

## Paper C

# Heart of South West Local Transport Board

## Business Case Summary Report for Final Approval

### Derriford Transport Scheme

*February 2016*

## SCHEME SUMMARY

<b>Scheme Name</b>	<b>Derriford Transport Scheme</b>	<b>Date</b>	<b>7/02/16</b>
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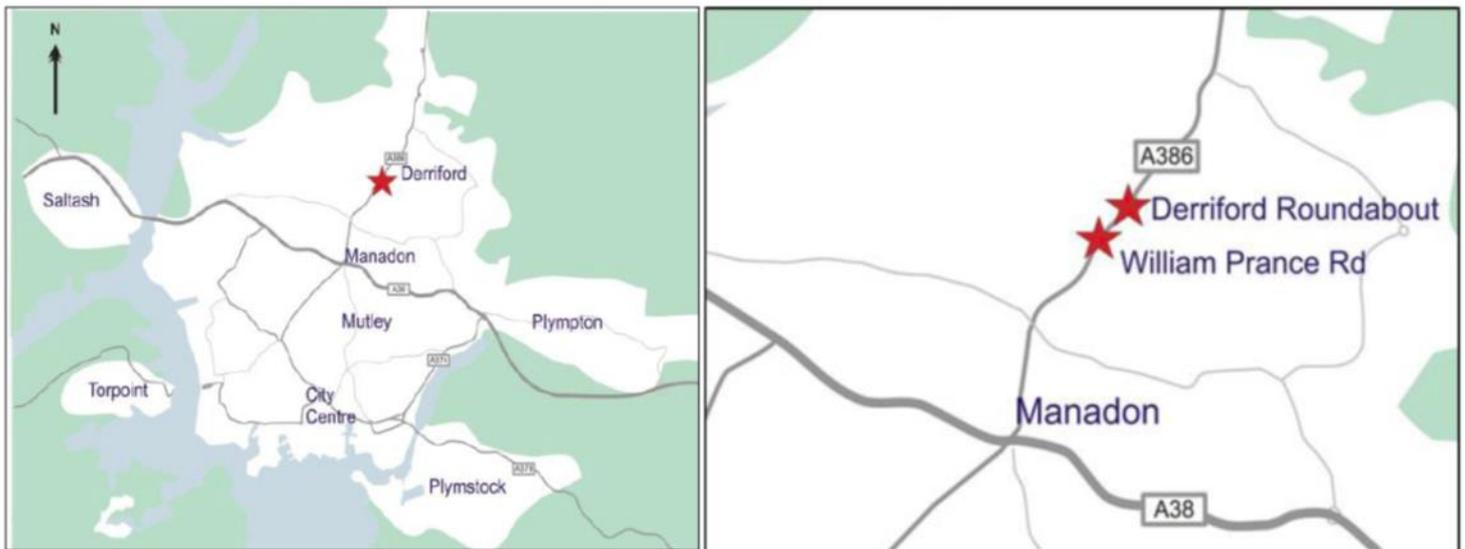
### Scheme

#### 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 locations of the junction improvements are shown below:



#### Scheme Objectives

##### Objectives

<b>Objective 1</b>	Provide additional transport capacity to support growth along the Northern Corridor and in the city centre.
<b>Objective 2</b>	Improve accessibility to employment, education and leisure facilities in the Derriford area particularly by bus and active modes;
<b>Objective 3</b>	Improve journey times and reliability for all modes on the Northern Corridor;
<b>Objective 4</b>	Increase bus patronage and active travel to raise their mode share in the Derriford area

<b>Objective 5</b>	Reduce the negative impacts of transport on the environment and public health
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This scheme contributes to some specific housing and jobs planned through the Local Plan and Masterplan. The agreed statement of outputs is as follows:

<b>Statement of Outputs – by 2021</b>	
<b>Jobs</b>	2,250
<b>Homes</b>	750
<b>Commercial floorspace (sq m)</b>	35,500

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### Change to Strategic Case since Programme Entry

There have been no changes to the strategic case of the scheme.

## Local Transport Board

**FINANCIAL SUMMARY**

Main Expenditure Items (include project income separately) (£m)	Previous years	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Total
Scheme preparation costs including design and project management	£0.042	£0.247						£0.289
Land and compensation including Part 1 claims			£0.206		£0.050			£0.256
Works construction including stats costs (including risk and optimism bias)		£1.503	£8.106	£2.995				£12.604
Site supervision and other external costs		£0.020	£0.100	£0.021				£0.141
<b>TOTAL COST</b>	<b>£0.042</b>	<b>£1.770</b>	<b>£8.412</b>	<b>£3.026</b>	<b>£0.050</b>			<b>£13.290</b>
Forecast Net Budget profile (£m)	Previous years	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Total
Total Required Budget	£0.042	£1.770	£8.412	£3.026	£0.050			£13.290
Total Local Contribution (Secured)	£0.042		£0.022	£3.016	£0.050			£3.130
Total Local Contribution (Unsecured)								
Total LTB Requirement		£1.770	£8.390					£10.160

**Scheme Funding**

Funding Source	Funding Amount
Local Contributions (S106, Integrated Transport Block and Structural Maintenance funding)	£3.130
Growth Deal (LEP)	£10.160
<b>Total</b>	<b>£13.290</b>

**LTB Contribution**

Total Scheme Cost	£13.290m	LTB Contribution (£m)	£10.160m
<b>At Programme Entry Stage</b>			
Total Scheme Cost	£12.716m	LTB Contribution (£m)	£10.160m
Variation in Scheme Cost	£0.574m	Variation in LTB Contribution (£m)	-

## Local Transport Board

**VALUE FOR MONEY STATEMENT**

	Assessment	Detail
<b>BCR</b>	4.86	Revised Business Case has been reviewed. The forecasting and assessment of benefits is considered sound.
<b>Non-Monetised Impacts</b>	No adjustment to BCR required	<p>Slight adverse impacts from:</p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise</li> <li>• Accidents</li> </ul> <p>Slight beneficial impacts from:</p> <ul style="list-style-type: none"> <li>• Reliability</li> <li>• Regeneration</li> <li>• Wider Impacts</li> <li>• Physical Activity</li> <li>• Journey Quality</li> <li>• Affordability</li> <li>• Access to services</li> </ul>
<b>Key Risks, Sensitivities and Uncertainties</b>	Low risk / uncertainty in Value for Money assessment	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.
<b>Value for Money Category</b>		<b>Very High</b>

**DELIVERABILITY****Programme and Outstanding Risks to Delivery**

A competitive procurement has been conducted and the construction contract is ready to be awarded.

Negotiations regarding a small area of land are ongoing, but this will not delay awarding of the contract

**RECOMMENDATION****Independent Transport Advisor Recommendations**

It is recommended that the Local Transport Board confirm their continued support for the Derriford Transport Scheme improvement through a contribution of £10.16m