

Transport 2000

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Recommendations for the Next DLTP (2006-2011)

1. Traffic Reduction

- Set annual traffic reduction targets – Including targets encouraging modal shift.
- Better integration of County Council services and departments.
- Better co-ordination of incentives and disincentives.
- Feasibility study of congestion charges.
- Extension of car sharing schemes.

2. Reduce need to Travel

Locate services and facilities closer to where people live (discourage out of town shopping centres).

3. Travel Hierarchy

Structural change to transport budget expenditure to reflect prioritisation of more sustainable forms of transport.

4. Buses

- Greater promotion of bus networks.
- Explore the use of through ticketing.

5. Home Zones

- Expansion of Home Zones.
- Extension of enforced 20mph limits in residential areas.

6. Rail

- Investigate the re- opening of stations throughout Devon.
- Investigate the possibility of extending the current Devon Rail card – a regional Rail card.
- Increase publicity of new clock face times tabling.

7. Greener Fuels

- Promote the use of cleaner fuels especially in own vehicles.
- Encourage public uptake of grants and advice.

8. Walking and Cycling

Cycle routes although growing in number still require appropriate support and investment.

9. Freight

- Encourage greater use of freight as a mode of transport and delivery.
- Co-ordinated approach to railroad freight transshipment depots and the removal of large lorries from urban centres.

10. Park and Ride

Charge for car parking spaces rather than the bus – encourages motorists to make comparisons with town centre parking charges.

11. Car Parking

Make public transport more financially attractive than using the private car, especially in urban areas.

12. Other Policies

- Feasibility Study – tram / ultra light rail system for Exeter
- DCC – should lead by example in green travel plans and charge for car parking at County Hall.
- Wider debate into the pros / cons of air transport including environmental impacts.
- Address the car dependency culture, which is developing in Devon.

DEVON LOCAL TRANSPORT PLAN – 2006-2011

Handouts:-

The following handout was issued to support this paper:-

- **Devon Transport 2000 Review of Devon local Transport Plan**
(Copies attached)

Panel Discussion

- Unnecessary car journeys need to be reduced.
- Traffic reduction not a general policy but rather traffic reduction in specific areas.
- A prime location for an Ultra light rail system is by the canal through the centre of the city. The rail can then be developed outwards at a later date.

The benefits:

- Energy- Long term more effective
- Attractive
- Reliable