

EXECUTIVE DECISION

made by a Cabinet Member



PLYMOUTH
CITY COUNCIL

REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L58 17/18

Decision	
1	Title of decision: Forder Valley Interchange
2	Decision maker (Cabinet Member): Councillor Ian Bowyer, Leader of the Council
3	Report author and contact details: Sarah Carey, Transport Planning Officer sarah.carey@plymouth.gov.uk Tel: 01752 308855
4	Decision to be taken: <ol style="list-style-type: none">1. To approve the Business Case for the Forder Valley Interchange scheme2. To allocate £8,833,000 for the project within the Capital Programme (with £5,000,000 funded by the Department for Transport's National Productivity Investment Fund and £3,833,000 funded by the Community Infrastructure Levy)3. To delegate authorisation of the procurement process to Anthony Payne, Strategic Director for Place4. To delegates the award of the contract to Anthony Payne, Strategic Director for Place
5	Reasons for decision: <p>The Council has recently successfully secured £5m grant funding from the Department of Transport's National Productivity Investment Fund (NPIF) for the Forder Valley Interchange scheme, which confirms its critical nature to the delivery of the growth outlined in the Plymouth and South West Devon Joint Local Plan.</p> <p>The scheme will maximise the benefits from other major transport improvements in the area including the recently constructed Derriford Hospital Interchange and Marjon Link Road schemes, the in-construction Derriford Transport Scheme, and it provides extra added value to the proposed Forder Valley Link Road scheme.</p> <p>The feasibility stage of design and modelling has been completed, and a preferred option has been selected. The next stage is to complete the outline design which will confirm the buildability of the preferred option before progressing to detailed design. Construction is anticipated to start in November 2018 and is expected to take around 6-9 months to complete. Subject to discussions with Procurement and Legal, and subsequently approval of a procurement strategy proposal, it is envisaged the scheme will be delivered by Balfour Beatty through the SCAPE framework and be combined with the Forder Valley Link Road programme to provide operational and efficiency savings and avoid a second period of disruption on the network at a later date.</p> <p>The full amount of the cost of the scheme is requested to be allocated within the Capital Programme to fund the necessary development work and deliver the scheme within the required timescales (the NPIF</p>

monies must be spent by March 2020).

6 Alternative options considered and rejected:

Do Nothing

Plans for new homes and jobs in both the north and east of the city will increase pressure on the A386 and A38, particularly at its main junctions including Marsh Mills, Forder Valley Interchange and Manadon Roundabout. Journey times along Plymouth's Northern and Eastern Corridors continue to increase, resulting in large scale congestion, long delays and unreliable journey times for both general traffic and buses. This compromises the ability of the city and the region to achieve its growth plans and stifles economic activity.

The option to not proceed would also require the grant funding secured to be returned to the Department for Transport and this would likely impact on the Council's reputation when seeking funding for other transport projects.

Extension of northbound merge only

Although extending the substandard northbound merge on Forder Valley Road would provide some benefit to the northbound movement on Forder Valley Road, particularly during the AM peak, it would not provide any benefit to the southbound movement or address further capacity issues on the interchange itself. Given the reduced benefits of a lower cost alternative and the likely disruption caused by the works, it is unlikely that a scaled back option would be considered feasible to take forward.

Widening for northbound bus lane

Widening for a northbound bus lane does not address the capacity constraints of the network at this location. Without addressing the capacity constraints, buses would be delayed ahead of reaching a priority bus lane and this option would therefore be high cost with low benefit.

Full length widening of Forder Valley Road

Full length widening of Forder Valley Road would increase the project costs significantly, making the improvements unaffordable within the identified funding streams, and would involve negotiations with private third party land owners. Traffic modelling has also demonstrated the junctions either end of Forder Valley Road are of greater concern. The junction with Novorossiysk Road is already being addressed as part of the proposed Forder Valley Link Road scheme and necessary improvements at Forder Valley Interchange are proposed as part of option 4 above.

7 Financial implications:

Capital Only

The total amount to be allocated for the development and delivery of the project into the Capital Programme is £8,833,000 (with £5,000,000 funded by Department for Transport's National Productivity Investment Fund and £3,833,000 funded through the Community Infrastructure Levy). The spend profile is as follows:

Spend profile	2017/18	2018/19	2019/20	Total across all years
DfT NPIF S31 Grant	-	£3,000,000	£2,000,000	£5,000,000
CIL	£36,000	£2,000,000	£1,797,000	£3,833,000
Total	£36,000	£5,000,000	£3,797,000	£8,833,000

8 Is the decision a Key Decision? (Contact Ross Jago, Democratic Support, 304494 for further advice)

Yes No

✓ results in the Council spending or raising annual income by more than £500,000 (or more than £2,000,000 if

			that is the total cost of a contract award)?
		✓	results in the Council saving more than £1,000,000?
		✓	results in the Council saving less than £1,000,000 and the saving will have a material impact upon service provision such as a significant change or a cessation of service delivery and associated staff redundancies or a significant impact on customers?
		✓	has a significant impact on communities living or working in two or more wards?
If yes, date of publication of the notice in the Forward Plan			
9	Please specify how this decision is linked to the Council's corporate plan 2013/14 to 2016/17 and/or the policy framework and/or the revenue/capital budget:	<p>The project is identified as a part of the strategic transport infrastructure required to support the significant numbers of new homes and jobs that are planned for the north and east of the city over the lifespan of the Plymouth and South West Devon Joint Local Plan. The Forder Valley Interchange scheme directly supports the following Joint Local Plan policies: SPT8; SPT9; SPT10; SPT12; PLY47; and PLY57.</p> <p>The Forder Valley Interchange scheme will relieve an existing pinch point on the network resulting in improved journey times and reliability, whilst freeing up capacity to ensure that additional travel demand can be accommodated and as a result unlocking large scale development to the north and east of the city.</p> <p>Improvements for pedestrians and cyclists will also be maximised within the scheme in order to encourage more sustainable journeys. It provides extra added value to the Forder Valley Link Road scheme, improving a new, alternative link to the north of the city and relieving pressure on the A38, particularly at Manadon.</p> <p>Good connectivity and a resilient transport network supports the effective functioning of our economy, enabling residents to access employment opportunities and linking businesses to skill, customer and supply chain markets. Significant investment from the Department for Transport has already been successfully secured to provide this essential transport infrastructure to support growth and the future of the city.</p> <p>Successful delivery of this scheme will give further confidence to national and regional funding decision makers that Plymouth is a city that can deliver large scale investment projects that will make a real difference in driving forward growth and the local economy. Being able to cite recent examples for the project such as Derriford Hospital Interchange and Marjons Link Road has helped secure Department for Transport NPIF funding for this scheme; successful delivery of the project will give the same confidence when the Council is seeking funding</p>	

for other future major projects.

Urgent decisions

10	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, the Lead Scrutiny Officer must be consulted before approaching the Chair of the Overview and Scrutiny Committee. Ensure that the Chair signs the report at section 11a and that section 11b is completed <u>after</u> the sign off codes in Section 17 are completed)
		No	✓	(If no, go to section 12)

11a	Signature		Date	
	Print Name			

11b Reason for urgency:

Consultation

12	Are any other Cabinet members' portfolios affected by the decision?	Yes	✓	(If yes, go to sections 13 and 14)
		No		

13 Which other Cabinet member's portfolio is affected by the decision?
Councillor Patrick Nicholson, Cabinet Member for Strategic Transport, Housing and Planning

14	Please confirm that you have consulted this Cabinet member	Yes		(No is not an option)
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15	Has any Cabinet member declared a conflict of interest?	Yes		Need a note of dispensation granted by the Council's Monitoring Officer
		No	✓	

16	Which Corporate Management Team member has been consulted?	Name and title	Anthony Payne, Strategic Director for Place
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17	Please include the sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS0107 17/18
		Finance (mandatory)	pl1718.216
		Legal (mandatory)	LS/30061(FVI)/JP/Mar 18
		Human Resources	
		Assets	
		IT	

		Procurement								
Other Information										
18	An Equalities Impact Assessment should be attached to the report	Yes	✓	(Please attach the EIA to this report)						
Briefing report										
19	Is the briefing report attached?	Yes	✓	(No is not an option)						
	List (and include a hyper link to) <u>published</u> work/information used to prepare the report.	N/A								
	Do you need to include any confidential/exempt information?	<p>If yes, prepare a second, Part II, report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p> <p>(Remember to keep as much information as possible in the briefing report that will be in the public domain)</p>								
				Exemption Paragraph Number						
				1	2	3	4	5	6	7
Confidential/exempt briefing report title										
Background Papers										
20	<p>Please list all background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. A folder or a file should not be cited as a background paper, though individual items within the folder or file may be. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>									
	Title	Part I	Part II	Exemption Paragraph Number						
				1	2	3	4	5	6	7
	Forder Valley Interchange Business Case (January 2018)		✓			✓				
	Forder Valley Interchange Briefing Note (January 2018)	✓								

Cabinet Member Signature

21 I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget.

Signature

Ian Bowyer

Date of decision

19 March 2018

Print Name