



# **Plymouth Eastern Corridor: Deep Lane and Voss Farm Junctions**

Consultation Report

June 2010

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## **Contents**

1.0	Introduction	Page 4
2.0	The junction options	Page 5
3.0	The consultation	Page 6
4.0	Summary of what was liked and disliked about different options	Page 8
5.0	Preferred junction options	Page 13
6.0	General comments made about the different junction options	Page 15
7.0	Suggestions from consultation responses	Page 28
8.0	Questions asked by respondents	Page 30
9.0	Conclusion	Page 36
10.0	Discussion	Page 37
	<b>APPENDIX A: Junction option plans</b>	Page 40
	<b>APPENDIX B: Copy of the questionnaire</b>	Page 45

## **1.0 Introduction**

- 1.1 The vision for Plymouth in the Regional Spatial Strategy for the South West is to increase the population of the city and the sub-region significantly by 2026 by providing in excess of 35,000 new homes and 42,000 new jobs. The Sherford New Community, the residential development at Plymstock Quarry and the potential Langage Energy Park expansion are examples of strategic developments which will help to meet this vision.
- 1.2 In order to support this growth, a package of transport improvements is planned on the A379 corridor between Langage and Plymouth city centre. One element of these improvements is a junction improvement at Deep Lane on the A38.
- 1.3 In order to help fund these improvements along the 'Eastern Corridor', Plymouth City Council is working with Devon County Council and the Highways Agency in the preparation of a Major Scheme Bid to the Department for Transport. In the summer of 2008 a previous consultation was held to consider the scheme as a whole. This had little detail on the potential junction improvements at Deep Lane. Since this time, additional traffic assessment and design work has been undertaken and a number of possible options for the junctions have emerged.
- 1.4 In order to gauge the views of the public and key stakeholders, Devon County Council arranged a public consultation presenting four possible options for the proposed Deep Lane junction and surrounding area. This took place between 16 November 2009 and 11 December 2009. The consultation considered designs for junctions at Deep Lane and Voss Farm that could accommodate the predicted increase in traffic, from residential and employment provision in the area.
- 1.5 This report summarises and assesses the comments provided by stakeholders, landowners and members of the public regarding the different junction options. It concludes by suggesting which emerged as the preferred option.

## **2.0 The Junction Options**

- 2.1 The junction options which were considered in the consultation are summarised briefly below. Plans are included in Appendix A.
- 2.2 Option 1
  - 2.2.1 Option 1 includes the complete replacement of all slip roads and the bridge across the A38 at Deep Lane to be replaced with a gyratory system. It would also include the widening of Sandy Road and the signalisation of Ridgeway roundabout. In addition, this option includes the provision of a southern access road from Sandy Road into the area of potential Langage Business Park expansion.
- 2.3 Option 2
  - 2.3.1 This option includes an additional bridge across the A38 at Deep Lane together with the widening of Sandy Road and the signalisation of the Ridgeway roundabout. Although this makes no provision for improvements to the Voss Farm Junction it does include a southern access road as in Option A to provide access from Sandy Road to the potential Langage Business Park expansion area.
- 2.4 Option 3
  - 2.4.1 Option 3 includes an additional two-lane bridge over the A38 at Deep Lane, together with new A38 west bound slip roads. North of the A38, Sandy Road would be widened and Ridgeway roundabout signalised. It also includes the improvement of the existing Voss Farm Junction on the A38 to provide access to an expanded Langage Business Park with westbound on and off slips.
- 2.5 Option 4
  - 2.5.1 Option 4 includes minor improvements in the Deep Lane area together with the widening of Sandy Road, the signalisation of the Ridgeway roundabout and the lengthening of the westbound offslip from the A38. This also includes significant improvements to the Voss Farm Junction with slip roads allowing movements in all directions to provide access to Langage Business Park.

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## **3.0 The consultation**

3.1 Prior to the consultation period all identifiable local landowners with land affected by the proposals were contacted and informed about the consultation. Subsequently, approximately 6,500 consultation brochures and questionnaires were distributed to a number of groups including:

- All residents within 1km of Deep Lane Junction and Voss Farm Junction;
- A number of rural residents who would gain to A38 using the Deep Lane and Voss Farm junctions;
- Around 1500 residents in Elburton who would access the A38 at Deep Lane;
- Key stakeholders;
- Developers of proposed Sherford and Langage Energy Park developers; and
- Respondents of a previous Eastern Corridor consultation who had indicated an interest in future consultation exercises.

3.2 Responses were submitted via a dedicated online questionnaire and through the completion of a paper version which was distributed to various groups as described above. Four consultation events were also organised where representatives of Devon County Council, Plymouth City Council and the Highways Agency were available to answer questions.

3.3 The consultation events took place during the afternoons and early evenings at the following four locations on the following dates:

- Ivybridge Watermark Centre; 23 November 2009
- Langage Business Park; 24 November 2009
- Chaddlewood Farm Community Centre; 26 November 2009
- Elburton Village Hall. 27 November 2009

3.4 The consultation period was held between 16 November and 11 December 2010. Although the consultation officially ended on December 11 responses were accepted until 17 December 2009. A total of 697 valid responses were received by this date. Some forms were used to tackle other unrelated issues and were thus not considered as valid responses to this consultation. Some stakeholders submitted more formal written responses which considered the junction in the wider issues in which they have an interest.

3.5 The questionnaire responses and longer written submissions were collected by the Devon County Council Corporate Communications Team who also collated the results and undertook the initial analysis. In order to try to highlight key points raised about each option without unintentional bias, a set of counts was carried out on one to three word phrases to see which were the most frequent. A full analysis could not be carried out due to having to rely heavily on manual comparisons between phrases. For the basic word counts the occurrences may feature more than once within any given submission. These word counts were used to categorise submission comments.

- 3.6 The questionnaire did not directly ask which option was preferred however some responses informally made this clear. A copy of the questionnaire is included in Appendix B.

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## 4.0 Summary of what was liked and disliked about the junction options

4.1 This section considers the responses to section 1 of the questionnaire which asked for comments about what was liked and disliked about each option. The responses regarding what responses indicated they liked or disliked about each option was categorised according to issues raised. A summary of these categorised responses is included. The number in brackets refers to the number of responses which has the issue in question as the principal theme. It should be noted that some respondents raised similar points but the phrasing of the response has resulted in these being assigned different response categories.

### 4.2 Option 1

#### 4.2.1 Reasons identified for liking this option

##### Traffic issues (71):

Some who liked Option 1 thought it would particularly help traffic flow and meet future demand. This option was also thought to provide adequate capacity for Sherford and Langage on the Southern Access Road (SAR). Separating out Langage commercial traffic from residential traffic was also argued to be a beneficial element of the SAR. Increased capacity for traffic, for example at Deep Lane, was seen as a potential benefit for safety. In general, this option was seen as a long-term solution to traffic issues in the area.

##### Junction layout (67) and slip roads issues (38):

Many of those who liked this option thought it would provide as an easily understood junction layout for motorists as it was typical for the area and elsewhere. This proposal (which augments the existing junction) would have less of an impact on surrounding buildings. There were 38 responses referring specifically to the slip road improvements. Overall the four extended slip-roads to the junction and roundabout system at Deep Lane were popular. Having the longer slip roads was also thought to improve safety, and fitted in with the 'typical junction' layout.

##### Access issues (41):

The additional access point from Deep Lane junction to Langage via the Southern Access Road was identified by many as a positive element of this scheme as it was considered to reduce the pressure on Holland Road and the associated junctions.

#### 4.2.2 Reasons identified for disliking this option

##### Traffic issues (134):

The reasons why people disliked Option 1 appeared to be primarily around the concentration of traffic at Deep Lane. It was thought that this would result

in too much extra traffic coming off the A38 at one junction causing heavy congestion and problems at the traffic lights. The existing traffic going to Langage would still have to use Sandy Road and Deep Lane and, with the extra traffic from Sherford, Deep Lane could become more congested. The reliance on one junction, which could potentially cause problems at times of high demand, or if an accident occurred, was a concern.

Expense issues (121):

In short, these comments highlighted concerns that this option would be very expensive because and suggested that it made little use of existing roads at Deep Lane junction.

Access issues (117):

Respondents highlighted that this option would still only provide one access point into Langage from the A38 which would cause difficulty in accessing Plympton. Users accessing and exiting Langage from Plympton would still use Holland Road/Sandy Lane. It was also suggested that the southern access road would provide a poor secondary access into Langage as it would not be directly accessible from the A38. The perceived lack of sufficient access to Langage was highlighted as a major cause of disruption.

Construction and disruption issues (74):

Primarily those that disliked this option were concerned about the considerable disruption to general and commercial traffic and industry during construction. People felt that with the single access to Langage there would be potential for expensive and major disruptions when the new junction was being built. Major disruption for those living in the area and to the environment in general due to increased noise, pollution and loss of land was also raised as an issue.

Layout issues (36):

Generally respondents raising concerns over highway layouts thought this option was too complicated with too many junctions, slip roads and traffic signals, and only one access from the A38.

4.3 Option 2

4.3.1 Reasons identified for liking this option

Existing layout (128) and roads issues (52):

Some respondents who liked this option said this was because it would use more of the existing road infrastructure and appeared the simplest option. It also seemed to be easier to build and so would cause the least disruption to traffic and the surrounding area during construction. Many felt that the second bridge would also complement the existing crossing of the A38.

Expense issues (65):

The lesser cost of this option in comparison with the others was important to those who favoured it.

Access issues (29):

Some respondents stated that providing two bridges over the A38 would ease some of the traffic flow at peak times and would provide an alternative if one was congested or shut. Some particularly liked that this option would provide direct access to Langage via the Southern Access Road.

4.3.2 Reasons identified for disliking this option

Traffic issues (253):

Respondents who disliked this option highlighted that it would not ease the current flow of traffic, and would not adequately meet future needs. The junction was thought not to sufficiently accommodate flows of traffic from Plympton at the Deep Lane junction and could not cope with peak traffic. A lack of provision for eastbound Sherford traffic, traffic wanting to access Plymstock, and traffic from Langage was raised as an issue. People were also concerned about the potential need for additional works on the junction if it did not cope with future traffic demands.

Many felt that that this option concentrated too much traffic in one area, with those travelling to Langage having to go through Plympton and Sandy Lane. Traffic going to Langage would also have to cross oncoming traffic to access the Southern Access Road; this was viewed negatively. Some were unsure as to why two bridges were necessary for this option and why there was a need for traffic lights at junctions as they could cause 'bottlenecks'.

Access issues (135):

Access was a concern for those who did not like this option; there would be no separate access point into Langage or Plympton and only one access to Deep Lane junction. Much traffic would still have to access Langage via Sandy Lane.

4.4 Option 3

4.4.1 Reasons identified for liking this option

Access issues (282):

Those that liked this option cited the benefits of providing two access points to Plympton and Langage from the A38. This was thought to have advantages in relation to traffic flow and the removal of some Langage traffic from Deep Lane. This could improve access to Plympton and reduce traffic noise for residents in the area. In addition, respondents felt that it was positive that this option provides an additional access to improve network resilience in case of accidents.

Traffic issues (69):

This option was thought to work well with traffic growth because the use of Voss Farm junction would ease traffic flows at Deep Lane. The Sherford slip road will also be seen as beneficial for reducing traffic flows. Keeping some of the traffic accessing Langage away from Plympton was seen as beneficial. The simple slip road from the eastbound A38 at Deep Lane was thought to be an improvement on the existing arrangement.

4.4.2 Reasons identified for disliking this option

Slip roads issues (156):

People who did not like this option mentioned the new slip roads, the associated traffic signals and the removal of the existing slips as the primary reasons for their views. There was concern over the impact of the slip roads on Voss Farm, including potential effects on listed buildings. The lack of a 'complete' junction here resulting in the lack of direct access to Langage was regarded negatively.

Voss Farm (60) and Langage issues (35):

Many stated that because the Voss Farm junction would have no eastbound slip road off the A38 and no access northbound to the eastern area of Langage it would have minimal use as all traffic from Plymouth and Sherford would still use Deep Lane junction to travel to Langage. This was a concern for some who felt that Langage traffic having to come via Deep Lane would overload Holland Road and Sandy Lane.

Deep Lane issues (32):

As above, the removal of the existing Deep Lane westbound on-slip was thought unnecessary and too disruptive, and the need for two bridges was unclear. The fact that Plymouth traffic would still need to use Deep Lane junction to access Langage was a concern for those talking about this junction. This could be a specific issue for commercial traffic.

Traffic issues (49):

The primary concern in relation to traffic for this option was the amount of traffic going through Deep Lane junction. People thought that having two bridges at Deep Lane Junction could generate more traffic going from Plympton and Langage to Sherford.

4.5 Option 4

4.5.1 Reasons identified for liking this option

Access issues (214):

Having two access points from the A38 to Langage and Plympton was a principal factor for respondents who said they favoured Option 4. Being able to access Langage via the Voss Farm Junction was seen as advantageous

because not all traffic would have to use the Deep Lane junction with traffic from Langage and Sherford potentially splitting. The additional off-slip at Voss Farm from the eastbound A38 was considered to be an improvement in this option while respondents also liked the lack of disruption to the existing Deep Lane junction. Some people also felt that this option also provided better pedestrian and cycle access.

Traffic issues (83):

Respondents who liked this option felt that taking the Langage traffic away from the Sandy Lane and Deep Lane areas was beneficial as it may separate Plymouth and Plympton traffic from commercial traffic. This would spread the traffic volume over two junctions, and reduces traffic density at the already congested Deep Lane junction.

Cost effective issues (60):

Respondents liked this option because it is one of the cheaper options as it uses existing road structures.

Voss Farm issues (53):

The use of Voss Farm junction to provide an access to Langage for commercial traffic was welcomed. The junction appeared sufficient to remove most of the Langage traffic from Deep Lane because it provides slip roads in both directions.

4.5.2 Reasons identified for disliking this option

Traffic issues (146):

This option appeared to some respondents not to address current issues at Deep Lane. Some felt that this option may not meet future demand of new traffic from Sherford and Plympton because it neither improves existing slip roads nor provides an extra bridge. The use of traffic lights on the junction was also thought to potentially cause some traffic queuing.

Listed buildings (52):

There was a general concern regarding the impact of this option on Voss Farm and the lack of clarity of the impact on the listed buildings.

Deep Lane (47) issues:

As with above, many expressed direct concern regarding the ability of the existing Deep Lane junction to meet current rush hour traffic volumes, never mind future demand. The people who disliked this option thought it did not provide sufficient improvements to Deep Lane. Some mentioned the stopping up of the old A38 as removing useful existing infrastructure.

## 5.0 Preferred junction options

5.1 While a specific question in the consultation questionnaire asking respondents to indicate a preferred option was not included, many expressed a view. Therefore, in order to try to provide some indication of preferences, the number of comments indicating a reason to like or dislike different options was counted. The number of responses suggesting that there was nothing to like about an option, and the number stating an option as their preference or the best scheme, was also included in this assessment.

5.2 Table 1 shows the number of comments regarding what was liked about each option.

Option number	Count
Option 1	355
Option 2	357
Option 3	448
Option 4	557

Table 1

5.2.1 Options 1 and 2 received the least number of positive comments. Option 4 received the largest number; this was in excess of 100 more than its closest rival, Option 3.

5.3 Table 2 shows the number of comments regarding what was disliked about each option.

Option number	Count
Option 1	558
Option 2	527
Option 3	502
Option 4	392

Table 2

5.3.1 Options 1, 2 and 3 received similar numbers of negative comments. Option 4 received the least.

5.4 Table 3 shows the number of respondents who indicated that they liked nothing about a particular option.

Option number	Count
Option 1	89
Option 2	86
Option 3	32
Option 4	5

Table 3

5.4.1 This shows that options 1 and 2 were identified by the largest number of people as having nothing to like about them. Only 5 respondents indicated that they liked nothing about option 4. It should be noted that some respondents indicated that they liked nothing about more than one option.

- 5.5 Table 4 shows how many respondents indicated that a particular junction arrangement was considered to be their preferred option.

Option number	Count
Option 1	10
Option 2	9
Option 3	8
Option 4	95

Table 4

- 5.5.1 Table 4 clearly shows that option 4 was the preferred option for those respondents indicating a clear preference. The other 3 options were preferred by similar numbers of respondents.

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## **6.0 General comments made about the different junction options**

6.1 This section considers the responses to section 2 of the questionnaire which asked for general comments not necessarily related to a specific junction option. The comments have been categorised and summarised with a selection paraphrased and included as bullet points to illustrate the nature of the remarks. This means that the language included within each bullet point is informal.

6.2 Traffic and junction layouts

6.2.1 There were many general comments regarding traffic and junction arrangements. These have been categorised into sub-groups including; pedestrian and cycling issues; specific remarks regarding Deep Lane and Voss Farm and; access to Langage and Elburton. A number of comments suggested that developing Voss Farm junction could remove a large volume of industrial traffic from the Deep Lane junction separating it from existing residential and future traffic. Splitting the domestic and commercial traffic appeared to be important, particularly through the introduction of an additional slip road at Voss Farm. Concerns were raised about various safety aspects of the proposed schemes. Additional consideration would need to be given to the provision for cyclists, pedestrians and existing residents.

6.3 Cycles & pedestrians

6.3.1 The provision of safe routes for pedestrians and cyclists through an environment apparently dominated by motorised transport including commercial, domestic and leisure traffic was seen as a key issue by many with the following points made:

- Provision of cycle tracks is important.
- Make pedestrian and cycle access to all routes, like "Holland".
- Please ensure safe cycle lanes all around new junctions.
- Access to the NCN2 route along the "old A38" is needed.
- Option 1, it's a cyclist's nightmare, but is great for the motorists.
- Southern access road in options 1 and 2 allows for better pedestrian/cycle access from Plympton to Langage Energy Park.
- Not shown in detail in either of the 4 options what will be provided in way of a cycle route.
- Option 4, it's difficult to see how bus lane, cycle track and pedestrian access can all fit all on a single bridge.
- Option 3 & 4 are best, but keep cyclists off A38 in this area. A path or road should be separate.
- Cyclists should be considered at an early stage.
- Arrangements for cyclists are better than before recent alterations, but could be better.
- Please make sure the junction at the top of Ridgeway is pedestrian/cycle friendly.

6.4 Deep Lane and Voss Farm junction arrangements

6.4.1 Any improvement, particularly providing two accesses to the north side of the A38 was considered to be beneficial. A few alterations to junction design were suggested for safety reasons or to improve traffic flow. The following specific comments were made:

- Having two access points is a good option.
- Suggestion of two lane slip-road for north/south egress.
- Additional access routes onto A38 could ease congestion at Deep Lane.
- Deep Lane junction has existing problems with congestion which need accounting for.
- Deep Lane may bear the brunt of traffic from Sherford development and Park & Ride.
- Major improvements needed at Deep Lane.
- Any improvement would be welcomed.
- Deep Lane junction has just been modified so does not need further alteration.
- The existing slip road (Exeter to Plymouth) has a visibility issue turning right due to barrier.
- At Deep Lane, remove the dividing kerbing and gate that is currently at the top of the west slip road, reinstating to how it was and worked some years ago, thus taking away unnecessary traffic coming from Plymstock/Sherford which is currently having to cross the A38 twice and adding to the delays at Sandy Lane/Ridgeway traffic islands.
- New road from Yealmpton to Marsh Mills would be better with a new crossing of the Plym or a completely new road from Yealmpton along the existing Billacombe Rd. In my opinion Deep Lane has been an accident black spot and with more traffic this will not improve. We need a system to dispense traffic more freely and a new road from the South Hams access to the A38 would do that.
- Inside lane, both in and out of Plymouth should be marked local traffic only.

## 6.5 Access to Elburton

6.5.1 The main suggestion was for a link road to connect Elburton to the A38. The following points were presented by respondents:

- Good quality 'link-road' road between Deep Lane, Elburton and Plymstock suggested.
- Link road could take commercial traffic away from Sherford and provide additional route.
- The city had a railway line running out in line with the Billacombe road, I believe this could be used to bring either traffic into the city or directed out. This would require a road across from the A38 but would help relieve traffic coming along embankment road travelling around and over the Billacombe bridge which is the only bridge over to Plymstock.

## 6.6 Access to Language

6.6.1 The main priority appeared to be to provide new separate access points to Language Business Park to take pressure from the existing roads. Some of the comments made are included below:

- Without access to Language off the eastbound A38 all schemes may have major disadvantages.
- Better to have separate access for Language.
- For Language Energy Park with 4000 jobs and a lot of HGVs, Option 4 is sensible choice.
- Separated traffic for Language Park should ease congestion.
- Giving 2 way access from different junctions into Language shouldn't require future upgrading.
- Options 1 & 2 have "eggs in one basket", Language traffic should be segregated.
- Option 1 would make area more smooth flowing.
- Option 2 only provides one way in and out of Language.
- Option 3 improves the Voss Farm junction with minimum impact on the building.
- Option 4 would reduce traffic flow for Language using Deep Lane junction.

## 6.7 Laira Bridge

6.7.1 Concerns were raised about the ability of Laira Bridge to accommodate additional traffic as this section of highway is already a constraint to traffic flows into and out of Plymouth. Some people providing responses were concerned that if people used this route instead of the A38 congestion would worsen.

- Without a further bridge across Plym, Laira Bridge could get very congested.
- Sherford development appears to direct traffic towards Elburton, Plymstock and Laira Bridge.
- Additional traffic needs diverting from Laira Bridge "bottle neck" from Plymstock, Elburton etc.
- Join A38 near Haye Road flyover to relieve traffic on Laira Bridge.
- Need to ensure Laira Bridge is fit for purpose and up to additional traffic.

## 6.8 Park & Ride/public transport

6.8.1 Public transport, particularly the proposed Park & Ride, received a mixed response. Some thought it was a good idea and necessary as not everyone has a car. On the negative side, doubts were raised as to whether enough people would use public transport to make a difference to traffic flows as it was seen as expensive and infrequent. A selection of the comments made is included below:

- Maximum use of Park & Ride should be encouraged with the provision of dedicated bus lanes.

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- Please make public transport links really good whatever the option, as not everyone is a car-owner.
  - Park & Ride could be routed directly along the A38, not be a stage service.
  - Park & Ride site for Plymstock. Plympton and Elburton is needed.
  - Park & Ride dedicated bus and priority lanes are needed.
  - Park & Ride could cause a backlog of traffic in busy times i.e. mornings and late evenings.
  - New Park & Ride could encourage people to drive from Ivybridge.
  - New Park & Ride may compete with existing sites.
  - Park & Ride north of A38 could save traffic having to use bridge over the A38.
  - Option 4. To link with the Park & Ride, a single decker bus could run from Sherford via Deep Lane just along A38 East Bound to Voss Farm Junction to Langage Estate and return via Holland Rd, Sandy Rd, Deep Lane Junction to Park & Ride.
  - Park & Ride is a good idea and excellent that all options have this.
  - Some uncertainties that Park & Ride will solve congestion problems.
  - Introduce Park & Ride at an early stage to ease Coypool Park & Ride which is not large enough.
  - Park & Ride may need improvements to off slip roads at Deep Lane from Plymouth.
  - A complete review of the bus provision East of Plymstock is needed.
  - The Park & Ride for Sherford, could be enlarged to accommodate those heading to Langage.
  - Sherford Park & Ride could have higher bus frequency 7-9am - 4-6pm.
  - Larger employers could be asked to contribute to Park & Ride as it would benefit employees.
  - Proposed bus lanes on Sandy Road are not necessary giving priority to under-utilised buses.
  - Public transport is expensive and would have to be cheaper for people not to use their cars.
  - Public transport needs to be improved to make any proposal meaningful.
  - Do ensure buses are efficient and cheap and frequent so people will use them.
  - Public transport may add time to journeys for those normally driving so they may not use it.
  - People will not stop using their cars so promoting public transport is pointless.
  - Bus lanes could help those who use public transport, including those who can't use cars.
  - Seems public transport through Plympton has been forgotten about.
  - Anything promoting efficient public transport and giving it higher priority is vital for the future.
  - There is too much reliance made on the proposed public buses. The buses will not work. If they are to work as promoted by all the literature then why do we not have the so call high quality bus routes along existing commuter traffic corridors?
  - I like the way the artist said what Sherford would look like if allowed to go ahead. It would be nice to travel to and from this town by bus.

## 6.9 Sandy Lane, Wolverwood Lane, and Ridgeway

6.9.1 Concerns were raised about the impact of traffic and traffic management on roads in Plympton. A series of these comments are included:

- Volume of traffic in Sandy Road and Holland Road already thought to be too high.
- Problems getting out of Wolverwood Lane & Ridgeway identified due to traffic.
- I have concerns about the traffic signals hindering traffic on Glen Road.
- Speed of traffic makes exiting Steer Park Road difficult-need traffic signals.
- Roundabout - motorists cut across lanes when joining the slip lanes.
- Traffic leaving Langage is often not giving way on Sandy Road/Glen Road.
- Option 3's biggest benefit is being able to exit Wolverwood Lane.
- Option 4 seems best for those exiting Wolverwood & then Ridgeway.
- Hillcrest Drive highlights problems of 24hr HGV traffic and noise.
- Access to Plymstock & Elburton through Sherford Road is not available; problems for residents.
- Concerns about extra traffic, and getting onto Maddock Drive or Wolverwood Lane.

## 6.10 Sherford

6.10.1 Some people raised issues regarding the flow of traffic into and around Sherford. Some of the issues are included here:

- Effectiveness of a 20mph limit is questioned with concerns about 'rat runs' forming.
- Sherford bypass off Deep Lane to Plymstock required.
- Sherford Road could be blocked off or restricted as it's not suitable for high volumes of traffic.

## 6.11 Traffic signals

6.11.1 The views on the signalised junctions were split; some could see the benefits of helping vehicles pass through junctions, while others saw them as an unnecessary hindrance. A summary of the responses are mentioned below:

- Signalised junction on Sandy Road could help people access Ridgeway etc.
- Adding signals around the Langage access road could add to traffic problems.
- Signalised junction at Ridgeway may not improve traffic flows, but widened Sandy Lane could.
- Review junction at Wolverwood Lane/Ridgeway and the installation of traffic lights now.
- Option 1: have to stop at lights 3 times, this cannot be quick and would clog up the traffic.
- Option 3: Too many proposed signalised junctions.

- Option 4: roundabouts at Sandy Lane would be better. No need for traffic signals which could cause disruption.
- Signalised junctions slow traffic compared to roundabouts.
- As all options include traffic signals at the Sandy Lane junction can you tell me how this will affect my access from St Maurice View onto the Ridgeway, as traffic already backs up there at peak times?

## 6.12 Voss Farm

6.12.1 A number of respondents thought that using Voss Farm for commercial traffic would be beneficial, relieving pressure on the Deep Lane junction and the surrounding urban area. These views are illustrated below:

- Improving the Voss Farm exit could relieve congestion at Deep Lane.
- HGVs could be routed via Voss Farm for clay works and industrial estate.
- Voss Farm junction could be the primary access for Langage.
- Encourage HGVs, work buses and workers in cars to use Voss Farm junction.
- Ban HGV access through Plympton.
- Combine Deep Lane option 1 with Voss Farm option 4.
- Option 2 with second bridge over the A38 and Marsh Mills flyover would work well.
- Best solution is option 3 with additional slip road at Voss Farm.
- Combine options 3 (for Deep Lane) and option 4 (Voss Farm).
- Option 4 provides accessibility to Langage and spreads the load over two junctions.
- Eastbound A38 slip-road added at Voss Farm, slip roads from option 3 used in option 4.
- For residents of Chaddlewood traffic from Langage is a nightmare; make it go via Voss Farm.

## 6.13 Safety

6.13.1 There were a number of comments made regarding safety at the junctions. Some thought that traffic using the roads to Deep Lane junction has increased so that it is dangerous at peak periods. For example, traffic sometimes queues back onto the A38 causing a danger to traffic either exiting, or continuing passed the junction. Some felt that Sherford traffic could potentially increase this problem but that alterations to the slip roads could alleviate this problem. Some key comments are included below:

- Option 4: signals would be required at the top of the westbound A38 off slip to avoid accidents with traffic leaving the A38 having to cross the path of traffic bound from Plympton to Sherford.
- Options 2 and 4: Lights would help to reduce the hazard at the southwest slip road from the A38.
- Help traffic leaving Wolverwood Industrial Estate turning onto the Ridgeway as this is a busy junction adjacent to the site of the current roundabout and proposed new signals.

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- Option 4: Vehicles travelling west past Voss Farm junction exiting at Deep Lane would meet traffic leaving Voss Farm going west on A38, resulting in 'weaving' traffic.
  - Westbound through-traffic should be required to move into the central and outer lanes. The addition of a second westbound slip-road is likely to increase the risk of accidents in the morning rush hour as the slip-roads will be situated only a short distance apart.
  - Three lanes (A38) (both directions) should be restricted to two lanes for all traffic Exeter or Plymouth bound. Inside lanes (both directions) should be designated Plympton only. This should permit vehicles from Plympton using the slip roads to join the A38 in a safe manner.
  - Entry and exit slip roads on the A38 itself need to be well lit in future to increase safety.
  - The existing road just south of the A38 is extremely dangerous owing to the very narrow sections and associated lack of visibility.
  - Cars come off the A38 onto Ridgeway too fast.
  - Redesign the southbound A38 slip roads as the current design is dangerous. Voss Farm road junction is a difficult and dangerous junction to exit from.
  - Unless slip road length is considerably increased, traffic lights could cause backup onto A38.
  - Option 4: Existing roads from Sherford to this junction are diabolical and I am hopeful that access will be safer when Sherford is developed.
  - Put road calming measures onto Wolverwood Lane as people travel in excess of 60mph.
  - The partially sighted find it difficult to see pedestrian lights change; should be low lights at crossings.
  - I am elderly and no longer drive. As a pedestrian, option 4 would alleviate increase in problems in the Chaddlewood area.
  - Unable to gauge how bus users and pedestrians will be affected. It is already difficult at peak times crossing the road at the top of Wolverwood Lane-can be dangerous.
  - Elevated walk/pathway on west side of Sandy Lane should have street lights. You cannot see the path when dark as the existing street lights do not reach and car headlights blind you.
  - Elevated walk/pathway on West side of Sandy Lane is overgrown, needs to be cleared more to remove broken glass and the path is breaking up.
  - Option giving 2 way access from different junctions into Lantage has to be best - any accident would otherwise cause major disruption/traffic hold ups into/out of area.
  - Provision of the second access at Voss farm Junction in case of emergency.
  - The new arrangement "Deep Lane South" was dangerous changing right of way.
  - Existing junction at top of westbound slip to Sherford or Plympton must go as it is deadly.
  - Reduce speed limit to 50 mph from east of Ivybridge to the Tamar Bridge and introduce average speed cameras.
  - Safer cycle route from Yealmpton to Lantage.

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- Find roundabout dangerous on Holland Road/ Glen Road/ Sandy Road/ Steer Park Road junction.
  - Coming from Lyneham Inn cars are able to turn right into Plympton across traffic lights - dangerous
  - Traffic going past the Lyneham Inn towards Plympton has to take their life in their hands as they have to cross sometimes four lanes of traffic if they want to turn right to Plympton.
  - Barrier at top of Plymouth bound exit of Deep Lane not stopping traffic from Plymstock direction turning right at quiet times still causing problems. Steer Park Road is only partially double yellow lines - cars from local businesses park there causing problems.
  - Option 1 is best choice on safety aspect, Option 4 could be added at a later date.
  - Signage important as large vehicles going via Stag Lodge get stuck in Plympton village.
  - Preference for option 4 is determined by the major gas fired power station hazard. Imperative that consideration be given for access for emergency services from every direction.
  - Calming measures are needed, to put cars off using the original old roads as a quick route and using existing narrow roads.
  - No crash barrier between the east bound stretch of the A38 and the children's' play area at the Lyneham Inn. It is only a short distance for a car to lose control and enter the play area.

#### 6.14 Development

6.14.1 Although the aim of the consultation was not to consider people's views on particular developments, some of the general comments related to Sherford and Langage themselves. A number of people said they did not want any more housing and that the area could not cope with more houses and traffic. It was suggested that additional development could be located around existing settlements rather than in a new community.

- Don't want anymore houses or people. Create jobs for people who live here already.
- Ideally there would be no Sherford as it isn't affordable housing and will be for newcomers rather than people here already in need of housing.
- Until Sherford is started, only minimal work needed.
- Roads must be built prior to 2016 as Sherford will be started 2010, Langage Energy Park would start growing, as also will Plympton urban fringe development.
- Living off Sherford Road I do not like or agree to 6,000 potential homes of mixed development.
- Too much expansion in the area i.e Sherford. The whole area is being swamped and no amount of work on the A38 would really be adequate.
- Until problems of congestion into the city centre are resolved the housing and industrial developments on the outskirts of the city should be delayed.
- Most of new building of homes is planned near to Elburton, most of the Plymouth traffic will still use the old system via Laira Bridge.

- Greater anticipation of increased traffic flows for new developments and into the longer term future is required.
- There are several thousand empty properties within the Plymouth city boundaries; also empty/derelict brown sites within the city, plus empty MOD properties.
- More homes on the fringe of Plymouth are not confirmed, this means the traffic generated is not confirmed either.
- Cot Hill; this is already busy road will become congested when a further 700 homes are built off Hale Road.
- Langage with approximately 2000 unemployable at the moment appears to be pure theory.
- South Hams expansion should have been in and around existing towns and villages.

#### 6.15 Disruption

6.15.1 Concerns about disruption were raised in the context of the shorter term building programme and longer term effects of increased traffic.

- Option 1: Too much disruption for Plympton residents.
- Level of disruption caused, especially if options 1, 2 or even 3, is an issue.
- Please ensure the contract stipulates 7 day/24 hour working to minimise disruption period.
- Traffic may be horrendous; at the moment it's a nice place to live, but this will be ruined.

#### 6.16 Loss of land

6.16.1 The loss of brown-field and agricultural land was mentioned in a small number of responses:

- Do not build on land at Sherford as Plymouth has enough brown field sites around without building on good farm land.
- The waste of productive agricultural land as in options 1 and 2 should be kept to a minimum.

#### 6.17 Listed buildings

6.17.1 A number of people commented on the listed buildings, most suggesting they should be protected. A small number felt that they did not matter. These views are illustrated below:

- Move the Voss Farm junction and bridge eastwards to reduce impact on listed buildings.
- It is wrong to have an impact on listed buildings.
- Listed buildings may be a pain for planners at times but they must be respected.
- If listed buildings at Voss Farm are a problem move them; it has been done before.
- Option 4 looks the best, but without Voss Farm junction which impacts on listed buildings.

- If problem with listed building perhaps slip road could be realigned to go behind the buildings.
- Option 4; avoid listed buildings by using clover leaf design for eastbound access to Langage.
- Option 4 is marginally better than 3, but there is problem with impacts on the listed buildings.
- Why worry about a few listed farm buildings when you are preparing to desecrate large swathes of open farm land to build the new Sherford community?
- Impact on listed building is minimal and not of any negative value - the building will still be there and be appreciated by more people. Option 4 is the only solution worth considering.
- Listed buildings at Voss Farm are hardly worth consideration in the grand scheme of things.

## 6.18 Noise

6.18.1 The noise impact on homes in certain areas was highlighted as being an issue that could be made worse by the proposed developments and junction improvements. Some of the points made are stated here:

- An increase of traffic, congestion and road noise would have a severe detrimental effect on the lives of residents in close proximity to the junctions (e.g. Wolverwood Close).
- Want minimal disruption, noise and pollution from additional traffic into Langage. Option 4 seems to meet needs.
- More trees to be planted to reduce noise pollution.
- Very concerned at the level of noise from most options.
- Noise levels are quite intolerable for the residential area north-west of Deep Lane junction. Resurfacing of this area of A38 with quiet tarmac could help, as would reduction in traffic.
- When the Langage industrial estate went up; more noise, then the power station; more noise, more traffic; whichever plan goes through we will need sound barriers to stop more noise.
- Option 4 is preferable as it will be safer and allow Plympton residents a quieter, cleaner environment.
- Use dense trees and shrubs as traffic noise is very disturbing to residents nearby.

## 6.19 Wildlife and habitats

6.19.1 Concerns were raised about the impact of the junctions on wildlife and some questioned whether this had been taken into consideration. Some of the comments are listed here:

- Hope potential 500 new homes on Newton does not go ahead. Has the impact on the local wildlife been taken into account? The herds of deer; the owls; the bats (protected).
- Options should be chosen with consideration to planning and climate change - potential impact on proposed green wildlife corridors, habitat links (e.g. Saltram or for bat colonies).

- The whole plan for housing and the roads is a massive undertaking. Perhaps a reality check is called for before the countryside is gorged up and all the wildlife with it.
- Hope too much greenery isn't going to be bulldozed.
- Whatever the option, alternative provision for animal and plant life and destroyed green spaces is needed.
- The housing and industrial areas will use energy and pollute the atmosphere.

## 6.20 Other

### 6.20.1 Concerns were raised about various other environmental issues including flooding:

- Keep new roads to a minimum to avoid causing flooding.
- Sandy Road gets flooded by Ashleigh Way in heavy weather; needs to be sorted.
- All road proposals and housing in the area should be suspended due to the economic and energy crisis.

## 6.21 Cost

6.21.1 The cost of the different options was a key consideration to many people responding. For example, Option 1 was thought to be expensive, even by some of those who said it would best meet the needs best. Option 3 was suggested to need modifications which would have cost implications. Option 4 appeared to be considered the most cost effective, even with slight modification. There were only a small number of comments regarding Option 2, possibly because this is forecast to be the cheapest option and therefore did not raise financial concerns.

### 6.21.2 Option 1

- Option 1 will cater for requirements into the future, with the expenditure in the present economic downturn it will be a permanent asset.
- Option 1 would be the cheapest in the long run but would require a 2nd access to Langage.
- Even if option 1 is expensive it is the only option which will not require significant upgrading when Sherford is up and running and therefore probably cost less in the long run.
- Like number. 1 personally, but see it is very expensive
- Prefer option 1 but this is expensive, it seems much more thought out, considering the growth to be generated over the next 50 years and beyond. If a cheaper, less effective option is taken you will have to change layouts eventually obviously at much more cost.

### 6.21.3 Option 2

- Option 2 is by far the best; could be undertaken relatively quickly and cost effectively.
- If money is the main consideration then option 2.

#### 6.21.4 Option 3

- Could have merit if modified. Interchange at Voss Farm Junction would considerably ease traffic pressure at Deep Lane and no need for a southern access road, saving money.
- Option 3: the cost might be higher but should not need extra work carried out in the foreseeable future.

#### 6.21.5 Option 4

- Option 4 is the most cost effective proposal. It appears to offer everything needed with the least disruption and lowest cost.
- Option 4 is the best, not only being cheapest, but proving to give less disruption and congestion at Deep Lane than the others.
- Prefer option 4; seems to be simple, less expensive
- Option 2, inexpensive compared to other options, may need improving in future.
- Option 4 will be cheaper than two bridges and avoid unnecessary disruption.
- Option 4 seems to be the best, both for cost, and new development.
- Option 4 preferred. Need to reduce costs in these tough times.
- Option 4 could be constructed with very minimal impact on listed buildings and offers a practical solution at a comparatively low cost.
- Option 4 seems the most logical and cost effective solution both for now and future use.

#### 6.22 Consultation

6.22.1 There was some scepticism about the effectiveness of the consultation and concern that any views expressed would not be taken into consideration when the deciding on the junction choice. However, at the time of the consultation no decisions had been made on which junction was most suitable and it was vital to understand the views of the public and the key stakeholders. The number of responses received has far exceeded the numbers expected showing that the public are interested in the issues which demonstrates how vital the consultation process is.

6.22.2 For the purpose of the consultation it was decided not to show a wide area south of the A38 towards Plymouth as the consultation was focused on improvements to Deep Lane. For people wishing to travel from the Plymstock area, the A379 and new highways through Sherford will provide improved links to the A38 whilst a high quality public transport service will also link Plymstock to a proposed Park and Ride at Deep Lane and Langage. Detailed traffic flows were not included in the consultation documentation in an effort to avoid providing too much technical detail. This kind of analysis is however a significant element of the technical work behind the junction assessments.

6.22.3 A selection of the comments relating to the consultation are included below:

- I do think at the end of the day that there will not be enough infrastructure to support the increase in population and will put extra pressure on existing services e.g. schools, doctors shops etc. Money will in the end dictate which

scheme will be adopted regardless of the wishes of the existing population of Plympton.

- I am torn between options 2 and 3 but none of the options shows Wolverwood Lane so I am unable to gauge how I as a bus user and pedestrian will be affected. I also know that you won't give two hoots for my views and people like me are not represented.
- Very much doubt that the opinion of the public will in any way be given consideration. I believe this exercise will kid many people into believing that their opinions do matter.
- I do wonder if anyone will take any notice of this questionnaire.
- What I dislike about all the options is that no matter what we say, the option has already been chosen. Our views will not be taken into account. Our government's hand has been tied by the European Union, so what is the point in this futile consultation?
- This consultation is a complete waste of time, you know that a decision has already been made. The European Union has instructed our government that it must establish this new urban area. There is nothing that we can do about it. All you have achieved is to waste a lot of public money that could have been spent on re-surfacing our pot-holed roads.
- The consensus with these consultations is no matter what people say the decisions have already been made riding rough shod over concerns expressed. If any of the planners, developers etc. lived within the area they would soon become part of the nimby brigade. Too much emphasis is on the proposed employment space at Langage. What is available and what is taken up are two different things. Sherford is still going forward decimating a green belt, no matter how you dress it up with making it supposed villages. People, houses, and roads, destroy environments.
- The new road layout needs to be right first time. If more consultation, or surveys need to be carried out this should be done prior to the final decision, as it has been proved in many instances if you get it wrong first time cost and disruption escalates.
- Have to smile at the naivety if you think there is going to be the low predicted volumes of traffic.
- Would like to see layout showing options available for getting from A379 to A38 northward from Plymstock area.
- The report gives no quantitative assessment of changes to traffic flows at this junction. Therefore we are asked to make judgements without the basic information.

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## 7.0 Suggestions from consultation responses

7.1 A number of people made suggestions (as opposed to comments) about the junction options or the consultation in general. Similar suggestions have been grouped into categories and summarised below. The original comments themselves have been condensed and included for reference in the bullet points.

7.2 Combine the junction options

7.2.1 There were a number of people who considered that a combination of the junction options is needed. A number of people also felt that the ability to phase improvements was beneficial to allow flexibility in infrastructure delivery. A selection of the comments is included below:

- I think that a combination of the Deep Lane junction in option 1 and the Voss Farm junction in option 4 would give the best road layout and in the long term the most options for expanding.
- Put new Deep Lane Junction (Option 1) together with Voss Farm Junction (Option 4).
- Option 1 with a little splash of 4 for a perfect result.
- It may cost more initially but option 1 - Deep Lane Junction option, combined with option 4 - Voss Farm Junction layout would be the optimum long term solution and addresses all the current and potential future traffic issues.
- Like option 1 with phased improvements that could be accommodated. More money initially spent would be cheaper than having to make expensive alternatives in addition in coming years. Option 4 would work with traffic - makes best use of existing road infrastructure, like option 1 and 4.
- The most effective solution would be the Deep Lane roundabouts as shown in option 1 (plus I would take the southern access road to and from the roundabout). Also, if you combined it with the Voss Farm junction shown in option 4 this would cause least congestion. Alternatively Deep Lane as option 1 minus southern access road combined with Voss Farm junction as option 4 for access to Langage.
- Best Solution: Deep Lane - Option One; Voss Farm - Option Four.
- Option 2 is the most practical one to meet the requirements for the planned developments. When these developments start, assurance must be given in all aspects of work, that it is undertaken to a very high standard of build quality. Selection of business/community is balanced to meet the impact it will have in the surrounding communities/city. Ensure we don't create future problems by not looking at the details of this development. The minor details are far more important than the overall plan.
- If viable, option 3 at Deep Lane, no southern access road, with option 4 at Voss Farm (would be preferable).
- Cost allowing, option 3 Deep Lane junction married up to option 4 Voss farm junction would be the best all round solution.
- I think the best option would be part of 3 and 4 i.e. changed Deep Lane junction as option 3, Voss Farm junction as of option 4. The Deep Lane junction in option 3 combined with the Voss Farm junction in option 4

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would seem to be the most likely to work best as it will give Langage peak traffic an alternative, especially traffic going east to Ivybridge, thus avoiding Chaddlewood Avenue roundabout. This will reduce traffic flows at Deep Lane to allow for extra traffic generated by Sherford. The southern access road will just add to existing problems and should never be built.

- Option 3 is the best of the options. What lets it down is it is missing a slip-road off the A38 at Voss farm junction which is probably one of the most important and crucial slip-roads. Taking the best parts of options 1 & 3 combined would be ideal but probably too expensive.
- Can't the Deep Lane from '3' be in conjunction with Voss Farm '4'; short term expensive, but long term will save having to redesign in 20 years.
- Use some of the best ideas of each option and merge new slip road in option 3. Slip roads coming from Plymouth not essential for Park & Ride or East Langage because most won't use Park & Ride when they've got Plympton.
- My preferred option would be the best advantages taken from 3 and 4.
- Would like consideration to be given to an option that marries the option 4 Voss Farm improvements, with the option 3 Deep Lane improvements.
- Option 4 could be "tweaked" to satisfy Highway's Agency's required standards.
- It should be possible to find some compromise between option 3 and 4. All the advantages in option 4 would appear to be the way forward.
- If option 4 could incorporate two bridges (as option 3), this would appear to solve any future congestion problems. There is also a very good aspect of option 1. The slip roads in and out of the junction are shown as being extended. Ideally if this could be incorporated in option 4 together with the double bridge of option 3, this might be an almost perfect solution.
- My preference is for option 4. This seems to be the best of the options, making use of present road infrastructure, limiting construction delays and best for traffic flow in the future.

### 7.3 Park & Ride

7.3.1 Although a Park and Ride site is proposed at Deep Lane as part of the transport improvements for Sherford, other sites were also suggested:

- A large Park & Ride from the industrial estate would relieve traffic into centre.
- Suggest Park & Ride at Lee Moor area; reduce traffic at Deep Lane Junction, use rail network with cheap fares to Plymouth city centre.

### 7.4 Infrastructure and growth

7.4.1 Some suggestions were made about the need to future-proof whichever scheme was chosen so that it would accommodate any growth in the future. This would reduce the amount of investment required at a later date. However, some people were still sceptical about whether enough infrastructure would be provided and about the potential for significant numbers to use public transport.

## **8.0 Questions asked by respondents**

8.1 The public asked a large number of questions at the consultation events and in their questionnaire responses. These questions have been categorised and some answers provided below.

8.2 Transport infrastructure costs

8.2.1 Questions were asked regarding whether developers would be required to provide transport infrastructure to accommodate the needs of their development. For example:

- Are the developers at Langage being made to contribute towards costs?

8.2.2 Both the developers of Sherford and Langage will be required to provide transport improvements to manage their impact on the highway network. These contributions will be supplemented by additional funds sought from other developments and from the Department for Transport to bring forward the wider improvements which are required in the future. Improvements to the junctions at Deep Lane and Voss Farm, rather than others, are being prioritised as they can provide direct access to both Sherford and Langage.

8.3 The need for development to the east of Plymouth

8.3.1 Although the consultation was to consider junction improvements, there were many questions raised via the questionnaire responses and at the consultation events about the need for additional housing at Sherford and employment land at Langage.

- Do we need the Sherford development at all?
- Are we short of brownfield sites?
- Why build a new town in this area?
- Where are these people coming from to live here?
- Where will people work coming to live in the new houses?
- Who is going to buy and live in these houses?
- How are 4000 new jobs going to be created in this area?
- Can jobs be secured when they haven't been yet?
- Why has Langage not been started? Would have been useful in present economical climate.
- Instead of digging up land to build more factories wouldn't it be better to fill existing ones?
- How do 7650 homes in Sherford and the quarry equal 1500 more vehicles at Laira Bridge?
- When did it become 6000 new homes, I thought it was supposed to be 4500?
- I see the houses have gone up to 6,000 now. How much higher?
- Why not spend money on repairing potholes and uneven surfaces on existing roads?
- Why not spread the houses out all over the South Hams and other villages?
- Has the development of the Tungsten Drive at Hemerdon been taken into account?

8.3.2 Population projections and housing forecasting undertaken locally and within the region have demonstrated the need for additional residential and employment development. The housing at Sherford is required in addition to brownfield development within the Plymouth city boundary. Additional housing in general is required as there is a current housing shortage with many people on Local Authority waiting lists; the housing is not specifically required to cater for people moving to the area. More generally, in the recent past there has been a consistent lack of new residential development which has meant demand is not met. This is one of the reasons for significant house prices in Devon and Plymouth.

8.3.3 The developments at both Sherford and Langage are set to come forward gradually over the next 16 years by which time the economy should have recovered sufficiently to require the additional employment provision required to match housing growth. This will mean that the impact of development will be felt gradually.

#### 8.4 Disruption

8.4.1 Questions were raised regarding how the junction improvements would actually be implemented.

- What time scale and disruption are we looking at?
- Once an option is approved, what are the timescales?
- Will every effort be made to avoid too much disruption?
- What is the cost analysis in terms of potential loss of earnings etc. if traffic hold ups happen?

8.4.2 The scheme is scheduled for delivery in 2018 to coincide with demand from future traffic increases. The amount of disruption during construction would depend on which option is selected and would be subject to detailed assessments considering how traffic would be managed during the construction period together with construction noise on local properties. Option 1 would be the most challenging to construct as alterations to Deep Lane would be required whilst traffic was using it. If option 2 or 3 was chosen this impact would be simpler to manage as access to the north of the A38 could continue via Deep Lane whilst the new junction was being constructed.

#### 8.5 Environment

8.5.1 Given the significance of the potential junction improvements, it was not surprising that a number of questions were raised about the environmental impact of the junction:

- Are any plans to minimise noise with the likely increase in traffic?
- Could more trees be planted to help reduce noise created from A38?
- Will there be any tree planting in the area?

8.5.2 As part of the initial junction assessment work, noise, air quality and a series of other environmental issues have been considered. There is a firm understanding from all parties involved that these issues need to be considered and action taken to minimise impacts, particularly given the

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proximity of residential properties to the junctions. This will result in detailed assessment of possible mitigation measures including possible planting in the area to reduce the visual, noise and ecological impact of the junction improvements.

## 8.6 Listed buildings

8.6.1 The proximity of listed buildings to the junction options at Voss Farm raised some questions about their protection:

- Could gabions be used to protect Voss Farm buildings?
- Is there no way to avoid listed buildings? e.g. go beyond bridge before slip road and loop back.
- Would it be possible to improve the existing on/off slip roads at Smithaleigh and build new on the north side of the A38, then construct the southern access road from Smithaleigh to Langage which should not impact on listed buildings?

8.6.2 Discussions have been held with the archaeological and listed building experts at both Devon County Council and South Hams District Council to understand the potential impact of junction improvements at Voss Farm. None of the options would require the demolition of any listed buildings, but clearly their setting will be affected. These impacts will need to be managed as far as possible through detailed design which could include the planting of trees, use of local construction materials and amending some elements of the design in order to protect the buildings. Understanding the local access requirements of the farmers who work the area is also vital so that these needs are accommodated.

## 8.7 Park & Ride

8.7.1 The plans presented during the consultation showed a planned Park and Ride adjacent to the A38. This was the subject of a number of questions:

- What effect will the Park & Ride have on the Elburton homes?
- Will transport from the Park & Ride site into Plymouth be able to use the A38 Marsh Mills route into the city, to reduce traffic through Plymstock and Billacombe?
- What route would the proposed Park & Ride take?
- The Park & Ride seems a long way out of Plymouth; will most people continue into the town?
- Is the Park & Ride just for Plymouth; will the service go to Sherford and Plymstock?
- When are we going to get the Park & Ride proposed for Colesdown Hill?
- Will there be cycle paths built, including linking the Park & Ride with secure cycle storage?

8.7.2 The Park and Ride will be linked to Plymouth city centre and will also be served by the high quality public transport service through Sherford which is another element of the Eastern Corridor major transport scheme. There is currently some debate about the route that the Park and Ride service will take to access Plymouth; if it uses the A38 it will be quicker, but it will mean that it

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would be able to pick-up fewer people on the route. The Park and Ride will be likely to offer cycle parking and lockers which should make cycling an attractive option for some parts of the rest of the journey into Plymouth.

## 8.8 Safety

8.8.1 Safety a key concern consideration for many respondents who asked a number of questions:

- How would emergency services get into the estate in event of an accident on the roundabout?
- Option 1, west bound slip roads are very close to each other - is this acceptable?

8.8.2 Currently the existing Deep Lane junction is the one major access across the A38. Option 1 would maintain this situation. One of the major benefits of the options which include improvements at the Voss Farm junction is that this offers an additional major access to the north of the A38 in the event of an accident.

## 8.9 Traffic

8.9.1 Given the current volumes of traffic and the significant amount of development proposed in the area, the number of questions regarding traffic volumes was unsurprising:

- If volume of traffic is to increase, would you consider a longer merging slip road to Exeter?
- How many people working at Langage, coming from far side of Plymouth, would stay on the A38 to Voss Farm junction rather than using the Plympton/Langage junction?
- Can you assure us that these options will definitely not result in traffic queuing on the Deep Lane Junction slip road onto the A38?
- Will inhabitants in Elburton have a direct route from the A38 at Deep Lane, or will they have to use the minor road between Deep Lane and Brixton. Could this minor road be improved?
- Could A38 be widened to 3 lanes in each direction eastwards past Lee Mill to avoid any potential queuing?
- Do any plans direct the majority of traffic out of Sherford onto A38 to lessen impact on A379?
- Would there be access onto the A379 directly from Voss farm and/or the Deep Lane junction without going through Sherford?
- Will there be access to Sherford from the Voss Farm junction?
- Could a new bridge, roundabout and slip roads be built a little further away from Voss Farm instead of trying to use the existing bridge, which could be left for cyclists and local traffic?
- Could controlling measures prevent vehicles accessing industrial estates from Chaddlewood?
- What is being done to improve Laira bridge? Already takes 1/2hr to travel 2 miles in rush hour.
- Do any options take into account problems present at the Ridgeway and Sandy Road?

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- Option 1 & 2- could another road from new access road be taken into existing Langage estate, then all heavy traffic is away from Sandy Lane?
  - Option 3 - could not the roads linking Plympton and Langage be improved?
- 8.9.2 The Major Scheme process is currently aiming to fund improvements at Deep Lane and along the A379 towards Plymouth in order to accommodate current developments in the area. These improvements are scheduled to be implemented in the next 15 years. If in the long term future additional improvements are needed these would be considered at the appropriate time.
- 8.9.3 In terms of the wider Eastern Corridor Scheme, this includes improvements along the A389 including Laira Bridge. Here, a disused railway bridge will be used as a separate cycle and pedestrian crossing. This means that additional road space on the existing highway can be used for vehicles, increasing capacity here.
- 8.9.4 Access from Sherford to the A38 will predominantly be along the proposed Sherford main street which will connect with Deep Lane junction directly. There will be no additional link between the Voss Farm junction and Sherford. The Voss Farm junction is proposed in its current location as here it would provide good access to the area where Langage could expand and also makes use of an existing junction. Constructing a completely new junction in the area would be more expensive.
- 8.9.5 There are currently no plans to upgrade the A38 to three lanes along its full length in Devon.
- 8.10 Pedestrian and cycle access
- 8.10.1 A small number of questions were asked regarding the provision for pedestrians and cyclists within the different options proposed:
- Why is there no mention of a proper pedestrian and cycle infrastructure? (Deep Lane area)
  - How do you propose pedestrians get across the A38 with the new developments?
- 8.10.2 Although this was not included in the consultation, proposals are being brought forward for a potential segregated cycle and pedestrian crossing of the A38 in the Deep Lane area to link Langage with Sherford. This proposal was not developed in sufficient detail to be included in the consultation; access for pedestrians and cyclists is vital to the wider transport strategy in the area.
- 8.11 Traffic signals
- 8.11.1 The provision of signals on the Deep Lane slip road and the replacement of the existing roundabouts raised a number of questions:
- Why traffic signals at junction Sandy Lane?
  - Option 3: Will there be traffic lights at old A38 - Deep Lane junction?

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- Option 4; do the two roundabouts really need to be replaced by signalled junctions?
  - Option 4; will there be traffic lights at the old A38 - Deep Lane junction, as the old A38 is closed at Voss Farm. To visit the Lyneham Inn, would you have to go back the same way?

8.11.2 The junctions on Sandy Road will be signalised as this increases the capacity and the efficiency of the junctions. It also provides the ability to manage the highway during times of potential congestion. Unfortunately in option 4, the old A38 would effectively become a cul-de-sac.

## 8.12 Other

8.12.1 A variety of questions on other subjects were raised:

- Option 1, could existing flyover be used as one-half of overhead roundabout to reduce costs?
- Why can't option 3 incorporate an A38 off slip coming from Plymouth at Voss (as in option 4)?
- Could option 1 be combined with option 4?
- Why can't option 4 be changed so it meets the national standards?
- Why is this going forward when the Deep Lane to Haye Road has been dropped?
- Would the funding not be better channelled into subsidies for our farmers?
- How about a railway and bus station at Langage to encourage the use of public transport?
- Why do we hear of no further improvements to cycle and bus routes along the Laira Bridge Elburton access route?
- Why not reinstate second lane into and out of Plymouth instead, accommodating the odd leisure cyclist?
- The roundabout on the new southern access road/Eastern End Langage Road; is this to link with roundabout in Eastern Wood Road? This would allow buses to go around Langage.
- Can option 4 not include a new slip-road as in option 3 to avoid traffic build up for exiting traffic from A38 2, and a second bridge to permit bus lanes.

8.12.2 Since the consultation, further assessment work has meant option 3 now includes an off-slip from the A38 eastbound at Voss Farm. Improvements to Voss Farm however cannot be delivered in addition to the major improvements of option 1 as this would be far too expensive.

8.12.3 Although this consultation focuses on improvements to highways, all schemes include significant bus priority measures such as bus lanes. In addition, option 1 includes a potential bus-only route over the A38. Irrespective of the options, the traffic would run smoothly allowing buses also to run with minimal delays. In addition, the wider Eastern Corridor scheme concentrates on bus improvements along the route between Langage and Plymouth to provide a high quality, frequent and comfortable service. These bus services will be required to go through Langage Business Park to provide good access for people working there.

## **9.0 Conclusion**

- 9.1 The consultation has allowed a large number of local and national stakeholders to voice their opinions about junction options and, as equally important, generated a good response rate from the general public; around 6500 questionnaires were circulated resulting in 697 responses. This is a response rate of more than 10%.
- 9.2 Option 1: Many felt that the size and layout of this junction would provide significant highway capacity. However the principal concerns were that it focuses all improvements to Deep Lane, would cause considerable disruption during construction and would be expensive.
- 9.3 Option 2: This option was popular because it was predicted to be the cheapest and made good use of existing infrastructure. However, there were concerns that it would not offer sufficient capacity long-term and would only provide one access to the north of the A38.
- 9.4 Option 3: This option was favoured by some because it would provide sufficient capacity and would improve the resilience of the highway network by providing an additional access from Langage. However, the lack of an eastbound A38 offslip was a concern as this would concentrate more traffic through Deep Lane.
- 9.5 Option 4: This option was considered favourably as it would provide a full second access to Langage which would remove commercial traffic from Deep Lane whilst also providing good network resilience. It was also thought to be cost effective. However, there were concerns regarding the listed buildings and the lack of significant improvements to Deep Lane.
- 9.6 Option 4 received the largest number of positive comments and the lowest number of negative comments. This clearly shows that it is the preferred option for the general public and key stakeholders. In particular, the developers for both Sherford and Langage favoured the options which included improvements at both Deep Lane and Voss Farm. This strong indication will be taken into consideration when a decision is made over which junction option is taken forward.
- 9.7 Since the consultation, further technical work has been undertaken. This has concluded that the inclusion of an eastbound A38 offslip at Voss Farm would not require a departure from design standards. As a result, this has been included in the proposals for Option 3.
- 9.8 Although not strictly part of this consultation, the strong opinions and interest in the development of Sherford, the Langage Energy Centre and the expansion of Langage business park is noted. It is clear that when progress is made with these developments the public would welcome detailed involvement.

## **10.0 Discussion**

- 10.1 Approximately 6,500 consultation questionnaires were distributed. 697 responses were received. This is a response rate of around 10% which is acceptable for the validity of the consultation. A number of key stakeholders also provided representations; Langage Energy Park Limited (potential developers of Langage), Redtree (developers of the proposed Sherford new community), South Hams District Council and Wembury Parish Council all provided detailed responses.
- 10.2 A decision was made not to include a question in the survey asking the option which people favoured. Instead, respondents were asked to comment on what they liked and disliked about each option. Despite not specifically asking this, a significant number of respondents made a choice with these responses recorded. In retrospect asking this question formally would have provided a more accurate indication of which option people preferred.
- 10.3 In the consultation brochure and at the consultation events, a number of potential benefits and issues associated with each option were presented in order to provide the public with some context of the improvement options. Unfortunately, some respondents simply repeated these issues when asked for details about what they liked and disliked about each option. In future it may be better to provide less information about potential issues in order that people could provide more of a personal opinion.
- 10.4 The consultation questionnaire did not include demographic questions. This was purely to reduce the length of the survey. It was felt that the age and gender of respondents was not significantly important in trying to understand the reasons for certain responses. However, there was an appreciation of the importance of residential and employment location in determining responses therefore questions asking for this information were included.
- 10.5 Four consultation events were organised in a variety of locations in order to provide the greatest opportunity for the public to attend. Events were deliberately held throughout the afternoon extending into the early evening in order to ensure that people of working age could attend. Unfortunately it was not possible to arrange consultation events for later into the evening; this may have resulted in the large number of attendees to the events that appeared, informally, to be of retirement age.
- 10.6 Option 4 was presented in the consultation documentation as requiring a departure from national standard in order to implement the eastbound offslip from the A38 at the Voss Farm Junction. Following further assessment, the Highways Agency has now confirmed that this is not the case. This supposed departure from standard was presented as being one of the potential issues associated with this option which may have concerned some members of the public unnecessarily.
- 10.7 Since the organisation of the consultation, further feasibility and design work has been undertaken on a potential cycle crossing of the A38 at Deep Lane. Because of the need to undertake the consultation at a specific time, this work was not completed in time for presentation. This could have led to some

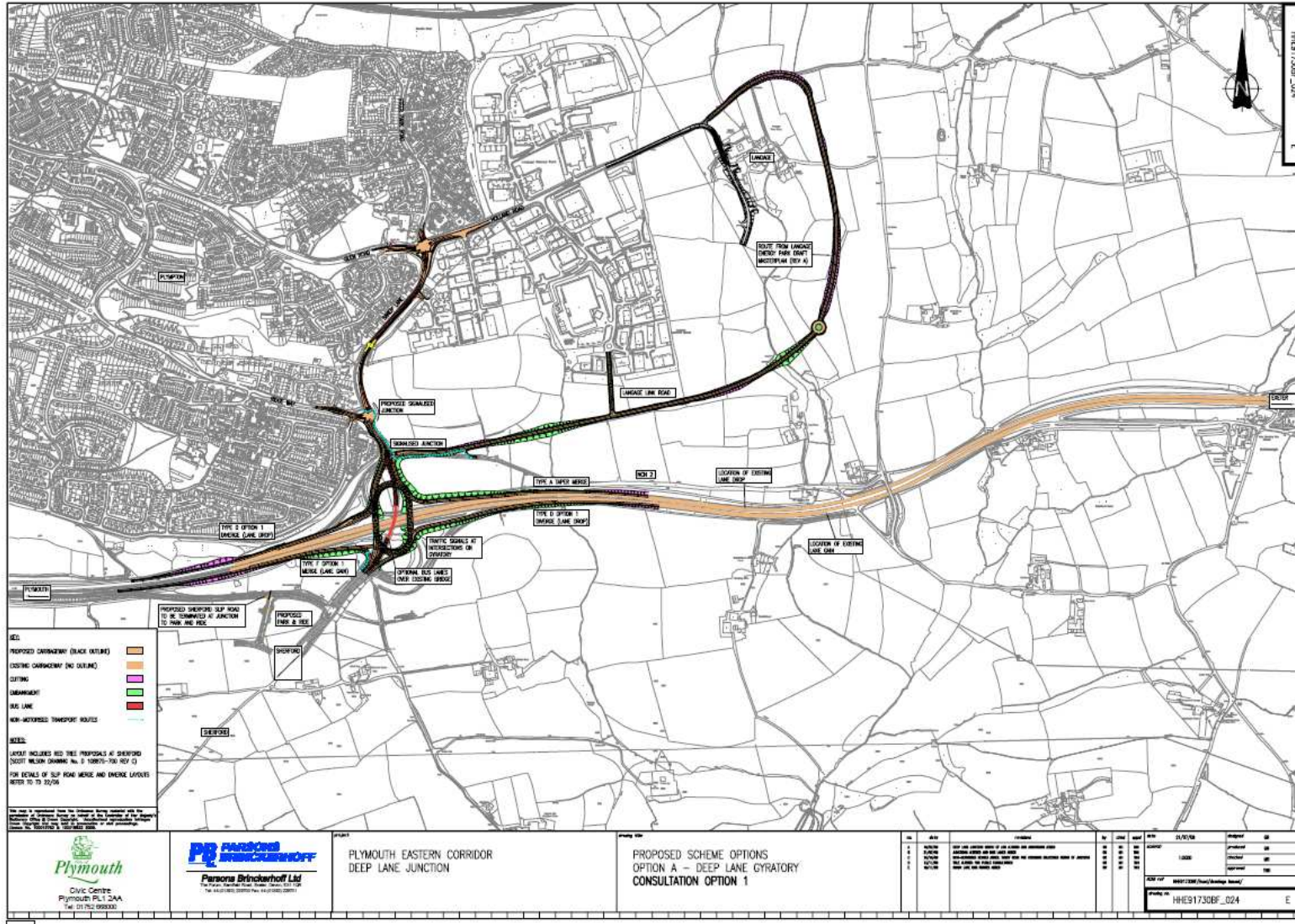
of the concerns which were expressed in terms of the options lacking in provision for pedestrians and cyclists.

- 10.8 There was some scepticism about the effectiveness of the consultation and concern that any views expressed would not be taken into consideration when the deciding on the junction choice. However, at the time of the consultation no decisions had been made on which junction was most suitable and it was vital to understand the views of the public and the key stakeholders. The number of responses received has far exceeded the numbers expected showing that the public are interested in the issues which demonstrates how vital the consultation process is.

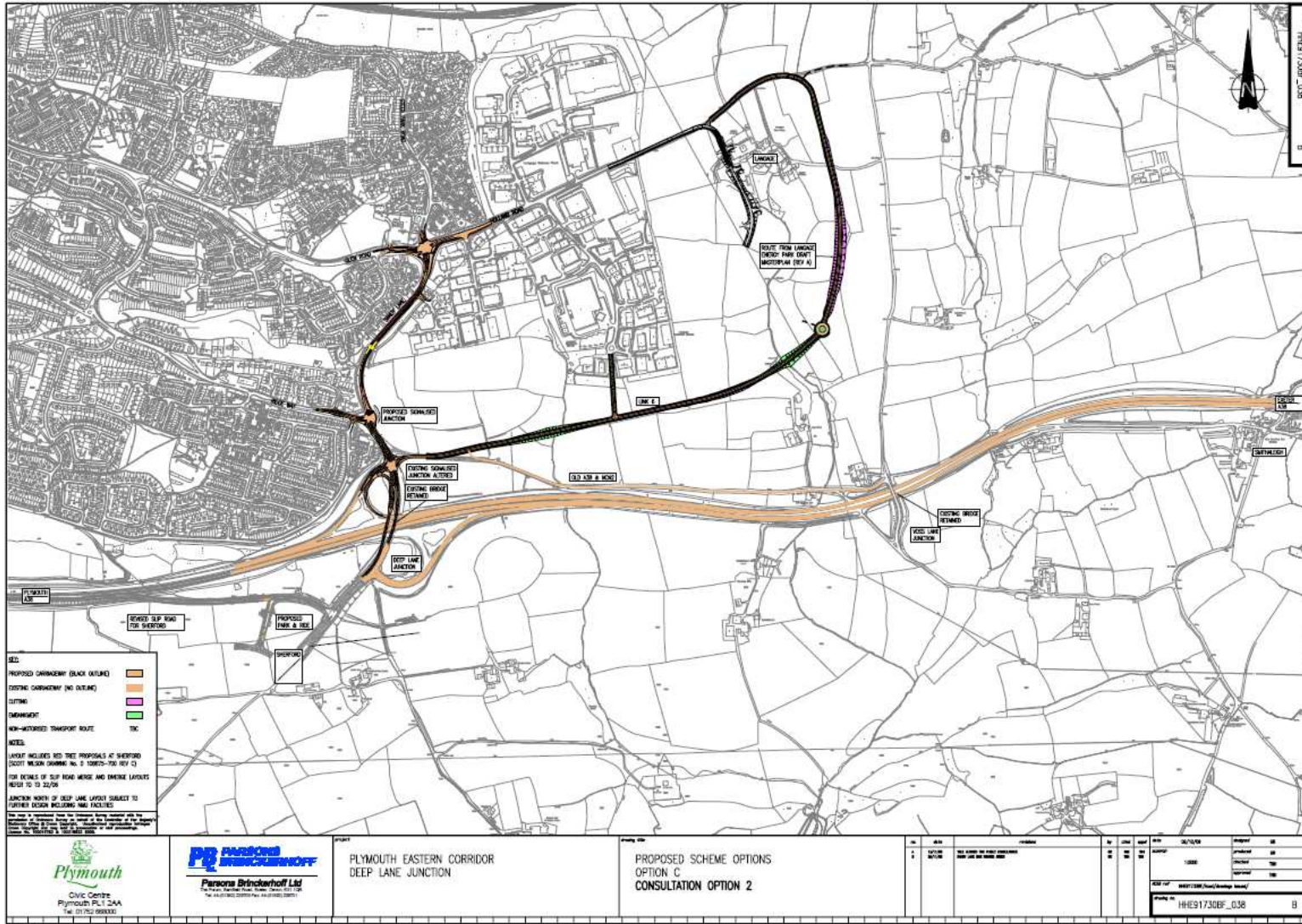


# APPENDIX A: Junction option plans subject to consultation

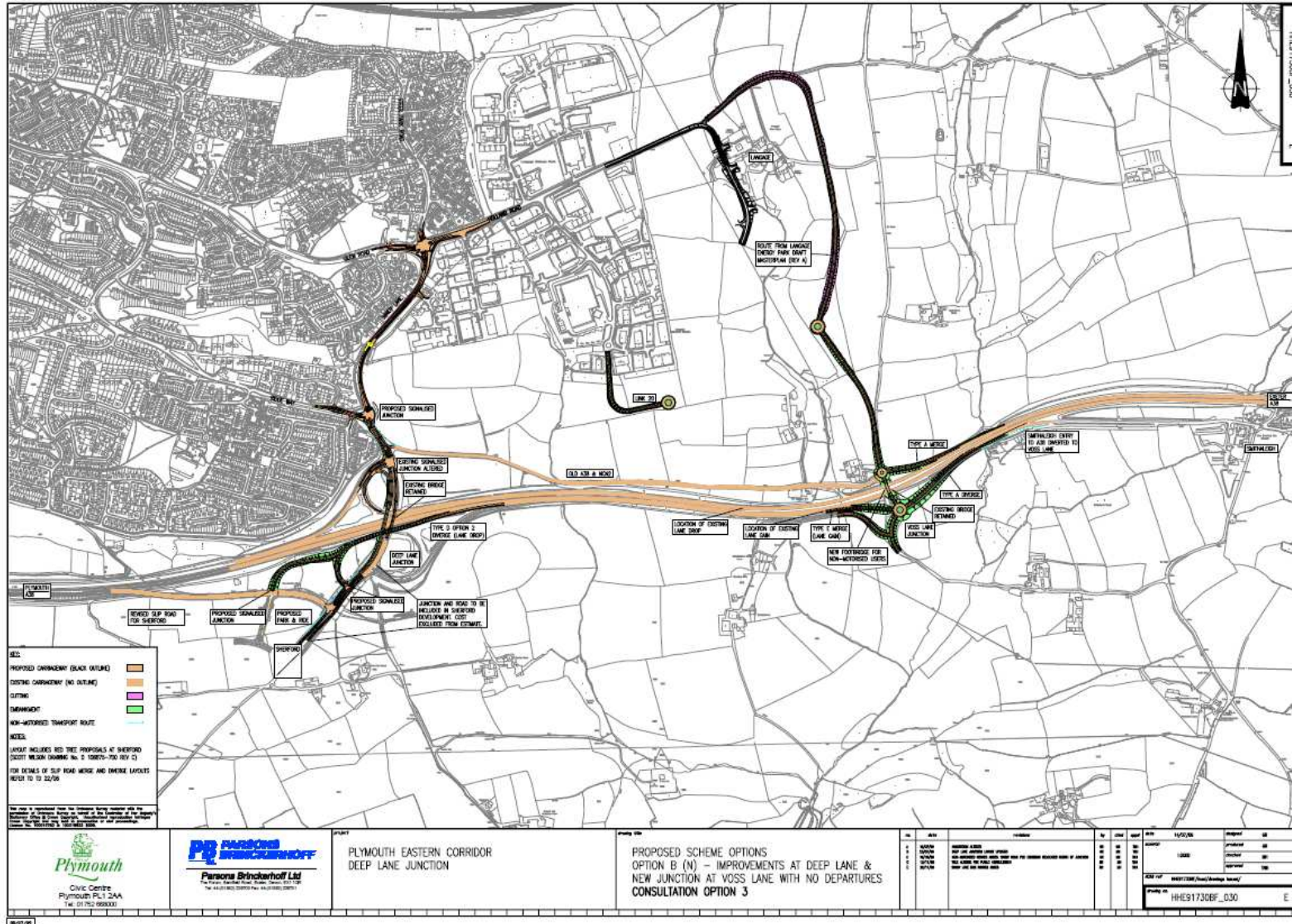
## Option 1:



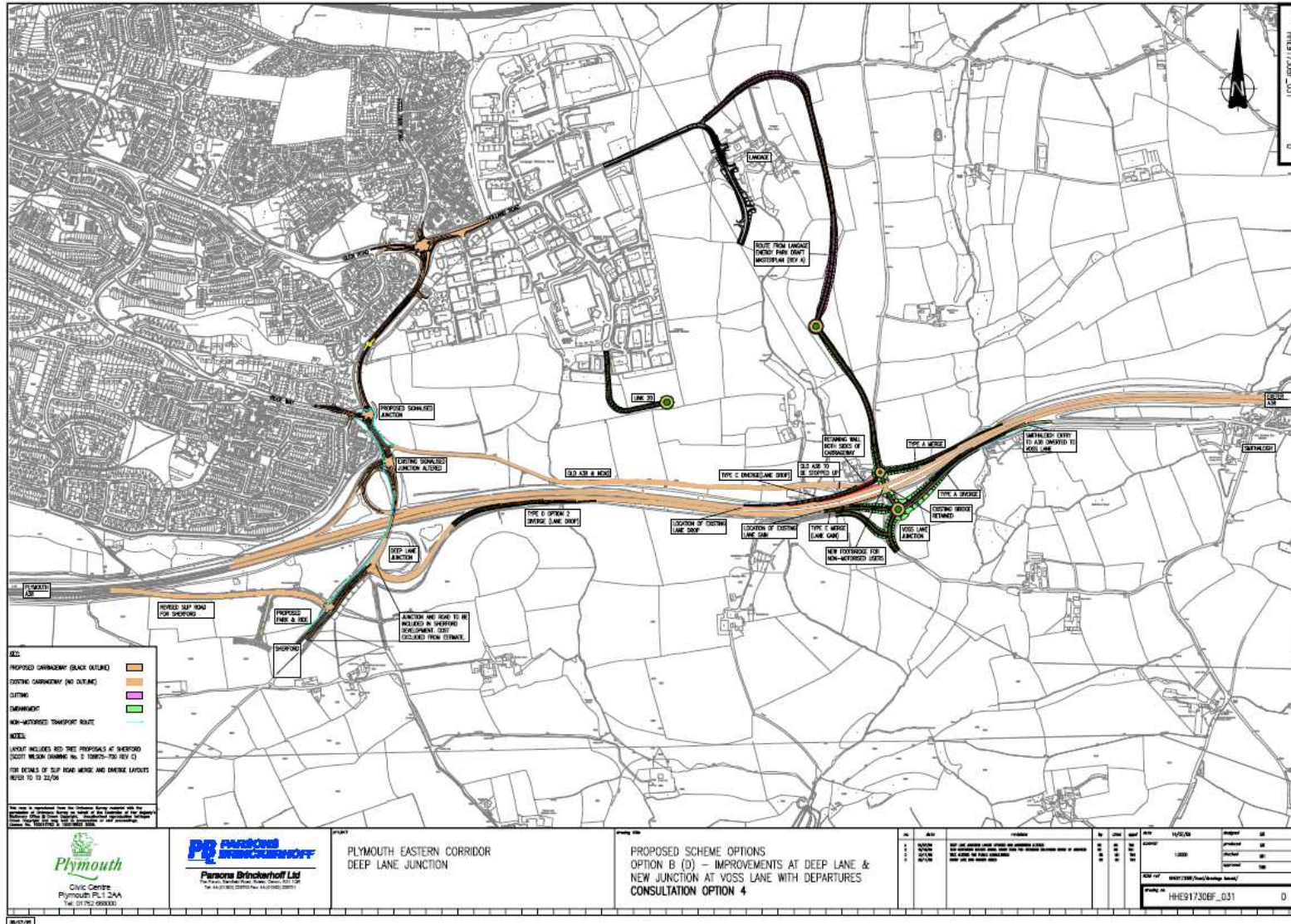
**Option 2:**



**Option 3:**



**Option 4:**





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## APPENDIX B: Copy of the questionnaire

### Deep Lane Junction Options Questionnaire: November/December 2009

We would like to hear your views on each of the four options included in the consultation brochure

1. Please provide your comments on all the options included in this consultation and tell us what you like and dislike about each. Your comments will be used to help us measure public opinion for each of the options.

<p><b>OPTION 1</b> - What I like and dislike:</p> <p>Like:</p> <p>Dislike:</p>
<p><b>OPTION 2</b> - What I like and dislike:</p> <p>Like:</p> <p>Dislike:</p>
<p><b>OPTION 3</b> - What I like and dislike:</p> <p>Like:</p> <p>Dislike:</p>
<p><b>OPTION 4</b> - What I like and dislike:</p> <p>Like:</p> <p>Dislike:</p>

2. Are there any other comments you would like to make on the junction options presented in this consultation?

**About you:**

3. Your home postcode: .....

4. Your work postcode, street or location: .....

If you would like to receive feedback and be involved in the next stage of the consultation, please could you provide your name and address or e-mail address below?

Name: .....

Address: .....

.....

.....

E-mail: .....

**Thank you for taking the time to complete this questionnaire. Please return this to us in the pre-paid envelope by Friday 11th December 2009.**

IF YOU WOULD LIKE THIS DOCUMENT IN ANOTHER LANGUAGE OR FORMAT, OR REQUIRE THE SERVICES OF AN INTERPRETER, PLEASE CONTACT US.

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