

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.

3. Community Transport (CT)

DEVON LOCAL TRANSPORT PLAN – 2006-2011

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.
- 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.

DEVON LOCAL TRANSPORT PLAN – 2006-2011

- 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.

Devon Local Transport Plan 2006 to 2011

Transportation Issues Facing Rural Devon

A View from South Hams District Council

Alan Robinson
Strategic Director (Community)
29.04.04

What We Will Cover

- **Background – some broad issues to consider – clarifying the agenda?**
- **Key rural transport issues – based on the experience in South Hams**
- **Examples of key strategic transportation issues across Devon districts**
- **Generic priorities within rural districts for the Devon LTP 2006 – 2011**
- **Rural priorities for the Devon LTP 2006 – 2011 based on a perspective from South Hams**
- **Some conclusions**

Background – Some Broad Issues to Consider – Clarifying the Agenda?

- **One Rural Perspective?**
 - **Each district is different**
 - **Demographics**
 - **Settlement patterns**
 - **Range of strategic and local agendas**
- **Local Transport Plan or Access Strategy?**
 - **Balance**
 - **Moving people to services**
 - **Moving services to people**
 - **Service provision without movement (e-provision)**
 - **Cheaper than traditional improvement to transport infrastructure?**
 - **In the future more ‘e’ jobs / education?**
 - **Analysis of need**
 - **Averages or ranges – e.g. car ownership within wards**
 - **Understand / change patterns of behaviour**
 - **Contribution to social inclusion**

Background – Some Broad Issues to Consider – Clarifying the Agenda?

- **Changing Context**
 - **Joined up agency working**
 - **Link to Regional Agenda**
 - **IRS, RSS, RES, RTS**
 - **Importance of sub-regional work.....sub-regional LTPs?**
- **Integrate with Local Strategies**
 - **Community strategies / LDF**
 - **Tourism strategies**
 - **Green tourism**
 - **Leisure strategies**
 - **Leisure activities and movement e.g. cycling**
 - **MCTI – local expectations**

Background – Some Broad Issues to Consider – Clarifying the Agenda?

- **Bridging the Gap**

- **Evidence of need – will resources follow?**
- **Capital / revenue – role of LTP in linking?**
- **Lobby for change to LTP process?**

- **Community Transport**

- **Demand responsive business or ‘social’ service provision?**
- **Integrate to close gaps – users and areas**
- **Flexibility / licensing – routing and users**
- **Revenue funding certainty**
- **Concessionary fares / subsidised bus services – VFM and meeting need?**

Key Rural Transport and Access Issues Based on the Experience in South Hams

- **Rural isolation (66% South Hams population live outside 4 main towns)**
- **Access to services – corporate priority**
- **Rural transport costs – cheap, safe, clean or reliable – which is priority?**
- **Limited provision of conventional bus services (33% of South Hams parishes have no daily bus service)**

Key Rural Transport and Access Issues Based on the Experience in South Hams

- **Limited range of public transport choices**
- **Dependence on the private car**
- **Market and coastal town congestion**
- **Increased role for electronic communications**
- **Limited availability of Broadband**

Examples of Strategic Transport Issues Across Devon Districts

- **Delivery of the New Community at Sherford:**
 - **3 Highway Authorities – need for integration / joint working**
 - **Linked to Plymouth by an effective high quality, high capacity public transport system at the outset of development**
 - **Including Park and Ride provision at the A38 and A379**
 - **Implications for the A38 Deep Lane junction**
 - **Landscape character / local distinctiveness and strategic / local highway solutions**
- **Delivery of the Strategic Employment Site at Langage:**
 - **Considered together with the Sherford proposal**
 - **Potential public transport linkages**
 - **Combined impact on the A38 Deep Lane junction**

Examples of Strategic Transport Issues across Devon Districts

- **Delivery of New Community and Other Major Development in East Devon**
 - **D.C.C., RDA, H.A. EDDC – joint working**
 - **Apportionment of costs between parties?**
 - **Pump priming funding by public agencies of major transport infrastructure**
- **Delivery of the Kingskerswell bypass:**
 - **To facilitate regeneration and economic growth in Torbay and South Devon**

Examples of Strategic Transport Issues Across Devon Districts

- **Role of Market Towns**

(Newton Abbott)

- **Links to Kingsteignton and Kingkerswell**
- **Focal point for development – require appropriate balance of private and public funding for strategic schemes**
- **A380 corridor to Torbay – need for bypass**
- **Improve links – between A380 and A38**
- **Traffic management to relieve congestion**
- **Community Strategy Action Plan – improve walking and cycling networks**

(Okehampton & Tavistock)

- **Importance of TR16**
Within area centres – investment in the road network should allow for improved transport effectiveness and reduce congestion
- **TR17**
Importance of rail to rural areas
 - **Bere Alston – Tavistock**
 - **Okehampton - Exeter**

Generic Priorities Within Rural Districts for the Devon LTP 2006-2011

- **Integration with LDF / Local Plan and Community Strategies**
- **Ensure that priorities are deliverable and will add benefit to the community (outcome targets) - future funding linked to delivery record?**
- **Secure the viability and vitality of town centres and rural communities**
- **Meet social and economic needs of local communities whilst protecting the environment**
- **Local distinctiveness and highway solutions – contribute to ‘liveability’**
- **Maximise efficiency of use of existing transport infrastructure**

Generic Priorities Within Rural Districts for the Devon LTP 2006-2011

- **Effective integration of community transport initiatives**
- **Support Sustainable Tourism initiatives e.g. ferrys / cycle-ways and managing summer peaks of traffic**
- **Delivery of Broadband and 'e' solutions**
- **Target marginal groups/social inclusion**
- **Effectively communicate successes to the districts – improve relevance of the LTP to local communities**

Examples of Rural Priorities for the Devon LTP 2006-2011 Based on a Perspective from South Hams

- **Reduce market and coastal town congestion**

e.g. Totnes - Devon's 4th most congested centre but acknowledge environmental impact of solutions

- **Need for liaison**

- **Low key Park & Ride schemes**

e.g. in Totnes using existing sites (SHDC HQ, KEVICC, Steamer Quay) with 'Bob the Bus' community bus

- **Maintain/improve rail services**

e.g.

- **Investigate the scope for a new rail station at South Brent**
- **Investigate options for a New A38 eastern access at Ivybridge to improve links to the Park & Ride site at Ivybridge station**

Examples of Rural Priorities for the Devon LTP 2006-2011 Based on a Perspective from South Hams

- **Improve bus/rail interchanges**

e.g. Totnes rail station

- **Investigate options to remove heavy traffic from villages**

e.g. Lee Mill - eastbound A38 to industrial estate

Some Conclusions

- **Presentation highlights examples of issues based on South Hams perspective**
- **Cannot focus on detailed issues for each district**
 - **Crucial that D.C.C. has separate and effective consultation with each LPA**
- **Planning and transportation – better integration required**
 - **Strategic policy levels**
 - **Detailed development control decisions**
 - **Progress being made.....but more to do!**