Paper E

Heart of South West Local Transport Board

Heywood Road Roundabout Business Case Summary Report

December 2014

SCHEME SUMMARY

Scheme Name	Heywood Road Roundabout Improvement	Date	10/12/2014

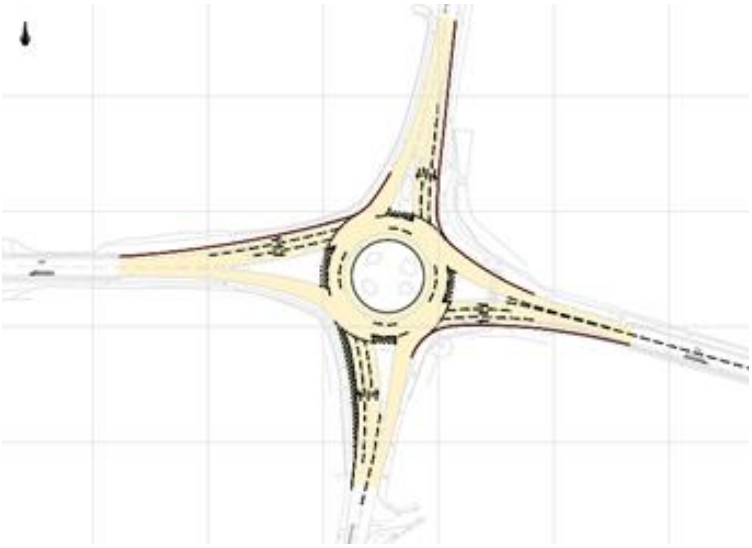
Scheme

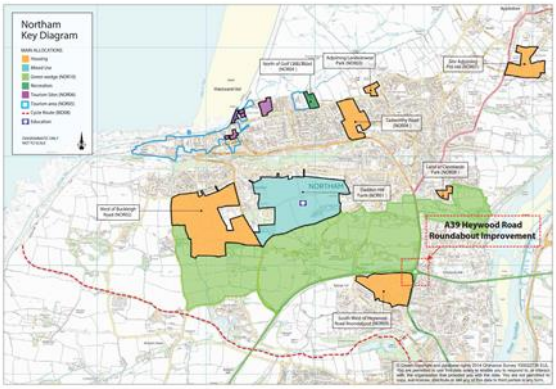
Scheme Description

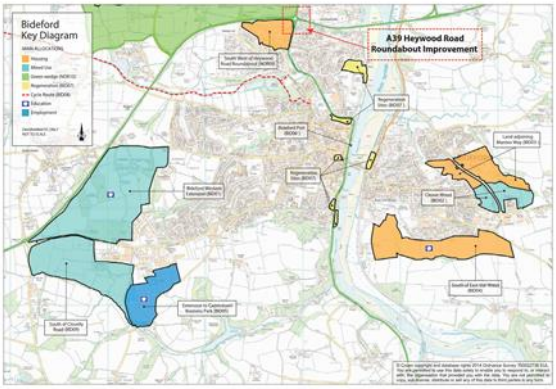
Heywood Road Roundabout is located on the A39 north of Bideford. It is the main access serving Bideford, Westward Ho, Appledore and Northam. It is a key junction on the A39/A361 strategic corridor providing links to Barnstaple and the M5.

The junction carries around 2,500 vehicles in the AM peak hour and 3,500 vehicles in the PM peak hour. At peak periods the junction experiences severe congestion, with capacity significantly exceeded on the both Heywood Road arm and the A39 east arm during the PM peak.

In order for the junction to cope with proposed development in Bideford and Northam, including 5943 dwellings and 30ha of employment the roundabout needs improvement to increase capacity. This will be achieved by widening to three lanes on all approaches along with an increase in the width of the circulatory carriageway to two lanes.







Scheme Objectives

The objectives of the scheme are to:

1. Ensure the operational effectiveness of the strategic A39 route.
2. Support development growth in Bideford and Northam.
3. Accommodate increased traffic movements from Bideford and Northam.

FINANCIAL SUMMARY

Main Expenditure Items (£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	40,000	40,000						80,000
Land and compensation including Part 1 claims	0	0	0					0
Works construction including stats costs (including risk and optimism bias)		930,000	130,000					1,060,000
Site supervision and other external costs		20,000	10,000					30,000
TOTAL SCHEME COST	**40,000**	**99,000**	**140,000**					**1,170,000**

Scheme Funding

Funding Source	Funding Amount (£m)
Local Contribution	£450,000 (38%)
Local Transport Board	£720,000 (62%)
TOTAL	**£1,170,000**

LTB Contribution

Total Scheme Cost	£1,170,000	LTB Contribution (£m)	£720,000
From SEP			
Total Scheme Cost	£2,000,000	LTB Contribution (£m)	£1,000,000
Variation in Scheme Cost	-£830,000	Variation in LTB Contribution (£m)	-£280,000

VALUE FOR MONEY STATEMENT

	Assessment	Detail
BCR	16.65 - Very High	BCR from the Economics Case section of the Business Case, supported by the information in the Traffic Modelling Technical Note (Appendix 2 of the Business Case)
Non-Monetised Impacts	Slight beneficial No change to BCR	Beneficial impacts from: • Reliability • Regeneration • Wider Impacts • Journey Quality • Access to Services • Affordability Adverse impacts from: • Landscape • Biodiversity
Key Risks, Sensitivities and Uncertainties	Medium risk / uncertainty in Value for Money assessment	Limited information has been provided as to the level of calibration of the traffic model at the Heywood Road roundabout which could reduce the BCR. No operational modelling has been carried out to ensure that the scheme would operate effectively with forecasting traffic growth.
	Value for Money Category	**Very High**

DELIVERABILITY

Key Risks to Delivery

The key risks are:

- Local development contributions are not yet secured;
- No operational assessments have been carried out to confirm that the scheme layout offers the optimal design – this could result in design changes at a later stage.

Environmental Impact

The assessment has identified the following adverse environmental impacts:

- Landscape (slight adverse) due to the removal of some grass verges
- Biodiversity (slight adverse) due to the potential impact from the removal of the required land

RECOMMENDATION

Independent Transport Advisor Recommendations

It is recommended that the Local Transport Board:

1) Approve the Heywood Road roundabout improvement, Bideford as part of the LTB 2015 - 2021 Programme;
2) Approve a financial contribution of up to £0.720m, conditional upon there being no significant change to the scheme or its benefits between this stage and the completion of design, procurement and final value for money assessment;
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.