

Totnes Town Council

Transport Policy and Strategy 2014

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Vision

A resilient town wide transport policy with a 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.

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.

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

A further summary document outlining these principles is available for residents and visitors.

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 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 fuel 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. This strategy acknowledges the need for continued access for emergency and delivery vehicles and community transport on High Street / Fore Street; 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.

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 who use public transport or those with travel needs who, for reasons of age, disability, income or choice, do not use or 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 need to travel by motorised vehicle.
- b. 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.
- c. Support and propose sustainable transport schemes, including connecting people to key destinations by walking / cycling links.
- d. Support proposals that improve public and community transport with priority given to access in Totnes and district, then destinations further afield.
- e. 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.
- f. Seek comprehensive transport assessments and green travel plans for all significant locations where a large number of individuals will need regular transport.
- g. 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.

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.

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. 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.
3. Expand local community transport.
4. Support plans for transport exchange hubs which support public transport and other sustainable modes.
5. 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.
6. Support measures that minimise congestion, improve air quality and ensure that through traffic on the A385 and other through roads moves as efficiently and in as safe and healthy a way as possible.
7. Apply a strategic view and promote linked schemes to address safety issues, traffic congestion and air quality problems on the A385 and A381
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* measures in and around the Town.
12. Support the expansion of car clubs and car sharing.
13. Consult with residents through the Town Council community engagement policy and debate at the Traffic and Transport Forum.

14. Discuss new schemes and review policy and strategy as a standing item on the Town Council Place Committee Agenda.

4.2 References and Relevant Transport Plans

Totnes Station – signing recommendations Tim Padfield, TOTM paper, 3 November 2013

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

Air Quality Action Plan, May 2012 Sarah Harcombe, SHDC's Air Quality officer, has issued this draft SHDC Air Quality Action Plan – pages 4 to 16 of which cover Totnes (especially Bridgetown Hill – which is the key air quality problem in the South Hams).

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: Schemes

The following schemes are projects that have been identified, investigated and prioritised by Totnes on the Move Community Board. Each scheme has been assessed to indicate which Town Council Strategic Objective(s) it supports.

This list may change as schemes are completed and others put forward.

Schemes in process for 2013-14	Updates, Comments & links
<p>1. Toll House Cycle Path (In process for 2013-14) Toll House cycle scheme, between Kingsbridge Hill and the Ashprington junction. EDG have drawn up a design for this scheme.</p>	
<p>2. Plymouth Road (In process for 2013-14) A pedestrian crossing on Plymouth Road between the junctions of Birchwood Close and Farwell Road. (Agreed at the South hams HATOC on 12 July - completed) Jacobs are now working to complete this, the gateway and the Advanced Stop Line before the end of the financial year.</p>	
<p>3. Totnes Station Forecourt (In process for 2013-14) Rail Station. Signing. Signing is needed to all destinations in the town, including a map. Cycle Parking. Agreement with the new Station Manager should allow this to go ahead.</p>	
<p>4. E-co cars. (In process for 2013-14)</p>	
<p>5. Electric bikes</p>	
<p>6. Community Transport Bob the Bus Promotion and publicity to encourage more passengers and to widen the demographic appeal of the service,</p>	
<p>7. Bus Shelter at Shiners Bridge Roundabout (In process for 2013-4/14-15)</p>	
<p>8. Totnes Station Forecourt route-ways into town Ramps. The ramps into Borough Park need signing and making more attractive for pedestrians.</p>	
<p>9. Inner Plymouth Road (east of the Western Bypass), Narrow carriageway to one lane by removing the right turn lane, and use the space to provide a wider footway on the north side.</p>	

Priority Schemes for 2014-15	Updates, Comments & links
<p>1. Rotherfold LSTF funding for Highways elements of Rotherfold Development Project.</p>	
<p>2. Ashburton Road between Redworth junction and Clay Lane Widen footway along Ashburton Road between Redworth junction and Clay Lane for shared pedestrian/ cycle use. This will serve the proposed new developments on the south west i.e. Police Station, Puddavine Care Home side of A385 for access to KEVICC, Station, and the Red Carpet Route. Clay Lane provides a link to Dartington via Cott.</p>	
<p>3. Ashburton Road between Redworth junction and Dartington Lane Widen footway along Ashburton Road between Redworth junction and Dartington Lane for shared pedestrian/cycle use. This will serve the proposed new development on the North West i.e. Dartington Lane side of A385 for access to KEVICC, Station, and the Red Carpet Route. (See Cycle Plan, Proposal 12).</p>	
<p>4. 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. Approved by Community Board and circulated Summer 2013.</p>	
<p>5. Totnes – Dartington Access for All Path Totnes – Dartington Access for All Path (shared use). Resurfacing, and maintenance/replacement of A for A facilities e.g. tapping rails. Removal of cattle grid, gates etc. where necessary. This is currently being progressed by Mike Watts, Area Programme Delivery Officer Highways, liaising with Paul McFadden, PROW Warden.</p>	

Supplementary Schemes for 2014-15 Replacements for any of the schemes which prove to be unachievable	Updates, Comments & links
<p>1. Totnes Rail path Route from rail station under Station Road bridge. Initial discussions with Network Rail have been positive. Requires some minor works to connect to Castle Street. See Cycle Plan (approved by Community Board and circulated March/ April 2013) Proposal 4.</p>	
<p>2. Coronation Road Improved cycle and pedestrian crossing at the entrance to Morrisons supermarket.</p>	
<p>3. Pedestrian crossing on Heath Way at the Grove School DCC Public Notice for the Proposed Enlargement of The Grove School states: "... with 523 proposed new homes forecast in the area ... some expansion will need to occur The current site at the Grove is well positioned to ... encourage sustainable transport to school." – (Part B 5. Need for additional places)</p>	
<p>4. Leechwell Lane & The Nursery car park exit Pedestrian crossing of Heath Way to Heath Way car park & continuation of Leechwell Lane.</p>	

<p>5. 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)</p>	
<p>6. Western Bypass at junction with Plymouth Road Provide pedestrian crossing facility on north side of junction, to connect with walking route from Paige Adams Road.</p>	
<p>7. Lower Moat Hill (at junction with New Walk and St Peter's Quay) Close the Hill to motorised vehicles, retaining permeability for pedestrians & cyclists. This would prevent it being used as a cut through to access the Western Bypass.</p>	
<p>8. Moat Hill Minor improvements for pedestrians, e.g. a build out on the corner of Maudlin Road and Moat Hill to improve pedestrian visibility.</p>	
<p>9. Coronation Road at Seven Stars Hotel At next maintenance opportunity, remove short section of painted cycle lane. It is narrow, encourages cyclists to ride too close to the footway, and drivers can squeeze cyclists.</p>	
<p>10. The Lamb & Leechwell Street</p> <ul style="list-style-type: none"> • Pedestrian crossing at the junction of the Lamb with Leechwell Street. • Leechwell Street, northern end, at the crossing point, requires a connecting ramp up to The Lamb. <p>This would make a walk/cycle connection to the allotments and to the Toll House shared use path towards Ashprington and Harbertonford.</p>	
<p>11. Langridge Cross (SX 787582) Provide two bus stops. This is the nearest main road junction to Harberton village; the X81 service – much more frequent than the village service – could stop here, so avoiding some of the current car use</p>	

Larger and Longer Term Schemes	Updates, Comments & links
<p>1. Totnes to Littlehempston Cycle / pedestrian Path 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.</p>	
<p>2. Plymouth Road, east of Follaton Cross Provide a footway on north side of the road. The residents of the north side – there are no houses yet on the south side - of what is in effect the main road to Plymouth have no pavement from Follaton Cross on either side for 200m and for a further 200m only on the south side, with no crossing point.</p>	
<p>3. Footpath between Totnes Bridge and Brutus Bridge. Upgrade to allow use by cyclists. Needs to include a ramp down from Totnes Bridge.</p>	

<p>4. Seven Stars Roundabout and The Plains Redesign on shared space principles.</p>	
<p>5. Totnes to Steiner School cycle route Continue Totnes to Steiner School cycle route to Buckfastleigh.</p>	
<p>6. New junction layout at junction of St Katherine's Way and New Walk. There is to be 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 possible congestion in this area.</p>	
<p>7. New pedestrian / cycle Bridge over the river Dart, south of the existing Totnes Bridge. Attempts to reallocate space on Totnes Bridge were unsuccessful, need to determine if a new bridge is feasible. It would connect Bridgetown and Totnes.</p>	
<p>8. Redworth Junction</p>	
<p>9. Park and Change</p>	
<p>10. Cycle Network</p>	
<p>11. Travel Planning</p>	
<p>12. School Green Travel Plans</p>	
<p>13. ABC Cycle Repair & Maintenance training facility</p>	
<p>14. Motorcycle Parking</p>	
<p>15. Stoke Gabriel path – coming up a lot at TTF and should be on list</p>	
<p>16. Sharpham path – should be on the list</p>	
<p>17. Bidwell Brook Cycle path - Keep in contact with Dartington PC re funding</p>	