

# APPENDIX A: A38 MANADON INTERCHANGE DESIGN DEVELOPMENT FUNDING FEBRUARY 2025



## Business case Part I

### 1. RECOMMENDATIONS

It is recommended that the Leader of the Council:

- Approves the business case
- Allocates £1,959,000 to the Capital Programme, funded by:
  - Department for Transport annual grant for 2024/25 (Integrated Transport Block funding) of £1,959,000
- Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where he does not already have authority to do so.

### 2. BACKGROUND

This Business Case accompanies a request to place £1,959,000 on the capital programme to progress the design of the A38 Manadon Interchange scheme including data collection and modelling.

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 engaged in early contractor involvement with Balfour Beatty through the SCAPE framework and an experienced project team have been assembled although the scheme is still at an early stage. Placing £1,959,000 on the capital programme will allow the scheme design process to continue.

The identified funding is from monies already identified for the scheme but not yet on the capital programme, namely the DfT annual grant for 2024/25 (Integrated Transport Block funding).

Any and all contracts awarded will be undertaken by delegated decision by Paul Barnard, Service Director Strategic Planning & Infrastructure, who will also have oversight of the spending of the funding requested.

### 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.

The £1,959,000 requested is to be funded from monies already identified for the scheme but not yet on the capital programme, namely from the DfT annual grant funding to PCC for 2024/25 (Integrated Transport Block funding).

#### 4. ALTERNATIVE OPTIONS

Not to place £1,959,000 of funding on the capital programme. This option was rejected as the funding is critical to developing the design and reducing the risk to significant DfT investment and reduce inflationary pressures.

#### 5. RISKS

| <b>Potential Risk Identified</b>                     |  |                        |                  |                     |
|--|--|------------------------|------------------|---------------------|
| <b>Description:</b>                                  | The government decide to terminate the A38 Manadon Interchange Scheme during a future spending review.   |                        |                  |                     |
| <b>Mitigation:</b>                                   | 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. |                        |                  |                     |
| <b>Risk assessment</b>                               | <b>Initial</b>   | <b>Post mitigation</b> | <b>Current</b>   | <b>Total rating</b> |
| <b>Likelihood</b><br>To be scored 1 (low) – 5 (high) | 3  | 2                      | 2                | 8                   |
| <b>Impact</b><br>To be scored 1 (low) – 5 (high)     | 4  | 4                      | 4                |                     |
| <b>Trend</b>   | Reducing   | <b>Lead Officer:</b>   | Sally Farley     |                     |
|  |  | <b>Risk Champion:</b>  | Philip Heseltine |                     |
| <b>Potential Risk Identified</b>                     |  |                        |                  |                     |
| <b>Description:</b>                                  | Additional inflationary pressures incurred due to scheme delays  |                        |                  |                     |
| <b>Mitigation:</b>                                   | The £1,959,000 requested will allow the design to continue and reduce the risk of delays to the scheme and resultant inflationary pressures.   |                        |                  |                     |
| <b>Risk assessment</b>                               | <b>Initial</b>   | <b>Post mitigation</b> | <b>Current</b>   | <b>Total rating</b> |
| <b>Likelihood</b><br>To be scored 1 (low) – 5 (high) | 5  | 2                      | 2                | 4                   |
| <b>Impact</b><br>To be scored 1 (low) – 5 (high)     | 4  | 2                      | 2                |                     |
| <b>Trend</b>   | Reducing   | <b>Lead Officer:</b>   | Sally Farley     |                     |
|  |  | <b>Risk Champion:</b>  | Philip Heseltine |                     |