

MOVING ABOUT

Spine road from Carkeel roundabout to town centre (shared spaces) and key junctions

Background

The workshop session clearly noted the key link between Fore Street/The Waterfront, along Callington Road to Carkeel. This 'Spine Road' is viewed as an important connection and main transport artery from the older part of town and the newer and expanding town to the North West.

The Carkeel Roundabout connects this road to the A38 and is therefore one of the key junctions. This is one of 3 primary connections serving Saltash and connecting it to the rest of the county, Plymouth and beyond. The other key junctions are the Saltash junction at the Tamar Bridge and the Latchbrook exit.

It is then considered that there is a secondary road link which is likely to become more significant leading from the Latchbrook exit along North Road to connect with the bottom of Fore Street/Tamar Bridge. This is likely to become more frequently used once the development at Broadmoor Farm is in place. This will then increase traffic at Burraton Cross, which is another key junction.

Aims

The overall aim is to provide and maintain a clear road link through the town, along with connections to other major routes, ie the A38, and to enable connections to the other parts of town. It will also provide links for several types of transport – in addition to cars, it will serve buses, pedestrians and link to the proposed cycle network. It should also have a connection with the rail and water links to the town.

The Spine Road

This route we see as being the main link which connects the top of Saltash, all the way to Fore Street and the Waterfront areas. It also connects with all the other parts of the town, allowing one clear and cohesive route. This can also serve multiple forms of transport, and allow for connections between them making sustainable travel easier.

MOVING ABOUT POLICY 1 –

To maintain and enhance the key road connection between Carkeel Roundabout along Callington Road to Fore Street. To prevent development that obstructs or restricts this key route and favours development that contribute to its enhancement.

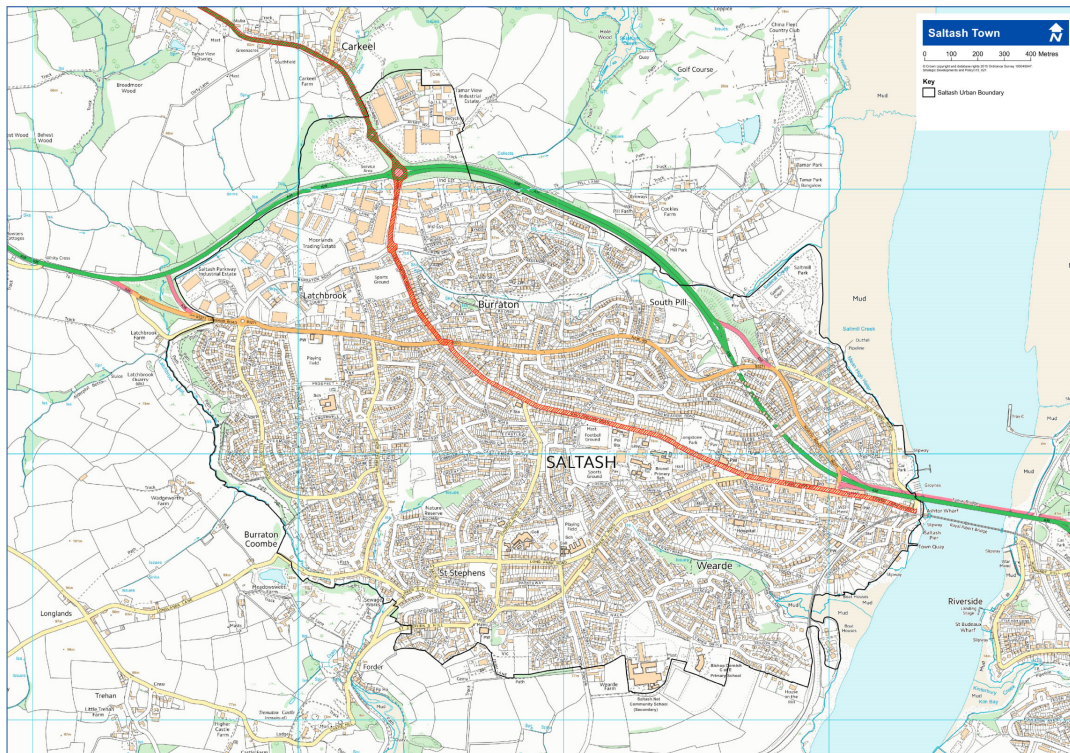


Figure 1: Diagram showing 'Spine Road' in red.

Secondary Routes

This is the route between the Latchbrook exit and Burraton Cross, then along North Road to the Tamar Bridge. Additional sustainable transport links are to be encouraged along this route. This is to prepare for increased traffic from Burraton Cross and also to serve the communities located off North Road.

MOVING ABOUT POLICY 2 –

To ensure development recognises the anticipated increase in traffic flow along this routes and to support developments that contribute positively to sustainable transport provisions along these secondary routes.

Carkeel Roundabout

This roundabout, which is a primary connection with the town, also connects to the villages of Carkeel and Hatt beyond. This crossing point has been subject to a number of changes in recent years.

The ideal situation to allow the free movement of traffic along the A38 and also crossing from Saltash towards Carkeel would be the provision of a flyover with slip roads accessing the main road.

This junction can be prone to congestion when there is a road traffic accident in the

area. Queues waiting to access the A38 along Callington Road/the 'Spine Road' can build up due to the flow of traffic and difficulty crossing and merging with the flow of traffic. This is also amplified at some times with the volume of traffic travelling to Waitrose and the Recycling Centre.

It is important that future developments are not biased against the traffic to and from Saltash.

The provision of the new footbridge across the Carkeel roundabout is seen as a positive asset and future developments around the edge of the Broadmoor Farm site, Saltash Services and Tamar View Industrial Estate should seek to contribute more to these pedestrian links. In the interests of sustainable transport support should be given to developments which include provisions for bus stops in encourage sustainable links into the Town Centre.

MOVING ABOUT POLICY 3 –

To ensure that road improvements benefit the town of Saltash allowing for safe and free flowing access to the A38 and A388 as well as encouraging traffic into the town itself. To support the sustainable connections between Tamar View Industrial Estate/Broadmoor Farm.

A38 Tamar Bridge/Fore Street Junction

This junction allows the best access to Fore Street and the Waterfront, which is to be encouraged. The key is to enable sustainable forms of transport to connect to this area whilst allowing other vehicles to move freely.

Currently there can be issues when too many larger vehicles/buses arrive at the same time (see section on buses). Therefore any future work in this area should allow space for buses to stop safely and within easy reach of Fore Street. This will also allow onward travel to water and rail connections.

MOVING ABOUT POLICY 4 –

To support future developments which prioritise sustainable transport links to this part of the town, and provision for access to these links.

A38/Latchbrook Junction

This junction is already referenced in the proposals for Broadmoor Farm and we see it as a future key connection between this development and Saltash Town Centre. This junction also connects the developments of Latchbrook and Burraton with the A38.

In the future any works to this junction should take into account the need for

pedestrians and cyclists travelling from Broadmoor Farm should have safe access across, as well as maintaining two way access to the A38 by car/bus. This will be a key connection for people joining the proposed cycle network, along with the proposed improvements to pedestrian connections into the Town and towards Trematon (see section on Cycling/Walking).

With current proposals for Saltash.net to remain the only Secondary School in the town, this will also form part of the route that students will use to walk/cycle to school.

We would also like future developments to make improvements including a proper slip road from Latchbrook onto the A38, making it easy and safer to merge with oncoming traffic, as well as maintaining two way access at this point.

MOVING ABOUT POLICY 5 –

To support improvements to make this a safer junction for cars accessing and leaving the A38. To provide a safe crossing for pedestrians and cyclists allowing connections towards the town.

Burraton Cross Junction

Following the construction of the Broadmoor Farm Development it is likely this will become more of a significant junction within the town. Currently this junction is managed by the use of traffic lights and is not an easy junction to cross as a pedestrian.

Support should be given to proposals which take into account all types of road user, in particular that allows them to all use the junction safely simultaneously. Traffic should be allowed to move slowly but freely. The principles of 'shared space' are considered a useful approach for this intersection, as used successfully elsewhere in the country.



Figure 2: Case Study –Shared Space, Poynton, Cheshire, by Hamilton-Baillie Associates

MOVING ABOUT POLICY 6 –

To support the flow of traffic along Callington Road and North Road, whilst creating a safe environment to encourage pedestrians and cyclists to better utilise this crossing en-route to the Town Centre. The principles of shared space are also encouraged.