bypass the number of vehicles using the SRN for local trips should be reduced. This is in accordance with the Exeter Transport Strategy which aims to keep traffic moving on the outer bypass and protect the Exeter Gateway.

In addition the new pedestrian/cycle bridge will improve the cycle link across the river, which links to key cycle routes in both directions towards Exeter City Centre and along the outer bypass. The new bridges will increase the available space and increase the degree of separation from road traffic.

Key objectives of the scheme are (aligned with the Devon and Torbay LTP3):

- Deliver and support new development and economic growth;
- Make best use of the transport network;
- Make Devon the 'Place to be naturally active' by encouraging the use of sustainable modes by delivering sustainable transport infrastructure.

Documents:

¹ Exeter Core Strategy

<http://www.exeter.gov.uk/CHttpHandler.ashx?id=16913&p=0>

Scale of Impact

1	2	3	4	5
			X	

The scheme will have a significant impact by increasing capacity and reducing queuing. In addressing the sole single lane section the scheme will allow traffic to flow freely without the need to slow down and merge, which will both reduce delay and remove an existing cause of queuing.

There is currently some congestion in peak hour at the roundabout connecting the A379 and Sannerville Way. Congestion management measures have been included to minimise congestion and maximise the overall capacity of the junction.

The scheme will result in improvements in journey times along Bridge Road but is expected to lead to a modest increase in traffic flows over the without scheme situation.

Documents:

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Fit with wider transport and government objectives	1	2	3	4	5
					X

The option will help protect the Strategic Road Network by minimising the need for local trips to use the SRN. This is in line with European and national policy. The option complements the proposed stations at Marsh Barton and Newcourt, which are aimed at providing alternatives to the private car. Therefore the schemes will maximise capacity and minimise delay on the existing highway network for essential vehicle trips, while providing alternatives wherever these are possible.

By reducing delay the option will assist freight vehicle movements to Marsh Barton and Sowton, helping to stimulate economic growth in these areas by increasing the efficiency of the logistic supply chain. The option will make better use of existing infrastructure by addressing a single pinch point on the outer bypass. This will bring the whole route to the same standard and allow the rest of the bypass to be used more efficiently.

Documents:

Fit with other objectives	1	2	3	4	5
					X

Policy Document	Objectives	Scheme Fit
Local Transport Plan	Deliver and support new development and economic growth	Brings forward around 6,000 new houses and employment land at SW Exeter and Newcourt
	Make best use of the transport network and protect the existing transport asset by prioritising maintenance	Make better use of capacity and available road space by removing exit blocking. Protects SRN by reducing need to use trunk roads for local trips.
	Work with communities to provide safe, sustainable and low carbon choices	Delivers improved cycle facilities on a key link within the Exeter Strategic Cycle Network
	Strengthen and improve the public transport network	Reduces delay on principle County Bus Routes towards Torbay, South Devon and Plymouth
	Make Devon the 'Place to be naturally active'	Improved cycle facilities will build on existing walking and cycle network and encourage access to Riverside Valley Park
Exeter City Local Development Framework	Objective 1: Mitigate and adapt to climate change	Increased resilience by providing improved outer bypass as alternative to SRN and/or Exe Bridges
	Objective 5: Achieve a step change in the use of sustainable transport	Providing enhanced cycle facilities will help achieve objective. Reduced delay on bus routes will also assist although this is offset by reduced delay for private cars.
	Objective 10: Provide infrastructure to deliver high quality development	Required to support development under Policy CP9

Documents:

Devon and Torbay Local Transport Plan 3 <http://www.devon.gov.uk/dtltlp2011-2026strategydoc.pdf>
 Exeter City Local Development Framework
<http://www.exeter.gov.uk/CHttpHandler.ashx?id=16913&p=0>

Key uncertainties

There are few uncertainties. The scheme relates to a link which already has extensive queuing and connects strategic allocations. In addition the scheme is in accordance with local policy documents.

It is unlikely that planning permission will be required as the whole scheme will fall under permitted development. A CPO will however be required, and preparations for this are underway. The unknown ownership will be dealt with in the CPO process.

Documents:**Degree of consensus over outcomes**

1	2	3	4	5
			X	

The scheme is supported by the Local Planning Authority and the Highways Agency. The scheme is included with the LDF Core Strategy¹ policy CP9, and is considered necessary to unlock development in South West Exeter and Newcourt. The scheme accords with Highways Agency policy to minimise the number of local trips using the SRN.

Other statutory stakeholders are currently being consulted including the Environment Agency and Natural England. Consultation with Network Rail is yet to commence. Land ownership negotiations are on-going and there are sections where land ownership remains unknown.

Wider consultation was also undertaken within the Local Transport Plan Exeter Transport Strategy consultation² with the business community and wider public.

Public consultations held circa 2008 for the 'Exeter PUA' scheme (of which Bridge Rd formed a part of at the time) did not attract any adverse comment for the proposals affecting Bridge Rd.

Documents:

¹ Exeter Core Strategy <http://www.exeter.gov.uk/CHttpHandler.ashx?id=16913&p=0>

² Future of Transport in Exeter Consultation and Discussion Report
<http://www.devon.gov.uk/eldf-future-of-transport-in-exeter-report.pdf>

Economic

Economic growth				
Connectivity	What impact on end to end journey time?			X
	Does it impact cost of travel?			X
Reliability	Impact on journey time variability or average delay?			X
	Impact on number of incidents?			X
Resilience	Impact on the resilience of our infrastructure?			X
Delivery of Growth	Will the option facilitate new housing / employment / retail?			X
<p>The option will improve end to end journey times for trips around the outer bypass, primarily at peak times. It should achieve this by reducing delay and queuing on Bridge road and, consequently reducing exit blocking at Countess Wear roundabout.</p> <p>The option should provide increased resilience by providing an improved alternative to the M5 and removing local trips from the M5, which will assist in protecting the Exeter Gateway.</p> <p>It will help facilitate new housing at either end of the scheme facilitating 3,500 houses at Newcourt, 2,500 at South West Exeter and 1,000 at Milbury Farm. It is required to unlock this growth within the LDF¹ and LTP².</p>				
<p>Documents:</p> <p>¹ Exeter City Local Development Framework http://www.exeter.gov.uk/CHttpHandler.ashx?id=16913&p=0</p> <p>² Devon and Torbay Local Transport Plan 3 http://www.devon.gov.uk/dtltp2011-2026strategydoc.pdf</p>				

Wider Economic Benefits			
		Yes	No
WITA Assessment	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	
<p>The scheme is considered likely to have modest wider economic benefits. Whilst it will reduce delay and improve journey time reliability, it will not open new travel opportunities or lead to a step change in journey times. It is not expected to lead to a large increase in capacity due to other constraints to the north and south. Rather it will reduce delay for existing trips and minimise the number of local trips using the Strategic Road Network.</p>			
<p>Documents:</p>			

Carbon emissions			
		Yes	No
Embedded Carbon	Is significant construction work required?		

Carbon Content	Does the option involve a lower carbon fuel?			X
		+		-
Efficiency	Does fuel per vehicle-km change?			X
Activity	Does vehicle-km change?			X
<p>Diversion of local trips away from the SRN (A30 and M5 routes) onto a shorter route via the outer bypass will reduce total vehicle kms.</p> <p>The scheme will also reduce carbon due to reduced queuing but the assessment is not currently developed enough to quantify this.</p>				
Documents:				

Socio-distributional impacts and the regions			
		Yes	No
Regeneration	Does it impact on accessibility to key locations?		X
	Does it impact on connectivity to central business districts?		X
	Does it impact on a Regeneration Area(s)?		X
	Assessment of Regeneration required? (If Yes to any of the above or scheme cost > £5m)	X	
<p>The scheme does not significantly impact on overall accessibility to key locations as it does not improve travel opportunities. However, it should lead to reduced delay and improved journey reliability for existing trips.</p> <p>It is likely to have only a small impact on connectivity to the Central Business District due to the constrained nature of the remaining Exeter highway network, although it will assist traffic exiting the city.</p> <p>Therefore it is felt that the scheme has a neutral socio-distributional impact as it will not impact on accessibility and will not have a large impact on the cost of travel for any socio-economic group.</p>			
Documents:			

Local environment
<p>The scheme will have a broadly neutral impact on the local environment. While the new cycle bridge will have an impact on the historic bridge the design has been approved and Listed Building Consent achieved. The new cycle bridge and foot/cycleway route on the north of Bridge Road will have an impact on the County Wildlife Site to the north. However, enhancing the cycle route will improve the links into the Riverside Valley Park County Wildlife Site which is a key leisure and recreation area and this offsets the negative impact.</p> <p>To the south of Bridge Road is the Exe Estuary Site of Special Scientific Interest but the scheme will have no impact on the south side, as almost all works will take place to the north with only minimal resurfacing and realigning within the existing highway boundary on the southern side.</p>

Documents:

Well being

The scheme will have a largely neutral impact on well-being. The connectivity of the existing walking and cycling network will remain largely unchanged. However, the new cycle bridge will increase the available space for cyclists and increase the degree of separation from road traffic. This will increase the attractiveness of cycling along a key link in the cycle network. The additional lane should have no impact on the degree of severance caused as the road will remain substantially unchanged in the existing crossing locations.

The scheme will have some impact on injuries and deaths due to the removal of a merge, a potential source of vehicle conflict and collision, and increased separation of vehicles and cyclist. However, there are also slight concerns relating to the safety of the new two lane alignment across the existing swing bridge. The scheme should have no impact on crime, terrorism and limited impact on access to services.

Documents:

Expect Value for Money Category	1	2	3	4	5
					X

The economic appraisal has been undertaken using a local model of the conditions on Bridge Road to predict delays likely to arise from growth caused by development to the north and south. These delays have been forecast for both anticipated opening year (2016) and design year (2031) and benefits summed over a 60 year appraisal period in line with the DfT's standard appraisal period. All benefits have been discounted to the DfT's standard economic base year of 2010.

Capital costs in market prices have been profiled according to the anticipated year of expenditure, converted to a 2010 price base and discounted to 2010. The costs include an allowance of 27% contingency and 44% optimism bias.

Costs (2010 prices)

Investment costs £10.8m

PVC £10.8m

Benefits

Travel Time Benefits £45.7m

PVB £45.7m

BCR: 4.2

BCR rating: MEDIUM

Accident benefits, from segregation of pedestrians and cycles and the removal of the merge, and health benefits from likely increase in cycling have not been included. Inclusion of these benefits will lead to a higher BCR.

Documents:

Managerial

Implementation timetable	1. 0-1 months	
	2. 1-6 months	
	3. 6-12 months	
	4. 1-2 years	
	5. 2-5 years	X
	6. 5-10 years	
	7. 10+ years	
	Don't Know	
		Completion Dates
Detailed Design		2013/14
Construction contract procurement		2014/15
Construction commencement		
Construction completion		2015/16
Scheme opening		
Documents:		

Public acceptability	1	2	3	4	5
				X	
<p>The scheme was consulted on as part of the wider PUA Major Scheme Bid. In addition it was included within the Exeter Transport Strategy Local Transport Plan consultation¹.</p>					
Documents:					
¹ Future of Transport in Exeter Consultation and Discussion Report http://www.devon.gov.uk/eldf-future-of-transport-in-exeter-report.pdf					

Practical feasibility	1	2	3	4	5
					X
<p>The scheme has reached the detailed design stage and there is agreement on the majority of the design details. There are a number of land constraints and some land ownership remains unknown. Listed building consent is in place, but will expire in December 2014. Therefore construction will commence prior to this date, funded by S106 contributions. A marine license will be required from the Marine Management Organisation, due to the tidal location, and consultation is underway on this. The Highway Authority will adopt the additional infrastructure.</p>					
Documents:					

What is the quality of the supporting evidence	1	2	3	4	5
				X	X
<p>The scheme has previously been considered as part of the 'Exeter PUA' improvements. As such many of the aspects of the scheme have been worked up in a good level of detail.</p> <p>A bespoke local model has been used to quantify the level of travel time benefits arising from the scheme. The approach is considered conservative and it is likely to underestimate the benefits arising from the scheme as it is not capable of modelling the secondary impact of queuing on Countess Wear.</p> <p>Further impacts of the scheme such as safety and carbon have not been quantified.</p>					
Documents:					

Key risks
<p>Risk: Conservation issues on historic bridge Probability: Low risk Mitigation: Listed Building consent achieved but expires Dec 2014. We are currently undertaking work with a view to discharging 'pre-construction' conditions on the listed building consent, and then undertaking certain advance works in summer 2013. This should qualify as a 'start' and therefore maintain the listed building consent in perpetuity. Score: 4</p>
<p>Risk: Land acquisition Probability: Low risk Mitigation: Land negotiations underway Score: 3</p>
<p>Risk: Road Safety issues on Swing Bridge Probability: Low risk Mitigation: Engagement with Road Safety team Score: 4</p>

Risk: Marine License required due to tidal location

Probability: Low risk

Mitigation: Engagement with Marine Management Organisation underway

Score: 4

Documents:

Financial

Affordability	1	2	3	4	5
					X
LTP funds are available to ensure scheme is ready for delivery. S106 funds available to commence construction.					
Documents:					

Capital Cost (£m)	£12.3m
It is intended to deliver the scheme in a single phase. Capital cost in 2015 prices includes 27% contingency and 44% optimism bias.	
Documents:	

Revenue Costs (£m)	N/A
N/A	
Documents:	

Development Contributions (£m)	£7m
S106 funds have been secured to the value of £5m from adjacent developments with a further £2m anticipated to be secured through S106 funds from other developments which enable construction commencement in 2014.	
Documents:	

Cost Profile						
Earliest Start Date						
Expenditure Source	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Local Authority						
Developer	£0.5m	£3.3m	£3.2m			
LTB			£5.3m			
Total	£0.5m	£3.3m	£8.5m			
Construction of the scheme will commence in 2014, due to the LBC expiry date of Dec 2014. The majority of the developer contributions will be spent upfront, either before or during the first year of the funding period. The remainder of the scheme funded through LTB would be available to commence during the first year and complete during the second year of the LTB funding period.						

Documents:

Cost Risk	1	2	3	4	5
	X				
<p>The designs for the Bridge Road scheme were developed as part of the Exeter PUA proposals, detailed design has already commenced. The relatively high risk allowance (27%) reflect the uncertainty around working with the existing Countess Wear Bridge.</p> <p>Given the stage of development of the scheme, the levels of optimism bias (44%) applied are generous but in full compliance with WebTAG.</p> <p>Overall the risk of costs increasing beyond the applied risk and optimism bias levels are remote.</p>					
Documents:					

Commercial

Flexibility of option	1	2	3	4	5
			X		
Previously the scheme has been developed in two parts; however to minimise disruption to the public during the intention is to deliver this scheme in one phase.					
Documents:					

Where is funding coming from?
Capital cost to be funded through LTB and S106.
Documents:

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