

13th March 2017

POSITION STATEMENT TWO:

**Plymouth and South West Devon Joint Local Plan Transport
Strategy Working Group**

This position statement represents the agreed position regarding the initial list of junctions which need further investigation / mitigation during the life of the Plymouth and South West Devon Joint Local Plan of:-

PLYMOUTH CITY COUNCIL

DEVON COUNTY COUNCIL and

HIGHWAYS ENGLAND

At the time of pre-submission consultation

1.0 Background

This position statement builds on Position Statement One which was the agreed position of the three Highway Authorities within the Joint Local Plan (JLP) area with regard to the transport evidence base supporting the Plan.

Position Statement One set out an agreed approach for testing the transport strategy supporting the JLP. It included the commitment to prepare a second position statement which detailed all the junctions within the Plymouth Policy Area (PPA) which the three Highway Authorities assess as locations where further investigation/ mitigation is necessary, to accommodate the scale and distribution of growth included in the Joint Local Plan (JLP) to 2034, the assessment is informed by the results of the Strategic Highway Assignment Model (HAM 2).

2.0 Plymouth and South West Devon Joint Local Plan 2034 Forecast SATURN model results summary – February 2017 report

The Plymouth and South West Devon Joint Local Plan – 2034 Forecast SATURN model results summary – February 2017 report details the outputs from the Strategic Highway Assignment Model (HAM 2). It includes a list of all those nodes in the PPA of the Joint Local Plan which, in 2034, in the B3 model scenario¹, are 75% or more ratio / flow capacity². It is these nodes (and the junctions which they represent) which were assessed for requiring further investigation / mitigation in the first iteration of the B4 model scenario by the Transport Strategy Working Group (TSWG) in February / March 2017.

3.0 Transport Strategy Working Group – assessment of junctions which required further investigation/ mitigation in response to the growth set out in the JLP

Appendix One details the strategic nodes/ junctions within the PPA which the TSWG believe require further investigation and potentially mitigation. There are 67 nodes spanning C. 34 junctions³. The methodology for identifying this list is set out in the minutes from the meeting of the TSWG on the 28th February 2017.

¹ The B3 model scenario includes committed physical transport interventions, sustainable transport measures and non-committed (pipeline) transport interventions.

² RFC was calculated to two decimal places and then rounded to the nearest whole percent e.g. A1 = 93.51% and B3 = 95.33% and amount to bring it back to A1 = 1.819%...i.e. A1 would be rounded to 94%, B3 to 95% and the amount to bring it back to A1 would be 2%.

³ Note: Nodes and Junctions are on the list for one of two reasons: either they are identified/confirmed as needing mitigation or they are flagged for 'further investigation' i.e. review of their coding in the model etc. Upon further review, nodes and junctions may either fall out of the list or be retained as confirmed pinch points needing further mitigation.

However, it is important to emphasise that the exclusion of a particular node / junction from the list does not mean that transport interventions will not be deemed necessary when development proposals are brought forwards through the planning process. The strategic model does not substitute for the need for development of specific transport assessments or mitigation. In addition, the assessment of nodes and junctions within and adjacent to the JLP area and outside of the PPA have not yet been considered. The scope and execution of this work will be discussed and considered by the TSWG going forwards.

4.0 Next steps

The junctions identified in Appendix One as being 75% RFC or more have been modelled on the assumption of an Objectively Assessed Need (OAN) of 21,000 additional households across 120 sites within the Plymouth Plan Area. This figure is greater than the final OAN recorded in the JLP which has been approved by Plymouth City Council, West Devon Borough Council and South Hams District Council. The model will therefore be re-run using the lower housing supply figure. The modelling will also take account of changes to site allocations which have been informed by transport considerations as well as the outcome of the additional sites consultation completed in December 2016. This will create network model B3a, as set out in Table One.

The results of the B3a scenario will be compared with the results of the B3 scenario and a revised list of junctions which need further investigation / mitigation will be prepared. Possible mitigation options will be tested in the B4 scenario (Table One)⁴. It is acknowledged that the B4 model outputs might identify other locations which, in this scenario are 75% or more RFC in 2034. The TSWG will assess if these nodes also require further investigation / mitigation. The process will be iterative.

⁴ Where mitigation options/interventions can be modelled in SATURN; there may be some interventions agreed which cannot be effectively modelled but, through consensus, are accepted as appropriate/adequate mitigation for the particular issue to hand.

Development Scenario	Modelled Networks	
	Mitigated	
	<i>With committed physical transport interventions, sustainable transport measures and non-committed (pipeline) transport interventions and revised housing supply figures and site allocations (3a)</i>	<i>With committed physical transport interventions and sustainable transport measures and non-committed (pipeline) transport interventions, revised housing supply figures and site allocations, plus additional interventions/ sustainable transport measures identified / agreed by TSWG³ (4)</i>
B- All JLP allocations, including Woolwell	B3a	B4

Table One: HAM 2 Proposed Additional Modelling

Name: Philip Heseltine, Head of Transport, Infrastructure and Investment

Signed: 

Date: 13/03/2017

For Plymouth City Council and Chair of the Transport Strategy Working Group

Name: Sally Parish



Signed:

Date: 13/03/2017

For Highways England

Name: Jamie Hlland



Signed: Jamie Hlland

Date: 10/03/2017

For Devon County Council

APPENDIX ONE: Nodes and junctions the TSWG identified as requiring further investigation / mitigation over the course of the JLP.

Northern Corridor

Node	Name		AM Peak Scenario RFC*				PM Peak Scenario RFC*			
	Node Name	Junction Name (Groupings of Nodes which relate to a single junction complex)	A1 (Red text are nodes above 75% in the base scenario 'A1')	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%	A1 (Red text are nodes above 75% in the base scenario)	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%
33	William Prance Road / Forder Valley Link Road						101	113	12	
321	Budshead Way / Budshead Road	Crownhill 'cloverleaf' junction (320, 321, 373, 376, 1235)	90	101	10		78	79	2	
322	Budshead Road / Tamerton Foliot Road		96	103	7		93	103	10	
325	Budshead Road / Milford Lane		68	102		27	63	81		6
367	Mannamead Road / Torr Lane		73	85		10	98	101	3	
372	A386 Tavistock Rd north of Manadon Roundabout	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	75	89	14		61	77		2
373	Tavistock Road / Meavy Way	Crownhill 'cloverleaf' junction (320, 321, 373, 376, 1235)	82	99	17		65	87		12
377	Tavistock Road / Charlton Road (S/B)		78	100	22		84	94	10	
378	Tavistock Road / Sendall's Way		69	83		8	95	102	7	
385	Tavistock Road / Morgan Road		104	120	16		97	100	3	
389	Tavistock Road / Derriford Road	Derriford Roundabout (379, 389, 390, 391, 392, 1732)	82	92	11					
390	Derriford Roundabout / Brest Road	Derriford Roundabout (379, 389, 390, 391, 392, 1732)	71	82		7	79	89	10	
391	Derriford Roundabout / Tavistock Road (South)	Derriford Roundabout (379, 389, 390, 391, 392, 1732)	90	91	1		86	101	16	
392	Derriford Roundabout / Looseleigh Lane	Derriford Roundabout (379, 389, 390, 391, 392, 1732)	99	102	3		91	103	12	

Node	Name		AM Peak Scenario RFC*				PM Peak Scenario RFC*			
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437	Barnstaple Close / Longbridge Road	Forder Valley Interchange (437, 657, 659, 1676)	90	101	12		109	120	10	
439	Forder Valley Road / Novorossisk Road	Forder Valley Road / Novorossisk Road (439, 1675)	84	95	11		95	102	7	
581	Outland Road / St Erth Road		99	103	4		113	116	3	
642	Tavistock Road (S/B) / Manadon Roundabout	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	76	79	3		95	102	7	
645	Manadon Roundabout / Mannamead Road	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)					81	92	11	
657	Forder Valley Interchange (North) / Forder Valley Road	Forder Valley Interchange (437, 657, 659, 1676)	98	103	5		90	97	7	
703	Manadon Roundabout / Outland Road (N/B)	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	80	86	6		73	86		11
705	Manadon Roundabout / Manadon Hill (N/B)	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	70	91	16		73	86		11
817	A386 Tavistock Road (north of Roborough)		82	102	20		63	80		5
821	Tavistock Road / William Prance Road	Tavistock Road / William Prance Road (821, 823, 4076)	78	111	33		94	110	16	
823	Tavistock Road / Signal (Bus Gate)	Tavistock Road / William Prance Road (821, 823, 4076)	74	104		29				
974	Tavistock Road (S/B) / Woolwell Road	Woolwell Roundabout (974, 975)	N/A	76		1	N/A	77		2

Node	Name		AM Peak Scenario RFC*				PM Peak Scenario RFC*			
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975	Tavistock Road (N/B) / Woolwell Road	Woolwell Roundabout (974, 975)	N/A	101		26	N/A	90		15
1235	Tavistock Road / Bladder Lane (Boniface Lane?)	Crownhill 'cloverleaf' junction (320, 321, 373, 376, 1235)	74	87	13		93	100	7	
1299	A386 Tavistock Road / New Road		44	90	46		66	102		27
1676	Forder Valley Road north of Forder Valley Interchange	Forder Valley Interchange (437, 657, 659, 1676)	106	111	5		101	104	3	
4076	Tavistock Road / William Prance Road	Tavistock Road / William Prance Road (821, 823, 4076)					51	102		27

Eastern Corridor

Node	Name		AM Peak Scenario RFC*				PM Peak Scenario RFC*			
			A1 (Red text are nodes above 75% in the base scenario 'A1')	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%	A1 (Red text are nodes above 75% in the base scenario)	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%
	Node Name	Junction Name (Groupings of Nodes which relate to a single junction complex)								
552	Laira Bridge Road / Hele's Terrace	Embankment Rd / Gdynia Way / Laira Bridge (552, 618, 621, 622, 1695, 3007)					80	103	22	
554	Billacombe Road / Pomphlett Road		115	138	23		101	104	3	
589	Gdynia Way / Barbican Approach (W/B)	Gdynia Way / Barbican Approach / Shapters Road (589, 1221, 1222)					33	100		25
621	Embankment Road / Embankment Lane	Embankment Rd / Gdynia Way / Laira Bridge (552, 618, 621, 622, 1695, 3007)	83	91	8		74	85		10
622	Gdynia Way / Laira Bridge Road	Embankment Rd / Gdynia Way / Laira Bridge (552, 618, 621, 622, 1695, 3007)	83	91	8		74	76		1
1204	Larkham Lane / Plymouth Road W/B	Larkham Lane / Plymouth Road (1204, 1205)					94	100	6	
1209	Plymouth Road / Ridgeway (St. Mary's Bridge)		80	94	14					
1210	Ridgeway / Market Road						81	88	6	
1221	Gdynia Way (N/B) / Barbican Approach (E/B)	Gdynia Way / Barbican Approach / Shapters Road (589, 1221, 1222)					93	101	7	
1668	Mannamead Road nr. Russell Avenue		75	77		2				

City Centre / Waterfront

Node	Name		AM Peak Scenario RFC*				PM Peak Scenario RFC*			
	Node Name	Junction Name (Groupings of Nodes which relate to a single junction complex)	A1 (Red text are nodes above 75% in the base scenario 'A1')	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%	A1 (Red text are nodes above 75% in the base scenario)	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%
275	Western Approach / Mayflower Street						62	106		31
790	Charles Cross Roundabout / Charles Street (N/B)	Charles Cross Roundabout (790, 791, 793, 794)					69	100		25
791	Charles Cross Roundabout / Charles Street (S/B)	Charles Cross Roundabout (790, 791, 793, 794)	77	83	6					
793	Charles Cross Roundabout / Exeter Street (W/B)	Charles Cross Roundabout (790, 791, 793, 794)	79	85	6		75	100		25

Western Corridor

Node	Name		AM Peak Scenario RFC*				PM Peak Scenario RFC*			
	Node Name	Junction Name (Groupings of Nodes which relate to a single junction complex)	A1 (Red text are nodes above 75% in the base scenario 'A1')	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%	A1 (Red text are nodes above 75% in the base scenario)	B3 (Red text are nodes above 75% in scenario B3)	B3 - A1 (Amount, %, to bring it back to A1)	Amount, %, to bring it back to 75%
213	Saltash Road / Wolseley Road		89	95	6		99	100	1	
314	Crownhill Road / Budshead Road		91	100	9		109	119	10	
318	Crownhill Road / St Peters Road		96	98	3		109	119	10	
628	Victoria Road / Roman Way (Crownhill Roundabout South)	Crownhill Road / A38 / Roman Way (625, 628, 632, 633, 634)					79	85	6	
632	Ernesettle Lane / Crownhill Road	Crownhill Road / A38 / Roman Way (625, 628, 632, 633, 634)	83	100	17		104	111	6	

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462	Deep Lane E/B off-slip	Deep Lane junction (462, 463, 464, 466, 467, 4001)	100	108	8		109	113	5	
463	Deep Lane E/B off-slip / B3416	Deep Lane junction (462, 463, 464, 466, 467, 4001)	82	85	3					
464	A38 Deep Lane W/B off-slip	Deep Lane junction (462, 463, 464, 466, 467, 4001)	82	85	3					
467	Deep Lane / W/B on-slip	Deep Lane junction (462, 463, 464, 466, 467, 4001)	115	120	5		116	118	2	
625	A38 E/B off-slip / Crownhill Road	Crownhill Road / A38 / Roman Way (625, 628, 632, 633, 634)	78	85		7				
637	A38 / Weston Mill Drive (North)	A38 / St. Budeaux Bypass (637, 639)	84	95	11					
639	A38 W/B off-slip / Weston Mill	A38 / St. Budeaux Bypass (637, 639)	106	111	4		102	104	2	
640	A38 / Weston Mill Drive (South)	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	55	89		14				
647	Manadon Roundabout / A38 E/B off-slip	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	69	77		2				
648	Manadon Roundabout onto A38 E/B on-slip	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	98	104	6		110	114	4	
651	Marsh Mills Roundabout / A38 E/B on-slip	Marsh Mills Roundabout (650, 651, 653, 950, 1106)	105	111	6					
653	Plymouth Road N/B Adjacent to A38 W/B	Marsh Mills Roundabout (650, 651, 653, 950, 1106)	89	97	8					

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655	A38 W/B off-slip / Manadon Roundabout	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	78	79	1					
659	A38 W/B off-slip / Forder Valley Interchange	Forder Valley Interchange (437, 657, 659, 1676)	99	103	4		98	102	3	
702	A38 / A38 W/B off-slip toward Manadon Roundabout	Manadon Roundabout (372, 640, 642, 643, 645, 647, 648, 654, 655, 702, 703, 705)	85	92	7		76	90	13	
1706	A38 W/B toward Manadon Roundabout (Mid-point between FV Interchange and Manadon Roundabout)		85	88	3		83	92	9	
4001	A38 W/B / Deep Lane W/B on-slip	Deep Lane junction (462, 463, 464, 466, 467, 4001)	97	113	15		78	86	7	