



Totnes Town Council

Transport Policy and Strategy 2019



1 Vision (What we would like to see happen)

2 Introduction and Overview (Travel needs to be addressed)

3 Transport Policy 2019 (Our guiding principles)

3.1 Access For All

3.2 Sustainability

3.3 Community Engagement

4 Transport Strategy 2019 (How we plan to make this happen)

4.1 Objectives (What we plan to do)

4.2 References and relevant transport plans

5 Appendix: Schemes (Projects that make this happen)

5.1 Maps (to be included later)

Vision

A resilient town wide transport policy and strategy that will deliver sustainable travel for all users, ensuring safe, healthy streets and a pleasant, prosperous and vibrant town centre.

2. Introduction and Overview

This document is intended to outline Totnes Town Council's position relating to transport in the town and neighbouring parishes.

The principles contained in the Policy and Strategy reflect Totnes Town Council's commitment to improving access to transport with a focus on encouraging the use of sustainable travel wherever possible.

Reference should be made to this Policy and Strategy alongside other planning guidance when considering all future plans and developments in the town. Decisions made should be in keeping with these principles. In particular this information will help inform Devon County Council and South Hams District Council in the context of considering travel schemes submitted for S.106 grant funding which would benefit the Totnes area. Details of current and planned schemes which will implement these principles are found in the Appendix of Transport Schemes.

This Transport Policy and Strategy will be reviewed from time to time. Information on the associated schemes listed in the Appendix and other relevant transport plans will be regularly updated.

This document has been reviewed to include measures to align with the Town Council's Declaration of a Climate Emergency in December 2018 and the subsequent similar declarations by the Government, Devon County Council and South Hams District Council and local Parish Councils in the area.

1. Totnes is situated at the junction of roads linking Torbay and Plymouth (A385), Newton Abbot (A381) and Kingsbridge and the South Hams (A381). More than 60% of traffic on the A385 is through traffic. Planned developments in Torbay, Newton Abbot, Totnes and Dartington, are likely to bring a further increase in traffic. The A385 through Dartington and Totnes is a designated Air Quality Management Area due to levels of pollution. There is no prospect of a bypass in the foreseeable future.
2. Longer-term, we anticipate a reduction in the number of private cars as a consequence of rising oil prices and a shift in the types of transport used. We can anticipate this position (and mitigate the impact of short term traffic increases), by promoting other modes of transport and developing a sustainable travel plan that helps to reduce our dependence on fossil fuels.
3. There is already a national increase in the use of bicycles, which provides both a healthy and a sustainable form of travel. Local development plan documents acknowledge the need to create a fully linked up local cycle path network. This needs to extend to outlying villages.
4. There have been fatal accidents at True Street and on Kingsbridge Hill in recent years. DCC reports a series of minor accidents on High Street / Fore Street, and wishes to reduce the amount of unnecessary traffic travelling through the centre of the town.
5. There has been a long-standing controversy about the presence of cars on High Street / Fore Street. This strategy acknowledges the need for continued access for emergency and delivery vehicles and community transport; the need for easy access for pedestrians, particularly disabled access; the need for adequate parking overall in the town to support trade; and a desire to improve the pedestrian experience in the town centre.
6. Residents' car parking schemes were introduced in various residential areas around the town in 2010, and their impact and efficacy needs to be reviewed on a tri-annual basis.

3. Transport Policy

3.1 ACCESS FOR ALL

We aim to address the travel needs of:

- a. Residents in Totnes and its 15-parish hinterland who depend on the town for provisions, services and employment.
- b. Those with travel needs, who for reasons of age, disability, income or choice do not have access to private transport.
- c. Organisations and companies providing services and deliveries
- d. People who come from a wider area and who contribute to the local economy e.g. visitors.
- e. Those who are simply passing through.

3.2 SUSTAINABILITY

- a. Reduce the use of fossil fuels in meeting transport needs
- b. Reduce the need to travel by motorised vehicle.
- c. Support access for all that covers all primary modes of transport based on a hierarchy of walking and impaired mobility vehicles, cycling (including electric powered), service delivery vehicles, community transport (with disabled access), other public transport (including rail), taxis, private cars (including car clubs and car sharing), and haulage vehicles.
- d. Support and propose sustainable transport schemes, including connecting people to key destinations by walking / cycling links.
- e. Support proposals that improve public and community transport with priority given to access in Totnes and district, then destinations further afield.
- f. Work towards integrated transportation hub systems to provide linked exchange to different ways of travel including Park & Ride / Stride proposals to reduce traffic and the need for parking in Totnes.
- g. Seek comprehensive transport assessments and green travel plans for all significant locations where a large number of individuals will need regular transport.
- h. Encourage and support traffic management measures to reduce car usage, congestion, air pollution and noise and that enhance the environment, improve safety and promote sustainable modes of travel.
- i. Improve the air quality in Totnes Town Centre and surrounding area
- j. Promote the use of rail for freight and passenger transport through cost incentives and lobbying rail companies.
- k. Transport is currently a significant user of fossil fuels and polluter. The town recognises that it needs to meet its commitment to halving its carbon demand by 2030 and be carbon zero by 2050 and will consider the carbon footprint of all its decisions regarding transport schemes.

3.3 COMMUNITY ENGAGEMENT

- a. Consult and engage widely with residents on transport proposals that will affect travel, parking and traffic in and around Totnes.
- b. Work in partnership with community groups that have a transport remit, statutory authorities and other relevant authorities.
- c. Link with Neighbourhood Plans to create and propose implementation of strategic sustainable transport measures

4. Transport Strategy

Totnes has been considered to be the fourth most congested town in Devon. In the context of the existing traffic congestion and the planned developments in and around the town, a strategy for accommodating existing and new journeys is required.

4.1 OBJECTIVES

1. Advocate the implementation of the Totnes Town Council Transport Policy.
2. The Totnes Town Council, within this Traffic & Transport Policy, will always strive to eliminate discrimination, advance equality of opportunity, advance good relations between those sharing protected characteristics and those who do not. Decisions relating to this Policy will be informed by transparent and appropriately rigorous equality impact assessments and the Council will always investigate how negative impacts may be mitigated (reference Equality Act 2010)
3. Draw on the associated Transport strategies developed by Devon County Council (January 2013), The Integrated Cycle Plan for Totnes (March 2012) and Totnes on the Move (November 2012) and align with them wherever possible.
4. Expand local community transport and support the development of Community Taxibus projects to provide sustainable travel to and from communities surrounding Totnes
5. Support plans for transport exchange hubs which support public transport and other sustainable modes.
6. Encourage more walking and cycling in the town and surrounding parishes by promoting and supporting proposals that improve and extend the footpath and cycleway network. As modes of transport that enhance health, community cohesion and are sustainable, they should be made safe, convenient and enjoyable through improvements to existing paths, opening cut-throughs, making space for cycle paths separated from the carriageway, and by connecting quiet roads to the surrounding parishes.
7. Support measures that ensure that through traffic on the A385 and other through roads moves as efficiently and in as safe and healthy a way as possible.
8. Support improvements to the pedestrian experience in High Street/Fore Street.
9. Support our traders, residents and visitors alike with measures to ensure adequate parking and easy access to the town centre.
10. Request Green Travel Plans for schools, major employers, public buildings, and similar large destinations, and require comprehensive transport assessments and Green Travel Plans for all planning developments that are likely to generate significant amounts of travel, or where there may be local traffic problems associated with a planning application.
11. Support *Shared Space*, traffic calming and traffic reduction measures in and around the Town
12. Support the expansion of car clubs and car sharing.
13. The Town Council will consult with residents through its community engagement policy and debate at the Traffic and Transport Forum.

4.2 References and Relevant Transport Plans

Totnes Town Council Transport Policy and Strategy 2014

Rural Bus Services report Tim Padfield, TOTM paper, August 2013 (Sent to all the fifteen parish councils surrounding Totnes, asking for their views about bus services towards Totnes).

Totnes Transport Strategy, Devon County Council (Jacobs) December 2012 (informed by the TotM process) **Town-wide**

Sustainable Travel Strategy, TOTM Community Board, 12th October, 2012

A Clean Air Strategy and Action for South Hams and West Devon – incorporating the Air Quality Action Plan May 2019 by James Kershaw SHDC's Environmental Health officer.

Defining Sustainable Transport (Paper one), Devon County Council 17/08/11

Cycle Parking Survey and recommendations Fore Street / High Street, (TOTM) 11 July, 2011

Hamilton-Baillie Associates Report on Totnes 'Movement, safety and pedestrian comfort in the town centre' July 2012

Walking Network Enhancements, TOTM paper November 2012 **Community Transport**

Feasibility Study outline proposal TOTM paper 2012

Integrated Cycle Plan for Totnes, Recommendations for a 21st Century Cycling and Walking network. Eric van der Horst. March 2012

- Cycling: An introduction to the Integrated Cycle Plan TOTM (powerpoint) October 2012
- A3 map showing routes and junction numbers – key to Eric van der Horst's report October 2012
- Signage Appendix for Totnes Report TOTM 2012
- Infrastructure Appendix for Totnes Report TOTM 2012

Totnes Bridge proposal:

- Phase 1 Totnes Bridge Presentation to TT&TF 10/10/12
- Phase 1 Totnes Bridge Presentation to TTC 5/11/12

Totnes Biofuels: Totnes Biofuel Hub & Community Transport Study: A Technical & Financial Analysis 10/10/12

5. Appendix: Proposed Transport Schemes

The following schemes are projects that have been proposed, identified, investigated and prioritised by various local groups in Totnes; this includes Totnes and District Traffic & Transport Forum and the Traffic on the Move Community Board. Each scheme should be assessed to indicate which Town Council Strategic Objective(s) it supports. This list may change as schemes are completed and others put forward.

Columns have been provided to enable prioritisation:

- (i) value in terms of improving air quality (score 1- 5 where 5 is high value)
- (ii) improving quality of life (e.g. health & fitness) (score 1- 5 where 5 is high value)
- (iii) whether funding would be available (indicate source) SHDC Officers will provide this information
- (iv) Comments from TTC meeting of Councillors held on 5th September 2019.

A. Schemes previously evaluated and prioritised	Prioritisation / evaluation			
	(i)	(ii)	(iii)	TTC Comments 5 Sep
1. Plymouth Road: A town gateway <ul style="list-style-type: none"> • Chicanes (with raised tables & trees) • Rumble lines on upper side • Speed camera 	1	3		No to rumble strips as noisy for residents. Install vehicle activated speed signs rather than speed camera. Move cemetery bank back to enable pavement to be moved back and road widened at narrowest point.
2. E-bikes: On Street rental Bikes e.g. Plymouth Donkey Bikes located at the Plains, the Station and the Civic Square.	3	4		This needs to be commercial venture, not TTC funded. Funding and security for storage and recharging Need traffic calming in Town Centre
3. Community Transport: Bob the Bus: Promotion and publicity to encourage more passengers, to widen the demographic appeal and further extension of the service.	5	5		Support. TTC should encourage a town tourism/residents information app to be developed. Saturday and commuter type working Sign needed at station App for phone (Uberbus) Route time info improvements
4. Totnes Station Forecourt route-ways into town Ramps. The ramps into Borough Park (by the tennis courts) need signage (on the fence) and making more attractive for pedestrians, and to be linked via an additional pedestrian crossing from the station ? Archway to the park – clear view / needs to be cleaned up and lit	3	4		The signage issue is being looked at by the Public Realm Working Group. Also need road markings

<p>5. Electric Car Charging Points At multiple Electric Car charging points at Steamer Quay & all these central car parks</p>	5	1		<p>Support. Morrisons have started to instal chargers (Sep 19). Needs to be planned for Eg Morrisons – TC could write to them.</p>
<p>6. Bridgetown ‘Chicken Run’ Bridgetown ‘Chicken Run’. Provide ramps to bypass the seven sets of steps, for scooter/cycle use, along this popular walking route for all of Bridgetown. A further link to the riverside at Steamer Quay to be considered. Any lighting requirement would need to be low lux to avoid adverse impacts on wildlife (incl. EU protected species of bats). (Bridgetown Alive! Are currently anxious to support this)</p>	5	5	S 106	<p>Investigate photosensitive surfacing as an alternative to lighting. See https://www.youtube.com/watch?v=nX9wqQMlyOo Starpath</p>
<p>7. Totnes Rail Pedestrian and Cycle Path Underpass Route from rail station under Station Road bridge to Castle Street and with an extension through to Lower Collins Road. Initial discussions with Network Rail have been positive, but would need to await their programme of relocation of signal boxes (estimated 2021/2). Requires works to connect to both Castle Street and Collins Road.</p>	5	5		<p>Support Need to consider the pedestrian access on Castle St – surface treatment might help.</p>
<p>8. Western Bypass at Cistern Street Move the bus stop closer to the junction with Plymouth Road (possibly to where the seat is just to the south of the junction). This would also benefit from a traffic island at the bottom of Harper’s Hill to assist pedestrians.</p>	3	3		<p>No to moving the bus stop closer to the junction. Needs a refuge to slow traffic (anyway) & means moving the bus stop Space for a layby - Support</p>
<p>9. Western Bypass at junction with Plymouth Road Provide formal pedestrian crossing facility as part of traffic lights on north side of junction, to connect with walking route from Paige Adams Road. PRIORITY PROJECT</p>	5	5	5	<p>Support Need to consider pedestrian routes further in</p>
<p>10. Coronation Road at Seven Stars Hotel At next maintenance opportunity, remove short section of painted cycle lane. It is too narrow, encourages cyclists to ride too close to the footway and drivers can squeeze cyclists.</p>	1	2		<p>Support</p>

B. Larger and Longer-Term Schemes	(i)	(ii)	(iii)	Comments
<p>1. Totnes to Littlehempston Cycle / Pedestrian Path PRIORITY PROJECT</p> <p>There is a long term, substantial public campaign for this the most direct route to close the severance in NCN2 between Totnes and Newton Abbot. It is supported by all the County Councillors on the route and Totnes' and other MPs. It has been considered by the Minister, who has written to the South Devon Railway requesting them to make progress. It was the subject of evidence given to the recent All Party Parliamentary Cycling Group Enquiry, and mentioned at length in the Parliamentary Debate on the subsequent Report. Currently active proposal with South Hams HATOC</p>	5	5		Support Alternative route available. (maps etc to be brought to next T&DTTF mtg, being dealt with by the cycling people)
<p>2. Footpath between Totnes Bridge and Brutus Bridge.</p> <p>Needs to include an access ramp down from Totnes Bridge.</p>	2	3		Good aspiration but practical challenges to installing a ramp.
<p>3. Seven Stars Roundabout and The Plains - Redesign on shared space principles.</p> <p>Pedestrian crossings needed on each limb coming off of the roundabout (i.e. not just let downs in the pavement) except Lower Fore Street</p>	3	3		Support as part of wider shared space objectives, which is supported by Totnes Chamber of Commerce. Remove reference to pedestrian crossings as you don't have them in shared space. = gateway to shared space in High St
<p>4. New junction layout at junction of St Katherine's Way and New Walk.</p> <p>There is now considerable new housing at Baltic Wharf, from which New Walk leads directly to The Plains and the bottom of town. A layout to encourage walking/cycling could reduce congestion in this area.</p>	1	3		Need a layby/drop-off on New Walk to support the new location of St Katherine's surgery. Road surface assists pedestrianisation
<p>5. Park and Change transport hubs investigated and implemented.</p> <p>Including ATMOS, Follaton, A381 Newton Abbot Road). These would include cycle parking and electric vehicle charging points</p>	5	3		Support, but remove SWW location (security implications), need a location closer to the A38. Look at utilizing KEVICC grounds during school holidays (and income for them)
<p>6. Cycle Network improvements (need to list)</p>	4	4		Support Also for electric bike routes and charging facilities.

C. ADDITIONAL PROPOSED SCHEMES 2019	(i)	(ii)	(iii)	Comments
1. Shared Space Measures implemented (in phases) In Lower Fore St, Fore St, High St and the Narrows, Totnes. Community engagement process involved to include more planting in tubs & benches etc	5	5		Support
2. 20mph speed limit zones in all town and village centres (including arterial routes that traverse these centres) where this measure has been sought by the local Parish Councils &/or Neighbourhood Plan Groups. (and A385)	4	5		Support Increased capacity for all users. Avoid stop start. Enforcement issue
3. Rainbow Pedestrian Crossing in Totnes – current proposal as part of Civic Square redesign.				Support – solution for Market Square redevelopment Non road – Civic Square
4. New signage from top of Kingsbridge Hill cycle path to Harbertonford village to direct cyclists to use rural back route.	3	3		Public Realm Working Group to consider
5. Replace (previously removed) Cycle Parking hoops in Civic Square.	2	2		Support Civic square scheme
6. Additional Cycle Parking hoops on The Plains .				Support Scheduled for March '19
7. New Pedestrian Crossing on Plymouth Road at Follaton leading out from footpath on South side. (where footpath runs Out), with chicanes on uphill side	3	3		Safety concerns about having a crossing where the road dips.
8. Green Travel Plans for Totnes Town and surrounding parishes				To be incorporated in Neighbourhood Plans where applicable
9. Replacement of Green Travel Vouchers on new housing developments With investments in Community Bus services being required for all new developments over 20 new homes. (analysis has shown <25% voluntary opt in /take up). Also a community outreach and menu approach to evaluate preferences should be used for all such schemes	5	5		Support
10. Access for All Footpath to the Station Direct from existing footpath through the KEVICCs sports field, via Weirfields/Ashburton Road (currently a fence obstructs this route – near ATMOS temp building). A Boardwalk might help.	5	5		Support
11. Link the Station to Babbage Road Open up a bus (only) route from bus turning area through into Babbage Road. This bus route would avoid the need for turning circle (thus providing 20 more parking spaces – which could be made 2 tier at that location) and provide public transport services to the Industrial estate as the busses would come back through Babbage Road and re-enter A385 at Coronation Road roundabout.	5	5		Support Need to get network rail to engage – are ready!

<p>12. Relocate large delivery vehicles creating congestion at Travis Perkins. Negotiate with Western Power to use their access (ramp) route west of T-P entrance to bring delivery vehicles down to enter yard at the rear of T-P, and exit only at the main entrance. Thereby creating more space for them to queue off-road and avoid potentially dangerous manoeuvres in the main road.</p>	4	4		Support
<p>13. Replace Static Air Quality monitors with dynamic monitors. These are more accurate and flexible.</p>	5	5		See Climate Emergency Working Group plans for mobile monitors.
<p>14. Fuel Cell Buses encouraged. (OLAF might fund this). Currently 28 seaters. Could link with a methane project (e.g. at SWW on Newton Abbot Road. E.g. Poo Buses in Bristol) Need to link with Bob the Bus for a funding proposal.</p>	5	5		Support – encourage the use of alternative fuels but not to the extent that services could be lost.
<p>15. Emission standards for taxis needed & electric charging at taxi ranks (retrofits) To reduce pollution on streets.</p>	4	3		Support. Liaise with SHDC who are the licensing authority. Increase taxi parking by removing the short term spaces outside the printers on the Plains. SHDC to implement electric taxi only licences in say 3 years. Need to consult with taxi drivers
<p>16. Additional Pedestrian Crossings in Totnes: On Bridgetown Hill within 50-60m west of Blackpost Lane to provide a safe pedestrian link between the bus-stops.</p>	2	2		As pre-cursor to shared space Support Bridgetown Hill but it would need to be controlled by traffic lights due to safety concerns.
<p>17. Review of pedestrian routes to see whether they could become (or be improved to enable) upgrade to shared bike and pedestrian routes.</p>				Support A cost effective way to increase bike route links