

# Local Development Framework Briefing Paper Public Transport



## Devon County Council's advice to Local Planning Authorities.

*This is one of a series of briefing papers prepared by Devon County Council to assist the preparation of Local Development Documents.*

*To view this, and other briefing papers, see <http://www.devon.gov.uk/ldf-briefing-papers>*

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**Local Planning Authorities are requested to take the following matters into account in preparing their Local Development Frameworks and other documents:**

- 1. Location of major development and or facilities should only be planned where they can maximise the use of existing public transport or secure new public transport facilities to and from major housing, employment, health, education and shopping etc. (see Section 4.1)**
- 2. Make provision for the integration of public transport and between modes through new/enhanced facilities and interchanges, including new and improve bus and rail stations. (see Section 4.2)**
- 3. Improve accessibility to the public transport network by promoting bus and highway development and enhancing the frequency of public transport, wherever appropriate. (see Section 4.3)**
- 4. Support improvement to the quality of the network by the enhancement of facilities, infrastructure and user information. (see Section 4.4)**
- 5. Seeking developer and other contributions to the provision of and improvement to the public transport system. (see Section 4.5)**

### Partnership Working

**Devon County Council wishes to work in partnership with District Councils, in further developing the above policy areas with colleagues and other organisations and would wish to be fully involved in any discussion relating to them. (see Section 5)**

**NOTE: This paper should be read in conjunction with other Briefing Papers which provide more detailed commentary about the area and topic based issues that need to be taken into account in preparing Local Development Documents.**

## 1. Introduction

**Public transport** is a key part of the congestion Strategy and offers a sustainable alternative to the private car. Schemes to develop and promote public transport feature strongly in the Devon Structure Plan 2001 to 2016 and the Local Transport Plan 2006 to 2011. Public transport includes community transport, demand responsive transport, taxis, private hire as well as bus and rail.

**Commercial services are provided by the bus operator**, under the Transport Acts 1985 and 2000, according to their judgement as to whether the service is viable. Two large operators provide the majority main services, but the role of smaller operators is crucial in maintaining a competitive, best-value approach to the securing of supported services, especially in rural areas but increasingly also in the urban or small-town context.

**The County Council** do not have any formal control over deciding where or how these operate. However, good relations with the operators enable a coordinated approach to the network to be maintained in most cases so that wasteful duplication and competition is avoided and services are adjusted to meet most requirements cost effectively. Where commercial services are not provided, but are deemed necessary, the County Council can secure bus services through competitive tender. The cost of supporting services continues to rise reflecting cost increases in the industry and puts pressure on the service level which can be sustained.

**This Briefing Paper** outlines the public transport matters from Devon County Council's perspective that need to be taken into account by District Councils in preparing their Local Development Documents, by promoting public transport though:

*This paper should be read in conjunction with other Briefing Papers which provide more detailed commentary about the area and topic based issues that need to be taken into account in preparing Local Development Documents.*

## 2. Public Transport Vision

The contribution of public transport to meeting people travel needs to be increase to realise its full potential. Public passenger transport is mainstreamed in the corporate thinking of the County Council alongside education, social and health care, economic regeneration and the greening of Devon as it is essential to the successful delivery of all these public services.

***The public transport vision is to develop an integrated, high quality and sustainable transport system, in conjunction with a land use strategy able to meet the environmental, economic and social needs of each part of Devon. The main components of the vision are:***

- a) ***To reduce need to travel by car and promoting the use of alternatives such as public transport, walking and cycling.***
- b) ***To locate major development where it can be served by a choice of travel modes to maximise accessibility to strategic and local public transport.***
- c) ***To increase accessibility for those not having access to private transport.***
- d) ***To increase the contribution of public transport to meeting people's short, medium and long distance travel needs and to realise its full potential for example by enhancing service frequency where possible.***
- e) ***To ensure that public transport networks operate in a co-ordinated and integrated way.***
- f) ***To improve the quality of travel by supporting the enhancement of facilities, infrastructure and user information.***
- g) ***To recognise that the provision of public transport is a key element in the measures available to address congestion in urban areas.***
- h) ***To manage the highway network so as to give greater priority to road based public transport services.***

### **3. Key issues to address**

Key issues in achieving a step change for transport provision in Local Development Documents are:

- a) The Key elements of the vision need to be fully taken into account in preparing the Local Development Documents
- b) Priority of public transport funding and development needs to be fully recognised through planning, programmes and funding, as a real alternative to the car. Strategies, action plans, operating and funding arrangements support and maximise the impact and effectiveness of the passenger services network in achieving the Shared and Devon objectives, and County Council goals. (The strategic rail and Bus Network are illustrated in Diagrams below)
- c) Accessibility to transport services is a key consideration. Ideally bus services should not be more than 400m from residential properties in urban and built up areas. The requirements of the Disability Discrimination Act should be part of the planning process for access to services and facilities
- d) Developer contributions / (S 106) - have become a significant source of funds to enhance the urban bus networks in the last few years required to access developments. It is essential that developments are connected to the bus network to provide access to employment, education, shopping and health for all, so that, for instance, people without a car can enjoy better housing.
- e) Provision for passenger facilities and infrastructure in the terms of bus stops, shelters, interchange points and bus stations etc are an important part of the bus journey experience and should be recognised in the Core Strategy and other documents.
- f) Operating Environment / traffic management / bus priorities are a major factor in the effectiveness of bus service operation and efficiency. Traffic congestion in urban areas has increased continuously over many years and average bus speed has declined steadily as a consequence.
- g) Rail service enhancement - The County Council works in partnership with Network Rail and the TOCs to improve access to rail stations. Plans are being developed to improve access to and interchange with other modes at Exeter St Davids, Exeter Central and Newton Abbot rail stations as well as additional car parking at Tiverton Parkway.
- h) Operators and Communities are in the process of identifying travel needs and working up local transport solutions and providing services where best placed to do so.

### **4. DCC Proposals / Options to be taken into account in preparing Local Development Documents**

Local Planning Authorities are requested to take the following matters into account in preparing their Local Development Frameworks and other documents:

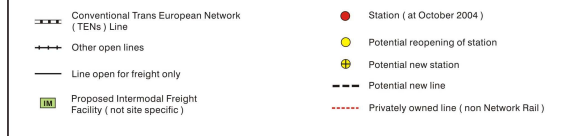
1. Location major development and or facilities should only be planned for where it can maximise the use of public transport or new public transport facilities to and from major housing, employment, facilities etc.
2. Make provision for the integration of public transport in terms of provision, facilities and interchanges. These include:
  - Re-instatement of former rail Bere Alston to Tavistock Rail line
  - New Station at: Tavistock, New Community within East Devon
  - Re-opening stations at: Cullompton, Kingskerswell, South Brent
  - Light Rapid Transport in the Plymouth Area
  - Improved bus / rail interchanges at: Exeter St Davids Rail Station, Newton Abbot Rail Station, Totnes Rail Station, Barnstaple Rail Station, and Tiverton Parkway

- New and Improved bus/ Coach Stations at: Exeter Bus Station, and improvement to local interchanges at Area Centres
- Strategic Public Transport Link between the new community in South Hams and Plymouth
- Strategic Public Transport Link between the new community in East Devon and Exeter
- Improved Park and Ride facilities to serve Exeter (A30 west, A30 east, A376 south, A377 west, Honiton Road Interchange (complete))

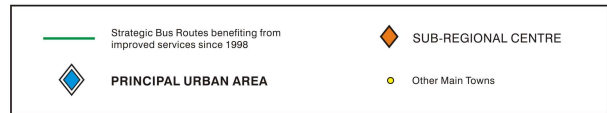
3. Improve accessibility to public transport network by promoting bus and road development and enhancing the frequency of public transport, wherever appropriate. See Devon Bus Strategy for more details.
4. Support improvement to the quality of the network by the enhancement of facilities, infrastructure and user information
5. Seeking developer and other contributions to provision of and improvement to the public transport system

## 5. Partnership Working

Devon County Council wishes to work in partnership with District Councils, in further developing the above policy areas with colleagues and other organisations and would wish to be fully involved in any discussion relating to them.



Map 8 : Devon Rail Network ( October 2004 )



Map 11 : Strategic Bus Network (October 2004)

Links to

- Congestion Strategy
- Public Transport Strategy
- Bus Information Strategy
- Accessibility Strategy
- Air Quality Strategy

Structure Plan Policies

- ST1 – Sustainable Development
- TR1 – Devon Travel Strategy
- TR2 – Co-ordinating Land Use/ Travel Planning
- TR3 – managing Travel Demand
- TR5 – Hierarchy of Modes
- TR6 – Network Integration
- TR7 – Walking & Cycling
- TR9 – Public Transport
- TR16 – Travel Investment Priorities
- TR17 – Strategic Network Investment Proposals