

Plymouth and South West Devon Joint Plan Transport Infrastructure Statement

Prepared to inform Plymouth and South West Devon Local Plan, evidence
base

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1. Introduction

1.1.1 Plymouth City Council, South Hams District Council and West Devon Borough Council are preparing a Joint Local Plan, (known as the Plymouth and South West Devon Joint Plan). The Joint Plan sets out the housing and employment site allocations and development polices for the period 2014 – 2034. This report sets out the transport infrastructure requirements for the Join Plan area that sits within Devon County Councils boundary, namely the planning policy area referred to in the Joint Plan as the ‘Thriving Towns and Villages’. The infrastructure requirements have been identified by reviewing the proposed site allocations that will be included in the pre –submission consultation version of the Joint Plan (March 2017).



Fig.1.1 Map of TT&V area

1.1.2 Devon County Council has an important role in developing transportation strategies to shape the future growth of the county. By working with district

authorities, developers and members of the public it ensures that future development is provided for and managed in a way that takes full account of its social, economic and environmental needs.

- 1.1.3 The Devon Transport Infrastructure Plan (DTIP) sets out planned investment in transport infrastructure across Devon covering the period 2014 to 2030. It is the delivery plan for the Devon and Torbay Local Transport Plan, 2011-2026 (LTP). The LTP sets out the transport strategy for the county and the detailed infrastructure delivery plans relating to the planning authorities Local Plan development.
- 1.1.4 The Devon and Torbay Local Transport Plan (LTP) presents a vision for a transport system which will help to deliver a low carbon future, a successful economy and a prosperous, healthy population living in an attractive environment.
- 1.1.5 The LTP has five key objectives:
 - deliver and support new development and economic growth,
 - protect the existing transport network by making the best use of the transport asset and prioritising maintenance,
 - work with communities to provide safe, sustainable and low carbon transport choices,
 - strengthen and improve the public transport network,
 - become the 'place to be naturally active'.
- 1.1.6 This Transport Infrastructure Statement reflects the DTIP and LTP strategy and provides an opportunity to refresh the infrastructure requirements necessary to deliver the growth proposed in the Plymouth and South West Devon Joint Local Plan.
- 1.1.7 The base line transport data for the key towns is set out in the Plymouth and South West Devon Joint Plan Baseline Traffic Conditions report and should be read alongside the report.
- 1.1.8 This plan sets out transport infrastructure where significant development is planned; this is defined as towns in the South Devon and West Devon with allocations of more than 500 dwellings. These towns are; Ivybridge, Okehampton, Tavistock and Totnes & Dartington.
- 1.1.9 In the towns where housing development is less than 700 dwellings in the towns then the transport requirements will be determined and negotiated through the development management process. The principal being that any development should mitigate its impacts and encourage sustainable travel.
- 1.1.10 In accordance with National Planning Policy Guidance (NPPG), it will also be necessary for development to support and encourage sustainable travel to promote healthy lifestyles and to reduce demand on the road network.

1.1.11 Therefore the details of the transport requirements are not set out in this report. Comments from Highway Development Management officers have informed the SHELAA process that has been held to select the most appropriate sites for new development. The housing and employment allocations are set out in the table below.

Location	Planned Housing (no. of dwellings)	Planned employment floor space (sq m)
Okehampton	775	77,840
Tavistock	1143	18,800
Ivybridge	1079	10,400
Totnes & Dartington	529/312 Total 841	9,870/ 18,108 Total 2, 978
Kingsbridge	395	1,300
Dartmouth	550	10,800

Table 1. Scale and Distribution of planned development in South West Devon 2014-2034, source Plymouth and South West Devon Joint Local Plan

1.1.12 Population change is one of the key factors which influence the need for new and improved infrastructure. With new development there will be additional pressure on existing infrastructure which can inhibit growth and have a negative impact on the existing population, economy and environment.

1.1.13 The approach to funding transport infrastructure has changed substantially over the last couple of years, with the aim of enabling greater local decision making. These changes, along with substantially reduced local authority budgets have significant implications for the delivery of transport schemes, therefore the schemes that have been identified will require developer funding and in some cases a business case will need to be prepared for grant funding to deliver major infrastructure projects.

Sherford and Langage

- 2.1.1 The Sherford New Community will provide 5,500 new homes and 83,000 sq. m of employment space on the Eastern edge of Plymouth. To mitigate the transport impacts a new junction upgrade is required at Deep Lane which will facilitate access and egress on to the A38.
- 2.1.2 Deep Lane Phase 1 (capacity enhancements to the eastbound side) is due to be constructed by spring 2017. Deep Lane Phase 2 (capacity enhancements to westbound slip) is likely to commence in the next five years. The improvements are secured in the Sherford Section 106 and will deliver 5,500 new homes and 40,000 sq. m. of employment space at Langage.
- 2.1.3 Future provision is made for approximately 247,300 sq. m. of total employment floor space at Langage. This will require a major new junction serving Langage from the A38, however the costs and phased delivery of the scheme requires more discussion by the three highway authorities involved, DCC, HE and PCC.
- 2.1.4 Deep Lane Park and Ride Interchange, will be located at the northern tip of Sherford accessed by Deep Lane. It will provide at least 1000 car parking spaces to intercept trips on the A38 at the Park and Ride for onward bus travel into Plymouth City Centre. The facility will also provide an opportunity to car share or change to a bicycle. There is also an ambition to extend the park and ride service to Derriford hospital.
- 2.1.5 The connection between the new community and the strategic employment site at Lanagae is important. The Sherford Section 106 will provide a bus connection between the two sites but there is also an ambition to have a pedestrian and cycle connection crossing the A38.

Summary of Transport Infrastructure requirements for Sherford and Langage

Scheme/ Intervention	Timescale	Cost	Funding Source	Delivery Stakeholders	Additional Information
Deep Lane Phase 1	Short term	£3.1m	S106, LEP	DCC, Developer, PCC, HE	Complete Spring 2017
Deep Lane Phase 2 and Park and Ride	Short term	£22m	S106 and External Funding	DCC, Developer, PCC, HE	
Sherford to Langage A38 ped/cycle crossing	Medium term	£5m	External Funding	DCC, HE, Developer	
New Southern Access Road and Langage Junction	Long term	£50m estimate but design and costings need to be done	Section 106 and external funding	DCC, Developer, HE, PCC	Further work with highway authorities required to look at the scheme required and the necessary phasing in order to unlock employment space.

Ivybridge

Planned development

- 3.1.1 During the plan period, a total of 1079 new dwellings are planned to be built in Ivybridge and 10,400 sq. m. of employment space. The proposed new allocations in the P&SW Devon Joint Plan include 342 new dwellings, the rest already being previously allocated or consented, and no new employment space. The table below sets out the sites that are indicated on the P&SW Devon Joint Plan.

Ivybridge	Dwellings	Employment (sqm)	New Allocation
East of Ivybridge	540	10,400	Part consented
Land at Filham	200	0	Y
Land at Stibb	100	0	Y
Stowford Mill	97	0	PDL consented
Woodland Road	74	0	Y
Cornwood Road	38	0	Y
Dame Hannah Rogers School	30	0	Y (PDL)
Total	1,079	10,400	

Table 2 Dwelling and Employment numbers proposed for Ivybridge, source Plymouth and South West Devon Joint Local Plan

- 3.1.2 The Thriving Towns and villages baseline report sets out the current transport context for Ivybridge and also makes reference to a recent traffic queue study undertaken by the County Council. This study was to assess the extent of queuing at the A38 Roundabout, Western Way, Marjorie Way Roundabout. The report concludes that flows in peak periods are relatively high in the west of the town resulting in steady queuing, particularly in the AM peak, on the Western Road approach to the roundabout with the A38 junction. However the queuing that does occur at this junction clears relatively quickly suggesting that the junction still functions adequately. Further analysis which reviews transport assessments and the impact of additional development related trips on the roundabout indicates that during the peak periods the roundabout is near to capacity.
- 3.1.3 Western Road has been designated as an AQMA so it will be important to promote sustainable alternatives in the town. A large number of trips are heading towards Plymouth and therefore there is potential to increase rail trips and car sharing. Small scale interventions such as removing on street parking could allow traffic to move more efficiently along this road. Although this is a sensitive issue as it will be difficult to replace the parking in close proximity to people's homes.

- 3.1.4 Air Quality is an issue for part of the town, particularly along Western Road, where air pollutants exceed the recommended levels. Detailed assessment of Nitrogen Dioxide levels has resulted in the declaration of an Air Quality Management Area (AQMA) at this location.
- 3.1.5 The following section of the report outlines a number of potential infrastructure improvements that will require further assessment.

Potential Road Improvements

- 1.1.14 As the Ivybridge Traffic Queue monitoring study shows, there are some queues and delays in peak periods along Western Way. The junctions have sufficient capacity at Western Road but traffic can be delayed where the road space is squeezed by on street parking. Removal of the parking would allow traffic to flow better however as this provides parking for residents the removal of parking is likely to be controversial.
- 1.1.15 The community have also suggested the possibility of a new road link from East of Ivybridge to A38 junction – to effectively bypass Western road. This would provide a direct access to the A38, there is no design for the scheme at this stage and the County Council would need to understand the feasibility of constructing the route.
- 1.1.16 The A38/ Western roundabout currently operates well, however there may be concerns about queuing back on to the on slip to the A38 mainline in peak periods. A more detailed traffic study will be developed over the Autumn to develop a model and test some potential options to improve traffic flow and help inform the AQMA action plan. The County Council will make sure Transport Assessments for future development reviews the capacity of the roundabout, the County Council will undertake a review to identify what improvements could be delivered to improve the operation of the roundabout.

Pedestrian / Cycleway improvements

- 1.1.17 Across the town there are generally very wide carriageways with limited facilities for pedestrians and cyclists. A number of links have been identified to the east of Ivybridge that could develop the existing network and promote further opportunities for sustainable travel options such as walking and cycling for trips within the town. The County Council will review the aspirations for the improved walking and cycling links through the delivery of neighbourhood plans and as development sites come forward through the planning process.

Rail Station Improvements

- 1.1.18 Any additional trains stopping at the station in the future will need to be provided through increased numbers of local services, which is an aspiration of the Devon Metro vision. This will not alter the relative level of service or variety of destinations available at alternative rail heads. If additional patronage is attracted, then improved station facilities will be required including sheltered secure cycle spaces, good bus facilities and services, real time information,

better lighting and landscaping to improve personal passenger safety and security.

Summary of Transport Infrastructure requirements for Ivybridge

Scheme/ Intervention	Timescale	Cost	Funding Source	Delivery Stakeholders	Additional Information
Small scale measures	Medium	£1m	S106	DCC, Developer,	No scheme has been identified, there is a need to review the capacity of the roundabout at Western Road as part of Highway Development Management considerations
Local Pedestrian and Cycling Enhancement	Throughout plan period	Costs will be identified	S106	Developer, DCC, Parish Council	Schemes to be identified via neighbourhood plans as part of Highway Development Management considerations
Ivybridge Station Facilities Improvements	Throughout Plan period	To be identified	S106		
Southern Link Road	Longer term	Scheme to be developed	S106	Developer	This scheme required design work to fully understand its costs and constraints

Tavistock

Planned Development

4.1.1 During the plan period 1143 dwellings are identified to be built in Tavistock, 250 dwelling are houses have not been previously allocated. The plan also proposes 18,800 sq. m of new employment land. The allocations are listed in the table below.

Tavistock	Dwellings	Employment Sq.m	New Allocation
Callington Road	600	0	Consented
Plymouth Road	250	4,000	Y
Plymouth Road	0	14,800	Y
New Launceston Road	148	0	Consented
Butchers Park Hill	110	0	Consented
Brook Lane	23	0	Consented
The Trendle	12	0	Consented
Kelly College Prep. School	0	0	Extra Care Scheme
Total	1,143	18,800	

Table 3 Dwelling and Employment numbers proposed for Tavistock

4.1.2 As set out in the baseline transport report the commuting trends show a key relationship between Tavistock and Plymouth, approximately 25 miles away. 18% of Tavistock's working population commute to Plymouth. The A386 is the strategic corridor between Tavistock and Plymouth and can be congested in the peak periods. Journey times between Tavistock and Plymouth City Centre vary in the peak period between 29 minutes and 40 minutes in the am peak and in the reverse direction between 28 minutes and 47 minutes.

4.1.3 4.1.3 As the A386 from Plymouth passes though the town towards Okehampton, traffic is reasonably high and can become congested on Plymouth Road. Three highway schemes have been identified and secured in the Section 106 for the Callington Road development to mitigate expected traffic impact in the town, t. These schemes are;

- Callington Road/Ford Street and Plymouth Road mini-roundabout.
- Plymouth Road (Drakes Statue) roundabout.
- Plymouth Road/Pixon Lane mini-roundabout

4.2 Bus

4.2.1 Enhancements to the town bus service could be made however this would require financial assistance from developers. Improvements are required to the bus service to ensure that there is an appropriate public transport service which

links new development and the rail station to the town centre and other key destinations. This will help minimise any increase in traffic in the town.

4.3 Cycling/Pedestrian Facilities

4.3.1 All development proposals will be reviewed to provide opportunities for enhanced walking and cycling routes, to improve sustainable travel connectivity and reduce congestion.

4.3.2 The proposed residential development at Callington Road will provide a pedestrian and cycle link connecting directly to the Drake's Trail (NCN Route 27), providing level access into the town centre, the canal, Tavistock Primary School, Tavistock College, the playing fields and Plymouth Road.

A386 Corridor

1.1.19 The A386 corridor running between Tavistock and Plymouth carries relatively high volumes of traffic, and is particularly high between Plymouth to Roborough (18000 AADT) and Roborough to Yelverton (16000 AADT). On the approach to Plymouth between Roborough and Derriford there is queuing in the peak period and delays can also be witnessed in the off peak.

1.1.20 Plymouth City Council (PCC) has secured funding to deliver improvements at Derriford Roundabout which is due to be constructed by spring 2018. PCC have identified the need for a further scheme to address capacity issues at 'Woolwell to the George'.

1.1.21 Any further major improvements to the A386, particularly capacity enhancing ones are considered to be unrealistic and unaffordable and environmentally unacceptable due to the road running through Dartmoor National Park. To manage demand on this corridor it is proposed that sustainable transport modes are promoted.

1.1.22 Opportunities to better manage travel demand on the A386 will be explored with PCC and Dartmoor National Park; this will include a review of the potential for park and change facilities in locations such as Yelverton, which may enable people to park and ride or park and cycle.

1.1.23 The potential for a segregated cycle way between Yelverton and Roborough, running parallel to the A386 will also be explored, to provide a sustainable alternative for trips between Yelverton, surrounding villages and onto Plymouth's strategic cycle network.

Tavistock Rail

1.1.24 As part of delivering the Devon Metro Strategy and strengthening the regional rail connections through the work of the Peninsula Rail Task Force (PRTF), there are proposals to reinstate the railway line between Tavistock and Bere Alston. The scheme proposes a 9km extension to the Tamar Valley Branch line railway from Bere Alston to Tavistock along the largely intact former railway alignment. The scheme would enable direct rail services between Tavistock

and Plymouth and would also include a park and change at the station for cycle links to the Tamar Trail Centre.

- 1.1.25 The reinstatement of the railway would provide a number of benefits including economic benefits to the town and it would provide a sustainable transport option for people travelling between Tavistock and Plymouth, reducing trips on the A386 and improving access to employment and education.
- 1.1.26 The cost of delivering the scheme is estimated to be in the region of £55m and requires further design work to establish the delivery constraints and evaluate the value for money business case. The scheme is identified in the PTRF 20 year plan as being delivered within the medium term (i.e. 2019-24).
- 1.1.27 The technical work that the County Council has undertaken to date includes; topographical surveys; structural surveys of cuttings, embankments and bridges; mine surveys; feasibility design work; initial environmental surveys; patronage forecasting and public consultation.
- 1.1.28 A Development Consent Order will be needed at a future date. This is a major step in the process and requires significant funding of several million pounds which the County Council is not in a position to fund that at this stage. Given the above this project is viewed as a long term project and it is not possible to estimate an opening date at this stage. Devon County Council continues to purchase land and once the land is acquired there are options for phased delivery of reinstating the rail link using other models.
- 1.1.29 The PTRF report states that a phased development of rail links serving Exeter and Okehampton, and Plymouth and Tavistock will deliver improved travel to work connectivity with added tourism benefits for Dartmoor National Park and links to North Cornwall. As economic and housing market conditions allow, the opportunity for a full reopening of the 'Northern' route should be explored from Exeter to Plymouth via Okehampton. Devon County Council would promote safeguarding the land to protect the delivery of the Northern route.

Summary of Transport Infrastructure requirements for Tavistock and the A386

Scheme/ Intervention	Timescale	Cost	Funding Source	Delivery Stakeholders	Additional Information
Highway improvements at Drake Statue, Drakes Stores and Pixon Lane roundabouts	Short term	>£1m	S106	Developer at Callington Way	
A386 Capacity Improvements	Medium	>10m	S106, LEP		
Woolwell to George				PCC	
Derriford Scheme	Short term	>10m	S106, LEP	PCC	
A386 – Sustainable Transport improvements (cycle way and park and change)	Medium	<£5m	S106	Developer	Feasibility study required to assess deliverability
Bus improvements	Short term	>£1m	S106 Callington Road	DCC, Bus companies, Developers	
Tavistock Rail and Tamar Centre Trail	Long term	>£55m	S106, and Major Scheme funding	DCC, PCC, Network Rail	Further design work required. The PTRF report requested £1.5m to allow further design.
Rail - Northern Route Plymouth via Okehampton to Exeter	Medium term	£60m Ref PTRF report	Industry and local funding	Rail Industry	

Table 4 Summary of Transport Infrastructure requirements for Tavistock and the A386

Okehampton

1.1.30 In total, 775 dwellings have been allocated in Okehampton. These dwellings have all been proposed to be at the East of Okehampton development, located either side of Crediton Road, and they already have consent. There is also significant employment land proposed adjacent to Exeter Road. The potential sites for allocation in Okehampton are shown below (Plymouth & South West Devon Joint Local Plan 2017).

Okehampton	Dwellings	Employment (sq.m)	New Allocation?
Land at Exeter Road	0	35,040	Consented
Stockley	0	42,800	Y
East of Okehampton	775	0	Consented
Total	775	77,840	

Table 5.1 Dwelling and Employment numbers proposed for Okehampton

1.1.31 As set out in the TT&V baseline report Okehampton has a close travel relationship with Exeter, given the A30 strategic connection. The A30 provides a quick and reliable route between the town and the regional capital.

- 1.1.32 Okehampton is a thriving market town which does attract a number of car trips, specifically at the key junction of Market Street – Fore Street – George Street – West Street. The Primary School attracts a significant number of trips in the morning peak, which adds to the problems in the morning. A new primary school is planned for the town which will relive pressure in this area. Increased delays within the town centre may result in a decline in the attractiveness of the town for business and tourism. The Town Access link Road scheme design has recently been reviewed by the County Council which is considered challenging to deliver from an affordability, engineering and environmental point of view.
- 1.1.33 To unlock employment land the construction of a link road between Crediton Road and Exeter Road is required. This scheme will reduce the convergence of traffic at the Barton Road junction. The first phase of this scheme is on site and the future phase has been secured through section 106 agreement funding.

Walking and cycling

- 1.1.34 It is anticipated that new infrastructure providing for more sustainable ways of travelling, including walking and cycling will be of principal importance to managing the traffic impacts from the new development in Okehampton. These improvements will be delivered through the planning process. The links will be aimed at connecting the strategic allocations with the town centre, Okehampton College as well as existing residential development with the new primary school.

Public Transport – Bus

- 1.1.35 It is considered that buses will also play an important role in the provision of transport for residents of Okehampton and the new development. Additional development could increase the viability and longevity of the bus services between Okehampton and Exeter, linking through the new eastern urban extension. This would encourage a higher use of buses from those within the new development area to the town centre. It would also recognise the strong functional relationship between Okehampton and Exeter and would facilitate more journeys to be made in a sustainable manner.

Rail

- 1.1.36 The potential to provide an enhanced rail link providing daily services between Okehampton and the main rail network has been highlighted in the Peninsula Rail Task Force 20 year plan. The report asks for funding to deliver this as a medium to long term project and states that the opportunity for a full reopening of the 'Northern' route from Exeter to Plymouth via Okehampton should be explored in the long term (i.e. post 2030)
- 1.1.37 There is a proposal for a new Okehampton East Parkway rail station which could serve residents in eastern areas of the town, in addition to the employment allocation nearby. Ongoing discussion with stakeholders and Train Operators is exploring the potential for a regular weekday service to be introduced.
- 1.1.38 Devon County Council is currently investigating options for this potential new station with Dartmoor Railway. The County Council also supports the continuation of safeguarding the potential site for a new railway station within

the Join Local Plan. This should also include sufficient land for access and a car park.

Summary of Transport Infrastructure Requirements for Okehampton

Scheme/ Intervention	Timescale	Cost	Funding Source	Delivery Stakeholders	Additional Information
Okehampton Link Road (Exeter Road to Crediton Road)	Short term to medium term		S106	Developer contributions	
Local bus improvements	Short term	>£1m	S106	DCC, Bus companies, Developers	
Okehampton Rail	Long term		S106, and Major Scheme funding	DCC, PCC, Network Rail	Potential range in costs. Dependent on suitable rail service being confirmed.

Totnes and Dartington

1.1.39 The emerging Joint Local Plan has proposed a total of 841 dwellings in Totnes and Dartington. 202 new dwellings are proposed in Totnes in addition to those already allocated or consented. In Dartington 270 new dwellings are proposed and 11,200 sq.m of employment space. The potential sites for allocation in Totnes and Dartington are shown below (Plymouth & South West Devon Joint Local Plan 2017).

	Dwellings	Employment Sq.m	New Allocation?
KEVICC	130	0	Y
Baltic Wharf	190	3,320	Consented
Dartington Lane	45	0	y
Ashburton Road	0	1,200	Consented
Great Court Farm	75	0	Consented
Transition Homes	27	0	Y
ATMOS	62	0	CRtBO (Community right to build order)
Riverside	0	5,350	Consented
Total	529	9,870	

Table 5 Totnes housing and employment allocations in Plymouth and South West Devon Joint Local Plan

Dartington	Dwellings	Employment	New Allocation?
Beacon Park	0	11,200	Y
Brimhay	12	0	PDL
Broom Park	80	0	Y
Foxhole	130	0	Y
Higher Barton	20	0	Y
Higher Tweed Mill	30	508	Consented
Sawmills Field	40	0	Y
Woodlands Yard	0	6,400	Y
Total	312	18,108	

Table 6 Dartington housing and employment allocations in Plymouth and South West Devon Joint Local Plan

1.1.40 As set out in the baseline report, a number of key roads converge at Totnes meaning that there are a number of through trips. The commuting patterns in Totnes put significant pressure on the highway network as 89% of trips into and out of Totnes for work are made by the private car.

1.1.41 Totnes is on a confluence of a number of routes, which combine into a single major river crossing. There are also historical and environmental constraints in the town reducing the engineering options available. The historic environment

of the town needs to be reflected and recognition given to the fact that the current road network is mature.

- 1.1.42 Dartington is closely related to Totnes and relatively well connected to the A38. It also has a good segregated pedestrian and cycle route into Totnes, linking up to the rail station.
- 1.1.43 A bypass option for Totnes has been considered in the past however it has been excluded on the basis of a very high cost of implementation, as well as the significant environmental impact which would be unacceptable from an ecological and landscape impact. Furthermore the multiple entry points into the town would require dual bypasses to effectively remove all the through-traffic out of Totnes.
- 1.1.44 There will be further growth in Totnes and Dartington over the Plan period but the increase in houses is not substantial. The traffic increase resulting from the developments will be spread across the town and can be accommodated through some peak spreading and by improving sustainable alternatives. A range of modest measures are needed – low cost measures aimed at encouraging use of sustainable transport and making better use of existing capacity within the network.
- 1.1.45 The A385 Corridor Strategy identified some key improvements to the road network which have already been implemented. A recent scheme to improve efficiency and improved facilities for pedestrians at Redworth Junction has recently been completed.

Totnes Bus

- 1.1.46 The bus network in Totnes consists of the convergence of routes which makes it accessible from Plymouth, Torbary and Exeter .. Bus services are provided along key corridors such as the A385. Services are generally hourly (although where routes converge a half-hourly service is provided). There are limited bus routes serving the town itself, supplemented by community transport services that run a limited number of routes and services per day. Development in the town will help with the viability of services.

Totnes Rail

- 1.1.47 Totnes is on the mainline and given that the commuting patterns show a range of destinations, the objective is for the rail station to act as a transport exchange hub, allowing travellers to link between different modes of sustainable travel, maximising the local and long-distance links provided by the rail services.
- 1.1.48 Proposals include additional secure cycle parking, improved signs guiding pedestrians and cyclists from the station forecourt to bus services along the A385 (Station Road) and to routes through Borough Park and towards the town centre along Castle Street.
- 1.1.49 Rail services could be improved by limiting the gaps in services during the day by trying to get all Great Western intercity services to call at the station and

encouraging more local services between Totnes and Plymouth to serve Ivybridge too.

Cycling

- 1.1.50 The level of cycling in Totnes increased by 14% between 2005 and 2010. However with the exception of the largely off-road cycle path linking Totnes with Dartington, there are a limited number of suitable cycling routes in the town. Improved signing and links could provide an opportunity for a sustainable corridor between Bridgetown, the lower part of the town centre and the rail station.
- 1.1.51 Longer term pedestrian and cycle improvements could be integrated better, including links to Bridgetown, although it needs to be recognised there are a number of constraints to be overcome.

Summary of Transport Infrastructure Requirements for Totnes

Scheme/ Intervention	Timescale	Cost	Funding Source	Delivery Stakeholders	Additional Information
Improve Totnes Rail as a transport interchange (parking, cycle parking signage)	Short term to medium term	<£5m	Developer	Network Rail	
Totnes Town Bus – sustainability and improvement	Short term	<£1m	S106	Bus companies, Developers	
Park and Change facility on outskirts of Totnes	Medium Term	<£1m	S106	Bus companies, developers	

Table 7 Summary of Transport Infrastructure Requirements for Totnes

Conclusions

Devon County Council support growth of housing and jobs in order to ensure the economic prosperity of the County. Development should encourage sustainable and healthy lifestyles and, where possible, sustainable transport improvements will be prioritised. Where there are significant development impacts on the transport network system, appropriate mitigation measures will be expected as set out in this report and identified in the South West Devon Infrastructure Needs Assessment. This report should therefore be considered in the context of that document and the TT&V Transport Baseline Document.

Infrastructure planning is a continuously evolving process. It is important to note that as new information comes forward, or studies are progressed that details may change. Devon County Council through its own review of its investment plans, policy reviews and legislation will monitor and update the evidence as required.

References;

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