

MRN/LLM REVIEW UPDATE

Details of Submission

7 April 2022

Please note that the following recommendation/s is/are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The board note the submission made to the DfT upon their request to review the MRN/LLM programme within the Peninsula region

1. Background/Introduction

This note provides an update to the Board on the submission made to the DfT in March 2022. The STB was requested to undertake a review of the Major Road Network (MRN) and Large Local Major (LLM) Schemes being promoted by local authority members of the Peninsula Transport Board.

2. Main Text/Proposal

Peninsula Transport received a letter on 18th January 2022 setting out the position of the MRN/LLM programme following a Spending Review and the decision by the Department for Transport to review the programme. The letter requested Sub-National Transport Bodies assistance in undertaking this review.

Peninsula Transport has undertaken a process of issuing proformas to each scheme promoting authority requesting updated scheme summaries. These proformas have then been reviewed by the Programme Director and Technical Director with points and recommendations noted.

The below schedule sets out Peninsula Transport's reviewed programme of MRM/LLM schemes.

Peninsula Transport MRN Schemes – Recommended to be retained

- A382 Drumbridges to Newton Abbot (DCC) – *OBC approved*
- A39 Atlantic Highway scheme - *OBC submitted*
- A374/A386/A3064 Plymouth MRN Phase 1 – *OBC to be submitted April 2022*
- A379 Exeter Outer Ring Road - *SOBC submitted*

Peninsula Transport LLM schemes – Recommended to be retained

- A38 Manadon Interchange - *OBC submitted*
- A39 Walton Ashcott Bypass scheme – *SOBC submitted*
- M5 Junction 28 (Cullompton) Improvements – *SOBC to be submitted November 2022*

MRN Schemes Recommended for Withdrawal

The review highlighted two schemes that are no longer to be progressed within the current programme. Peninsula Transport recognises the pressures that the MRN/LLM programme is under and therefore recommended these two schemes to no longer form part of the current programme.

- A39/A361 Roundswell to Bishop's Tawton (North Devon Link Road phase 2) – *no longer to be progressed within current programme*
- A361 Glastonbury to Pilton Pinch Points Improvements – *no longer to be progressed within current programme*

Our review found that all schemes recommended for retention had progressed well since the May 2019 submission of the Regional Evidence Base. All retained schemes continue to perform well against the original MRN objectives. All schemes have been subject to economic appraisal to demonstrate TAG-compliant Value for Money.

As well as this, scheme promoters have provided clear evidence of the need to incorporate recent government directives concerning Decarbonisation, Active Travel and Bus Service Improvements.

The review has determined that all retained schemes continue to represent the appropriate intervention to achieve both the Government and Peninsula Transport's wider strategic objectives.

High levels of local support from communities, businesses and politically have been demonstrated by these schemes. This is reflected by the level of resources committed by the promoting authorities – approximately £6.5m across the seven retained schemes.

Throughout the review, Peninsula Transport were acutely aware of the need to ensure that the MRN/LLM programme continues to represent good Value for Money and is supported in its decisions by local authorities to manage costs, time pressures, exploring lower cost interventions. It also recognises the importance of sharing best practice across the sub-region and beyond. This is reflected by the proposed programme in May 2019 at a total cost of £556m (£497m DfT ask) across MRN and LLM schemes compared with the current cost of £492m (£411m DfT ask).

3. Consultations/Representations/Technical Data

The review required the collation of a range of technical and financial data in relation to each of the schemes in a common format for ease of review and to demonstrate a transparent and clear approach to DfT.

4. Financial Considerations

The review considered any changes in scheme costs that have occurred since original submission and this was taken into account as part of the review.

5. Environmental Impact Considerations

Each of the schemes reviewed will have considered the environmental impacts of their delivery as part of the scheme appraisal.

6. Legal Considerations

There are no specific legal considerations.

7. Risk Management Considerations

There are no direct risks associated with this paper. The process of reviewing schemes and providing an overview to DfT is intended to provide reassurance on the Value for Money of the schemes, thereby reducing the risk of schemes being refused or cancelled at a later stage.

8. Public Health Impact

There are no public health impacts

9. Summary

This note provides Board members with further information on the MRN/LLM scheme review undertaken by Peninsula Transport.