

Appendix Z

EXTRACTS FROM: Lyminster Bypass Transport Business Case: Transport Business Case, November 2015



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EXTRACT FROM: LYMINSTER BYPASS TRANSPORT BUSINESS CASE

Transport Business Case

26/11/2015

Quality Management

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Prepared by	Alan Cowan	Alan Cowan			
Signature					
Checked by	Craig Drennan	Craig Drennan			
Signature					
Authorised by	Craig Drennan	Craig Drennan			
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LYMINSTER BYPASS TRANSPORT BUSINESS CASE

Transport Business Case

26/11/2015

Client

West Sussex County Council
County Hall
West Street
Chichester
PO19 1RH

Consultant

WSP UK Limited

Tel: +44 (0)12 5631 8800
Fax: +44 1256 318 700

www.wspgroup.co.uk

Registered Address

WSP UK Limited
01383511
WSP House, 70 Chancery Lane, London, WC2A 1AF

WSP Contacts

Alan Cowan
Associate
Mountbatten House
Basingstoke
RG21 4HJ

Tel: +44 (0)12 5631 8831

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- Appendix C – Risk register
- Appendix D – Scheme cost proforma
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8 Summary

8.1 Background

8.1.1 This Transport Business Case presents the evidence base in favour of the proposed Lyminster Bypass north of Littlehampton in West Sussex. The document has been prepared in accordance with the Department for Transport guidance on the five business case model. Guidance was published in April 2013, and requires the following five cases to be considered:

- Strategic Case
- Economic Case
- Financial Case
- Commercial Case
- Management Case

8.2 Transport Business Cases

- 8.2.1 The Strategic case outlines the need for the bypass. The primary need is to provide a high quality route between the A27 and the A259 that avoids the sharp bends on the existing route and avoids the delays caused by the level crossing at Wick. This would make the Littlehampton area more attractive to developers, leading to local economic growth. The key stakeholders are set out, and the interactions with other schemes are discussed, particularly the southern bypass delivered as part of the North Littlehampton development.
- 8.2.2 The Economic case sets out the assessment of benefits that the scheme is forecast to deliver to society as a whole. Over 60 years, the scheme is expected to generate benefits worth £118m, including £3m of safety benefits. The scheme generates a Benefit-Cost ratio of 30.4 so is considered a very high value for money scheme.
- 8.2.3 The Financial case provides a detailed cost estimate and a breakdown of how the scheme will be funded. The total scheme cost is expected to be £8.66m, of which £3.24m is Section 106 funding. £3.00m is sought from Coast to Capital LEP to complete the scheme, with the remaining £2.42m funded by WSCC.
- 8.2.4 The Commercial case considers procurement of the scheme. A Design and Build procurement strategy through the restricted procedure is considered the preferred option, with the preferred supplier determined through a 60% quality / 40% price split.
- 8.2.5 The Management case sets out the proposed project management procedures to be adopted throughout the life cycle of the project. The project management team is provided, with an explanation of roles and responsibilities. Measures have also been set out to ensure high quality and timely delivery. Stakeholder management and post-implementation assessment strategies are also discussed.

8.3 Conclusion

- 8.3.1 The proposed Lyminster Bypass will generate substantial net benefits to the local economy, helping fulfil Coast to Capital's remit.