



Local Pinch Point Bid Submission: Yeovil Western Corridor

Additional Information Addendum



Contents

<i>Section</i>	<i>Page</i>
1. Introduction	2
1.1 Request for Additional Information	2
2. The Economic Case	2
2.1 Section B6	2
3. The Management Case	2
3.1 Section B8	2
3.2 Section B9	2



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) Yeovil Western Corridor funding bid.
- 1.1.2 A revised map has been produced after an error was noticed after submission, this map is attached in Appendix B.
- 1.1.3 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 For clarity, the forecast year used in the SATURN modelling is 2011. The Western Corridor Strategic Transportation Appraisal includes details of the validation and forecasting of this model and is provided as part of our 'reports available on request' information. In addition to this out original application submission set out traffic data comparisons to show that this modelling was still valid for the testing undertaken.
- 2.1.2 A revised Appraisal Summary Table is appended to this report in Appendix A.

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 letters from various land owners stating that they would be willing to provide the land to deliver the associated schemes. Land is detailed in the programme for the Preston Road roundabout and the Western Avenue / Copse Rd junction scheme. It is considered that this land requirement would be delivered by way of agreement rather than requiring statutory powers and an allowance has been made in our programme to reach agreement.

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 2013			Contact:						
Name of scheme:		Yeovil Western Corridor				Name						
Description of scheme:		Highway capacity improvements to key junctions along Western Avenue, Yeovil along with significant improvements to the pedestrian and cycling provision along the corridor.				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	Benefit due to improved journey times for motor vehicles				Value of journey time changes(£)		£21.7M		Large Beneficial	£36.4 M (2010 prices; combining economic, social and accident elements)	Benefits also to NMLUs where pedestrian crossings, cycle facilities etc provided.
						Net journey time changes (£)						
		0 to 2min		2 to 5min		> 5min						
		Not available		Not available		Not available						
	Reliability impact on Business users	Benefit due to reduced queuing/congestion						Moderate Beneficial				
	Regeneration	No impacts identified.						Neutral				
	Wider Impacts	Helps to deliver housing development totalling 1460 dwellings. There will be increased accessibility to the employment opportunities on the western side of the corridor as well as the benefits of a more efficient transport system to the businesses adjacent to the corridor.						Moderate beneficial				
Environmental	Noise	There are no known noise areas related to this scheme.						Slight adverse; reduction in congestion results in increased speed and volume.				
	Air Quality	Yeovil is an Air Quality Management Area, although all the monitoring stations above acceptable limits are within the town centre area. The scheme is highly likely to contribute to a improvement in air quality in the vicinity of the scheme.						Slight beneficial				
	Greenhouse gases	Reduction due to reduced congestion				Change in non-traded carbon over 60y (CO2e)				Reduction		
					Change in traded carbon over 60y (CO2e)							
	Landscape	No issues identified.						Neutral				
	Townscape	No issues identified.						Neutral				
	Heritage of Historic resources	There are no known archaeological or historical issues although a desktop study will be undertaken to establish this when the scheme progresses.						Neutral				
	Biodiversity	No significant environmental issues have been highlighted.						Neutral				
Water Environment	There is potential for works to be within the flood plain or affect the existing drainage system.						Slight adverse					
Social	Commuting and Other users	Benefit due to improved journey times for motor vehicles				Value of journey time changes(£)		£23.9M		Moderate beneficial	£36.4 M (2010 prices; combining economic, social and accident elements)	Benefits also to NMLUs where pedestrian crossings, cycle facilities etc provided.
						Net journey time changes (£)						
		0 to 2min		2 to 5min		> 5min						
		Not available		Not available		Not available						
		Reliability impact on Commuting and Other users	Benefit due to reduced queuing/congestion						Moderate beneficial			
		Physical activity	Improved links between the residential and employment areas is likely to encourage walking and cycling resulting increases in physical activity.						Moderate beneficial			
		Journey quality	Journey quality will improve with pedestrians and cyclists provided specific crossing points along the corridor.						Moderate beneficial			
		Accidents	Reduction in accidents anticipated due to signalisation of existing non-signalised roundabouts				£3.7 Million		Slight beneficial		£36.4 M (2010 prices; combining economic, social and accident elements)	
		Security	Pedestrian and cyclist security will improve along the corridor by the provision of specific crossing points facilities.						Slight beneficial			
		Access to services	By introducing crossing points over Western Avenue accessibility to the employment opportunities will increase from the residential area on the eastern side of the corridor.						Slight beneficial			
	Affordability	The scheme will have a slight benefit to affordability mainly associated with a reduction in fuel consumption.						Slight beneficial				
	Severance	This scheme will reduce the impact of severance for pedestrians and cyclists. This is						Moderate beneficial				
	Option values	Slight benefit due to improved cycling/pedestrian facilities enhancing attractiveness of those						Slight beneficial				
Public Accounts	Cost to Broad Transport Budget	No significant change in revenue expenditure						Neutral				
	Indirect Tax Revenues	Slight disbenefit due to improved fuel consumption						Slight Adverse				



Copse Road / Western Avenue
Capacity Improvements

Stourton Way / Western
Way Roundabout
Cycling and Walking
Improvements

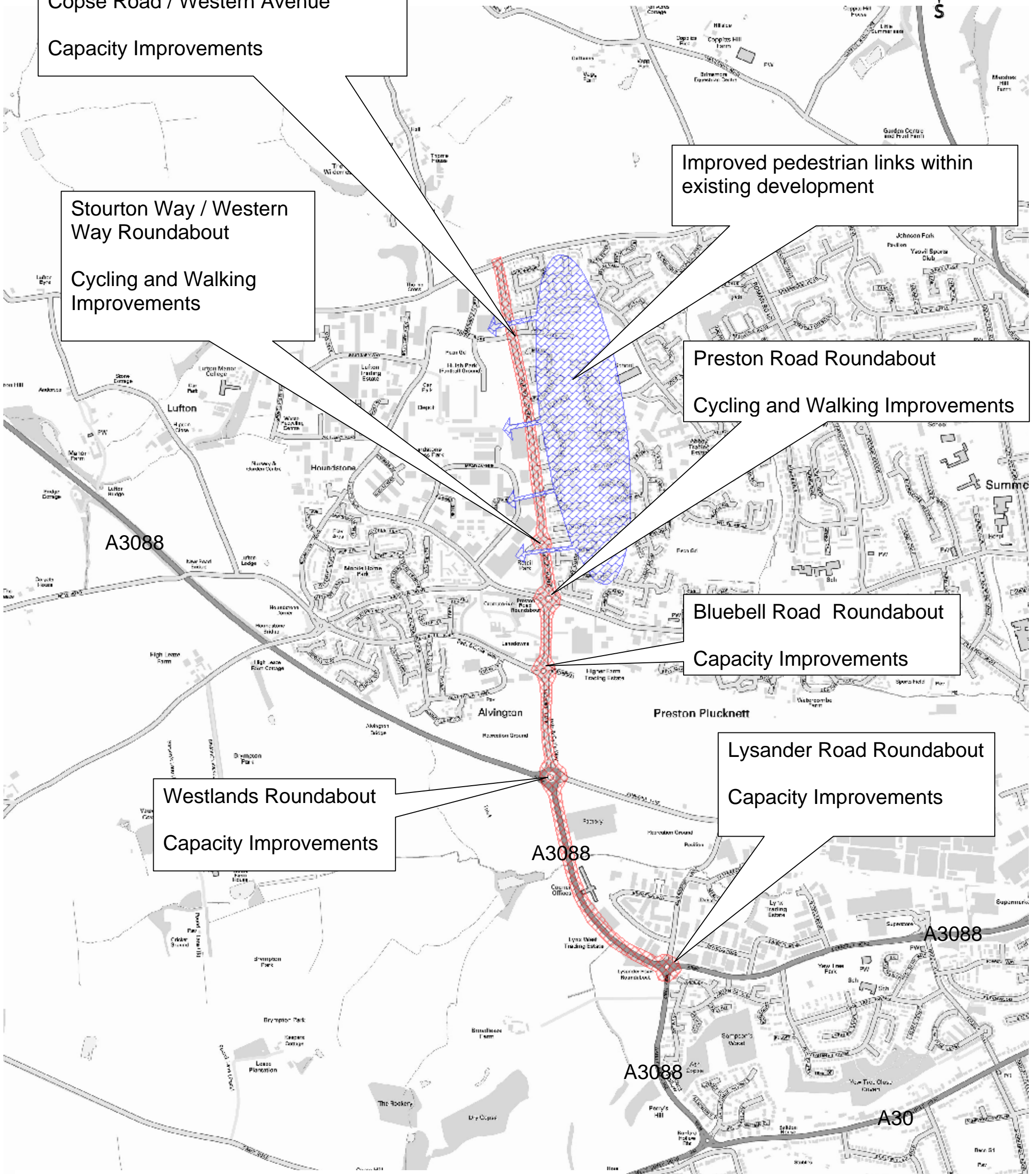
Improved pedestrian links within
existing development

Preston Road Roundabout
Cycling and Walking Improvements



Bluebell Road Roundabout
Capacity Improvements

Westlands Roundabout
Capacity Improvements

Lysander Road Roundabout
Capacity Improvements



Yeovil Western Corridor Improvements

-  Western Corridor Improvements
-  Pedestrian / Cycling Improvements

The information on this map is indicative only