

**Teignbridge District Council  
Council  
5 September 2023  
Part 1**

**Funding for the A382 Phase 3 improvement scheme**

**Purpose of Report**

To approve a funding contribution of £1,000,000 from the Community Infrastructure Levy towards delivery of the A382 pedestrian, cyclist and vehicular link road improvements between Newton Abbot and Drumbridges roundabout.

**Recommendation(s)**

The Committee RESOLVES to:

- (1) Approve a contribution of £1,000,000 towards the A382 road improvements between Newton Abbot and Drumbridges roundabout; and
- (2) Delegate authority to the Head of Place and Commercial Services to complete a funding agreement with Devon County Council associated with the contribution and take such other actions as may be necessary to make the payment.

**Financial Implications**

The financial implications are detailed in section 4 and funding can be met from existing provisions and commitments.

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**Legal Implications**

There are no specific implications arising from this report. However, the risks referred to in this report and the consequences of following any of the expressed options must be properly considered and borne in mind when making the decision.

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**Risk Assessment**

Key risks are addressed at Section 4.

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## Environmental/ Climate Change Implications

Environmental implications are addressed at Section 4.  
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## Report Author

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## Executive Member

Executive Member for Planning and Building Control, Cllr Gary Taylor

## Appendices

Appendix 1 – Map illustrating phases of the A382 corridor improvement programme.  
Appendix 2 – Letter from Devon County Council requesting funding.

## Background Papers

[Teignbridge Council Strategy](#)  
[Teignbridge Capital Programme 2023/24](#)  
[Devon County Council Cabinet: A382 Drumbridges to Newton Abbot \(October 2021\)](#)  
[Teignbridge Full Council: Funding for Jetty Marsh Link Road Newton Abbot \(April 2022\)](#)  
[Heart of Teignbridge Local Cycling and Walking Infrastructure Plan](#)

### 1. Introduction

- 1.1 Ongoing upgrades to the A382 corridor are a priority for Teignbridge Council, as reflected in the Council Strategy and 2013–2033 Local Plan.
- 1.2 In April 2022, Full Council approved a contribution towards the Jetty Marsh Link Road. At that time the prospect of a further contribution towards the A382 programme was noted. An additional Community Infrastructure Levy (CIL) contribution of £1,000,000 is now proposed.

### 2. Progress with the A382 improvements

- 2.1 Phase 1 of the A382 improvement programme, between Forches Cross and Whitehill Cross, was completed in 2021. Teignbridge made a £5.1 million CIL contribution towards works with a total value of £13.2 million.
- 2.2 Phase 1 of the Houghton Barton Link Road has also been completed with both Devon County and Teignbridge District Councils proactively forward funding £2.5 million of the £7.4 million cost in advance of developer contributions.

- 2.3 Devon County Council have secured £38.12 million from government to upgrade the remainder of the A382 Drumbridges to Newton Abbot route. The total extent of improvements in the area is illustrated on the map at Appendix 1
- 2.4 The upgrades already benefit from planning permission and include the new link road, known as the Jetty Marsh Link (or Jetty Marsh 2), that Teignbridge Council agreed to contribute £600,000 towards in April 2022.
- 2.5 Work on the Jetty Marsh Link and Phase 3 of the A382 improvements between Forches Cross and Drumbridges is expected to commence in 2024. However, in order to draw down the £38.12 million grant funding, a Full Business Case must be submitted to the Department for Transport by the County Council.

### 3. Funding requested

- 3.1 Whilst the government’s £38.12 million grant to Devon County Council funds the majority of the improvements planned for the A382, a 15 per cent local contribution is required, amounting to £6.73 million. Devon County Council are securing funding for the majority of this local contribution but have asked Teignbridge to provide a total of £1.5 million from CIL.
- 3.2 As noted above, Teignbridge has already approved a £600,000 contribution towards purchasing land for the Jetty Marsh Link. Meanwhile, a £900,000 provision for the balance of the requested funding was incorporated into the District Council’s 2023/24 Capital Programme.
- 3.3 However, for reasons associated with VAT registration, the actual Jetty Marsh Link land contribution turned out to be £500,000.
- 3.4 It is therefore proposed to add the £100,000 saving to the £900,000 Capital Programme provision and commit £1,000,000 to Phase 3 of the A382 improvements. This will bring the total value of Teignbridge’s overall contribution towards the Phase 3 project to £1,500,000.
- 3.5 Devon County Council’s funding request can be found at Appendix 2. Table 1 below summarises how funding for the project would be composed and demonstrates that Teignbridge’s relatively modest funding contribution (3.2% of total scheme costs) will help to unlock far greater investment in the area and its infrastructure.

<b>Funding Source</b>	<b>Amount</b>
Department for Transport	£38,120,000
Devon County Council	£5,230,000
Teignbridge Jetty Marsh Link Contribution	£500,000
Teignbridge Additional Phase 3 Contribution (proposed)	£1,000,000
<b>Total</b>	<b>£44,850,000</b>

Table 1: A382 Phase 3 funding sources.

### 4. Implications, Risk Management and Climate Change Impact

#### Financial

- 4.1 It is proposed to fund the £1,000,000 contribution through the Community Infrastructure Levy (CIL). CIL is a charge on new development that is used to pay for improving and providing new infrastructure.

- 4.2 There is an existing provision in Teignbridge's Capital Programme for the £900,000 CIL contribution to be made during 2023/24. £100,000 remains unspent following Full Council's approval of a contribution towards the Jetty Marsh Link. In total, £1,000,000 of CIL funding is therefore available now and can be committed towards the A382 Phase 3 improvements.
- 4.3 The funds are unlikely to be spent until 2027 but a funding commitment is required now in order to finalise the project's overall business case. The County Council is due to approve submission of the business case later in September 2023 and, in doing so, needs to be able to rely on Teignbridge's funding commitment.
- 4.4 The A382 improvements will help to support new housing development planned for the area and associated increases in CIL, New Homes Bonus and council tax income.

### Legal

- 4.5 A funding agreement will need to be completed between Teignbridge District Council and Devon County Council, committing the council and its CIL funds to the contribution.
- 4.6 The councils already have experience of this approach and have exchanged and completed similar funding agreements in the past, including in relation to Marsh Barton Station, school improvements, Dawlish Link Road, Phase 1 of the A382 scheme and the Jetty Marsh Link.
- 4.7 It is proposed to delegate authority to the Head of Place and Commercial Services to finalise and complete the funding agreement with Devon County Council.

### Equality

- 4.8 The decision in hand is about funding a project that has already been approved through existing strategies, including the Council Strategy and Local Plan. The recommendation is consistent with an existing approved strategy, it is not considered that there have been material changes that would lead to different equality impact assessment conclusions. No further equality impact assessment is required.

### Risks

*a) Full Business Case is not approved and the wider scheme does not move forward*

- 4.9 The A382 scheme already benefits from planning permission. An Outline Business Case has already been approved by DfT and a government audit of the programme resulted in an overall endorsement of the scheme to date.
- 4.10 In any case, the proposed £1,000,000 funding contribution will be paid in arrears of incurred expenditure, by which time the Full Business Case will have been approved.

*b) Community Infrastructure Levy income reduced or delayed*

- 4.11 The Community Infrastructure Levy (CIL) is a charge on new development (principally housing development) that helps to fund infrastructure improvements. CIL is collected when development commences and the rate of income therefore reflects the pace of development across the district.
- 4.12 Where Teignbridge's Capital Programme identifies projects that are expected to be funded through CIL, assumptions have already been made about the anticipated pace of development and rate of income from the Levy. If allocated development proposals are

refused, become stalled or are delayed for some other reason, the amount of CIL income will reduce and the Capital Programme may need to be recast. This could impact on our ability to fund important infrastructure improvements.

- 4.13 However, Teignbridge is already holding sufficient CIL to fund the £1,000,000 contribution without impacting on other committed capital programme projects.

#### Environmental / Climate Change Impact

- 4.14 Along with improving vehicular capacity and safety, the project will also include a new active travel link from Newton Abbot to Heathfield. This will help to fulfil the Moving up a Gear strand of our Council Strategy, as well as a key priority from the Heart of Teignbridge Local Walking and Cycling Infrastructure Plan.
- 4.15 As part of the planning application process, environmental considerations for the whole scheme were assessed through an Environmental Impact Assessment. This took into account biodiversity, landscape, noise, air quality, water environment and social impacts.
- 4.16 Devon County Council are developing a Carbon Management Plan for the A382 improvements scheme in line with guidance from the Department for Transport and PAS 2080, the British Industry Standard for the management of infrastructure carbon. The Carbon Management Plan documents the strategy to reduce carbon emissions throughout the lifetime of the infrastructure. Through the detailed design process, they are identifying and investigating areas where carbon reductions may be possible, including in relation to materials, methods of construction or operational activities and further reductions during the construction and operation of the scheme will be sought. This work does not account for the emissions from vehicles using the road.
- 4.17 Carbon will be quantified using the County Council's Carbon Calculation Tool. The tool has been used to calculate a baseline carbon figure based on the preliminary designs and 2019 methods and practices for construction and operation. Devon are progressing the project as a carbon negative project as part of the [Department for Transport's Live Labs programme](#).
- 4.18 Formal monitoring of progress against the target will be undertaken at the end of the design stage, during construction, at the end of the construction stage and as part of the scheme monitoring one and five years after scheme opening. At these points in time, carbon reductions that have been identified and implemented will be incorporated into the Carbon Calculation Tool to provide an updated figure for carbon emissions generated and predicted for the construction and operation of the scheme.

## **5. Alternative Options**

### Do Nothing

- 5.1 Despite having identified the A382 improvements as a council priority it would be open for Teignbridge to decline Devon's request for funding. The implications of a do-nothing approach could be significant for the A382 programme and could impact on the County Council's ability to demonstrate sufficient local funding and draw down the £38.12 DfT funding allocation.
- 5.2 More broadly, there could also be reputational damage for the council. Failure to provide funds that have been included in our capital programme could impact on the County Council and other external funders' appetite for co-funding further infrastructure schemes across Teignbridge.

### Reduced contribution

- 5.3 It would similarly be open for the council to propose a reduced contribution but the implications of doing so, whilst less pronounced, would be similar to those of making no contribution.
- 5.4 The overall budget for outstanding improvements on the A382 corridor is £46.4 million and Teignbridge has been asked to provide a total of £1.5 million, including the funds that were committed in April 2022. This equates to a 3.2% contribution in total which, whilst a significant sum of money, is not a particularly high proportion for a CIL collecting authority to contribute to such a strategic infrastructure priority.

## **6. Conclusion**

- 6.1 The proposed £1,000,000 A382 contribution can be funded through Teignbridge's approved capital programme and an underspend of funds that were committed to the Jetty Marsh Link last year. This funding is needed in order to bring more than £38 million grant funding to the Heart of Teignbridge. It therefore represents good value for money and an important opportunity to help leverage significant investment in our local infrastructure.

Appendix 1 – Map illustrating progress with improvements to the A382 corridor

