

## CITY OF PLYMOUTH

**Subject:** Eastern Corridor High Quality Public Transport (HQPT) Scheme:  
Proposals for Deep Lane Junction

**Committee:** Plympton Area Committee

**Date:** 11<sup>th</sup> January 2010

**Cabinet Member:** Cllr Kevin Wiggins, Cabinet Member for Transport

**CMT Member:** Anthony Payne, Director of Development & Regeneration

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**Ref:** 0721 Eastern Corridor

**Part:** I

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### **Executive Summary:**

Plymouth Transport and Highways is preparing a Major Scheme Business Case (MSBC) for the Eastern Corridor, to be submitted to the Department for Transport in 2010. This bid will be for large scale investment which seeks to provide a High Quality Public Transport (HQPT) service, including the infrastructure to support this, along the length of the Eastern Corridor from Langage to the City Centre and Millbay. This investment is required to provide the necessary capacity to accommodate the additional trips generated by the Sherford, Plymstock Quarry and Langage developments.

An important element of the Eastern Corridor scheme is capacity improvements at Deep Lane junction and the provision of a new access road into the Langage Energy Park. Significant design work has taken place over the last year and four options for Deep Lane are now being considered. These options were subject to a public consultation in late November/early December and the results are currently being analysed.

The Eastern Corridor scheme is being led by Plymouth City Council but in partnership with Devon County Council and the Highways Agency. It is proposed that all three organisations will agree on which option for Deep Lane junction will be taken forward into the Eastern Corridor Major Scheme Business Case early in 2010.

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### **Corporate Plan 2009-2011:**

The Eastern Corridor Major Scheme Bid is a key project for delivering the Local Transport Plan, the Local Development Framework (LDF) Core Strategy, North Plymstock Area Action Plan (AAP) and South Hams District Council's Sherford AAP.

The scheme directly supports Plymouth's four visionary goals contained within the Corporate Plan and Strategic Objective 6 "Developing an Effective Transport System".

The scheme directly assists Corporate Improvement Priority 12, “Delivering Sustainable Growth”, by delivering strategic infrastructure.

The scheme also contributes to Corporate Improvement Priority 11 “Improving Access across the City”. It will provide faster and more reliable journey times for public transport services along the Eastern Corridor, linking residents with better access to employment, education, leisure and healthcare facilities.

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### **Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land**

The current forecast for the Eastern Corridor scheme for 2008 – 19 is £104.4 million. This excludes £18.9m already secured for the East End element of the overall programme of works. The proposed funding status and sources of the £104m are shown below:

<u>£mil</u>	<u>Source</u>	<u>Status</u>
77	Regional Funding Allocation	not yet secured
25	Third Party contributions	not yet secured
2	New Growth Point grant	secured

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### **Resource Implications:**

The PCC Project Team for the development of the Eastern Corridor Major Scheme is now fully resourced and there are no further resource implications.

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### **Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.**

There are no other implications directly arising from this report.

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### **Recommendations & Reasons for recommended action:**

The Plympton Area Committee is requested to:

1. Note the contents of this report as an update on the proposals for Deep Lane Junction

### **Reasons:**

1. To enable the Council to proceed towards submitting a bid to the DfT in accordance with Central Government guidance for Programme Entry to the South West Regional Funding Allocation to fund transport improvements within Plymouth’s Eastern Corridor, which in turn will support new sustainable development.

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### **Alternative options considered and reasons for recommended action:**

None

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### **Background papers:**

1. Cabinet Report – East of Plymouth Developments Major Scheme Bid, 3<sup>rd</sup> October 2006

2. East of Plymouth Infrastructure Study, June 2007
3. Cabinet Report - Eastern Corridor Major Scheme Project Governance, 22<sup>nd</sup> January 2008
4. Sustainable Communities Overview and Scrutiny Committee, Eastern Corridor Major Scheme, 6<sup>th</sup> October 2008
5. Plympton Area Committee Report, September 2007 - Eastern Corridor High Quality Public Transport (HQPT) Scheme

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**Sign off:**

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## **1. Introduction**

- 1.1 The Draft Regional Spatial Strategy identifies an increase of approximately 24,500 dwellings in Plymouth itself with an additional 11,000 dwellings in the neighbouring South Hams area, 5,800 dwellings in the Caradon area and 3,800 dwellings in the West Devon area. This increase of 45,100 dwellings in the Plymouth Housing Market Area (HMA) is going to place a significant strain on Plymouth's existing transport network.
- 1.2 At least 11,000 of these proposed dwellings are to be located on the Eastern Corridor, a large number of which will be delivered through the Plymstock Quarry and Sherford New Community Developments. In addition the Langage Strategic Employment Site is forecast to expand by 130,000 square metres by 2026. In order to achieve this ambitious growth along the Eastern Corridor, the supporting transport infrastructure needs significant investment. The existing transport infrastructure comprises of a highway network which is often at or close to operational capacity, poor walking and cycling links and a bus network with a good level of service but which operates in wards dominated by car usage which compromises the ability to offer a higher level of service
- 1.3 Plymouth Transport and Highways is preparing a Major Scheme Business Case (MSBC), for the Eastern Corridor, to be submitted to the Department for Transport in 2010. This bid will be for large scale investment which seeks to provide a High Quality Public Transport service, including the infrastructure to support this, along the length of the Eastern Corridor from Langage to the City Centre and Millbay. The MSBC will also provide capacity improvements at key junctions, as well as establishing high quality walking and cycling links.
- 1.4 The Eastern Corridor MSBC will incorporate significant improvements to Deep Lane junction and over the last year Plymouth City Council (PCC), Devon County Council (DCC) and the Highways Agency (HA) have been working in close partnership to develop this element of the scheme. These improvements will also include a new access road into the Langage Strategic Employment Park.
- 1.5 Four different options for Deep Lane Junction and the new Langage Access Road are currently being considered, the details of which are set out in this report.

## **2. Proposals for Deep Lane Junction**

### **2.1 Option 1 - Illustrated in Appendix 1**

2.2 This option comprises a new fully signalised gyratory roundabout, with two new bridges crossing the A38. This gyratory would be connected to the A38 via new east and westbound entry and exit slip roads.

2.3 A new signalised junction would be constructed to the north of the gyratory to provide a connection to a new Langage Access Road and a widened carriageway connecting to a new signalised junction at the Ridgeway/Sandy Lane roundabout.

2.4 The option of an off-line footbridge to the west of the gyratory junction to enable pedestrians and cyclists to cross the A38 without negotiating the large roundabout is also being examined.

2.5 The new access road into Langage would be to the south of Langage, where the Langage Energy Park could expand.

### **2.6 Option 2 – Illustrated in Appendix 2**

2.7 This option comprises the construction of a new bridge just to the west of the existing bridge at Deep Lane. The A38 eastbound exit and entry slip roads would be realigned to merge with this new bridge.

2.8 A new signalised junction would be constructed to the north of the bridge to provide a connection to the new Langage Access Road and a widened carriageway connecting to a new signalised junction at the Ridgeway/Sandy Lane junction to replace the existing roundabout (similar to Option 1).

2.9 A pedestrian and cycle route would be provided along the west side of the proposed bridge with signal controlled crossings at each of the slip roads and would tie in with existing footways and cycle lanes at the Ridgeway. The existing pedestrian and cycle provision on the east side of Deep Lane to the north of the A38 would not be affected.

2.10 As in Option 1 the new access road into Langage would be to the south of Langage.

### **2.11 Option 3 – Illustrated in Appendix 3**

2.12 This option includes improvements at both Deep Lane and Voss Lane. It comprises:

- A new bridge parallel to and to the west of the existing Deep Lane bridge.
- New westbound exit slip-road loop at Deep Lane, (connecting to the proposed Park and Ride) to replace the existing exit slip-road.
- 2 new roundabouts at Voss Farm connected by the existing bridge.
- Eastbound entry slip-road at Voss Farm.
- Westbound exit and entry slip-roads at Voss Farm.
- Direct link into Langage Energy Park from Voss Farm.

- A new footbridge for cyclists and pedestrians would be provided immediately to the west of the existing Voss Lane bridge.

### **2.13 Option 4 – Illustrated in Appendix 4**

2.14 This option would comprise improvements at Deep Lane and Voss Lane. The design proposed would require a departure from standards on the A38 which would need to be agreed with the Highways Agency. This option would comprise:

- 2 new roundabouts at Voss Farm connected by the existing bridge.
- Eastbound exit and entry slip-roads at Voss Farm.
- Westbound exit and entry slip-roads at Voss Farm.
- Direct link to Langage from Voss Farm.
- Improved westbound diverge lane drop at Deep Lane.
- Provision of a “straight ahead” link into the old A38 from the A38 east exit slip-road and a right turn at Deep Lane into old A38.
- A new footbridge would be provided immediately to the west of the existing Voss Lane bridge as for Option 3

### **2.15 Bus Priority for Sandy Road – Illustrated in Appendix 5**

2.16 All of the proposed options will include alterations to the Sandy Lane corridor between the Ridgeway and Holland Road to incorporate a bus lane in each direction as shown in Appendix 5.

## **3 Public Consultation**

- 3.1 A public consultation was held between November 16<sup>th</sup> 2009 and December 11<sup>th</sup> 2009. Approximately 6,500 consultation brochures and questionnaires were sent out to residents in Chaddlewood, Elburton and all other residents within 1km of the Deep Lane and Voss Farm junctions. Key stakeholders were also included in the consultation, as were those who had asked for further information during previous Eastern Corridor consultations. The consultation documentation was also sent to all businesses at Langage Business Park.
- 3.2 During the week commencing 23<sup>rd</sup> November 2009 four consultation events were held in Ivybridge, Langage, Chaddlewood and Elburton, where representatives of DCC, PCC and the HA were available to answer questions. The consultation events were well attended. Approximately 30 members of the public attended in Ivybridge, 20 attended at Langage and over 100 each in Chaddlewood and Elburton. Owners of land around Deep Lane and Voss Farm attended events at Ivybridge and Langage.
- 3.3 Responses were made through the completion of questionnaires which asked for people’s views on the advantages and disadvantages of each option. Questionnaires

were sent out to approximately 6,500 addresses. The questionnaire was also available on-line. At the time of writing over 700 responses had been received.

#### **4. Next Steps**

4.1 In order to determine which option for Deep Lane and Langage Access Road should be taken forward into the Eastern Corridor a number of factors need to be considered:

- Cost, value for money and ability to encourage economic growth
- Ability of the junction design to accommodate the predicted development traffic
- Benefits to buses, pedestrians and cyclists
- Responses to the public consultation
- Impact on the environment
- Impact on road safety

4.2 It is the intention that PCC, DCC and HA Officers will recommend a preferred option in late January 2010, to be presented to a future meeting of the Eastern Corridor Project Board for approval. The date of this meeting has yet to be fixed but is anticipated to be in late February 2010. Final approval of the option to be included within the Eastern Corridor MSBC will be made by Cabinet later in the year.