

CAPITAL INVESTMENT BUSINESS CASE

The Implementation of MOVA at Marsh Mills Roundabout



EXECUTIVE SUMMARY

The Executive Summary is a short summary of the Business Case and should be the last section you complete, this will enable you to extract or only the key facts from relevant sections i.e. 'project on a page'. The summary is a 'snapshot' of the business case which will need to tell the story and sell the proposal.

key notes

As part of the planning permission (ref 07/01094/OUT) granted to Persimmon Homes for the development of Saltram Meadow it was agreed that traffic mitigation measures would need to be put in place at Marsh Mills Roundabout for the extra traffic the site would attract. This was also a requirement for the site by National Highways and it was agreed that it would be done with Section 106 funding and that Plymouth City Council would carry out works to enable MOVA traffic signal operation at the roundabout.

key risks

If the works aren't carried out the Saltram Meadow development will have to stop and this will reflect badly on Plymouth City Council for not carrying out our own requirements as laid down in the planning permission.

SECTION I: PROJECT DETAIL

Project Value (indicate capital or revenue)	£340,644 Total £84,644 S106 Previously Approved £255,000 – This approval – S106 funded	Contingency (show as £ and % of project value)	£65,644
Programme	Low Carbon	Directorate	Place
Portfolio Holder	Jonathon Drean	Service Director	Philip Robinson
Senior Responsible Officer (client)	Phil Bellamy	Project Manager	Nigel Taylor
Address and Post Code		Ward	Citywide

Current Situation: *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

Marsh Mills Roundabout is a very busy gyratory which deals with large volumes of traffic every day. At present the roundabout has aging traffic signal infrastructure and works on a selection of fixed time traffic signal plans designed to deal with the average daily traffic patterns. The equipment is all past its design life and doesn't use any of the new technologies available to reduce energy use, increase traffic flow and increase safety using extra low voltage equipment. It is also now a requirement that all junctions/gyratory's that are located at the end of National Highways slip roads are put under MOVA (Microprocessor Optimised Vehicle Actuation) control, and the Section 106 money given to us will be used to correct all the issues on the site.

Proposal: (Provide a brief, concise paragraph outlining your scheme and explain how the business proposal will address the current situation above or take advantage of the business opportunity) **and** (What would happen if we didn't proceed with this scheme?)

It is proposed to spend the Section 106 monies from Persimmon Homes to completely refurbish the whole of Marsh Mills Roundabout, putting in new Extra Low Voltage equipment, with LED traffic signal heads and to have the site operating on MOVA control. Plymouth City Council would be left with a roundabout that would be fit for future use, would allow for greater traffic flow to pass through the site, would provide a greater level of safety for the public and would satisfy our own planning conditions and that of National Highways.

If we didn't proceed with the scheme the Saltram Meadow development would have to stop due to the installation of MOVA at Marsh Mills being a planning condition imposed by us on Persimmon Homes.

Milestones and Date:

Contract Award Date	Start On Site Date	Completion Date
August 2022	January 2023	March 2023

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

Risk Register: The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk		Low	Low	Low
Mitigation		Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£0			

Outcomes and Benefits

List the outcomes and benefits expected from this project.

(An **outcome** is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)

(A **benefit** is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)

Financial outcomes and benefits:	Non-financial outcomes and benefits:
New traffic signal infrastructure paid by others saving the local authority in the region of £325k Cost savings in energy due to new ELV and LED equipment	MOVA implementation giving up to 13% improvement in traffic flows Reduction in congestion New 15-20 year lifespan of all new equipment.

Low Carbon	
What is the anticipated impact of the proposal on carbon emissions	Reduction in carbon emissions with new Extra Low Voltage equipment and reduction in congestion with MOVA
How does it contribute to the Council becoming Carbon neutral by 2030	<p>The implementation of MOVA and LED technology is part of our CCRP plan and will impact positively on the reduction of both NOx and CO2 per year.</p> <p>Corporate Carbon Reduction Plan (2019-21)</p> <p>On 8 March 2019 the Council declared a Climate Emergency and produced a number of key actions to make Plymouth carbon neutral by 2030. The Corporate Carbon Reduction Plan (2019-21) set out the ambitions to:</p> <ul style="list-style-type: none"> - Reduce the corporate CO2 emissions and to “deliver the Council’s Carbon Management plan”; - A green, sustainable city that cares about the environment. <p>Plymouth’s Climate Emergency Action Plan (2019)</p> <p>On 18 March 2019 the City of Plymouth councillors voted unanimously to declare a climate emergency, committing to meet the most significant challenge facing the city and our planet through achieving carbon neutrality by 2030.</p> <p>The latest report by the Intergovernmental Panel on Climate Change is very clear that limiting global warming to 1.5°C by 2030 is necessary to prevent significant global worsening of floods, droughts and extreme heat. Plymouth recognises the opportunity we have to lead on the de-carbonisation agenda, providing local vision and delivery.</p> <p>Annually, Transport accounts for 28% of the CO2 in the city. For Plymouth to achieve our reduction target by 2030 we need to act three times faster than envisaged by the current government policies. Whilst the Council is committing additional resources to tackle the climate emergency, we also recognise the need to maximise the funding from other sources such as developers and government.</p> <p>Our vision for what a carbon neutral city looks like is as follows:</p> <ul style="list-style-type: none"> - All cars will have zero emissions and there will be charging points on every street and car park - All parts of the city will have good air quality - Our transport system will be providing people with high quality public transport... better connecting us locally and nationally - Ferries and boats will be battery powered with zero emissions.
Have you engaged with Procurement Service?	Yes
Procurement route options considered for goods, services or works	<p>S106</p> <p>Reduction in risk – PCC is responsible for the design and construction of the scheme, meaning PCC are able to control</p>

	<p>risks and programming / delivery by use of our in house Traffic Management team</p> <p>Cost certainty – the moneys received from the S106 condition are adequate to cover the quoted cost with a reasonable contingency.</p> <p>Value Engineering – earlier involvement of contractors in the design process would allow their involvement in value engineering if needed. Pre-design has been carried out and approval given by our National Highways partner</p> <p>Disadvantages</p> <p>Inflexibility – there would be only limited scope for PCC to make changes to the requirements as the allowed budget is capped, A firm and robust set of client requirements, otherwise there may be significant costs in changing the design.</p> <p>Design quality – A high quality design has been developed with pre site investigative work and partnership scheme development with SP&I to allow for lane widening at this location – works at this location after installation could damage and/or affect ducting and cabling arrangements</p> <p>Plymouth City Council Term Maintenance Contract (TMC) x 2 Plymouth City Council has an existing term maintenance contract with contractor Dynniq (Swarco) which has been used for the successful delivery of a range of major junction upgrades</p>
Procurements Recommended route.	Continue using Maintenance Contractor Dynniq (Swarco)
Who is your Procurement Lead?	Kim Kingdom, Category Lead. Commercial Finance
Is this business case a purchase of a commercial property	
If yes then provide evidence to show that it is not 'primarily for yield'	No
Which Members have you engaged with and how have they been consulted (<i>including the Leader, Portfolio Holders and Ward Members</i>)	Developed with oversight from Councillor Jonathon Drean – Cabinet Member for Strategic Planning and Infrastructure

SECTION 4: FINANCIAL ASSESSMENT

FINANCIAL ASSESSMENT: *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole.*

CAPITAL COSTS AND FINANCING

Breakdown of project costs including fees surveys and contingency	Prev. Yr.	22/23	23/24	24/25	25/26	26/27	Future Yrs.	Total
	£	£	£	£	£	£	£	£
Replace of Equipment		£260,000						£260,000
Project Management		£15,000						£15,000
Contingency		£65,644						£65,644
Total capital spend		£340,644						£340,644

Provide details of proposed funding: Funding to match with Project Value

Breakdown of proposed funding	Prev. Yr.	22/23	23/24	24/25	25/26	26/27	Future Yrs.	Total
	£	£	£	£	£	£	£	£
Previous developer funding		£85,644						£85,644
SI06		£255,000						£255,000
Total funding		£340,644						£340,644

Which external funding sources been explored	SI06 funding - 7238/0114/0701094
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	N/A
Tax and VAT implications	
Tax and VAT reviewed by	Sarah Scott

REVENUE COSTS AND IMPLICATIONS**Cost of Developing the Capital Project (To be incurred at risk to Service area)**

Total Cost of developing the project	
Revenue cost code for the development costs	
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	N
Budget Managers Name	

Ongoing Revenue Implications for Service Area

	Prev. Yr.	22/23 £	23/24 £	24/25 £	25/26 £	26/27 £m	Future Yrs.
Service area revenue cost							
Other (eg: maintenance, utilities, etc)							
Loan repayment (terms agreed with Treasury Management)							
Total Revenue Cost (A)							
Service area revenue benefits/savings							
Annual revenue income (eg: rents, etc)							
Total Revenue Income (B)							
Service area net (benefit) cost (B-A)							
Has the revenue cost been budgeted for or would this make a revenue pressure							
Which cost centre would the revenue pressure be shown					Has this been reviewed by the budget manager	Y/N	
Name of budget manager							
Loan value £		Interest Rate	%	Term Years		Annual Repayment £	
Revenue code for annual repayments							
Service area or corporate borrowing							
Revenue implications reviewed by							

Version Control: (The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)

Author of Business Case	Date	Document Version	Reviewed By	Date
Nigel Taylor	11/07/2022	v 1.0	Ruth Didymus	11/07/2022
	00/00/2022	v 2.0		00/00/2022

SECTION 6: RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council:

- Approves the Business Case
- Allocates £255,000 for the project into the Capital Programme funded by S106 funding
- Authorises the procurement process
- Delegates the award of the contract to Service Director for Street Services

[Councillor Mark Shayer, Deputy Leader of the Council]		Service Director Philip Robinson	
Either email dated:	<i>Date 15 August 2022</i>	Either email dated:	<i>Date – 28 June 2022</i>
Or signed:		Signed:	
Date:		Date:	
		Service Director	
		<i>[Name, department]</i>	
		Either email dated:	<i>date</i>
		Signed:	
		Date:	