

Local Development Framework Briefing Paper Transport Interchanges



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. ***Promote the co-ordination of land use and travel planning***
2. ***Locating major development where it can maximise accessibility to strategic and local public transport***
3. ***Develop existing interchanges and facilities on site***
4. ***Ensure opportunities exist for the expansion and provision of interchanges in the future***
5. ***Work with partners to develop bus stations and rail station forecourts***
6. ***Ensure access for pedestrians and cyclist at interchanges***
7. ***Promote sustainable travel and modal choice***
8. ***Ensure access for all at interchanges***
9. ***Make provision for personal safety and security***
10. ***Have regard to the Environmental considerations of infrastructure***

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.

1. Introduction

Public transport modal interchanges are a key part of the congestion Strategy and offer 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. Structure Plan Policy TR6 promotes the enhancement of interchanges between modes of transport – including the improvement of bus and rail station facilities.

The Devon County Council as highway authority is responsible for maintaining and managing the highway network and seeks to:

- a) Enable people to get to where they want, at a time that suits them
- b) Enable businesses to operate efficiently, creating prosperity and job opportunities
- c) Enable visitors to enjoy Devon's unique ensure that that

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

Modal interchanges offer the ability to make complete journeys on public transport by changing vehicles or modes or can assist in reducing car travel by facilitating interchange with public transport for part of the journey.

- **Bus stations** – (not owned by DCC) passenger facilities, access for persons with disabilities, Real Time Information, bus priority, access for pedestrians & cyclists, cycle facilities, safety
- **Bus interchanges** – (usual on highway land), passenger facilities, access for persons with disabilities, access for pedestrians & cyclists, environmental considerations, maintenance, location
- **Rail station forecourts** – (Network Rail leased to Train Operating Company), bus interchange, bus priority, access for persons with disabilities, Real Time Information, access for pedestrians & cyclists, cycle facilities, traffic circulation and access to highway, taxis
- **Park & Ride sites** – (Local Authority) – bus priority, passenger facilities, access for persons with disabilities, Real Time Information, lighting, safety, security, location Park & Ride services play an important role in the Congestion Strategy reducing the number of car trips into the urban areas. Increasingly Park & Ride will become a feature of Employer Travel Plans.
- **Exeter Airport** – (Sold by DCC to a private company in Dec 2006) – bus access, bus priority, passenger facilities, taxis

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

The demand for interchange between services/ modes and for Park & Ride will grow as elements of the Congestion and Demand Management Strategies are implemented and public transport continues to be promoted.

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5. Partnership Working

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Links to

- Congestion Strategy
- Public Transport Strategy
- Accessibility 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