

**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Monday 25 August 2025. 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/3hwmppzp>

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. COD 03 25/26 - A38 Manadon Interchange – Ground Investigations (Phase 2) **(Pages 1 - 36)**

EXECUTIVE DECISION

made by a Council Officer



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

Executive Decision Reference Number – **COD03 25/26**

Decision				
1	Title of decision: A38 Manadon Interchange – Ground Investigations (Phase 2)			
2	Decision maker: Paul Barnard (Service Director for Strategic Planning and Infrastructure)			
3	Report author and contact details: Robin Saines (Transport Planning Officer)			
4a	Decision to be taken: To award a contract to Balfour Beatty to undertake Ground Investigation surveys in and around the local road network of the A38 Manadon Interchange.			
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: Cabinet – 07/07/25			
5	Reasons for decision: To undertake essential Ground Investigation surveys that will provide the data to inform the next stage of design and underpin the areas of improvement on the local PCC network.			
6	Alternative options considered and rejected: Not to award the contract to carry out the surveys. Rejected as this would mean essential information is not available to progress the design of the scheme.			
7	Financial implications and risks: The cost of this contract award is £1,482,816.03. The funding for this award has already been accounted for within the approved capital project budget development funding that was approved by Cabinet on 07/07/25.			
8	Legal Implications and risks: No legal issues arising from this report			
9a	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 £1 million , annually
			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.

9b	If yes, date of publication of the notice in the Forward Plan of Key Decisions	
10	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>This delivers on the following priorities from the corporate plan:</p> <ul style="list-style-type: none"> • Fewer potholes, cleaner, greener streets and transport. • Build more homes – for social rent and affordable ownership. • Green investment, jobs, skills and better education.
11	Please specify any direct environmental implications of the decision (carbon impact)	<p>The A38 Manadon Interchange scheme would incorporate high-quality infrastructure for walking and cycling including a new cycle bridge over the A38, which will provide a step-change in facilities.</p> <p>The scheme would 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.</p> <p>Environmental enhancements are included as an integral part of the scheme, through opening up of areas of greenspace, and providing extensive landscaping and tree-planting.</p>

Urgent decisions

12a	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)
12b	Reason for urgency:			
12c	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation

13a	Which Cabinet Member's portfolio does this decision relate to?	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
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I3b	Date Cabinet Member consulted	29 July 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?	Councillor Tom Briars-Delve (Cabinet Member for Environment and Climate Change)		
I3e	Date other Cabinet member(s) consulted	29 July 2025		
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	Glen Caplin-Grey	
		Job title	Strategic Director for Growth	
		Date consulted	31 July 2025	

Sign-off


I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS2I 25/26
		Finance (mandatory)	OW.25.26.069
		Legal (mandatory)	LS/00001312/2/AC/24/7/25
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	KK/PS/792/ED/0725

Appendices

I7	Ref.	Title of appendix
	A	Briefing report (Part I)
	B	Equalities Impact Assessment
	C	Climate Impact Assessment

Confidential/exempt information

I8a	Do you need to include any confidential/exempt information?	Yes	X	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 I8b below.
		No		

		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:			x				
	Briefing Report (Part 2)							
	Procurement Decision Record			x				
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>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 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	<p>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.</p>							
Signature				Date of decision		18/08/2025		
Print Name	Paul Barnard MRTPI, CIHM, FAcSS, MBE Service Director (SP&I)							

APPENDIX A: A38 MANADON INTERCHANGE GROUND INVESTIGATION SURVEYS (PHASE 2)



Briefing Report - Part I

1. INTRODUCTION

There is currently a need to update existing information regarding the ground conditions around the A38 Manadon Interchange. The surveys are therefore looking at ground conditions on and adjacent to the local highway network.

2. BACKGROUND

Manadon Roundabout, which serves as an interchange for the A38 from Cornwall and Devon and the A386 from North Devon and Plymouth City Centre, 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 by cabinet on 07 July 2025 to place development funding on the capital budget taking the scheme up to Full Business Case submission. 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. An Executive Decision was approved by cabinet on 07 July 2025 to place development funding on the capital budget taking the scheme up to Full Business Case submission. Through this decision, delegation was awarded to the Service Director of Strategic Planning and Infrastructure to award the contract via Officer Decision.

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 £1,482,816.03.

6. ALTERNATIVE OPTIONS

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

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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.


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EQUALITY IMPACT ASSESSMENT – A38 MANADON INTERCHANGE

DEVELOPMENT FUNDING TO FINAL BUSINESS CASE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Sally Farley	Department and service:	Place - SP&I – Strategic Transport	Date of assessment:	25/06/2025
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Heseltine	Signature:		Approval date:	25/06/2025
Overview:	<p>This EqIA is in relation to an Executive Decision to approve funding onto the capital budget following on from DfT approval to move into the next stage of development and produce a Full Business Case.</p> <p>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.</p> <p>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.</p> <p>Objectives of the scheme:</p> <ul style="list-style-type: none">• Reduce congestion• Support economic growth and rebalancing• Support housing delivery• Support all road users• Support the Strategic Road Network (SRN)				

Decision required:	To award a contract to Balfour Beatty to undertake Ground Investigation surveys in and around the local road network of the A38 Manadon Interchange.
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
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 three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	This is to accompany a Cabinet Decision to approve funding to continue to develop the A38 Manadon Interchange scheme to produce the final business case. Therefore, this decision has no impact on equality and does not require a full equality impact assessment. The scheme is still at an early stage, as the scheme progresses further decisions will be required which may require a full EqlA submission.			

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
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Age	<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>(2021 Census)</p>	No adverse impact is anticipated		

<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impact is anticipated</p>		
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	<p>No adverse impact is anticipated</p>		

Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact is anticipated		
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impact is anticipated		
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact is anticipated		

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact is anticipated		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact is anticipated		
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	No adverse impact is anticipated		
Sexual orientation	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	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
Work together in partnership to: <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			
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.			
Build and develop a diverse workforce that represents the community and citizens it serves.			
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.			

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A38 Manadon Interchange Development Funding

Project details

Assessment author

Sally Farley

Project summary

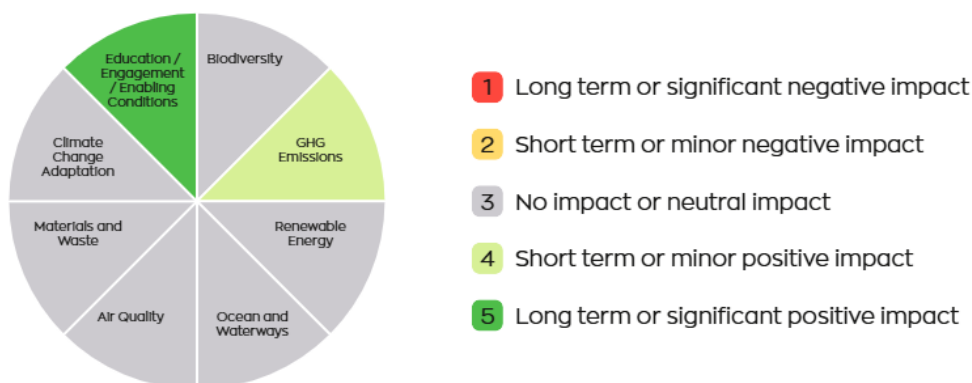
The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes. The A38 Manadon Interchange is the primary access point which connects 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



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.

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

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 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.

The Quantification 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 concentrates below the threshold in all cases. It is therefore concluded that the scheme will have a negligible impact on the Plymouth AQMA.

Mitigatory measures applied:

As the scheme design develops the air quality modelling will be used to predict and mitigate any impacts identified.

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.

Mitigatory measures applied:

As the scheme develops the reuse of site won materials will be a priority.

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:

Although the scheme is at an early stage, 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. At this stage the assessment is neutral but as the scheme develops, and through planning obligations this score is expected to improve.

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;
- 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.

Mitigatory measures applied:

As the scheme develops it is anticipated that the provision of opportunities for training in engineering based subjects would form part of the contractual obligations.

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