

CHARLTON ROAD JUNCTION SCHEME: PHASE TWO CONSTRUCTION CONTRACT AWARD PART I BRIEFING REPORT



1. INTRODUCTION

- 1.1. This contract award relates to the award of a contract for Phase 2 main construction of the Charlton Road Junction Scheme. The contract value is £1,347,077.03 (Ex VAT) and works involve a range of civil engineering activities including road widening, improvement of existing pedestrian footways and crossings, drainage works, traffic signal installations and carriageway reconstruction and surfacing.
- 1.2. Construction is being procured through the Council's Term Maintenance Contract (TMC) with works delivered by South West Highways and their Parent Company Taylor Woodrow.
- 1.3. This award will approve the delivery of Phase 2 of the Charlton Road Junction Scheme which has been a priority project for both the current and previous administrations.

2. BACKGROUND

- 2.1. The junction of Charlton Road and Tavistock Road is a known accident hotspot and there have been ongoing concerns about safety at this location and multiple incidents and one fatality from a cyclist using the southbound bus lane.
- 2.2. Tavistock Road is a key strategic route into the city centre. It experiences high traffic flows, congestion and delays during peak traffic periods. In addition, during the inter-peak period high levels of traffic continue to use the route.
- 2.3. In order to address the accident witnessed at this location, some improvements were made as part of the Derriford Transport Scheme (DTS) in 2018. This closed the uncontrolled right turn facility into from Tavistock Road into Charlton Road and also reduced the length of the bus lane on the southbound approach to the junction to allow drivers more time to slow down and turn left into Charlton Road. The disadvantage of the right turn closure is that it introduced a lengthy diversion for local residents. This diversion via Derriford Roundabout adds an additional mile onto every journey the residents make contributing to additional traffic and congestion at Derriford Roundabout, Sendall's Way and William Prance Road junction and the resultant exhaust emissions in the area.
- 2.4. As a result of the restricted access and the problems the local community were facing, the Council agreed to reintroduce the right turn facility but in order to do so without reintroducing the previous accidents issues requires the introduction of a new traffic signal-controlled junction.
- 2.5. Phase I of the Charlton Road scheme was completed in March 2021 following acquisition of third-party land. The physical works consisted mainly of the reinstatement of the new property boundary and minor works to secure the land transferred to the Council ready for Phase 2.
- 2.6. The Charlton Road junction doesn't have any pedestrian facilities at present and is more challenging to cross a wide junction without an island. Pedestrians have to check over their shoulder to cross when heading southbound whilst also checking for traffic coming out of Charlton Road. Adding a pedestrian island will reduce the need to check in three directions at once when crossing. Additionally, adding traffic lights will give pedestrians safe gaps in the flow of traffic to cross.

- 2.7. There is a speed camera a short distance south of the Charlton Road junction which is outdated. Replacing this with an upgraded speed camera will reduce speeds that vehicles are travelling through the area, which will also make it safer for pedestrians to cross the junction.

3. PROJECT DETAILS

- 3.1. A new traffic signal controlled junction will be installed southbound at the Tavistock Road / Charlton Road junction allowing traffic to right into Charlton Road safely, restoring access for the local community.
- 3.2. The scheme installs traffic signals on Tavistock Road (southbound), Charlton Road, and in a new right turn lane north-east bound into Charlton Road.
- 3.3. Charlton Road itself is to be widened at the junction to allow the construction of a new traffic island to house the signal pole and head and improve safety for pedestrians and cyclists. The northbound traffic on Tavistock Road will not be signal controlled.

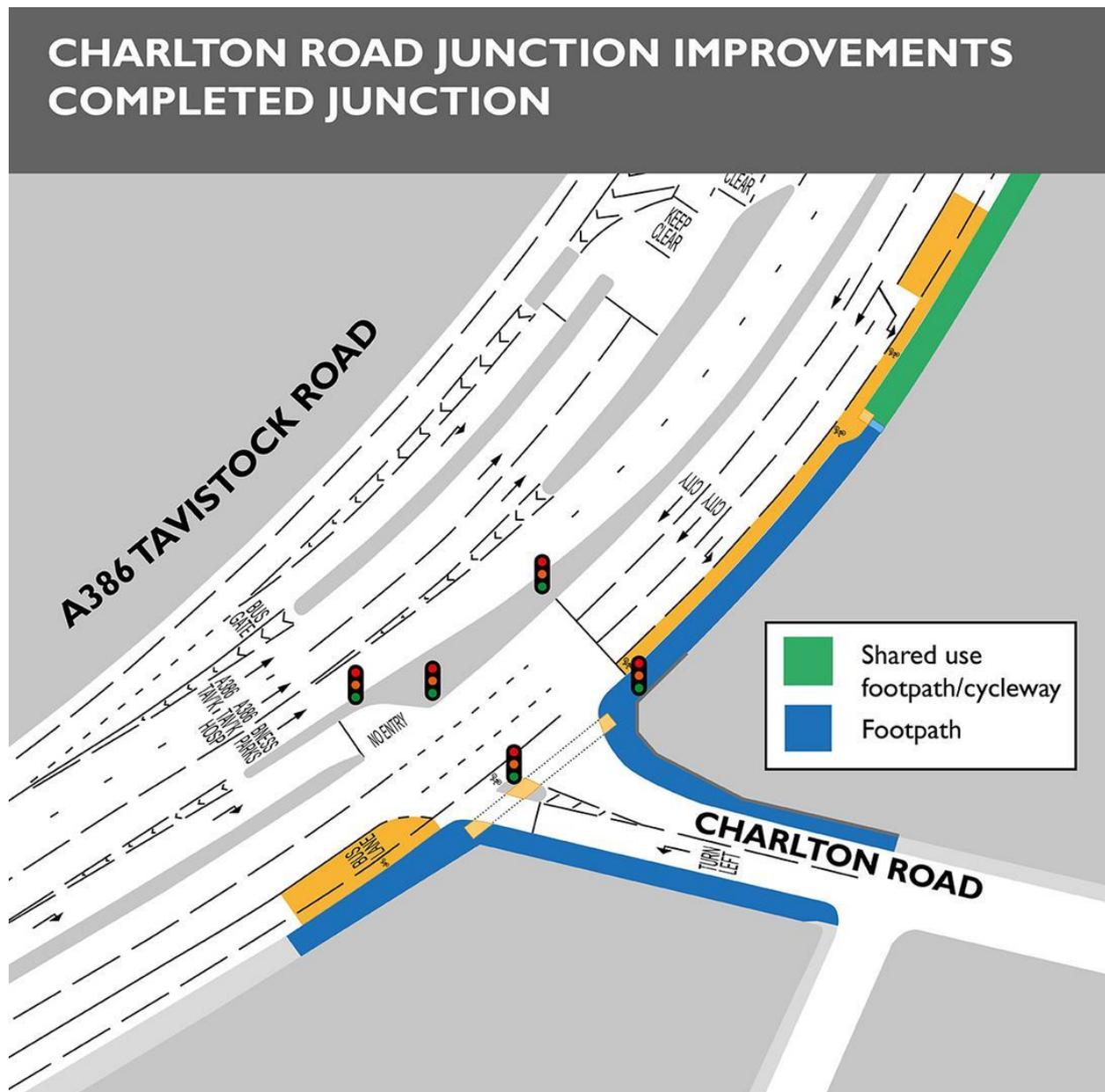


Figure 1 Charlton Road Junction Scheme General Arrangement

4. BENEFITS OF THE SCHEME

- 4.1. The project will provide a signalised junction to allow residents of Charlton Road and surrounding streets to restore access to the area safely, without causing a danger to vehicles and cyclists travelling southbound. It will also reduce cars away from the northern section of Tavistock Road and Derriford Roundabout who don't need to be making that additional journey.
- 4.2. Installing a new signalised junction in this area will also allow pedestrians to cross the junction of Charlton Road in a safe manner without fear of cars crossing the bus lane and then pulling into Charlton Road at high speed. The new pedestrian island at the junction increases their safety allowing them to be seen and be seen much better.
- 4.3. The existing speed camera will be relocated and upgraded to a red light camera to ensure drivers are not travelling through the area at excessive speed or jumping red lights. Any that do continue to travel through in excess of the speed limit will be ticketed.

5. PROJECT COST

- 5.1. The total project cost is £2,579,702.
- 5.2. This total cost includes work carried out to date during phase 1 including land acquisition and also the design and development of the phase 2 scheme. An allocation has been made for risk and inflation along with other anticipated project costs.

6. FUNDING

- 6.1. The £2,579,702 allocated budget is financed by:

- £1.834m of Corporate Borrowing;
- £0.616m of Grant Funding;
- £0.13m of Revenue Contributions.

7. PROJECT APPROVALS

- 7.1. Project funding has been approved and added to the capital programme by four previous Executive Decisions:

£793,463	Executive Decision L66 17/18 March 2018	Original approval & allocation made in the Council's capital programme.
£315,405	Executive Decision L35 19/20 March 2020	Additional funding approval
£620,783	Executive Decision L36 21/22 February 2022	Additional funding approval
£850,051	Executive Decision L26 23/24 October 2023	Additional funding approval

- 7.2. The works constitute Permitted Development (PD) as they are all contained within or adjacent to the Highway boundary and therefore Planning permission is not required. While the works themselves are PD, the Council is proposing utilising an alternative diversion route in land outside of the Highway boundary at Colborne Road and therefore a temporary Planning Permission is required. Planning approval was granted on 10 March 2026.
- 7.3. The scheme required a small parcel of land outside of the Council's ownership, which was secured under phase 1 of the scheme. No further third-party land acquisition is required although license agreements are to be utilised for the temporary diversion route.
- 7.4. Additional approvals to be obtained include Traffic Regulation Orders and Temporary Traffic Regulation Orders (TTRO). TTRO applications have been submitted to the Council's Network Management team to support implementation of the traffic management required for construction.

8. DELIVERY TIMESCALES

- 8.1. Construction of the Charlton Road Scheme is planned to start in Spring 2026 and finish in Autumn 2026. Construction is expected to take between eight and ten months.

9. MEMBER AND STAKEHOLDER SUPPORT

- 9.1. The Charlton Road Junction scheme has been a priority project for both the current and previous administrations.
- 9.2. A residents' meeting was held in September 2017 attended by around 150 people, where the Council was originally proposing to close the gap in the central reservation, thereby banning the right turn into Charlton Road permanently. Recognising this reduced access to Charlton Road, Council Officers also proposed reopening Colborne Road as an alternative access, linking Charlton Crescent to William Prance Road. The majority of respondents did not support the closure of the right turn gap in the central reservation and also did not support reopening Colborne Road.
- 9.3. The Council therefore pursued a signalised option for the junction of Charlton Road and Tavistock Road and consulted with local residents and the wider travelling public in March / April 2018.
- 9.4. A follow up residents meeting was held in November 2018 where proposals were put forward that still essentially the same as the scheme to be delivered now. The majority of respondents supported these proposals.

10. MAIN CONSTRUCTION CONTRACT PROCUREMENT

- 10.1. It is recommended to award the main construction contract through the Council's Term Maintenance Contract (TMC) with South West Highways and their Parent Company Taylor Woodrow.
- 10.2. The principle of the procurement strategy of utilising the Council's TMC for this scheme has long since been established, first approved under Executive Decision L35 19/20 in March 2020. Since this time the Council have engaged SWH / TW under Early Contractor Involvement (ECI) to help develop the scheme, including identify costs, programme and risks and develop the traffic management strategy and construction methodology.
- 10.3. The TMC very deliberately allows the delivery of transport projects in addition to the core highway maintenance activities.
- 10.4. The TMC was subject to a robust competitive procurement process starting in 2014 and concluding in late 2016 with the Contract Award. The TMC was to be operational by April 2017 and run until 2024 with an extension option to 2027. The contract was won by South West Highways following a robust collaborative procurement exercise between Plymouth City Council, Devon County Council and Somerset County.
- 10.5. The scale and nature of the works required for Charlton Road makes it an ideal candidate scheme for the TMC to be the delivery vehicle for.

11. ENSURING VALUE FOR MONEY

- 11.1. This procurement path ensures value for money as the TMC was compliantly procured, in accordance with Public Contract Regulations 2015.
- 11.2. The Charlton Road Junction scheme is to be procured through the established Term Maintenance Contract (TMC) under an Option C arrangement, which follows "open book" principles and provides a robust framework for cost certainty. The target price has been developed using a combination of pre-agreed rates within the TMC and benchmarked "star rates" for elements without established pricing.

- 11.3. The Target Price and Programme has been rigorously assessed through an open-book approach, ensuring transparency and accountability.
- 11.4. Under Option C, material quantities will be remeasured to reflect actual usage, while time-related elements within the price list remain fixed, offering further cost stability and programme delivery incentive.
- 11.5. Collaborative joint measurement sessions among parties have resulted in an auditable Bill of Quantities, mitigating scope ambiguity and enhancing cost certainty.
- 11.6. The Task Order benefits from SWH / Taylor Woodrow's trusted supply chain and directly employed workforce, ensuring competitive pricing, reliable lead times, and high-quality delivery.
- 11.7. A structured risk management process has been implemented, embedding quantified allowances and maintaining a live risk register to proactively address potential challenges. This approach, combined with the transparency of the Option C contract, ensures the Task Order is delivered efficiently and collaboratively, providing confidence that the Council is receiving demonstrable best value under the TMC.

12. ASSURANCE

- 12.1. The Council have procured experienced Contract Management, Project Management & QS support from AECOM who are qualified to work on NEC4 contracts and have experience working on similar schemes with SWH under the TMC.

13. TRACK RECORD

- 13.1. The Council have successfully delivered a number of transport projects of similar scale and complexity through the TMC with SWH including: Morlaix Drive, a number of Transforming Cities Funded projects, Southway Drive, Plymbridge Rd and the Eastern Corridor Junction Improvements to name a few.
- 13.2. The TMC is well understood and has demonstrated best value being achieved through these and other projects.