

# Saltash Transport Strategy Development

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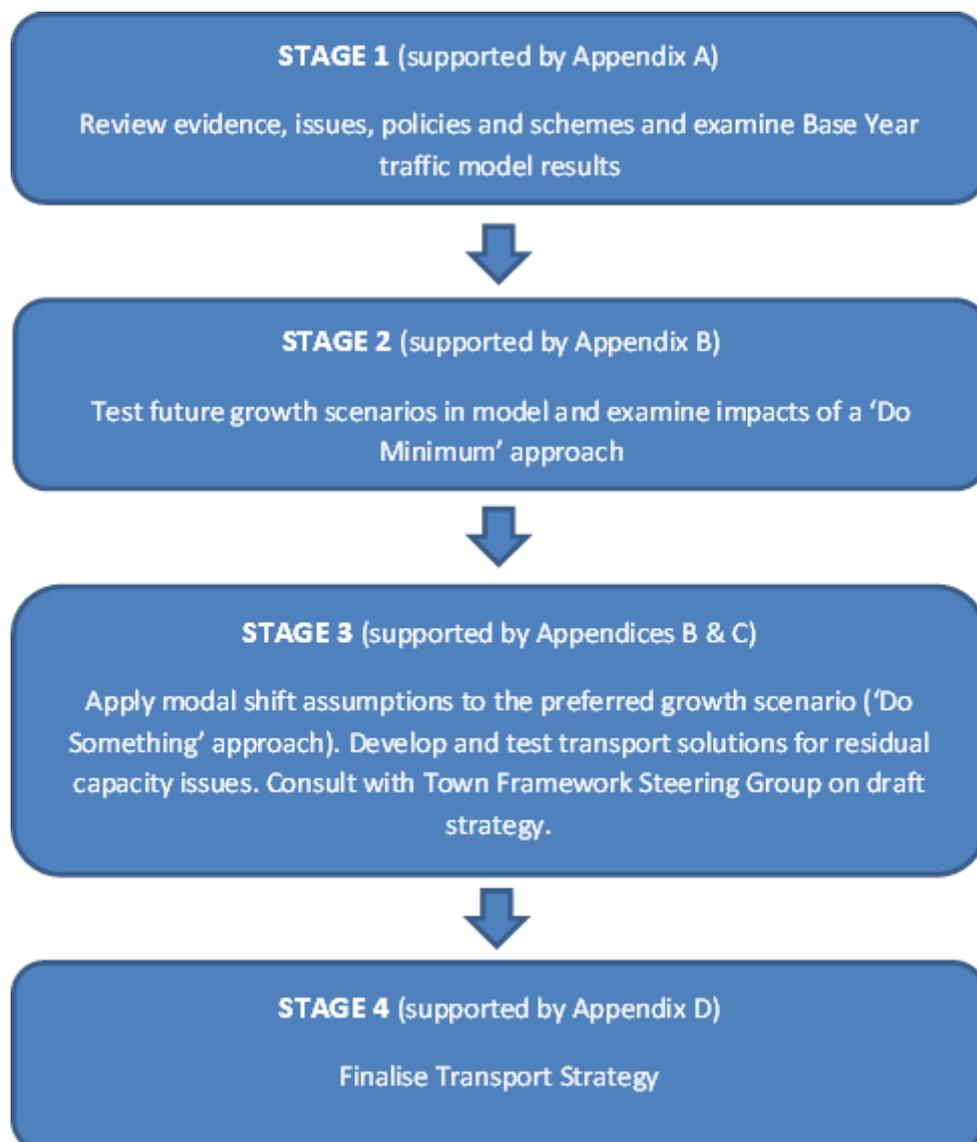
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As part of the development of the Cornwall Local Plan, Town Framework Plans were prepared for key towns across Cornwall. The Town Framework Plans examined where future employment and housing growth should be accommodated around these towns. A critical element of this work was identifying the transport measures that would be required in order to mitigate the impacts of growth on the highway network and a Transport Strategy for each town was developed.

The Transport Strategies identify the existing constraints on the network and the potential issues that will need to be addressed as development proceeds through the planning process. The Transport Strategies will also assist in securing funding from development, through the Community Infrastructure Levy and other sources, to deliver the necessary improvements. They also serve as an evidence base supporting both the *Cornwall Local Plan: Site Allocations Development Plan Document* and Neighbourhood Development Plans (where towns opt to produce these).

### Transport Strategy Methodology

The development of the Transport Strategies followed a staged process which is summarised below, in Figure 1.



## Stage One

The first stage entailed the setting up of the Base Year (2012) traffic model to examine current junction capacity on the network during the AM and PM peak hours. This baseline model was then reviewed by local stakeholders and officers to ensure that the issues identified by the model were a reflection of local knowledge and experience on the ground. The Base year maps are included in Appendix A.

Stage One also included a review of all current adopted strategy and policy documents, community plans, transport data, results of previous consultations and discussions with colleagues dealing with other issues in the town that might have a bearing on the future strategy and its potential measures such as Property and Parking.

The Base year capacity maps are presented in Appendix A.

### KEY ISSUES IDENTIFIED AT STAGE ONE

- **Base Model showed that a number of junctions were at or exceeding capacity during the AM and PM peaks:**
  - Carkeel Roundabout
  - B3271/New Road
  - A38/B3271 Liskeard Road
  - A38/Stoketon Cross
- **Low self-containment for employment (27% live and work in the town) and strong outflows to Plymouth (3000 Travel to Work trips)**
- **Poor frontage and limited parking at Rail Station, underutilisation of rail network for commuting**
- **A strong bus network serving the town and Plymouth**
- **Traffic congestion east and west of Saltash on A38**
- **Highways Agency Pinch Point scheme to provide a foot bridge and minor capacity improvements at Carkeel junction for delivery 2014/15**
- **Previous Park & Ride proposal at Broadmoor proven unviable**

## Stage Two

The second stage included the setting up of a 2030 Traffic Model and testing future development options that were emerging as part of the Town Framework process. This stage incorporated the committed schemes that had funds allocated in the current *Connecting Cornwall: 2030* Implementation Plan. The model developed at this stage is referred to as reflecting the 'Do Minimum' scenario.

Testing the impact of various development options on the transport network played a key role in identifying the preferred development option, through to 2030.

The 2030 'Do Minimum' model results are presented in Appendix B.

With regard to the Tamar crossings, a separate study was being undertaken to assess current and future capacity on the bridge and ferry crossings. The modelling work for this included the future growth assumptions for Saltash and Plymouth.

#### KEY ISSUES IDENTIFIED AT STAGE TWO

- Three growth scenarios tested over all ranging between 1,000 and 3,500 dwellings and considering a number of different sites
- Model outputs showed little variation in congestion between scenarios during PM peak despite significant range in housing numbers i.e. key junctions already shown to be over capacity in Base Year i.e. without development, with development these are exacerbated
- A38 creates severance between the town and proposed Broadmoor site allocation – this will have to be addressed by sustainable transport links

#### Stage Three

The third stage entailed more detailed work identifying sustainable transport solutions and testing their impacts on the preferred development scenario of 1000 new dwellings to 2030.

The work followed the adopted policy approach in *Connecting Cornwall: 2030* of supporting a shift away from more unsustainable modes of travel, such as the private car, towards more sustainable modes of travel, such as public transport and walking and cycling (modal shift) and focusing key highway infrastructure improvements where congestion is most critical. An assumption was made as to the level of modal shift that could be achieved in the town by providing comprehensive bus and cycling/walking links from new development, and connecting existing developments with key services in the towns. This assumption was based on a number of factors including national best practise. Appendix C sets out the methodology used.

A low, medium or high level of modal shift was then applied to the following:

- New Development Zones – where the opportunity to influence modal shift should be higher
- Existing internal zones within towns
- External zones – where only public transport options are viable as distances to walk and cycle between settlements and towns are too great

The assumed modal shift was then applied to the traffic models (i.e. removal of an assumed level of traffic from the network) which, when re-tested through the model, then highlighted the critical highway improvement measures that would be required to support the growth. This is known as the 'Do Something' scenario.

The results of the 2030 'Do Something' scenario tests are presented in Appendix B<sup>1</sup>.

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<sup>1</sup> Appendix B, Saltash Town Model Report, Appendix B figures B5 – B8. Detailed modelling section 7 Page 23 – 26.

A package of measures for delivery to 2030 was then identified and costed with potential funding sources identified. The package includes a combination of public transport initiatives, walking and cycling improvements, as well as committed schemes detailed in the *Connecting Cornwall 2030* Implementation Plan. These measures are identified on the strategy map presented in Appendix C. The strategy does not seek to provide solutions for junctions only expected to experience significant congestion during the Summer Peak as major investment could not be justified for such a limited period.

The Town Framework Steering group was consulted through this stage and feedback incorporated into the strategy.

### KEY ISSUES IDENTIFIED AT STAGE THREE

- Final two scenarios loading 1,000 houses at Latchbrook and Broadmoor sites respectively
- Model tests show that with the package of improvements identified below, the transport network is expected to operate within capacity in either 2030 development scenario. Strategy schemes:
  - Air quality monitoring
  - Carkeel junction improvement
  - B3271/New Road junction improvement
  - A38/B3271 Liskeard Road junction improvement
  - New junction on the A38 at Stoketon to facilitate western access to Broadmoor Farm site
  - Junction improvement at Rood's corner and re-signing southbound traffic to A38 via Stoketon if delivered through Broadmoor site
  - Town wide Pedestrian and Cycle Network
  - Traffic calming on the A388 through CarkeelRail station frontage and pedestrian access improvements
  - Bus infrastructure improvements
  - Improvement to half-hourly mainline rail frequency between Exeter and Penzance

### Stage Four

The concluding element of the work is the finalisation of the Saltash Transport Strategy, which is set out within Appendix D. The strategy presented takes into account the planned locations for growth, as set out within the *Cornwall Local Plan: Site Allocations DPD*. The final housing allocation figure was revised to 1,200. The strategy set out above will support development of this scale.

It should be noted that, through the Local Plan period (i.e. to 2030), development will not be limited to the allocated sites alone. Further development may be planned for through a Neighbourhood

Development Plan and/or permitted through future planning applications. In each instance the impact on the Transport network will need to be considered and mitigated where appropriate.