

# Brexit, Infrastructure and Legislative Change Overview and Scrutiny

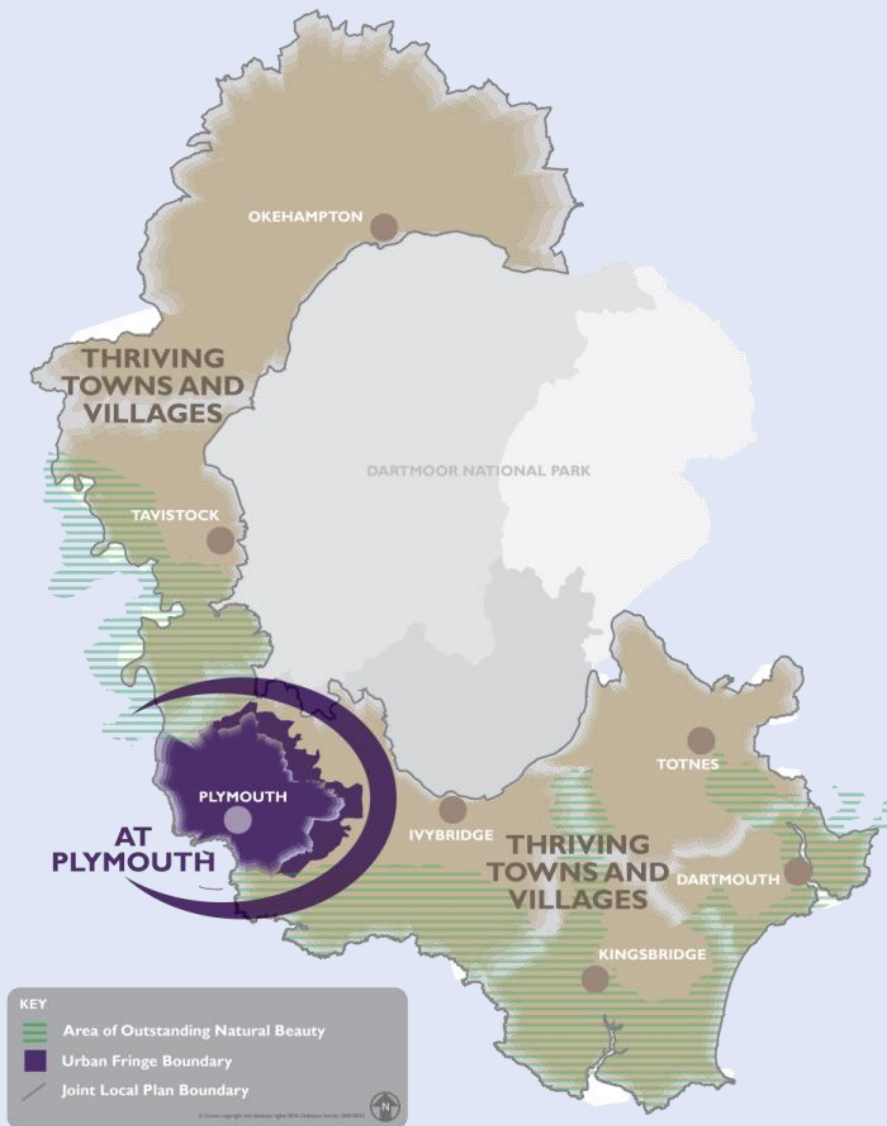


## Transport Infrastructure Overview

**06 June 2018**



# THE SPATIAL STRATEGY



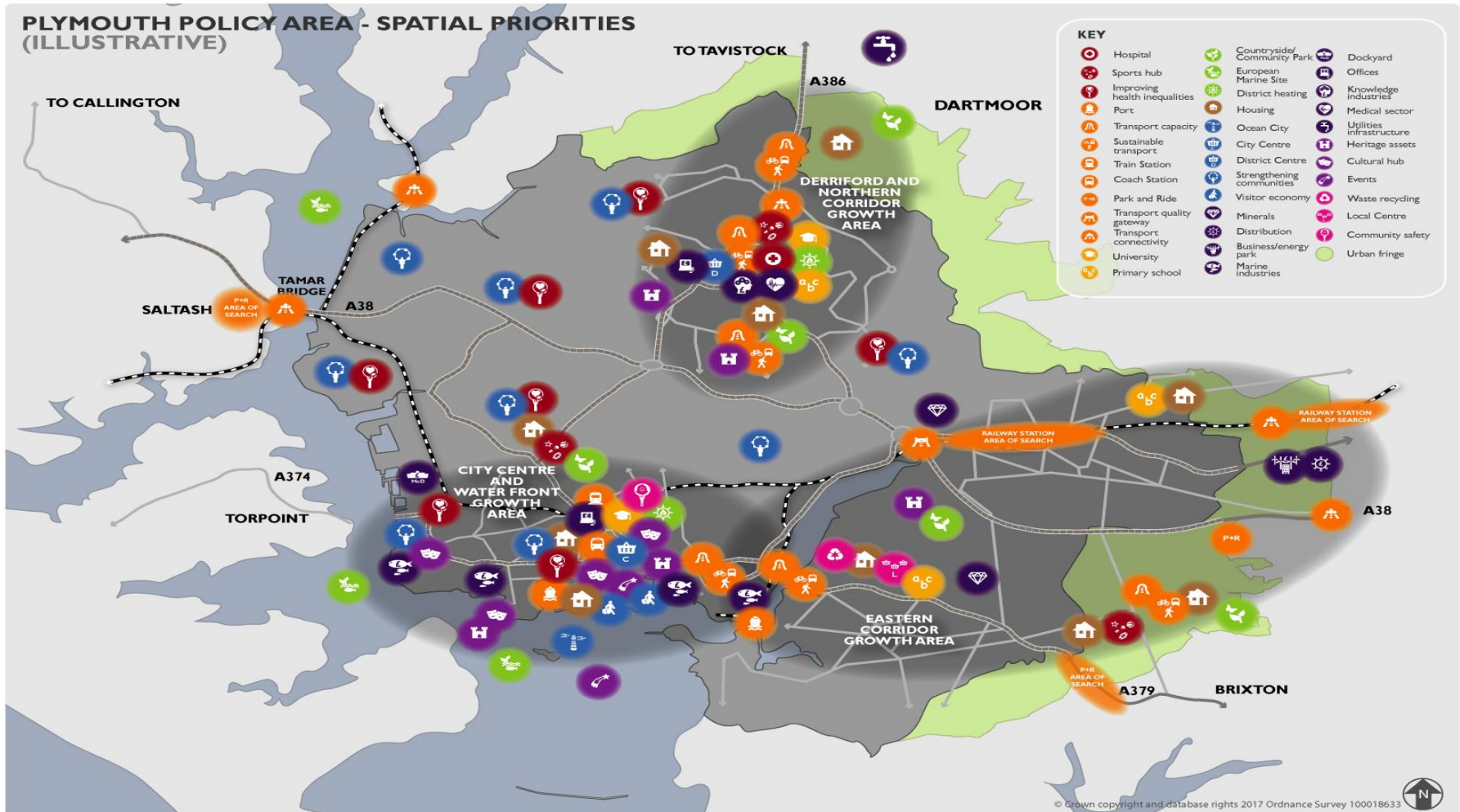
- **Two Policy Areas – Plymouth Policy Area and Thriving Towns and Villages**
- **26,700** new homes
- **6,600** new affordable homes
- Meeting needs of the HMA **in full**
- **71%** of new homes (**19,000** new homes) to be built in the Plymouth Policy Area
- **7,700** new homes to be built in the Thriving Towns and Villages Policy area
- **13,200** new jobs across the JLP area requiring **312,700 sq m** of new employment space

# PLYMOUTH POLICY AREA



**PLYMOUTH**  
CITY COUNCIL

## PLYMOUTH POLICY AREA - SPATIAL PRIORITIES (ILLUSTRATIVE)



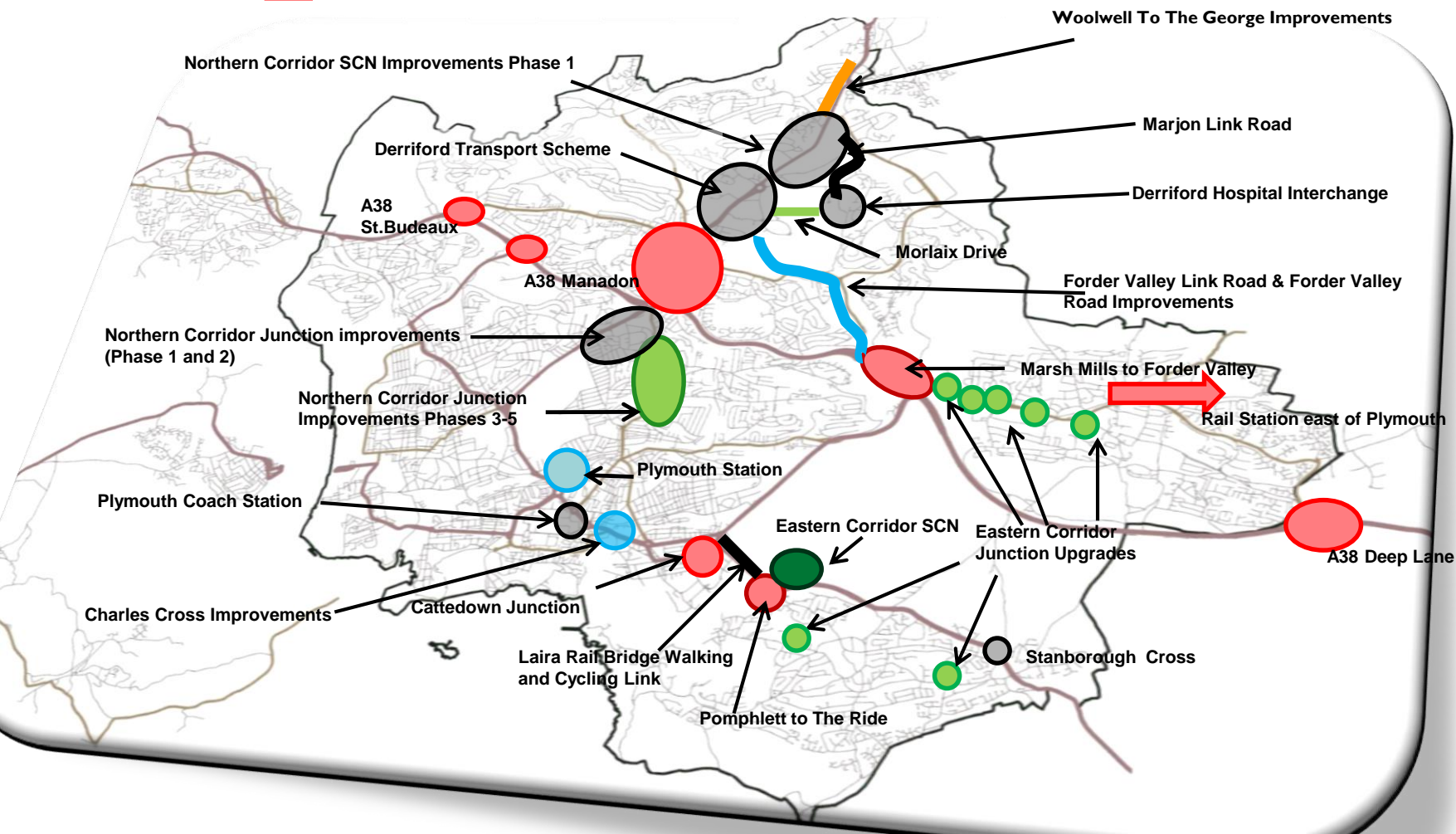




Completed schemes (2015 – 2018)  
 Schemes currently in delivery (2018)  
 Schemes with funding approved and delivery scheduled (2018 -2020)  
 Schemes with funding allocated subject to Final Business Case(2018-2020)  
 Scheme on PCC's Capital Programme and in early design stage (2019-2021)  
 "Pipeline of schemes" (2020 onwards)



Tavistock Rail



## Transport Investment short to medium term to deliver JLP

Schemes delivered/in delivery	External bid funding	Total Cost
Marjon Link Road	£1.05m	£2.3m
Plymouth Coach Station	-	£4.9m
Derriford Hospital Interchange	£1.4m	£2.32
Derriford Transport Scheme	£10.16m	£13.29m
Northern Corridor Junctions	£2.1m	£3.34m
Eastern Corridor Junctions	£2.1m	£3.92m
Northern Corridor Cycle Way	£2.46 m	£3.47m
Eastern Corridor Cycle Way	£3.42 m	£4.9m
Charles Cross	£2.1m	£4.8m
Forder Valley Link Road	£22.5m	£33.4m
Forder Valley Interchange	£5m	£8.5m
Morlaix Drive	£3.3m	£5m
Woolwell to the George	TBC	£15.7m
Plymouth Station	£5.5m	£48m
<b>Total</b>	<b>£61 m</b>	<b>£154m</b>

# Traffic Management



- **General Issues**
- **Detailed Presentations on Traffic Management for Strategic Transport Schemes to Place and Corporate Overview and Scrutiny Committee on 5<sup>th</sup> July 2017 and 1<sup>st</sup> November 2017**
- As the JLP is delivered and Plymouth Grows, so too will the demands for travel.
- The network is sensitive
- There is an existing historic lack of resilience in the network
- There are multiple demands on access to the network.
- Usually there is a need to keep traffic moving at the same time as undertaking the works.
- E.g. there were up to 4,000 vehicles per hour passing through the works at Derriford Roundabout

# Traffic Management



- **How is the Traffic Management Agreed?**
- There is extensive consultation before a major scheme is delivered
- Local knowledge and feedback is incorporated into the design process
- During detailed design for major schemes a Traffic Management Plan is prepared by the contractor
- Contractor's TM Plan is submitted for approval by the Network Manager.
- Before moving to implementation on the ground, the Portfolio Holder oversees the final arrangements.
- Whole series of communications and publicity undertaken before works commence.
- Mandatory to advertise diversions and road closures in the press in advance of a scheme - so people know what is happening when.

# Traffic Management



- **During construction**
- Traffic Management needs to be adaptable and responsive to:
  - Driver behaviour
  - Progression of works
  - Unforeseen circumstances
  - Issues elsewhere on the network
  - Start/end of school holidays or Christmas
- TM performance is constantly monitored and revised
- Need to ensure network is as efficient as possible for example changing of signal timings to 'flush' traffic through



# Derriford Transport Scheme



**Total Budget – £17.312m (DTS: 13.859m + Inlay works: £3.453m)**

**Growth Deal contribution – £10.16m**

**National Productivity Investment Funding - £701k**

- Budget increase of £500k (3.6%)– agreed at CCIB funded by s106 (£237k), Growth Deal underspend (£90k) and corporate Borrowing (£173k).
- Traffic restrictions removed end of March
- Scheme substantially complete
- Remaining minor works:
  - Re-surfacing end of Powisland Drive
  - High Friction Surfacing (between north of Derriford Roundabout and Powisland Drive)
  - Footway and cycleway re-surfacing
  - Landscaping

Note potential RSA 3 changes following audit (within 3 months of completion)

# Sendalls Way Signals Upgrade



- New traffic signals with MOVA link to Derriford Roundabout and WPR
- Crossing over Tavistock Road upgraded to toucan.
- Existing signals at end of design life and prone to failure
- Cost meant not feasible within DTS
- SI06 Funding became available but works postponed due to impact on network
- Scheme is contractually committed
- Cost: £300,226
  - £250,226 SI06
  - £50,000 highway maintenance



- Construction June 2018 for 6 weeks

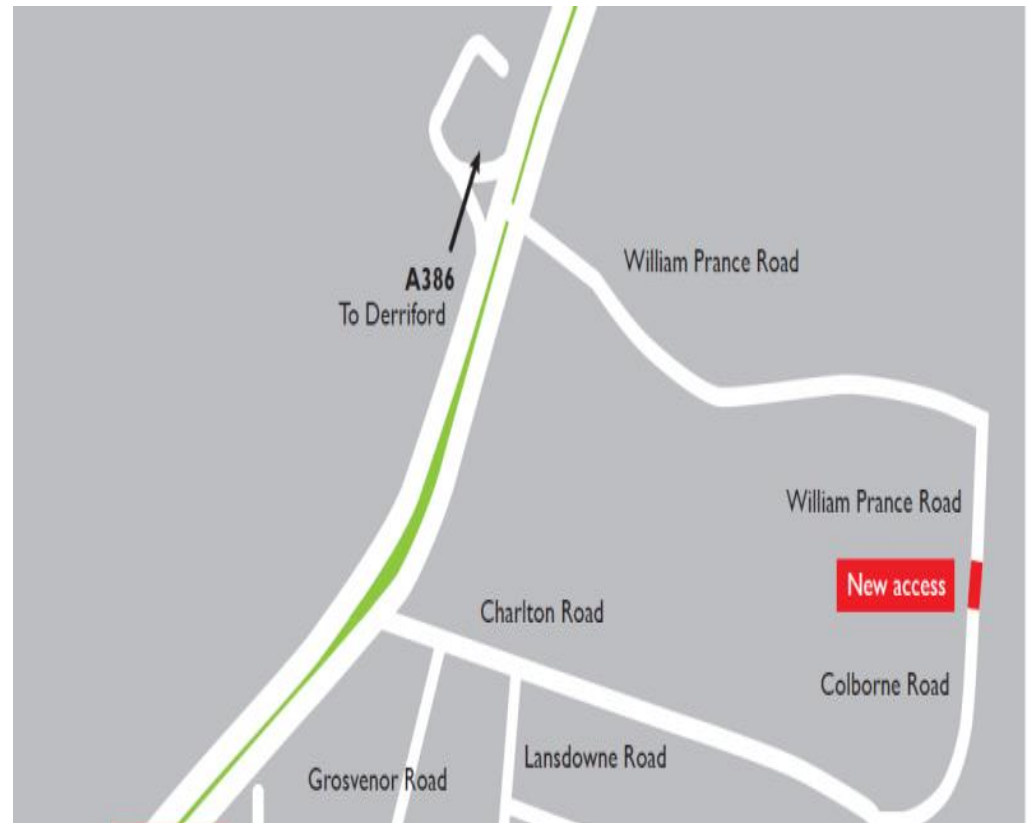
# Charlton Road Junction – Options considered



- Charlton Road RHT closed temporarily pending permanent solution
- Road Safety Audit recommended closing RHT permanently or signalling junction

## Options considered:

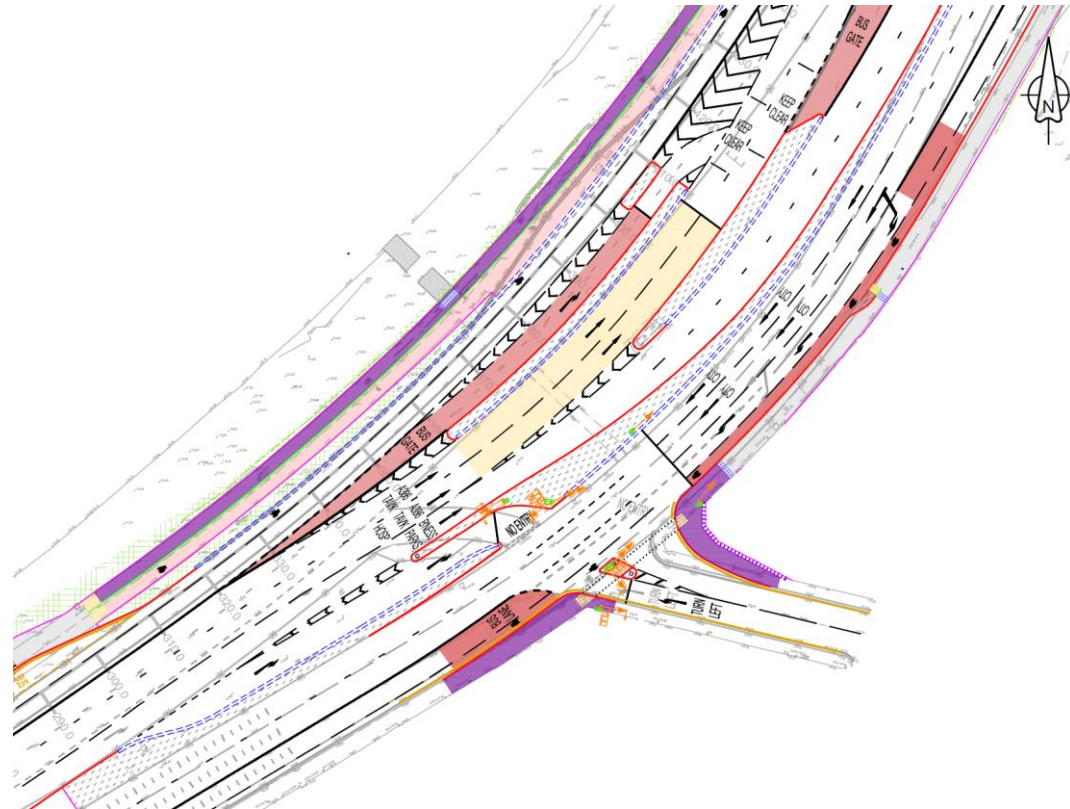
1. Provide new signalised junction and retain RHT into Charlton Road
2. Close RHT into Charlton Road permanently (access via Derriford Roundabout)
3. Close RHT into Charlton Road/ open Colborne Road as alternative access



# Charlton Road Signalised Junction Option



- Installation of traffic signals on each arm of the junction
- Widened access into Charlton Road
- New traffic island on Charlton Road, allowing pedestrians and cyclists to cross in two stages
- Cost £793,463  
corporate borrowing approved



- Works to take place in the summer for 8-12 weeks







# Charles Cross Programme



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Stage	Status
Feasibility	complete
Outline Design	complete
Detailed Design	June 2018
Pricing	June 2018
Final Business Case	July 2018
Contract Award	August 2018
Construction	January 2019 to October 2019

# Forder Valley Link Road

## Progress update:

- New 1km road linking Forder Valley to Tavistock road (A386) via Brest Road and William Prance Road
- Significant element to be built off-line
- Agreed costs at CCIB £37.8m:
  - Highways England £4.47m
  - DfT £22.55m
  - S106/developer £6.4m
  - PCC £4.47m
- Planning Application submitted February 2018



- Pre works and Construction: November 2018 to January 2021

# Forder Valley Link Road



<b>Outline Design</b>	<b>Complete</b>
Revised Outline	Complete
Pre-Construction Stage (including Detailed Design)	October 2017 – August 2018
Final Pricing	April 2018 – August 2018
Full Planning Application submission	February 2018
Planning decision	June 2018
Final Approval Business Case submission to DfT	September 2018
Award contract	November 2018
Mobilisation and enabling works	November 2018 – December 2018
Main Construction	January 2019 – January 2021



# Forder Valley Interchange Programme



Stage	Status
Feasibility Design	Complete
Outline Design	March-August 2018
Sensitivity Testing (Modelling)	June 2018
Topo / Drainage surveys	June-July 2018
Ground Investigations	August 2018
Detailed Design	August-December 2018
Construction (6-9 months within FVLR programme)	January 2019 – January 2021



# Northern Corridor Junction Improvements: Mannamead Road



- Upgrading signal equipment at five junctions plus capacity, pedestrian and cycling improvements
- Linked MOVA/SCOOT control along whole corridor
- Improved pedestrian crossing facilities at Torr Lane Junction
- New RHT at Higher Compton Road junctions
- New shared-use cycle/footway Torr Lane to Manadon Roundabout
- OBC costs £1.4m:
  - Growth deal £1.05m
  - PCC match funding £0.35m - secured



# Mannamead Road: Programme

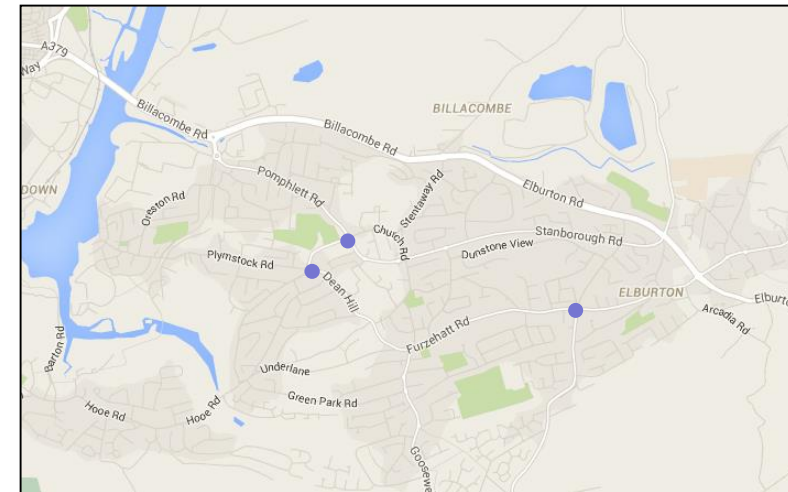
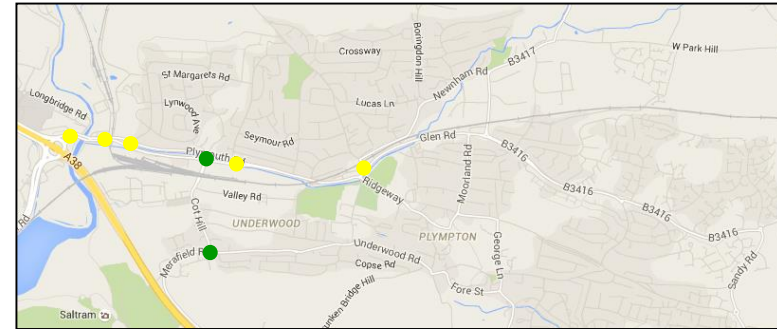


Stage	Status
Consultation	Nov/Dec 2017
Detailed design	Complete May 2018
Pricing (South West Highways)	June 2018
Final Business Case	June
Contract award	June 2018
Construction	July – Dec 2018

# Eastern Corridor Junction Improvements (2017/18 - 2020/21)



- Upgrade of ageing signal infrastructure and installations of MOVA at key junctions
- Capacity, pedestrian and cycling improvements where possible
- Phase 1: Plymouth Road junctions and Cot Hill / Merafield Road
- Phase 2 : Plymstock Junctions
- Budget £3.34m
  - Directly awarded DfT funding of £2.1m
  - Balance from SI06
- Construction: 2018 - 2021



# Eastern Corridor Junction Improvements Programme



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Stage	Status
Public Consultation	November 2017
Outline Design	December 2017 – February 2018
Enabling works and small scale advanced works	February 2018 – June 2018
Detailed Design	March 2018 – June 2018
Contract Award	June 2018 – July 2018
Construction	August 2018 – January 2019

# Eastern Corridor Junction Improvements (2017/18 - 2020/21) – Plymouth Road Junction Programme



Junction	Start	Finish
<b>Advanced Works</b>		
Cot Hill at Merafield Road – Mini rbt	Potentially 18 <sup>th</sup> June	18 <sup>th</sup> July
Longbridge Road – Removal of signals / Change to priority junction	Start of July	Late July
Plymbridge priority signage – Lighting works	5 <sup>th</sup> July	12 <sup>th</sup> July
Plymouth Rd WB AT Woodford Avenue – Change to road markings	30 <sup>th</sup> July	3 <sup>rd</sup> August
<b>Main Works</b>		
Dingle Rd Ped Crossing	Late August	Late September
Glen Rd Ped Crossing	Late September	Mid October
Marsh Mills Approach	Mid August	Mid November
Coypool Road	Mid September	Mid November
Woodford Avenue	October	Late November
Cot Hill / Great Woodford Drive	September	Mid December
Larkham Lane to Glen Road	September	January 2019



# Update: Woolwell to the George



- Dualing of A386 from George Junction to Woolwell Roundabout
- Improvements to Woolwell Roundabout
- £15.7 m scheme
- Bid to Highways England Growth and Housing Fund for £5m



# WTTG Programme

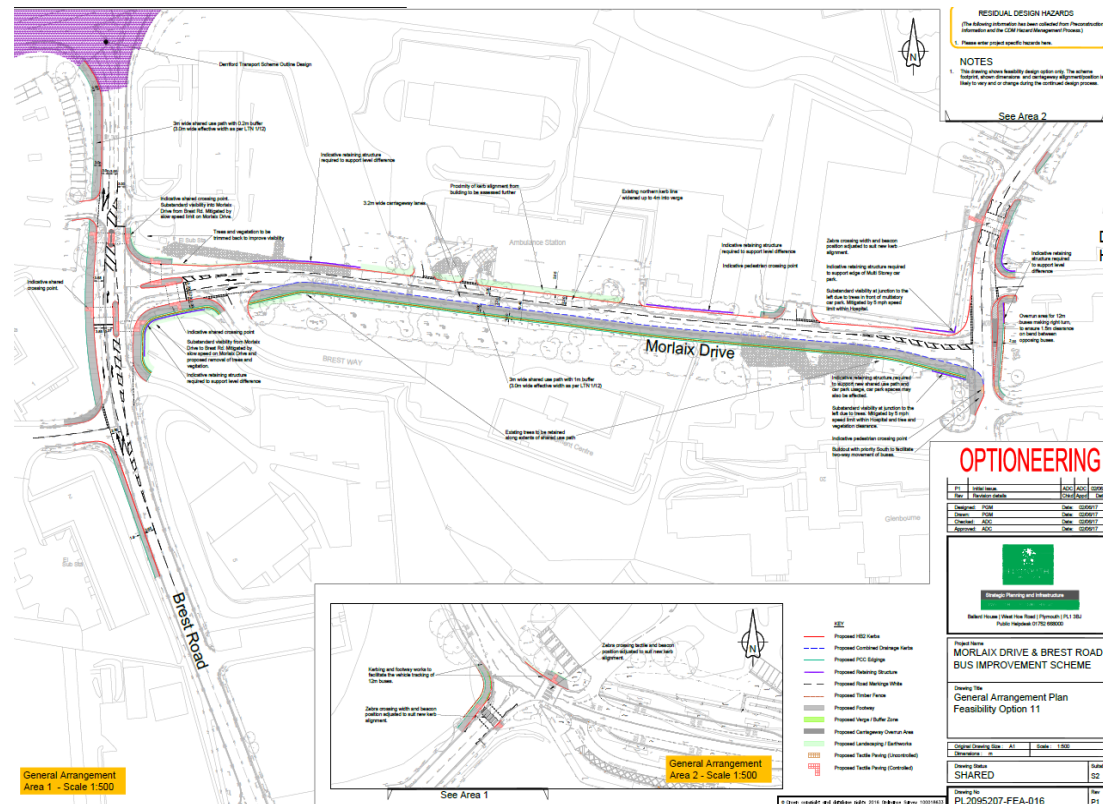


Stage	Status
Public Consultation (options)	October/November 2017
Outline Design	September 2017 – August 2018
Public Consultation (Preferred Option)	July 2018
Land Assembly (if CPO required)	September 2017 – August 2020
Procurement	September 2018 – February 2019
Detailed Design	March 2019 – October 2020
Construction	November 2020 – November 2021

# Morlaix Drive: Progress update



- Widening for two-way bus running plus new shared use footway / cycleway and improved eastern / western junctions
- Working with Hospital Trust
- Scheme cost £4.7m
  - £3.3m National Productivity Investment Funding - secured
  - £1.4m PCC match funding
- Construction June 2019 to March 2020



# Morlaix Drive: Programme



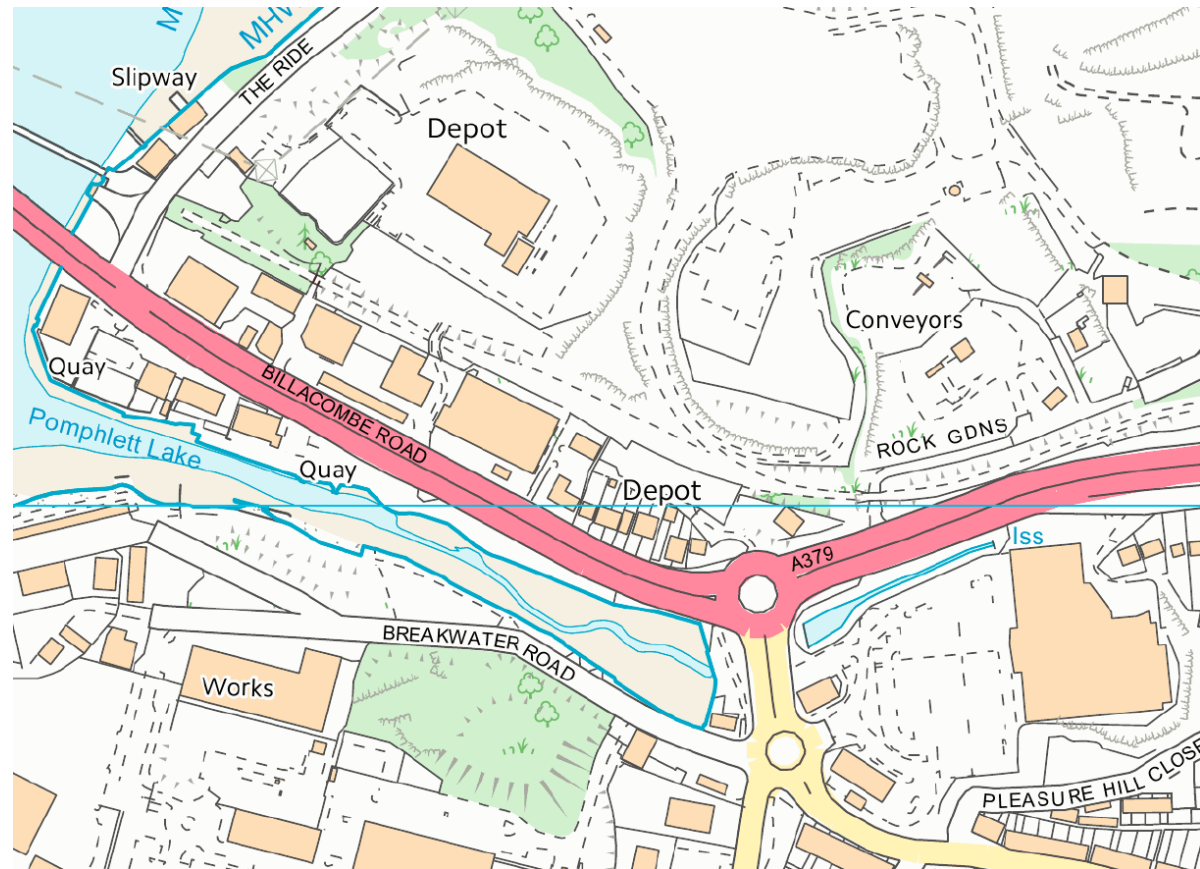
Stage	Status
Feasibility design	Complete 2018
Liaison with landowners	July 2018
Outline design	Aug 2018
Legal agreements	Sep 2018
Detailed design	Dec 2018
Procurement	Dec 2018 – Mar 2019
Construction	June 2019 – Mar 2020



# Pomphlett to The Ride



- Road improvements to Billacombe Road and Pomphlett Roundabout
- Development costs of £510k approved by PCC December 2017
- In development for funding bid submission
- Estimated cost £20.51m
  - £7m S106
  - Rest from bid funding or PCC
- Construction 2022-2023



# Pomphlett to The Ride: Indicative Programme



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<b>Stage</b>	<b>Indicative programme</b>
Option Review	Jun 2018 – Dec 2018
Agree Option	Jan 2019 – Mar 2019
Outline design	Apr 2019 – Sept 2019
Consultation	Oct 2019 – Dec 2019
Funding Bids	Jan 2020 – Mar 2021
Detailed design	Apr 2021 – Dec 2021
Procurement	Jan 2022 – Sep 2022
Construction	Oct 2022 – Dec 2023



# Local Network Pipeline schemes



- **Manadon to Crownhill:** Growth and Housing Bid accepted, subject to further information. Further feasibility work to commence June 2018
- **Union Street/Western Approach junction:** £11.55m capacity and pedestrian improvements
- **Cattedown Roundabout:** £7.9m scheme of capacity improvements

# A38 Pipeline Schemes



- **A38 Manadon Roundabout:** In development with Highways England, post 2021 dependent on funding
- **A38 Marsh Mills:** Future improvements post 2021 dependent on funding
- **A38 Weston Mill Junction:** Feasibility work to commence 2018, scheme post 2020 dependent on funding.
- **A38 St Budeaux:** A longer term solution will be considered in partnership with Highways England. (*PCC to procure study in June 2018*).

# Road Investment Strategy 2



- In December 2017 the Government announced it's consultation on it's Road Investment Strategy Round 2 (RIS 2).
- This will shape all investment decisions in the Strategic Road Network between 2020 and 2025.

## Key Risk

- A38 from Exeter to Bodmin received no funding for enhancements from RIS1 (2015 to 2020)
- If we miss out on RIS 2 (2020- 2025) it will be post 2025 for RIS 3.

# RIS 2 Investment Strategy for the A38: Plymouth asks



## A38 Manadon to Forder Valley 1

Scheme includes:

- Widening A38 to three lanes in both directions

## A38 Manadon Junction 2

Scheme includes:

- Capacity improvements

## A38 Manadon to Weston Mill 3

Scheme includes:

- Widening A38 to three lanes on approaches to Weston Mill

## A38 Deep Lane Junction 4

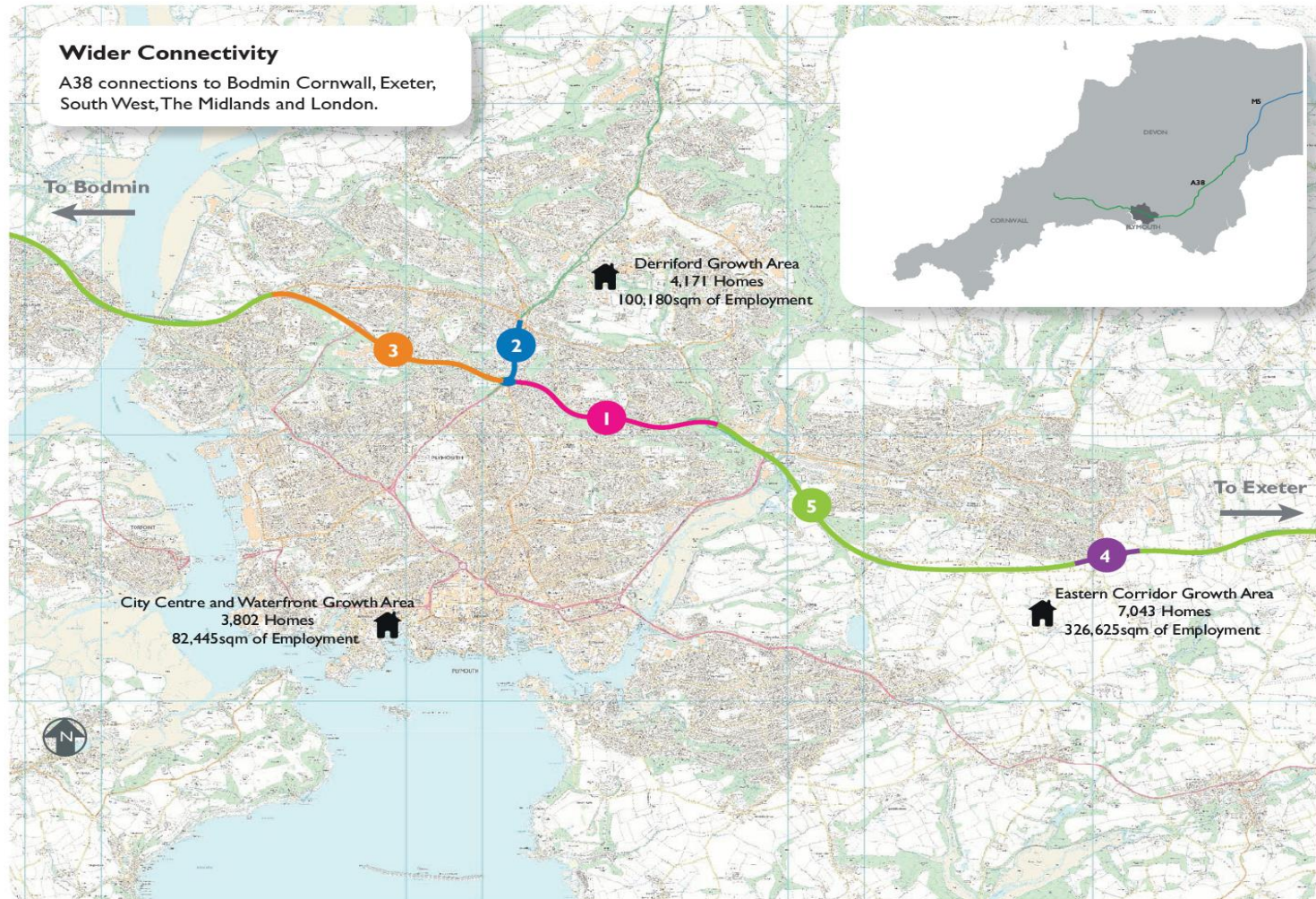
Scheme includes:

- Junction capacity enhancements
- Park and Ride

## To undertake a route based study of A38 from Exeter to Bodmin so that the costs, timescales and benefits of upgrading this route to a modern, Motorway standard can be clearly understood. 5

### Wider Connectivity

A38 connections to Bodmin Cornwall, Exeter, South West, The Midlands and London.





# Road Investment Strategy 2

## Next Steps



Overview of RIS2

### There are four phases in each five year cycle



#### Key Dates

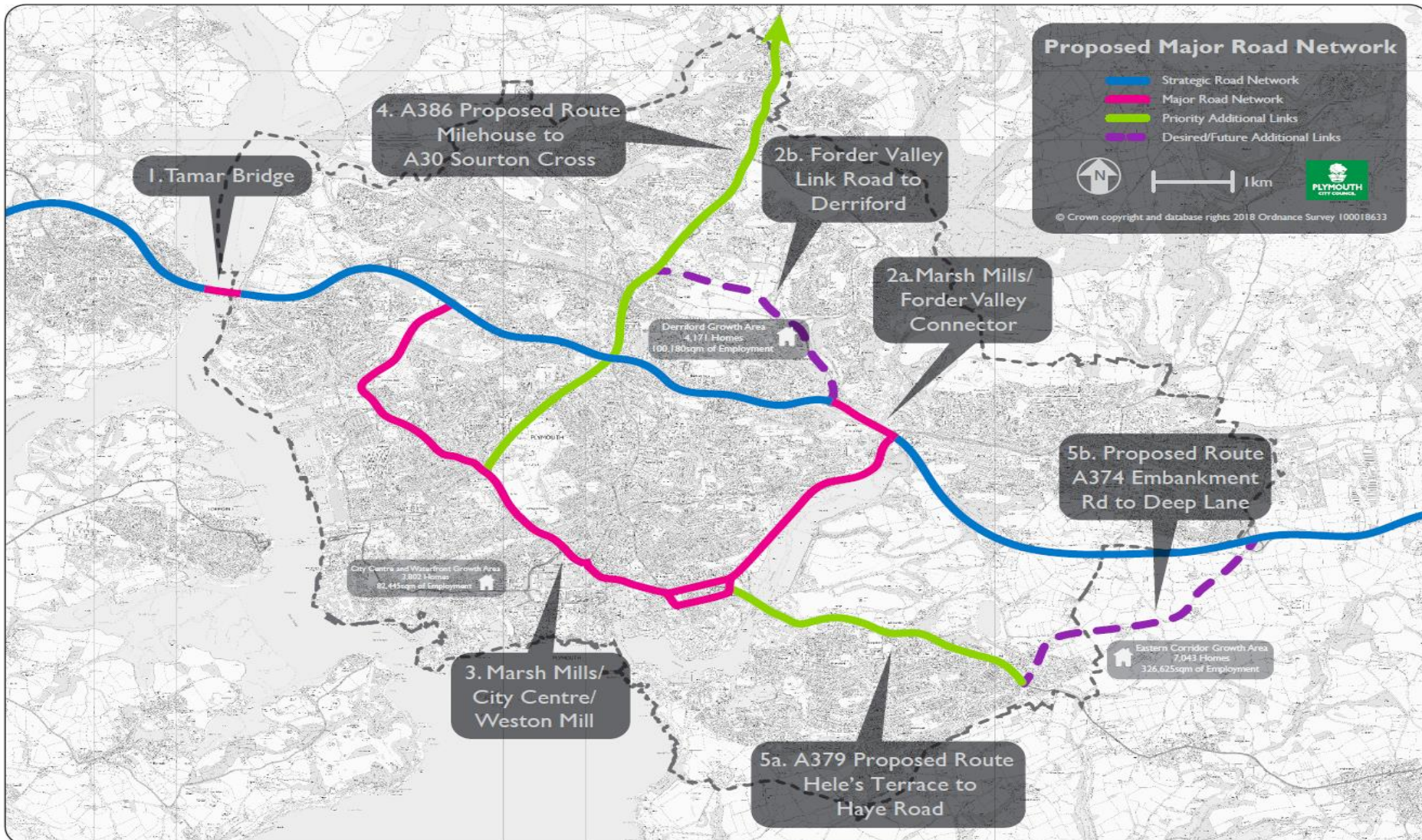
- February 2018 – DfT Public Consultation
- Spring 2018 – DfT analysis of feedback
- Summer 2018 – Government publishes consultation response
- 2019 – Highways England Strategic Business Plan (Scheme List)

*Next opportunity to raise the profile of A38.*

*Ultimate aim.*



# MAJOR ROAD NETWORK PLYMOUTH MAP



# Transport Infrastructure Overview



**Thank you**

**Questions/Discussion**

**?**