



Oversight and Governance

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee Supplement Pack 2

Wednesday 6 June 2018
2.00 pm
Warspite Room, Council House

Members:

Councillor Morris, Chair
Councillor Fletcher, Vice Chair
Councillors Buchan, Carson, Churchill, Cook, Mavin, Stevens and Wheeler.

Please find attached additional information for your consideration under agenda item 9.

Tracey Lee
Chief Executive

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

9. Transport Infrastructure Overview (Presentation): (Pages 1 - 36)

Brexit, Infrastructure and Legislative Change Overview and Scrutiny



Transport Infrastructure Overview

06 June 2018



THE SPATIAL STRATEGY



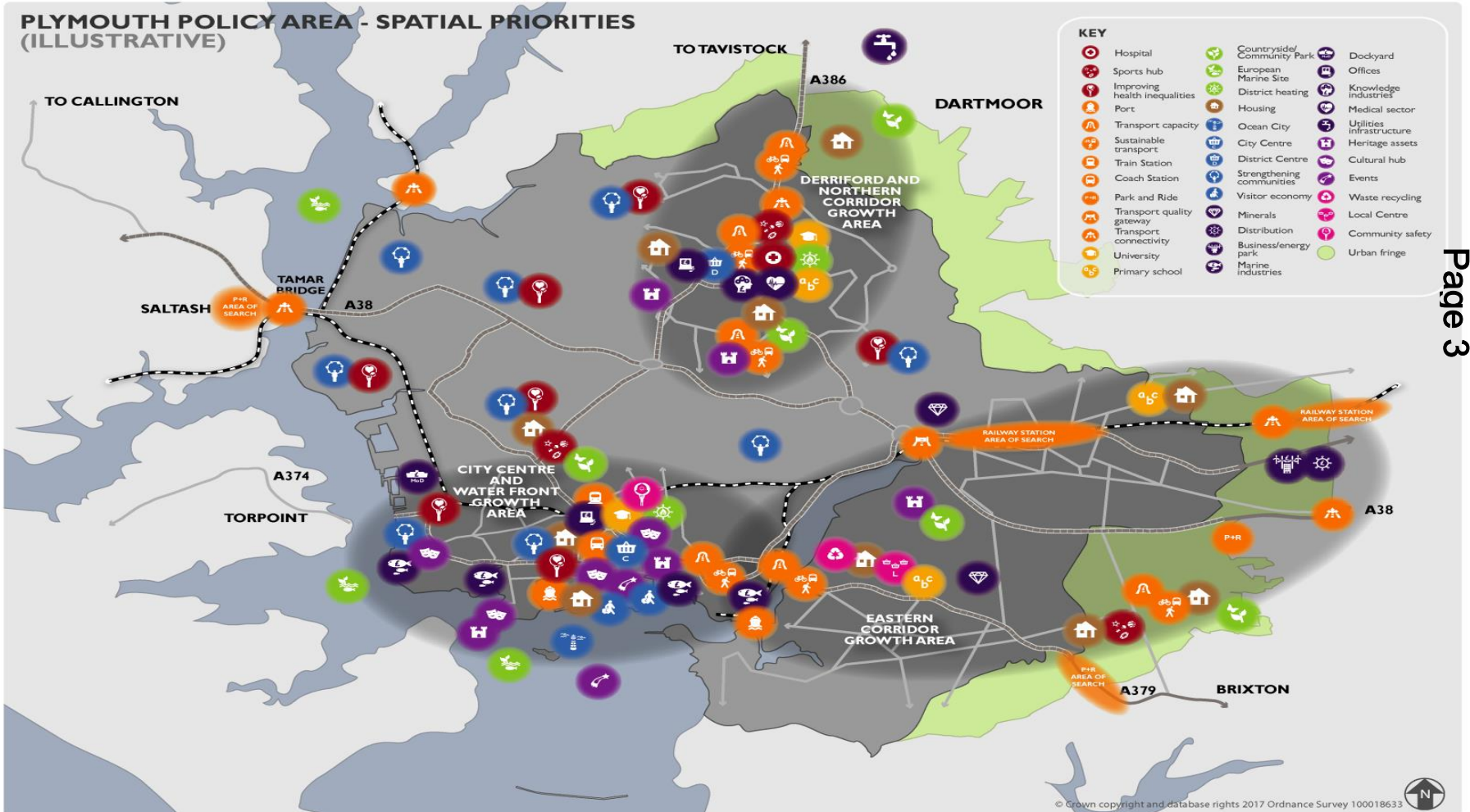
- **Two Policy Areas – Plymouth Policy Area and Thriving Towns and Villages**
- **26,700** new homes
- **6,600** new affordable homes
- Meeting needs of the HMA in full
- **71%** of new homes (**19,000** new homes) to be built in the Plymouth Policy Area
- **7,700** new homes to be built in the Thriving Towns and Villages Policy area
- **13,200** new jobs across the JLP area requiring **312,700 sq m** of new employment space

PLYMOUTH POLICY AREA



PLYMOUTH
CITY COUNCIL

PLYMOUTH POLICY AREA - SPATIAL PRIORITIES (ILLUSTRATIVE)

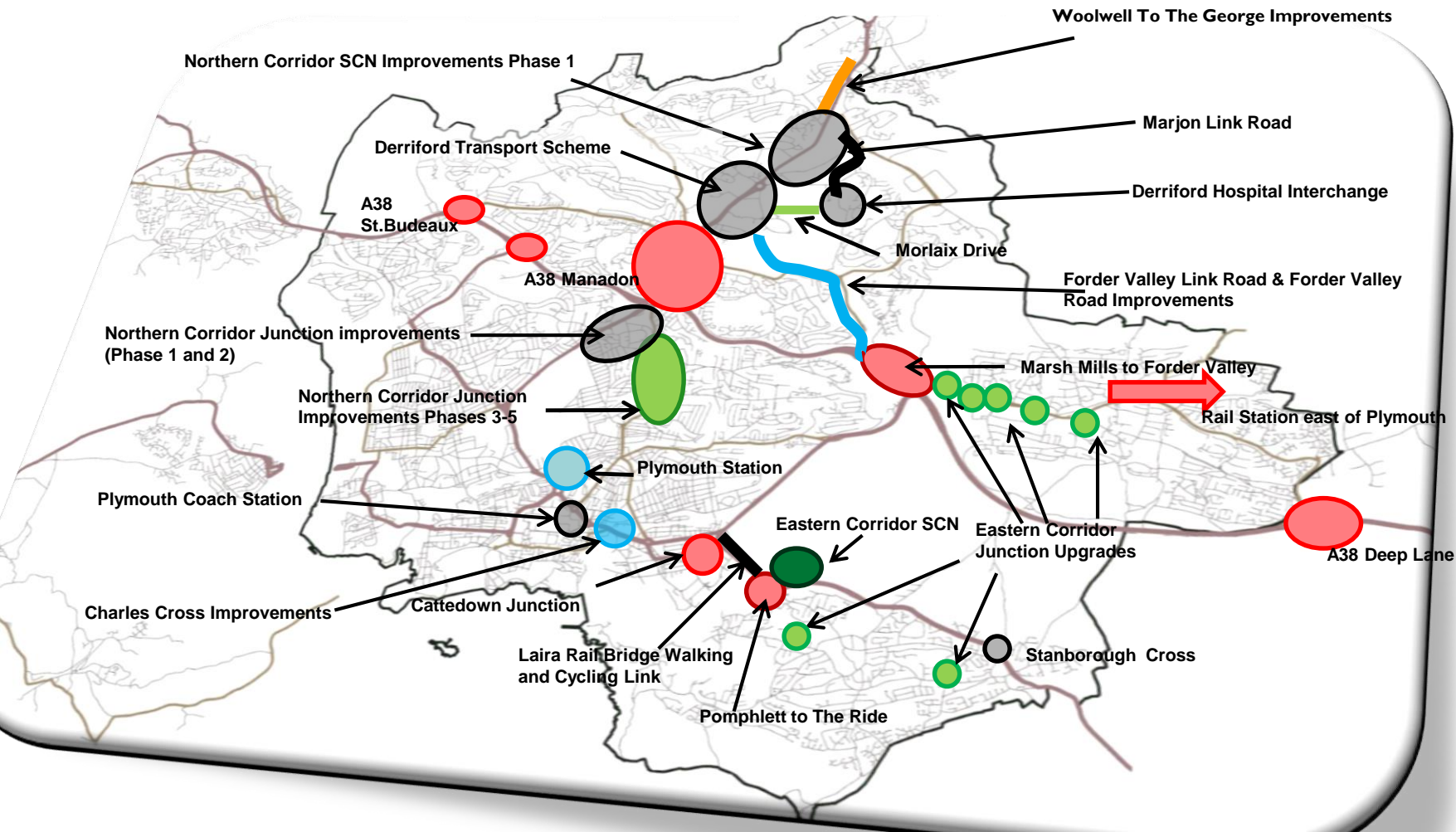




Completed schemes (2015 – 2018)
 Schemes currently in delivery (2018)
 Schemes with funding approved and delivery scheduled (2018 -2020)
 Schemes with funding allocated subject to Final Business Case(2018-2020)
 Scheme on PCC's Capital Programme and in early design stage (2019-2021)
 "Pipeline of schemes" (2020 onwards)



Tavistock Rail



Transport Investment short to medium term to deliver JLP

| Schemes delivered/in delivery | External bid funding | Total Cost |
|--------------------------------|----------------------|--------------|
| Marjon Link Road | £1.05m | £2.3m |
| Plymouth Coach Station | - | £4.9m |
| Derriford Hospital Interchange | £1.4m | £2.32 |
| Derriford Transport Scheme | £10.16m | £13.29m |
| Northern Corridor Junctions | £2.1m | £3.34m |
| Eastern Corridor Junctions | £2.1m | £3.92m |
| Northern Corridor Cycle Way | £2.46 m | £3.47m |
| Eastern Corridor Cycle Way | £3.42 m | £4.9m |
| Charles Cross | £2.1m | £4.8m |
| Forder Valley Link Road | £22.5m | £33.4m |
| Forder Valley Interchange | £5m | £8.5m |
| Morlaix Drive | £3.3m | £5m |
| Woolwell to the George | TBC | £15.7m |
| Plymouth Station | £5.5m | £48m |
| Total | £61 m | £154m |

Traffic Management



- **General Issues**
- **Detailed Presentations on Traffic Management for Strategic Transport Schemes to Place and Corporate Overview and Scrutiny Committee on 5th July 2017 and 1st November 2017**
- As the JLP is delivered and Plymouth Grows, so too will the demands for travel.
- The network is sensitive
- There is an existing historic lack of resilience in the network
- There are multiple demands on access to the network.
- Usually there is a need to keep traffic moving at the same time as undertaking the works.
- E.g. there were up to 4,000 vehicles per hour passing through the works at Derriford Roundabout

Traffic Management



- **How is the Traffic Management Agreed?**
- There is extensive consultation before a major scheme is delivered
- Local knowledge and feedback is incorporated into the design process
- During detailed design for major schemes a Traffic Management Plan is prepared by the contractor
- Contractor's TM Plan is submitted for approval by the Network Manager.
- Before moving to implementation on the ground, the Portfolio Holder oversees the final arrangements.
- Whole series of communications and publicity undertaken before works commence.
- Mandatory to advertise diversions and road closures in the press in advance of a scheme - so people know what is happening when.

Traffic Management



- **During construction**
- Traffic Management needs to be adaptable and responsive to:
 - Driver behaviour
 - Progression of works
 - Unforeseen circumstances
 - Issues elsewhere on the network
 - Start/end of school holidays or Christmas
- TM performance is constantly monitored and revised
- Need to ensure network is as efficient as possible for example changing of signal timings to 'flush' traffic through

Derriford Transport Scheme



Total Budget – £17.312m (DTS: 13.859m + Inlay works: £3.453m)

Growth Deal contribution – £10.16m

National Productivity Investment Funding - £701k

- Budget increase of £500k (3.6%)– agreed at CCIB funded by s106 (£237k), Growth Deal underspend (£90k) and corporate Borrowing (£173k).
- Traffic restrictions removed end of March
- Scheme substantially complete
- Remaining minor works:
 - Re-surfacing end of Powisland Drive
 - High Friction Surfacing (between north of Derriford Roundabout and Powisland Drive)
 - Footway and cycleway re-surfacing
 - Landscaping

Note potential RSA 3 changes following audit (within 3 months of completion)

Sendalls Way Signals Upgrade



- New traffic signals with MOVA link to Derriford Roundabout and WPR
- Crossing over Tavistock Road upgraded to toucan.
- Existing signals at end of design life and prone to failure
- Cost meant not feasible within DTS
- SI06 Funding became available but works postponed due to impact on network
- Scheme is contractually committed
- Cost: £300,226
 - £250,226 SI06
 - £50,000 highway maintenance



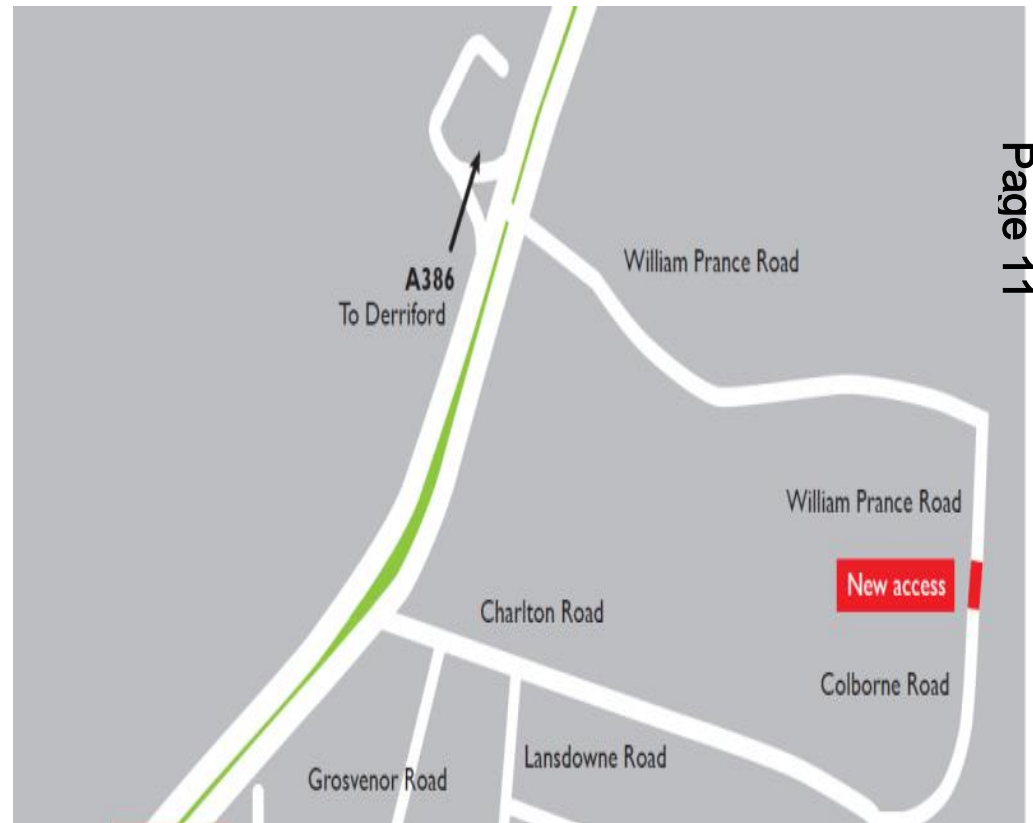
- Construction June 2018 for 6 weeks

Charlton Road Junction – Options considered

- Charlton Road RHT closed temporarily pending permanent solution
- Road Safety Audit recommended closing RHT permanently or signalling junction

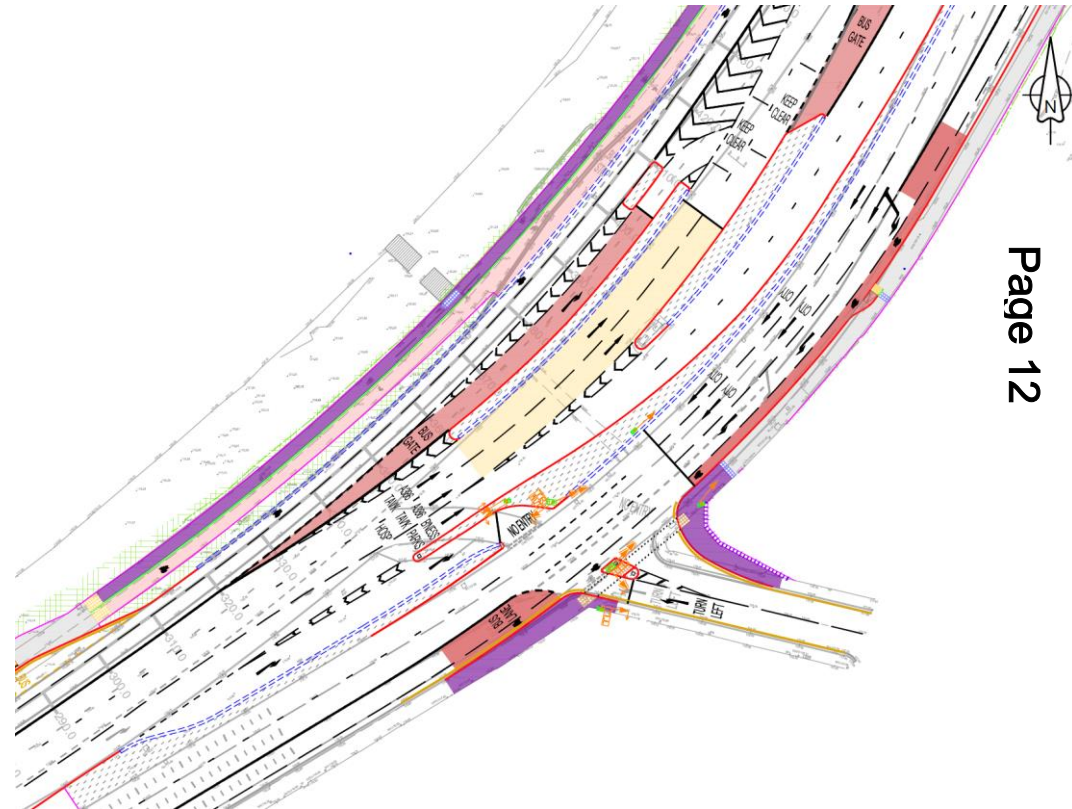
Options considered:

1. Provide new signalised junction and retain RHT into Charlton Road
2. Close RHT into Charlton Road permanently (access via Derriford Roundabout)
3. Close RHT into Charlton Road/ open Colborne Road as alternative access



Charlton Road Signalised Junction Option

- Installation of traffic signals on each arm of the junction
- Widened access into Charlton Road
- New traffic island on Charlton Road, allowing pedestrians and cyclists to cross in two stages
- Cost £793,463 corporate borrowing approved

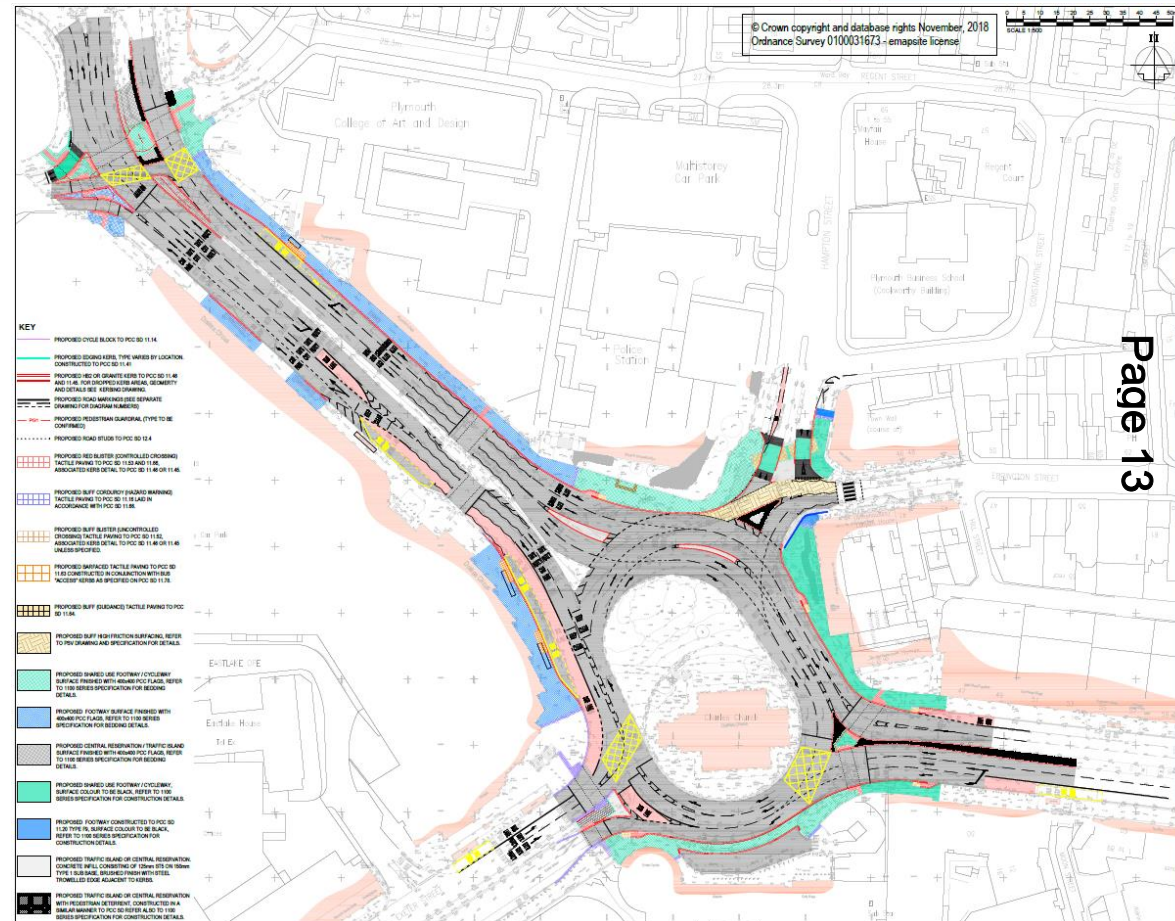


- Works to take place in the summer for 8-12 weeks

Charles Cross Scheme



- Additional lane southbound on Charles Street,
- Removal of bus gate on Exeter Street and new short section of bus lane at junction with Viaduct
- Re-location of bus stops to remove weave point on Charles Street northbound
- OBC Costs £4.8m:
 - £2.7m s106
 - £2.1m GDI
- Consultation Sept 2017
- Funding agreement with LEP signed



- Construction: Jan 2019 to Oct 2019 (42 weeks)

Charles Cross Programme



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| Stage | Status |
|---------------------|------------------------------|
| Feasibility | complete |
| Outline Design | complete |
| Detailed Design | June 2018 |
| Pricing | June 2018 |
| Final Business Case | July 2018 |
| Contract Award | August 2018 |
| Construction | January 2019 to October 2019 |

Forder Valley Link Road



Progress update:

- New 1km road linking Forder Valley to Tavistock road (A386) via Brest Road and William Prance Road
- Significant element to be built off-line
- Agreed costs at CCIB £37.8m:
 - Highways England £4.47m
 - DfT £22.55m
 - S106/developer £6.4m
 - PCC £4.47m
- Planning Application submitted February 2018



- Pre works and Construction: November 2018 to January 2021

Forder Valley Link Road



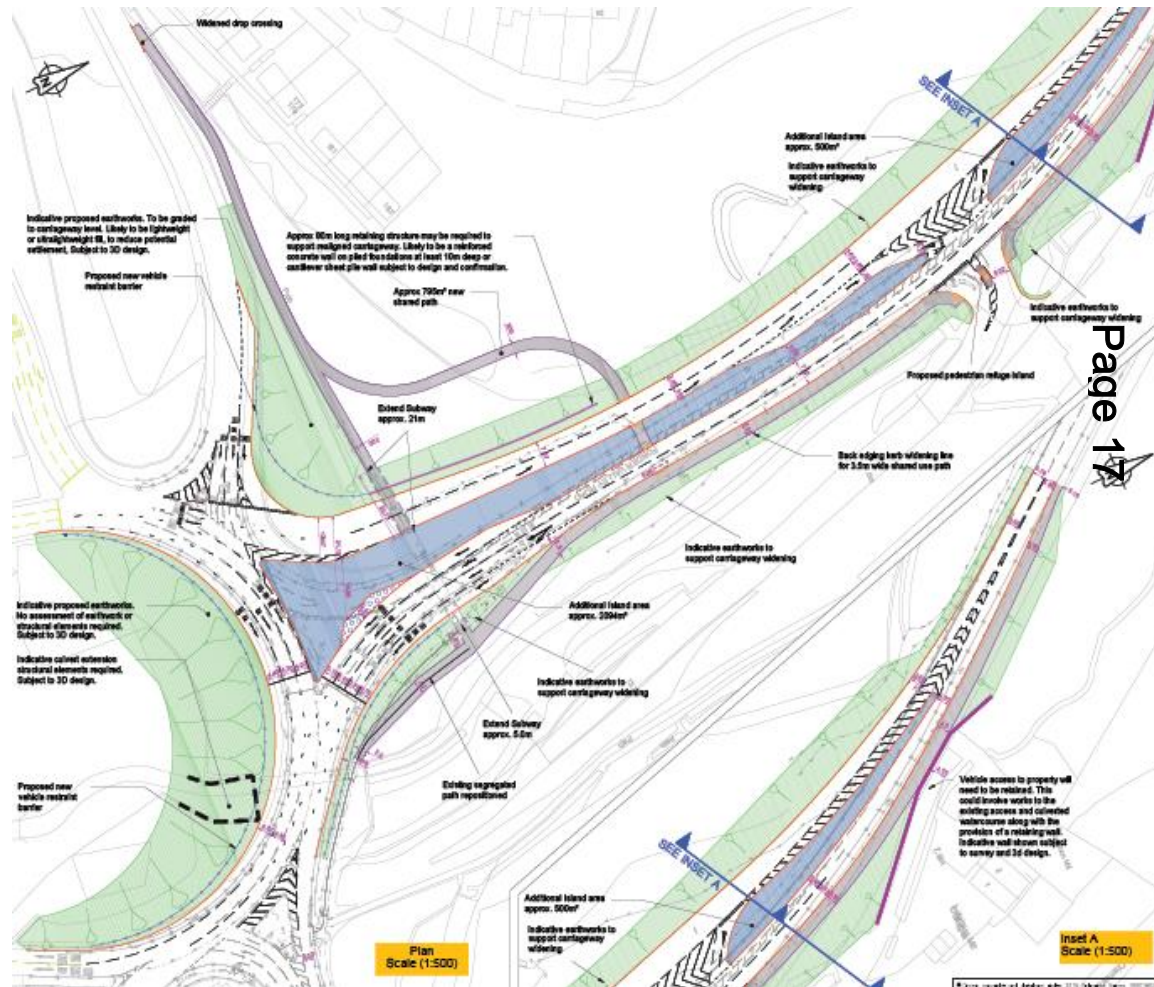
| Outline Design | Complete |
|---|-------------------------------|
| Revised Outline | Complete |
| Pre-Construction Stage (including Detailed Design) | October 2017 – August 2018 |
| Final Pricing | April 2018 – August 2018 |
| Full Planning Application submission | February 2018 |
| Planning decision | June 2018 |
| Final Approval Business Case submission to DfT | September 2018 |
| Award contract | November 2018 |
| Mobilisation and enabling works | November 2018 – December 2018 |
| Main Construction | January 2019 – January 2021 |
| | |

Forder Valley Interchange



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- Extension of northbound merge Forder Valley Road northbound by 300m
- Additional lane southbound on approach to FVI
- Additional lane on the circulatory, between Delamere Road and A38 eastbound on-slip
- Improved walking and cycling facilities
- **Cost £8.83m:**
 - National Productivity Investment Fund £5m secured
 - CIL funding £3.83m
- Construction 2019 to 2021



Forder Valley Interchange Programme



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| Stage | Status |
|--|-----------------------------|
| Feasibility Design | Complete |
| Outline Design | March-August 2018 |
| Sensitivity Testing (Modelling) | June 2018 |
| Topo / Drainage surveys | June-July 2018 |
| Ground Investigations | August 2018 |
| Detailed Design | August-December 2018 |
| Construction (6-9 months within FVLR programme) | January 2019 – January 2021 |
| | |

Northern Corridor Junction Improvements: Mannamead Road



- Upgrading signal equipment at five junctions plus capacity, pedestrian and cycling improvements
- Linked MOVA/SCOOT control along whole corridor
- Improved pedestrian crossing facilities at Torr Lane Junction
- New RHT at Higher Compton Road junctions
- New shared-use cycle/footway Torr Lane to Manadon Roundabout
- OBC costs £1.4m:
 - Growth deal £1.05m
 - PCC match funding £0.35m - secured



Mannamead Road: Programme

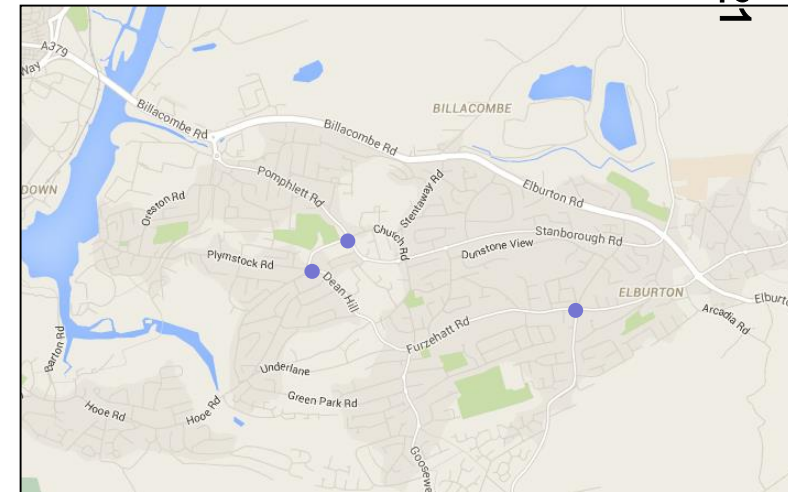
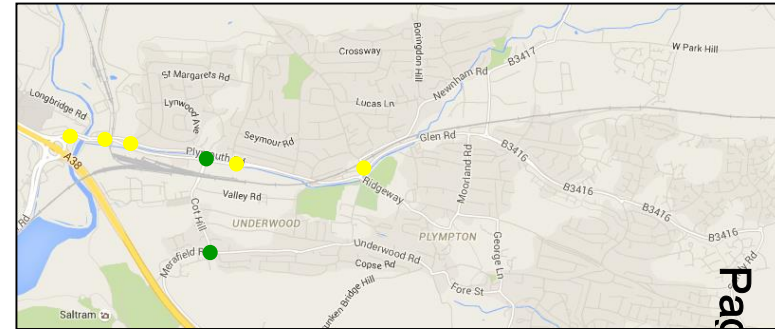


| Stage | Status |
|-------------------------------|-------------------|
| Consultation | Nov/Dec 2017 |
| Detailed design | Complete May 2018 |
| Pricing (South West Highways) | June 2018 |
| Final Business Case | June |
| Contract award | June 2018 |
| Construction | July – Dec 2018 |

Eastern Corridor Junction Improvements (2017/18 - 2020/21)



- Upgrade of ageing signal infrastructure and installations of MOVA at key junctions
- Capacity, pedestrian and cycling improvements where possible
- Phase 1: Plymouth Road junctions and Cot Hill / Merafield Road
- Phase 2 : Plymstock Junctions
- Budget £3.34m
 - Directly awarded DfT funding of £2.1m
 - Balance from SI06
- Construction: 2018 - 2021



Eastern Corridor Junction Improvements Programme



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| Stage | Status |
|---|-------------------------------|
| Public Consultation | November 2017 |
| Outline Design | December 2017 – February 2018 |
| Enabling works and small scale advanced works | February 2018 – June 2018 |
| Detailed Design | March 2018 – June 2018 |
| Contract Award | June 2018 – July 2018 |
| Construction | August 2018 – January 2019 |

Eastern Corridor Junction Improvements (2017/18 - 2020/21) – Plymouth Road Junction Programme



| Junction | Start | Finish |
|--|-----------------------------------|------------------------|
| Advanced Works | | |
| Cot Hill at Merafield Road – Mini rbt | Potentially 18 th June | 18 th July |
| Longbridge Road – Removal of signals / Change to priority junction | Start of July | Late July |
| Plymbridge priority signage – Lighting works | 5 th July | 12 th July |
| Plymouth Rd WB AT Woodford Avenue – Change to road markings | 30 th July | 3 rd August |
| Main Works | | |
| Dingle Rd Ped Crossing | Late August | Late September |
| Glen Rd Ped Crossing | Late September | Mid October |
| Marsh Mills Approach | Mid August | Mid November |
| Coypool Road | Mid September | Mid November |
| Woodford Avenue | October | Late November |
| Cot Hill / Great Woodford Drive | September | Mid December |
| Larkham Lane to Glen Road | September | January 2019 |

Update: Woolwell to the George



- Dualing of A386 from George Junction to Woolwell Roundabout
- Improvements to Woolwell Roundabout
- £15.7 m scheme
- Bid to Highways England Growth and Housing Fund for £5m



WTTG Programme

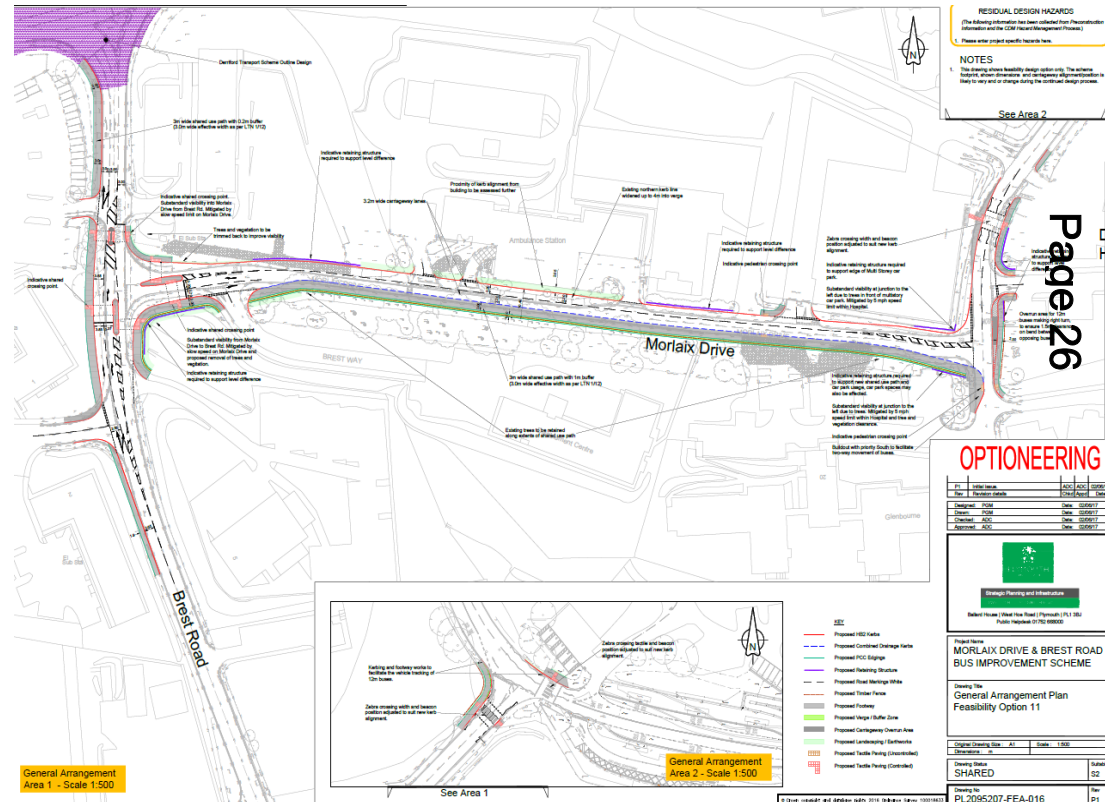


| Stage | Status |
|--|--------------------------------|
| Public Consultation (options) | October/November 2017 |
| Outline Design | September 2017 – August 2018 |
| Public Consultation (Preferred Option) | July 2018 |
| Land Assembly (if CPO required) | September 2017 – August 2020 |
| Procurement | September 2018 – February 2019 |
| Detailed Design | March 2019 – October 2020 |
| Construction | November 2020 – November 2021 |

Morlaix Drive: Progress update



- Widening for two-way bus running plus new shared use footway / cycleway and improved eastern / western junctions
- Working with Hospital Trust
- Scheme cost £4.7m
 - £3.3m National Productivity Investment Funding - secured
 - £1.4m PCC match funding
- Construction June 2019 to March 2020



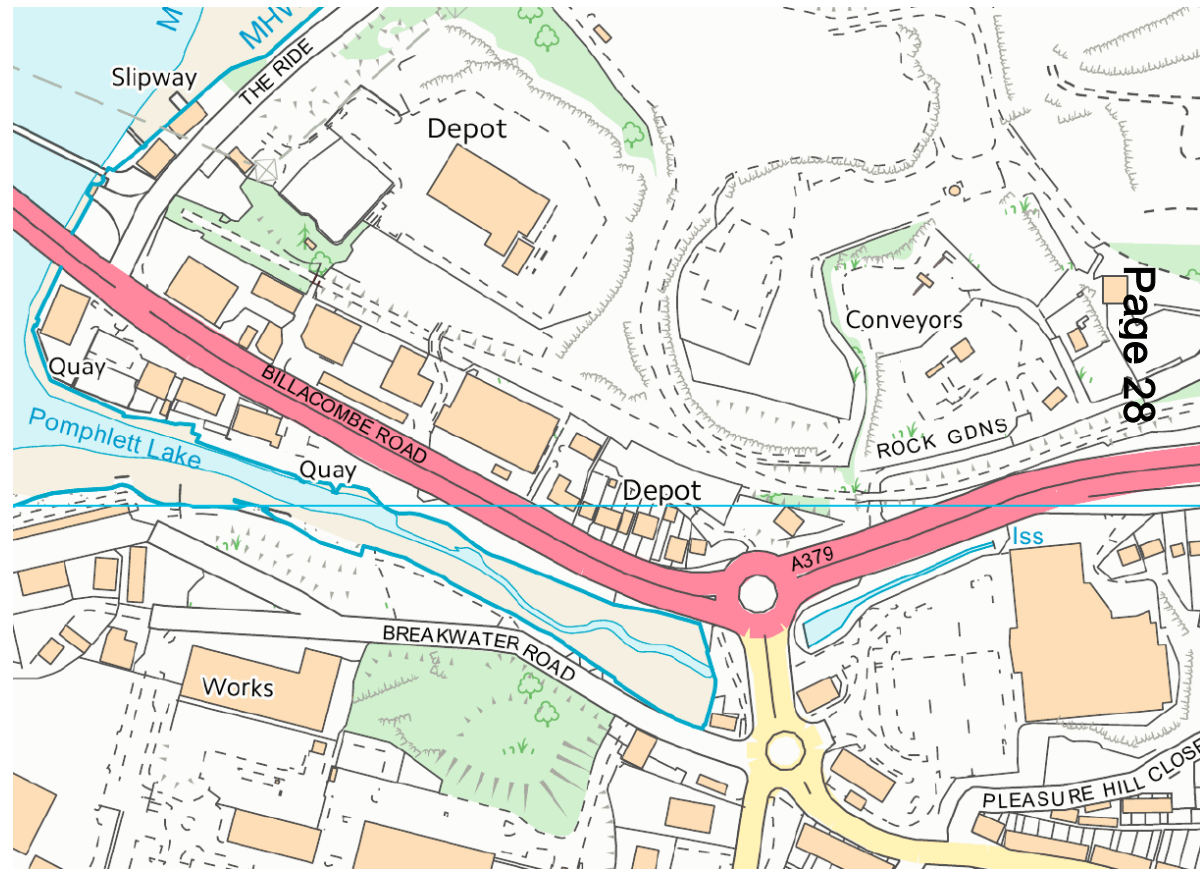
Morlaix Drive: Programme



| Stage | Status |
|-------------------------|----------------------|
| Feasibility design | Complete 2018 |
| Liaison with landowners | July 2018 |
| Outline design | Aug 2018 |
| Legal agreements | Sep 2018 |
| Detailed design | Dec 2018 |
| Procurement | Dec 2018 – Mar 2019 |
| Construction | June 2019 – Mar 2020 |
| | |

Pomphlett to The Ride

- Road improvements to Billacombe Road and Pomphlett Roundabout
- Development costs of £510k approved by PCC December 2017
- In development for funding bid submission
- Estimated cost £20.51m
 - £7m S106
 - Rest from bid funding or PCC
- Construction 2022-2023



Pomphlett to The Ride: Indicative Programme



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| Stage | Indicative programme |
|-----------------|----------------------|
| Option Review | Jun 2018 – Dec 2018 |
| Agree Option | Jan 2019 – Mar 2019 |
| Outline design | Apr 2019 – Sept 2019 |
| Consultation | Oct 2019 – Dec 2019 |
| Funding Bids | Jan 2020 – Mar 2021 |
| Detailed design | Apr 2021 – Dec 2021 |
| Procurement | Jan 2022 – Sep 2022 |
| Construction | Oct 2022 – Dec 2023 |

Local Network Pipeline schemes



- **Manadon to Crownhill:** Growth and Housing Bid accepted, subject to further information. Further feasibility work to commence June 2018
- **Union Street/Western Approach junction:** £11.55m capacity and pedestrian improvements
- **Cattedown Roundabout:** £7.9m scheme of capacity improvements

A38 Pipeline Schemes



- **A38 Manadon Roundabout:** In development with Highways England, post 2021 dependent on funding
- **A38 Marsh Mills:** Future improvements post 2021 dependent on funding
- **A38 Weston Mill Junction:** Feasibility work to commence 2018, scheme post 2020 dependent on funding.
- **A38 St Budeaux:** A longer term solution will be considered in partnership with Highways England. (*PCC to procure study in June 2018*).

Road Investment Strategy 2



- In December 2017 the Government announced it's consultation on it's Road Investment Strategy Round 2 (RIS 2).
- This will shape all investment decisions in the Strategic Road Network between 2020 and 2025.

Key Risk

- A38 from Exeter to Bodmin received no funding for enhancements from RIS1 (2015 to 2020)
- If we miss out on RIS 2 (2020- 2025) it will be post 2025 for RIS 3.

RIS 2 Investment Strategy for the A38: Plymouth asks



A38 Manadon to Forder Valley 1

- Scheme includes:
- Widening A38 to three lanes in both directions

A38 Manadon Junction 2

- Scheme includes:
- Capacity improvements

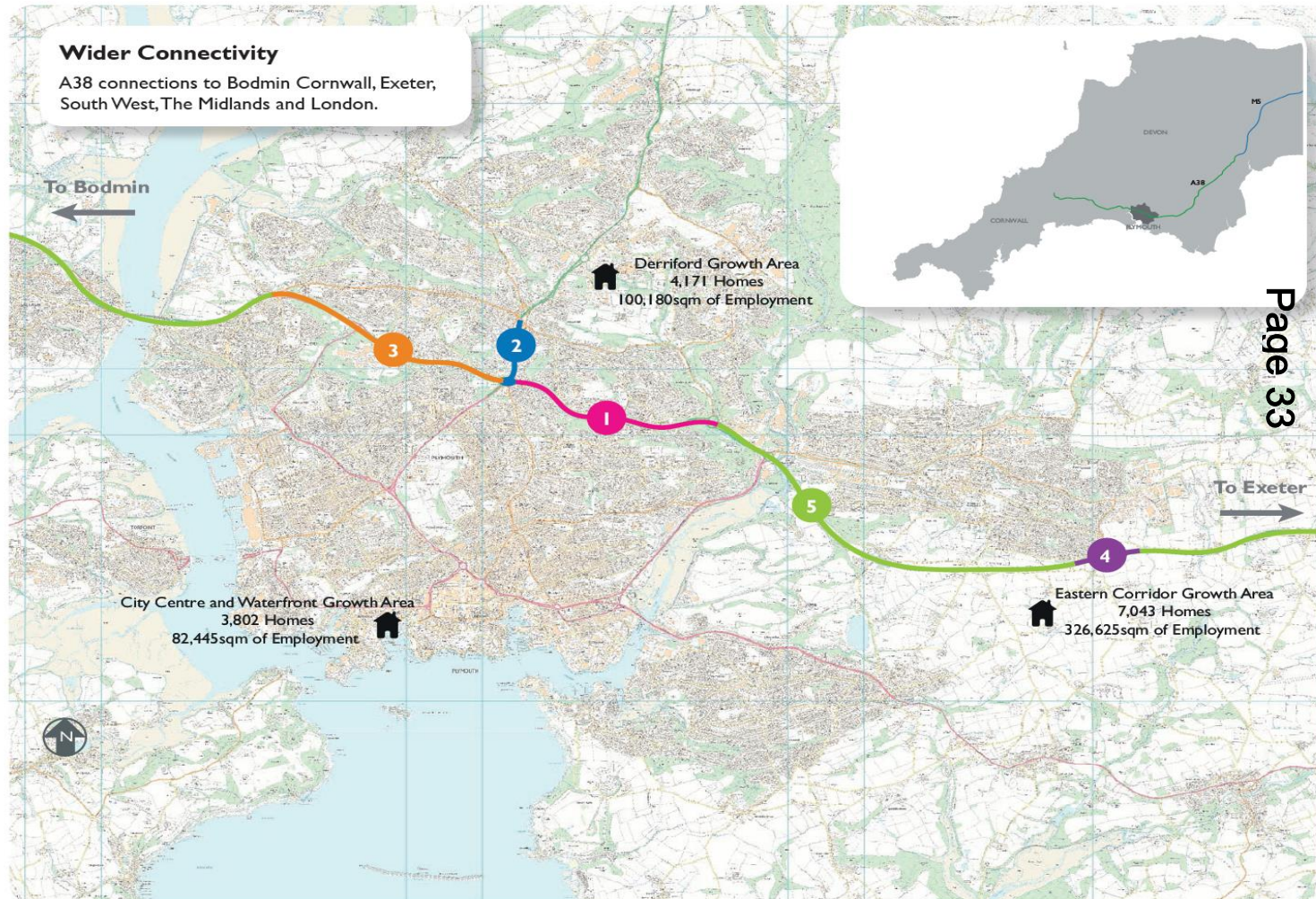
A38 Manadon to Weston Mill 3

- Scheme includes:
- Widening A38 to three lanes on approaches to Weston Mill

A38 Deep Lane Junction 4

- Scheme includes:
- Junction capacity enhancements
 - Park and Ride

To undertake a route based study of A38 from Exeter to Bodmin so that the costs, timescales and benefits of upgrading this route to a modern, Motorway standard can be clearly understood. 5



Road Investment Strategy 2

Next Steps



Overview of RIS2

There are four phases in each five year cycle



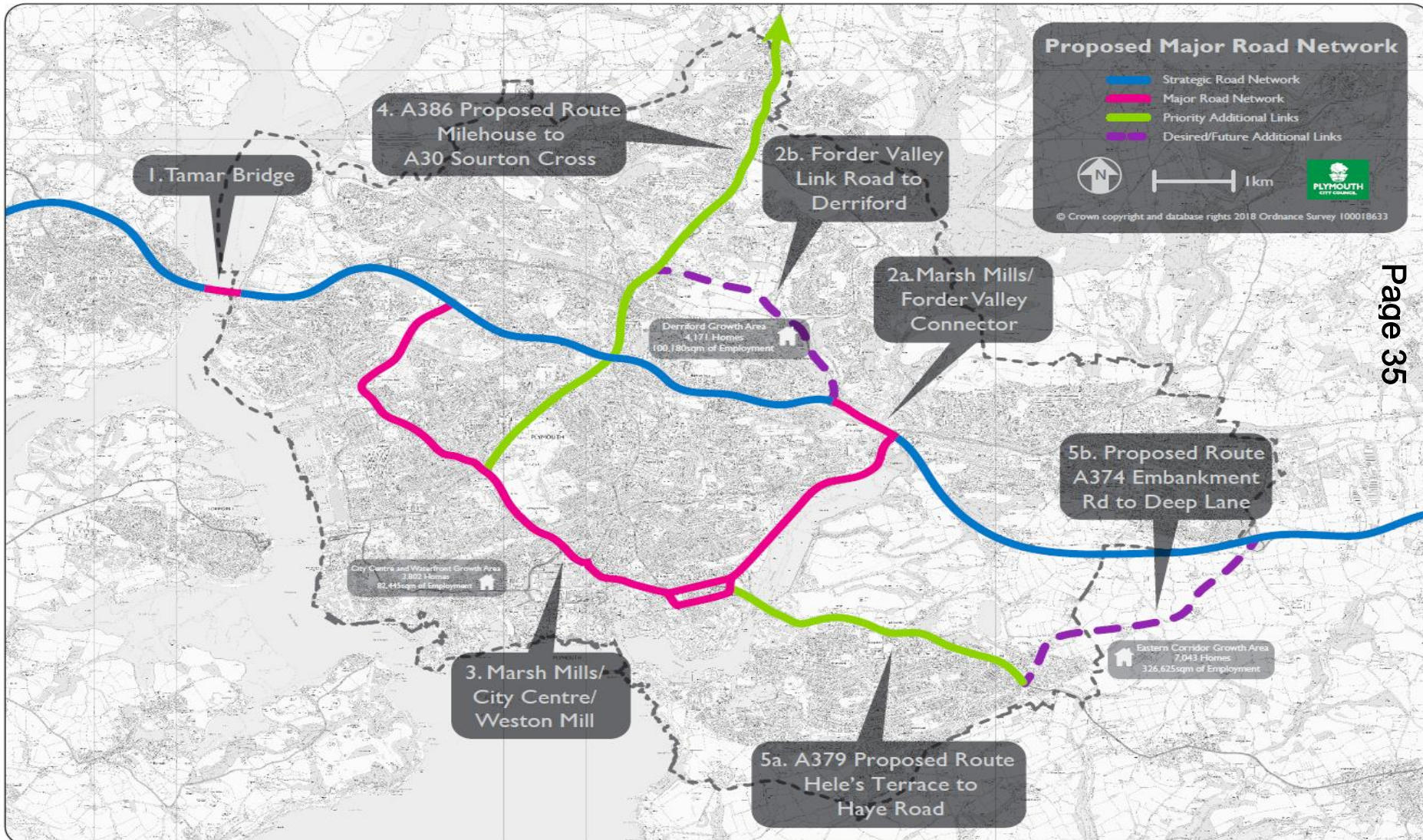
Key Dates

- February 2018 – DfT Public Consultation
- Spring 2018 – DfT analysis of feedback
- Summer 2018 – Government publishes consultation response
- 2019 – Highways England Strategic Business Plan (Scheme List)

Next opportunity to raise the profile of A38.

Ultimate aim.

MAJOR ROAD NETWORK PLYMOUTH MAP



Transport Infrastructure Overview



Thank you

Questions/Discussion

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