# Heart of South West Local Transport Board

# Business Case Summary Report Derriford Transport Scheme

*December 2014*

# SCHEME SUMMARY

| Scheme Name | Derriford Transport Scheme | Date | 11/12/14 |
|---|---|---|---|

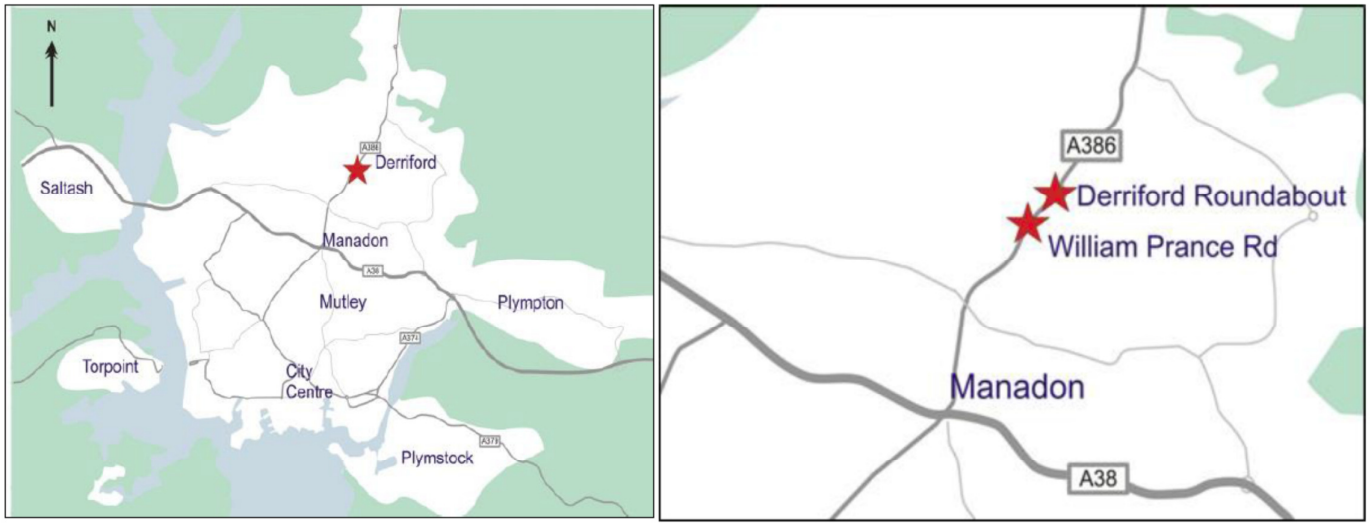
## Scheme

### Scheme Description

The Derriford Transport Scheme (DTS) aims to unlock sustainable growth by reducing current congestion and minimising the impact of additional trips on the highway network that will be generated from new developments in the area. The scheme will achieve this through localised highway widening to support additional traffic and bus lanes enabling more efficient use of the existing junctions at Derriford Roundabout and Tavistock Road / William Prance Road. The provision of improved walking and cycling facilities and greater public transport priority will encourage and enable more sustainable journeys to be made.

In achieving these aims the DTS will help to provide the conditions for sustainable growth and job creation. The creation of new and the release of existing capacity will mitigate trips from the proposed development sites in the Derriford area. The increase in sustainable journeys will remove existing and new car based trips from the network, again releasing capacity for traffic generated from new major development sites.

The location of the junction improvments are shown below:




A detailed scheme plan is included as Appendix 3 of the Business Case

### Scheme Objectives

The scheme objectives are to:

1) Provide additional transport capacity to support growth along the Northern Corridor and in the city centre.
2) Improve accessibility to employment, education and leisure facilities in the Derriford area particularly by bus and active modes;
3) Improve journey times and reliability for all modes on the Northern Corridor;
4) Increase bus patronage and active travel to raise their mode share in the Derriford area.
5) Reduce the negative impacts of transport on the environment and public health.

### Summary of Options Assessment

A number of alternatives have been considered which are documented in the Option Assessment Report. The alternative options assessed were:

- *Light Rapid Transit* – this was not considered to be viable until other rail initiatives have taken place and was not taken forward for further assessment.
- *Reopening of the Drake Line* – this was not considered to enable sufficient development to come forward in the Derriford area and was not considered further.
- *Improve Existing Bus Services* – raised concerns over revenue funding and was considered unaffordable and was not considered further.
- *Enhance Walking and Cycling* – not sufficient on its own to meet objectives but considered effective as part of a package of measures and could be considered as an element of other schemes.
- *Highway Capacity Improvements* – this represented the preferred solution.
- *Personalised Travel Planning* – also not sufficient on its own to meet objectives but considered effective as part of a package of measures and could be considered as an element of other schemes.
- Increased Parking Charges – unlikely to encourage economic growth in the city. Shown to have limited impact on the congestion in the Derriford area due to private ownership of car parks and availability of the nearby Milehouse park and ride.

## Stakeholders

Key stakeholders were contacted as part of the consultation process. They were invited to share their views and help to inform the preferred option for changes to the existing Derriford Roundabout. Stakeholders include:

- Developers
- Emergency services
- Derriford Hospital
- Bus Operators
- Local businesses
- Statutory Environmental Bodies
- Councillors and MPs
- General public

## *FINANCIAL SUMMARY*

| Main Expenditure Items (£m) | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 | Total |
|---|---|---|---|---|---|---|---|---|
| Main Civils Works | | | 0.107 | 5.683 | | | | 5.790 |
| Traffic Signal Installation | | | | 0.583 | | | | 0.583 |
| Street Lighting Installation | | | | 0.603 | | | | 0.603 |
| Service Diversions | | | 0.113 | 0.770 | | | | 0.883 |
| Risks - Contractor | | 0.018 | 0.035 | 0.177 | | | | 0.229 |
| Traffic Management | | | 0.018 | 0.466 | | | | 0.484 |
| Preliminaries | | | 0.020 | 0.239 | | | | 0.259 |
| Supervision | | | 0.039 | 0.418 | 0.024 | | | 0.481 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Design Costs | | 0.223 | 0.362 | 0.058 | 0.005 | | | 0.647 |
| Optimism Bias (15%) | | | 0.050 | 1.341 | 0.004 | | | 1.394 |
| Non-Construction Costs | | 0.029 | 0.315 | 0.347 | 0.050 | | | 0.741 |
| Inflation Costs | | | 0.029 | 0.585 | 0.007 | | | 0.620 |
| **TOTAL SCHEME COST** | | 0.270 | 1.087 | 11.270 | 0.089 | | | 12.716 |

**Scheme Funding**

| Funding Source | Funding Amount (£m) |
|---|---|
| Local Contribution (secured) | 0.300 |
| Local Contribution (unsecured) | 2.260 |
| Local Transport Board | 10.160 |
| **TOTAL** | 12.716 |

**LTB Contribution**

| | | | |
|---|---|---|---|
| Total Scheme Cost (£m) | 12.716 | LTB Contribution (£m) | 10.160 |
| **From SEP** | | | |
| Total Scheme Cost | 12.700 | LTB Contribution (£m) | £10.160 |
| Variation in Scheme Cost | 0.016 | Variation in LTB Contribution (£m) | - |

## VALUE FOR MONEY STATEMENT

| | Assessment | Detail |
|---|---|---|
| **Initial BCR** | 4.97 | Business Case has been reviewed, discussed with Plymouth City Council, and supplementary information provided. The forecasting and assessment of benefits is considered sound. |
| **Adjusted BCR** | 4.97 | No additional benefits have been quantified for inclusion in the adjusted BCR. |
| **Non-Monetised Impacts** | No adjustment to BCR required. | Slight adverse impacts from:<br>• Townscape<br>• Noise<br><br>Slight beneficial impacts from:<br>• Access to services<br>• Regeneration<br>• Wider Impacts<br>• Physical Activity<br>• Journey Quality<br>• Affordability |
| **Key Risks, Sensitivities and Uncertainties** | Low Risk | A low growth sensitivity test suggests the scheme's value for money is not sufficiently sensitive to changes in local growth to change the value for money categorisation. Evidence from the supporting documentation suggests that if other parts of the Northern Corridor Jigsaw (e.g. William Prance Road, Woolwell to the George) come forward then the scheme benefits could be enhanced. |
| | | |
| | **Value for Money Category** | **Very High** |

# DELIVERABILITY

## Key Risks to Delivery

The work undertaken to date has not identified any significant issues likely to affect delivery and implementation of the Derriford Transport Scheme. There are however some uncertainties which could affect delivery if they were to materialise. Those uncertainties are largely associated with securing the land necessary to deliver the scheme and unforeseen conditions once works start on site. These risks have been identified in the risk register which is attached as Appendix 14 of the Business Case.

## Environmental Impact

There is a slight negative impact to townscape with a predicted loss of environmental capital comprising: mature trees and grass areas, loss of visual amenity and green character. There is also a slight negative noise impact; there are some impacts on noise within the vicinity of the scheme with increases on William Prance Road and Tavistock Road, north of Derriford Roundabout; acoustic barriers are proposed where appropriate.

## Social and Distributional Impact

SDI analysis suggests most income groups will enjoy slight to large benefits from the scheme.

# THIRD PARTY COMMENTS

## Summary of Consultation Response

The scheme will be considered by the LEP Transport Special Interest Group on 15 December 2014 and will be open to questions.
Stakeholder involvement has been actively pursued throughout the scheme development process with engagement at the problem identification stage through to option development and refinement. This has included activities and events with specific groups (such as bus operators, local councillors etc.) through to a comprehensive public consultation exercise open to all on the four options that were developed. Bus operators for instance highlighted particular problem areas which have directly influenced the scheme evolution.
A public consultation on options for the Derriford Transport Scheme was undertaken in February/March 2014, a copy of the consultation report is provided in Appendix 4 of the Business Case. Consultees were invited to share their views and help to inform the preferred option for changes to the existing Derriford Roundabout.

# RECOMMENDATION

## Independent Transport Advisor Recommendations

It is recommended that the Local Transport Board:-
1) Approve the Derriford/ William Prance Road junction improvements for Programme Entry
2) Approve a financial contribution of up to £10.16m, conditional upon there being no significant change to the scheme or its benefits between this stage and Final Approval
3) Note that if the final scheme cost after procurement is significantly lower than the current estimate then the financial contribution from the Local Transport Board will be correspondingly reduced, to be agreed at the Final Approval stage.