

CITY OF PLYMOUTH

Subject: Eastern Corridor High Quality Public Transport (HQPT) Scheme

Committee: Drake, Efford and Lipson, Sutton and Mount Gould Area Committee

Date: 21st January 2010

Cabinet Member: Cllr Kevin Wiggins, Cabinet Member for Transport

CMT Member: Anthony Payne, Director of Development and Regeneration

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Ref: 0721 Eastern Corridor

Part: I

Executive Summary:

This report records progress on the Eastern Corridor High Quality Public Transport (HQPT) Scheme, which is being developed to serve the existing and proposed new communities to the east of Plymouth city centre.

Significant progress has been made during the last year in respect of preliminary design, traffic modelling and public consultation. The Region has provisionally allocated £77.2 million of Regional Funding Allocation to the scheme between 2014 and 2019 and it is the intention to submit a Major Scheme Business Case to the Department of Transport during 2010 to secure this funding.

This report also provides an update on the East End Community Transport Improvements Scheme, which is part of the overall Eastern Corridor HQPT Scheme. In March 2009 it was announced that Plymouth City Council (PCC) had been successful in securing £9.78 million of funding from the Community Infrastructure Fund, which is enabling the Council to accelerate delivery of transport improvements in the Cattedown and Prince Rock areas during 2010 and 2011, ahead of the overall Eastern Corridor scheme. . Following this announcement a Project Team has been established, detailed design work is underway, a public consultation has been undertaken and a full delivery programme has been prepared. Construction is due to commence in May 2010.

Corporate Plan 2009-2011:

The Eastern Corridor Major Scheme Bid is a key project for delivering the Local Transport Plan, the Local Development Framework (LDF) Core Strategy, North Plymstock Area Action Plan (AAP) and South Hams District Council's Sherford AAP.

The scheme directly supports Plymouth's four visionary goals contained within the Corporate Plan and Strategic Objective 6 "Developing an Effective Transport System".

The scheme directly assists Corporate Improvement Priority 12, "Delivering Sustainable Growth", by delivering strategic infrastructure.

The scheme also contributes to Corporate Improvement Priority 11 "Improving Access across the City". It will provide faster and more reliable journey times for public transport services along the Eastern Corridor, linking residents with better access to employment, education, leisure and healthcare facilities.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The current forecast for the Eastern Corridor HQPT scheme for 2008 – 2019 is £123.3 million. The proposed funding status and sources of this are shown below:

<u>£mil</u>	<u>Source</u>	<u>Status</u>
77	Regional Funding Allocation	not yet secured
7 (East End)	Regional Infrastructure / Tariff funding	R.I.F secured
25 (Eastern corridor)	Regional Infrastructure / S106/Tariff funding	not yet secured
10	Community Infrastructure Fund	secured
3	New Growth Point grant	secured
1	Local Transport Plan (Single Capital Pot)	– first call on Annual allocation

Resource Implications:

The PCC Project Team for the development of the Eastern Corridor Major Scheme and the East End Community Transport Improvements Scheme is now fully resourced and there are no further resource implications.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

There are no other implications directly arising from this report.

Recommendations & Reasons for recommended action:

The Drake, Efford and Lipson, Sutton and Mount Gould Area Committee are requested to:

1. Note the contents of this report as an update on the project.

Reasons:

1. To enable the Council to proceed towards submitting a bid to the Department for Transport (DfT) in accordance with Central Government guidance for Programme Entry to the South West Regional Funding Allocation to fund transport improvements within Plymouth's Eastern Corridor, which in turn will support new sustainable development.

2. To progress the delivery of the East End Community Transport Improvements Scheme to the required project timescales and budget.

Alternative options considered and reasons for recommended action:

None

Background papers:

1. Eastern Corridor Study, March 2006
2. Cabinet Report – East of Plymouth Developments Major Scheme Bid, 3rd October 2006
3. East of Plymouth Infrastructure Study, June 2007
4. Cabinet Report - Eastern Corridor Major Scheme Project Governance, 22nd January 2008
4. East End Community Infrastructure Transport Improvements (Full Business Case), October 2008.
5. Sustainable Communities Overview and Scrutiny Committee, Eastern Corridor Major Scheme, 6th October 2008

Sign off:

Head of Fin	SG/ Cap F91 001 4.06 011 0	Head of Leg	JAR/ 10/12 1	Head of HR	N/A	Head of AM		Head of IT	N/A	Head of Strat Proc	
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1. Introduction

- 1.1 The Draft Regional Spatial Strategy identifies an increase of approximately 24,500 dwellings in Plymouth itself with an additional 11,000 dwellings in the neighbouring South Hams area, 5,800 dwellings in the Caradon area and 3,800 dwellings in the West Devon area. This increase of 45,100 dwellings in the Plymouth Housing Market Area (HMA) up to 2026 is going to place a significant strain on Plymouth's existing transport network.
- 1.2 At least 11,000 of these proposed dwellings are to be located on the Eastern Corridor, a large number of which will be delivered through the Plymstock Quarry and Sherford New Community Developments. The former will be seeking planning approval in 2010 whilst the latter already has planning approval and is seeking to commence on site by June this year. In addition the Langage Strategic Employment Site is forecast to expand by 130,000 square metres by 2026. In order to achieve this ambitious growth along the Eastern Corridor, the supporting transport infrastructure needs significant investment. The existing transport infrastructure comprises of a highway network which is often at or close to operational capacity, poor walking and cycling links and a bus network with a good level of service but which operates in wards typified by high car usage which compromises the ability to offer a higher level of public transport service
- 1.3 Plymouth Transport and Highways is currently preparing a Major Scheme Business Case (MSBC) for the Eastern Corridor, to be submitted to the Department for Transport in 2010. This bid will be for large scale investment which seeks to provide a HQPT service, including the infrastructure to support this, along the length of the Eastern Corridor from Langage to the City Centre and Millbay. The MSBC will also provide highway capacity improvements at key junctions, as well as establishing improved walking and continuous cycling links.
- 1.4 In March 2009 PCC was successful in securing Community Infrastructure Funding (CIF2) to accelerate the East End Community Transport Improvements (EECTI) Scheme, a key component of the wider Eastern Corridor HQPT Major Scheme proposals. This scheme will provide the foundations of the HQPT corridor and help facilitate the start of delivery of new homes along the Eastern Corridor.
- 1.5 The first part of this report provides a progress report on the EECTI scheme and the second part provides an update on the Eastern Corridor HQPT scheme.

2.0 East End Community Transport Improvements (EECTI) Scheme

- 2.1 In October 2008 PCC submitted a bid for £9.78 million of Community Infrastructure Funding (CIF2) towards the EECTI Scheme. This scheme will create a bus priority corridor through the heart of the East End, along Embankment Road, as well as providing additional highway capacity and improved walking and cycling links. In March 2009 it was announced that PCC had been successful in its bid.
- 2.2 CIF2 funding is a Department of Communities and Local Government (DCLG) and Department of Transport (DfT) initiative to 'unlock' residential development. The EECTI business case predicted that the scheme will provide highway capacity improvements to accelerate the delivery of 2,000 dwellings along the Eastern Corridor. It also unlocks one of the traffic "bottlenecks" along the corridor which, together with

the wider Eastern Corridor Major Scheme improvements, will provide capacity for in excess of 11,000 new residential dwellings.

- 2.3 The proposals seek to secure the foundations of the Eastern Corridor HQPT project through the creation of a bus corridor through the East End along Embankment Road, alongside securing sustainable links for walking and cycling facilities. The new bus corridor is to be facilitated by the displacement of the Plympton/A38 bound traffic from the City Centre to a widened two-way Gdynia Way link. The project also seeks to displace traffic from Plympton/A38 heading towards Plymstock away from Heles Terrace via a new link through the East End Gateway Site. The scheme not only delivers significant capacity improvements for all modes of transport but provides significant benefits to the East End community by effectively halving traffic on Embankment Road in the shopping area helping to regenerate the area. An overview of these proposals is provided in Figure 1.
- 2.4 There are also wider economic benefits from this scheme. As well as directly supporting the early delivery of new homes in Plymstock Quarry and Sherford New Community, this scheme will also support the development of the new strategic employment area at Langage by providing the foundations of the HQPT infrastructure. The implementation of the Embankment Lane Link Road will also facilitate the longer term development of the East End Gateway Site, helping to deliver the aspirations of the Local Development Framework Core Strategy for the East End Area Action Plan for comprehensive high quality mixed-use sustainable waterfront regeneration. The scheme will also assist businesses in Exeter Street and Embankment Road by improving the vitality of the area. By removing the central reservation and reducing traffic volume, the severance that currently exists between the residential community and the businesses will also be reduced. .
- 2.5 Table 1 summarises the programme of work required to deliver the scheme. The work being undertaken in 2009/10 includes: outline and detailed design; planning permission and the Compulsory Purchase Order process for the Embankment Lane Link Road; public consultation on the proposed detailed design and the procurement of a contractor.

Table 1: East End Community Transport Improvements Scheme Milestones

Activity	Milestone
Scheme Design	May 2009 - Jan 2010
Public Consultation on Scheme Design	Sept 2009 - Jan 2010
Planning Permission for Embankment Lane Link Road	November 2009
CPO for Embankment Lane advertised	January 2010
Contractor Appointed	April 2010
CPO Order for Embankment Lane Link Road Confirmed by SoS	April 2010 – December 2010
Construction Starts	May 2010
Public Information and Liaison During Construction	Apr 2010 - Nov 2011
Scheme Complete	November 2011

- 2.6 Part of the EECTI scheme involves widening and extending Embankment Lane to provide a new link between Embankment Road and Laira Bridge Road. Planning permission for these highway works was granted in November 2009.

Figure 1: EECTI Public Transport and Highway Improvements

The diagram below shows the main public transport and highway improvements. Under the EECTI scheme Gdynia Way will be widened to accommodate a third lane which will be used for outbound traffic heading towards Marsh Mills and traffic heading towards Plymstock from Marsh Mills will use a link road through the Gateway Site. These changes in traffic management will provide road space for a bus corridor through the heart of the East End along Embankment Road.



- 2.7 Land outside of the Council's ownership is required to construct the Embankment Lane Link Road described in 2.6 above. It is hoped that this land can be acquired through negotiation, but in the event that this is not possible, a Compulsory Purchase Order (CPO) resolution was approved by Cabinet in July 2009. The Compulsory Purchase Order is currently being advertised.
- 2.8 An East End Stakeholder and Community Management Plan has been produced which sets out the methodology for stakeholder and public consultation throughout the development and delivery of the scheme. A public consultation on the details of the scheme was undertaken in September 2009, which involved the distribution of 5,000 brochures to local residents and businesses and four local exhibitions. Comments received during the consultation have been considered by the Project Team and a further edition of the "Eastender" newsletter will be distributed to local residents in February, providing feedback on the consultation and details of any changes that have been made to the design.
- 2.9 Construction is due to start in May 2010, with a programmed completion date of November 2011.

3. Eastern Corridor Major Scheme Business Case (MSBC)

- 3.1 The remainder of this report focuses on the development of the Eastern Corridor MSBC.
- 3.2 The Eastern Corridor scheme can be divided into two distinct sections:
- a) Millbay to Deep Lane Park and Ride
 - b) Deep Lane Junction and Langage Southern Access Road
- 3.3 All outline design work has now been undertaken for the section between Millbay and Deep Lane Park and Ride. Options for the City Centre, i.e Charles Cross Church through to Millbay, are currently being developed in conjunction with a City Centre Area Action Plan Feasibility study.
- 3.4 In November 2008 Parsons Brinckerhoff consultancy was commissioned to undertake the design of the Deep Lane Junction and the Langage Southern Access Road. Four design options are currently under consideration and were subject to a public consultation in December 2009. It is expected that the Eastern Corridor Project Board will make a decision on which option will be taken forward in February 2010.
- 3.5 To support the development of the MSBC, the selection of a preferred option and the final economic appraisal, an Eastern Corridor Transport Model has been developed. This model is an S-Paramics micro-simulation model that has been developed for the Council by SIAS Ltd. The Eastern Corridor Transport Model was derived from the wider Plymouth Travel to Work Area model, which was originally developed in 2003 and revalidated in 2007. The Eastern Corridor Model itself also needed to be validated and this was completed in April 2009
- 3.6 Following the validation of model the next phase was to use it to model the "Do-Minimum" scenario and this was undertaken in September 2009. The next phase will be to model the various "Do-Something" options which are outlined below:

1. Local tests, to identify the best design for each section/junction along the corridor.
2. Strategic tests, to determine whether the “on-line” using the A379 or “off-line” using the former railway alignment parallel to the A379 should be taken forward.
3. Strategic tests to understand the implications of adding Deep Lane and the Langage Southern Access Road within the MSBC.

The “Do-Something” modelling commenced in September 2009 and is programmed for completion by March 2010, at which point a preferred option will have been identified. Once the preferred option has been identified then final traffic forecasts and the economic appraisal can be undertaken, together with the definition and appraisal of a Lower Cost Alternative

- 3.7 The South West Regional Assembly provided advice to the Secretary of State at the end of February 2009, in respect to its Regional Funding Allocation (RFA) transport priorities. The Secretary of State accepted this advice in July 2009, which provided the Eastern Corridor with an indicative allocation of £77.2 million, profiled as follows:

2014/15	£ 0.5 million
2015/16	£10.1 million
2016/17	£26.2 million
2017/18	£26.3 million
2018/19	£14.1 million
<u>Total</u>	<u>£77.2 million</u>

- 3.8 In order to draw down this RFA funding a Major Scheme Business Case needs to be submitted to the Department for Transport, which is followed by a three stage approval process. The first step in securing the RFA Funding is to submit the Major Scheme Business Case to DfT and to gain Programme Entry; this is currently programmed to be later on in 2010.