

TRANSPORT FINDINGS

1. This is a summary of the key findings from Totnes Neighbourhood Plan public consultation data in relation to transport. It draws data from Workshop 1, Workshop 2, the Housing Needs Survey and the KEVICC workshop. Both the KEVICC and Workshop 2 articulated a Vision for Transport in Totnes.

2. **Transport issues come out as a number one priority across all our data.**

2.1 KEVICC's Young peoples' vision for TRANSPORT was as follows:

- Better transport
- Less congestion
- Better foot and cycle-ways
- Bus lanes
- More and cheaper parking spaces
- Better traffic system on the high street

2.2 Workshop 2: emerging Vision for transport:

A town that allows residents and visitors to move around sustainably and safely.

3. KEY FINDINGS AND ANALYSIS

3.1: Workshop 1: This workshop was attended by 150 people on July 20th, 2015 at the Mansion.

3.2: Transport had the most comments above all other issues (131).

3.3: Cycling and walking are the number one priority for Totnes residents

- Improving foot-paths and cycle paths are seen across all our public consultation data as a top priority in terms of easing current levels of congestion, helping people move around the town and improving air quality.
- Cycling and walking was the most commented on sub-theme at Workshop 1, with people requesting that better use of cycle paths and footpaths was encouraged, better maintenance and new bridges and routes added (mainly specifying Little Hempston, Stoke Gabriel, Bridgetown and Follaton.)

3.4: The High Street:

- High street traffic was the second most commented on sub-theme of transport.
- There were 10 requests calling to pedestrianize the High Street.

Comments on this topic were analysed under the following sub-categories (the category with the most comments is first.)

- Pedestrianize the high street (10 comments): Example comments: **‘keep high street traffic free so children & dogs & shoppers can meander in ease and safety + enjoy Totnes shopping experience without fearing being run over.’** And **‘Perhaps have times when goods vans can enter the high street.’**
 - Restore the traffic flow on the high street to previous direction (6 comments). Example comment: **‘return to all one way, rat-run will only get worse, especially with all the new housing in Bridgetown & Duke of Somerset land.’**
 - Retain existing traffic flow (3 comments). Example comments: **‘keep traffic as it is but build another Bridge at bottom of Longmarsh’**
 - Shared space (4 comments). Example comment: **‘shared space could be rolled out to the whole town if it works well for the high street’**
- Please note that businesses responding to the business survey identified the traffic system{ where by traffic enters from midpoint and then can turn left or right on the high-street }as a barrier to business. This system has been reversed in 2016 to allow entry from the bottom of Fore Street on the Plains.
 - The flow of traffic on the high street was attributed to lack of footfall by some businesses. It was also reported that it makes it difficult to receive deliveries.
 - Two businesses however highlighted that the negativity surrounding traffic flow was causing problems in itself. See business survey results for more information
 - **Please note that resolving the issue of traffic flow on the High Street is not within the remit of the Neighbourhood Plan.**

3:5 Road safety

This sub-theme received 19 comments and was therefore the third most commented on sub-theme under transport. There was a concern that the roads in the town were unsafe, particularly for children and people with disabilities. There were multiple requests for more pedestrian crossings (various specific sites were mentioned - see raw data for examples) and pavements suitable for wheelchairs.

3:6 Congestion

- **Congestion was the fourth most commented on sub-theme of transport at workshop one.**
- Businesses also referred to traffic as a barrier to business.
- KEIVCC students gave it as an example of one of Totnes’ weaknesses.
- Speed restrictions, restrictions to HGV’s and improved road markings were all mentioned as possible solutions
- A bypass was suggested by four participants

Example comments from workshop one: There’s ‘too much traffic congestion on Heath Way / St Katherine’s Way. Local residents subjected to overpowering traffic fumes and traffic noise. These are mostly single car drivers - we need a bypass and better public transport to alleviate this. The single car driver is one of the biggest problems Totnes faces.’

3:7 Public transport:

- This subtheme had 12 comments which included requests for more regular services, new/improved routes, improved reliability and more train links across the South Hams.
- Community transport, shuttle buses and mini busses were also suggested.
- Improving public transport and community transport came out as a top priority for **housing needs respondents (67.5 % of respondents – 333 people, prioritised this)**
- Improving public transport and community transport **came out as a top priority for Workshop 2 participants**
- Improving public transport and community transport came out as a **priority for KEVICC students**
- Improving public transport and community transport came out as a **priority for businesses**

3:8 Parking

- There were 9 requests for a park and ride scheme for the town and requests for more disabled parking, more parking generally and cheaper parking.
- Availability of parking spaces and parking charges came out as a major **barrier for businesses** in our business survey.
- 47.73% (223 people) **of housing needs survey respondents** also said more public parking was a priority

3:9 Infrastructure

- Concern around infrastructure to support new housing was commented on 11 times
- There were request for new housing developments to include suitable new infrastructure (including roads).
- There were three requests for new developments to take place near routes to Plymouth/Exeter.

4: Alternative forms of transport

There were four comments suggesting electric bikes, car clubs or more 'quirky' forms of transport such as 'tuc-tucs'.

5: Totnes Neighbourhood Plan Workshop 2:

The public workshop, held at the Totnes Civic Hall on November 28th 2015 was attended by 65 people. These represented a wide variety of organisations across the community.

2.2: Community transport and public transport

Community transport and public transport came out as the top priority under the sub-theme of 'sustainable transport' at workshop 2.

- As mentioned elsewhere, community transport and public transport also came up as a top priority for respondents/residents to our housing needs survey.

2.3 Walking

- Improving pedestrian routes and infrastructure that prioritises walking was the second priority for transport at Workshop 2.

2.4 Cycling

- This was the third priority for Workshop 2 participants and included a request for more secure/covered bike parking, more cycle routes and a clear separation between cycle-paths and pedestrian routes.
- Other suggestions for improvements to cycling and walking can be read on page 4 of 'traffic and transport key messages and priorities.'
- **As mentioned above, cycling and walking emerged as top priorities from Workshop 1 and our housing-needs survey.**

2:6 Park and stride

- This was the fourth priority from workshop 2. As one participant summarised both the issues and benefits surrounding park and stride: **'A park and Stride site difficult to find but a solution for commuters to the town. Park and Stride / Ride would be even better but FREE.'**

The information below was written up by Planning for Real in their Workshop 2 Key Findings paper:

2:7 The A385 Corridor:

People were given the following information: Two junctions dominate vehicle movement in the A385 corridor to and through our town. Both operate at or near capacity making Totnes Devon's black spot for congestion.

- Demand is increasing again after recession (by around 4% pa on Devon roads).
- Around 70% of peak hour traffic on the A385 at Station Rd is through traffic.
- Delays are significant and thought to be growing - frustrating some journeys.
- Based on current development plans there will be a 17% increase in local demand over the next 18 months and, over a longer term, demand for through movement will increase by at least 15%. Any relief from the Kingskerswell By-pass will need to be assessed.

The following comments were made:

- No more development unless developers mitigate and account for additional cars. Current developments will bring 1000+ cars in / through Totnes. This is gridlock!
- Can we not put pressure on Devonshire County Council to redirect through traffic? So much just goes through adding to congestion.
- I believe a By Pass is both necessary and essential that would by pass Totnes!
- Keep a By Pass off the agenda or any mention of it.
- Do not think By Pass should be in Neighbourhood Plan because:
 - Financially totally unrealistic
 - Will attract more traffic including more lorries
 - Will permanently damage major habitats and destroy prime, local agricultural land
 - Will stop people stopping off in Totnes.
- Plan the route now for a by pass in the distant future.
- A385 corridor:
 - Needs to be streamlined much more to enable traffic flow at peak times.
 - Roundabout at Redworth junction a great idea, more affordable.

- Coronation roundabout traffic flow desperately needs reverting to earlier arrangement.
- More feeder roads to A385 would be feasible.
- All of the above and replace traffic lights by roundabouts where possible. More subsidised public transport would also help.
- Definitely not a 20mph limit. Traffic approaches Totnes at up to 60mph. We need it to exit Totnes as fast as reasonably possible. Slowing it unnecessarily will make congestion worse not better. And NO by pass. This attracts more development.
- A more comprehensive and affordable (for the young) bus service would make it easier to deal with many problems.

2:8 Participants were asked the following: ‘Further development should only go ahead in Totnes provided there is: a) over-riding need and b) ways found to mitigate the consequences.’

What would you suggest? Comments were as follows:

- “Re-instate” War-time bridge over river on industrial estate to Ipplepen Road.
- Plymouth Road is increasingly being used as an alternative to the A385. Plymouth Road is not suitable for heavy traffic – HGVs / coaches etc.
- Further development only if special, proven need and policies in place to minimise consequences.
- Totnes is already over developed, no more!
- Totnes Transport 2031 should be the vision.
- What about a “toll” levied strategically during RUSH HOURS?
- Increase public transport:
 - Promote use of it
 - Subsidise use of it?
- Subsidise public transport!! Let’s be like civilised Europe. Tax payers and developers should subsidise public transport.

2:9: People were given the following information:

- The A385 through Totnes is a designated Air Quality Management Area due to existing levels of pollution occurring on Bridgetown Hill.
- Station Rd (A385) is particularly congested and unsightly.
- There is no prospect of a bypass in the foreseeable future.

There a role on the A385 and elsewhere in and around Totnes, for improvement and calming measures and possibly, a 20mph zone restriction to increase safety, reduce acceleration and help avoid “STOP/START” driving.

What would you suggest?

No comments posted in this space.

3: “A PEOPLE FIRST TOTNES”:

People were given the following information:

- Thanks to the Southern Distributor Road, access to most town centre car parks is relatively easy (if properly signed). However, leaving town can prove difficult.
- Through traffic is increasing within the town centre, particularly on St Katherine’s Way
- Pressure on the shopping street as a through route may also be increasing again.
- Whatever the outcome of the RTO appeal, measures are needed to improve conditions.

- The current proposal is for a series of paved across “town squares”. Linked by pavements that have been widened, benches and planters erected and yellow lines removed.

“Shared Space” is generally accepted to be part of the way forward (provided through traffic can be excluded).

The following comments were made:

- Retain current car parks in centre of Totnes – important for vitality of High Street and visitor’s accessibility.
- Definitely improved signage to public car parks.
- Pedestrian crossings are sorely mis-managed – cars never stop, it is a wonder there are not more deaths, the pedestrian is second class even in this environmental town!

3:1: QUALITY (OR QUALIFICATION?):

People were given the following information:

- Evidence (mainly from Shared Spaces in the rest of Europe) shows clearly that if traffic is not slowed and reduced in quantity before it enters the shared space, motorcars will dominate that space.
- Paved town squares etc. a good idea. Congestion in town centre over bridges contributed to by housing in Paignton / Torbay. Need by pass or additional river crossing.
- If a pressure on High / Fore Street is allowed to increase then shared space in those streets will not work for pedestrians – particularly disabled, blind, deaf.

Comments were as follows:

AGAINST:

- Reverse the RTO and allow town traffic to flow logically and naturally bottom to top. This will take the chaos off the rest of the town. Shared space needs to be trialled and abandoned if found counter productive – like the RTO.

PRO:

- A major factor in encouraging visitors to stay longer is making the town centre pleasant, quiet, and safe for shoppers. Shared space is an important element in this.
- Pedestrianise the High Street – with access for green badge holders and pre-9am deliveries.
- Direct visitor cars to suitable car parks rather than to town centre.
- Share space: please let’s be BOLD and RADICAL and bring in shared space in and around Totnes.
- I agree that through traffic in the shopping street must be excluded to allow shared space to work for pedestrians.
- Agree to People 1st and Shared Space.
- Shared space has to be started BEFORE any increase or change to TRAFFIC.
- Yes to “People First”! Yes to shared space.

3:2 Sustainable Movement – “Share, Ride or Stride”?

People were given the following information:

- Despite the gradients, an unusually large proportion of journeys made by Totnes residents are within 1km and hence made on foot, including 62% of journeys made to work in the town (according to the 2011 census).
- 5 % were made by bike or m/ccl but only 1% by bus
- 250 Persons in Totnes now have access to an e-bike
- “Bob the Bus” has nearly doubled its coverage and services this year to 85,000 route miles (an 80% increase), taking in 5 neighbouring parishes.
- 660,000 journeys pa. are made from Totnes Station. Many are longer distance journeys, making the station an important revenue earner and energy saver for our region.

There is particular concern over the lack of provision for pedestrians and cyclists

What would you most like to see done? Comments were as follows:

- We need the very old people of the future to be as fit as possible. The younger people must not be frightened out of walking now.
- A footbridge from Steamer Quay – Vire Island – to the Plains.
- Bike Share and Pay as You Go at Station – Like “Boris bikes”.
- Improve and add more cycle and walking routes to town centre from new housing developments.
- Change culture of cycling – seen as more than just recreational.
- Cycling: lack of secure parking in Town Centre for bikes.
- Need more Town Centre cycle racks and “Boris bikes”.
- Need more “walk or cycle to school” initiatives and escorted convoys if necessary.
- Better / more cycle parking. Cycle and walk routes along river.
- Little Hempston cycle route and plus other roads.
- Separate cycle and walking paths.
- Cycle path from Totnes to Littlehampton essential.
- Improve pedestrian access around Station, Station Road and Castle Street. Implement plan for footpath under bridge from Castle Street to Station.
- Road between Malt Mill bridge and Castle Street is pedestrian unfriendly and dangerous – no pavement particularly as this is a rat run – lots of bad tempered drivers as single road only. Not sure what solution is.
- Any new infrastructure or development / restructural / rebuild prioritise pedestrians and cyclists first.
- A sustained official education drive re. the benefits of walking and fitness should be launched – (NB Sustrans and Living Streets).
- Level of traffic movement across the South Hams (East to West and vice versa) is equivalent to that of a large city, but we have a level of public transport provision that reflects a rural community i.e. lacking. We need a co-ordinated public transport solution which buses at 15 min intervals between Torbay and Plymouth / Ashburton area combined with incentive schemes from businesses
- Park and stride / ride essential to the economy of the town.
- Park and Stride “ATMOS” good idea.
- Pop and Shop doesn't work. Targeted / free parking better (certain days or times).

- Multi-storey car parks are plain ugly, would detract from the quaintness of the town, unless on the outskirts.
- Visitor parking as central as possible – important for High Street viability.
- Discourage pop and shop; why would we want to promote such environmentally and consumerist destructive approach in such a tiny town? Limit Pop and Shop and offer “Disabled Priority sites”.
- 20mph zone across Totnes.
- Reduce speed limits for cars. Motorists should expect to be aware of cyclists.
- Shared use of steam railway line North Abbott to Kingswear – will connect Brixham Peninsular and Dartmouth region to main line @ N.A. and beyond. Steam body will have revenue stream from rental of line.
- Main bus / Bob the Bus services to run in the evenings, in and around Totnes. This to encourage people to attend local workshops etc. even in bad weather (who don't drive).
- We have to pay notice to the increase of housing in Torbay and its impact on through traffic in Totnes. It needs to go around not through.
- Community Transport Bus: need to redefine community transport as accessible to all and to run early to late – a different model from the existing.
- More and shared buses to town around Totnes.
- Car share. Better public transport – buses.
- Park and Stride.
- A park and Stride site difficult to find but a solution for commuters to the town. Park and Stride / Ride would be even better but FREE.
- Pony and traps, or pony and carriages as taxis for the tourist industry. They could take people to show them the local beauty spots.
- Can we look at community ferry service connecting ATMOS – Town – Sharpham – Greenway – Dartmouth.
- Train services are London centred i.e. it is easy to get to Newton Abbot / Exeter in the morning / back evening. Very few trains to Plymouth in morning or evening return.
- Roundabout at bottom of Western Hill near Station – remove lights.
- Please include motorcycles in this element of “How we get Around”. Motorcycling is a terrific congestion busting mode of transport. So more thought and provision motorcycle / scooter / moped use. Motorcycle parking – recharge for electric bikes.
- Motorcycles: There has been no mention or proposed provision for motorcycles / scooters / mopeds et al. I have found motorcycling to be my silver bullet for congestion. They take up less road space / parking space and are 2 dimensionally agile enough to filter through congestion.

3:3: Parking

People were given the following information: Background:

- There is said to be a shortfall of parking places in Totnes.
- There are no Multi-Story car parks
- Residential Parking is an issue for some

We are trying to encourage our visitors to stay longer (and spend more) while providing some free “Pop and Shop” in convenient car parks. Parking is also required for the Station and Atmos site.

What would you suggest?

No post it notes placed in this space but may have been moved in a rearrangement of post it notes (into clusters) to write up key messages / points.

3:4 Can further development ever be “Sustainable” in transport terms?

People were given the following information: Background:

The over-riding need in Totnes is for truly affordable housing, for young people to rent, buy or build.

- Apart from some limited infill and waterside opportunities, usable land is scarce and the cost high. We expect purchase, preparation and infrastructure costs within the town to continue to rise.
- This leaves mainly marginal sites, usually outside town, viable only with community approval and involvement.

3:5: With a community run site, particularly with younger people involved, it is possible to manage car share, e-bike, and car club schemes that, given appropriate cycle, bus and pedestrian connections, should transform the traffic generated by the development and reduce the need for expensive highways infrastructure.

Should the Neighbourhood Plan insist on such development?

Please use a sticky dot to show your response and place in the appropriate box.

YES	14 sticky dots
NO	No sticky dots placed here.

The following post it note comments were placed alongside the sticky dots in the “YES” box:

- Yes – BUT what is the experience of this elsewhere. What is the ideal size for a community run site? Would being in be mandatory? Many other questions – the devil is in the detail.
- This should be mandatory and costed in for all new housing developments.
- Yes – the ATMOS project sets a good example. Effective transport alternative to multiple car ownership is very achievable and exciting.
- I think this is absolutely VITAL.
- Park and Ride / Stride to reduce town centre congestion. Free and improved parking for buses, coaches, motorcycles, bicycles, car share vehicles.
- Absolutely! Council could be helping subsidise start-up car clubs, could be supporting better public transport.
- We should have more:
 - Cycle routes;
 - Cycle share schemes – including electric
 - Better walking routes
 - Car share schemes
 - Better public transport
 - ?? community transport

The following post it note comment was placed in the “NO” box:

- No further housing developments in Totnes – thus no further roads.

The following post it note comments were placed below, and outside, the YES / NO boxes:

- Public transport needs to be a key category in this task group. It is missing! Need more better identified main stops e.g. top of town (The Lamb). X64 are not even labelled. Many buses pull up without accurate numbers shown!
- Cycling needs much more encouragement and safer routes:
 - Open path over bridge to Littlehempton.
 - Change Coronation Roundabout flow (a nightmare for cyclists if turning right or going straight on from Coronation Road.
 - More electric (?) bike sites.

3:6 HOW WE GET AROUND

Commuting – Journeys by Public Transport

People were asked the following: We would like to gather information about the regular journeys you do by public transport (bus / train) and would appreciate it if you could fill in details of your car journeys in the table below. **The results can be found below:**

Bus	Train	Journey to and from	Reason	Morning	Afternoon	Evening	Male	Female	Postcode
165		Totnes – Dartington	Shopping / leisure / education	✓	✓			✓	TQ9 6JT
88		Totnes – Dartington	Shopping / leisure / education	✓	✓			✓	TQ9 6JT
80		Totnes – Dartington	Shopping / leisure / education	✓	✓			✓	TQ9 6JT
	✓	Totnes - Exeter	Medical	✓	✓		✓		TQ9 5EX
	✓	Totnes - Exeter	Entertainment and Shopping	✓	✓	✓	✓		TQ9 5EX
	✓	Totnes - London	Entertainment	✓			✓		TQ9 5EX
	✓	London - Totnes	Entertainment			✓	✓		TQ9 5EX
	✓	Totnes - Sheffield	Family visit	✓			✓		TQ9 5EX
	✓	Sheffield - Totnes	Family visit		✓		✓		TQ9 5EX
	✓	Totnes - Plymouth / return	Walking	✓	✓		✓		TQ9 5EX
	✓	Totnes - London	Exhibitions and work	✓		✓		✓	TQ9 5NJ
✓		Totnes – Exeter	Leisure		✓	✓		✓	TQ9 5NJ
	✓	Totnes – London	Leisure	✓			✓		TQ9 7NQ

3:7 Commuting – Journeys by Car

People were asked the following: The results are below: We would like to gather information about the regular journeys you do by car and would appreciate it if you could fill in details of your car journeys in the table below. Thank you.

Journey to and from	Reason	Morning	Afternoon	Evening	Male	Female	Postcode
Totnes – Bovey Tracey	Work	✓	✓	✓		✓	TQ9 5NJ
H/B Ford – Totnes	Shopping / meetings	✓		✓	✓		TQ9 7RQ

4 Housing needs survey results

4.1 A Housing Needs Survey (HNS) was undertaken in summer 2015. Questionnaires were delivered to every household in the town with a total of over 620 responses received representing a response rate of around 16%.

- Transport issues were identified as a top priority amongst residents
- Improving public transport and community transport came out as a top priority for housing needs respondents (**67.5 % of respondents** – 333 people, prioritised this)
- The second priority was improvements to foot-paths and cycle-paths **61.52%** (331 people)

5 Links to Public Open Spaces in Workshop Two

Some of the issues and themes prioritised in workshop two directly relate to transport:

- **Workshop two, activity 1:** Residents were asked to place dots against existing plan priorities to assess the level of support. Foot-paths and cycle-paths were the number one priority during this activity.
- **Workshop Two, activity 3: 106 funding priorities:** Residents place a red dot next to the item that is most important; Orange dot to indicate a second choice. This activity asked the residents to contribute to setting priorities for the 106 funding by selecting and first and second choice. **Footpaths and cycle-paths also came out as a number one priority for this activity.**

6 KEVICC Workshop

Working with Planning for Real, the Neighbourhood Plan ran a workshop with 110 year 10 students from KEVICC in November 2015.

Transport received more comments than any other theme at the KEVICC workshop. The following sub-themes were explored:

6:1 Levels of traffic:

- The views generated demonstrate the students' concern about the amount of traffic presently impacting on Totnes, especially at peak times – Station Road was mentioned where at peak times traffic has to queue; the pollution this causes; and with more houses under construction this will lead to more traffic.
- One group of students created a plan for a new traffic system – with new roads created around the town which would take through traffic away from Totnes and alleviate the

problems and pressures on a number of key junctions and roundabouts in the town and thereby ease congestion.

Other measures put forward by the students included: traffic lights and a by-pass; more controlled traffic at rush hour; better signposting; and to change the town back which would reduce traffic.

6:2 Totnes High Street:

The students' put forward a number of different views and possibilities: that it should be one way – up the High Street; that it should be a clear route from bottom to top; and that it should be car free. They also commented that when a traffic plan is made, it should be adhered to and not changed every year.

6:3 Parking:

This was summed up through the comment that more parking places were needed.

6:4 Public Transport:

- It was the students' view that better public transport would mean less pollution. They highlighted that an improved service into Totnes was required from outlying areas and surrounding towns and villages and gave the example of Stoke Gabriel which has no public transport, just the restricted Bob the Bus service. They also wished to see an increase in the frequency of buses and also of trains.
- The view was put forward to have dedicated bus lanes which would mean that buses can get to their destinations more quickly.
- There were a number of comments made about the routes of the buses which some students felt did not make sense and that bus timetables were too confusing at present and needed to be made understandable.
- Students felt that improved bus shelters were needed that were cleaner and more appealing.
- A suggestion was put forward for a Tram System in Totnes to run from Dartington to Bridgetown.

6:5 Other ways of getting around:

Cycling: students felt that cycling should be encouraged through a hire bike scheme; by connecting cycle paths with funding from the Council; and also through improving existing cycle paths and creating more cycle lanes and paths for cyclists only.

7 Business Survey and transport issues

- **7:1** When asked an open question about the biggest challenge to business, the most commented on challenge was traffic, followed by parking, followed by traffic flow on the high street.
- **7:2** Transport/ road access is a barrier to business (in terms of staff travelling to work, visitors/tourists being deterred from coming and deliveries accessing the town). This was summarised clearly by one respondent: **'It is utterly horrendous and getting worse. It causes problems for staff getting to and from work, delays to logistics services, and issues for visitors trying to get to us.'**
- **7:3** Similarly, it was reported that a lack of parking and high parking charges discourages consumers. This is a particular problem for Totnes as it relies on trade from surrounding villages where people rely on the car to get to the shops, which is most-likely why 12 businesses highlighted that bus capacity and frequency is a limiting factor for business. **This corroborates findings in workshop one and two and our housing needs survey**
- **7:4** Bus capacity and frequency is also a barrier (in terms of customers finding alternative ways of getting into town without a car.) **This corroborates findings in workshop one and two and our housing needs survey**

8 Summary of key findings emerging from public consultation data – Transport

- **8:1** The key findings from transport closely relate to housing, public open spaces, the economy and the environment.
- **8:2** Transport issues are the number one priority for people in Totnes
- **8:3** **Foot-paths and cycle paths** are the number one priority, improving, renewing and updating these routes are all requests from residents as is ensuring new developments build in walking and cycling infrastructure
- **8:4** **Improving community transport and public transport** is also a top priority in helping ease congestion, improve pollution levels and allow more people to visit the town
- **8:5** **Better access to the town**, including new carpark, affordable parking or park and ride/stride schemes
- **8:6** **Road safety** (relates to footpaths/cycle paths) must be improved by more pedestrian crossings
- **8:7** **New development** must include car share schemes, e-bikes, and car clubs and improved cycle/footpaths



Thea Platt, February 2016

Next steps and discussion points

- How many of the priority transport issues highlighted here can the Neighbourhood plan deal with?
- Reflect on what we can/can't we address (i.e. issues relating to highways, public transport, parking?) and prioritise issues that the Neighbourhood plan can influence
- Write a vision and objectives for transport and the Neighbourhood Plan (workshop scheduled for

1. Next steps and discussion points