



**Strategic Planning and  
Infrastructure**

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Please ask for: Steven Flaxton

Date 03 April 2025

My Ref WTTG/PI/03/25.4.I\_RS2

Your Ref

Dear Rebecca Smith MP

Thank you for your letter dated 04 March 2025 to Councillor Evans which has been passed to me for reply. I would firstly like to apologise for the delay in formally replying to your letter but as you will be aware myself and the team have been in direct contact with your office to provide updates to ensure you received the information as promptly as possible.

Although we had some very specific issues before Christmas in relation to Tamerton Road traffic, in general, the traffic management had been performing well up until the switchover to allow the next stage of construction was implemented on 10 February 2025. At this time, we re-opened Woolwell Road in both directions and closed Woolwell Crescent in order to allow the construction of the new northern junction at Woolwell Crescent.

We completely understand the frustrations of Woolwell residents due to the right turn ban (except buses) at Woolwell Road, but if this had been allowed to remain in place the congestion and delays experienced by drivers would have been far worse. Our traffic modelling, carried out prior to the commencement of the works, indicated that with the right turn remaining, queues would extend as far back as Yelverton in the peak periods.

The modelling results are backed up by real world evidence because of how sensitive this part of the network has been to the pedestrian crossing (just north of Woolwell Roundabout) being called in regularly. The impact of the pedestrian crossing has demonstrated that any interruption to the southbound flows results in significantly worse congestion and delays. If the right ban were lifted southbound traffic would not have priority at the roundabout and therefore congestion and delays would be much worse than what the pedestrian crossing created.

In order to address the delays we were experiencing following the traffic management switchover, we took an incremental approach in order that we could fully understand how each improvement to traffic management helped the situation, or that we could be alert and understand if any resulted in a worsening of the situation. I have provided a brief summary timeline below of the measures we have taken:

- Friday 28 February 2025 - Increased the crossing wait time for pedestrians to 30 seconds

- Tuesday 04 March - Increased the crossing wait time for pedestrians to 45 seconds
- Thursday 06 March – Shortened the contractor’s site exit lane on the A386 to give greater vehicle stacking on approach to the crossing
- Friday 07 March reduced the northern contractors site access on the A386 to relocate the southbound merge and give double the length of road space for traffic to merge after leaving Belliver (Plessy) Roundabout.

It is the combination of all of the above measures which have helped to improve the traffic flow through the scheme day to day. We are very aware that this section of the network is on a knife edge and it does not take much to tip it over into a network with increased delays and the Project Team therefore continue to monitor how traffic is flowing.

I hope the above explanations address all of the points you raised and I hope that you found our direct contact with your office useful in order to keep you updated quickly as events unfolded.

If you would like to see our traffic models running so that we can show you what we have looked at and the impacts these other scenarios would have had please do let me know and I can arrange either a MS Teams or an in person meeting at your convenience. We can also talk you through other key dates and future Traffic Management changes at the same time.

Please do not hesitate to contact us if you have any further queries or concerns.

Yours sincerely



Steve Flaxton  
Strategic Transport Programme Coordinator  
Plymouth City Council