

LTP3 Issue log and decision matrix - online responses



ID	Comment summary / identified issue	Discussion Points	What has been changed?
Q1. Do you think the vision sets our what transport in Plymouth should look like in 2026?			
d1tp47 - Individual	Too vague - not specific enough. Too much focus on PT	Vision statement has been removed in final. LTP needs to have a balanced approach to the transport modes - this is felt to be the case, although more emphasis on sustainable transport options.	Change made to final LTP.
d1tp38 - Individual	Clearly sets out where the Council want to be, but not very inspirational - doesn't commit to anything in particular. Need viable alternatives to cars - buses don't do the job - need light rail for the future.	Vision statement has been removed in final. LTP has a large emphasis on sustainable transport options. Light rail is not an option at this current time for Plymouth. Develop fact sheet - Light rail/tram systems.	Change made to final LTP.
d1tp39 - Individual	Support vision, but not confident that vision will be achieved due to economic climate. No real dedication to help people move from private car use to public transport use - need more affordable and faster PT - more bus lanes (Mutley Plain) - people need to see buses as a viable alternative before change will happen.	LTP3 needs to have a balanced approach to the transport modes - this is felt to be the case, although more emphasis on sustainable transport options. This fits well with a point made about 'not every journey' being made by sustainable transport.	Change made to final LTP - stronger position on mode switch from car to sustainable transport.
d1tp3 - individual	Support vision, but lack of confidence in delivering. Response focused on car travel. Specific Manadon junction issues.	The LTP takes a balanced approach and needs to consider all transport users. Develop fact sheet idea - Council responsibility Vs. driver responsibility.	No change to final LTP.
d1tp237 - Chamber of Commerce	Support vision but needs clear strategy led approach.	Introduced 'strategy at a glance' section in final LTP for more clarity.	Change made to final LTP.
d1tp201 - Natural England	Supportive of vision, but supporting text of vision and objectives focuses on the commuter and more emphasis needs to be placed on leisure. Utilising green spaces for active travel - GI project partnership aspiration - supportive of emphasis placed and walking and cycling. LTP3 vision to provide sustainable options to access leisure not just commuting.	Vision statement has been removed - text in Ch 3 supports issues raised and all activities are included not specified for shopping, leisure, employment etc - Obj 1 also covers this.	Change made to final LTP.

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dltp195 - Devon County Council	Need clearer link between vision, objectives and implementation plan. Strengthen vision by linking transport to economic and environmental conditions. Need explanation about how targets will actually be achieved and also how scheme will be delivered on the ground - e.g. what does improved transport and connectivity actually mean?	Vision statement has been removed and new text is clearer on the links to the implementation plan and economic and environmental conditions. Context and policy chapters have been merged so changes reflect comments made. The inclusion of policy framework should not be used as a replacement for the actual policy where the details can be found - the LTP3 text is for reference only.	Change made to final LTP.
dltp117 - Tamar Estuaries Consultative Forum	More emphasis on water transport/coastal issues. Need increased levels of service - recreational and work. Need to safeguard existing services - local and cross channel. Safeguarding and maintaining landing points, stages, quays and harbours. LTP doesn't communicate these issues as they relate to transport.	Water transport is not an essential service for the majority of trips around the city, but can attract people into the city. Water transport is included under the banner of public transport, but doesn't carry many trips (150,000 compared to over 2million by bus). Limited influence over commercial ferry operators, but Torpoint and Cremyll is dealt with in the Tamar Crossing study - Council does not own much of the coastal infrastructure therefore no responsibility for it - have invested £1.1 million for the Barbican Landing stage and currently subsidising Cremyll Ferry. Bringing goods and people to and from the city is recognised and supported by LTP3 within Obj 5, but needs more impetus from the business community.	Changes made to final LTP - more emphasis on water transport. Changes to 4.19, 4.37 - 4.40 and 9.39 - 9.41 to reflect comments.
dltp89 - Individual	Support vision but no details - need to learn from other vibrant waterfront cities - building roads won't achieve the vision.	The LTP is a strategic document, the detail will emerge as schemes are developed and as the LTP moves through it's life. The mechanism for achieving the vision is set out in the Core Strategy.	No change to final LTP.
Q2. Are the objectives the rights ones to enable us to achieve the transport vision?			
dltp19 - Individual	Need to recognise future vehicles - electric cars need more focus on future technology not just sustainable transport.	This is supported through Obj 4 and paragraphs 5.7 and 5.15 of the final LTP. Need to also recognise that this will not solve congestion problems so need to ensure a balanced approach.	No change to final LTP.
dltp48 - Individual	Obj 4 not appropriate for dealing with disability issues. No mention of improving existing infrastructure.	Objective 4 reviewed in light of comment. Supporting text specifically highlights the need to improve physical access of the transport network. Objective 2 highlights the need to ensure that footways and cycleways are well designed to make them easy to use and specifically mentions improved physical access.	No change to final LTP.

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dltp75 - Individual	Lack of information about connectivity for rail and air.	The city council has limited influence over strategic connectivity by air, road and rail. The LTP has set a commitment to lobby as far as possible central government for great improvements. Connectivity is set out in chapter 4 of final LTP.	No change to final LTP.
dltp90 - Individual	Support for objectives and promoting sustainable transport - no-one has ever suggested that every trip should be made on foot, by cycle or bus. Promoting electric cars will not reduce congestion.	Final LTP makes stronger case about not every journey needs to be made on foot, by cycle or bus, as it is about people thinking more about the journeys they make and how they make them.	Change made to final LTP - new text in 3.5.
dltp104 - Cycling Campaign	Cars will always be important unless viable alternatives are provided.	Large emphasis on sustainable transport throughout LTP.	No change to final LTP.
dltp202 - Natural England	Support emphasis on walking and cycling, but more details required, more investment, community engagement not just infrastructure.	Final LTP makes better links between walking and PRoW. PRoW are included under the banner of walking and cycling, but more specific references have now been made.	Change made to final LTP.
dltp209 - University of Plymouth	Support objectives, but need clarity on what is meant by managing congestion - how will this be achieved?	Managing congestion can be implemented in many ways e.g. using existing space better, encouraging modal shift, primary routes for different modes and more active management and enforcement. This is all reflected throughout LTP, these are some specific examples of managing congestion examples.	Change made to final LTP - examples provided in 4.28
dltp196 - Devon County Council	No clear relation between vision and objectives - need to strengthen role of transport in the growth of the city. Need to demonstrate strategic connectivity outside city and more focus on water transport.	Vision statement has been removed. Text now shows a clear link between objectives, strategy and implementation plan. The connectivity issues are dealt with in chapter 4. Water transport should not be singled out within objectives - it is included under the banner of public transport.	Change made to final LTP.
dltp238 - Chamber of Commerce	Consider relating transport issues to six Local Economic Strategy priorities.	Reference made to LES and how the LTP fits, but LTP should not reiterate or be specific about this as it needs to deal with more than the economic growth of the city.	No change to final LTP.

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Q3. What other large infrastructure projects will help to achieve the vision and objectives?			
dltp20 - Individual	Support major improvements, but worried that current plans won't solve existing traffic problems - should look to extending A38 slip roads - need to lobby HA about A38 slipway improvements. Should add another bridge over river Plym.	No transport requirement for new bridge at this time - develop fact sheet - major bridge/road infrastructure requirements. HA unlikely to consider slipway improvements due to limited funding which needs to be targeted at worst areas - commitment to work with HA on all aspects of trunk road performance that impacts on Plymouth.	No change to final LTP
dltp42 - Individual	Support major improvements - further suggestions dedicated lane on Tamar Bridge or new bridge for PT, walking and cycling only. P&R for Ernesettle area. Not for profit bus services to link districts.	Tamar Crossings Study will include all modes. P&R at Ernesettle considered as part of Western corridor P&R study, but would need subsidy. Not for profit bus service could be considered but would need a community enterprise to operate. Specific suggestions transferred to scheme spreadsheet for consideration, too detailed for LTP document.	No change to final LTP
dltp91 - individual	Need improvements to all cycling infrastructure - DfT guidance seems to be ignored when new cycling schemes are designed and delivered in Plymouth.	Need to be more progressive about delivering cycling infrastructure. Paragraph 1.28 of the implementation plan now covers this.	Change made to final LTP.
dltp119 - Tamar Estuaries Consultative Forum	Water transport routes should be included on infrastructure map. Park and ride for Torpoint.	Water transport route now included on Western Corridor map - Torpoint P&R will be considered through the Tamar Crossing study work.	Change made to final LTP.
dltp130 - Travel Watch South West	Should be able to remove infrastructure projects from the map such as the P&R to the east of Tamar Bridge.	The recent Park and Ride Study concluded that the P&R site identified to the west of Tamar Bridge on it's own would not create a commercially viable service, it would however be viable if operated in conjunction with a site to the east of the bridge.	No change to final LTP
dltp197 - Devon County Council	Good demonstration of future infrastructure projects - Eastern Corridor HQPT route should be shown and extended to Langage. HQPT map should include indication of the Tamar Valley railway.	HQPT route to Langage is included on the Strategic Public Transport Network figure 4.2 and include Tamar Valley line on plan.	Change made to final LTP.
dltp204 - Natural England	Omission of walking and cycling projects on both fig. 4.3 and 4.4 - should be included as this is the emphasis of LTP3 - SCN and primary walking network. Linking city networks to wider Devon networks to provide easy access to areas around the city should be a strategic priority and shown on the maps.	This would be too much detail to show on the map and made lead to confusion. Sufficient information provided in text.	No change to final LTP

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dltp270 - Cyclist's Touring Club	Include more cycling infrastructure on major projects map.	This would be too much detail to show on the map and made lead to confusion. Sufficient information provided in text and on the SCN map.	No change to final LTP
Q4. Do you agree that transport has an important role to play in enabling growth in the city?			
dltp6 - individual	Transport does have a role to play, but poor strategic links will hinder future growth. Need more emphasis through LTP.	Improved connectivity is supported through LTP, funding and city council's level of control are limited - LTP sets out as much as it can in respect of rail and air links.	No change to final LTP.
dltp21 - Individual	Transport does have a role to play, but poor strategic links will hinder future growth, in particular need for motorway. Need more emphasis through LTP.	Improved connectivity is supported through LTP, funding and city council's level of control are limited - LTP sets out as much as it can in respect of rail and air links. Motorway link to Plymouth is not required and is not likely to happen. Develop fact sheet - major infrastructure bridge/road requirements.	No change to final LTP.
dltp43 - Individual	Transport does have a role to play, need transport policy that favours bus over private car, but needs balancing to encourage inward investment. More P&R - Work place levy needed - 24 hour public transport - more freight by rail and freight distribution centre at Marsh Mills - trams - another crossing over the Plym for PT - increase ferry trips to the continent - lighting on A38 and Deep Lane Junction - more Variable Message Signing.	Work place levy is not proposed through this LTP at this time - problems with running a 24hr PT service as no funding for subsidy and is unlikely to run commercially due to lack of passengers - Freight is supported through LTP in 4.37 and 4.40 - a new crossing over the Plym is not required, but there are plans for bus priority - lighting on the A38 is not within PCC remit - will pass comment to HA. 4.16 discusses the need to work closely with the HA in terms of VMS and traveller information.	No change to final LTP.
dltp74 - Maritime Plymouth	Transport does have a role to play, but need better integrated water transport and waterside parking to encourage tourism. Need more emphasis through LTP.	Water transport is a low priority for LTP due to limited use and funding, but LTP does support delivery of improvements by private/community sector.	No change to final LTP.
dltp131 - Travel Watch South West	Concern that when we speak about transport and growth we are talking about car-based trips and is a way of ignoring the issue of greener travel.	Review of supporting growth section concluded that it provided a balanced approach and did not over emphasise car use. Sufficient reference to sustainable and active travel is made throughout the document.	No change to final LTP.

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dltp198 - Devon County Council	Need stronger connectivity regionally and nationally. Unclear as to why the P&R vision is included in the supporting growth chapter. Provision of employment land at Langage is in the region of 40,000m2 not 20,000m2 as suggested. Improvements to Deep Lane and issues around funding of major projects should be clearly stated in this chapter - include Drake Line in northern corridor section.	P&R vision has been moved out of supporting growth chapter. Level of employment space has been checked and is correct. Improvements to Deep Lane and issues around funding of major projects are included in the implementation plan. Drake Line has been included in northern corridor section.	Changes made to final LTP.
dltp240 - Chamber of Commerce	Transport does have a role to play, but need clearer links between transport and planning.	Detail around planning, including transport are included in the Area Action Plans for Plymouth - the LTP should not repeat this information. Disagree that LTP is not aligned enough with the Local Development Framework, these links are clearly made and supported by Planning colleagues.	No change to final LTP.
Q5. Do you think we need to take a flexible approach to delivering scheme on strategic corridors to respond to the emerging situation regarding funding and development?			
dltp45 - individual	PT must be at the forefront of all decision making. Need to better link communities and district centres. Integrated ticketing, developer contributions, improved bus and train station. Consider not for profit bus companies.	LTP taking a balanced approach to mode priority, however, there is a large emphasis on public transport particularly in respect of the main corridors. Not for profit bus service could be considered but would need a community enterprise to operate. Integrated ticketing and station improvement included within implementation plan.	No change to final LTP
dltp51 - Individual	No support for infrastructure that benefits buses and cyclists at the expense of the private motor car - no more bus lanes.	Taking this approach will lead to significant congestion and the growth agenda will never be achieved.	No change to final LTP
dltp78 - Individual	No should focus investment on rail and bus station, airport with longer runway - encourage people to come to Plymouth.	Investing funding in these areas only, will not achieve the required local outcomes - would require significant level of funding which is not available.	No change to final LTP
dltp122 - Tamar Estuaries Consultative Forum	Could take an Local Economic Strategy sector approach as well - the requirements of the marine sector could be clarified by this approach - under para 5.66 of draft - water transport should be mentioned.	It is not clear how transport issues vary by sector - LES does not provide any information that some sectors have specific needs. Water Transport is included as a 'crossing' in para 5.66 - these are examples not a comprehensive list.	No change to final LTP
dltp132 - Travel Watch South West	Flexibility should not be an excuse to bring forward projects that are not suitable or fit for purpose. Projects should adhere to the objectives of the LTP at all times.	This is emphasised and dealt with within the Performance Management chapter.	No change to final LTP
dltp151 - individual	Flexibility should not allow axing cycling schemes when money runs out - sustainable transport should be the priority.	This is emphasised and dealt with within the Performance Management chapter - strong emphasis throughout LTP for sustainable transport.	No change to final LTP

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dltp167 - Public Health	Agree that flexibility is needed - good to have investment priorities set out in LTP. Communications technology should also be considered when developing these schemes to reduce transport needs - support approach for the need to encourage behaviour change.	Consideration is given in respect of communications technology and behavioural change work, this is set out in the LTP.	No change to final LTP
dltp206 - Natural England	Similar investment approach should be given to connecting local communities and should be included within this section.	This approach is relevant for all aspects of delivery.	No change to final LTP
dltp213 - University of Plymouth	This section lacks detail in addressing the contribution of bus transport, particularly in a strategic context with regard to the role bus transport can make in supporting the economy. Too car focused. Flexibility is good but there needs to be firm commitment to delivery.	The future of bus travel is sufficiently set out in the section through the development of the HQPT routes.	No change to final LTP
dltp241 - Chamber of Commerce	Not clear what approach is planned to be taken. Clearly plans need to be made for major strategic corridors but LTP3 does not specify what these should be. Better approach would be to list the various possible projects that, were funding available, PCC think should be implemented in order to achieve the objectives of LTP3, with outline estimates of the costs involved and the benefits that could be obtained. This would provide a basis from which the key priorities could be decided upon and the appropriate cases made for the required funding.	This is the approach that has been taken, although the costs and benefits have not been determined at this point. Schemes are set out in the Implementation Plan. More work is needed to establish options/costs/benefits.	Change made to final LTP - diagrams added to chapter 4 showing improvements detailed in Implementation Plan

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dtp241 - Chamber of Commerce	<p>Para 5.25 in draft needs to also include those who travel into Plymouth. P&R section (5.31 - 5.37) needs to better reflect the reality of the conditions that are required to make it successful - regular and reliable, limited stops etc.</p> <p>Para 5.41 useful to have estimate of factors as they relate to Plymouth in order to give a feel for the scale of the benefits/issue so we can assess priorities to be accorded to interventions. Para 5.49 should be modified to include the possibility of cabling for super fast broadband as a means of helping get to a low carbon economy e) Para 5.51 should be modified to include the provision of mobile phone network capacity. Para 5.58 should be modified to include businesses. Para 5.61 should refer to the fact that people wishing to arrive from London for early morning meetings in Plymouth cannot currently do so by rail before 11.15am. Para 5.64 duplicates para 5.63.</p>	Specific changes have been made where appropriate.	Changes made to final LTP.
dtp272 - Cyclist's Touring Club	Clearly funding has to be in place for work to be done but currently flexibility appears to mean letting developers go ahead while ignoring their responsibility and commitment to supporting necessary infrastructure funding.	Developers do take responsibility - Tariff/CIL approach ensures developers contribute, but this may not be directly outside their development as it may not be required or the funding may not be sufficient and needs to be pooled with other developer contributions.	No change to final LTP
Q6. What indicators do you think we could use to measure our progress in relation to supporting growth?			
dtp23 - Individual	Increasing employment percentage and average wage. Decreasing PT and rail journey times. Decreasing accidents. Achievements.		Put forward for consideration
dtp44 - Individual	Increased PT and rail journey times - conducting surveys of passengers to find out important issues relating to journeys. Reliability performance measures of bus and train services. Business surveys to establish what transport issues are important to them. Health questionnaires.		Put forward for consideration
dtp - 52	Reliability of services. Average time taken. Customer satisfaction surveys. Engagement with people who do not use public transport to find out why not.		Put forward for consideration

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dltp133 - Travel Watch South West	Measure savings in bus journey times and patronage for success of HQPT implementation.		Put forward for consideration
dltp214 - University of Plymouth	Should focus on what is delivered - but not too broad, e.g. delivering 5km of bus lanes - but it's about whether they are in the right place and whether they are effective. Need to relate to vision and objectives. Patronage, journey times, visits to journey planning websites, feedback forums, surveys - how can tomorrow's commuters be engaged today!		Put forward for consideration
Q7. Do you think that 'peak oil' is a good reason to change the way we travel?			
General consensus that peak oil is only one of the reason why travel behaviour needs to change.			Made change to final LTP - 'peak oil' text removed more focus on all reasons throughout LTP.
Q8. Is there anything else we could do to ensure that the transport networks are well-prepared for climate change?			
dltp124 - Tamar Estuaries Consultative Forum	In Figure 6.2 no mention is made of water transport in the Network Vulnerability Checklist.	Used in draft as an example only - prepared by TPS - removed from final LTP.	Change made to final LTP.
dltp135 - Travel Watch South West	Section should deal with the 'caused by' aspects not the affects of climate change. Include more about the reasons for climate change in this chapter?	Explanatory text has been removed from LTP - chapter more succinct - section heading - "Addressing the causes of climate change" included.	Change made to final LTP.
dltp216 - University of Plymouth	Most of the protection work to be done by others so good partnership working is vital (network rail). Need good communications/real-time info during adverse weather events. Do not oversimplify actions or make assumptions about what will be needed in the future.	Include need for good communications/real-time info during adverse weather events. Include Emergency Planning Team.	Change made to final LTP.
dltp244 - Chamber of Commerce	Simple measures can work best - clearing storm drains, regular maintenance - need to keep the buses running.	More focus on simple measures and maintenance - this is demonstrated through the TAMP and SWAMP.	No change made to final LTP.
dltp274 - Cyclist's Touring Club	Do not make assumptions about the affects of climate change - need to be prepared for warmer and wetter, but maybe colder winters.	Table 6.31 has been removed from final LTP.	Change made to final LTP.

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Q9. Do you agree that encouraging people to change their travel behaviour to more sustainable modes is a good way to reduce CO2 emissions from transport?			
dltp9, 26, 55 - Individual	PT, walking and cycling not a viable option for many.	Final LTP demonstrates a balanced approach and sets out the idea that not every trip needs to be made by sustainable transport, but small changes can make a big difference.	Change made to final LTP.
dltp172 - Public Health	Yes, but also need to reduce our resource consumption - should support shared methods of transport.	More emphasis on car sharing has been included in final LTP.	Change made to final LTP.
dltp218 - University of Plymouth	Need to take opportunities to promote less travel overall.	Reducing the need to travel through sustainable neighbourhoods. Include more emphasis on reducing the need to travel.	Change made to final LTP.
dltp245 - Chamber of Commerce	People are resistant to change - need huge economic incentive - should be asking whether people need to travel at all - role out of Next Generation Access offers a great opportunity. This should be included within this section as a way to address climate change in the short to medium term. Strict land use planning should be used to support PT use - close to PT corridors.	Reducing the need to travel through sustainable neighbourhoods. Benefits of improved communications technology included in final LTP. Include more emphasis on reducing the need to travel.	Change made to final LTP.
Q10. What would encourage you to use an alternative fuel car?			
Summary responses	Low cost Effectiveness Infrastructure - charging points Need to invest in and improve public transport before thinking about subsidising the use of electric cars.		No change made to final LTP - information will be used to help develop future strategy re: electric/alternative fuelled vehicles.
Q11. What indicators do you think we could use to measure our progress in relation to tackling climate change?			
dltp57 - Individual	Rates of flooding - rates of road closures due to snow and ice - number of accidents caused by adverse road conditions.		Put forward for consideration

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Q12. Do you think noise is a significant problem in Plymouth today?			
Summary responses	<p>Not really</p> <p>Improvements in car technology and low noise road surfacing help noise pollution issues</p> <p>Yes - need to identify worst affected areas</p> <p>Businesses being increasingly constrained due to social considerations - need to take a balanced approach.</p>		No change made to final LTP - information will be used to help develop action plan with DEFRA.
Q13. Do you agree that transport has an important role to play in improving the health of or city?			
dltp59 - Individual	No, minor role in health issues - bigger health issues to tackle.	Develop fact sheet - transports role in the health of the city.	No change made to final LTP.
dltp125 - Tamar Estuaries Consultative Forum	Under this section, no mention is made of the impact of road runoff on our rivers and estuaries which is known to be a potential risk as traffic levels increase.	This public health issue will be covered in the Surface Water Action Management Plan (SWAMP).	No change made to final LTP.
Q14. Have we identified the main barriers to walking and cycling?			
dltp30 - Individual	Safe and effective cycle parking for bikes.	This has now been included.	Change made to final LTP.
dltp60 - Individual	What about disabled people? What are the barriers for disabled people - this has been missed out in these tables.	Widely consulted disabled groups and older people. Consideration given to inclusion of specific statement.	Change made to final LTP.
dltp278 - Cyclist's Touring Club	Drivers make cyclists feel unsafe - this should be included as a barrier.	Including this suggestion as we have indicated a solution - driver education, training and promotion, but not identified the problem.	Change made to final LTP.
Q15. Do you agree that reducing speeds to 20mph in residential areas will encourage walking and cycling as well as making the roads safer?			
Summary responses	10 responses to this question in the draft LTP document. No = 4, possibly = 2, Yes = 4. Comments included - it would be difficult to enforce, could lead to more accidents on the boundary of the limit due to more speeding when exiting the zone, would need to be supported by active travel and pro-bus measures, need good and appropriate design.		No change made to final LTP - consideration of comments required.
Q16. What do you consider are the best ways to reduce pollution from motor vehicles in our Air Quality Management Areas?			
dltp14 - Individual	To keep traffic moving at a steady, continuous pace, NOT the stop/start situation we have in so many areas at the moment.	Need to balance pedestrian access with keeping the traffic moving - there is no evidence at present that there is localised pollution specifically around pedestrian crossing points. Consideration will be given at scheme inception where priorities on routes will be determined - this is set out in the final LTP.	No change to final LTP.

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dltp85 - Individual	Reduce the number of vehicles and the speed at which they travel. Electric vehicles are not the answer - will do nothing for our carbon footprint only localised pollution problems.	This is supported through the sustainable transport measures set out in LTP3. A strategy will be developed about the promotion of alternative fuelled vehicles.	No change to final LTP.
dltp143 - Travel Watch South West	Promote sustainable travel. Mode switch to shared modes should be included in air quality and noise section, not just walking and cycling.	Mode switch to shared modes included in climate change chapter.	Change made to final LTP.
dltp179 - Public Health	Consider strategy for potential restrictions on the volumes and types of traffic permitted in sensitive areas (AQMA's).	This is currently considered through the Network Management Plan. Final LTP also includes measures such as the possibility of low emission zones.	No change to final LTP.
Q17. What indicators do you think we could use to measure our progress in relation to a healthy community?			
Emergency vehicle response times.			Put forward for consideration.
Percentage mode switch from car to bus.			Put forward for consideration.
Q18. Have we captured the main barriers to access and the reasons for them?			
dltp227 - University of Plymouth	Further barriers include self-consciousness about cycling and using buses, distance between bus stops and home/destination.	Include as barriers to access in this section.	Change made to final LTP.
Q19. Are there any other themes or areas you think we should develop Accessibility Action Plans for?			
dltp63 - Individual	Life Centre, city centre (with regards to access around the West End).	These have been addressed. Accessibility Action Plans are developed for communities or areas with existing problems which may restrict access to essential services, not new developments as these will have their own transport assessments. The City Centre and University Area Action Plan will deal with accessibility issues for the city centre.	No change to final LTP
dltp146 - Travel Watch South West	Resources may be better directed to delivering better access on the existing study sites rather than more studies that may also then lack delivery - access to hospital by car is poor due to supply and cost of parking - no promotion of hospital park and ride! Need to look at whether outcomes of existing action plans have been achieved first.	The actions have been achieved, but agree that we need to look at the outputs - reported through the LTP delivery report process.	No change to final LTP

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d1tp183 - Public Health	Refresh Barne Barton plan as the area remains isolated with a disadvantaged population - could look at possible new plans within the next Joint Strategic Needs Assessment for the city.	Put forward for consideration.	No change to final LTP
d1tp255 - Chamber of Commerce	We suggest that consideration is given to developing Accessibility Action Plans for the deprived areas from where many of the journeys being discussed in this chapter start.	Put forward for consideration.	No change to final LTP
Q20. Where benefits can be gained from bus users, do you think that we should reallocate road space away from general traffic to provide bus priority?			
Summary response:	Seven direct responses with only one not being in favour - comments include - should be a priority, subject to assessing the benefits relative to the cost of other road users, should be wider to allow for safer cycling.	Supportive response.	No change to final LTP.
Q21. What indicators do you think we could use to measure our progress in relation to promoting equality of opportunity?			
d1tp65 - Individual	Public transport user surveys and survey people who do not use public transport to find out why.		Put forward for consideration
d1tp150 - Travel Watch South West	Access to Derriford Hospital by low floor buses.		Put forward for consideration
Q22. What more can be done to encourage drivers to drive more appropriately to conditions and within speed limits around the city?			
d1tp86 - Individual	Better police enforcement and penalties from the courts to impose driver awareness course. Awareness campaigns.	Social responsibility of drivers, partnership working and greater education and training are included within the LTP.	No change to final LTP.
d1tp233 - University of Plymouth	Traffic calming measures, more pedestrian areas, more bus lanes and enforcement.	This is the general direction of the LTP policy. Traffic calming measures will no longer be the first solution but only implemented as a last resort - other softer interventions will be sought.	No change to final LTP.
Q23. Do you agree that we should be promoting greater social responsibility when dealing with inconsiderate parking?			
d1tp66 - Individual	Yes, but difficult when parking is so limited in Plymouth residential streets.	In taking this forward need to consider this issue and take innovative approach to help deal with parking problems. Not the responsibility of the council to provide more parking to meet demand - new developments do get more parking to prevent pressure on existing streets.	No change to final LTP.
d1tp87 - Individual	Yes, parking is nearly at saturation - cannot keep providing for demand - need viable alternatives.		No change to final LTP.

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dltp154 - Travel Watch South West	Yes, but needs monitoring - pilot area with targeted parking campaign - if not working enforcement is the answer - anti-social parkers may not live within the area and so may not be reached by local community action. More use of camera car.	Pilot parking education campaign included within implementation plan - consider rolling out with travel planning work.	Change made to final LTP.
dltp187 - public Health	Yes, but difficult in relation to parking policy which talks about increasing levels of parking for new developments! This would encourage not discourage car use.	Difference between car use and car ownership - parking restrictions at destinations will determine what form of transport is used - this is where emphasis is placed in terms of control - key area for promoting sustainable transport.	No change to final LTP.
dltp234 - University of Plymouth	Yes, but also need strict enforcement - focus on education not income generation.	In taking this forward need to consider this issue and take innovative approach to help deal with parking problems - could be community led!	No change to final LTP.
Q24. What indicators do you think we could use to measure our progress in relation to contributing to better safety and security?			
dltp88 - Individual	Accurate measure of cycling trips - cycling tends to increase if the roads feel safer. Need to make information like accident statistics and air quality levels more available on PCC website.		Put forward for consideration
Q25. Have we got the right interventions to support growth in Plymouth?			
Summary of individuals' comments	More focus on links with other cities/more specific about interventions for strategic links/more commitment for lobbying	Commitment set out in LTP.	No change to final LTP.
	Improved road infrastructure should be a priority.	Maintaining our roads is a priority - building new roads and investing in new road infrastructure is not a priority set out in this LTP.	No change to final LTP.
dltp126 - Tamar Estuaries Consultative Forum	Include under city-wide and non-corridor measures on page 119: Work with ferry operators to enhance and improve ferry services.	Change bus operators to public transport operators in implementation plan.	Change made to final LTP.
dltp155 - Travel Watch South West	Need Western Corridor bus priority measures to allow free flow bus speed between Broadmoor Farm P&R site and city centre. Only need P&R site to the west of Tamar Bridge and bring forward crossing determination options from 2021.	Western Corridor at this time does not require any strategic bus priority measures as reliability is good. P&R site to the east of Tamar Bridge would increase viability of the site to the west, therefore should be included in infrastructure plan. Options for Tamar Crossings has been brought forward in the implementation plan to 2016 - 2026.	Change made to final LTP.

ID	Comment summary / identified issue	Discussion Points	What has been changed?
d1tp188 - Public Health	Do we really need the Forder Valley link road? Wouldn't this encourage more car based trips?	The development planned for the Derriford area means that this link is required, but the timing will be important in order that it does not fill up with existing car trips.	No change to final LTP.
d1tp207 - Natural England	Limited walking and cycling interventions for supporting growth section.	This issue has been dealt with within a previous comment - walking and cycling interventions are dealt with in relevant sections of the implementation plan.	No change to final LTP.
d1tp261 - Chamber of Commerce	Reduction in the amount of street furniture Greater use of left turn only schemes to improve traffic flows. Introduction of better charging points for electric cars.	These issues are more detailed than those interventions to support growth - de-cluttering the streets is not a project in its own right, it will be considered alongside other schemes. Left turn only at traffic lights is an area that has not been discussed in detail - would be part of detailed design for individual schemes. Charging points for electric cars is already included.	No change to final LTP.
Q26. Which do you think is more important: preparing our transport network for the impacts of climate change or implementing measures to reduce CO2 emissions?			
Summary response	Seven mixed responses - need to take a balanced approach to both issues. Reducing emissions will reduce the impact of climate change, but also need to be prepared for the climate change events that are currently happening, like harsher winters. Pedestrian areas and bus routes should be priorities over car routes.		No change made to final LTP - consideration of comments required.
Q27. Do you think the interventions go far enough to improve the health of the city?			
Summary response	Only a few responses received about whether the LTP goes far enough to improve health in the city - main concern is about the infrastructure and promotion of sustainable transport options - are we committed to doing this better?		No change made to final LTP - consideration of comments required.
d1tp69 - Individual	Suggested measures won't make a difference to the health of the city, but a lot of money will be spent.	Need to show greater partnership working and evidence that what has been implemented is working. This is a "chicken and egg" type problem. The poor quality of infrastructure is identified as a barrier but criticism received that there are not enough users to warrant the investment. Enabling and encouraging physical activity through walking and cycling supports and promotes healthier lifestyles.	No change to final LTP.
d1tp158 - Travel Watch South West	The LTP offers no quantification between the measures listed and their effect on health.	Analysis of the benefits in relation to cost of increasing sustainable travel are documented within the evidence base so are not repeated in the LTP document itself.	No change to final LTP.
Q28. Do you think these interventions are the right ones to promote equality of opportunity?			
d1tp161 - Travel Watch South West	The LTP offers no quantification between the measures listed and their effect on equality of opportunity.	Increasing sustainable travel options has a positive impact on equality of opportunity as travel choice and horizons improve - further information is contained within the evidence base and is not repeated in the document itself.	No change to final LTP.

ID	Comment summary / identified issue	Discussion Points	What has been changed?
dltp283 - Cyclist's Touring Club	Support equality of opportunity measures - need to include land use planning to safeguard and enhance transport infrastructure.	The LTP can help to influence land use planning, but does not need to be included in the LTP itself - land safeguarded is set out in Area Action Plans for the city.	No change to final LTP.
Q 29. Do you think it is right to take the minimal approach to providing hard infrastructure?			
Summary response	Six responses received for views on minimising hard infrastructure for safety and security. Minimalist approach supported for street furniture and signage - hard infrastructure should be a last resort - support for reducing vehicle speeds.		No change to final LTP - consideration of comments required.
Q30. Schemes to be considered for year two of the implementation plan.			
Cycling schemes in consultation with cycling groups.		Commitment to setting up a effective cycle forum included in LTP.	
Tamar crossings study.		Included and developing options brought forward.	
Sustainable travel schemes.		Strong focus throughout LTP period.	
Wait until funding is known.		Schemes will be dependant on levels of funding coming forward. LTP delivers a flexible approach to deal with funding.	
Supporting growth schemes - should focus on six LES priority sectors.	Need to identify LES transport priorities?	Need to consider further.	