



Oversight and Governance

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

www.plymouth.gov.uk/democracy

Published 31/01/25

Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decision detailed below may be implemented immediately.

Delegated Decisions

I. Council Officer Decision: Paul Barnard, Service Director for Strategic Planning and Infrastructure:

- I.a. COD34 24/25 - Contract Award: A38 Manadon Interchange Survey **(Pages 1 - 32)**

EXECUTIVE DECISION

made by a Council Officer




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

Executive Decision Reference Number – COD34 24/25

Decision				
1	Title of decision: Contract Award: A38 Manadon Interchange Survey			
2	Decision maker: Paul Barnard. Service Director for Strategic Planning and Infrastructure			
3	Report author and contact details: Sally Farley. Strategic Transport Manager			
4a	Decision to be taken: Award of contract to Balfour Beatty to undertake surveys along the A38.			
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: Executive Decision L28 24/25 – Published 08/01/2025			
5	Reasons for decision: To undertake essential surveys, which would underpin any future improvements along the A38.			
6	Alternative options considered and rejected: Not to award the contract to carry out the surveys. Rejected as this would mean time critical surveys would not go ahead.			
7	Financial implications and risks: The cost of this contract award is £1,901,486.04. The funding for this award has already been accounted for within the approved capital project budget. (Executive Decision L28 24/25 – Published 08/01/2025)			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	

8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	<p>The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.</p> <p>The Interchange therefore acts as a significant constraint on development and the bringing forward of new jobs and homes within the city, particularly on the Northern Corridor and City Centre.</p> <p>As well as delays, journey times are unreliable, making it difficult for people to attend appointments in time at Derriford Hospital.</p> <p>The surveys would be required for any future improvements along the A38.</p> <p>This delivers on the following priorities from the corporate plan:</p> <ul style="list-style-type: none"> • An efficient transport network • Economic growth that benefits as many people as possible 		
10	Please specify any direct environmental implications of the decision (carbon impact)	<p>Improvements would incorporate high-quality infrastructure for walking and cycling</p> <p>Journey times for buses on the major bus corridor linking the City Centre to northern Plymouth would be improved, reducing carbon emissions from vehicle transport.</p> <p>Environmental enhancements would be an integral part, opening up of areas of greenspace, and providing extensive landscaping and tree-planting.</p> <p>Drainage works would incorporate measures to provide improved resilience to the risk of flooding.</p>		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	

	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Which Cabinet Member's portfolio does this decision relate to?	Councillor Coker, Cabinet Member for Strategic Planning and Transport		
I3b	Date Cabinet Member consulted	07 January 2025		
I3c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section I4)
I3d	Which other Cabinet member's portfolio is affected by the decision?			
I3e	Date other Cabinet member(s) consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
I5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	07/11/2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS95 24/25	
		Finance (mandatory)	DJN.24.25.153	
		Legal (mandatory)	LS/00001312/1/ AC/30/1/25	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)	HG/PS/770/ED/ 0125	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing Report (Part I)		
	B	Equalities Impact Assessment		

	C	Climate Impact Assessment						
Confidential/exempt information								
I 8a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I 8b below.				
		No	<input type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
I 8b	Confidential/exempt briefing report title:			<input checked="" type="checkbox"/>				
	<ul style="list-style-type: none"> • Briefing Report • Procurement Decision Record 							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature				Date of decision	31.1.25			
Print Name	Paul Barnard							

APPENDIX A: A38 MANADON INTERCHANGE SURVEYS

Briefing Report - Part I



1. INTRODUCTION

There is currently a need to update existing information regarding the ground conditions around the A38 Manadon Interchange. Surveys are therefore required along the A38.

2. BACKGROUND

Manadon Roundabout, which serves as an interchange for the A38 from Cornwall and East Devon and the A386 from North Devon, is one of the busiest junctions on Plymouth's road network with over 60,000 journeys passing through each day.

It is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes.

The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.

An Executive Decision was approved in January 2025 to place Department for Transport (DfT) funding on the capital programme to undertake essential ground surveys required for the design of any improvements. Through this decision, delegation was awarded to the Service Director of Strategic Planning and Infrastructure to award the contract via Officer Decision.

3. FUNDING

The funding for this award has already been accounted for within the approved capital project budget. The scheme has been in receipt of DfT co-development funding since 2019. In January 2025 Executive Decision L28 24/25 was approved to ensure the current in year DfT allocation was on the capital programme and to progress these surveys.

4. PROCUREMENT

Balfour Beatty has been engaged through the SCAPE framework and an experienced project team has been assembled.

5. COSTS

The cost of this contract award is £1,901,486.04.

6. ALTERNATIVE OPTIONS

The alternative of not awarding the contract has been rejected. The surveys are time critical and delay would incur inflationary pressures.

This page is intentionally left blank

Page 7

The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

This page is intentionally left blank


The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

This page is intentionally left blank

EQUALITY IMPACT ASSESSMENT – A38 MANADON INTERCHANGE SURVEYS

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Robin Saines	Department and service:	Place - SP&I – Strategic Transport	Date of assessment:	28/01/2025
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	29/01/2025
Overview:	<p>The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.</p> <p>The Interchange therefore acts as a significant constraint on development and the bringing forward of new jobs and homes within the city, particularly on the Northern Corridor and City Centre.</p> <p>As well as delays, journey times are unreliable, making it difficult for people to attend appointments in time at Derriford Hospital.</p> <p>The surveys would be required for any future improvements along the A38.</p> <p>The surveys would be required to underpin any future improvements along the A38.</p> <p>Improvements would incorporate high-quality infrastructure for walking and cycling</p> <p>Journey times for buses on the major bus corridor linking the City Centre to northern Plymouth would be improved, reducing carbon emissions from vehicle transport.</p> <p>Environmental enhancements would be an integral part, opening up of areas of greenspace, and providing extensive landscaping and tree-planting.</p> <p>Drainage works would incorporate measures to provide improved resilience to the risk of flooding.</p>				
Decision required:	Award of contract to Balfour Beatty to undertake surveys along the A38.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>The work is localised along the A38 and will not negatively impact specific users with protected characteristics.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	No adverse impact is anticipated		

Disability	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	No adverse impact is anticipated		
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	No adverse impact is anticipated		
Marriage and civil partnership	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</p>	No adverse impact is anticipated		
Pregnancy and maternity	There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.	No adverse impact is anticipated		

	The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.			
Race	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p>	No adverse impact is anticipated		
Religion or belief	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	No adverse impact is anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact is anticipated		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact is anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
--------------	--------------	--------------------	--------------------------------------

--	--	--	--

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 			
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>			
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>			
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</p>			

A38 Manadon Interchange | Survey Funding

Project details

Assessment author

Robin Saines

Project summary

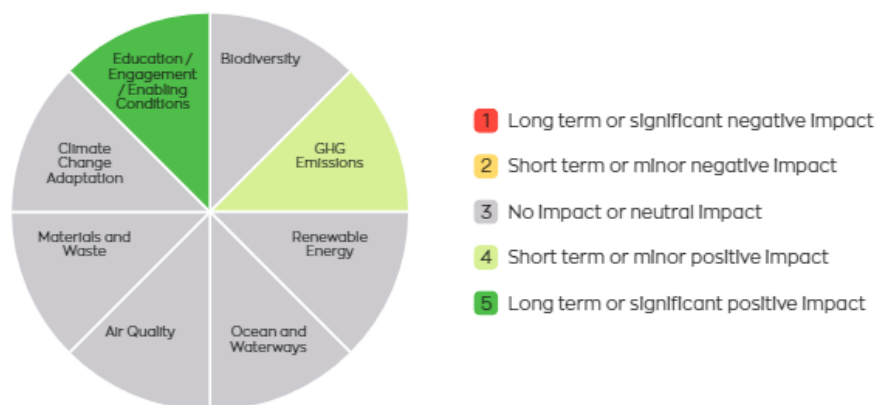
The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes. The A38 Manadon Interchange is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.

The Manadon scheme will seek to increase capacity on all arms of the junction as well as providing significant improvements to walking and cycling facilities, including a new cycle bridge across the A38.

Objectives of the scheme:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users
- Support the Strategic Road Network (SRN)

Summary of assessment



Tackling climate change is one of the Council's top priorities, and in March 2019, PCC declared a Climate Emergency. The Council, through its Annual Action Plans, is committed to encouraging sustainable and cleaner transport, and decarbonising the transport system. To support this, the proposed A38 Manadon Interchange scheme includes high-quality infrastructure for active travel modes, including a new cycle bridge over the A38, which will provide a step-change in facilities and remove a key gap in provision which acts as a barrier to increasing active travel users. Environmental enhancements are also included, through opening up of areas of greenspace, and providing extensive landscaping and tree-planting. The scheme will reduce journey times for buses on the major bus corridor linking the City Centre to northern Plymouth, and will reduce carbon emissions from vehicle transport.

Assessment scores

Biodiversity

Score

(3) No impact or neutral impact

Score justification

A desk-based review has been carried out to appraise the impact of proposals on biodiversity, which has included a review of the Devon Biodiversity Action Plan. The approach follows the five-step general approach to appraising 'environmental capital' described in TAG Unit A3 Section 5. The assessment has used the Biodiversity Appraisal Worksheet. The scheme requires small-scale localised losses of habitats; the assessment notes that with replacement planting the biodiversity effect can be mitigated and there is potential to achieve a beneficial impact. The proposed scheme does not affect any nature conservation designations.

Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

GHG Emissions

Score

(4) Short term or limited positive impact

Score justification

The carbon impact of the scheme was assessed using the Greenhouse Gas workbook (November 2021 version). This used outputs from the TUBA assessment which have been carried out as part of the economic appraisal. Greenhouse Gas emissions data was taken from the TUBA models, which were developed to cover the full 8760 hours of the year. The assessment has calculated there would be a decrease in non-traded carbon (38,371 tonne reduction) and traded carbon (335 tonne reduction) over the 60 year appraisal period. This results in carbon benefits of £2,795,194

Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

Renewable Energy

Score

(3) No impact or neutral impact

Score justification



The A38 Manadon Interchange scheme will have no impact on Renewable Energy use in Plymouth.

Ocean and Waterways

Score

(3) No impact or neutral impact

Score justification

The scheme is mostly within Flood Zone 1 and is unlikely to flood; the drainage strategy will result in a negligible increase in flood risk. The scheme will not have a significant impact on any watercourses.

Mitigatory measures applied:

Water management will be part of the environmental enhancements as part of the project including improved drainage and SUDS .

Air Quality

Score

(3) No impact or neutral impact

Score justification

The assessment has been based on guidance in DMRB (Volume 11, Section 3 Part 1) and WebTAG Unit A3 Section 3. The assessment follows the 5 steps as specified in TAG as follows:

1. Scoping to determine the study area for assessment;
2. Quantification of air quality impacts;
3. Assessment of local and regional air quality impacts;
4. Monetary valuation of air quality impacts; and
5. Consideration of the distributional impacts of air quality changes.

Step 2 uses the methodology in DMRB Volume 11 to quantify the air quality impact, and has used traffic flow data from the Plymouth HAM3 supporting traffic model. 4.5.12 Sections of the A386 (Outland Road, Manadon Hill and Tavistock Road) and B3250 (Mannamead Road) are covered by the Plymouth Air Quality Management Area (AQMA). The air quality assessment concludes that for all receptors within the AQMA, changes in NO₂ are imperceptible or small; no receptors are predicted to experience an increase of more than 2µg/m³, with concentrations of NO₂ below the objective threshold of 40µg/m³ in all cases. Similarly for PM₁₀, the change in concentration is negligible or small, with total concentrations below the threshold in all cases. It is therefore concluded that the scheme will have a negligible impact on the Plymouth AQMA.

Materials and Waste

Score

(3) No impact or neutral impact

Score justification

Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction

Environmental Management Plan (CEMP) will also support scheme delivery.

Climate Change Adaptation

Score

(3) No impact or neutral impact

Score justification

The A38 Manadon Interchange scheme has been reviewed with consideration of the Climate Emergency declaration, and has been developed to incorporate measures to minimise carbon. This includes providing extensive improvements for active travel modes, and environmental enhancements including extensive tree planting. The A38 Manadon Interchange scheme supports the National policy objectives and commitments in terms of climate change and reducing transport emissions, through:

- Providing high-quality infrastructure for active travel modes, which will provide a step-change in facilities and remove the existing gap in provision across the A38;
- Reducing journey times and improving journey time reliability for bus journeys on the key bus corridor from the City Centre to Derriford which travel through the junction;
- Reducing vehicle carbon emissions over life of the scheme by reducing congestion and queuing;
- Providing environmental enhancements through extensive landscaping and tree-planting to meet Biodiversity Net Gain requirements and provide carbon benefits.

Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

Education / Engagement / Enabling Conditions

Score

(5) Long lasting or extensive positive impact

Score justification

The scheme will provide significant improvements for active travel modes to allow safe, direct, segregated access through the junction, removing the current gap in provision across the A38. The scheme design includes the provision of high-quality pedestrian and cycle facilities, to encourage travel by active modes, provide better facilities for the local community and to improve links to open-up areas of community greenspace. In particular, the scheme includes:

- Providing a continuous two-way north-south cycleway which is largely off-road, linking from the existing provision on Outland Road (in the south) to Boniface Lane (in the north). This includes a new cycle bridge across the A38, filling the gap in current provision;
- Replacing and widening the existing footbridge over the A386 Tavistock Road, to make it suitable for pedestrians and cyclists;
- Replacing and widening the existing footbridge over the A38 to the west of Manadon Interchange, to make it suitable for pedestrians and cyclists.

The improvements for active modes have been designed to follow the principles in the Government's Gear Change vision, and have aimed to provide safe direct and segregated cycle facilities wherever possible, to provide for and encourage cyclists of all abilities and disabilities. The new cycle bridge over the A38 will provide a high-quality facility that will greatly encourage cycling by addressing the lack of current facilities for less able cyclists, and removing the existing severance that the A38 provides.