

6. Issues and Options responses to: Transport (Core Strategy)

Table 6: Summary of responses to the Transport Issues and Options

Number expressing concern	18
Number expressing support	21
Number of other comments	41
Total	80

6.1. Comments in support of the proposed options

There is support for:

- 6.1.1. The future development of Plymouth.
- 6.1.2. Making pedestrian and cycle journeys easier, giving priority to pedestrians.
- 6.1.3. Making “Mass transit” a priority, as well as improving the airport. Making improvements to bus services is not enough; a fast, reliable light rail network is needed. However, mass transit does not cater for workers living in a wide area outside the city.
- 6.1.4. A tram system linking the city with suburbs and surrounding areas.
- 6.1.5. Implementing a tram system to include the railway station, Barbican, Hoe, Millbay and Royal William Yard to fulfil functional and tourist needs.
- 6.1.6. More water-based transport and a ferry network.
- 6.1.7. Penlee Vale Pensioners Association feels that bus routes need to be reviewed, but not extended.
- 6.1.8. Tamar Science Park supports an alternative route linking the airport to Marsh Mills.
- 6.1.9. Plymouth Environment Forum notes that transport has a significant role to play in reducing Plymouth’s ecofootprint. The rail link to Exeter is clearly at risk from sea level rise. There are indications that the rate is higher than current estimates and given the time probably needed to plan and implement an alternative link it may be prudent to at least begin to think about this issue.
- 6.1.10. The Cyclist’s Touring Club supports cycle networks.
- 6.1.11. Ivybridge Rail Users Group supports ensuring Ivybridge is catered for in improved rail services, in order to relieve traffic on the A38 and from North Road Station.
- 6.1.12. Caradon DC supports urban compaction aligned with enhanced quality of life. Mass transit/high quality links to Torpoint and Saltash should be extended.
- 6.1.13. The South West Regional Development Agency comments that the transport strategy will need to put together a package of measures comprising of

public transport, demand and supply management and selective improvements in road capacity. Initiatives such as park and ride, bus lanes and traffic management are supported in order to reduce dependency on car travel. However, the LDF should recognise the cumulative impact of development proposals such as Sherford/Plymstock Quarry/Langage and Derriford/Plymouth International Medical and Technology Park.

- 6.1.14. Sutton Harbour Holdings Plc supports the airport providing an important role in connecting Plymouth with other regions of the UK and Europe.

6.2. Concerns raised

A number of concerns have been raised:

- 6.2.1. There is concern about the location of the Sherford development as traffic congestion is already a problem.
- 6.2.2. The transport plan pays little attention to the major problems faced by Plymstock's residents.
- 6.2.3. A fast, efficient transport system is needed for Plymstock, possibly making use of the original railway line rather than relying on buses and trams. Plymstock would benefit from a light railway connection to the town centre if it was cheap and the service frequent. There are concerns about causing traffic congestion by opening up views and increasing access for pedestrians.
- 6.2.4. Concern about traffic chaos just to facilitate views and pedestrian access.
- 6.2.5. Too many under-used cycle ways are thought to take up valuable road space. Also concerns about reducing carriageways.
- 6.2.6. There are also concerns about the Plymouth Road/Plympton bus lane scheme.
- 6.2.7. Unless there is investment in transport, such as extending the airport runway and providing trams, Plymouth will fall behind other cities. The priority should be to alleviate traffic between Plymouth and Plymstock/Elburton. No more preferential treatment should be given to large commercial companies by granting planning permission which causes hardship to residents and road users.
- 6.2.8. Refusing planning permission to Hooe Quarry and other coastal sites should reduce potential congestion to and from Mount Batten.
- 6.2.9. The integrated measures do not include water transport.
- 6.2.10. There are also concerns about single storey car parks and speed bumps.
- 6.2.11. Billacombe Road and Laira Bridge are already struggling with the additional traffic brought about by all the re-development of infill sites and Raleigh woods/ Plymstock Quarry/ Mountbatten etc. When is Plymouth going to provide a park and ride scheme or additional lanes into town?
- 6.2.12. Concerns about Council's anti-car attitude, proposals could drive people away from the city and especially the city centre.
- 6.2.13. Concern that transport strategy is too heavily dependent on securing a public/private company to provide a mass transit scheme.
- 6.2.14. Imerys Minerals is concerned about the focus on passenger transport and the lack of emphasis on freight movement, especially as Plymouth considers

itself to be an under-used trading port. Imerys would support a study into how to increase freight movement through the city by rail and to utilise the port better. There is potential for a new park and ride on land adjacent to the Imerys processing facility at Marsh Mills, which may become vacant during the plan period.

- 6.2.15. Sport England is concerned that greater emphasis should be placed on active transport to and from school, with particular attention being given to walking and cycling.

6.3. Other comments

- 6.3.1. Transport must be affordable, reliable and frequent.
- 6.3.2. Cycle ways could be improved.
- 6.3.3. Access to the A38 from Plymstock and Elburton could be made easier and safer by road widening, even though this may appear to jeopardise the greenfield.
- 6.3.4. The issue of disabled access has been raised.
- 6.3.5. Plymouth suffers from traffic congestion. How does increasing the population reduce the problem?
- 6.3.6. Future of the bus station has been queried.
- 6.3.7. Intrusive heavy lorry movements along Newnham Road have been raised.
- 6.3.8. The railway line through Plymouth should be better used, with new stations at Ernesettle, Plympton and Chaddlewood.
- 6.3.9. Barlow Henley Architects, on behalf of HLRC, comments that the potential of water transport should be investigated.
- 6.3.10. The East End Partnership comments that reducing or minimising the effects of heavy traffic through the East End is necessary.
- 6.3.11. Plymouth 2020 Environment and Sustainability Partnership make the following comments:
- A number of problems are associated with the mass transport system. These include the subsidy required to encourage people to use it (people often do not recognise the true cost of running a car), and the reliability/frequency of the service. A light rail/tram system is only realistic on an east/west axis due to Plymouth's topography.
 - Plymouth has the potential for a superb public transport system; there is a good bus network but the bus lane system does not work effectively. Safety is a major issue. More people may use public transport when Bretonside is raised to ground level. Trams are a possibility for the town centre, but small electric shuttle buses may be more sustainable.
 - A commitment should be made to clean energy propulsion systems for both buses and taxis.
 - If commuter traffic into the city increases, park and ride schemes will need to be expanded (land south of the airport would allow expansion of the new scheme that is based north of the airport).
 - Thought is needed on how to encourage people into the city centre at night, but without bringing their cars.

- The charges for on-street parking for residents should be analysed in relation to the costs of providing off-street parking, and whether increasing costs would cause a beneficial change in behaviour.
 - Improving links to locations outside the region are essential to create a vibrant economy. However, it needs to be recognised that there are problems with road (topography and Dartmoor National Park), rail (topography and the likely increasing vulnerability of the coast route) and air (small size of Plymouth Airport and lack of space to expand. A better idea could be to improve links to Exeter Airport where expansion of international links could occur).
 - *Building Sustainable Communities* cites RPG10's identification of Plymouth as a city where demand for housing can be met most sustainably. Several sections of the Core Strategy, taken together, present an across-the-board change in the city's priorities to use this growth as a means of improving Plymothians' quality of life without increasing pressures on the local, regional, or global environment. Specifically, the aspiration that transport infrastructure and services should be provided more skilfully, with better management of demand, is exactly the change in emphasis Plymouth needs to enjoy medium- to long-term sustainable prosperity. Our current lack of extensive local air quality problems and the amount of physical space we have where roads could conceivably be built or widened means we are vulnerable to pressure that could encourage us to meet spiralling demand for private car use. This would risk destroying much of what remains good and attractive about Plymouth.
 - The transport plans seem more detailed than other sections of the Core Strategy, with the main aims being laudable. However, the accompanying Sustainability Appraisal highlights some areas of conflict.
 - The environmental impacts of the airport expansion, including pollution and also noise and the impact on the local community in Roborough, does not seem to be covered in the LDF.
- 6.3.12. Osprey Limited Partnership comments that transport measures need to be part of a comprehensive masterplan, and key sites need to be developed in a phased manner to aid transport improvements.
- 6.3.13. Network Rail makes several comments:
- The Issues and Options paper refers to potentially relocating railway stations. Any new stations or relocations would need to comply with the Strategic Rail Authority's document: 'New Station: A guide for Promoters'.
 - High density, high trip-generating developments in appropriate town centre sites will maximise the opportunities created by transport hubs and routes. Promoting high value uses in these areas can also assist in unlocking developer contributions to improve public transport facilities and services. It may also be suitable to 'signal' public transport hubs with taller buildings where appropriate.
 - Strongly support use of transport other than private car, and agree with locating new development so as to limit the need to travel. The Council should require developers to make provision for public transport, walking and cycling within their developments. Transport assessments should be required for larger schemes.
 - Car parking at railway stations is unique in that it facilitates sustainable travel. People are more likely to use the national rail network if their cars can be left in a safe, secure environment and continue their journeys by

rail. Station car parks therefore play a pivotal role in securing sustainable transport objectives.

- Suggest that railway car parking provision is not subjected to the stringent and inflexible policies and proposals often used for commercial development schemes within towns and cities.

6.3.14. Devon Conservation Forum comments that there is insufficient discussion on how to achieve a mass transit network.