

APPENDIX A: A38 MANADON INTERCHANGE SCHEME SURVEY FUNDING REQUEST DECEMBER 2024



Part I - Business Case

1. RECOMMENDATIONS

It is recommended that the Leader of the Council:

- Approves the business case
- Allocates £2,457,838 to the Capital Programme, funded by:
 - DfT Grant Funding of £2,457,838
- Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where they do not already have authority to do so.

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.

In order to address these issues, the Council are designing a scheme 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.

The scheme has been in receipt of DfT co-development funding since 2019 and this business case seeks to place 2024/2025 DfT co-development funding on the capital programme in order to undertake essential surveys essential for the design of any improvements.

The scheme has engaged in Early Contractor Involvement (ECI) engaging Balfour Beatty through the SCAPE framework, and an experienced project team have been assembled. It is therefore requested that £2,457,838 is allocated onto the capital programme to allow essential surveys to proceed and will avoid delaying the scheme and incurring inflationary pressures.

Any and all contracts awarded will be undertaken by delegated decision by the Service Director SP&I, who will also have oversight of the spending of the funding requested.

3. COSTS

The cost of the surveys, including ground investigation, pavement surveys and ecological surveys is estimated to be in the order of £2.2m as these are extensive. The funding requested therefore includes 11% contingency.

4. ALTERNATIVE OPTIONS

The alternative is to wait until late 2025 to undertake the surveys which are seasonally sensitive and delay the project incurring inflationary pressures.

5. RISKS

Potential Risk Identified				
Description:	The government decide to terminate the A38 Manadon Interchange Scheme during a future spending review.			
Mitigation:	PCC have been in ongoing talks with the DfT to date. The Manadon scheme is a mature scheme with the DfT's Large Local Majors (LLM) programme. It should also be noted that the DfT are already funding 66% of the scheme's development. There has also been ongoing dialogue with National Highways who have supported the scheme throughout it's development.			
Risk assessment	Initial	Post mitigation	Current	Total rating
Likelihood To be scored 1 (low) – 5 (high)	3	2	2	6
Impact To be scored 1 (low) – 5 (high)	4	4	4	
Trend	Reducing	Lead Officer:	Sally Farley	
		Risk Champion:	Philip Heseltine	
Potential Risk Identified				
Description:	Additional inflationary pressures incurred due to scheme delays			
Mitigation:	The £2,457,838 requested will allow these seasonally sensitive surveys to progress and avoid inflationary pressures of delaying.			
Risk assessment	Initial	Post mitigation	Current	Total rating
Likelihood To be scored 1 (low) – 5 (high)	5	2	2	4
Impact To be scored 1 (low) – 5 (high)	4	2	2	
Trend	Reducing	Lead Officer:	Sally Farley	
		Risk Champion:	Philip Heseltine	