

# Eastern Corridor

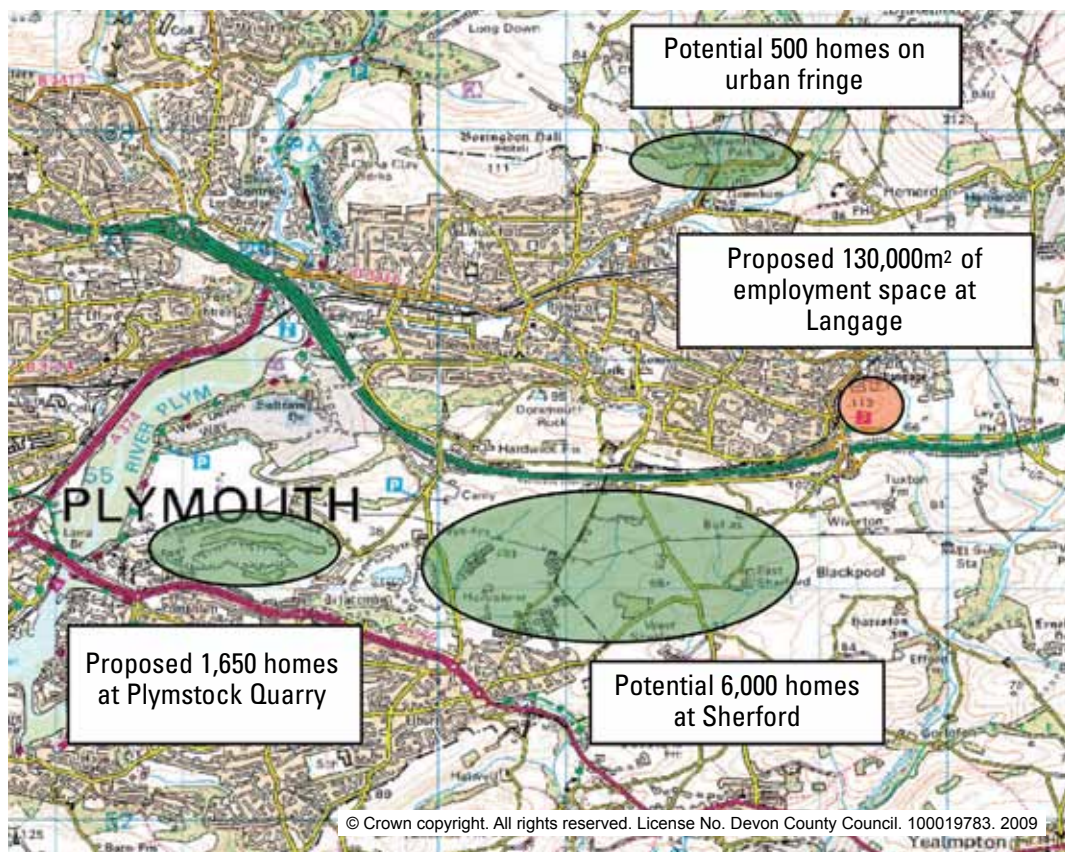
## Deep Lane Junction Improvement Options



# Why do we need to improve Deep Lane Junction?

The vision for Plymouth in the Regional Spatial Strategy for the South West is to increase the population of Plymouth and the sub-region significantly by 2026, providing in excess of 35,000 new homes and 42,000 new jobs. As shown by the plan below a significant amount of development is being concentrated to the east of Plymouth and the following developments are now moving forward:

- Proposed Sherford New Community for a potential 6,000 new dwellings as part of a mixed use development
- Proposed Plymstock Quarry for 1,650 dwellings, also as part of a mixed use development
- Potential for another 500 homes on the urban fringe of Plymouth (location to be confirmed)
- Langage Energy Park has proposals to extend the Langage employment site by 130,000m<sup>2</sup> providing approximately 4,000 new jobs in this area.



The scale of development will have an impact on the Eastern Corridor transport network, with up to 1,500 more journeys predicted to cross Laira Bridge in the morning rush hour when all these developments are complete. Plymouth City Council, in partnership with Devon County Council and the Highways Agency, have been exploring what improvements could be made along the length of the A379, including across Laira Bridge. These improvements will benefit the residents of Plympton, Plymstock, Elburton and the East End, as well as the future residents of Sherford and Plymstock Quarry, who travel along the corridor.

The Langage and Sherford developments are also predicted to have a significant impact on Deep Lane Junction, so options for a design that will create a high level of public transport priority and allow for a higher volume of traffic to travel through the junction have been investigated.

# The Eastern Corridor Major Scheme

The Eastern Corridor Major Scheme aims to improve the travel choices for residents to the east of Plymouth by providing a new high quality public transport service between Langage, Sherford, Plymstock Quarry, the East End and Plymouth city centre. Providing a frequent, reliable and attractive public transport service will take some of the pressure off the existing roads. The Deep Lane Junction improvements will help the people employed at the extended Llangage Energy Park to get to their work places more easily, as well as providing easy access from Sherford New Community to the A38.

The suggested transport improvements are costly and therefore a 'Major Scheme Bid' is being made to central government to help fund the scheme.

## Public Consultation

In the summer of 2008 a consultation was held to show people the possible high quality public transport routes and the type of service that could be provided. The layout of two possible junction improvements to Deep Lane were also included. Comments from the public and relevant organisations were very useful in developing the scheme further.

Since the previous consultation, work to progress the Eastern Corridor transport scheme has continued. In particular, further work has been undertaken to design a junction at Deep Lane that can cope with the predicted increase in traffic and provides good access by public transport.

This consultation presents four possible options that have emerged for Deep Lane Junction. We would very much like to hear your views on all the options developed.



## Ongoing Work

Preliminary designs for these options have been produced and are currently being assessed to determine their effectiveness and the extent of the benefits they bring. Cost estimates have also been developed.

When choosing the preferred option a number of factors will be considered:

- The level of priority that can be given to support the high quality public transport service
- How the junction design can benefit walking and cycling
- The views of Councillors, the public and our key stakeholders
- The junction design that works best for the movement of general traffic and can cope with future traffic generated from the Llangage and Sherford developments
- How much it costs, value for money and ability to encourage economic growth
- Agreement of the preferred option between Plymouth City Council, Devon County Council and the Highways Agency
- Impact on the environment
- Impact on road safety.

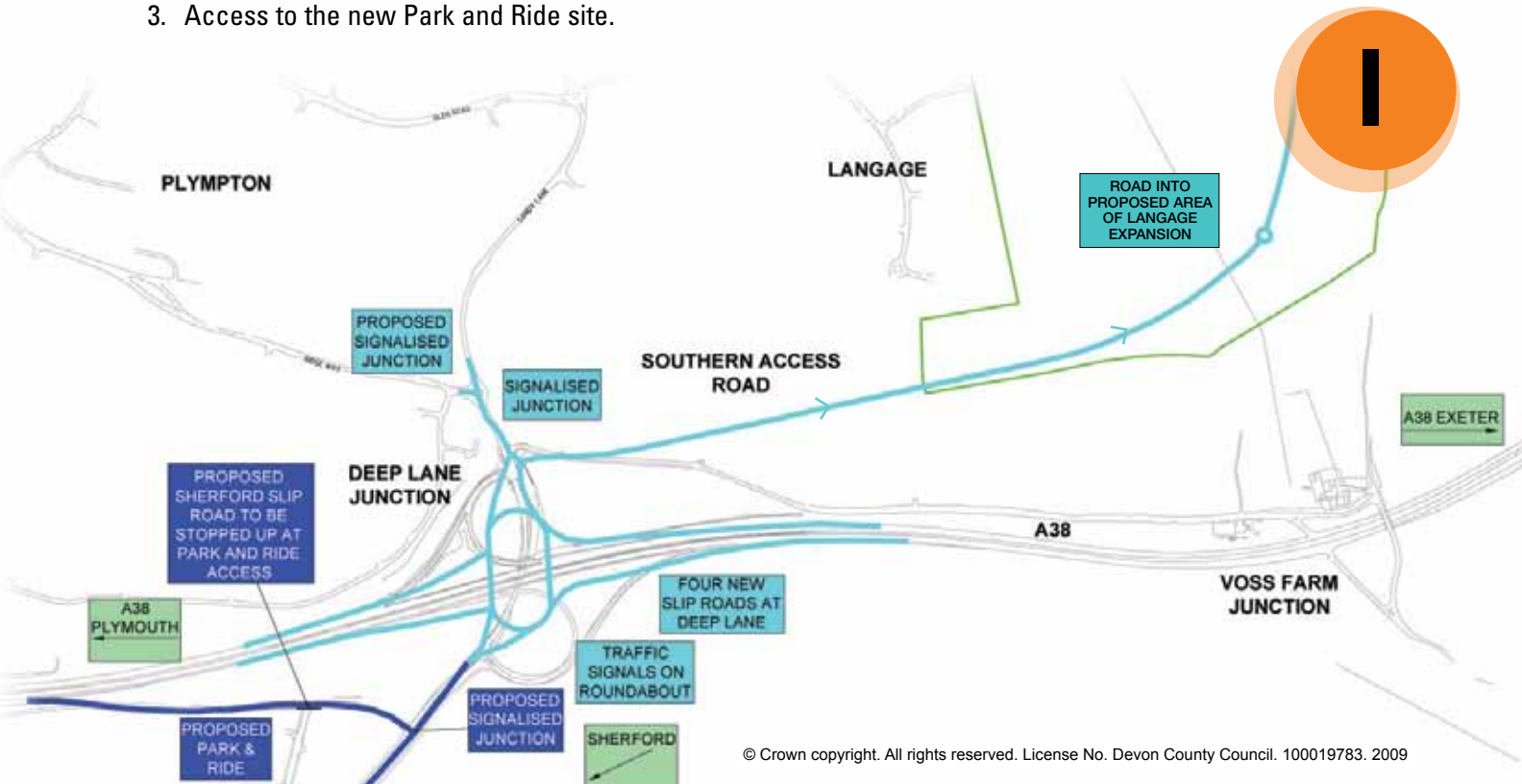
Once the preferred option has been identified, the Major Scheme Bid will be developed in detail and submitted to the Department for Transport for funding approval during 2010.

# The Options

## Highway improvements required for the Sherford New Community

The developers of the Sherford New Community have agreed to provide road improvements in the Deep Lane area. These include:

1. A new slip road onto the A38
2. Signals at the top of the slip roads from the A38
3. Access to the new Park and Ride site.



## Option I

A variation of this option was included in the 2008 consultation, but has been developed since. It now includes the provision of a new four lane roundabout junction at Deep Lane with new slip roads on and off the A38. It also includes a new access road to the south of Langage into the area where the Langage Energy Park could expand.

### Advantages:

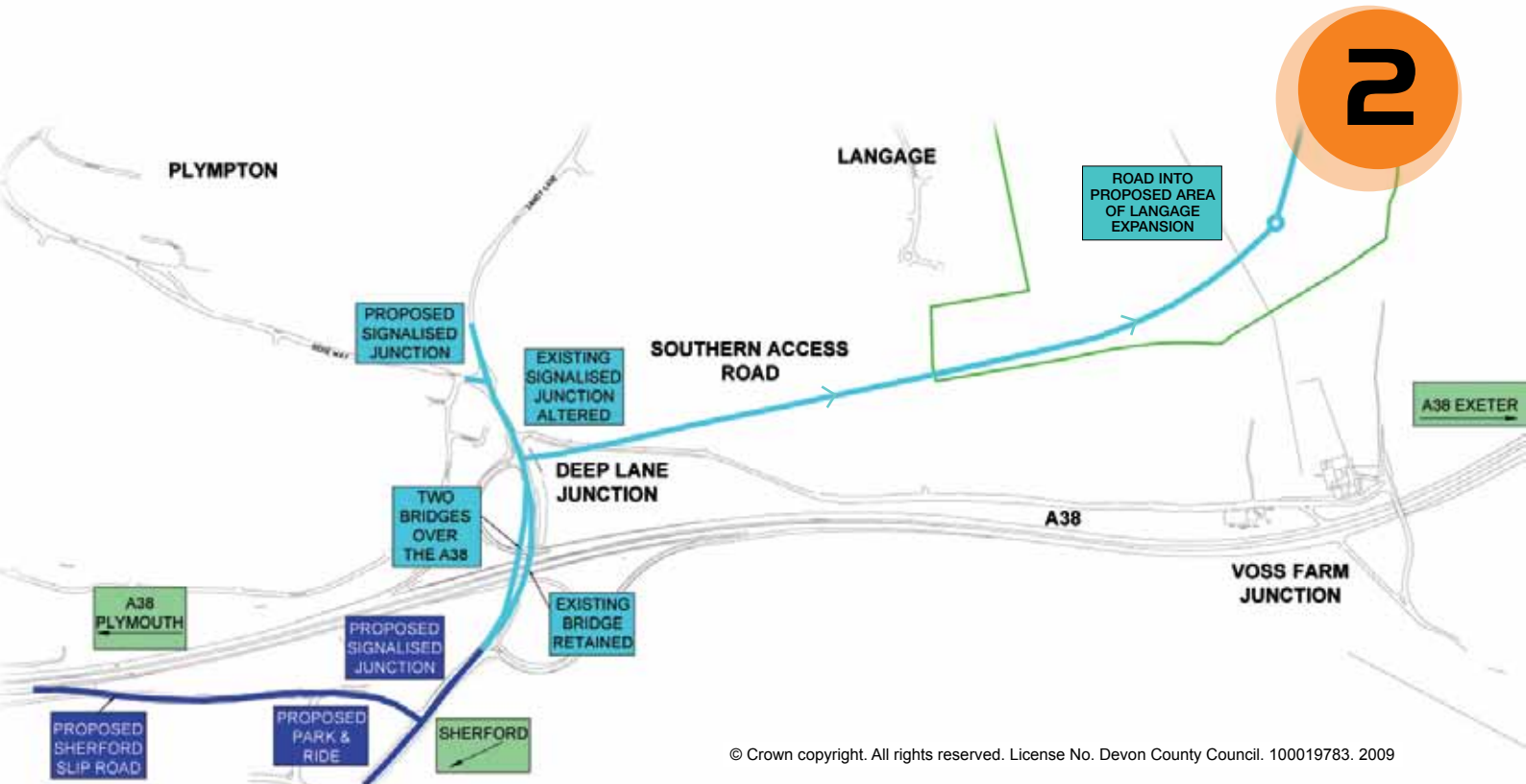
- ✓ Works very well with the traffic from the various developments proposed in the area
- ✓ Has a typical junction layout which is easy for motorists to understand
- ✓ Has less of an impact on listed buildings than some of the other options.

### Disadvantages:

- ✗ It is the most expensive option, which may not be affordable within the given funding package. This cannot be determined until the preferred option for the Eastern Corridor Major Scheme has been identified
- ✗ Deep Lane Junction would be the only access point from the A38 into the Langage site, which could be problematic if there was disruption at this junction
- ✗ It would cause significant disruption to traffic using the junction to access the A38 during construction
- ✗ The large amount of new road space could generate more traffic
- ✗ Traffic would not be able to exit from the Southern Access Road and go to Plympton without having to use Deep Lane Junction and crossing the A38 twice
- ✗ May require the demolition of the existing bridges and slip roads at Deep Lane Junction.

## Improving public transport priority

All of these options are designed to maximise the priority for public transport, so it is proposed that each of the options will also include two new signalised junctions to replace the Ridgeway/Sandy Road roundabout and the Sandy Road/Holland Road/Glenn Road roundabout. Work is also being carried out to investigate the possibility of putting in a bus lane between these new junctions.



## Option 2

This option has emerged since the last consultation. It would provide a second bridge across the A38 at Deep Lane Junction together with the Southern Access Road shown in Option 1. It also maintains the existing slip-road arrangement to and from the A38.

### Advantages:

- ✓ Works with the traffic generated from the various developments in the area
- ✓ Uses existing road infrastructure
- ✓ Easy to build
- ✓ Has less of an impact on listed buildings than some of the other options
- ✓ It is one of the cheaper options.

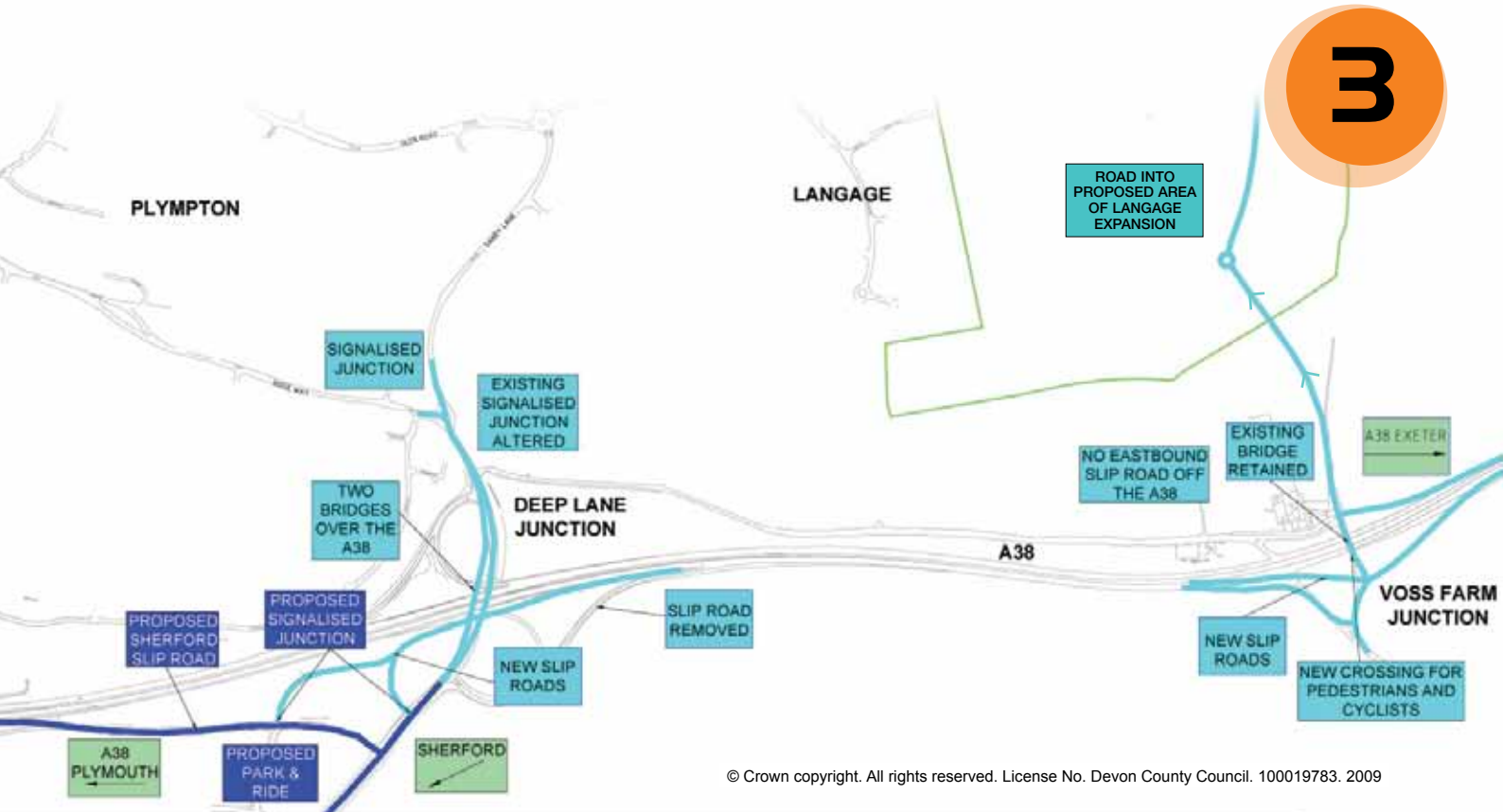
### Disadvantages:

- ✗ At peak times in the future it may not be completely effective in dealing with all the traffic from the proposed developments and might need further improvements
- ✗ Deep Lane Junction would be the only access point from the A38 into the Langage site, which could be problematic if there was disruption at this junction.

## Highway improvements required for the Sherford New Community

The developers of the Sherford New Community have agreed to provide road improvements in the Deep Lane area. These include:

1. A new slip road onto the A38
2. Signals at the top of the slip roads from the A38
3. Access to the new Park and Ride site.



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### Option 3

This option has emerged since the last consultation. This option does not provide such significant alterations to the Deep Lane Junction as Option 1, but it does provide an additional two lane bridge over the A38 and different slip road arrangements. In addition, this proposal improves the Voss Farm Junction to the east to provide an alternative access to the eastern part of Langage.

#### Advantages:

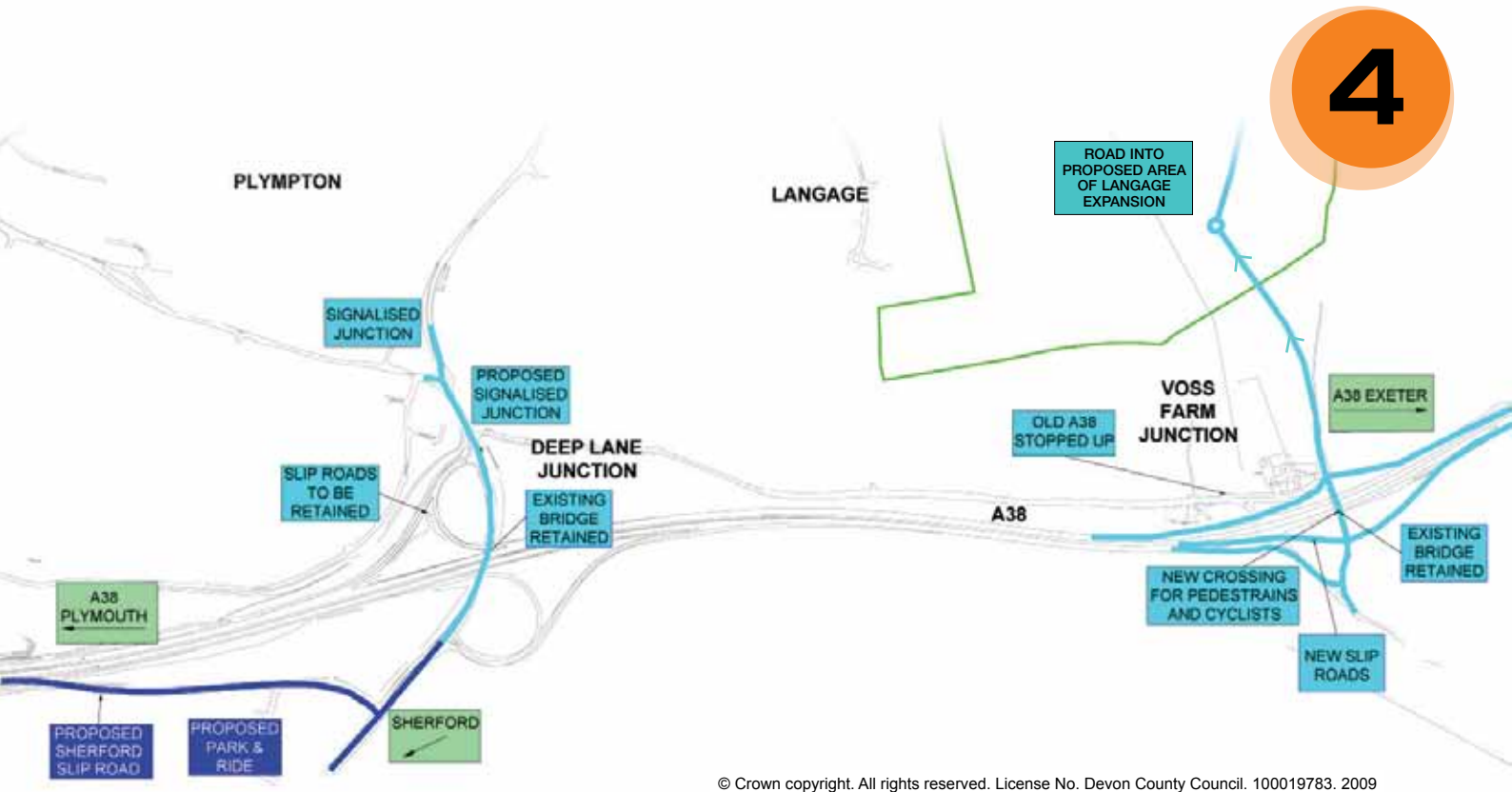
- ✓ Works well with the traffic generated from the various developments proposed in the area
- ✓ Provides an additional, more direct access to the eastern area of Langage from the A38
- ✓ Provides two access points to Plympton and Langage Energy Park from the A38 which is good if there is an accident or road closure for example.

#### Disadvantages:

- ✗ May see a limited use of the Voss Farm Junction
- ✗ Impacts on the listed buildings in the Voss Farm area
- ✗ Can only provide an off-slip from the A38 at the Voss Farm Junction for traffic coming from the Exeter direction. Plymouth traffic would still need to use Deep Lane Junction to access Langage Energy Park
- ✗ May require the demolition of an existing slip-road at Deep Lane.

## Improving public transport priority

All of these options are designed to maximise the priority for public transport, so it is proposed that each of the options will also include two new signalised junctions to replace the Ridgeway/Sandy Road roundabout and the Sandy Road/Holland Road/Glenn Road roundabout. Work is also being carried out to investigate the possibility of putting in a bus lane between these new junctions.



## Option 4

This option has also emerged since the last consultation. It is similar to Option 3 because it provides some improvements to both Deep Lane and Voss Farm. However, this retains the existing one bridge layout at Deep Lane together with the slip roads. At Voss Farm, this option includes the off slip from the A38 not included in Option 3 and therefore provides for all traffic movements to and from the A38.

### Advantages:

- ✓ Works well with the traffic from the various developments proposed for the area
- ✓ Provides an additional, more direct access to the eastern area of Langage
- ✓ Provides two access points to Plympton and Langage Energy Park from the A38 which is good if there is an accident or road closure for example
- ✓ Makes best use of existing road infrastructure
- ✓ This is anticipated to be the cheapest option.

### Disadvantages:

- ✗ This design is a departure from the national standards set by the Highways Agency and may not be approved
- ✗ Impacts on the listed buildings in the Voss Farm area.

# What happens next?

We would welcome your views on the options included in this brochure. The information and ideas you put forward will be considered and will play a part in helping us to determine our preferred option. The information you provide will also help us to refine the designs that will then be submitted to the Department for Transport for funding. This information along with the preferred option for the whole Eastern Corridor will be available in the next public consultation in 2010.

If you want to discuss the Deep Lane Junction options with either Plymouth City Council or Devon County Council, staff will be available at the venues and times listed below:

Location	Wheelchair access	Date	Time
Ivybridge Watermark Centre	Yes	November 23rd	12.30 – 18.30
Lavage Energy Park - exhibition vehicle on Eastern Wood Road	No	November 24th	12.00 – 18.00
Chaddlewood Farm Community Centre	Yes	November 26th	12.30 – 18.30
Elburton Village Hall	Yes	November 27th	12.30 – 18.30

Please provide your comments by:

- 1 Completing the enclosed feedback sheet and posting it back to us – there is a pre-paid envelope included, so you do not need a stamp to respond
- 2 Going to [www.plymouth.gov.uk/easterncorridormajorscheme](http://www.plymouth.gov.uk/easterncorridormajorscheme) or [www.devon.gov.uk/deeplaneconsultation](http://www.devon.gov.uk/deeplaneconsultation) to complete the form online
- 3 Completing your form at one of the exhibitions near you and handing it to a member of staff.

**THE CLOSING DATE FOR THIS CONSULTATION IS FRIDAY 11TH DECEMBER 2009.**

## Contact information

### Transportation

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