

Table 5.4 Previous Regional and Local Studies

- **South West and South Wales Multi Modal Study (SWARMMS), 2002**

This study recommended route management of the A38 and extensive improvements to both mainline and branch line rail services.

- **A38 Route Management Strategy, 2004**

Proposals include additional capacity at Deep Lane, active traffic management measures, measures to improve conditions for non-motorised road users and two park and ride sites for Plymouth.

- **Plymouth and East Cornwall Rail Freight Study, 2004**

The study demonstrates that there is capacity in the rail network to accommodate additional freight services and potential to achieve a modal shift from road to rail.

- **Plymouth Eastern Gateway Vision, 2004**

The report contains three development scenarios for transport and regeneration of the eastern corridor.

- **Eastern Corridor Study**

The Council has commissioned consultants to identify the need for new transport schemes, estimate their cost and programme the schemes to provide a framework for transport investment along the eastern corridor in advance of major new development.

- **Schools Transport in Plymouth, 2004**

The Audit Commission review of Schools' Transport in Plymouth recommended a number of measures to help strengthen the provision of schools transport in the city.

- **Development of an Air Transport Strategy for the Far Southwest of England**

The preferred option, of three that were evaluated, proposes that the three existing airports (Exeter, Newquay, and Plymouth) continue to develop within their physical and operational constraints.

- **Community Rail Development Strategy, 2004**

The Looe and Tamar Valley lines have been selected to pilot this strategy which aims to make local / rural railways more sustainable and develop them to better contribute to the local economy, accessibility, the environment and social inclusion.

- **The Plymouth Sound and Estuaries Water Transport Study, 2003**

Scott Wilson concluded in this study that potential exists within Plymouth and the surrounding areas for an increase in water transport services.

- **The Plymouth Water Transportation Study, 2004**

The later study by Davis Langdon considered there to be significant linked benefits of a proposed regular ferry service between Saltash and the Barbican.



Figure 5.9 Area Based Initiatives



Table 5.5 Summary of Problems, Challenges and Opportunities

| Problems | Challenges and Opportunities for LTP2 |
|---|---|
| <p>Transport network inefficiency:</p> <p>Growing congestion:</p> <p>High levels of car dependency for many trips.</p> <p>Many road users experience delay, including buses.</p> | <p>47,000 new jobs and between 29000 and 37000 new homes by 2026. Opportunity for major sustainable transport enhancements supported by developer funding.</p> <p>LTP2 to support modal shift initiatives and enhanced network management, through a step change in the quality of the bus network and continuing recent advances in the use of technology. The city is well placed to increase bus patronage by the effective use of technology, marketing and ticketing.</p> <p>Ownership and control of over 70% of the parking stock enabling demand management through pricing, modal shift, and improved access.</p> <p>Many aspects of the road system are already co-ordinated, but further there is scope for further enhancement to enable better use of the road network and greater access to services.</p> |

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|--|---|
| <p>Adverse environmental impacts:</p> <p>Plymouth has a relatively good environment in relation to transport impacts, but localised problems exist:</p> <p>Air quality – AQMAs at Exeter Street and Mutley Plain.</p> <p>Traffic noise.</p> | <p>LTP2 can help to retain and enhance the relatively good environment through schemes targeted at managing the growth of car users, and specific targeted measures in AQMA areas.</p> |
| <p>Social exclusion and deprivation:</p> <p>A third of the population of Plymouth does not have a car available.</p> <p>Access to services for many is difficult.</p> | <p>LTP2 to incorporate a highly targeted accessibility strategy, closely integrated with LDF.</p> <p>Challenge is to maximise access and mobility by sustainable modes of transport (public transport, walking and cycling).</p> <p>Scope for new interchanges and the coordination of community demand led transport to help maximise access and mobility.</p> |
| <p>Safety:</p> <p>Despite major successes in reducing accidents over recent years, specific safety issues remain.</p> | <p>LTP2 to include targeted initiatives geared towards specific current problems: for instance, slight accidents and vulnerable users, such as young drivers, motorcyclist and children.</p> |
| <p>Eroded quality of life:</p> <p>Issues of poor accessibility, safety and environment (as highlighted above).</p> <p>Poor quality public spaces and streetscape.</p> | <p>City strategy and LDF provide clear focus and direction for urban renaissance.</p> <p>LTP2 can help in making streets more accessible and safer places to enjoy.</p> |
| <p>Achieving economic potential:</p> <p>Lack of critical mass to achieve economic potential.</p> | <p>City strategy and LDF provide clear focus and direction for future development of the City.</p> <p>LTP2 is the next step in the development of a transport system to support sustainable growth.</p> |

