

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – A38 DEEP LANE CYCLE BRIDGE CONSTRUCTION.



Overview of project

BACKGROUND

A bridge across the A38 was included in the Plymouth and South Devon Freeport's Full Business Case with an allocation of £3.669m of seed and £3.669m of match funding to enable pedestrian and cycle access to the Langage and Sherford Tax Sites from both communities.

Located parallel to an existing overbridge, its aim is to enable safe crossing of the A38 at Deep Lane Junction for pedestrians and cyclists. As an important contribution to the Freeport's Net Zero ambitions, it will facilitate sustainable access between employment sites and residents living in Sherford and Plympton and link into the National Cycle Network (NCN).

Detailed design works have been undertaken and these have identified that the construction costs are now higher than originally anticipated, up by £3.225m. This amount is the result of inflationary pressures, additional requirements for signals and streetlighting and the need to pay £1m to National Highways in the form of a commuted sum to permit them to adopt the Bridge into their network in the future.

Devon County Council have thus requested an additional £850,000 from seed capital to help cover the additional costs, the remainder will come from further DCC match funding. A Project Change Request has been prepared, to allocate this amount from another scheme that is no longer being taken forward.

The cycle and pedestrian bridge connecting Langage and Sherford forms part of the PASD Freeport's high-level ambition to:

'Act as an exemplar whereby working with local partners delivers a net zero emissions target for the area covered by the Freeport's outer boundary and wider region significantly ahead of 2050.'

It will provide a safe walking and cycling route between the two Tax Sites at Deep Lane, allowing workers resident either side of the A38 to access employment at both sites without recourse to motorised transport. This will ultimately contribute to a reduction in transport emissions (not modelled at FBC). It is expected to take the form of a steel Warren truss bridge which allows prefabrication off site and minimising road closures of the A38 for it to be lifted into place, thus limiting disruption.

The pedestrian and cycle bridge would not be commercially funded as the main benefits are via positive externalities (clean transport, connecting residents).

It would not be brought forward in the near future in the absence of the intervention as there are no other sources of funding available. Once constructed, the pedestrian and cycle bridge will actually help to mitigate increased noise and disturbance as well as increased emissions by reducing the need for motorised transport.

A Project Change Request has been prepared to reallocate the additional £850,000 from another scheme that is now being discontinued.

The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by DCC or PCC.