

LTP3 Issue log and decision matrix - written responses



ID	Issue	Discussion points	What has been changed?
Key issues raised in stakeholder written responses			
1. Citybus	Parking in residential streets is a particular problem for buses - lack of enforcement - can there be targets for enforcement?	Monitoring and review section of LTP could address this.	Target for enforcement added to list of schemes for - no specific targets set out in final LTP - will be put forward for consideration when developing specifics.
2. Citybus	Need improved monitoring and review for the quality of Plymouth's roads - poor quality roads affect the ride quality of the buses.	Monitoring/review of Plymouth road surfaces set out in Highways Maintenance Contract - performance of road is independently reviewed as a best value performance indicator on an annual basis. Bus routes are considered as priority routes when planning spend for road surfacing and maintenance.	No change to final LTP.
3. Citybus	Would like to see spending commitments in the final LTP3. Indications of annual spend for local bus subsidy, road improvements and road maintenance with projections for year on year spend and actual spend presented in progress reports and then compared to UK average.	Could allocate proportion of spend to each block in the LTP implementation plan, but issues around confirmed and approved budgets are likely to change. Annual publication of the capital/revenue programme may be taken forward and could deal with this but would need to be recognised in the context of a 15 year strategy. This would be beneficial for Plymouth residents. The level of spend on each scheme does not reflect the level of priority, ensuring schemes represent good value for money in terms of delivering outcomes is more important.	This will not be taken forward - no change to final LTP.
4. Citybus	Circular bus routes are poor performing and are becoming more vulnerable to withdrawal. Support focus and investment into main corridors. Response provided some further detailed information.	Can we do more to make these work - may relate to parking problems and access to stops. See Ref. 1. Citybus. Detailed info to be added to scheme specific list.	No specifics within final LTP - not a content issue - need to be innovative in addressing this issue.
1. Travel Watch South West			
1. Travel Watch South West	Travel Watch South West - Response included direct responses to questions in document and further information for consideration.	Transfer comments into consultation portal where appropriate.	No change to final LTP.
2. Travel Watch South West	Further information provided TWSW appraisal of the supply and demand of the Tamar crossings. Concern that not enough emphasis or urgency has been placed on developing options for dealing with future demand for the Tamar crossings and disagrees with the potential location of a western P&R site east of the Tamar Bridge.	Timeframes for developing options for the Tamar crossings have been set out in the 1 year and the longer term implementation plan. A discrepancy has been identified.	Change made to better align the timeframes of this work. 2011/12 study to determine requirements - 2016 onwards develop options if required from outcome of study.
1. Public Health Development Unit			
1. Public Health Development Unit	Public Health Development Unit - Response included direct responses to questions in draft document.	Transfer comments into consultation portal where appropriate.	No change to final LTP.
1. Highways Agency			
1. Highways Agency	Highways Agency - Generally supportive comments received and are keen to work with Plymouth Transport & Highways on forthcoming proposals.	Ensure HA are involved/consulted in all forthcoming proposals that may affect the SRN.	No change to final LTP.
2. Highways Agency	Lack of reference to LDF and SCS upfront of LTP draft.	Discussion has taken place about strengthening the LTPs link to other policy documents in particular the LDF and associated AAP's. Need to be clearer about the origins of the growth agenda. Review content and produce further explanation where necessary in respect of linkages to LDF and SCS.	Reference to LDF more explicit in Chapters 2, 3 & 4 of final LTP. SCS is under review to better review corporate priorities.

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3. Highways Agency	Concern over reference to cars being the most flexible way of moving people and goods around the city in the forward of LTP3 draft. Contradicts text which talks about sustainable growth being key to the success of the city and being referenced throughout the document itself.	This is a fair point and doesn't read well, but it is agreed that we need to remain realistic about future car use.	Forward has been replaced with an executive summary. It recognises the role that cars play in a growing city, but emphasis is clearly on the promotion and encouragement of sustainable travel.
4. Highways Agency	Supportive of the supporting growth proposals, citing communications technology to reduce the need for business related travel.	LTP needs to provide commitment to driving forward this issue - reducing the need to travel will help to deliver LTP objectives particularly in respect of inward investment to support growth.	Extend and increase reference to communication technology in final LTP.
5. Highways Agency	HA would like to see proposals for mitigating against seasonal peak congestion - there is little information about this in the document.	Document discusses working with the HA on seasonal congestion on major routes into the city. Plymouth does not hold specific data for seasonal congestion on roads within Plymouth boundary. There are no specific proposals at this time as it is only a significant problem during major events.	No change to final LTP.
6. Highways Agency	Concern about reference to poor perception of the A38 in table 5.1 - mentioned re-naming of A38 to Devon Expressway to reflect the quality of the route.	The name change from Plymouth's point of view has not altered people's perception of the A38 as being a relatively poor link to Plymouth. Comments are regularly received through consultations and local media about the need to upgrade this route. LTP3 proposal for ANPR and better real time information for drivers of the route may start to help improve perception.	Consider as fact sheet idea - no change to final LTP.
7. Highways Agency	Interest in highway drainage being resilient to increased surface water run-off and impact on SRN.	The Surface Water Action Management Plan is in development, which will deal with the impact on SRN.	Consult HA on SWAMP - no change to final LTP.
Local Access Forum			
1. Local Access Forum	LTP fails to say how Prow can be resourced, preserved and protected.	LTP does have a commitment to formalise PRow as an ongoing programme.	Further clarity to the commitment made to final LTP.
2. Local Access Forum	PRowIP has not yet been published - this should be linked to the LTP.	PRowIP has been completed, due to be published summer 2011. LTP makes specific reference to linking with the PRowIP.	No change to final LTP.
3. Local Access Forum	Lack of information and reference to PRow and walking in LTP.	Do not agree with lack of reference to walking - sustainable travel is a priority for the lifetime of this plan. PRow are seen as part of all walking and cycling infrastructure set out in the plan and would not be referenced separately.	No change to final LTP.
4. Local Access Forum	Introduce signage for walking leisure routes across the city.	Improving signage for walking and cycling is included within implementation plan - would not be specific at this stage re: leisure only routes.	Add to list of specific scheme generated from consultation.
5. Local Access Forum	No reference in LTP3 to Green Spaces Strategy and Green Infrastructure Plan.	The Green Infrastructure Plan is referenced in Chapter 6 of the final LTP where it is set out how the LTP links with the plan in delivering sustainable transport in particular the SCN. There is no direct reference to the Green Spaces Strategy as this is not a delivery document.	No change to final LTP.
Theatres Trust			
1. Theatres Trust	Attracting theatre goers in the evening - problems with parking, paying to park and general access due to limited bus services.	Add to list of specific scheme generated from consultation.	No change to final LTP.
Tamar Estuaries Consultative Forum			
1. Tamar Estuaries Consultative Forum	Response included direct responses to questions in document and further information for consideration.	Transfer comments into consultation portal where appropriate.	No change to final LTP.
2. Tamar Estuaries Consultative Forum	Need to mention the Tamar River Transportation Study developed by Cornwall Council, Plymouth City Council and the TECF.	The study has not yet been completed.	No change to final LTP.

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3. Tamar Estuaries Consultative Forum	Water transport should be recognised as a form of sustainable transport.	Water transport sits under the banner of public transport within the final LTP.	Ensure water transport is appropriately recognised in the final LTP3 summary chapter under the banner of public transport - all reference to buses is cited as HQPT or local bus services not public transport.
4. Tamar Estuaries Consultative Forum	Smart ticketing should be extended to cover water transport.		Ferry operators have been included under this proposal in implementation plan.
5. Tamar Estuaries Consultative Forum	Slipways need to be considered as part of the transport infrastructure.	Slipways around Plymouth's coast line are not all owned and maintained by the Local Authority, those which are, are included within the Transport Asset Management plan.	No change to final LTP.
6. Tamar Estuaries Consultative Forum	Flooding can also be fluvial - this needs to be included.		Fluvial included in para. 5.19 of final LTP.
7. Tamar Estuaries Consultative Forum	Need information in LTP to discuss the importance of developing a SWAMP.	This management plan is currently being produced.	Reference now made to SWAMP in Climate Change chapter. Document development included in implementation plan.
8. Tamar Estuaries Consultative Forum	No recognition of Port Study.	Ports are included in draft LTP, Possible further information could be included.	Content on Ports and reference to the Port Study included in Supporting Growth chapter, para. 4.19.
9. Tamar Estuaries Consultative Forum	Need something about safeguarding routes for abnormal loads.	This is included within the Network Management Plan and should not be included within LTP.	No change to final LTP.
10. Tamar Estuaries Consultative Forum	Need section on water transport that seeks efficient, clock face, well publicised, easy to understand, integrated service with smart card technology		This is included in chapter 9 of the final LTP.
11. Tamar Estuaries Consultative Forum	Consider specific section about water transport and coastal issues within Climate Change chapter.	This is not felt to be necessary as consideration is given to making amendments to existing information as set out above.	No change to final LTP.
English Heritage			
1. English Heritage	Comments received on the Strategic Environmental Assessment for the LTP forwarded for consideration.	Table of SEA comments and required action complete.	SEA comments considered and changes made where necessary.
2. English Heritage	More emphasis should be placed on the built environment and place making when designing and delivering transport schemes. Need to consider impacts of transport upon the built environment.	Include information in Context chapter in final LTP. Included reference to SPD. Produce a checklist for the design stage of schemes.	Inserted reference to Sustainable Design SPD (Chapter 2, para 2.46), which deals with these issues through LDF process. Check list for consideration included in Performance Management chapter.
3. English Heritage	Design principles should be included within the LTP - suggestion of additional LTP3 objective regarding the built environment.	Design principles are set out in the Design Standards SPD and are therefore not included in the LTP - principles are considered at design stage. Additional information included within chapter 2.	No change to final LTP.
Plymouth Cycling Campaign			
1. Plymouth Cycling Campaign	Generally supportive of the proposals and strategy, but have concern about not enough consideration being given to cyclists during scheme development - examples of bad practice provided.	Common comment about being considerate of all users when developing and designing schemes. Consider enhancing information in final LTP about schemes needing to consider all modes and users when in development - need to be innovative.	Greater commitment in final LTP to include all modes and users in scheme development without diminishing the aim of the scheme.
Natural England			
1. Natural England	Response from Green Infrastructure Project included direct responses to questions in document. Issues from second Natural England response included here.	Transfer comments into consultation portal where appropriate.	No change to final LTP.

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2. Natural England	Supportive of LTP focus on sustainable transport and tackling climate change, however there is a poor link in the LTP between the strategy and implementation plan for walking and cycling. It is also unclear about how the GIP and RoWIP will work with the LTP to deliver projects - needs to be better integration of the strategies.	The LTP talks clearly about partnership working and when developing LTP projects the strategy direction of other strategies will be considered. Note that there could be a better link between the walking and cycling strategy and implementation plan.	Improved linkages between strategy and implementation plan throughout document.
3. Natural England	With emphasis on sustainable transport development it would be good to detail levels of funding allocated. Better indication of how schemes and projects will be prioritised.	This has also been raised by Citybus (see comment 3) who would like to see funding set out in implementation plan to give an idea of proportion of spend on blocks of interventions. Need to look at strengthening performance management section re: prioritisation and delivery.	This is not being taken forward as spend is only indicative at this time - there is a danger that showing this information will invite comments about the amount of money being spent on what. The focus of this LTP is on what benefits schemes will deliver and getting value for money.
4. Natural England	Need to ensure there is appropriate assessment and consideration of the natural habitat and impact schemes have on the area and local birds and wildlife. This is made in relation to possibly opening up PRoW along the waterfront and any work developing options for Tamar Crossings as set out in the year 1 implementation plan.	The Habitat Regulations Assessment will deal with any such issues and this type of assessment is always undertaken when necessary. The work to develop options for the Tamar Crossings in the long term will be feasibility only and will not include this type of assessment - this would take place at phase 2 of option development where a more detailed and rigorous assessment of the options would take place.	No change to final LTP.
1. PAPOP	(Plymouth Advisory Partnership for Older People) Concern over West End project due to the cobble and lack of consideration for all users.	Consideration is being given based on comments from English Heritage about the built environment. When implementing future schemes which include shared space - this should be accompanied by an education programme for drivers and pedestrians about how to use the space.	Commitment for the consideration of all transport users contained within Implementation Plan.
2. PAPOP	Concern over poor maintenance of pedestrian surfaces for older people.	TAMP will address the need for ongoing maintenance. Deteriorating surfaces need to hit criteria for repair. Residents need to report problem areas. Forward comment to Network Management.	No change to final LTP.
3. PAPOP	Lack of bus services in evening and into residential areas.	Need to find innovative solutions where commercial services are not viable - this is recognised in LTP.	No change to final LTP.
1. Plymouth Licensed Taxi Association	Not enough about taxi's and their importance in the LTP and no reference to taxi's in the summary document.	This is acknowledged - need to increase reference to taxi usage in final LTP.	This comment has been considered and acted upon for final LTP document.
2. Plymouth Licensed Taxi Association	Would like to see reference to water taxi's changed to water buses.	This is a widely used term in Plymouth - the local ferry services around Plymouth use the term taxi to describe their service.	No change to final LTP.
3. Plymouth Licensed Taxi Association	Do not agree with the term 'minicab' used in fig. 7.2 - there are only taxi's and private hire vehicles in Plymouth.	This term is not Plymouth's definition, it is the definition of the census dataset used by the Office of National Statistics.	No change to final LTP.
4. Plymouth Licensed Taxi Association	Para 8.7 has only a fleeting reference to taxis.	This para makes little reference any specific mode therefore taxi's would not be mentioned specifically.	No change to final LTP.
5. Plymouth Licensed Taxi Association	Q26 - consultation question - climate change interventions. No mention of the retrospective EU 4 Emissions being imposed on the taxi trade.	This intervention is an EU intervention not a scheme developed through the LTP. EU4 does not relate specifically to CO2 emissions, but other pollutants. CO2 emissions will however improve as new vehicle fleets are brought in.	Implementation plan now reflects the licensing and regulation around emissions.

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6. Plymouth Licensed Taxi Association	Number of improvements for consideration for improving the use of taxis.	Consider line in implementation plan for taxi improvements - things to be considered as part of LTP - raised kerbs, shelters at ranks, better marked and maintained ranks - LTP also considering implementing private hire drop-off/pick-up points. Items that would not be considered for LTP - marking taxi ranks on Plymouth maps - this is not PCC, need to contact map making companies, Unmet demand surveys - no budget for this in LTP normally undertaken by Licensing Dept. possibly need to work with taxi operators to improve information.	Broad change to implementation plan to consider these proposals. Items transferred to scheme specific list for consideration.
1. Saltash Town Council	Generally supportive of the proposals and strategy, but comment specifically on areas affecting SE Cornwall. Would appreciate input in any proposals coming forward.	Determine and agree consultation process with Cornwall Council.	No change to final LTP.
2. Saltash Town Council	Concerns about the lack of reference to Saltash in LTP considering it's size and impact on Plymouth's transport network.	Para 2.3 - replace Liskeard with Saltash.	Changes made in final LTP - Pg 37, para 5.16 - this paragraph has been removed.
3. Saltash Town Council	No reference to Cornwall's LTP3 on Pg 57.	Cornwall's LTP3 was not used in the development of Plymouth's LTP as it was not available at the time. Cornwall Council's LTP has been cross checked and discussions have taken place re: strategy and implementation plan - specifically in relation to Tamar Crossings.	Changes made in final LTP.
4. Saltash Town Council	No inclusion of Saltash train station in the bullet list for reducing the impact of climate change on pg 69 - it has high usage and is important for reducing pressure on Tamar Bridge.	Agree with comment made - intervention for a metro style rail system for Plymouth which would include Saltash.	Changes made in final LTP.
1. Labour Group	Plan should acknowledge that aiming for zero growth in road traffic will not achieve the other objectives of reduced congestion, pollution and impact on climate change.	Plan does not specify a target of zero growth.	No change to final LTP.
2. Labour Group	The plan indicates a focus on mode switch, but does not say how this will be achieved, particularly in relation to buses. Implementing bus lanes will not work on it's own - what other incentives are there? The plan needs to say more on how this will be achieved.	The final LTP needs to be clearer about the strategy and linked better to the objectives and implementation plan.	Improved linkages between strategy and implementation throughout document.
3. Labour Group	This plan needs to support capital and revenue funding, three revenue funding streams are necessary for it's success - walking, public transport and accident prevention.	Allocating a revenue stream to these may result in silo working - the LTP's long-term approach is to be more innovative about scheme design and to consider all modes at scheme conception - modal priority will be determined depending on the type of scheme that is being delivered.	No change to final LTP.
4. Labour Group	Need to designate more PRoW and complete definitive map.	Agree with this comment and this work is discussed and set out in the LTP.	No change to final LTP.
5. Labour Group	Bus use needs to be increased and will need support for doing this - this will reduce everyday car use.	Agree with this comment, however decreased budgets do not allow for indefinite subsidy of local buses - these are reviewed annually and prioritised according to the greatest need. Need to think innovatively about public transport and how it can be delivered.	No change to final LTP.
6. Labour Group	Accident prevention - what is the situation with safety camera's - how will the reduction in funding impact on road safety?	Need clarification on policy direction of safety camera's - include statement in Safety and Security Chapter to reflect change in safety camera policy.	New statement included within Safety and Security chapter to reflect safety camera position.

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1. Brittany Ferries	Agree with overall vision and support aim to increase traffic through the port. However lack of objectives that focus on cars and goods vehicles through the city. Improved access is needed to Millbay area from the A38 as current access is restraining the future growth of the company. The existing routes need to be enhanced for increased capacity and improved traffic flow. Better enforcement of these routes would go a long way in achieving this.	Objective 3 of the draft document (Objective 2 in the final doc.) deals with this in terms of making better use of the existing transport network. LTP3 acknowledges problems with inconsiderate parking and intends to deal with this and other enforcement issues. There has been significant investment on improving traffic routes through the East End which is the designated route to the A38. Future plans regarding improved links to Millbay are set out in the Stonehouse and Millbay Area Action Plan.	No change to final LTP.
2. Brittany Ferries	The reduction of road space for general traffic to implement bus lanes would contradict the aim of increasing traffic through the port - cars need to get to the port.	The specifics of what may be implemented have yet to be determined. The LTP discusses the potential for priority routes for different modes. The possibility of putting in a high occupancy lane along Outland Road has been muted, this is not just a bus lane. Outland Road is also not the primary for port traffic. Whilst the LTP does focus on improving sustainable travel, improving the network for greater efficiency and improved journey times has not been forgotten.	No change to final LTP.
1. Stonehouse Resident Association	Aspirations of plan are welcomed, but there is a lack of concrete proposals.	This is a strategy document which will help to guide transport decisions in the future. The implementation plan goes as far as it can with the detail of how the objectives will be achieved. The detail of the proposals will be borne out of our 'business as usual' work as we need to be flexible in how we deliver schemes which are dependant on need and available funding.	No change to final LTP.
2. Stonehouse Resident Association	Council needs to be creative and exploit its powers to improve public transport which is called for in the plan. Powers should be identified and listed in the plan. Subsidised services need to be extended to deal with the withdrawal of routes. Tighten rules for granting licences.	Whilst we acknowledge that the plan is primarily focused on improving sustainable travel including public transport, we do not see it as the tool for setting out the Authority's powers - these are set out in legislation. Powers regarding performance of the bus operators sits with the Traffic Commissioner (Department for Transport). The Bus punctuality Improvement Plan set out in the LTP provides the opportunity for greater partnership working with local operators. Decreased budgets do not allow for indefinite subsidy of local buses - these are reviewed annually and prioritised according to greatest need. Need to think innovatively about public transport and how it can be delivered. The Authority is not responsible for granting licences for local bus services, operators are required to register services with the Traffic Commissioner.	No change to final LTP.

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3. Stonehouse Resident Association	The plan should set out where the council does harbour some control for improving local bus services.	Limited powers in influencing operating decisions for commercial services. Transport can play a role in ensuring 'fit for purpose' infrastructure and enhancing this where possible. This may have a knock on effect for improving journey times and reliability of services which may result in the operators increasing routes and decreasing costs. The LTP is committed to supporting bus services where possible.	No change to final LTP.
4. Stonehouse Resident Association	Problems with Real Time Passenger Information.	Acknowledge that there have been problems with the accuracy of real time information. Improvements are being progressed in partnership with bus operators. Resource allocated for this work.	No change to final LTP.
1. Cyclists' Touring Club	Further responses to questions entered Online.		No change to final LTP.
2. Cyclists' Touring Club	Consultation needs to be at an early stage - need to be committed to doing this. Would be good to set up a cycle forum of users.	This is set out in the implementation plan as a commitment to set up a walking and cycling partnership.	No change to final LTP.
3. Cyclists' Touring Club	Concern about not having a Hierarchy of Road users as set out in LTP2.	This no longer seen as appropriate and has caused problems in the past with taking a one size fits all approach to scheme design. The new approach will consider all road users and will be determined scheme by scheme who the priority users will be - priority routes for walking and cycling are already set out in the draft LTP.	No change to final LTP.
4. Cyclists' Touring Club	Key message set out on Pg 12 of draft do not reflect the need for direct routes and the intentions of the Strategic Network.	These key message set out the views of the public - they are in no particular order - the SCN clearly sets out defined routes for cyclists of different levels.	No change to final LTP.
5. Cyclists' Touring Club	AAP's deliver local priorities - cycling improvements within areas not linking to other areas - the LTP needs to address this.	Point acknowledged and LTP needs to go a little further than the AAP in terms of joining up AAP areas and neighbourhoods and improving connections by walking, cycling and bus services.	Addressed in new para - 2.45 of final draft.
1. Civic Society	Good analysis of transport issues, but less clear about how they will be dealt with. Aspirations of plan are welcomed, but there is a lack of concrete proposals. Plan demonstrates planning/transport working together.	This is a strategy document which will help to guide transport decisions in the future. The implementation plan goes as far as it can with the detail of how the objectives will be achieved. The detail of the proposals will be borne out of our 'business as usual' work as we need to be flexible in how we deliver schemes which are dependant on need and available funding.	No change to final LTP.
2. Civic Society	Plan needs stronger emphasis on elements that are in the Council's control - understand that much of Public Transport operations are not - with lack of funding it is important to prioritise the schemes that will bring the greatest benefits to Plymouth - better interconnections between transport modes and better signage.	Agree with this comment - this is reflected in final LTP.	Changes made to final LTP.
3. Civic Society	The council's growth agenda was developed in a different financial climate, is this still viable? If developments are still granted approval, but there is inadequate transport funding and limited contributions - this leaves the network more vulnerable to congestion and limited scope for improved PT.	The city's aspirations are still valid - the plan demonstrates how we will need to be flexible in our approach to new transport infrastructure. Need to concentrate on the main transport corridors to achieve the greatest benefits.	No change to final LTP.
4. Civic Society	Agree with key messages and challenges set out in ch. 2, but recent reduction in bus services will not help the mode switch from cars to bus use.	Plan can only deal with issues within the council's control - acknowledge this as a problem - the development of the Bus Punctuality Improvement Partnership (BPIP) will aid partnership working between the bus operators and the council.	No change to final LTP.

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5. Civic Society	Supporting growth - council should be pressing central Government to make better provision for regional and national transport connections, but not including air travel as this is not sustainable unless major expansion to the airport took place.	Plan can only deal with issues within the council's control - plan acknowledges the need to lobby central Government - this work is ongoing and will continue through the life of the LTP.	No change to final LTP.
6. Civic Society	Support proposals for extending P&R, but full advantage is not being made of existing sites - need to extend service times for increased flexible working and a vibrant night life. Need to get a better return on this investment.	Agree with this comment, but plan can only deal with issues within it's control - all P&R services are commercially run services - the BPIP may provide improvements in this area.	No change to final LTP.
7. Civic Society	Fewer car parks near strategic road networks - concern that plan does not set out how it intends to deal with people who are unable to walk any distance - to access facilities etc.	The LTP sets out the City Centre AAP principle proposals - this includes fewer car parks, but also includes proposals for larger, better quality car parks that are better placed for accessing the city centre shops. Details of this will come forward as development occurs.	No change to final LTP.
8. Civic Society	Climate change - none of the proposals set out in para 6.47 are likely to happen so what is the point of monitoring? What do you do when the scheme does not work?	Smart monitoring approach is set out in the performance management section of the final LTP. This provides a mechanism for early indication of scheme success, If a scheme is not achieving the expected outcomes further interventions can be put in place at the earliest opportunity.	Monitoring Framework set out in Performance Management section of final LTP.
1. Chamber of Commerce	Need to include more emphasis on next Generation Access (NGA) as better digital connection will increase opportunity for business investment and home working which has positive implications for the economy and transport.	Communication technology information considered to be sufficient at this level.	No change to final LTP.
2. Chamber of Commerce	The figure of 20% of the workforce commuting from outside Plymouth boundary seems low - would urge a figure in the region of 30% to be used.	This figure is correct, unable to find evidence to support the 30% figure.	No change to final LTP.
3. Chamber of Commerce	Need to include specific plans for transport infrastructure to encourage inward investment.	The final LTP will improve the link between the strategy and implementation plan - the detail of schemes will be borne out of our 'business as usual'.	Improved linkages between strategy and implementation throughout document.
4. Chamber of Commerce	Council should be pressing central Government to reinstate full fuel duty rebate for local bus services and for a better lead on sponsoring radical initiatives to address the challenges of climate change.	Plan can only deal with issues within the council's control - plan acknowledges the need to lobby central Government - this work is ongoing and will continue through the life of the LTP.	No change to final LTP.
5. Chamber of Commerce	Need better explanation of HQPT.	Change to be made to explain HQPT schematic.	Brief description included in final LTP - para. 4.34.
6. Chamber of Commerce	LTP3 should set out principles that ducting for fibre-optic cables should be laid as a matter of course when roads are dug up and this should be on the pavements where possible and Fibre to the Premises (FttP) should be installed for all new businesses and housing developments.	The TAMP could deal with first two points but there would need to be formal agreements and third party funding in place to deliver this. The third point would need to be integrated into planning policy.	No change to final LTP.
7. Chamber of Commerce	All further responses entered online.		No change to final LTP.
1. Sustrans	Vision is limited in how it relates to key issues. Does not address carbon emissions from transport nor relates explicitly to potential health benefits of active travel. Needs to be wider ranging not based on traveller experience but on impacts of transport.	Vision could be wider ranging, but difficult to develop statement to encompass everything - disagree that it should be based on transport impacts the user experience is key to the success of a transport system. Need to be balanced in our approach - not solely responsible for improving the health of the city - active travel promotion has many benefits and is only one part of the LTP strategy.	Decision taken to remove vision statement from final LTP.

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2. Sustrans	Explicit statements about prioritising sustainable transport should be provided in objectives.	The information provides examples of how the objectives could be met, they are not setting out a specific policy direction. Need to take a balanced approach. The LTP has an underlying theme of sustainable travel throughout - need to nudge people in that direction, not force people out of their cars so we are not looking to prioritise modes of travel.	No change to final LTP.
3. Sustrans	Need to be bolder about carbon reduction target and state target of 4 out of 5 local journeys are made by sustainable travel.	Increasing the uptake of sustainable travel is dealt with in the other objectives. What is suggested here is about setting targets so belongs in the monitoring section, however collecting the data to measure this target would be difficult and what does this mean in terms of carbon reduction.	No change to final LTP.
4. Sustrans	Feel that objective 6 takes the view that economic growth is predicated on increased car use - no evidence of this - need more in the objective about improved journey times, attractiveness of the city, quality of life etc. Reads like a list for building roads and increasing car capacity.	There is evidence that car use can influence the economic state of a city and we need to be realistic about car use in Plymouth. Possibly need to look at wording and interpretation.	Change made to final LTP - para 3.5.
5. Sustrans	DASTS goals need to be delivered through a smart and ambitious approach. LTP infers the desire to continue on the basis of increased car use to stimulate economy. Furthermore adapting to and mitigating against climate change will not reduce CO2 to the extent set out in target. Prioritising economic growth and climate change is the wrong move for LTP3.	DASTS goals have been removed from final LTP for recent policy reasons, but the priority of supporting growth and climate change will remain - these are not just transport priorities, but the city's objectives. Priorities will be set depending on the needs of the city and the funding available.	No change to final LTP.
6. Sustrans	Too much emphasis on the car and not enough on sustainable travel.	Would disagree with this - this LTP is taking a balanced approach with the underlying theme of encouraging sustainable transport.	No change to final LTP.
7. Sustrans	Not enough in supporting growth section about sustainable travel - it's heavily focused on car use.	This chapter does discuss elements of sustainable travel, but is better demonstrated in implementation plan. Need to better link supporting growth strategy with implementation plan which is mainly focused on sustainable travel.	Change made to final LTP.
8. Sustrans	5.39 - need to remove this statement about congestion charging. Undermines what LTP3 is trying to achieve.	Re-word and change paragraphs to include corridor approach and better reflect what we are trying to achieve.	Change made to final LTP.
9. Sustrans	Walking and cycling infrastructure should be included in the TAMP.	It is included in the TAMP - just not set out in this section of the LTP3 the TAMP is a separate document.	Change made to final LTP - walking and cycling infrastructure included in TAMP information box.
10. Sustrans	Tackling climate change measures - too much emphasis on car drivers - will do nothing to change the culture - sustainable travel must be prioritised.	Para 6.47 - bring together bullet 6 and 11 and re-word.	Change made to final LTP in Climate Change Chapter 5.
11. Sustrans	Walking and cycling need to be prioritised in every planning and transport decision.	Not always appropriate to prioritise sustainable travel, but we acknowledge that more consideration needs to be given throughout scheme development. This is sufficiently reflected throughout.	No change to final LTP.
12. Sustrans	Table 8.1 - disconnected walking and cycling infrastructure to be included.	This needs to sit in barriers to walking and cycling - tables 7.4 and 7.5 - not access table 8.1	Change made to final LTP in table 6.1 and 6.2.
13. Sustrans	Enabling active travel and the health benefits should be included in Para 8.15.	This information is set out in chapter 6 of final LTP and should not be repeated.	No change to final LTP.
14. Sustrans	Para 8.18 - Recommend that access to local services is prioritised over increased mobility to central services.	Transport's role is to enable access to facilities and services that currently exist and are needed by the community - e.g. St. Budeaux Square, Derriford Hospital. The Council is working towards developing sustainable neighbourhoods with good walking and cycling links to local community facilities. Transport and Planning are working together to achieve a balanced approach.	No change to final LTP.

ID	Issue	Discussion points	What has been changed?
15. Sustrans	Para 8.52 - walking and cycling - this is very weak compared to other section in the chapter.	This is dealt with in the health chapter and is not repeated here.	No change to final LTP.
16. Sustrans	Chapter 9 - Safety & Security - implied that we need to accept that death and serious injury is a part of a transport network - this is inappropriate.	Wording to be checked and removed if necessary.	Change made to final LTP.
1. Transition Plymouth	Need to be radical in thinking about reducing carbon emissions - lobbying central government - need to reverse trend of reduced bus patronage and increase in car use. Should consider congestion charging and taxing private car parking spaces.	Difficult to take a radical approach when working towards the growth agenda. The LTP is heavy on promoting and encouraging sustainable travel, but we need to take a balanced approach.	No change to final LTP.
2. Transition Plymouth	Should be prepared to close the airport.	Plymouth Airport is a commercial operation.	No change to final LTP.
3. Transition Plymouth	Walking access to local services should be prioritised over increased mobility to central services. Should work towards sustainable communities to encourage thriving district centres and increased walking.	Transport's role is to enable access to facilities and services that currently exist and are needed by the community - e.g. St. Budeaux Square, Derriford Hospital. The Council is working towards developing sustainable neighbourhoods with good walking and cycling links to local community facilities. Transport and Planning are working together to achieve a balanced approach.	No change to final LTP.
4. Transition Plymouth	Need to provide segregated cycle paths with undercover storage facilities. Should implement public bikes similar to London and other European cities.	The strategic cycle network provides cycling routes for people with different levels of experience. It is not always possible to provide segregated cycle paths due to limited road space and experienced cyclists have told us that on-road is preferred. Potential for project for public cycle hire scheme but successful schemes have relied on significant private investment / sponsorship.	No change to final LTP.
5. Transition Plymouth	Should be free and publicly owned bus travel - reliability and frequency are key - should be looking at a tram/LRT system for the future - improved routes and timetables - later evening and weekend travel - smart ticketing - better interchanges.	Bus travel could never be free without substantial level of funding - the move to commercial bus travel is unlikely to reverse - Plymouth does not and will probably never have the critical mass of people to warrant the introduction of a LRT system - significant infrastructure costs - no funding available - developing a punctuality improvement partnership with bus operators will help improve bus use in the city - possibility of smart ticketing within this LTP.	No change to final LTP.
6. Transition Plymouth	Provide more local rail stops - trains should have more capacity to carry bikes - increase rolling stock - keep fares down. Increased and improved regional and national rail links.	LTP looking at re-opening Drake line and opportunities for other local stops - can lobby central government for improved rail - this is set out in the LTP - commercial rail services so council has limited influence over fares routes, timetabling etc.	No change to final LTP.
1. First Devon & Cornwall	Bus can't compete with car due to low congestions, large amount and low cost of parking. Bus needs time and cost advantage to increase patronage. Need more efficient operating network with reduced end to end journey times.	LTP3 understands these issues. Network management plan and more effective enforcement may help the efficiency of the network. Need to take a balanced approach, but strong focus on improving public transport will be important throughout this LTP period.	No change to final LTP.
2. First Devon & Cornwall	Northern Corridor is important - need reallocation of road space to bus or HOV lanes. Need Marjons link road to come forward. Continuous bus priority on EC and NC (NC most important).	LTP3 will be looking at bus priority measures, particularly along the strategic transport corridors.	No change to final LTP.
3. First Devon & Cornwall	CC Coburg Street and Charles Cross causing problems. Current arrangement not working. Need strong centre retail area not diluted by development in the north for example.	Best option available at the present time, the council will continue to work with the bus operators on these matters.	No change to final LTP.

ID	Issue	Discussion points	What has been changed?
4. First Devon & Cornwall	Need to careful that 20mph zones do not affect journey times for buses.	This will need to be a careful design consideration and there is a commitment set out in the LTP and through the BPIP to work more closely with local bus operators in these matters.	No change to final LTP.
5. First Devon & Cornwall	Need increased enforcement of parking to achieve mode switch - St Budeaux, Keyham, Devonport Plymouth Broadway, ores ton, Pomphlett Road.	There is a strong focus on improving enforcement - note these areas.	No change to final LTP.
1. South Hams District Council (late response)			
	Para. 3.17 – progress has been made with the 'Plymouth Urban Fringe' therefore the text should be updated.	This has already been considered and is reflected in final LTP document.	No further changes made.
2. South Hams District Council (late response)	Need to change the annotation on major infrastructure map to be consistent - 'possible P&R' to the north of Sherford and change annotation on strategic public transport network to read 'potential P&R' in the area south of Sherford as this has not been confirmed.	The park and ride at Deep Lane is needed and approved and therefore is no longer considered a possibility. All park and rides sites on major infrastructure map and strategic public transport network are annotated in the same way as potential P&R sites.	No further changes made.
3. South Hams District Council (late response)	Para 5.37, first bullet point, suggest replacing the words "in association with" with " as part of the development of".. the Sherford New Community,	This paragraph has been removed from final document.	No further changes made.
4. South Hams District Council (late response)	reference to the potential pressure on the surrounding countryside. An increase in the city's population could lead to additional pressure on the rural highway network during leisure time, particularly on Dartmoor and in the coastal areas.	This has been noted and consideration will be given in the area.	No further changes made.
Individual written responses			
Ref. 1	Very poor cycling provision in Plymouth. Poor driver behaviour towards cyclists. Lack of enforcement doesn't help. The LTP doesn't appear to hold the answer for improvements - need to do more.	LTP has a strong focus on walking, cycling and improving enforcement. It is a high level strategic document moving forward the policy - the detail will be developed as schemes come forward.	No change to final LTP.
Ref. 24	Shared space - it is really essential that the Council looks at it stance on shared space. Ok with shared space and shared surface but no the combination we have in the West End, please seriously consider not having shared space. 1/5th to 1/4 of people are disabled that is a lot. More community consultation on shared space.	Need further consideration on this issue for planning of future schemes. LTP3 takes a balanced approach to delivering transport schemes - need improved consultation and to consider at scheme development stage.	Change made to final LTP to include design check list which captures this issue.
Ref. 46	Mount Gould to Lipson not on Strategic Transport network plan	Mount Gould is not located on a strategic route and benefits from a very good local bus service.	No change to final LTP.
Ref. 112	I would like to see you focus your transport budgets on making my street into a space for people as well as cars, by redesigning it to reduce the speed and volume of traffic. Doing this will make it easier for all of us to choose to travel by foot and bike from our front door, whether to work, the shops, to the bus stop or train station. The more of us who do this the less we will all need to spend on the consequences of congestion, CO2 emissions and physical inactivity, and the safer and more pleasant our communities will be. Making our streets safe, attractive and social spaces will enable us all to have a better quality of life. Please make 20 mph the default speed limit across areas where people live, work and play - including my street. This is the first step to enabling us all to make smarter travel choices.	The council is working towards developing sustainable neighbourhoods for the future, which includes public realm improvements and will capture many of the issues raised. In addition, the LTP sets out the policy direction of working towards speed reduction in residential areas and improving walking and cycling links within and between neighbourhoods.	No change to final LTP.