



chapter 8

Improving Transport and Connectivity

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8.1. Connectivity within Devonport suffered during the latter half of the Twentieth Century due to the Ministry of Defence's expansion of activities and the post war housing development. In addition the proposed new developments offer the opportunity to promote more sustainable forms of transport as alternatives to the private car. There is also a need to ensure connectivity with shops, schools, employment areas and leisure facilities in the City Centre and other parts of the city.

Devonport Objective 5 Improving Transport and Connectivity

To promote sustainable transport by improving connectivity throughout the community with pedestrian routes, cycle ways, and high quality public transport.

8.2. Creating sustainable linked communities depends upon the provision of a coherent, accessible, safe and integrated transport system. Achieving high levels of accessibility to facilities and key services both within and outside neighbourhoods is also important in facilitating successful economic and social regeneration.

8.3. The Movement Framework, shown for illustrative purposes identifies some of the key transport proposals for the area, including cycle routes, possible public transport improvements and junction enhancements. In addition, the following specific transport policy seeks to reduce the impact of traffic, improve the environment, increase connectivity, and make the new centre along Chapel Street more pedestrian friendly.

Policy DP 14 Sustainable Transport

In considering proposals for development in Devonport, the following measures will be sought:

1. improvements to the A374 through Devonport to ensure the future accommodation of an High Quality Public Transport route and to improve pedestrian connectivity
2. the use of Home Zone layout and design principles for new residential developments and within existing residential areas
3. safeguarding the unrecorded public rights of way that have already been identified in Devonport and which are identified on the Movement Map
4. safeguarding access to the existing National Cycle Network (NCN) Route 2, and, where possible, provision for additional cycle links to this and to existing local cycle route network, including the non NCN route between the Torpoint Ferry and Stonehouse
5. appropriate opportunities to implement measures to make cycling and walking a safe and attractive means of transport to all parts of the settlement
6. the provision of secure and user friendly cycle parking or storage space at all employment areas and at key points such as leisure and shopping facilities
7. opportunities to enhance access to the waterside from within the Devonport neighbourhood
8. the use of appropriate design features, and clear and legible signing that clearly mark the routes to the strategic transport network and discourages the use of secondary residential streets for through traffic.

8.4. For too long Devonport has been fragmented. The long awaited return of South Yard Storage Enclave to the community will result in the re-establishment of links between the northern and southern parts of Devonport and provide a new centre for the community.

8.5. Many of the other proposals in this document will also have implications for vehicular and pedestrian movements, within and across the area, however DP01 South Yard Enclave, DP06 Mount Wise and DP15 The Green Arc, will have particular significance in creating new, safe cycle and pedestrian focused linkages throughout the area.

8.6. Further improvement to accessibility in the form of better footpath and cycle links through the parks, together with new linkages at Mount Wise, will help to connect the various parts of Devonport and to improve linkages to other parts of the city. Much of this will arise as a result of new development opportunities, but also through new cycle routes and footpaths through the parks.

8.7. The High Quality Public Transport (HQPT) network is a key aspect of Plymouth's growth ambitions and significant amounts of public money are being invested in ensuring that local people have sustainable alternatives for their journeys into the city centre and other destinations within Plymouth. It will be important to ensure that any improvements to sustainable transport in Devonport are carried out in a way that contributes to a high quality and well designed public realm.

8.8. Chapel Street will remain the main through route, and it is proposed therefore to undertake appropriate traffic management and pedestrian crossing improvements to improve environmental conditions in the Chapel Street area. This could include, as part of a package of measures, the re-routing of some light traffic along other routes.

8.9. Pedestrian friendly and where appropriate child friendly streets are an important aspect of the creation of sustainable neighbourhoods. The Home Zone schemes developed in Adelaide Park should be used as an example of good practice in this respect.

8.10. Existing rights of way should be protected because they provide convenient pedestrian access and often have historical associations. Whilst the forthcoming Definitive Map review is undertaken unrecorded public rights of way should be accorded equivalent protection.

8.11. Cycling is also to be promoted within Devonport, particularly for short trips. To support this a number of measures will be required. For example, any signalised junctions introduced as a result of development within Devonport will incorporate advanced stop lines (ASL) for cyclists, subject to technical appraisal.

8.12. The intention is also to provide an expanded network of safe and convenient footpaths and cycleways. This will:

- ensure that new developments are highly permeable and well connected to the wider community
- provide improved connectivity between the residential parts of Devonport separated by Chapel Street (the A374)
- improve accessibility from all parts of Devonport into the spaces of the Green Arc and to the neighbourhoods and facilities east of the A374.

8.13. To promote the use of public transport there will be collaborative efforts between the Council, developers and bus operators to exploit the opportunities provided by the planned increase in population and the reconnection of the north and south sides of Devonport. This will provide new, enhanced or modified bus services to serve:

- the western edge of Devonport
- development within the South Yard Storage Enclave
- development at Mount Wise
- Derriford Hospital
- East of Plymouth developments

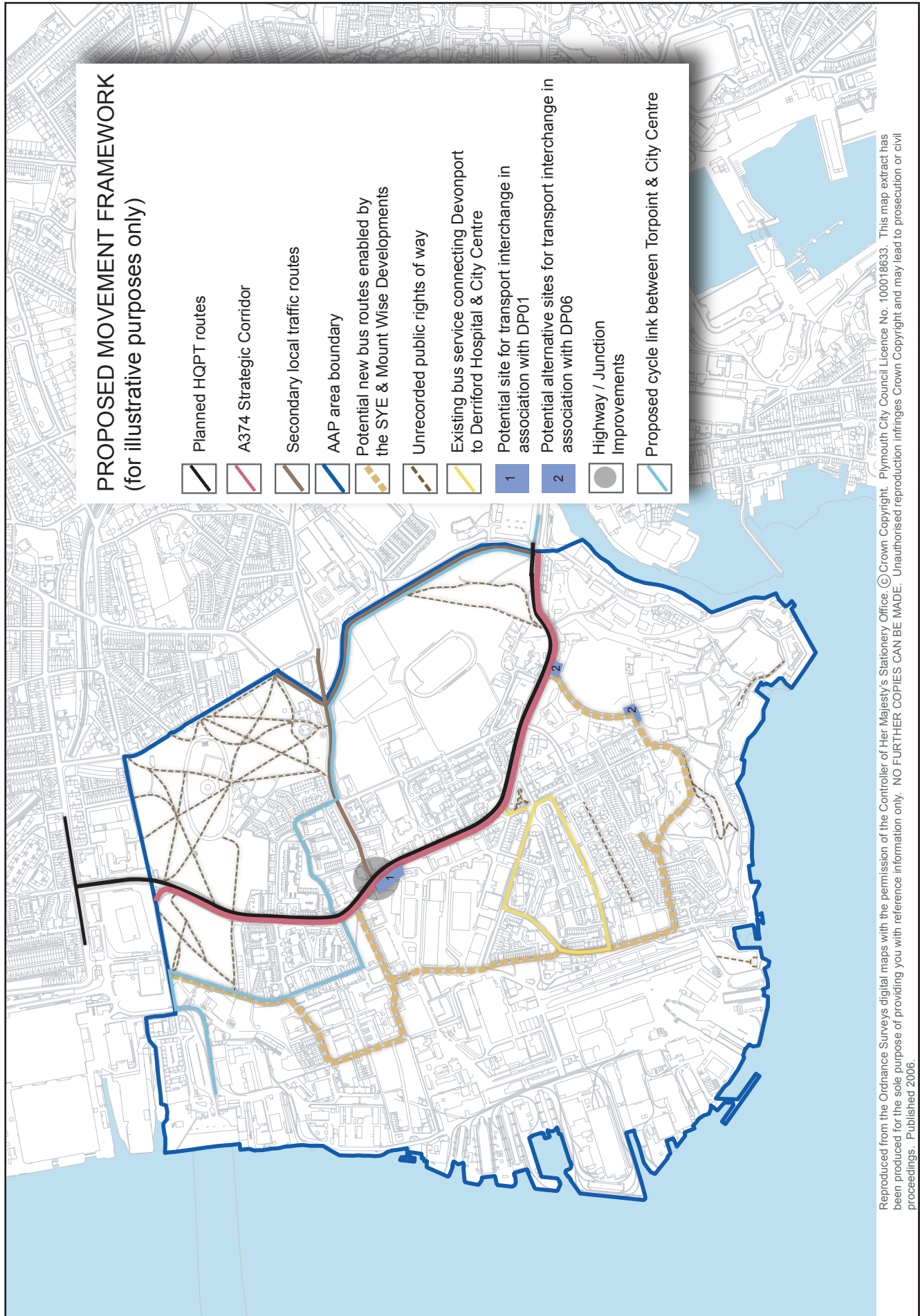
8.14. High quality transport interchanges will be built in association with the development proposals for the new sustainable neighbourhoods at the South Yard Storage Enclave and at Mount Wise. (refer to Proposals DP01 and DP06)



Key Evidence Document

Plymouth Sustainable Neighbourhoods Study: Devonport (2005) LDA Design
 Plymouth Local Transport Plan Plymouth City Council
 Plymouth Strategic High Quality Transport Network (2006) Atkins

Proposed Movement Framework



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