

TCF BROXTON DRIVE TO SALTRAM MEADOW ROUNDBABOUT – CONTRACT AWARD

Executive Decision briefing note



PROJECT DETAILS

The Broxton Drive to Saltram Meadow roundabout scheme continues the high quality, traffic free walking and cycling route further east along the former railway alignment to tie in to the new Saltram Meadow roundabout on Billacombe road, which will serve the eastern section of the Saltram Meadow development. Construction drawings are available online here:

[Broxton Drive to Saltram Meadow Drawing 1](#)

[Broxton Drive to Saltram Meadow Drawing 2](#)

This scheme is part of the TCF East-West Corridor Improvements Package and focuses on enhancing travel on that corridor, connecting existing areas of deprivation to growth areas with 17,000 new jobs and 15,500 houses planned by 2034. This scheme further improves connectivity provided by Laira Rail Bridge.

SCHEME OBJECTIVES

Plymouth's population is forecast to reach 300,000 by 2034, an increase of 17%, with an accompanying increase in economic opportunity. Modelling forecasts show that by 2034, even with currently committed transport schemes and modal shift away from private car to sustainable transport of between 5 and 10%, congestion will worsen. Specifically, congestion is impacting on public transport reliability on the eastern corridor.

28% of Plymouth households do not have access to a vehicle, with this increasing to 50% in some neighbourhoods served by the east-west corridor. An expanding and improving walking and cycling network, linking to new jobs in key growth areas will help create inclusive, low carbon growth, improve productivity and address unemployment which is currently 4.7% – 1.4% higher than the regional average, and 0.3% higher than the national average.

To address this sustainably, and help make Plymouth an attractive place in which to live, work and invest, the Joint Local Plan identifies that major infrastructure investments are needed. With 67% of Plymouth commuters working in the city, and with 38% of car journeys less than 2km, walking and cycling have a key role to play.

With transport representing around 28% of carbon emissions¹, a proportion that is set to increase substantially, investment in walking and cycling to reduce overall car trips through a substantial transfer from private car is essential if we are to meet the Council's pledge to make Plymouth carbon neutral by 2030. This scheme will also help address physical inactivity which is a major problem in Plymouth with just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1 million pa with far greater costs to the wider economy.

PROJECT COST

The project target price is £501,026.

FUNDING

The scheme is entirely funded from:

- Transforming Cities Fund tranche 1 funding award;
- Eastern Corridor and City Centre Strategic Cycle Network Growth Deal funding; and
- Section 106 developer contributions

¹ <http://naei.beis.gov.uk/>

DELIVERY TIMESCALES

The main works for the scheme is planned to start in early February, 2021, with construction programmed to take 14 weeks.

MEMBER AND STAKEHOLDER SUPPORT

The Cabinet Member for Strategic Planning and Infrastructure was consulted in late 2018 in advance of the submission of the TCF tranche one funding bid.

A planning application for the scheme was submitted in November 2018, at which point Ward members were updated. Full planning approval was secured on 19 March 2020.

Further statutory consultation was then carried out on the parking restrictions proposed on Broxton Drive and Rock Gardens Traffic Regulation Orders. In advance of the statutory consultation, Ward members were consulted, with one comment received from Councillor Smith. Just one representation was received to which a response has been given. The delegated decision to approve these orders has been signed off, had its call in period and at the time of writing is with legal for sealing.

PROCUREMENT APPROACH

The Council's Term Maintenance Contract (TMC) with South West Highways specifically provides for its use to deliver transport schemes and projects in addition to the core highway maintenance activities.

The scale and nature of the works required for the scheme makes it an ideal candidate scheme for the TMC to be the delivery vehicle.

The use of the TMC has a number of benefits that would support early delivery of the works:

- Capitalise on the collaborative working arrangements that the contractor has established with the Council's Highways department and other key stakeholders and partners
- Access to the competitive price list that was secured through the vigorous and robust tendering assessment that the Council carried out to award the TMC
- Local knowledge
- Co-ordination with other planned works on the local and strategic road networks
- Early contractor involvement to progress the design and identify value savings and reduce risks in both the design and construction stages
- Supports continuity of working between the Council and the contractor to help deliver improvements in performance over the term of the TMC
- Gives confidence to and supports the local economy, helping to safeguard existing jobs and create new ones

ALTERNATIVES CONSIDERED

The alternative options to employing the TMC would be to either carry out a formal tendering exercise or use an appropriate framework. Both these options would add delay to any appointment, impacting on the delivery timescale of the works and do not have all of the benefits use of the TMC offers.