

## QUESTION BY MEMBER OF THE PUBLIC



Please return your completed question form to Democratic Support, Plymouth City Council, Ballard House, West Hoe Road, Plymouth, PL1 3BJ or email: [democraticsupport@plymouth.gov.uk](mailto:democraticsupport@plymouth.gov.uk)

Question to be submitted no later than 5 clear working days before the meeting.

**Question submitted by:** Dr John Mahoney

**To the Cabinet Member or Chair for:** Councillor Stephens (Cabinet Member for Strategic Planning and Infrastructure)

**To be asked at the next Council meeting:** Council

**Date:** 15 September 2025

**Question (to be no longer than 50 words):**

Regarding the Manadon Interchange Scheme – The Issue is the A386 (Outland Road) in both directions. Could this be improved by an on/off a38 slip-road westbound at Honicknowle Lane which would take traffic off outland road, ham drive and St. Peter's Road, being less disruptive and better value?

**Will you be attending the meeting in person to ask your question?** Yes

**Response:** ( for completion by City Council officers and Cabinet Members / Chairs)

Changes to the A38, as part of the Strategic Road Network, would require the involvement and approval of National Highways. Their input would be essential in assessing the technical feasibility, safety implications, and strategic fit of any proposed junction modification and any proposal for a new junction on the A38 would need to comply with the Design Manual for Roads and Bridges (DMRB).

While the proposal for a new interchange at Honicknowle would have clear local benefits, the DMRB states that where junctions on all-purpose roads are spaced less than 2km apart, a weaving assessment is required. Preliminary measurements indicate that the distance from the Honicknowle Lane overbridge to both the Manadon and St Budeaux junctions is under 2km. This proximity raises concerns about potential weaving conflicts, which could adversely affect safety and operational performance. Specifically, Note 3 of the DMRB guidance highlights the likely interaction between merge and diverge movements when junctions are spaced closer than 2km and so a proposed new junction at Honicknowle Lane would not meet this requirement.

A further consideration is that a new grade-separated junction between Manadon and Weston Mill would be very expensive and most likely be significantly more costly than the proposed A38 Manadon Interchange scheme. It is considered unlikely, therefore, that a bid for a new junction at Honicknowle would be met favourably by National Highways or the Department for Transport who would need to provide the majority of the funding.

