

# DEVON ON THE MOVE



DEVON COUNTY COUNCIL

## Moving Forward

Devon Local Transport Plan 2006-2011

Consultation Document

October 2004



"Transport is critical to the county's economy, to the day to day lives of people and their communities, Devon on the Move sets out our proposed future approach to travel and transport and we know that if we can improve transport we can improve people's well being and quality of life." (County Cllr David Morrish - Executive Member for Environment)

# “Devon on the Move. . . The Next Steps”

“*Devon on the Move*” is our current *Devon Local Transport Plan*, setting out the County Council’s approach to travel and transport between 2001 and 2006. It describes how we are meeting the needs of the people of Devon by: making transport safer and more convenient; improving public transport and developing cycling and walking as real alternatives to the private car. The Plan is currently under review and the second *Devon Local Transport Plan*, covering 2006-2011, will be submitted to Government in July of 2005.

In preparing our second *Devon Local Transport Plan* we would like your views on travel and transport, and how you feel it could be improved. This is your chance to help influence the aims and objectives for the next five years.

## The Government’s Priorities for Transport

The three themes of the Government’s overall national transport strategy, “The Future of Transport - A Network for 2030” published in July 2004, are:

- Sustained investment for the long term.
- Improvements in transport management to achieve better value for money.
- Planning ahead of transport policies and programmes.

The Government and local authorities have agreed some shared priorities as a focus for improving public services. The **shared priority for transport** has four elements:

- **Improving Accessibility and Public Transport**
- **Tackling Congestion**

- **Improving Road Safety**
- **Reducing Air Pollution and Climate Change**

The South West Regional Assembly is developing the Regional Transport Strategy which highlights the key transport issues for the region as:

- Peripherality
- Sustainable Transport in the Principal Urban Areas
- Accessibility and Social Exclusion
- Reducing the impact of transport on the environment
- Inter-urban routes
- Regeneration and Objective 1

The *Devon Local Transport Plan* for 2006 to 2011 will take forward the regional priorities for investment and management for the principal urban areas of Exeter, Torbay and Plymouth.

The programme will also take account of the proposals and new development provided for in the Devon Structure Plan “Devon to 2016” which is due to be adopted in the Autumn.

Page 8 of this document asks twelve questions to which we would welcome responses by **3 December 2004**.

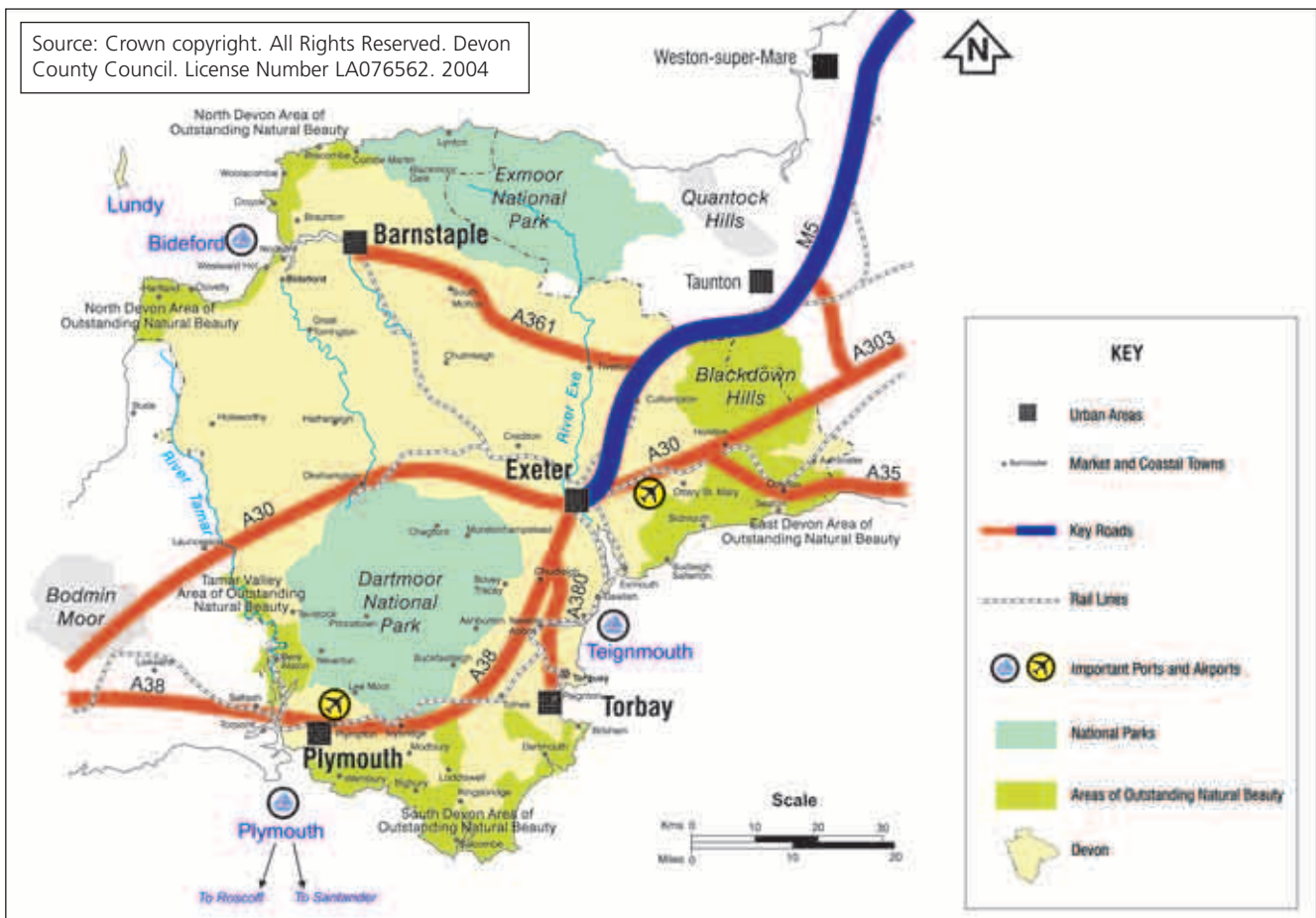


Public transport is a key element in tackling congestion in Devon

# The Changing Face of Devon

Since the publication of the *Devon Local Transport Plan 2001-2006*, Devon has not stood still and the county today is a different place to the picture painted in 2000.

- **Population growth** - Data from the 2001 Census shows that the population of the County grew by 9% between 1991 - 2001.
- **Age** - Devon has proportionally more older people than England and Wales as a whole, and the trend is for further increases, with the greatest increase expected in those aged 80 years and over (30% by 2006).
- **Tourism** - The number of tourist nights spent in Devon grew by 5.7% between 2001 & 2002.
- **Economy** - Employment in Devon increased by 10.6% between 1991 and 2001, to 303,639 people in employment. However average earnings are 19% lower than the rest of the country
- **Housing** - Around 3,450 new homes are expected to be built every year in Devon in the period up to 2016. Much of the new development is proposed in the main urban areas and work is currently progressing on the development of two new communities provided for in the Devon Structure Plan, one at Sherford, near Plymouth and the other to the east of Exeter. Combined, they could add upwards of 7000 dwellings to the Devon housing stock over the period to 2016.
- **Traffic Levels** - Between 2001 to 2002, there was a 3% growth in traffic levels in Devon, and car ownership increased by 30% between 1991 to 2001. The number of vehicles in the county has more than doubled since 1971 due to increases in disposable income and improved personal mobility. More people are travelling further, and more frequently. One of the results of this growth has been an increase of 13% in average journey time since 1975!
- **Public Transport** - The overall number of bus passenger journeys in Devon has fallen over the last two years. Bus operators are facing rising costs and some services, judged to be non-commercial, have been withdrawn. However, Devon County Council's "local public service agreement" with Government includes a target to increase the use of bus and rail services to, and within, Exeter. Here improvements to the public transport networks in the area led to a 5.3% increase in bus and rail patronage between 2001 and 2003.



Map of Devon's road, rail and sea connections

# Why We Travel

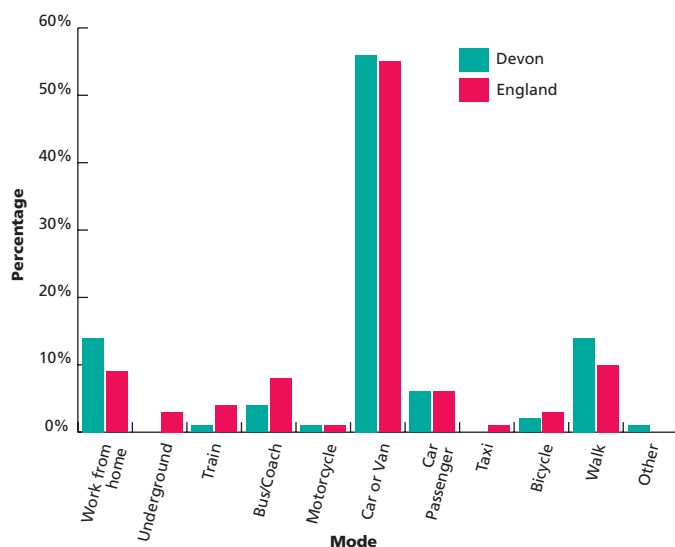
This section examines some of the reasons for travel and provides information on recent trends.

## Journeys to Work

Across most of the country the car is the dominant mode for journeys to and from work. Devon is no exception with 56% of commuter journeys being made by car, just above the national average (55%). The fact that the majority of the county is rural, and population and settlements highly dispersed, is one factor responsible for this dependency.

Surprisingly, in contrast to this, Devon has the largest proportion of walking trips to work nationally, some 14% compared to a 10% national average. These figures are similar to those recorded in 1991, although proportionately fewer people are walking to work than 10 years ago. However, less than one percent of people in Devon go to work by train compared to the national average 4%.

## How people are travelling to work in Devon



(Source: 2001 Census data)

## Journeys to School

The Devon Great School Travel Tally carried out by Devon County Council collects information on how young people travel to school. This indicates that in September 2004:

- 43% of Devon school pupils walk to school (national average 48%)
- 34% are taken by car (national average 29%)
- 19% travel by school bus or public transport (the same as the national average).

Since we started the Devon Great School Travel Tally in 2001 there has been a 2% decrease in the number of pupils walking to school, these pupils appear to have shifted to



Millers Crossing foot/cycle bridge

using school buses and public transport as there is no increase in use of other modes. By the end of March 2004, 88 Devon schools either had, or were in the process of developing school travel plans.

## Journeys for Tourism & Leisure

Leisure journeys have not traditionally been a concern when looking at making changes to our travel habits. Increases in disposable income and mobility have however seen them contribute more and more to congestion on our roads. This is a particular problem in Devon with a 5.7% growth in tourist nights between 2001 and 2002 as well as an increasing trend towards leisure 'day trips'.



Cycling - a healthy means of travel for shorter journeys

<sup>4</sup> A leisure Day trip - A round trip taken from the home (permanent or temporary) for recreation purposes taken on an irregular basis with no lower time limit. People must start from and return to home within the same day.

# The Local Transport Plan 2001-2006, The Story So Far . . .

To cope with the 'changing face' of Devon our transport system has had to grow and adapt with £66 million being spent through *Devon on the Move* over the last four years on over 1,000 schemes.

**Highway Maintenance.** £39 million capital investment has been made on structural highway maintenance and bridge strengthening, substantially improving the condition of our principle roads ('A' roads). The percentage of principal roads with structural deficiencies decreased from 8.1% in 2001/02 to 5.8% in 2003/04.

**Reducing Congestion.** The County Council has adopted a 12-point Action Plan to help reduce congestion caused by the increase in traffic on Devon roads. This centres on Exeter, Barnstaple, Newton Abbot and Totnes. The aim is to make the most effective use of the existing road network ensuring capacity is used as effectively as possible as well as encouraging the use of alternative modes of travel, such as walking, cycling and public transport. Measures include; Park & Ride Schemes, variable message signs on key corridors and the widely acclaimed Carshare Devon scheme.



*Car sharing in Devon is on the rise*

**Road Safety.** In 2003 in Devon, 37 people were killed in road collisions, a further 327 were seriously injured, and 2825 slightly injured. This is a cause for serious concern and Devon County Council has ambitious targets to reduce these tragedies.

The figures do however suggest that our targets can be met, and the number of deaths and serious injuries have been reducing each year despite growth in traffic flows. Devon can also claim to be one of the safest authorities in England and Wales.

Safer Routes to School, improved cycle links, Exeter City Centre enhancements, pedestrian crossings and junction improvements are just a few of the schemes serving to create a safer and more inclusive environment for all road users.

**Public Transport.** A key aim of the *Devon Local Transport Plan* is to improve and expand public transport. Extensive investment has been carried to increase the efficiency and accessibility of Devon's public transport in both rural and urban areas. Initiatives such as support for rural bus services,

Devon's Flexibus and Fare Car Schemes are helping to improve accessibility in rural areas.



*Barnstaple Bus Station - One of the improvements under the 2001-2006 Devon Local Transport Plan*

**Walking.** A substantial amount of investment has been made in facilities to encourage an increase in the number of people walking, including new pedestrian crossings, a subway to improve access and road safety to a school in Tavistock as well as enhanced maintenance and signage on the bridleway and footpath network. Exeter's Green Circle is another new initiative promoting health through scenic walking routes around the city.



*The 2001 Foot & Mouth crisis showed the value of Devon's footpaths and bridleways*

**Cycling.** Major improvements including further developments to the National Cycle Network have been implemented, together with improvements in places such as Newton Abbot, Exeter and Barnstaple. The number of average daily cycle trips counted automatically at ten representative locations in Devon have increased from 748 in 2002/03 to 977 in 2003/04. Since the opening of the new Millers Crossing foot/cycle bridge in Exeter, cycle trips in the area have doubled.

**Tourism.** As well as trying to reduce the amount of traffic generated by tourists in the county we are also attempting to improve access to those of us who do not have access to the car. The X53 bus travels from Exeter to the towns and villages of the Dorset and East Devon World Heritage coast and passenger numbers have increased by 70% since June 2003.

# Key Issues for the Next Five Years

It is clear that there are a number of issues to consider in developing the Devon Local Transport Plan 2006 - 2011.

## Access to Transport

The car is essential to the quality of life for many people in Devon but levels of ownership vary from place to place and it is important that we ensure that those without access to a car can still maintain a high quality of life. Across Devon 19.1% of households do not have access to a car having implications for access to employment, services and leisure opportunities.

## Congestion

In response to growing travel demands and the resulting congestion on some of Devon's roads we must seek innovative measures to reduce transports impact on; the environment, vulnerable road users and the economy. These will include;

- The use of new technology to keep traffic flowing
- Reducing people's dependency on the car by providing more reliable, frequent and integrated public transport
- Taking steps to actively encourage other modes of transport such as walking and cycling.

## Health

Public health has become an increasingly important issue with respiratory problems and cases of obesity having risen alarmingly over the last decade. Encouraging walking and cycling for commuter journeys and the the school run form key components in creating a more physically active population, helping to improve everyone's quality of life. In addition promoting cleaner technology for public transport vehicles could also help improve air quality across the county.

## Highway Maintenance

Devon County Council is working to halt the deterioration in the condition of roads. Over £28million has been invested, through *Devon on the Move*, over the last four years in a programme of reconstruction and repair of the county's 1000km of principal roads ("A" roads). The backlog of defects on the 11,800km of non-principal roads ("B", "C" and unclassified roads) will cost an estimated £100million to remedy. Top priority is being given to maintenance of roads serving communities of 500 people or more through the Devon Road Recovery Programme.

## Air Quality

Air pollution can have a serious effect on people's health. Road transport is one of the main sources of air pollution, particularly in urban areas. *Devon on the Move* will include measures to meet air quality objectives, particularly where District Councils have declared Air Quality Management Areas.

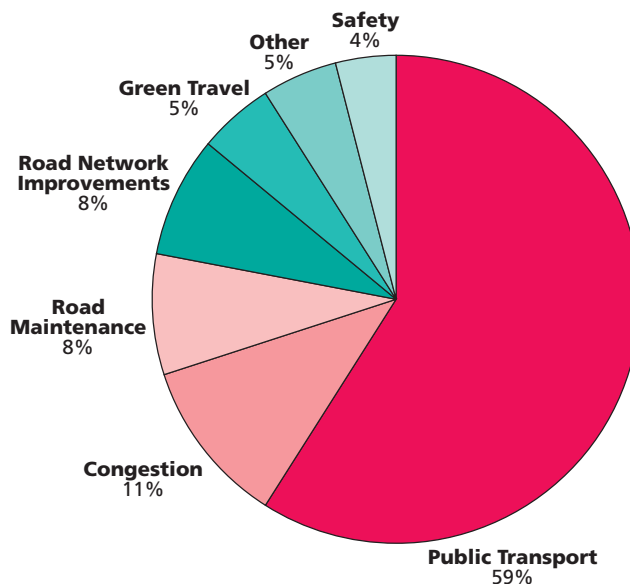
## Road Safety

Devon County Council is committed to reducing the number of casualties on our roads. It works in partnership with other organisations including the police, health authorities and other local authorities, to improve road safety. Road safety in rural areas, for motorcyclists and managing speed will be amongst the key issues for the next five years.

## Where do we go from here? - Devon on the Move 2006 - 2011

We have already begun the early stages of consultation. A panel of 1500 members of the public responded to our initial consultation document identifying the need for investment in public transport as the overwhelming priority.

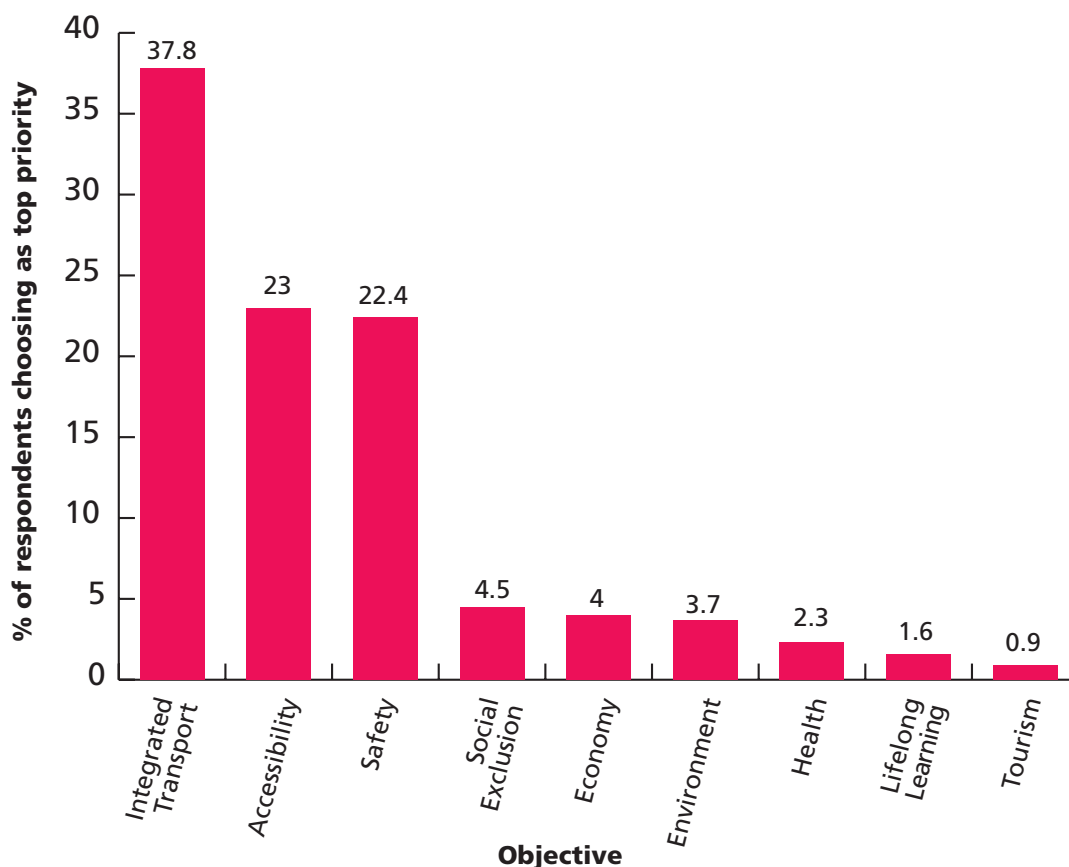
## Issues for Future Transport in Devon



(Source: Devon citizens panel)

When asked to prioritise the objectives of the current *Devon Local Transport Plan* "Integrated transport" was ranked as the top priority. This includes measures such as Park & Ride schemes, better integration between bus and rail timetables, cycle facilities at stations and on trains and better bus waiting facilities.

## Top Priority for Local Transport Plan



(Source: Devon citizens panel)

### Devon Local Transport Plan Panel Hearings

County Councillors have also met with representatives of key organisations to discuss transport issues. These included bus and rail companies, schools, the elderly, cycle users, the Police and District Councils.

#### Key priorities identified from these consultations;

- Widening individual's transport choices
- Investment in the bus and rail industry
- Promoting safer routes to schools, to stations and town centres for pedestrians and cyclists
- Continuing to work in partnership on reducing vehicle speeds
- Continued promotion of park and ride
- Guaranteed future investment in community transport schemes.

For more details go to:  
[www.devon.gov.uk/index/transport.htm](http://www.devon.gov.uk/index/transport.htm)

The priorities from this and the various other stakeholder and public consultation will be used to formulate the aims and objectives of the *Devon Local Transport Plan 2006-2011*.

### Issues to Consider

The past few years have seen an increasing realisation amongst transport professionals that their work has far reaching implications across topic areas as diverse as;

- Climate change
- Health and well being
- Quality of life
- Regeneration
- Social inclusion.

We must look to how we can;

- Promote tourist attractions and rural diversification without increasing traffic congestion.
- Transport goods around the county with less impact on our environment.
- Ensure employers support and encourage their staff to travel to work in safe, healthy and environmentally friendly ways.
- Help the fifth of Devon's population that don't have regular access to a car get around the county.
- Encourage healthier travel habits in children and young people.
- Encourage walking and cycling as a way of promoting a healthier lifestyle.

# Consultation. . . Your Views are Important!

We welcome your comments on any aspect of transport in Devon. We would be particularly interested to hear your views on the following questions

## Questions

1. The local and central Government's shared priorities for transport are • **Tackling Congestion** • **Improving Road Safety** • **Improving Accessibility and Public Transport** • **Improving Air Quality and Tackling Climate Change**. Do you agree that these are the most pressing issues or feel that Devon should have different transport priorities?
2. **Congestion** - What are the key issues facing businesses transporting goods and providing services in and around Devon and out of the County? How should we best tackle these?
3. **Congestion** - How should Devon's transport system adapt to help accommodate the demands of increased leisure time and tourist numbers?
4. **Road Safety** - How do personal safety issues affect peoples travel choices? Are there areas of safety that need particular attention
5. **Road Safety** - What safety improvements would help the most vulnerable road users, e.g. children, the elderly, pedestrians and cyclists?
6. **Road Safety** - What safety improvements would encourage more safe travel by moped, scooter or motorcycle riders?
7. **Accessibility & Public Transport** - What do you feel are the constraints in improving Devon residents' access to jobs and services? How should we approach tackling this?
8. **Accessibility & Public Transport** - Is current bus marketing & information effective, is it reaching existing and potential passengers?
9. **Air Quality** - Air pollution can have a serious effect on people's health. What should be done to tackle air pollution from road transport?
10. **Quality of Life** - How can transport spending help encourage healthier lifestyles?
11. **Quality of Life** - What kind of transport improvements do you think would be most appropriate to enhancing quality of life?
12. **What do you consider to be the main priorities for transport investment in Devon?**

*(If these questions do not adequately address your interests please structure your comments in the manner you see fit.)*

## Response

You can send your comments in one of two ways, either;

1. E-mail your response to [dltp@devon.gov.uk](mailto:dltp@devon.gov.uk), stating who you are representing and the type of business / interest you represent
2. Send a written response to our freepost address;  
**Devon County Council**  
**Freepost EX505**  
**DLTP Consultation**  
**Exeter**  
**EX2 4AZ**

If you have any questions or queries please call us on **01392 382811** Or e-mail [dltp@devon.gov.uk](mailto:dltp@devon.gov.uk).

In addition you can check our webpages for information and updates

[http://www.devon.gov.uk/index/transport/devon\\_local\\_transport\\_plan.htm](http://www.devon.gov.uk/index/transport/devon_local_transport_plan.htm)

The closing date for comments is **3 December 2004**.