

DEVON LOCAL TRANSPORT PLAN 2006-2011

SUMMARY OF PANEL HEARINGS

DEVON LOCAL TRANSPORT PLAN – 2006-2011

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DEVON LOCAL TRANSPORT PLAN – 2006-2011

INTRODUCTION

Devon County Council is required to submit its second Devon Local Transport Plan to the Department for Transport in July 2005. The Department for transport guidance on second local transport plans is expected in summer 2004.

Devon County Council has in advance of that guidance carried out a series of ‘ Panel Hearings’ to identify key issues and objectives for its second Devon Local Transport plan. This document is a summary of the proceedings of the panel hearings, which were held on the 12 and 16 of March 2004.

Public Health and Local Transport Plans

Presented by:- Ian Tearle – Head of Public Policy, Devon Public Health Network.

Key Issues Highlighted: -

1. Safety - Reducing Road Traffic Accidents and Air Pollution

Road traffic accidents often result in death and serious injury to drivers, passengers, cyclists, pedestrians and motorcyclists.

To improve our safety record we should aim to:

- Promote more walking/ cycling (as long as it is in areas where it is safe to do so).
- Encourage the motorist to drive more slowly.
- Improve safety awareness amongst pedestrians and cyclists.

2. Air Pollution

Air pollution is linked to acute and chronic illness e.g. respiratory disease, cancer and heart disease.

To reduce these illness statistics we must: -

- Persuade people to use alternatives to cars.
- Tackle the developing culture of inactivity / sedentary lifestyle.

3. Promoting Active Travel and Transport

Obesity has become a major health issue in the last few years linked with illness such as heart disease and diabetes. In England 13% of men and 16% of women are obese. Active travel (walking and cycling) is now accepted as an essential component of treating and preventing obesity.

4. Increasing Access

Reduced access to transport increases inequalities and limits social educational and employment opportunities. Limiting access to areas such as employment, education and services all have an impact on health. This impact of social isolation is felt strongest amongst the elderly, disabled, women, rural households and poor households. (Families that have less education and higher rates of unemployment are less likely to have access to a car, therefore there is a high dependence on public transport). Cheap, convenient and efficient public transport promotes social inclusion and accessibility to healthcare education and sports facilities.

Recommendations For The Next DLTP (2006-2011)

1 Safety - Reducing Road Traffic Accidents and Air Pollution

- Education - primarily by encouraging safer driving.
- Speed Reduction – Speed cameras are used throughout Devon.
- Environmental Modification – e.g. ‘Ironing out bends’.
- Actively encouraging a reduction in car usage.

2 Air Pollution

- Improving the public realm, making it a safe pleasant environment to walk/cycle.
- Focusing on appropriate targets - looking at promoting public transport in leisure time, not during working hours.
- Concentrating on reducing disincentives to alternative transport – Safety, cost and unpleasant environments.

3 Promoting Active Travel and Transport

- Promoting active travel such as walking and cycling.
- Improving the public realm – making environments safer/ more pleasant thus encouraging more activity.
- Encouraging active travel to schools.

4 Increasing Access

- Frequent and inexpensive reliable rural transport.

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- An integrated approach to transport.
- Reorganisation of existing local services to reduce the need for travel.
- Better utilisation of current forms of transport.

Handouts

The following handouts were circulated by Ian Tearle: -

- **Public Health and Local Transport Plans**
- **Progress on Public Health Targets of Local Transport Plans in the South West for 2002- 3**

Panel Discussion: -

- Disabled access must be a priority. Many of the current access barriers on/- surrounding railways can be solved with a relatively small spends. Very simple solutions can be carried out at local levels yielding effective results (e.g. ramp provision at railway stations).
- Service provision is needed close to the people who require it.
- Locate services together e.g. chemist close to the doctors.
- A priority for the next Devon Local Transport Plan is to create a more integrated transport and service system.
- We need a cultural change in how people view exercise and transport.

Transport needs of Devons Black and Minority Ethnic Population

Presented by: - Kevin McKenzie- Devon and Exeter Racial Equality Council

Background

(Presentation was based on surveys carried out through the 2002-03 Rural Outreach Project)
The needs of the Black and Minority Ethnic communities (BME) differ due to racial and ethnic variations. Since the 1991 census the ethnic population in Devon has doubled. Surveys carried out amongst the ethnic communities revealed public transport was one of the greatest areas of concern.

Key Issues Highlighted: -

1. Accessibility

Inaccessibility was identified as a key issue in the Black and Minority Ethnic communities.

2. Rural Isolation

Rural Isolation is a major issue amongst ethnic groups. Contrary to popular belief the majority of the BME populations (72%) are dispersed throughout rural areas. Thus good access to public transport is vital, as the majority of ethnic minority services are located in the city centres.

3. Communication

Communication is a barrier to access. Many black and ethnic groups do not have English as their first language. In Devon today Fifty-four languages other than English are spoken. For many BME English is not their first language. Over 20 % of the ethnic population have poor English skills. In some of the ethnic groups literacy rates are low.

4. Racial Incidents

Over 65% of those surveyed have experienced racism. A great many racial incidents occur on public transport or at bus stops. However very few racist incidents are reported. This is due to poor handling of complaints in the past and a general lack of confidence amongst the BME communities. Two distinct types of racism can be identified:

1. Direct racism – E.G. open discrimination by staff/ general public
2. Institutional racism – E.G. Lack of access to information in an appropriate language.

Recommendations for the next DLTP (2006-2011)

1. **Complaints procedure** – A suitable complaints procedure needs to be implemented.
2. **Awareness training**
3. **Access to information** – combat language barriers and more than one mode of information provided.
4. **Equal employment**
5. **Increased consultation** with ethnic groups.

Handouts

The following handout was circulated by Kevin McKenzie:-

‘Transport Needs of Black and Minority Ethnic Population’

Panel Discussion

- Racial awareness- there is a general lack of awareness to what constitutes a racist incident.
- Racial awareness training is required – combating stereotyping and racist attitudes.
- An environment with a zero tolerance policy to racism needs to be actively encouraged.

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Age Concern

Presented by: - Sue Butler-Cole – Exeter Age Concern and Exeter Senior Voice

Background

Ms Butler-Cole was speaking on behalf of frail elderly people based in Exeter. The information presented in this paper was based upon surveys and associated feedback from this group.

Key Issues Highlighted: -

1. Buses

There are **too many buses** in the High Street.

This results in:

- Making crossing the road hazardous.
- Many of the elderly struggle with the effects of heightened emissions especially when buses are idling.

2. There are not enough bus services crossing the city (as opposed to radial routes).

- Changing buses to reach services deters the elderly from using public transport.
- A further deterrent was paying for journeys a number of times.

3. Low floor buses

A great improvement - although their benefits are neutralised by the inability of drivers to park by the curb side due to illegal parking at bus stops. Effective enforcement of bus priority measures is therefore important.

4. Drivers' awareness

Knowledge of the requirements of the elderly has improved due to awareness training. However not all new drivers/ relief drivers receive this training.

5. Bus Design

Stopping bells are not always easy to reach.

6. Bus Shelters

Location

The distances between the bus shelters are too great.

Design of bus shelters

- Many of the elderly find it hard to stand for long periods of time and many of the bus shelters have seats that are too high or do not offer sufficient support.
- The design of most bus shelters offer protection against the rain but they do not offer any protection against the wind, a major problem and deterrent for the elderly.
- Timetable fonts need to be at least 16-point format to be easily legible for the elderly.

7. Trains

Provision of support services

- Ability to book support services increase trains accessibility to the elderly. However cancellations/ delays of trains can result in missing the services at the stations and the elderly are left stranded.
- Many of the elderly require extra facilities on the trains (Wheel chairs etc) but many trains do not have adequate facilities for wheel chair provision.
- Overcrowding on trains is particularly difficult on the elderly.

8. Behaviour on trains

There is an increasing concern regarding anti social behaviour on trains.

9. Taxis

Many of the elderly rely heavily on taxis. The wheelchair-adapted taxis offer an excellent service and increase access to many services. However the elderly do encounter problems: -

- It is required to book taxis 24 hours in advance – this restricts spontaneous use.

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- Some drivers are poorly trained in how to set up ramps etc.
- Attitude- many drivers are aware of the needs of the elderly and are very courteous - however not all drivers are so helpful.
- Fares for the same journey vary between firms.

10. Community Schemes

Community schemes such as Shopmobility and League of Friends are a vital service. Without these schemes a greater pressure would be placed on social services.

11. Street Furniture

Street furniture provides excellent rest places for the elderly. However there are those who find street furniture difficult and find too much street furniture hazardous.

12. Road Layout

There has been varying responses to gradient ramps on the roads. For many it has been welcomed and improved access. However there are those who find it increases the risk of falling (Especially those with sight/ depth problems).

13. Access

Social Isolation

The elderly are especially susceptible to social isolation. Reduced ability to travel results in an increased dependence on social services and the health service.

14. Station Design

The layout of Paris street bus station and Central train station results in access difficulties for the elderly.

15. Getting About

When walking many of the elderly are particularly concerned about skateboarders and cyclists using the pavements. Many cannot see/ hear their approach, this causes great anxiety.

16. Consultation

Greater emphasis must be placed on consultation with the elderly and associations representing the elderly.

Recommendations For Next DLTP (2006-2011)

1. Buses

- Reduce the number of buses in the High Street.
- Have more bus routes travelling across the City.
- Introduce through ticketing schemes.
- Have stricter regulation of illegal parking in bus stops.
- Make elderly awareness part of basic training.
- Ensure that stopping bells are easy to access.

The Panel noted that there has been a marked increase in drivers' awareness of the requirements of the elderly as a result of driver awareness training.

2. Bus Shelters

- Redesign the bus shelters to be more suitable for the elderly.
- Shorter distances between bus stops.

3. Trains

Investigate the provision of extra facility/ services on trains and platforms.

4. Taxis

- Investigate reducing the reservation time from 24hrs.
- Better driver training – ramps etc.

5 Community Services

Further / increase support for community schemes.

6 Street Furniture

Ensure street furniture suitable designed for the elderly.

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5. Road Layout

Address the problem that sight impaired elderly have with gradient ramps.

6. Access

Address the physical access issues in / around Paris Street Bus Station and Exeter Central Train Station.

9. Getting about

Stricter deterrents preventing skateboarders and cyclists using pavements

10. Consultation

Greater consultation with elderly groups.

Handouts

The following papers were circulated by Sue Butler-Cole:-

- **Key points From Age Concern Exeter**
- **Exeter Senior Voice – ‘Transport Extra**

Panel Discussion: -

- For the elderly the main priorities for the next DLTP are to include better co-ordination of services and service reliability.
- Information to changes in travel information has to be supplied in a variety of media to ensure that this information reaches the maximum number of people.
- The DLTP needs to recognise and provide for Devons ageing demographic. These problems will become more prominent in the future as the proportion of frail and elderly people in the population increases.

Tiverton and District Community Transport Association (TDCTA)

Presented by: Julie Wooley- Tiverton and District Community Transport Association (TDCTA)

Key Issues Highlighted:-

1. Growth

Originally TDCTA was established to help fulfil the transport needs (through voluntary car schemes) of the frail, elderly and displaced in the Tiverton area. Since this time TDCTA has expanded to include the rurally isolated and now provide a greater number and variety of services throughout the Devon area.

2. Status Today

Today TDCTA turns over £200,000 a year and have nine staff and 40 volunteers.

3. Core Funding

Without guaranteed core funding new services and Ideas cannot be implemented. The future of CTAs is insecure due to lack of reliable funding into the future. Uncertainty surrounding core-funding bodies such as the Countryside Agency contributes to this.

4. Business Planning

Without guaranteed core funding, planning for the future is becoming increasingly difficult.

5. Communication with DCC

The TDCTA and DCC are strongly linked. Thus any changing policy of DCC has a direct influence on the operations of the TDCTA. This communication is vital in order for the TDCA to carry out adequate preparation.

Recommendations For The Next DLTP (2006-2011)

1. Level Of Commitment

At least the same level of commitment in the next DLTP (2006-2011) as in the current DLTP (2001-2006).

2. Core Funding

Commitment by DCC to funding established schemes into the future.

3. Development Funding

The allocation of Development funding is vital for the creation and implementation of new projects.

4. Capital Funding

Capital funding is required for replacing new vehicles

5. Communication

Better co-ordination between the County Council and the TDCTA.

Handouts

The following handouts was circulated by Julie Wooley:-

- **Devon Local Transport Plan**

Panel Discussion:-

- Due to the ageing population and the growth in the uptake of schemes run by the TDCTA, any expansion of schemes will be taken up.
- There is a certain amount of restriction on the Ring and Ride services, where it is appropriate they are being replaced by fare cars.

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- The TDCTA do receive funding from the Parish councils. However funding varies greatly and is not a reliable source of income.
- The TDCTA cannot pick up general members of the public only those who fit criteria e.g. rurally isolated.
- The County Council is responsible for insurance/public liability.
- A large number of services are focused on Tiverton where as TDCTA has no services in Tiverton Parkway.
- Community Transport needs to be given a prominent status in the next LTP in order for it to continue to be successful.

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South-West Tourism

Presented by:- Malcolm Bell – Chief Executive, South West Tourism

Background

Devon County is highly dependent on tourism that brings in £2405 million annually. Devon is the most popular tourist location in the south. The majority of local residents (97%) considers this benefits the area.

Key Issues Highlighted:-

1. Changing Face of Tourism

- People are taking more trips, but for shorter duration.
- Distinctive Markets are emerging- Beach Holidays, Romance, Environment / Heritage etc.

2. Key Issues for the Southwest - Changing Priorities of Tourism

- Tourists are looking for high quality, good value sites.
- Impact on the environment.
- Impact on host communities.

3. Experience

Tourists want (and will pay for) “the West Country Experience”, many tourist travel many miles during there stay in order to get this.

This requires:

- Redevelopment of buildings/infrastructure.
- Greater facilities.
- Upgrading of current facilities.

Recommendations for the Next DLTP (2006-2011)

1. Congestion

Majority of complaints from tourists and local residents centre on congestion and car parking problems.

2. Tourist Miles

The greatest challenge is how to reduce tourist miles during stay. If the new facilities are obtained the number of tourism miles whilst the tourist is here will decrease.

3. Sustainability

Make sustainable options truly sustainable, remove the need to use the car for a sustainable activity- e.g. if people need to drive to get to a cycle route is cycling in this instance truly sustainable?

4. Incentives

Visitors are more likely to use new incentives – as long as experience backs it up.

Handout

The following handout was issued to support this paper:-

- **Towards 2015 Shaping Tomorrows Tourism**
(Copies attached)

Panel Discussion:-

- There is potential in accessing the world heritage site by boat. This form of ‘Novelty Travel’ will attract the tourists as long it’s packaged properly and advertised appropriately.
- Congestion is a major issue compounded by the fact that tourists do not know where alternative routes are. When creating an alternative, planners are required to incorporate the tourism element in order for new schemes to be effective. E.G Park and Rides travel through historic route through town in order for the tourist to gain the experience.

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- When developing tourist facilities a balance is required between the environment and economy of the surrounding area (N.B Centre Parks).
- There is poor public opinion regarding integrated transport due to lack of consumer confidence.
- Integrated transport with a car is obtainable but integrated transport without a car is not a possibility.
- Regarding extending bridle ways for horse riders although this is a large growth area, the numbers involved are small. Thus the extensions of bridle ways over certain selected areas are recommended but on a larger scale they are discouraged.

Transport 2000

Presented by: - Martyn Goss

Recommendations for the Next DLTP (2006-2011)

1. Traffic Reduction

- Set annual traffic reduction targets – Including targets encouraging modal shift.
- Better integration of County Council services and departments.
- Better co-ordination of incentives and disincentives.
- Feasibility study of congestion charges.
- Extension of car sharing schemes.

2. Reduce need to Travel

Locate services and facilities closer to where people live (discourage out of town shopping centres).

3. Travel Hierarchy

Structural change to transport budget expenditure to reflect prioritisation of more sustainable forms of transport.

4. Buses

- Greater promotion of bus networks.
- Explore the use of through ticketing.

5. Home Zones

- Expansion of Home Zones.
- Extension of enforced 20mph limits in residential areas.

6. Rail

- Investigate the re- opening of stations throughout Devon.
- Investigate the possibility of extending the current Devon Rail card – a regional Rail card.
- Increase publicity of new clock face times tabling.

7. Greener Fuels

- Promote the use of cleaner fuels especially in own vehicles.
- Encourage public uptake of grants and advice.

8. Walking and Cycling

Cycle routes although growing in number still require appropriate support and investment.

9. Freight

- Encourage greater use of freight as a mode of transport and delivery.
- Co-ordinated approach to railroad freight transshipment depots and the removal of large lorries from urban centres.

10. Park and Ride

Charge for car parking spaces rather than the bus – encourages motorists to make comparisons with town centre parking charges.

11. Car Parking

Make public transport more financially attractive than using the private car, especially in urban areas.

12. Other Policies

- Feasibility Study – tram / ultra light rail system for Exeter
- DCC – should lead by example in green travel plans and charge for car parking at County Hall.
- Wider debate into the pros / cons of air transport including environmental impacts.
- Address the car dependency culture, which is developing in Devon.

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Handouts:-

The following handout was issued to support this paper:-

- **Devon Transport 2000 Review of Devon local Transport Plan**
(Copies attached)

Panel Discussion

- Unnecessary car journeys need to be reduced.
- Traffic reduction not a general policy but rather traffic reduction in specific areas.
- A prime location for an Ultra light rail system is by the canal through the centre of the city. The rail can then be developed outwards at a later date.

The benefits:

- Energy- Long term more effective
- Attractive
- Reliable

Connexions Cornwall and Devon

Presented by: John Davey , Connexions Cornwall and Devon

Background late 1990's

Connexions was originally set up in response to Bridging the Gap report which highlighted the proportion of 16-18 year olds not in education or work has remain static for over 10 years. Connexions role is to join up young peoples services (e.g. careers services) and to break down barriers for 13-19 year olds to employment and education (e.g. Financial, housing advice).

Key Issues Highlighted:-

- 1. Access**
Lack of Transport has been identified as a major barrier to education and employment.
- 2. Students Access Issues**
 - Restriction of after school activities / services (e.g. Parent Evenings). Especially for those who are wholly dependent on school transport or come from one-car families.
 - Increased flexibility of curriculum assumes young people can travel easily – often they are dependent on public transport and as a result they have to miss part of the curriculum in order to fit in with public transport. Not all-further education options are on bus routes
- 3. Work Access**
 - Established public transport routes do not necessarily cater for all employment opportunities.
 - Transport needs are likely to be off traditional routes and / or off peak times.
 - Inaccessible next village - lack of transport links forms a barrier.
 - Access across town during peak times is often very difficult and time-consuming.
 - Apprentice schemes more difficult to access in rural settings.
- 4. Alternative Transport schemes**
 - Wheels to Work moped loans scheme.
 - Fare car
 - Life in the bus lane- very successful, greater discounts for young people– very popular scheme..
- 5. Safety**
 - Young males (20 %) and females feel unsafe using public transport.
 - Concerns about young people walking home alone.
- 6. School retention post 16**
Those who continue in education - higher in rural communities than in urban areas.
This may be a reflection of a filtering process whereby students have to be more committed to sign up in the first place where transport problems exist.
- 7. High Travel Times**
 - Journeys take much longer on public transport then by car.
 - 11-16 are the most isolated schools post 16 young people have long travel times to FE colleges.
- 8. Life in the bus Lane**
Has been a very successful scheme- discounted bus fares including weekends and evenings.

Recommendations For The Next DLTP (2006-2011)

- 1. Suggestions From Young Peoples Surveys**
 - Provide free school transport for all.
 - Later start time for schools.
 - Allow children to carry less.
 - Return Fares before 9.00.
 - More buses in rural areas.

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- More discounts for young people.
- 2. **Connexions Recommendation – Students**
 - Travel Skills within the curriculum – reading bus timetables.
 - Reduce the Risk – danger awareness classes / free attack alarms.
 - Late buses which run after extra curricular activities- that stop on school property – thus children are not waiting outside after dark.
- 3. **Connexions Recommendation – Young Employed**
 - Subsidised travel for all trainees - employed or student.
 - More bus services/ routes.
- 4. **Life in the bus Lane**

Very successful – Investigate extending to the rest of Devon.
- 5. **Alternative schemes**

Schemes such as fare car and moped schemes have a high potential. These schemes need to be developed further.

Handouts

The following papers were circulated by John Davey:-

- **Connexions- The best start in life for every young person**
- **Case studies for Devon Local Transport Plan 2006-2011**

Panel Discussion:-

- For limited / no extra cost access can be improved – e.g. changing transport links to include extra pick up points at the end of the day.
- In rural areas employment based training will improve access and employment opportunities.
- The moped schemes are highly beneficial for short distances however they are not suitable for longer distances.
- In order for children to carry less material they require secure lockers, unfortunately Connexions cannot provide money for this.
- Connexions role is information advice and guidance, finance can only be provided for this
- The Connexions card can be extended throughout Devon.

EXETER CITY COUNCIL

Presented by: John Rigby, Director Economy and Development

BACKGROUND

Key Issues Highlighted:-

1. Partnership Working

There are numerous examples of joint partnership working between the District and County Councils e.g. Met Office, enhancements of Cultural Quarter and of key City Centre streets.

2. Prosperity

One of the LTP challenges is providing transport infrastructure to deliver prosperity whilst encourage patterns of sustainable behaviour. However currently this is a conflicting area as car use tends to rise with prosperity.

3. Air Quality

Air Quality is one of the biggest areas of concern which needs to be confronted. Poor air quality is not easy to perceive, and the public does not recognise that they have to change practices in order for air quality to improve.

4. Gap In Strategy

- There is a current gap in delivery between the County Councils agenda and the agendas of other agencies responsible for transport. Some of the agencies are “not on board” with what the County Council is trying to achieve (E.G Highways Agency focusing only on "their traffic").
- Further gap in strategy between the smaller and major projects.

5. Park and Ride

- The Park and Ride needs to be extended further. There is not enough space and sites are of relatively poor quality e.g. Exeter has 1600 spaces areas such as Oxford has 6000.
- Honiton Road Park and ride is a high quality site but Matford and Sowton are falling behind.
- Matford is reaching capacity and any further development is restricted.

6. Rail

- More of the public needs to be encouraged onto the railways.
- Good infrastructure is in place however funding restrictions are inhibiting its potential.

7. Bus

Buses stand too long at bus stops due to time consuming fare payments, thus contributing to a poor quality service.

8. Townscape Enhancement

Enhancement has transformed city centre replacing pavements, poor street furniture, and unattractive layout and generally improved the town centre appearance.

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Recommendations for the Next DLTP (2006-2011)

1. Prosperity

- A comprehensive strategic framework is required to deal with prosperity and the environment.
- Transport infrastructure aimed at delivering prosperity and encourage sustainability.
- Trying to change patterns of behaviour towards sustainable transport.

2. Air Quality

There is a need to address the decline in air quality in context of growing traffic levels and its contribution to greenhouse gases.

3. Gap in Strategy

- It is important that the County Council and other agencies responsible for transport work to the same agenda.
- An effective PUA strategy needs to be completed within the next year, dealing particularly with the needs of south and east Exeter.

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4. Park and Ride

A Park and Ride Strategy is required focusing on increased quality and increasing the capacity of the current park and ride sites to match that being achieved at Honiton Road.

5. Rail

Greater capacity on the railways is necessary.

This requires:

- Greater reliability.
- More frequent services on the local network.
- Better integration between bus and train services.
- Investigate the feasibility of opening more stations.
- Investigate the possibility of new station/light rail at Exeter business park.

6. Bus services

- More extensive bus priority measures required.
- Better ticketing measures need to be implemented to speed up bus boarding times.

7. Townscape Enhancement

Investigate the possibility of expanding enhancement schemes to suburban areas.

8. Walking

Joint walking strategy - 20% people walk to work in Exeter in order for this to continue/develop further there needs to be more pedestrian schemes.

9. Intervention Management

Investigate the option of becoming more interventionist in our transport management (e.g. charging for office car parking).

10. Future Planning

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A strong framework and an action plan is required encompassing land use and transport issues in areas which will experience growth during the next DLTP e.g. areas through out South/East, Exeter. Future management plans are also required for areas such as junction 29 and Moor Lane.

Panel Discussion:-

- **Priority- Hope to achieve by 2011**
 - Within the next year strategy gap needs to be filled.
 - Expanded / Improve Park and Ride sites.
 - Improvements to bus services priorities and through ticketing
 - Challenging the car dependence in Devon

- **Rail**
 - More stations need to provide small-scale facilities for passengers, creating friendly accessible usable areas
 - There is a low probability of a rail service from Okehampton to Exeter having much impact on commuting as until there is a high frequency service (half hourly) people will not get out of their cars.

- **Park and Ride Sites**

In response to the suggestion that there should be Park and Rides sites on both the Tiverton and Crediton roads, it was suggested that they would be too small to be viable.

- **Demand Management**
 - The City Council does not believe doubling parking tariffs would be the answer to relieving congestion – the problem is that private office parking is free and this needs to be tackled first. Doubling parking tariffs would also have adverse side effect of encouraging out of town shopping.

Government Office For The South West

Presented by: - Peter Dawson and James Llewellyn– Head of Regional Transport

Background

The Devon Local Transport Plan has consistently been assessed as ‘Above Average’ or ‘Well Above Average’ compared to all authorities producing LTPs. In addition Devon was recognised as a Centre of Excellence for Integrated Transport Planning in 2001. Devon County Council will wish to maintain this standard throughout the LTP period.

Recommendations for the Next DLTP (2006-2011)

(N.B Criteria for the next LTP has yet to be confirmed).

1. Focus

- What has been achieved through investment and what progress has been made.
- The impact on travelling public.
- Steps towards an efficient transport system allowing economy to grow, permitting people and goods to move around efficiently and effectively in way that minimises damage to environment.

2. PSA Targets - (Public Service Agreements)

Aimed at:

- Reducing congestion
- Improve public transport
- Reduce road casualties
- Promote cleaner transport

3. Linked under Shared Priorities (under review).

- Increasing importance of shared priorities.
- Improved access jobs and services particularly for those most in need, in ways that are sustainable.
- Improve public transport.
- Reduce pollution and congestion.
- Safety

4. Assessment

Compulsory National Targets will be the same for all authorities, allowing comparison between schemes / authorities with a greater focus on delivery e.g. cost / benefit analysis /terms of delivering planning guidance.

5. Finance

Current System of LTP will remain every five years in order to plan investment.

Changing Funding Climate:-

Previous LTP created under unrestricted financial constrains. However incidences such as Hatfield accident and its implication to the rail system and the bankruptcy of rail track have weakened the funding for the next Local Transport Plan.

Implications of Major Schemes –

Dec 2000 settlement all major schemes were agreed provisionally, however in the next LTP fewer schemes will be agreed, and not all LTPs will be encouraged to have major schemes.

6. Joint LTPs

- Government keen to produce more joint LTPs especially in PUAs

Possible future Joint LTP s includes Exeter and Torbay and their relationship with Kingskerswell Bypass.

7. Accessibility

- Accessibility for rural communities important area.
- Traditional transport very expensive- possible solutions include schemes such as the Honiton Community Transport Centre, which provides a range of transport facilities for rural communities.
- Need to address Isolation to jobs and services

8. Concerns

- PUA expansion managed in a way that does not have a negative impact on congestion on the surrounding road network. E.g. development around Exeter is managed so that it does not undermine the importance of the M5 and key junctions around Exeter for the rest of Devon and Cornwall.
- Reduce the tendency of people to drive to work.

Panel Discussion

• **Acceptance of New Developments**

- Regional Assembly needs to produce Regional Transport Strategy that is coherent, complements and supports Regional Spatial Strategy and allows ministers to see where major schemes fit into strategy.
- Any Major schemes proposed that don't have a direct contribution into delivering spatial strategy then ministers would not readily give approval.

• **Rail Targets**

- Difficult for Devon to achieve current targets due to lack of population / low rail density.
- Due to complexities and financial difficulties of SRA caution is recommended against focusing too greatly in the LTP on rail proposal and rail investment. However the government wants to address issues such as overcrowding on trains. Therefore where required Devon County Council should take opportunities to highlight (and push for) relatively cheap straightforward interventions.

• **Bus Data Information**

Many rural counties (including Devon) are struggling to get meaningful data on bus patronage from transport operators. Ministers are aware of the problem however a solution has yet to be found.

• **Possible Extra Resources**

Rural public transport requires revenue funding. However the LTP is a capital finding scheme rather than a revenue scheme. Thus there is conflict in this area. The case for certain transport schemes receiving capital funding should be argued.

• **Targets**

There is a concern that Devon will be compared nationally rather than locally with counties who do not have the same challenges which Devon has (e.g. high rural Population).

• **Congestion**

In order to persuade ministers that funding in this area is justified schemes that deliver on targets are required e.g. congestion demonstrate to ministers that it's what they want.

• **Private And Non Residential Parking**

Increase in car parking charges provide vital significant of revenue. Something that should be promoted across the region.- Debate should be opened.

• **Joint Delivery Plans**

Devon can demonstrate certain issues that it is currently facing through joint delivery Plans. E.g. If there is consensus between Torbay, Plymouth and Devon on a particular issue and agreement in how it is to be addressed. It can be set out in a Joint Delivery Plan (e.g. Congestion Corridor).

DEVON LOCAL TRANSPORT PLAN – 2006-2011

Exmouth Town Council

Presented by: John Wokersein, Town Clerk to Exmouth Town Council

Background

Exmouth Town Council was established in 1996 and has contributed greatly to the direction of the town.

Key Issues Highlighted:-

1. Demographic

Exmouth itself has a population of 34,055 (2004). Its demographic is very extreme with high numbers of young and old in Exmouth. It has the largest Community College in the Country and has a main campus for the University of Plymouth. It is also a popular location for retiring couples.

2. Spending

Until recently there has been little spending in the public realm and transport. In the last few years Exmouth has invested heavily in its public realm. This involved improving the general appearance of the area, increasing pedestrian zones and improving bus shelters and street furniture

3. Examples of Working Partnership

- Devon on the Move Progress Report 2003- Increased Public realm and transport spending.
- Exmouth Joint Forum – Attended by representatives from each of the Councils to discuss Exmouths issues.
- Exmouth Town Management Forum – Action group – brings together Private sectors, local organisations and the Council.
- Exmouth Town Maintenance Partnership - Local focus on local Issues e.g. graffiti / fly posting.
- Exmouth Public Transport Partnership – Involves bus, train operators and Local authority – Looking at transport issues that effect Exmouth.
- Exmouth Action Group – Community safety initiatives.

Recommendations For The Next DLTP (2006-2011)

1 Public Realm Improvements

- Surfacing, street furniture and urban design.
- Exmouths Queens Drive is a main gateway to the world heritage site the area needs to be developed to reflect this.
- The area around Geo Needle needs upgrading. Foot ways and walkways should be installed and the appearance of the general area needs improving.
- Greater pedestrian zones.
- Seafront surfacing, design and street furniture brought up to standard.
- Further development to Town centre and Estuary side to provide facilities for the town.
- Strand Piazza scheme.
- More consistent capital programme commitment.

2 Transport

- Greater frequency of bus services.
- Investigate feasibility of an extra platform at the station.

Handouts

The following handouts were issued to support this paper:-

- **Exmouth Town Council**
- **Exmouth Town Council Annual Report**
(Copies attached)

Panel Discussion:-

- Exmouth rather isolated, the sea is on one side and estuary on the other. Concerns that expanding the main road into Exmouth would damage the character of the area.

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- Exmouth needs to develop further, improved and extended facilities and services are required for the area.
- Need to get more people using alternatives to the car
- Congestion problems in Exmouth are mostly centred around the Junior Schools
- Investigate the possibility of another railway platform.
- Traffic study and car parking movement study currently being carried out.
- To support Schools in the area Exmouth Council has set up a travel forum for schools in which school issues are identified and discussed.
- Currently the Council contributes
 - £4000 a year to community support incentives such as Ring and Ride and Shopmobility.
 - £7000 a year to subsidise buses
- In order for the Town Council to greater contribute to transport (particular looking to rural access), it needs to have consistent financial support.
- Exmouth has a budget of £200,000, a quarter of this is spent on public transport and town centre improvements. Such a large proportion is spent on this area as in the past these areas have been sidelined.

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Countryside Agency Southwest

Presented by: - Helen Morgan, The Countryside Agency Southwest.

Background

The Countryside Agency remit is to work for people and places in rural England. Thus their interest focuses on how the rural element is covered within the next DLTP. The CA has carried out a large amount of work, which directly relates to Devons LTP.

Key Issues Highlighted: -

The Countryside Agency has produced a number of documents which directly relates to DLTP, The main documents, 'Transport in Tomorrows Countryside' document and 'Local Transport Plans' highlight themes, concepts and policies which the CA would like to see reflected in Devons next LTP. The Countryside Agency is also running a regional workshop in the autumn to look at incorporating Rural Issues in LTPs.

1. 'Transport in Tomorrows Countryside' - Summarised Principles

- **Accessibility not Mobility**
- Improved accessibility in the context of **Sustainable Development**
- Transport Infrastructure planned to **respect the countryside**
- **Cost of Car Use** -The cost of travel by different modes should be changed so that the car is not perceived as cheaper than public transport.
- **Travel Demand Management** -So that the forecast rate of traffic growth in the countryside is reduced.
- **Preference** -For long distance journeys that will involve travel through rural area preference should be given to modes that have the lowest environmental impacts.
- **Safety** -The public should feel safe and secure travelling by any mode of transport in the countryside.
- **Sustainable Transport Solution** -Communities must be empowered to invest in new transport solutions, safe in the knowledge that they will be able to run and maintain them into the future.
- **Increased Mode Options** -People should be able to choose modes or a combination of modes for their journeys that will vary accordingly to the particular circumstances of their journey, rather than finding that one mode is always their preferred and only choice.
- **Expanded Transport Networks** -Networks should be established that provides for access to a good range of services and provides for people to reach and travel around the countryside with ease, by public transport and non-motorised modes.

2. 'LTP Good practice Guidance'

(Document based on the first round of LTPs - contains examples of schemes, which have been successful in the rural areas).

- Highlights the importance of Rural Transport Strategy within the LTP and the need to:
- Enhance accessibility
- Manage the need to travel
- Reduce the Impacts of travel on the countryside
- Improve transport choice.

3. LTP Regional Seminar / Workshop

Workshops that Look at rural Issues in the next LTP aimed at Local Authority officers, and hopefully including GOSW and DFT.

Recommendations for the Next DLTP (2006-2011)

Devon has been a successful authority in representing rural issues within its LTP. However there are further improvements, which the countryside agency would like to see in next LTP.

1. Greater Consultation with Devon RTP as they are best placed to give local knowledge and experience to make specific comments. With the countryside agency being dissolved the RTP offers a consistent source of information and advice on rural affairs.

2. Consider How RTP Can Help Deliver LTP Objectives

Consider what the LTP objections and how the RTP can contribute.

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3. Clarification of Capital and Revenue Needed

A clear definition of Capital funding would create greater opportunities for accessing revenue funds through the LTP. It would also help to generate further funding for future projects.

4. Definition of Rural Required

A clear definition of rural would create greater clarity. This could perhaps around a hierarchy of settlements from Market/Coastal towns through to 'Honey Pot' Villages and isolated Hamlets.

5. 'Rural Proof' Objectives of Local Transport Plan

All objectives should be 'Rural Proofed' against the Countryside Agency criteria.

6. Include a Rural Transport Strategy

In the First LTP Devon has done well in combining its LTP with its own Rural Transport Strategy. In the second LTP this can be built on with ensuring that objectives and areas within the plan are rural proofed (I.E. Look at how objectives for the whole county are going to be implemented in rural areas).

7. Set specific Targets and Indicators for each LTP Objective for Rural Areas

Having specific rural targets would make it clearer to monitor progress. Countywide targets do not always translate well from urban to rural.

8. Links to the ROWIP and Consult ROW officers

Consult ROW office – part of LTP consultation.

Handouts

Helen Morgan circulated the following handouts: -

- **Summary Sheet- Rural Issues In Devon LTP**
- **Transport in Tomorrows Countryside**
- **Local Transport Plans- A Better Deal For Rural Areas**

Panel Discussion: -

- Examples of best practice that the Countryside Agency recommends can be found in Local Transport Plans a Better Deal for Rural Areas and on the Countryside Agencies web site.
- Community Transport offers flexible solutions to specific areas its best to consult the Rural Transport Partnership on this. They have local knowledge on specific areas where schemes are working and where further progress can be made.
- The Countryside Agency is being disbanded, funding for the Rural Transport Partnerships, core costs delegated funding and existing projects with formal grant approval– have guaranteed funding until March 2006. After this point the countryside agency is lobbying DFT, DEFAR and Central Government to secure future funding for LTPs.
- The current countryside Agency RTP funding is offered for a maximum of three years, within available funds. The funding is designed to act as a start up cost, not to sustain the projects long-term.
- The Countryside Agency is not anti car – it can form part of a number of very effective transport initiatives e.g. Community Car Clubs.
- Transport initiatives needs to be area specific, schemes need to be appropriate to the characteristics of the region.
- Wheels to work in many areas have proved very popular, however it is not just a scheme for young people. Devon should investigate the option of opening the scheme up to all ages.
- A range of requirements for youngsters needs to be taken into consideration, including social needs (e.g evening bus opens up social opportunities e.g. Youth Club).
- The social requirements of youngsters need to be taken into consideration (E.g. Evening bus- opens up social requirements – e.g. youth clubs).

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- Neil Constable – Countryside Agency ROW officer – can contribute with further information into ROW area.
- Accessibility is the greatest priority for the next DLTP from the Countryside agencies perspectives, followed closely by consultation with Rural Transport Partnerships.

British Horse Society (BHS)

Presented by: - Jenny Parsons, Country Access and Bridle Officer, British Horse Society

Background

Key Issues Highlighted: -

1. Accidents

Equestrians are acknowledged as vulnerable road users.

- Most accidents involving horses and cars are due to speeding, poor visibility and poor road crossings. Horses are flight animals and many drivers do not appreciate that horses can shy (and be half way across a road) at the most unsuspecting objects.
- Police do not record equine accidents unless a person is injured – However the BHS believes there are almost 3000 equine accidents each year.
- Due to their size young inexperienced ponies have to be ridden by children who are themselves new to the roads. Making them especially vulnerable on the roads.

2. Misunderstanding

There is often misunderstanding between riders and other road users. Often signals (Such as slowdown/ overtake) are often misinterpreted or drivers have little knowledge of how to react when they meet a horse and rider (how to overtake etc).

3. Horse Industry

In the UK it is estimated that the equine industry grossed over £3.4 billion (2002). In Devon today it is estimated that there are over 30,000 riders all of who support a thriving equine industry.

4. Accessibility

Only 22% of horse owners have access to transport the remaining 78% are dependent on the surrounding ROW network for safe off road riding. There are a number of Parishes, which have minimal/ no access (no bridleways or byways). Thus many riders are highly dependent on the road network.

5. Potential Horse Tourism -Devon

This area has a high amount of Potential, GB survey found that riding was the third most popular activity holiday

Devon has a lot to offer: -

- Many farms are looking to diversify
- Beautiful scenery including National Parks – Exmoor and Dartmoor
- Bridleway network (albeit fragmented) gives immediate access to the countryside
- Extensive B and B experience

Recommendations for the next DLTP (2006-2011)

5. Perception Needs to be Changed

Many car drivers are intolerant to riders needs, drivers need to respect riders as much as they do cyclists and walkers.

6. Social inclusion

Greater social inclusion leads to greater tolerance, more riding schools need to be encouraged. Also multi and shared use of other non-motorised routes will increase interaction between riders and other road users.

7. Quiet Road Schemes

The greatest amount of conflict between rider and the motorist occurs in urban areas, designated quiet roads would be of great benefit. This would further benefit all alternative modes of transport allowing opportunities for unbroken circular routes. A quiet road network map may also be useful for horse riders.

8. ROWIP

ROWIP is giving opportunity to greatly improve off road riding opportunities.

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9. Joined Up Thinking/ Forward Planning

Greater joined up thinking and forward planning from Devon County Council and the Highways Authority would lead to greater opportunity to maximise the benefits of the ROW network and consultation.

10. Long Distance Riding Routes

A Long distance riding route connecting Devon and Cornwall is required.

11. Safer Crossings

Safer crossings are required especially on fast roads.

It is dangerous

- For a horse to wait on a central reservation to cross a dual carriageway.
- To place Cycle ways alongside the carriageway – it pushes horses into the traffic.
- For horses to cross staggered junctions

At Dangerous Road Crossings.

- More Pegasus crossings should be used
- Gateways should be inserted set back from the road

12. Unclassified Country Roads - UCRs

Although fragmented, UCRs are of high local value – Connecting Bridleways, offering a non-tarmac surface and is traffic free.

- However many are signed ‘non-through Road’ this is misleading and acts as a deterrent to implying no throughway. The BHS suggests resigning to ‘Unmetalled Road’.
- UCRs should not be permitted to fall into disorder, as these roads are particularly good resources for riders.

13. No More Signage

Too much signage clutters the verges – resulting in many riders being forced on to the roads in order to get round.

14. Preserve Verges

Verges must be preserved, during resurfacing verges are often compromised.

15. Complaints

Their needs to be improved complaint procedure between the Highway Agency and the public. (Possibly through their web site?)

Handouts

Jenny Parsons:- circulated the following handout

Devon Local Transport Plan 2006-20011 Panel Hearing, British Horse Society.

Panel Discussion: -

- The National Parks and open spaces are very important to riders. However in the majority of cases these areas are only accessible to local riders, those who are further afield have access problems.
- In the Pony Club there are a number of riding schemes which include road safety training.
- In Sweden many farms are diversifying and are setting up riding routes (Toll routes) these are mutually beneficial to horse/ rider and landowners. Toll rides have been successful in the SE however it would have limited effectiveness in Devon as there are smaller farms – harder to achieve routes etc.
- Devon County Councils Devon Horse Initiative is currently investigating ways to join up Devons bridleways.
- In the Future the BHS would like to see a section of the LTP dedicated to horses in which quiet road schemes are introduced and crossing issues are addressed.
- Horses can only get training by being on the roads the possibility of using Devon Drivers Centre, as a training centre should be investigated.

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- There is very poor inclusion of the requirements of riders in the current drivers' test.

English Nature

Presented by: - Philip Collins, Team Manager, Devon Team English Nature

Background

The role of English Nature is to conserve and enhance the wildlife and geology of England. It is also the Government's statutory adviser on nature conservation.

Key Issues Highlighted: -

17. Asset

Devon's natural environment is a key asset to Devon, providing important benefits to the regional economy, way of life, better opportunities for recreation and tourism and a catalyst for economic regeneration.

18. English Nature Transport Position Statement

- Recognise the need greater investment in transport – especially rail.
- Seek Environmentally sustainable solutions which include opportunities for wildlife and geological gain
- Prepared to assist decision-makers e.g. local Authorities and Highways Agency.

19. Strengths of the Existing DLTP (2006-2011)

- Its emphasis on sustainability
- Integrated transport schemes
- Range of initiatives aimed at rural communities
- Split into County, Regional Zones and Local Programs enabling a more responsive approach.
- Presence of an environmental appraisal.
- Progress with delivery – esp in cycle trips and innovation in the delivery of public transport in rural areas.

20. Weaknesses in the DLTP (2001-2006)

- Failure to demonstrate how an analysis of the transport problems in the County led to the selection of objectives.
- Weakness in the links between:- Areas strategies and modal strategies.
Economic growth and environmental protection.
- Lack of attempt to identify the negative impacts of transport on areas such as biodiversity, landscape and water pollution.
- Differential between rural and urban targets required.
- Better analysis of transport issues and their environment associated issues.

Generic weakness in Travel Plans identified by Atkins 2001 in the area of:

- Public transport interchanges
- De-trunking
- Sustainable distribution
- Private Sector Travel Plans
- Poor performance against environmental criteria (encouraging travel plans private sector, climate change, ability to recognise special needs and requirements of the countryside)

Recommendations for Next DLTP (2006-2011)

The Second DLTP should:

- 1. Recognise any transport changes have an impact on the environment.**
- 2. Adopt clear objectives and 'SMART' (Specific, Measurable, Achievable, Relevant and Timed) targets.**
- 3. Provide enhanced monitoring and reporting in particular to traffic growth and modal shift.**
- 4. Provide specific environmental objectives and targets – committed to avoiding damage to designated sites.**
- 5. Create better links between area and modal strategies.**
- 6. Be more 'joined up' with Regional Strategies.**

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7. Be aware of the potential cumulative environmental effects of emerging transport proposals and plans E.G emerging regional transport strategy and the expansion of Exeter Airport.

8. Sustainable Solutions.

Includes further investment in small scale Schemes, demand Management and increased emphasis on soft measures to reduce traffic growth – e.g. green travel plans, car clubs etc.

9. Consultation and SEA

The next LTP will be subject to SEA it is recommended that:

- Early consultation with the statutory environmental bodies is vital
- Cumulative effects of all transport plans and proposals need to be assessed.
- Alternative to infrastructure must be tested within the SEA.

10. Objectives

Ensure environmental objectives are not secondary to environmental economic gain

11. Sustainable development

Principle should underline whole plan

12. Monitoring

Baseline data is required to assess impact of transport on the environment – currently the County poorly funds data collection.

Handouts

Philip Collins circulated the following paper: -

Devon Local Transport Plan Panel hearings 29 April 2004 - English Nature Role and Functions

Further information available from English Nature includes:

- Guidance for practitioners on the treatment of bio-diversity in SEA (Joint English Nature/ Environment agency / CCW and RSPB).
- Transport 2000's Tourism without Traffic.
- EN Position Statement on Environmentally Sustainable Transport – Can be found on www.english-nature.org.uk.

Panel Discussion: -

- There is a potential resource in using organisations such as the Met office and the University for monitoring however the appropriate level of monitoring needs to be achieved.
- Like to see a greater transfer to rail (passenger and freight) requiring more frequent services and reopening of stations (however EN is aware of the economic constraints of this).
- There is no evidence on the extent of congestion from rural tourism. EN would like to see the LTP addressing the potential impacts of tourism.
- English Nature believes that the environmental Impacts of the duelling of the A303 will be significantly larger than upgrading the A358.
- Excessive speeds have a high toll on wildlife (1/6 of pop of badgers die on the roads) there is potential of reducing the impact by imposing lower speed limits in the rural area.
- One of the main priorities for the next LTP will need to address tourism and its growth. Devon needs to get the appropriate balance between this growth and the environment.

Highways Agency

Presented by: Ian Parsons and Clive Farnham, Network Strategy (SW), Highways Agency

Background

The Highways Agency is responsible for operating, maintaining and improving the strategic road network in England.

Key Issues Highlighted: -

1. Highways Agency -Strategic Aim:

Contribute to sustainable development by maintaining, operating and improving trunk road network in support of government integrated transport and land use policies.

2. Purpose of Road Network:

Reliable and safe long distance journeys linking main centres of population as well as improving accessibility to peripheral regions major ports and rail terminals. The Road Network comprises of two percent of England's roads; it however carries one third of all traffic and two thirds of all freight.

3. Core / Non-Core Roads

The current Road Network is divided up into core and non-core roads.

The non-core network is currently being de-trunked, as they serve local and regional needs they will be handed to local authorities. The M5, A30, A38 and A35 within Devon, are all core roads under the management of the Highways Agency.

4. Government Policies

There are a number of government documents that the Highways Agency follows – These include the 1998 White paper, New Deal for Trunk Roads, Regional Policy guidance PPG11 and RPG10 (further details available).

5. SWARMMS (South West Area Multi Modal Study)

SWARM recommends improvements to the strategic road network should be limited to select problem areas. A programme of widespread widening of the network is not supported as this would result in substantial traffic generation and have a high environmental impact.

6. Additional Capacity

The most promising way of providing cost effective additional capacity on the roads is to upgrade the existing infrastructure and use demand management practices.

7. HA Objectives for Transport:

Centre on Integration, Safety, Economy, Environmental impact and Accessibility.

8. Direction for the Trunk Road Network Policies includes:

- Maintenance and management of existing roads has priority over building new ones.
- Management of traffic demand on network – priority to long distance traffic including bus and lorries.
- Optimising the use of the existing infrastructure.
- Supporting Government sustainable principles.
- Integrated transport.
- Safety and efficiency of road network.

9. Long distance Freight

Models predict even if the amount of rail freight doubles –HGV freight movement on the road network will only reduce by 3 %. The strategic road network will remain for the foreseeable future the main option in freight transport.

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10. Possibility of Charging

The Governments document 'Managing our Roads' highlights that charging will not be implemented in the near future.

11. Development of the Principle Urban areas (PUAs)

Many local authorities have done little to prevent the use of the motorway network when developing proposals for PUAs. This results in junction hopping and the use of the network for short journeys. This reduces the capability of the network and its ability to fulfil its primary role of providing reliable long distance routes.

12. Trunk roads

There is a concern that Trunk Roads are being used to relieve traffic pressures within local areas.

Recommendations For The Next DLTP (2006-2011)

1. There is need to assess the current transport situation and to test various options for the future. In particular a jointly funded (County Council and HA) city-wide land use transportation model for Exeter is required.
2. Continued partnership with Local Authorities. Continue to work closely on issues surrounding PUAs.
3. Discourage the use of highway network for short journeys, commuting and to relieve local pressures
4. Reduce the need to travel.
5. Reduced the number of car based trips – encourage the use of alternative modes.

Handouts

The following handouts was circulated by Ian Parsons and Clive Farnham

- **Devon Local Transport Plan**

Panel Discussion: -

- Using recycled materials for construction and maintenance far more then ever before. No specific Targets at present.
- Talk to County Council regarding measures to improve public transport and bus network.
- The Highway Agency works with the police in safety partnerships. This results in increased safety and resilience of the network.
- Road safety and respecting the environment – key objectives of the Highways Agency.
- There will be traffic generated as a result of growth – combination of local and strategic traffic. Devon CC will be responsible for local traffic (E.g. employees commuter trips) where Highways Agency is responsible for strategic traffic.

South Hams District Council

Presented by: - Alan Robinson, South Hams District Council

Background

Key Issues Highlighted: -

1. Analysis of Need

Few areas in Devon fit exactly into the average Devon Profile e.g. no of cars, each area varies in its characteristics and requirements.

2. Pressure

As Devon continues to grow a greater pressure is placed on the transport system.

3. Community Transport (CT)

Funding: The future of many Communities transport schemes is in question, as there is no guaranteed long term funding.

Gaps: There are currently gaps in Area provision, CT services are only accessible in certain areas.

4. Rural Access Issues

66% of the South Hams District Council live outside the four main towns. In these areas there are few alternatives to the car and limited range of transport choices. Thus there is high dependence on the car, which is particularly difficult for no-car and one car households.

5. Conventional Bus Services

Bus services are limited in certain areas. 33% of South Hams Parishes have no daily bus services, contributing to a culture of car dependency.

6. Market and Coastal Town Issues

- Market and Coastal town congestion has become a major issue particularly during the summer months. E.g. Totnes ranks as Devon's fourth most congested centre.
- Heavy traffic is also causing a problem for rural villages' (e.g. Lee Mill).

7. Electronic Communications

The roll for electronic communications is underdeveloped in South Hams. There is limited availability of broadband and it remains an area of untapped potential.

8. Future Developments- New Community - Sherwood and Employment Site at Langage

Greatest strategic challenge South Hams are currently facing.

Involves:

- 3 highway authorities working together.
- Transport link between the new town and Plymouth.
- Park and ride provision required at the A38 and A397.
- The creation of an integrated sustainable transport network.

Recommendations for the Next DLTP (2006-2011)

1. Analysis of need

- Local authority must avoid planning using statistics that are based on a national or countywide average (e.g. car ownership in Devon). This masks local variations and thus fails to identify local needs. To ascertain the deliverable priorities for Each area requires its own range of strategic and local agendas, in order to ascertain deliverable priorities that meet the needs of the local community.
- The LTP needs to especially target marginal groups and address social inclusion

2. Greater Integration Between:

LDF/ Local Plan and Community Strategies
Community and transport initiatives
Rail and bus.

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3. Community Transport (CT)

In order for Community Transport Schemes to succeed, a commitment of long term funding is required.

4. Rural Access Issues

- Increasing accessibility to rural areas is required e.g. more routes /greater frequency buses, the extension of current CT initiatives etc.
- Maintain and improve rail services, investigate the scope for new rail stations e.g. South Brent.
- Need to improve relevance of LTP to local communities.

5. Market and Coastal Congestion

- Secure the vitality and viability of town centres and rural communities whilst protecting the environment.
- Build in an increased roll for electronic communication- address access issues.
- Reduce market town congestion – Supporting schemes promoting alternative transport.
- Support sustainable tourism initiatives – managing summer peaks of traffic.
- Investigate the use of low key, low cost Park & Ride schemes (eg temporary services during the summer months).

6. Electronic communications

Delivery of Broadband and ‘E’ solutions - Increase roll for electronic communications improve availability of broadband

7. Future Developments

New Community & Sherwood development at Langage

- Greater integration is required, to create a sustainable transport network.
- Establishing a link between the new town and Plymouth – high quality/ capacity must be provided from the outset.
- Sherwood and the new community will have a large impact on the A38. This will need to be addressed.
- Strategic and transport needs must fit in with the landscape, character and local distinctiveness of the new town.

8. Network Efficiency

Maximise efficiency of existing transport infrastructure.

9. Communication

- Effectively communicate successes of LTP to the districts – improve relevance of the LTP to local communities and districts.
- Crucial that DCC has separate consultation with each LPA (Local Planning Authority)

Handout

The following handout was issued to support this paper: -

Devon Local Transport Plan 2006-2011- Transport Issues Facing Rural Devon a view from South Hams District Council.

Panel Discussion:

- Greater dialog on the issue of car parking charges and the use of the revenue generated.
- Districts can contribute to LTP objectives
 - More engaged in process
 - Work together to find solution to transport issues
- District councils should contribute to CT schemes. South Hams does contribute however they are limited by restrictions on funding.
- The possibility of utilising railways for commuter transport needs to be investigated. – Would involve major investment.

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- If there were a call for a greater numbers of taxis in South Hams then licences will be issued to meet demand. Should the Local Authority be playing a more active role in the development of taxi services rather than just acting as a licensing authority.
- Main priority for the next LTP would be the delivery of the new communities and Kings Kerswell Bypass, followed closely by long-term viability of market towns.
- There is a need for greater flexibility from the County Council. For the next round of Public Service Agreements we must build bids around a shared priority.

Stage Coach

Presented by: Chris Hilditch Managing Director Stage Coach Devon County Council

Background

Stagecoach has an extensive bus network operating throughout Devon. Involving over 260 buses (increasing over the summer period) and employing over 744 staff.

Key Issues Highlighted: -

1. Public Funding

Currently public funding favours the car; over three times more funding is spent on roads than on public transport.

2. Company Profits

Currently there is limited profit in the bus industry. Financially in Devon Stagecoach relies upon the summer season. Many routes in Devon run at a loss- these are supported by the profits from the more profitable routes (E.g. Route 12) and in some cases subsidy funding from the County Council.

3. Road Availability

In Exeter the combination of narrow, congested roads and an expanding city results in the unsustainable reduction in road space. Stagecoach are keen to work with the County Council on its Bus Strategy.

4. Concessionary Fares

Currently 25% of passenger journeys are accounted for by concessionary fares, generating 8% of Stagecoaches revenue. The emerging generation of pensioners are however less familiar with using public transport and are therefore retaining their cars for longer.

5. Parking

Current Council policy permits constructing car parks in City Centre, this contradicts other policies which try to reduce congestion in town centres. This highlighting the need for joined up thinking.

Recommendations for the Next DLTP (2006-2011)

1. Funding

A fairer distribution of public funding within transport is required. A greater amount should be spent on buses reflecting the DLTPs' modal hierarchy.

2. Stronger Methods

In order for public transport to remain viable, increased pressure is needed upon motorists. Current soft options are not achieving the desired results and the potential of public transport is not being realised.

3. Greater Joined Up thinking

Greater joined up thinking is required on issues such as road capacity / availability, public transport provision, public funding and social inclusion.

4. Policy

Policy decisions must no longer be taken in isolation and they must take into account the underlying relationship with other areas.

5. Parking

- Vital that there is a joined up strategy on parking in Exeter City.
- Current Council policy on constructing car parks in the city centre generates more traffic and results in greater congestion.

6. Rural Bus Routes

In order for certain bus routes to remain profitable there is a need to restructure concessionary fares.

DEVON LOCAL TRANSPORT PLAN – 2006-2011

Panel Discussion: -

- New Town Development

The less dense the housing the greater the expense to provide bus routes. Traditional housing estates are most profitable (with high-density housing and conventionally populated with those who fit the bus user profile E.G Young mothers and pensioners). Other development that suites the Bus Company includes modern style terrace as more passengers can be accessed using a smaller resource. Ribbon development close to existing main bus routes would also offer the most profitable routes.

- It is recommended that the new town bus routes are established as early as possible. In order to promote behaviour encouraging the use of buses from the offset.
- Possible future improvements to bus transport includes bus only roads. Possible routes this would be of greatest value – include Cowic St, Ex bridges and Countess Wear.
- Due to legal restrictions, co-operation between bus companies in Devon has prevented establishing through ticketing. Within the company there are however day tickets and weekly tickets available which offer good value.
- Encourage car users on the benefits of park and ride (Hearts and Minds Campaign).

DEVON LOCAL TRANSPORT PLAN – 2006-2011

Wessex Trains

Presented by: Andrew Griffiths, Business manager Devon and Cornwall Business Unit Wessex Trains

Background

Wessex trains were set up in 2001 by the strategic rail authority. Currently Wessex trains has the franchise to operate in Devon until 2006, after this point SRA will open to tenders from competing companies.

Over the next two years Wessex trains remit is to continue to run current services but without substantial financial investments. There will not be no major upgrades /changes over the next two years.

Key Issues Highlighted:-

1. Performance

Wessex Trains have performed well in the last few years, exceeding a number of standards set by the passenger Charter Target (PCT) e.g. cancellations -Wessex trains achieved 99.9% exceeding PCT target of 99.5%. During 2003 – achieved all reliability and punctuality targets.

All Devon lines apart from the Taymour Valley line (7% reduction due to decline of the dockyards) have had a positive increase in passenger journeys in the last few years (9% growth).

2. Improvements

Clock face time tabling is currently being established for mainline and branch lines removing many accessibility barriers.

3. Greater Direct Local Journeys on branch journeys

Greater number of direct trains encompassing Exmouth, Barnstable and Painton are currently being established in a self-contained network. Providing greater local opportunities and increased access to local users.

4. Greater Frequency

A number of extra services (E.g. Exeter line) have been established.

5. No. Of Coaches

On a number of services the number of coaches provided has been increased, increasing capacity of the more popular routes.

6. Stations

- Wessex trains are currently working in partnership with Devon County Council to improve local branches e.g. Barnstable branch.
- Network rail is currently investigating inserting a ramp to raise platform levels.

Recommendations for the Next DLTP (2006-2011)

1. Performance

Possible improvements can be achieved through de-coupling some local and long distance operations (delays are incurred when train sets have to arrive from areas such as Cardiff in the morning and get delayed on there journey thus having a knock on effect).

2. Met Office / Sowton Industrial Estate

Network Rail would investigate the feasibility of an extra stop. Wessex trains, as an operator is not in a position to do this. An extra stop would be operationally difficult, as it would compromise the half hourly Exmouth line service.

3. Raising Platform Level

The option of putting in a ramp is not ideal (short-term solution).

Panel Discussion: -

- Current partnership working between the Local Authority and Wessex trains is very good. However there is still greater scope for enhanced partnership/communication between the SRA and Network rail.

DEVON LOCAL TRANSPORT PLAN – 2006-2011

- Major schemes are not happening as quickly as they should – this is a barrier to further investment and urgently needs to be resolved.
- Integration of bus and rail services is currently not a priority for individual operators – There is no commercial imperative, therefore an outside stimulus is needed. Further research on the potential of this area is required.
- Through ticketing – Further research is required investigating the demand for this service. Limited resources available for the implementation of these schemes.
- Ticket Collection- It's important to record the number of rail users, but difficult on short journeys and where open stations rely on ticket collectors. This being said it is not perceived as being a major problem. A possible solution includes closing off St David's and Central – (but smaller stations cannot be closed off), or increasing the number of ticket collectors.
- Installation of automatic ticket machines /internet for supplying tickets
- When the facilities of a number of operators are used during a journey -All Cats computer program allocates profits to the multiple train operators.
- The backlog of maintenance is still a major issue. A possible future issue that may arise includes the impact of limited investment on the Grand Western mainline. There would be a great impact on Devon services if there were problems on this line.
- There is a current lack of availability of new rolling stock for the rural routes. This will be an emerging issue, as elderly trains have increased environmental emissions and limited facilities.
- There is a great potential for rail serving the Exeter hub in conjunction with other public transport facilities e.g. park and ride.

Devon and Cornwall Constabulary

Presented by: - Richard Pryce Devon and Cornwall Constabulary

Background:

Key Issues Highlighted: -

1. Policing Road Target

- Achieve improved road user behaviour.
- Reduce the numbers of Injuries/ deaths on the roads.
- For the public to use roads free from damage or fear.

2. Government Road Safety Review

Highlighted a 17% drop in the number of people killed/ seriously injured and a 33% reduction in the No of children killed / seriously injured. However there was a rise in the number of motorcyclist casualties and Drink/ drugs driving.

3. Road Policing Manifesto (Produced Association of Chief Police Officers ACPO)

Highlighted the need for the police:

- To concentrate on core functions e.g. road safety incidence etc and to shed auxiliary and inappropriate tasks. For example the police have withdrawn from routine escort of abnormal loads. Possibility of these auxiliary tasks can be carried out by Civilian transport Officers.
- The Highways Agency are employing civilian enforcement traffic officers who will patrol the motorways but will NOT have enforcement powers.
- Greater use of technology E.G CCTV cameras etc

4. Road Deaths

Road death investigation is often a lengthy process which can cause great disruption to the road network for long periods of time, heavily impacting the Business Community

Recommendations for the Next DLTP (2006-2011)

1. Vulnerable Groups

Vital vulnerable groups/ offenders receive education through training and effective communication strategies.

2. Engineering Support

Engineering Solution (supported by target enforcement) –is required to improve road safety critical in addressing strategic casualty reduction initiative. Greater consultation in this area is encouraged.

3. Network Management

Further examination of role-played by Highway Authority in terms of network management functions

4. Civil Enforcement

Devon County Council should investigate further decriminalising parking enforcement (Includes bus lane enforcement). Police resources are limited in this area - future strategy of civil enforcement is encouraged.

5. CCTV

There is great potential in the use of CCTV cameras. It is strongly recommended that police are included in any further consultation / future plans in expanding this area.

6. Speeding

- The enforcement of excessive speed is essential for achieving greater safety on Devons Roads. The Safety Camera Partnership is fundamental to this enforcement therefore continued support of Devon County Council is essential.
- Crucial that consultation takes place when the Council is setting speed limits.

7. Casualty Reduction Partnerships

There is a need to focus upon Local Casualty reduction Partnership Initiatives. As part of the LTP Devon County Council is encouraged to consider establishing a Local Casualty

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Reduction Partnership. Further to this a member from this Partnership should sit on the Standing Committee on Traffic & Safety (SCOTS) as it moves into a more strategic level.

8. Road Deaths

- The constabulary will continue to work with Devon to identify ways of mitigating the impact of road closures.
- The constabulary further recommends that Devon within the LTP keeps under review its diversion Routes. This requiring greater liaison and increased communication between DCC, emergency services and neighbouring highway authorities.

Handouts

The following paper were circulated by Richard Pryce:

Devon Local Transport Plan 2006-2011 Panel Hearing

Panel Discussion

- Parking on Pavements- the police endeavour to restrict this as far a possible, and deal with this issue on a priority basis. Decriminalising this area would contribute to preventing illegal parking.
- The police are required to prioritise and allocate resources accordingly. Their highest priority is reducing the number of accidents on the roads. Congestion is not such a high priority and thus there are fewer resources available for this area for enforcement – decriminalising parking enforcement would improve this area.
- The Council would be held responsible for parking if it were decriminalised (risk involved). In Plymouth decriminalising parking was a success.
- When a road is closed due to an accident and a further accident occurs elsewhere Police policy is permit emergency vehicles through if no alternative route can be found.
- In the next DLTP -One of the main priorities from the police point of view is detailed early consultation.
-

Clyst Vale Community College

Presented by: Kevin Bawn, Principle Clyst Vale Community College

Background

Clyst Vale Community College is for students' aged between 11-18. Their catchment area comprises of students from 60% rural areas and 40% more urban areas. A recent travel survey was carried out highlighting that 45-50% of pupils' travel to the college by public transport whereas the majority of the rest travel in by car (A high proportion of students' car share 25%). Only 5% of students involved in the survey walked.

Key Issues Highlighted:-

1. Congestion

During peak times many cars park **illegally** blocking access to the school, restricting the flow of traffic resulting in congestion problems and the delayed arrival of school transport.

2. Safety

- There are **strong safety concerns** for students when they are travelling to and from school (two fatal accidents have occurred in the last few years).
- The majority of the routes to the School involve **travelling on country Lanes** where there is poor visibility and high exposure to cars.
- Around the school there are **no designated crossings**- leading to many students placing themselves in a vulnerable position.
- There are no pavements around the school or linking the school to the main bus stop forcing students on to the road.
- During peak times many **cars park inappropriately** blocking access, thus many students are forced onto the roads and weave amongst the cars.
- Due to safety concerns the Principle of Clyst Valley does not feel in a position to support walk/cycle to school initiatives.

3. Access to After School Activities

- There is a high dependence on school transport – many pupils cannot attend after school activities as there are poor public services outside school hours. Thus many students do not receive the benefits of after school learning as well as clubs and activities.

4. Bus

- There is a lack of information at certain bus stops around the school (no timetable).
- Poor frequency and reliability.
- For many students there are no direct bus routes to the school E.G Students from Silverton and Clyst Valley (village) have to go via Exeter or rely on cars.

Recommendations For The Next DLTP (2006-2011)

1. Cycling

The provision of cycle routes would encourage a greater number of students to travel to school by bike offering a safe alternative way to travel to school.

2. Bus

- Establishing designated waiting areas.
- Regular/reliable bus services after school and out side of term time.
- Increased information – timetables on all bus stops.

3. Safety

- Reduce the speed limit on Collumpton Road.
- Insert Safe crossings around the school.

4. Alternative Transport (self help schemes)

Investigate the co-ordination of self-help schemes e.g. fare cars / mini buses.

5. Parking

Stronger measures to prevent inappropriate parking.

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Handouts

The following handouts were issued to support this paper: -

Panel Discussion: -

- The students produced the schools Green Travel Plan highlighting their travel concerns. Senior management have been using this document whilst liaising with the County Council (Alison McGregor green travel plan co-ordinator).
- The students highlight that if the bus routes were improved and there was a greater provision of information they would remain using public transport when they were old enough to get a car.
- Currently due to safety concerns many parents prevent the pupils from cycling to school a cycling route would reduce these concerns.
- Secondary issues that would further encourage cycling would include the provision of a bike shed and an area where clothes can be stored.
- Cycle courses would contribute to increased safety.
- Generally behaviour on the buses is good, however some bad behaviour on buses has deterred some students from taking the main bus. It has also contributed to a poor relationship between drivers and the students.
- Self-help alternative transport can be as simple as laying on a minibus. – Important as many students are currently missing out on after school activities and learning There are also holiday GCSE revision sessions that many students cannot physically get to.
- The main issues that Clyst Valley would like to see in the next DLTP include improving accessibility, addressing safety concerns and improving availability of public transport.

Cycle Users

Presented by: Peter Ashwin, Cycle Users Representative

Background

There have been a number of successes, which emerged from the last DLTP.

These Include:

The construction and promotion of the National Cycle Network.

The Improvement of some town centre networks and cycling facilities.

Successful DCC cycling promotion (literature /website).

Recommendations For The Next DLTP (2006-2011)

1. National Cycle Network (NCN).

- Complete the National Cycle Network especially links to towns and villages.
- Use the NCN as a backbone for further routes through urban areas, which can be used for commuting recreational and utility cycling.

2. Non-Leisure Cycling

Increase that number of direct routes for non-leisure users e.g. direct routes to schools, stations and to major towns.

3. Safety

- Insert routes around unsafe junctions / stretches of road.
- Prevent cycle routes ending at roundabouts.

4. Public Transport Integration

Increase integration with public transport, lack of cycling facilities is a major disincentive to cycle users e.g. trains are very inflexible about the number of bikes they take.

5. 'Drive To and From' Cycle Routes

- Promote the 'whole route concept' encourage people not to drive too and from where they are going to cycle.

6. Multi-user Routes.

Investigate the option of linking up cycle users and disabled access in urban areas – Cycle routes provide urban access routes which other groups can take advantage of.

7. Consultation

Continue the consultations with Cycling groups, useful source of information.

8. Design

Cycle routes need to be **safe, direct** and **memorable**.

9. Investment

Strengthen level of investment to reflect Cycling position in the DLTP modal hierarchy.

10. Cycle Parking Facilities

For shopping, it is helpful to have a scattered set of cycle parking facilities rather than just concentrated cycle parks. This minimises the need to carry heavy bags and is a plus especially for older people. Cycle parks are suited more for workplace commuting etc.

Handouts

The following handouts were issued to support this paper:-

Devon County Council Devon Local Transport Plan 2006-2011

Panel Discussion: -

- Ensure the NCN development does not lose momentum.
- Planning cycling priorities should centre on town centre access (especially Exeter) and to develop continuous routes.

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- There have been cases where schools are discouraged from cycle training, as there are not suitable areas close to the school where training can be carried out.
- Cyclist road safety can be increased by identifying unsafe areas on routes (Roundabouts) and to ensure extra precautions are implemented.
- The NCA offers a safe cycle route which needs to be fully utilised further e.g. In Exmouth the NCN goes past a secondary school however there is no link, so the pupils have to ride on the more dangerous roads to get to school.
- It would be feasible to put cycle lanes on roundabouts in which the cyclist has priority.
- Better integration between cycling and public transport required e.g. trains needs to provide more facilities for the cyclist.
- Volunteers who can help with training and consultation can be found in areas such as cycle clubs.
- As soon as more routes are completed there will be a growth in the numbers of cyclists. Currently disjoined routes are deterrent for many riders.
- One of the leading priorities from the cyclist point of view is to create better links for the non-leisure user.
-

First Devon and Cornwall

Presented by: Gerald Taylor Managing Director, First Devon and Cornwall

Key Issues Highlighted:-

- 1. Benefits of Buses**
 - Reduced urban congestion
 - Links communities especially in the rural environment.
 - Addresses social inclusion
- 2. Costs**

Costs of running the buses are increasing.
- 3. Rates of Pay and Benefits**
 - Amount / quality of training is increasing incurring extra cost.
 - Insurance premiums increasing.
 - Fixed overheads are increasing e.g. Fuel tax increasing.
- 4. Bus Subsidy**
 - Imbalance against rail subsidy.
 - If subsidies do not meet rising costs services will be lost.
 - Looking to get best value services

Recommendations For The Next DLTP (2006-2011)

- 1. Quality Partnerships**

To achieve the most effective bus service First supports the development of Bus Quality Partnerships.
- 2. Sustainable**

Future services must be sustainable. Capital funding should not be directed towards new routes that can't sustain themselves in the long-term.
- 3. Investment**

Investment for the future includes joint funding and capital schemes.
- 4. Competition**

Devon must continue to have competition as with a monopoly bus service costs can spiral.
- 5. Contracts**

The contract between local authority and bus companies needs developing further it needs to incorporate higher quality customer service and ensure CRB inspection is standard expectation. Guaranteed standards of the drivers should be established through qualifications E.g. NVQ – guaranteed standard of service provision.
- 6. Contractual Management**

Devon County Council needs improved contractual management. A greater dialogue is needed, sharing solutions.
- 7. Innovation**

Need to look at innovative schemes to ensure appropriate cost-effective services are being offered. This could include further investigation of demand responsive schemes.
- 8. Political Agenda**

Buses need to be higher on the political agenda. 70 % of public transport is provided by bus yet it only receives one third of the subsidy that rail does.
- 9. Real-Time Information**

Should be implemented as far as possible. It gives customers more knowledge about what's going on, uncertainty is a major deterrent for many potential users.
- 10. Easy access**

Must be an easy access network

11. Smart Cards

Smart cards have great potential and should be developed further.

12. Work Together

Industry and local authorities working together

Handouts

The following handouts were issued to support this paper:-

Devon Local Transport Plan 2006-2011

Panel Discussion:-

- Management structure for Devon for 2011
- In the future First Devon and Cornwall needs to work with Devon County Council to look at particular routes to ensure they are sustainable and appropriate.
- Currently North Devon Buses are successful and making a return. This is due to appropriate investment in the past in this area (Includes civil infrastructure and a bus priority scheme). There has also been a joint focus in this area, which has resulted in overall increase in numbers using the buses in this area.
- Congestion charging should be considered particularly in Exeter. Light rail is not recommended as the cost are too high. Lower capital schemes and a guidance bus system is worth considering in the future.
- First Devon and Cornwall and Devon County Council need to look at the buses in South Hams. There are a number of issues in this area.
 - Area requires greater investment – better bus stops and real time buses.
 - Poor image - many people just don't see them as a viable option.
 - Need to understand the market- need to target A379 to Plymouth
 - Frequency of buses – There are no buses after a certain time in the evening. This deters the potential commuter market.
 - Need better links with Plymouth hospital
- Regarding bus transport in the new community an intercept strategy is required. The A379 requires a high frequency, good quality, bus service and a high quality Park & Ride service.
- First Devon and Cornwall experience competition from companies such as Stagecoach. First Devon therefore need to maintain / raise standards in order to compete with the competition.
- The main priorities for the next DLTP from the perspective of the bus operator centres on the Council vision of Devons' buses in 2016.
- The plan should incorporate this vision and identify the challenges in achieving this. Solutions should also be included within the Plan on how these challenges can be over come.

South West Highways

Presented by: Philip Trenaman – South West Highways

Background

Southwest Highways (SWH) made a successful re-bid for Devon Highway Term Maintenance contract in 1999. The value of the works carried through the term maintenance contract in 2003 was approximately £32,000,000.

The highway maintenance strategy set out in the last DLTP called for considerable improvements to the highway network through both structural (e.g. improved drainage and road surfacing) and safety works (e.g. White lining and traffic calming schemes).

Key Issues Highlighted:-

1. Experience

SWH has a great deal of experience in the highways area. The high proportion of the workforce previously worked for Devon County Councils Direct Labour Organisation (DLO) Devon Highways thus brings with them a high degree of experience of road maintenance on Devon's highways. In addition SWH's parent company Colas and Ringway bring the experience of two private sector companies.

2. Partnership

There have been a number of successful partnerships between Devon County Council and South West Highways covering a variety of areas/issues (e.g. quality in routine and cyclic work, vehicle/contract management). Through this partnership a better and more focused and efficient service has been provided to the public.

Recommendations For The Next DLTP (2006-2011)

1. Development of Further Partnering Initiatives

SWH are especially keen to work on the stewardship of Public Realm Initiatives. SWH believe that they can be implemented alongside current work with a minimum of cost.

2. Electronic Transfer of Information

Purpose that a joint working party should be established to continue work carried out on the implementation of an electronic transfer system.

3. Electronic Billing

To maximise efficiency a compatible electronic billing system should be implemented whereby all orders and bills are processed electronically.

4. Hims Replacement (Highway Management System)

Further partnering work with those responsible for implementing cyclic maintenance work with the aim of finding a suitable replacement for the current Hims Information.

5. Environment and Recycling Issues

SWH propose forming a working party to evaluate environmental issues associated with the term maintenance contract – including the disposal of waste/ use of pesticides etc.

6. Depot and Office Rationalisation

Further depot and office rationalisation would benefit the implementation of the maintenance contract.

7. Staff Integration

SWH proposes an action group be set up to investigate areas of the maintenance contract that would benefit from further integration.

8. Winter Maintenance

A further action group should be set up to investigate route efficiency, ordering/timing of work and the provision and funding of new items of winter maintenance plant.

9. Road Marking

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New road marking specifications are coming into effect early next year – An Action group should establish the parameters for improving the performance of road markings.

Handouts

The following handouts were issued to support this paper: -

- **Presentation by South West Highways Ltd the incumbent Highway Network Term Maintenance Contractor.**
- **South West Highways – The Way Ahead**

Panel Discussion:-

- The County Council has the challenge of reaching the point where highway maintenance is not in backlog but is a sustainable network. Over the last 10 years SWH has made cultural changes and works in partnership with Devon County Council to accommodate this strategy.
- When Re-surfacing, 90% of waste materials are stored for reuse (60% in dry form) and eventually recycled on other projects. At the current time recycled materials go directly to site.
- Currently SWH failure rate on surface dressing is less than 1% there is no charge for these failures. SWH is constantly trying to reduce this amount. Delay in remedial work is often due to the time of year. If remedial work has not been carried out by mid September then there is a delay until the following August when conditions are more suitable.
- SWH try to minimise congestion especially during the summer months where work is planned to minimise impact on traffic flow.
- In the future SWH would like to see their role developing further so that they manage projects as well as carrying them out. This would be cost effective, reduce duplication and produce a better product.
- Priorities for next DLTP from a highway point of view would include getting more cars off the roads and encourage the use of public transport.
-

Parsons Brinckerhoff

Presented by: David Black – Parsons Brinckerhoff

Background

The partnership between Devon County Council and PB was set up in 2001. The role of PB is to provide transportation planning and civil engineering services boosting existing in house resources.

Recommendations For The Next DLTP (2006-2011)

4. Issues Related to the Trunk Road Network

- Regarding the provision of an alternative route into the South West – (A30/A303/M3 corridor) it is PB recommendation that developing the A303 would be the most advantageous option.
- There is a risk that this proposal will be delayed/ will not complete the planning process. This would result in the prevention of scheme delivery, leading to increase congestion in the South West. It is therefore recommended that a contingency plan be developed for the A30 corridor.

5. County Primary and Secondary Routes

- Long term strategy is required to ensure that the County primary and secondary road network fulfils its objectives. This must include a series of route management strategies- which identify existing and future plans within the network and suggest potential engineering solutions. Critical DLTP recognises solutions through the implementation of medium and small-scale schemes.

6. Major County Highway Schemes

- There is a strong case for construction of the Kingskerswell Bypass. It is recommended that it should be highlighted as the single major highway scheme in order to maximise the opportunities for development.
- It is recommended that the Crediton Bypass be of reduced priority. – Less significant issue- It is recommended that link to Lords Meadow Industrial Estate is revisited.

7. Exeter Development

4.1 Future Development

Ongoing development and its associated economic impacts have the potential to have negative effects upon the transport system and constrain long term economic growth.

- Future network enhancement required to cater for this growth funded through the LTP and developer funding.
- Exeter needs to adopt a long-term (20-30 yrs) strategic plan for Exeter ensuring co-ordinated delivery of key schemes.

4.2 Bus Priority Improvements

Scope for a new bus priority corridor (perhaps including guided bus facilities) which would link Matford to the East of Exeter via the City Centre (Inc Marsh Barton and development area adjacent to Exeter Airport).

4.3 Highway Improvements

LTP needs to recognise that highway schemes will need to be provided in the future as public transport alone will not deliver the target travel opportunities. There are specific congested areas that can only be tackled by providing additional highway capacity. E.g. consider a landmark bridge across the Exe to take the pressure off existing routes cross the City Centre.

4.4 Park & Ride and Travel Plans

- Park and ride facilities need to be expanded to cover all key radials. As town centre parking restrictions are not equitable if an alternative mode is not available.
- Need to provide suitable, efficient and safe alternatives to the private car to encourage the use of sustainable modes, particularly when travelling into major urban areas.

8. Other Towns

LTP needs to provide funding for improvements in other towns throughout Devon that will require transport enhancements. Considered in Local Development Framework Process.

9. Scheme Delivery

Need to maximise efficiency in scheme delivery and ensure best value perhaps by delivering packages of smaller schemes in one area or by focusing on selected larger schemes.

10. Future Scheme Delivery

Need to consider options for future partnership working of the delivery of transport and engineering services across Devon. Suggest longer term contracts to maximise efficiency and ensure the long term availability of resources to deliver each of the schemes identified in LTP.

Handouts

The following handouts were issued to support this paper:-

- **Fastway**
- **Transport Provisions and Project Delivery**

Panel Discussion:-

- In West Sussex the District Council successfully took up the responsibility for park and ride partly funded through car parking revenue.
- Consultation is sometimes difficult when you are not the Highway Authority. Sometimes consultants get left out of consultation process.
- Creating a landmark Bridge over the Exe would reduce congestion within the city centre. PB suggests that this bridge be tolled (smart toll), as this would reduce congestion. During peak hours there would be an increased charge for the bridges use. Further features of such a bridge include implementing a free bus priority route, which would run directly through the centre of the city.
- It is not recommended that Exeter carry out congestion charging, as the initial cost of implementing such a scheme would be prohibitive.
- Extended PNR (Private Non Residential Charging) should be investigated further and integrated into policy.