



# **Local Pinch Point Bid Submission: Creech Castle**

## **Additional Information Addendum**



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# **1. Introduction**

## **1.1 Request for Additional Information**

- 1.1.1 This addendum sets out the additional information requested by the Department for Transport in relation to the Local Pinch Point funding for Somerset County Council's (SCC) Creech Castle funding bid.
- 1.1.2 Reports that are referenced or 'available on request' within our submissions have been sent under cover(s).

# **2. The Economic Case**

## **2.1 Section B6**

- 2.1.1 As stated in the B6a of our application form the economic has been based on a model forecast year of 2026. The Department for Transport would ideally like the assessment year to be closer to the opening year. However in this case we do not have a model available for a year closer to the opening year that includes the required testing.
- 2.1.2 As part of this addendum submission SCC has submitted the TSRT2 Local Model Validation Report. As part of our original submission we have included information to demonstrate that this model is still valid for testing the proposed scheme.
- 2.1.3 A revised Appraisal Summary Table is appended to this report.

# **3. The Management Case**

## **3.1 Section B8**

- 3.1.1 No statutory powers will be required to obtain the land as it has been assumed to be delivered by agreement. The original submission contains two letters one from Taunton Deane Borough Council stating they are willing to provide land (without charge) under their control for the delivery of this scheme. In addition we have a letter from the other third party land holder setting out they are willing to enter into negotiations for the SCC to purchase the land and a allowance has been made in the programme for this process.

## **3.2 Section B9**

- 3.2.1 With regard to planning consent, the proposals are an improvement to the existing highway network with all proposed works being adjacent



too and butting up against existing highway, such works fall within permitted development under 'The Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 part 13 and therefore a specific planning consent is not required

- 3.2.2 With regard to Side Road Orders, all works are within / adjacent to the existing highway and it is not intended to 'Stop Up' any existing highway therefore there is no requirement for any 'Side Roads Orders' for this scheme.



## **APPENDIX A: Revised Appraisal Summary Table**

**Appraisal Summary Table**

Date produced: 5 3 13

Contact:

Name of scheme:		Creech Castle Improvements					Name			
Description of scheme:		Highway capacity improvements and improved pedestrian and cycle crossings at Creech Castle, Taunton.					Organisation			
							Role		Promoter/Official	
Impacts	Summary of key impacts	Assessment								
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp			
Economy	Business users & transport providers	Business users and transport providers would benefit from increased journey reliability and journey time savings.		Value of journey time changes(£)		£60.7M		Large beneficial	£122.2M (2010 prices; economy and social benefits combined)	No detrimental impact on vulnerable groups; benefits to bus passengers in line with general traffic; benefits to non-motorised users.
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					
			Not available	Not available	Not available					
	Reliability impact on Business users	Business users would benefit from an increase in journey reliability.					Large beneficial; Reduced queuing improves reliability			
	Regeneration	The junction lies on a key corridor between Taunton Town Centre and the M5. Taunton Town Centre centre includes the Firepool regeneration site increasing this site accessibility.					Large beneficial			
	Wider Impacts	Helps to support the delivery of 4,500 and 22.5 hectares of development at Monkton Heathfield. Increases accessibility to various employment sites and to the town centre.					Large beneficial			
Environmental	Noise	There is an identified noise area at the Creech Castle junction. Reduction in queuing but little					Neutral		Neutral	
	Air Quality	Scheme impact on East Reach is likely to be slight positive					Slight beneficial		Neutral	
	Greenhouse gases	Decrease due to reduced congestion		Change in non-traded carbon over 60y (CO2e)				Slight beneficial		
			Change in traded carbon over 60y (CO2e)							
		Landscape	No impact					Neutral		
		Townscape	No impact					Neutral		
		Heritage of Historic resources	There are no known archaeological or historical features that would compromise the development of this option.					Neutral		
	Biodiversity	No significant issues have been identified from an environment and habitat perspective.					Neutral			
	Water Environment	None					Neutral			
Social	Commuting and Other users	Benefit		Value of journey time changes(£)		£66.8M		Large beneficial	£122.2M (2010 prices; economy and social benefits combined)	No detrimental impact on vulnerable groups; benefits to bus passengers in line with general traffic; benefits to non-motorised users.
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					
			Not available	Not available	Not available					
		Reliability impact on Commuting and Other users	Increase					Large beneficial		
		Physical activity	increase provision of pedestrian and cycle infrastructure on key routes					Moderate beneficial		
		Journey quality	Increase for all. Shorter journey lengths for pedestrians and cyclists and there is no longer the need to cross using the footbridge					Moderate beneficial		
		Accidents	Possible slight reduction in accidents involving non-motorised users					Slight beneficial		Reduce number of accidents involving NMUs
		Security	Benefit to perceived security as at-grade crossings would provide an alternative to the over-bridge to the east.					Slight beneficial		Benefit to non-motorised users
		Access to services	Accessibility to secondary education would be improved, as well as access to various employment sites in the vicinity of the junction.					Slight beneficial		Benefit to non-motorised users
	Affordability	Affordability of transport modes would increase by reducing journey times for all and journey lengths for pedestrians and cyclists.					Slight beneficial		Benefit to non-motorised users	
	Severance	Decrease in severance as the A358 at this location only provides a pedestrian / cycle bridge to the east. Direct links would be provided.					Slight beneficial		Benefit to non-motorised users	
	Option values	Slight beneficial impact due to reduced severance improving opportunities to walk/cycle					Slight beneficial			
Public Accounts	Cost to Broad Transport Budget	No significant revenue impact					Neutral			
	Indirect Tax Revenues	Reduction in tax revenue due to reduced fuel consumption					Slight adverse			