



**Report on the Community Transport workshops
(March 26th 2011 and March 28th 2011)**

May 2011



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This report presents the results of the four workshops; it aims to portray the ideas and views of the participants as they were stated. Devon county Council does not necessarily support or reject any of the ideas put forward. This report will be used as an evidence base to explore ideas further with the community.

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Totnes on the Move Workshops

Developing sustainable travel proposals for Totnes and the surrounding areas.

1. Summary

The 'Totnes on the move' workshops took place in Totnes and Dartington and were open to all members of the community, transport providers and developers. Over 200 people contributed their views and ideas about how to improve the scope for walking, cycling, increasing the use of public transport, car sharing and reducing carbon emissions from transport.

Participants were asked to think about; the trips they make, their experiences, key transport requirements and expectations. In summary, participants described how transport needs to be; flexible, convenient, safe and reliable. There was a strong sense that transport should play a positive role in Totnes and the surrounding areas.

The workshops generated lots of views and ideas notably:

- Cycling was a prominent issue with suggestions for improvements to cycling facilities and to the network - particularly a cycle route to Littlehempston. Other suggestions included allowing cycles on trains or buses, more cycle parking at key locations and community bicycle hire including the use of electric bikes.
- There was a lot of praise for community transport in particular Bob the Bus. Requests were also made to increase connectivity with local communities, and increase community transport initiatives. Improved bus services or providing community transport over the weekend and in the evenings to outlying villages were considered as possible alternatives to car usage.
- Better traffic management to control through traffic entering Totnes.
- Pedestrian priority within the town centre and more pavements were options put forward for improving walking.
- Suggestions to raise awareness and improve information about sustainable alternatives to the car.
- Various suggestions for a Park and Change site were put forward as well as better integration of transport, particularly between bus, bicycle, car, and train.
- People suggested more efficient use of cars through carsharing, car clubs, or reducing multiple journeys.
- There were also concerns expressed about increasing traffic and congestion. Some thought that new development would put additional pressure on already congested roads. Participants felt it was important that the right measures are put in place to minimise dependence on the private car in new developments to encourage walking, cycling, public transport and carsharing.

2. Background

Devon County Council (DCC) arranged four workshops inviting the community of Totnes, Dartington and its surrounding villages to take part in generating sustainable travel proposals for the area. DCC's intention is to develop, with the local community, a package of measures to deliver sustainable transport solutions for Totnes and its surrounding areas, as well as addressing both local traffic issues resulting from potential developments, and issues on the A385.

The same workshops were held in four areas over two days (Saturday 26th March and Monday 28th March 2011). Four workshops were held in order to offer an opportunity for as many people as possible from the community to take part.

A great deal of consultation and research has been progressed by the community over recent years in respect to transport issues; these are listed at the end of the report. The Totnes Traffic and Transport forum have been proactive in promoting the transport interest of the local community. The workshops were designed to build on this work and provide an opportunity for the community to discuss issues, share ideas and record those ideas. The proposals, along with previous work and consultations, should provide a strong foundation for a sustainable travel strategy for the area. The workshops were designed to:

- Engage with all members of the community and encourage them to take part in generating sustainable travel proposals. At the South Hams Site Allocations Development Plan Document (DPDs) Examination in Public, the community expressed concerns about not being adequately engaged in traffic and transport issues by DCC.
- Understand the transport issues and identify opportunities to make the existing transport network work better
- Understand the transport priorities for the people who live in and around Totnes, in particular to inform future discussions relating to new development.
- Expand on the existing evidence base (listed in the appendix) to develop a set of proposals for Totnes and the surrounding areas ready to maximise potential funding opportunities as they arise.

2.2 Strategic context

Devon & Torbay's joint Local Transport Plan 3 (LTP3), focuses on economic growth and reducing carbon emissions from transport. The challenge is to make the existing transport network work better for people who live, work and visit Devon & Torbay.

It is also necessary to manage the pressures of a growing population which demands the development of new housing and employment. At the same time, in order to reduce non-renewable energy consumption and carbon emissions, the transport system must play its part in achieving a low carbon future; ultimately, at a local level this relies on changes in behaviour.

The Devon & Torbay LTP3 vision is that:

Devon & Torbay's transport system will offer business, communities and individuals safe and sustainable travel choices. The transport system will help to deliver a low carbon future, a successful economy and a prosperous, healthy population living in an attractive environment.

To achieve Devon & Torbay's vision the strategy has five key objectives:

- **Deliver and support new development and economic growth**
- **Protect the existing transport network by making the best use of the transport asset and prioritising maintenance**
- **Work with communities to provide safe, sustainable and low carbon transport choices**
- **Strengthen and improve the public transport network**
- **Become the 'place to be naturally active'**

All of these objectives are relevant to the workshops but most important is the need to engage with communities and empower them to design transport solutions. DCC is keen to develop sustainable travel solutions for the towns and their hinterlands where good transport options, community partnerships and willingness exist.

The LTP strategy sets out how it will be important to engage with the community from the market and coastal towns and the hinterland to develop a package of measures that seek to change travel behaviour.

The strategy sets out how DCC will use best practice from the county's experience of projects such as Cycle Exeter, Carsharedevon and Travel Smart, as well as using ideas from the community. Totnes would be the first Market and Coastal town to take up this mantle and if successful, it would provide a model to be rolled out to other market and coastal towns in Devon. Further background on new development in Totnes can be found in the appendix.

3. Method

Workshops were planned for four different locations and took place over a Saturday and Monday to provide an opportunity for as many people as possible to take part.

- Saturday 26th March 2011

Morning Session - Dartington School – Dartington

Afternoon session- Methodist Church, Fore St Totnes

- Monday 28th March 2011

Afternoon session - St Johns Church, Bridgetown, Totnes

Evening Session - Follaton House, Follaton, Totnes

The workshops were advertised in a press release issued by DCC. The release appeared in the Totnes Times, South Hams District Council website and Totnes Traffic and Transport Forum website. The event was also promoted at Totnes Town Council meeting, via an email to all town and parish council clerks, email flyer through various community networks and by poster around Totnes and Dartington.

The workshops were designed and funded by Devon County Council and input was provided by the Traffic and Transport Forum and South Hams District Council. District Councillors were also provided with a briefing note on the workshop proposal to allow them to have an input.

An independent facilitator, Professor Chris Balch from the University of Plymouth, was employed for the events to allow an impartial view and to make sure the event allowed everyone to participate fully.

Typical Workshop Programme (for a 10.00 start)

10.00 am - Devon County Council delivered an opening presentation which explained; the programme for the two hour workshop, the reasons for holding the workshops, gave information about transport and traffic issues in Totnes and its hinterland, and briefly describe our transport policy and the next steps. (Presentation can be viewed on the Totnes Traffic and Transport website).

10.20 am - 10.50 am 'What works well & what doesn't'

Participants were asked to form a group of 6 - 8 people. They were provided with a map of Totnes and surrounding wards, pens and paper to record ideas. A spokesperson was nominated.

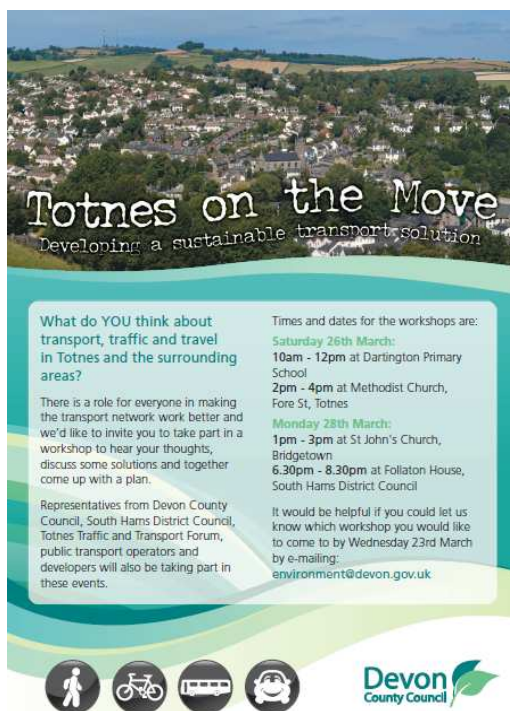
Participants were asked to take the opportunity to look at the transport network in and around Totnes, think about their travel needs, barriers that make their journey difficult or mean that they are reliant on the car.

10. 50 – 11.10 Issues presented back to the wider group

11.10 – 11.40 'What are the solutions?'

Participants were asked to consider some possible proposals to tackle the issues identified or to encourage more sustainable travel. Participants were encouraged to think about solutions that the community could help make happen. The participants were asked to think about a package of measures that would improve the traffic and transport network, with an emphasis on the priorities. (30 mins)

11.40 – 12.00 Present ideas back



{Flyer used to publicise the workshops}

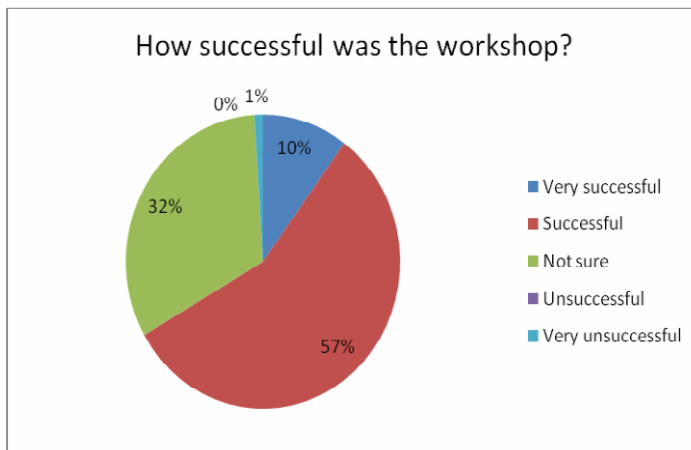
Questionnaires

In addition to the workshops, short questionnaires were given to participants at the registration point for each workshop. The questionnaires provided an additional opportunity to record ideas. Participants were also asked to register their contact details at the event if they wanted to receive further information.

4. Results of the workshops

4.1 Attendance and profile of the participants

Over 200 people in total attended the four workshops. Of those, 90 people completed the questionnaire. From the questionnaire, 48% of participants were female and 52% were male. The age range of the participants was between 20 and 80 years of age, 31% were 35- 49 years old, 40% were 50- 64 years old and 27% were 65 to 79 years old. The respondents were also asked how successful they thought the workshops had been 67% of respondents felt it had been successful or very successful, 32% stated they were not sure. Additional questions were asked about the participants' usual mode of travel for work, school or leisure where applicable. The results can be viewed in the appendix.



4.2 Questionnaire

The questionnaires provided a further opportunity for the participants to put forward their ideas;

The following questions were asked:

- **What do you think the main positive and negative effects are of transport on Totnes and its surrounding area?** The comments provided by the respondents can be viewed in the blue box sections, to complement the themes presented in the main report
- **How do you think transport could be made more sustainable?** The ideas suggested in the questionnaire have been grouped along with the proposals that came forward from the community. This can be found in section 4.5 'Proposals from the community.' The unedited text is also provided in the appendix

4.3 Workshop discussions

The results are provided in two parts in the same way the workshops were constructed. The findings have been summarised under key themes to pick up reoccurring points or ideas. This report simply aims to present all the views put across and is not endorsing or rejecting ideas. The text in italics in the shaded sections are direct quotes from comments provide in the questionnaires.

4.4 What works well and what doesn't

Community Transport

Bob the Bus was frequently mentioned as a form of transport that works very well. Bob the bus is the local community bus, available to all, including 'National Concessionary Bus Pass' holders. It is the only bus to go up the main street, providing access to the historic Museum, Castle and Guildhall, as well as the many individual shops. There was a strong sense of appreciation for the service that Bob the bus provided. The **ring and ride** service was also noted as a good service.

Bus Services

It was felt that some services were good such as the bus to KEVICC and services to Newton Abbot and the X80 bus (Paignton to Plymouth).

It was expressed that **lack of good quality** information was available about bus services. Issues about high **fares, timetabling and reliability of bus** services were also raised as problems

Bus transport was seen as playing an important role in providing a mode of transport for bringing people into Totnes from the surrounding parishes. However it was felt that the **timetabling or frequency of services did not provide the flexibility needed** to access schools outside of Totnes, coordinate with train timetabling, get to work on time or to a hospital appointment. Also the lack of bus services in the evenings and weekends limits access to leisure and social interests.

There were a number of comments about the **size of bus vehicles** and concerns about them being too wide for some roads.

Joined up ticketing with the train and bus was also seen as a potential benefit – although Smartcards are not yet available for bus and train, it is possible to purchase a plusbus ticket on the train which provides unlimited bus travel on services in and around Totnes.

What works well...

"...excellent walk / cycle route to Dartington..."

"...good footpath network. Some good cycle routes..."

"...good cycle network..."

"...good recreational cycling and buses..."

"...more cycle paths in and around town are needed..."

"...some limited cycle networks..."

Public Transport

"...relatively good bus services. Good train services."

"...good national rail links put Totnes on the map... Good links - good for tourism."

"...good train services and station accessible by walking..."

"...Totnes is very well served with alternatives to car transport, 2 trains, river ferry, bus services and cycle paths..."

"...better than some in terms of trains, buses, cycle paths etc..."

"...Links with London and west via railway..."

"...good bus links to Torbay / Plymouth / Exeter (bus timetable not always easy to find on internet). Excellent train links to London / Scotland / South West;... Boating also is getting bigger e.g. canoes...parking at steamer key for weekend canoe trips..."

"...some bus routes are becoming established e.g. 111. Good train service..."

"...good public transport connections with both main settlements and some smaller settlements..."

"...Reasonable bus network and Bob the Bus..."

Train

The train station on the mainline was viewed as a **major asset to Totnes** and the surrounding areas. Although train services were viewed to be good to Exeter and beyond, services to Plymouth were considered less frequent. For example, **services to the west were not frequent enough to be reliable for the journey to work**. Facilities for cyclists at the station and on the trains were viewed as limited. Some of the peak services were considered to be **overcrowded**. A more frequent local service to Plymouth would be welcomed and trains that run later in the evenings.

Walking Routes

There was a great deal of **pride about the environment** in Totnes and that it was a wonderful place to explore and walk around in. It was felt that the town of Totnes was a good size town for **walking to be a feasible way of getting round**.

The High Street was a particular discussion points at all the workshops. It was felt that the **pavement in the High Street wasn't wide enough for disabled users or people with pushchairs**. There was a lot of discussion on how the High Street could be improved for pedestrians and discourage through traffic, one solution offered was to create a shared space. It was acknowledged that it was **difficult to find consensus** on the issue from different part of the community.

It was felt that some of the pedestrian crossings were not in the right places or not enough pedestrian priority provided in general. **Lack of pavements on some roads into Totnes such as Plymouth Road** was seen as a barrier to walking. Redworth junction was also perceived to be **unsafe for pedestrians**.

Cycle Routes

The **cycleway linking Totnes and Dartington was felt to work well** and used by local people for walking and cycling as well as tourists. It was noted that cycle access though the Cider Press was not great. Where cycle routes exist it was thought they were good however it was noted that there are a number of gaps which makes it an **incomplete network**. It was felt that it was difficult for children to access KEVICC safely on bicycle. The **Littlehempston to Totnes Cycle route** was highlighted at all four workshops as a key gap in the network. There was great enthusiasm for the issues concerning access to the footbridge to South Devon Railway to be resolved. It was identified that there is a **lack of cycle parking** at the train station and in the town. Lack of cycling routes in to Bridgetown and Buckfastleigh were felt to be a barrier.

What doesn't work well

"...congestion, pollution; particularly on Fore St. and High St. in Totnes. Carbon emissions..."

"...too much traffic on High Street / Fore Street, too dangerous on 'narrows', poor air quality..."

"...too many cars in centre of Totnes. Too much land designated for car parking. Lanes and roads too dangerous to walk or cycle..."

"...congestion, pollution, noise, danger to children / pedestrians..."

"...congestion deters walkers on high street as lack of pavements..."

"...traffic congestion, getting commuters or children to school, safety for cyclists or pedestrians..."

"...congestion on A385 (in peak hours especially)..."

"...holiday congestion. Peak time congestion..."

"...environmental pollution, safety, too many cars.

"...selfishness, carbon footprint, pollution..."

"...air quality issues due to traffic jams.

"...pollution, noise and air. Cuts in public transport.

"...increased traffic means pressure on sometimes dangerous rat runs..."

"...pollution, time wasted and fuel wasted, negative impact on visitors, safety for pedestrians and cyclists..."

"...pollution, congestion are the main negative effects. Present day local economies demand visitors, shoppers with easy access..."

"...congested, pollution, too many lorries, dangerous for cyclists and pedestrians..."

"...noise; constant roar even on Sundays. Pollution; Nitrous Oxide Action Zone (AQMA) along A385. Congestion; loss of time. Unsustainable car use..."

Carsharing

Carsharing was agreed to be a good idea however it was felt that it needed **better promotion** and that it possibly did not offer enough flexibility to be an option for everyone.

Parking

There were **mixed views** on the quantity of parking either being too much or not enough. Some felt it was too easy to park which encouraged car traffic. **The cost and lack of available long term parking** was raised as an issue.

Traffic

There were concerns about the **level and dominance of traffic** into and round Totnes which has implications for perceptions about safety for pedestrian and cyclists. It was noted that pedestrians are often in conflict with vehicles and that there **needed to be more priority for pedestrians**. Through traffic using the High Street was raised as an issue. It was felt that **a lot of short car trips take place**. People felt there was too much congestion and pollution from car traffic. **Cars were felt to offer the flexibility and convenience** that people needed to travel around reliably. The A384 was flagged up as dangerous for pedestrians and cyclists due to the road being narrow and presence of HGVs.

Barriers to sustainable transport

"...public transport too expensive and infrequent..."

"...not enough coordination between transport, timing, not enough frequency..."

"...limited public transport. No evening buses. No regular train service..."

"...lack of Sunday buses e.g. 111 in winter and evening, but timetable geared to long distance travel e.g. no train from Plymouth after 9pm on a Saturday night..."

"...Inadequate community transport in villages..."

"...lack of Park and Ride facilities..."

"...few cycle paths, bikes not allowed on buses or trains..."

"...lack of pedestrianisation..."

"...need to improve footways / lighting etc..."

"...poor expensive parking for commuters using train services..."

"...not enough footpaths especially from outside town. Not enough cycle lanes; incomplete cycle routes..."

"...it is frustrating how difficult it is to access Totnes from some outlying villages i.e. Littlehempston by foot..."

Effects

"...puts off visitors, people attending markets, puts people off cycling / walking on or alongside roads..."

"...the rural elements of villages and approaching lanes are spoilt by volume of traffic using narrow lanes..." "...congestion, pollution, cars act as disincentive for bikes and walking..."

"...the negative effect of rat-run High Street affects all; visitors, businesses and residents,...they look to Totnes as a green and sustainable town..."

“...Power assisted cycles..”

4.5 The community's proposals

The participants were asked to suggest proposals to make transport more sustainable. They were asked to focus on; ideas about how to make better use of what already exists, ideas to increase sustainable trips, reduce congestion and carbon and also how to get best value for money.

The participants were asked to think about how to make their proposal more attractive or possible 'sticks' to encourage people to make use of the proposal.

Participants were also asked to provide a timeframe for delivering their proposals; short, medium or long term and to prioritise their ideas in order of importance. However not many participants were able to suggest a priority therefore this report simply presents the proposals categorised into the following themes;

- Car travel
- Travel Planning
- Community Transport
- High Street, Totnes
- Walking and Cycling
- Public Transport
- Other

Car Travel

- Park and Change sites (carshare/ walk/ cycle bus) it would be free to park avoiding parking costs in the town
- Congestion charge for through traffic
- Use of alternative fuel and electric charging points
- Park and Share using local pub car parks
- Electric Car club
- Provide a bypass and a traffic management plan for Totnes
- Targeted promotion of carsharing and car clubs
- Real time info on availability of car parking spaces in the town
- Look at traffic signal timings to improve the flow of the network
- Develop a parking strategy
- Improve junctions to relieve congestion
- 20mph speed limits in Totnes
- Refresher courses for drivers
- Traffic lights on the edge of the town to allow time to relieve congestion in the town
- Van share between businesses
- Install chicanes on Barrack Road



...”share the space.... more crossings for people within the town..”



“...traffic congestion acts as a deterrent to visitors and affects trade. Affects the historic nature of the town...”

“put in place 20 mph zones...”

- Better awareness of existing car parks and seasonal Park & Stride.
- Workplace charging for car parking

Travel Planning/ new development

- Travel plans for all new development
- Travel plans for schools
- Relocate South Hams DC to Dairy Crest site
- Travel plans for people living in Torbay
- Develop an area travel plan
- Educate developers to include transport solutions etc.

Community Transport

- Community bus scheme for schools
- Shared use of mini busses and taxis
- School bus used for the community during the day
- Sustainable fuel for Community Transport
- Extend 'Bob the bus' service and integrated it with the car parks.
- Expansion of community bus schemes to connect outlying villages and difficult destinations e.g. Churston Ferrers
- Eliminating much of school run by using buses that could then provide community services.

High Street

- Pedestrianise high street
- Create a shared space
- Limit through traffic during the day
- Remove signage in the High street (naked streets)
- Access only for loading
- Traffic enforcement on the High St and Fore St.

Walking and Cycling

- Prioritise walking and cycling in the town
- New footbridge from Bridgetown
- Littlehempston to Totnes cycle route
- Fill in the gaps of the cycle network
- Bike Racks on buses
- Cycle parking at stations
- Market Totnes as a walking and cycling town
- Community bikes including electric

“Totnes railway station being made a hub station with buses, taxis, water taxis, steam railway and cycleway.”



“...Brand Totnes as a walking and cycling town...”



“ A park and ride car park somewhere with an electric shuttle bus...”

- bikes
- Develop a walking map
- Improve walking and cycling links from Bridgetown to the town centre
- Cycle training
- Provide a zebra crossing at Dart Church
- Widen pavements on the Old Bridge
- Better signing
- Bike racks on buses.
- Create shared surfaces
- Extend cycle network to satellite communities e.g. Berry Pomeroy, Stoke Gabriel, Tigley, Littlehempston etc.
- More signs indicating cycle and footpath along A385
- Power-assisted cycles modelled on the Barclays TFL scheme.

Public Transport

- Park and Change sites (carshare/ walk/ cycle bus)
- Improve local bus provision
- Provide rural village bus services
- Publicise sustainable transport via hotels
- Cross ticketing between bus operators
- Bus hub at Morrisons
- Transport hub located at the train station
- Extend bus services in the evening
- Extend Devon and Cornwall Rail card so it can be used before 9am
- Provide a peak hour local train to Plymouth
- Provide a beach bus for tourists using the train.
- Extend the timetable hours for bus services to surrounding towns
- Park and Ride based at old Dairy Crest Site
- Call and ride minibus service, electric mini buses

Other ideas

- Mobility Scooters based at car parks
- Totnes Smartcard
- Home delivery service from a hub point
- One stop local transport websites
- Develop an integrated transport

“...Encourage more carsharing...”



“..Look at the needs of the community, don't impose on it...but listen..., not reliant on engineering solutions, traffic and transport is not solely highways..”.



“...community cycle scheme..”

strategy linked to the Site
Allocations Development Plan
Document

- Prioritise affordable housing for Totnes people
- Look to draw in funding from other sources to enable match funding for projects.
- Ring fence Section 106 developer contributions for sustainable transport
- Encourage mixed development – homes and workplaces
- Increase freight on trains and discourage road freight
- Provide transport information for businesses
- Touch screen maps located in the town providing transport information
- Raise awareness about other road users and improve tolerance

5. Next steps

This report provides a record of the views and ideas put forward by those who took part in the workshops. The ideas should be considered alongside the previous consultation and reports carried out in Totnes and its hinterland.

DCC would like to work with the community and South Hams District Council to develop an **area wide strategy** which will deliver a package of sustainable travel measures focused on reducing carbon emissions and congestion.

The strategy should also set out the transport aspirations for the area and inform thinking and decisions regarding new development and transport planning for the town. The way in which the selected measures will be assessed and delivered will depend on future funding. It may be that some ideas can be funded from resources provided early on through the DCC Local Sustainable Transport Fund, if successful, and others may require funding that could be obtained from developer contributions.

The strategy should put forward the community's aspirations but also be realistic in its delivery. The workshops have started an engaging debate which has tried to avoid a 'wish list', the challenge is to develop these ideas and take a holistic look at the transport issues for the town and prioritise the actions that are; **deliverable**, will have most **positive impact** and lead to a lasting **change in behaviour**.

6. Appendices

6. 1 Appendix 1 List of previous studies and consultation undertaken in Totnes

PAST TOTNES TRAFFIC STUDIES & RELATED DOCUMENTS

(DRAFT - in chronological order)

1. **TOTNES COMMUNITY APPRAISAL** (1999)

[Click here for findings](#) (See section on *Traffic Management*)

A community project supported by the Community Council of Devon, Town Council, SHDC, DCC and National Lottery Charities Board. It took the form of an appraisal based on replies to an 18 page questionnaire received from 1518 households.

The conclusions about Traffic Management in the Totnes Community Appraisal led to the:

2. **HIGH STREET TRAFFIC CONSULTATION** (2002-4)

"Established to bring together all the organisations in Totnes with particular concerns about traffic and transport issues, the *Traffic and Transport Group* is both a subgroup of *Totnes and District Community Strategy Group* and a working group of *Transition Town Totnes*. In 2002, as part of the consultation leading to the publication of the *Community Plan*, the group worked with the Town, District and County councils to organise a two year consultation on tackling traffic issues in the High Street, raising £20k for a facilitator. This consultation involved over 100 community organisations, evaluated all 18 known proposals for tackling High Street traffic problems, identified the least problematic ones and proposed to the Highways Department a scheme that was generally felt to be the 'least worst' option." [\[Source\]](#)

[Paul Wesley, Chair: Chamber of Commerce, has the files. John Halliday has a copy]

3. **PUBLIC REALM PROJECT** (Preservation Trust - for the Strategy Group, 2007)

"The 2006 *Project Review* of the *Strategy Group* called for the development of a *Town Plan* which could provide a long term vision for the town and bring a coherent and integrated approach to ongoing management and development of all aspects of the public realm. The *Totnes and District Preservation Trust*, under its Chairman Charles Fox, took this forward, and launched a discussion document *Discovering Totnes* in December 2007. ... This included a new traffic circulation strategy for the town centre, including provision of a "hoppa bus" service, and encouraging pedestrian dominance in the middle of the day by removing non essential traffic. Ultimately, there will be a need for a road, bypassing Totnes, to carry the increasing traffic between Torbay and Plymouth. It also considered the placing and use of public art, and put emphasis on the need to improve the key gateway places to Totnes. This included broad proposals to improve Station Road between Brutus Bridge and the Redworth junction, which provides the potential point of entry for many visitors currently; and the areas surrounding the Railway Station, Steamer Quay to the Plains and the Market Square." [\[Source\]](#) (*Discovering Totnes* is available from Charles Fox)

4. **TOTNES CONSERVATION AREA MANAGEMENT PLAN** (SHDC, 2007)

http://www.southhams.gov.uk/totnes_conservation_area_management_plan.pdf

"This Management Plan forms a complementary document to the Totnes Conservation Area Character Appraisal. While the latter defines and evaluates the special interest of the conservation area, the Management Plan identifies the issues for its future development and enhancement." [See Section on "*Traffic Management and Public Realm*".]

5. **CYCLE PARKING SURVEY** (Traffic Forum and DCC cycling officer, 2008 ??)
Results of a consultation and survey of optimal locations for cycle racks in central Totnes - carried out by the Traffic Forum with Robin Bevis (DCC Cycling Officer) with the Cycle Group & Chamber of Commerce. Available from Julian Burn (Cycle Group)
6. **ENERGY DESCENT ACTION PLAN** (Transition Town Totnes, 2008-9)
<http://www.transitiontowntotnes.org/edap/home> See Chapter 7 on Transport (available as a pdf)
Published 2010. ISBN 1900322854. "The Energy Descent Action Plan has been developed by and for the community of Totnes and District, a busy market town and its fifteen encircling parishes, by engaging the community in a creative process of preparing for resilience based on localization with understanding, skills and inner preparation for the anticipated changes and some of the biggest challenges civilisation has ever faced. At the heart of the EDAP are 15 sections covering key sustainability topics from food production to governance; within each are scenarios of business as usual versus willingness to change proposed with a vision of 2030. It offers a new story of the future, based on a scenario of positive visions and proposes practical pathways of ideas, activities and policy changes across a series of themed timelines to 2030." [For details contact Cllr Jacqi Hodgson, Author]
7. **JOINT COMMUNITY RESPONSE TO THE DPD** (Town Council / Strategy Group, June 2010)
<http://www.totnesstrategygroup.co.uk/jointresponse201.html>
"This document provides a collective community response to the South Hams District Council (SHDC) Site Allocation Development Plan Document for Totnes, dated April 2010, and has been co-ordinated by Totnes Town Council and the Totnes and District Community Strategy Group. It is supported by the community representatives present at the EbD day (the EbD Consultation Group), and reflects the views of Councillors, individuals and the many local groups who have responded to the DPD this time." [For details contact Jill Tomalin]
8. **BALTIC WHARF GREEN TRAVEL PLAN** (TQ9 with DCC, SHDC, G4BW, Traffic Forum, Aug 2010)
<http://www.southhams.gov.uk/PlanningDocs/1/00/23/47/00234742.pdf>
Objective: "*Seek to minimise the number of single occupancy car journeys made to the site, to promote travel by the more sustainable modes of transport, and to manage the overall transport impacts of the development.*"
9. **CAR PARKING SURVEY** (Traffic & Transport Forum, Aug-Sept 2010)
<http://www.transitiontowntotnes.org/groups/transport>

6.2 New Development in Totnes

The Site Allocations Development Plan Document (DPD) allocates approximately 400 new homes and just over 2 hectares of employment land in Totnes by 2016. Devon County Council has been consulted during the production of this DPD and advised on the preferred development sites and how their impact on the transport network could potentially be reduced.

Developments located in Totnes reduce the need for people to use their cars, as jobs and services such as health centres or shops are easily accessible by walking, cycling and public transport. Furthermore, there is also a rail station giving access to key destinations like Plymouth, Newton Abbot and Exeter. These all help to reduce the dependency on the private car. Travel plans are required as a minimum for new development to develop and promote sustainable transport. A travel plan has been approved for the Baltic Wharf development and development contributions of £500,000 have been secured, £200,000 of the £500,000 transport contribution will be used for travel plan related measures. The remaining £300,000 is intended to be used for other local transport improvement. The workshops as well as previous work undertaken will be a vital part of defining the correct package of solutions.

Totnes and its hinterland is by no means alone with the challenges it faces in order to address existing transport issues, while also providing much needed housing for the local community. Issues on the A385 are the result of both through traffic and local traffic; solutions and measures addressing both will have to be delivered in order to have an impact. The county council is keen that the local community should be involved in shaping the solutions to transport issues that exist now, and those that may arise from new developments in the future.

6.3 Text answers from the questionnaire

How do you think transport could be made more sustainable?

Respondents were asked to think about how to make transport more environmentally friendly while meeting the needs of communities and being economically viable. People responded with ideas to this question, banded under the following broad headings, with examples highlighting points raised, some examples may appear in more than one category and themes have been separated out from each submission.

More and better

- More cycle paths around Totnes: cycle path to Littlehempston.
- Better cycle networks in town and to surrounding villages e.g. Littlehempston.
- Improve cycle network to outlying villages especially those on the other side of the river e.g. Littlehempston
- More, many more, cycle paths from surrounding villages.
- More cycling paths and walkways. Expansion of cycle routes at the station.
- More provision of cycle facilities at bus stops, on buses and at station.
- More cycle path provision, more bike racks around town.
- More safe cycling routes.
- More bike paths / lanes.
- More signs indicating cycle and footpath along A385

- Maybe more buses, buses Totnes / Dartmouth on Sundays in winter?
- Expansion of community bus schemes to connect outlying villages and difficult destinations e.g. Churston Ferrers
- More local community buses.
- More local buses.
- Better coordination of rail and bus companies, season tickets cheaper multiple ticket purchase possible.
- Better coordinated bus timetables so changes can take place in Totnes.
- Improve commuting into railway station, affordable, local buses to railway at commuter times.
- More freight coming by rail rather than road.
- Encourage more carshare.
- More awareness of car share scheme.
- Better awareness of existing car parks and seasonal Park & Stride.
- Improve walkways, Park & Ride options
- Better advertising of existing bus services.
- More flexible bus timetables.
- Cheaper and more buses / trains.
- More customer friendly publicity like gardening centres and supermarkets.
- Develop more public transport services to help reduce car trips.
- Railway, more stations to Plymouth.
- More buses and cheaper fares.
- More frequent trains.

Cycling

“Littlehempston is very close to Totnes but the only way to travel there is by car. The road is heavily used and extremely dangerous for cyclists. Villages within walking distance of their only shops, schools etc. should be accessible by foot or bike. It is essential to many adults and children that the Littlehempston cycle / walk way is budgeted for in Devon bid. It is a crucial link NCN2 relies on it so that Devon is accessible.”

“Prioritise cycling / walking within the town centre with cars accommodating themselves to walkers and cyclists and therefore only coming into town where essential for delivery, waste collection etc. Some sustainably fuelled (old chip fat) transport (rickshaws, small buses) for transporting those unable or unwilling to walk or cycle.”

- Enabling people to cycle.
- Allow bikes on buses / trains.
- Bike rack on buses.
- Create dedicated bike lanes on road.
- Better cycle networks in town and to surrounding villages e.g. Littlehempston.
- Create shared surfaces.
- More cycle path provision, more bike racks around town.
- More provision of cycle facilities at bus stops, on buses and at station.
- Training for adult returning cyclists.
- Extend cycle network to satellite communities e.g. Berry Pomeroy, Stoke Gabriel, Tigley, Littlehempston etc.
- Cycle path linking Littlehempston and surrounding villages to the Totnes / Dartington cycle path.

Buses

“A Park and Ride style car park (somewhere) with an electric shuttle bus? Would make using the railway more financially viable for commuters to Exeter and Plymouth who live in outlying villages. Better coordination of rail and bus companies, season tickets cheaper multiple ticket purchase possible. More local buses.”

- Prioritise bus travel and other public transport means
- Much greater provision of public transport and smaller shuttle services for towns.
- Buses needed to outlying villages.
- Extend the timetable hours for bus services to surrounding towns
- Maybe more buses, buses Totnes / Dartmouth on Sundays in winter?
- More flexible bus timetables.
- Improve movement support e.g. hop on / hop off in town.
- Park and Ride circulating bus to main areas and facilities.
- Park and Ride based at old Dairy Crest Site.
- Need Park and Ride. Totnes railway station, for public transport, buses, trains and river transport.
- Buses and cheaper fares. Park and Ride.
- Loop bus service, Park & Ride.
- Bus services in smaller vehicles, some of the connections often poor. Use the river for services.
- More provision of cycle facilities at bus stops, on buses and at station.
- Bus / Train, yes, but must be efficient.
- Lots of Government money put into buses.
- Call and ride minibus service, electric mini buses
- Joined-up thinking between trains, buses and car parking.
- Integrate bus and train timetables.
- Improving the ease of changing between modes of transport.
- Improve commuting into railway station, affordable, local buses to railway at commuter times.
- Restore and extend through bus routes e.g. 111 to Torquay.
- Bike rack on buses.
- Evening bus service needed (after 6pm).
- Buses from villages instead of cars.
- Allow bikes on buses.

School bus

- Use school buses for public transport, they run anyway. Many 6th formers of KEVICC are taken into Totnes in cars because the bus is not free, and not available for paying transport.
- Eliminating much of school run by using buses that could then provide community services.

Car

“Littlehempston is very close to Totnes but the only way to travel there is by car.”

- Incentives for car-share.
- Encourage more car-share.
- Website for carsharing / school lifts.

- Promote car share schemes, electric charge points for cars in the future
- Use carshare etc. to reduce through traffic. Improve links to hinterland to reduce car use.
- Car clubs with electric cars
- Expansion of eco-cars
- Encourage residents to reduce their car journey, a little e.g. by one journey a week.
- Encouragement of personal multi-tripping i.e. using car for several shopping purposes in one journey, big shop, recycling centre, lunch, garden centre, small shop, home; instead of going out specially for one reason.
- Develop more public transport services to help reduce car trips. Encourage walking within town.
- Buses from villages instead of cars.
- All sorts of measures [as discussed] to encourage alternatives to personal car usage.
- Provision of car parks on edge of town with a Park and Ride circulating bus to main areas and facilities.
- Car planning for through traffic.
- Better awareness of existing car parks and seasonal Park and Stride.
- The reality is that only a few environmentally aware people are prepared to reduce their use of cars. The majority are not prepared to alter their current lifestyle, only exorbitant cost will deter them.
- South Hams District Council to follow Devon County Council's example and pay for parking.
- Make life very difficult for car drivers within Totnes once alternatives are in place.

Walking

“Villages within walking distance of their only shops, schools etc. should be accessible by foot or bike. It is essential to many adults and children that the Littlehempston cycle / walk way is budgeted for in Devon bid. It is a crucial link NCN2 relies on it so that Devon is accessible.”

- Clear walking routes from station and pavement (not signs) to town centre.
- Encourage walking within town.
- Encourage walking / cycling.
- Share the space; pedestrianisation, more crossings for pedestrians in town.
- Pedestrianise the High Street - would make Totnes more attractive.
- Make High Street pedestrian priority, extend and widen pavements.
- Pedestrianisation of Totnes (say 10 - 4). Encourage pedestrian use/cycling/disabled use (scooter).
- Prioritise cycling / walking within the town centre with cars accommodating themselves to walkers and cyclists [sustainably fuelled (old chip fat) transport (rickshaws, small buses) for transporting those unable... to walk] Prioritise...public transport means, cycle paths and cycle facilities, plus pedestrianisation over all other measures.
- Remove the button operated pedestrian crossings in Totnes. There are five; they slow the traffic down creating pollution, and frustration. Replace with zebra crossings or footbridges.
- Dedicated cycle paths and footpaths.
- Pedestrian bridge over Western bypass from Totnes to schools.
- Bridge for cyclist / pedestrians from Bridgetown Riverside Development (pre 2016) to Vire Island / New Walk.
- Solution needed that makes people think. Walking / cycling - needs to be safe.

- There is no safe walk / cycle route between Totnes and Torbay that could be used for commuters. Improve cycle and walking facilities; Ashburton, Newton Abbot, Littlehempston, Totnes: see website
- Increase provision for pedestrian / cycleway. Join up to Littlehempston

Train

“Totnes railway station being made a hub station with buses, taxis, water taxis, steam railway and cycleway.”

- Better coordination of rail and bus companies, season tickets cheaper multiple ticket purchase possible.
- Improve train services to Plymouth.
- Back rail travel.
- Cooperative train companies.
- Lower train fares and more frequent trains.
- A Park and Ride style car park (somewhere) with an electric shuttle bus? Would make using the railway more financially viable for commuters to Exeter and Plymouth who live in outlying villages.
- Multi-storey...parking close to the railway station.
- Open the railway station at South Brent as commuter point.
- Bus / Train, yes, but must be efficient.
- More provision of cycle facilities at bus stops, on buses and at station.
- Totnes railway station, for public transport, buses, trains and river transport.
- Railway, more stations to Plymouth.
- Railway station, needs to be consumer friendly.

Parking

“I suggest that a multi-storey car park be built on the site of the old coal yard. Then a conveyance (lift / vehicular railway type) for pedestrians be built up the walkway to Castle Street which would bring people to the very centre of Totnes. It could be a tourist attraction and allow the existing car parks to be developed as garden areas - which would also make the town more attractive to visitors - maybe some could be developed to pay for the new scheme.”

- Park and Ride schemes.
- Incentives Park and Ride.
- A Park and Ride style car park (somewhere) with an electric shuttle bus?
- Park and Ride, Webbers yard
- Park and Ride facilities - e.g. Exeter restricted road access.
- Loop bus service, Park & Ride
- Free Park and Ride on North, East and West sides of Totnes.
- Park and Ride on outskirts.
- Provision of car parks on edge of town with a Park and Ride circulating bus to main areas and facilities.
- Park & Ride options, joined up and integrated plan across district, regular groups / meetings / updates.
- South Hams District Council to follow Devon County Council's example and pay for parking.
- Ban parking in Fore St. / High St.
- Park and Ride based at old Dairy Crest Site.

- Enabling people to park cheaply nr station (or bus) and go on by public transport to work.
- Park and Ride hubs
- Suggest that a multi-storey car park be built on the site of the old coal yard [and allow the existing car parks to be developed as garden areas]

Surrounding communities

“I live in Littlehempston and would very much like the proposed cycle path linking Littlehempston and surrounding villages to the Totnes / Dartington cycle path. It would provide many people with a safe, sustainable means of transport.”

“Looking at needs of community not imposing on it. Then develop into sub region and regional plans. But coherent and listening, not reliant on engineering solutions. Traffic and transport is not solely highways.”

- Bus services in smaller vehicles.
- Buses needed to outlying villages.
- More local community buses.
- Developing community transport.
- Government funded community initiatives, community buses running on a loop until midnight.
- Expansion of community bus schemes to connect outlying villages and difficult destinations e.g. Churston Ferrers
- Eliminating much of school run by using buses that could then provide community services.
- Villages within walking distance of their only shops, schools etc. should be accessible by foot or bike.
- Community bike scheme, more car clubs.
- More, many more, cycle paths from surrounding villages.
- More safe cycle routes to link outskirt villages into Totnes. i.e. Littlehempston to Totnes
- Improve cycle network to outlying villages especially those on the other side of the river e.g. Littlehempston
- Extend cycle network to satellite communities e.g. Berry Pomeroy, Stoke Gabriel, Tigley, Littlehempston etc.
- More local train services especially at peak times (Exeter, Newton Abbot, Ivybridge, Plymouth)
- More local promotion in village magazines and more customer friendly publicity like gardening centres and supermarkets.

Other

- As a Sustrans Ranger for Totnes we are forging a safe link for cycles between Totnes and Newton Abbot, Plymouth and Exeter, and tourist route from Totnes to Plymouth via the South Hams. There is no safe walk/cycle route between Totnes and Torbay that could be used for commuters. I would propose a route on the Totnes/Paignton route as being the easiest/cheapest route; half is already paved, the other treacherous.
- See TTT Energy Descent Action Plan on Transportation. Swindon Sustainable transport plan offers sound model.
- The best way to reduce congestion is to reduce development.

- Limit 2nd Homes, reduce house prices, allow people who work here to live here. Likewise identify properties being sat on by developers leaving them empty to deteriorate rather than reducing than reducing local housing need.
- Use school buses for public transport, they run anyway.
- Remove the button operated pedestrian crossings in Totnes. there are five. they slow the traffic down creating pollution, and frustration. Replace with zebra crossings or foot bridges. Remove all traffic lights. They are too crude and cause hold ups and frustration. Traffic will flow better without them.
- Discuss population growth limitation.
- Google apps and local data; make it part of basic Google maps to have colour coded traffic data.
- Use electric motors for transport vehicles. Rechargeable from community PV system. Support initiatives [?]
- Changing peoples habits.
- Develop into sub region and regional plans. But coherent and listening, not reliant on engineering solutions. Traffic and transport is not solely highways.
- Bus..Run on bio fuel/renewable electricity. However, speed limits on lanes 20mph equals less pollution. Possible projects with voluntary sector, lower train fares and more frequent trains.
- Licences to small private business running on bio fuel. Not everyone is able to cycle. Transport needs to allow for this and cycling needs to be made safe for all.
- Power-assisted cycles modelled on the Barclays TFL scheme.
- Encourage use of truly sustainable biofuel as pioneered by Totnes biofuels CIC (i.e. zero waste, fully recycled). Expansion of eco-cars
- Traffic calming.
- Educate developers to include transport solutions etc.

How did respondents usually travel to work?

Mode	Percentage (%)	Count
Driving a car or van alone	19	15
Passenger in car or van/car-sharing	5	4
On foot	10	8
Cycle	13	10
Bus	0	0
Train	3	3
Motorcycle, scooter, or moped	1	1
Other	1	1
Not applicable	48	38

How did respondents usually travel when shopping?

Mode	Percentage (%)	Count
Driving a car or van alone	38	31
Passenger in car or van/car-sharing	15	12
On foot	30	24
Cycle	11	9
Bus	2	2
Train	0	0
Motorcycle, scooter, or moped	0	0
Other	0	0
Not applicable	4	3

How did respondents usually travel to school?

Mode	Percentage (%)	Count
Driving a car or van alone	7	5
Passenger in car or van/car-sharing	5	4
On foot	1	1
Cycle	7	1
Bus	5	5
Train	0	0
Motorcycle, scooter, or moped	0	0
Other	1	1
Not applicable	74	56