

PART 11

APPENDICES TO THE District Transport Strategy for East Devon

APPENDICES

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Appendix 1

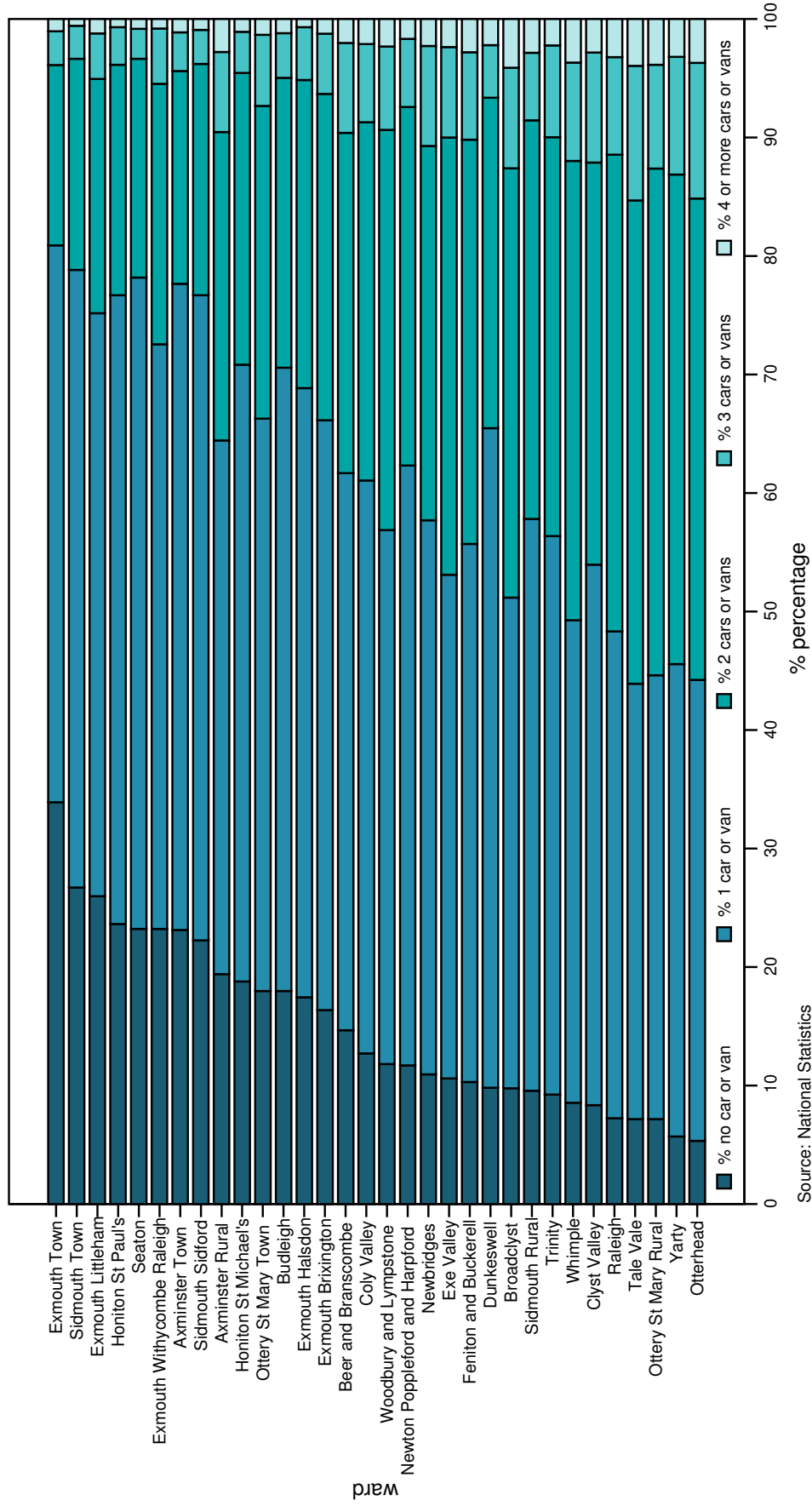
Background Data

Fig 1	=	Households and cars in East Devon
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FIG 1

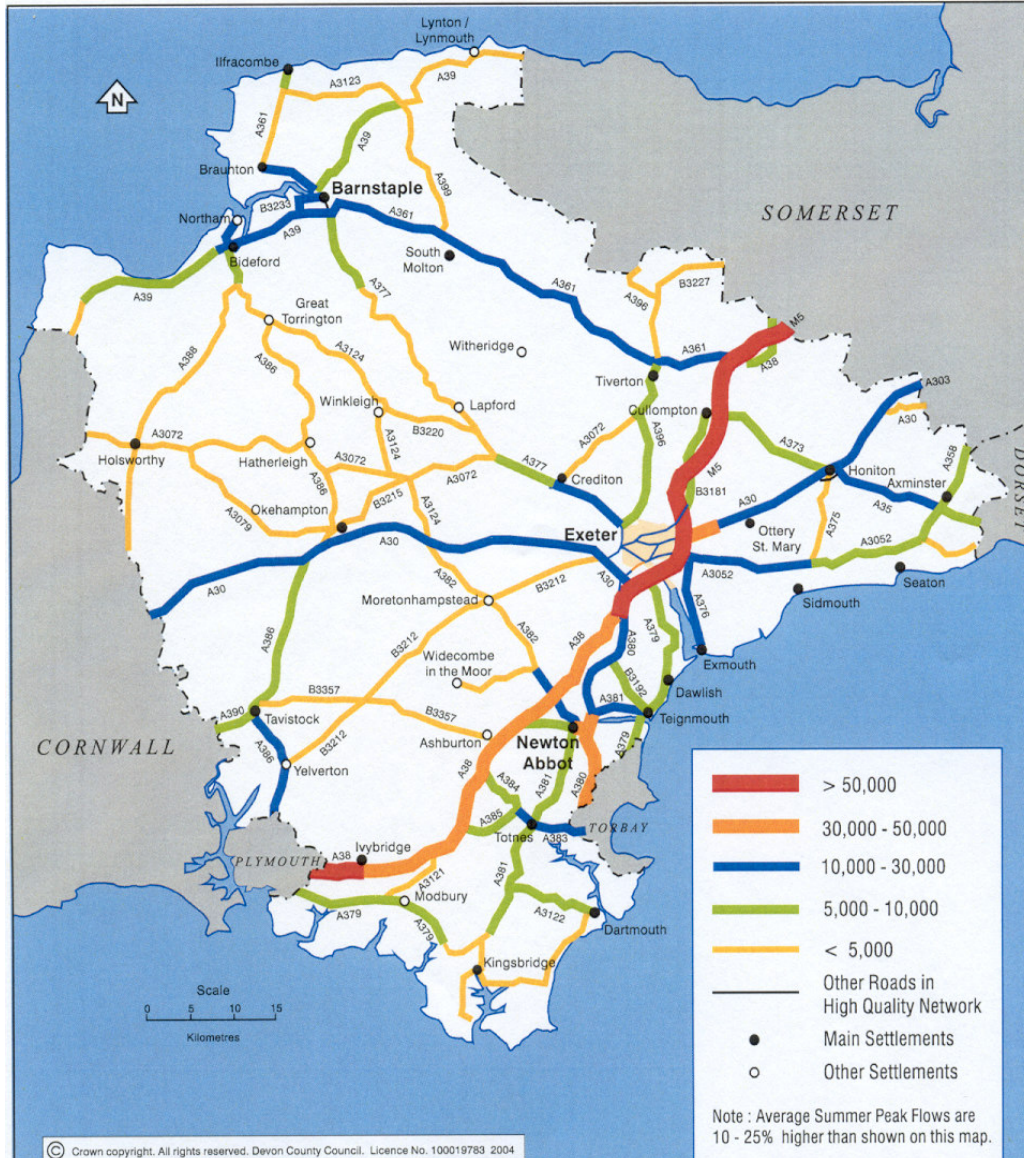
Number of cars by percentage of East Devon households

ordered by decending order of households without a car

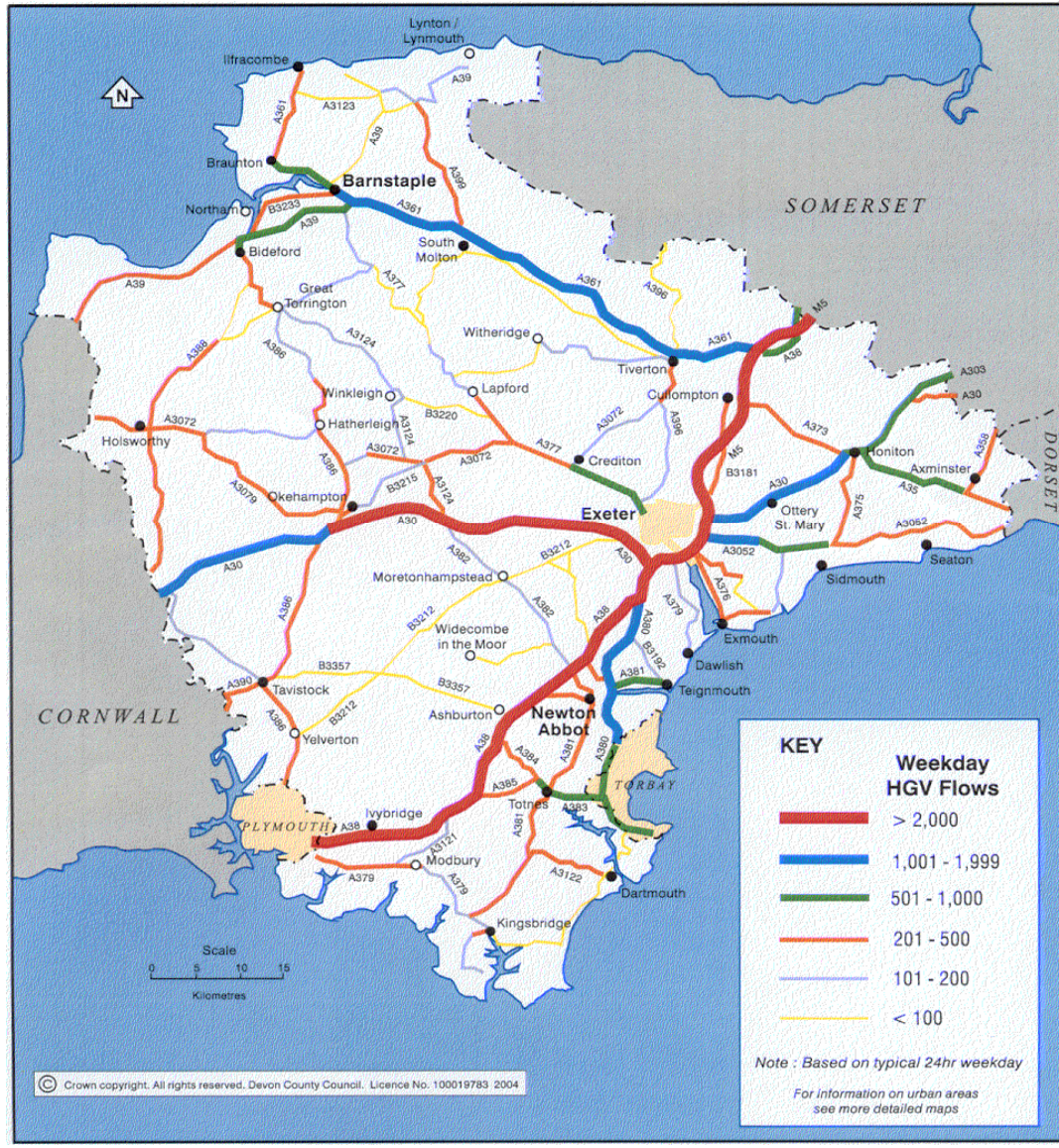


Source: National Statistics

Map 1C
Average Daily Traffic Flow 2003



**Map 1D
HGV Flows within Devon 2003**



Map 1A
5 Year Traffic Growth All Vehicles 1998 - 2003



FIG 5

Passenger numbers East Devon supported services – December (Bold indicates figures taken from on bus Survey. Italics indicates Monthly Return x 2)

Contract	Route	Level of Service	Passengers Journey P.A.
ED/F5	Honiton Fare Car	Daily	948
ED/7	Exmouth – Masey Road/Anson Road	Monday – Saturday	50,012
ED/20	Seaton – Honiton	Monday – Saturday	76,607
ED/31	Axminster – Weymouth	Daily	179,296
ED/31S	Chard – Axminster	Saturdays only	572
ED/31T	Perry Street – Axminster	Monday – Saturday	5,772
ED/X53 [^]	Exeter – Weymouth (excluding RBC)	Daily	127,489
ED/56	Exeter – Woodbury – Exmouth	Monday – Saturday	47,892
ED/57/70	Sidmouth Schools (SD)	Schooldays only	25,745
ED/60	Exeter – Ottery St. Mary	Monday – Saturday	2,525
ED/99	Exmouth Town (evening)	Monday – Saturday	13,371
ED/167	Exmouth–Massey Road/Anson Road	Monday – Saturday	50,012
ED/340	Honiton – Sidmouth	Monday – Saturday	42,152
ED/357(96)	Exmouth Town (96/97)	Monday – Saturday (Byron Way)	29,356
ED/357(99)Sun	Exmouth Town (99E)	Sundays only	7,882
ED/357	Exmouth – Budleigh Salterton	Monday – Saturday	42,944
ED/357 (eve)	Tennyson Way – Exmouth – Budleigh Salterton	Monday to Saturday evenings	15,600
ED/367(Sun)	Tennyson Way – Exmouth – Budleigh Salterton	Sundays only	17,089
ED/367	Honiton Town	Monday – Saturday	43,047
ED/378	Sidmouth – Axminster	Summer Sundays	582
ED/379	Exeter – Sidmouth	Summer Sundays	1,020
ED/380	Axminster – Exeter	Monday – Saturday	58,912
ED/381	Ottery St. Mary Town Service	Tuesdays & Fridays only	6,748
ED/382	Ottery St. Mary/Whimble – Sidmouth	Monday – Saturday	24,283
ED/383	Tipton St. John - Exeter	Fridays only	780
[ED/387]	Sidmouth/Whimble(Sat)- Taunton	Monday – Saturday	8,125
ED/391	Seaton Town Services (*33)	Monday to Saturday	29,104
ED/399	Sidmouth – Lyme Regis (Win 30 wks) (*33)	Monday to Saturday	11,046
ED/399	Sidmouth – Lyme Regis (Win 30 wks) (*33)	Monday to Saturday	245
ED/681	Farway/Plymtree/Marsh-Honiton (inc 682)	Tuesdays and Fridays only	2,014
ED/683#	Honiton – Luppitt	Monday – Saturday	3,745
ED/684	Dalwood – Honiton	Saturdays only	1,132
ED/685/687@	Axminster – Chardstock/Chard	Tuesdays & Thursdays	
ED/686	Dalwood – Ham – Axminster	Thursdays only	398
ED/688	Thorncombe – Axminster	Thursdays only	468
ED/690	Hawkchurch – Bridport	Saturdays only	1,404
ED/694	Cullompton/Whimble – Honiton	Monday – Saturday	15,000
ED/695	Honiton – Cullompton	Wednesdays only	2,210
ED/863	Honiton – Exeter	Fridays only	1,336
ED/902	Offwell – Exeter	Fridays only	268
Total			947,131

ED/X53 figure includes 12500 entitled students (35)

#ED/683Honiton – Luppitt (Honiton Posy Bus finished operation after 3.1.04. Replaced by new ED
between Honiton and Dunkeswell Airfield for works at Dunkeswell Industrial Estate
@ still awaiting figures from Cooks regarding ED685/687

Devonwide Pass+ takeup by eligible over 602 population

FIG 6

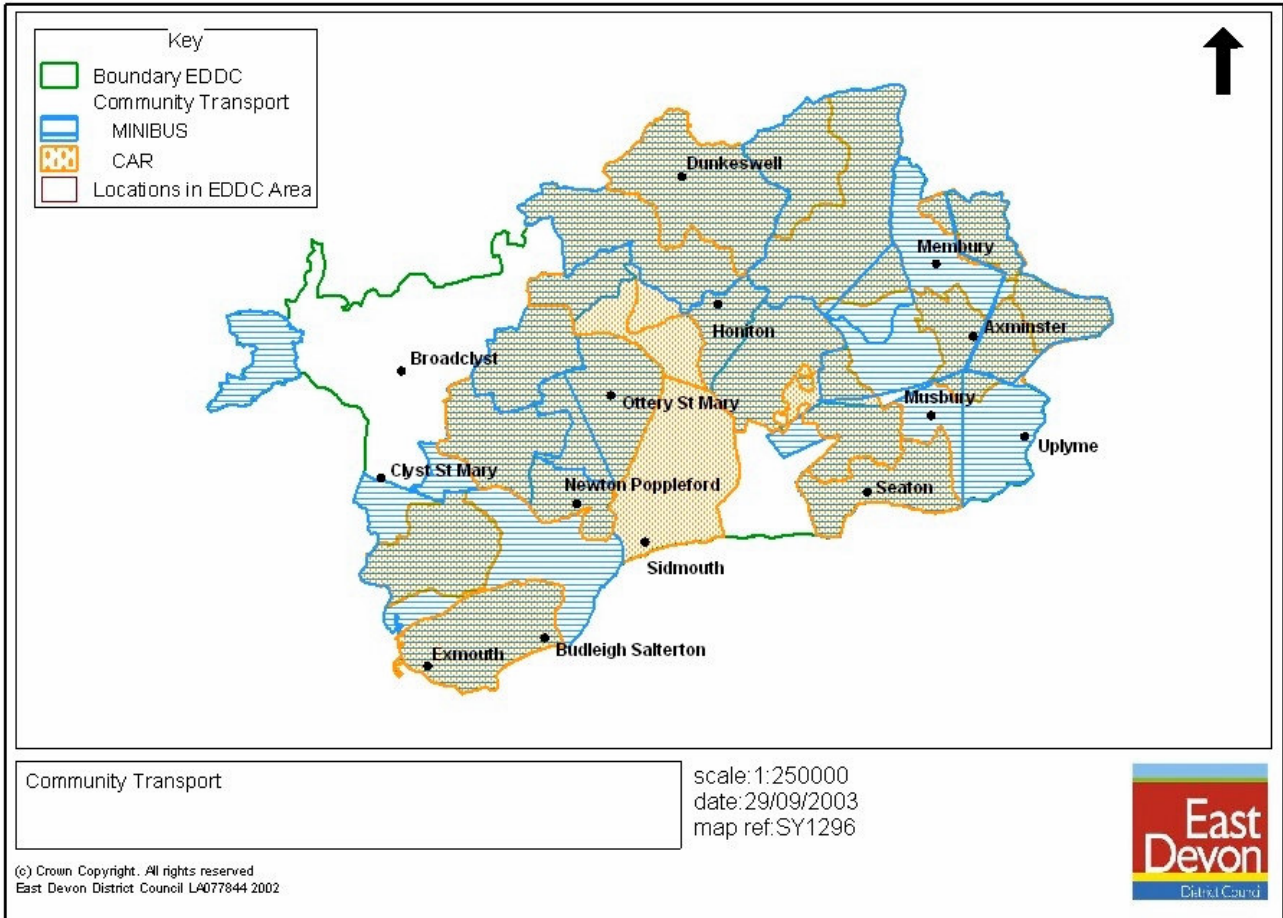
- + Free Pass
 - Entitlement to half fare bus travel
 - For over 60'2 or those with disability
 - EDDC legally obliged to provide costs EDDC £281,000 p.a.

Number of Passes by Category

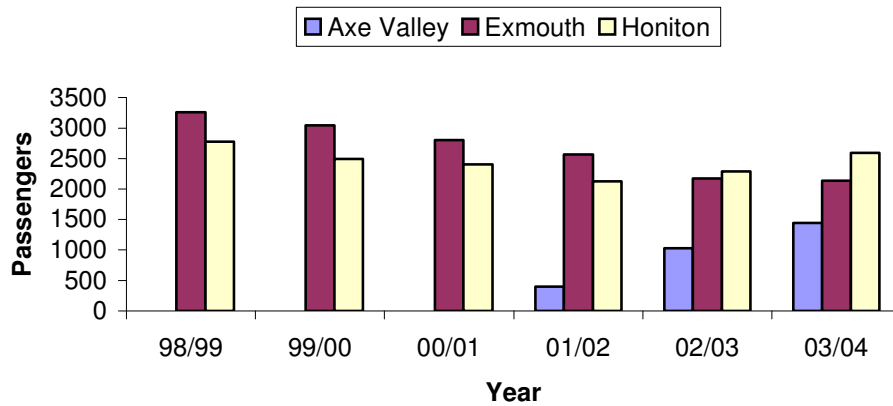
District	Pensioner	Blind/partially signed	Deaf	Without speech	Non-ambulant	No use of arms	Unable to drive	Learning Disability	Travelling Companion	Men 60-64	Non Specified
E. Devon	13626	51	18	3	119	3	62	81	19	315	21
Exeter	13121	124	39	1	371	6	117	107	53	314	9
Mid Devon	4728	17	19	3	76	1	49	80	25	144	4
N. Devon	6594	43	10	2	132		68	72	25	118	4
Plymouth	85	1	4		51	1	32	18	25	9	3
S.Hams	5764	30	12	2	115	1	72	96	29	114	7
Teignbridge	11751	61	33	5	245	2	81	112	46	231	17
Torbay	15652	104	51	9	392	1	132	140	94	249	21
Torridge	3873	24	5	1	75		35	42	23	87	4
W.Devon	3267	14	6		50		35	36	11	76	6
Totals	78461	469	197	26	1626	15	683	784	350	1657	96

District	Travel Pass Holders 3 November 2003					Census Figures 2001				%age of eligible population with Devonwide pass			
	Total	Males 60-64	Males over 60	Females over 60	All over 60s	Males 60-64	Males over 65	Females over 60	All over 60s	Males 60-64	Males over 65	Females over 60	All over 60s
E.Devon	14318	315	4711	9310	14021	3814	14087	23905	41806	8%	31%	39%	34%*
Exeter	14264	314	4758	8783	13541	2459	6954	13377	22790	13%	64%	66%	59%
Mid Devon	5146	144	1595	3299	4894	1965	5617	9357	16939	7%	26%	35%	29%
N.Devon	7068	118	2227	4555	6782	2528	7567	12783	22878	5%	28%	36%	30%
Plymouth	229	9	63	55	118	5521	15709	28841	50071	0.2%	0.3%	0.2%	0.2%
S.Hams	6242	114	1920	4022	5942	2392	7318	12173	21883	5%	25%	33%	27%
T.bridge	12584	231	4141	7966	12107	3290	11164	18910	33364	7%	34%	42%	36%
Torridge	4169	87	1302	2691	3993	1899	5281	8576	15756	5%	23%	31%	25%
W.Devon	3501	76	1078	2279	3357	1536	4070	7100	12706	5%	25%	32%	26%
Totals	84364	1657	27407	53391	80798	29132	89771	156368	275271	6%	29%	34%	29%
Totals excluding Plymouth	84135	1648	27344	53336	80680	23611	74062	127527	225200	7%	35%	42%	36%

FIG 8



Ring & Ride Passenger Numbers



Transport Costs

Household expenditure on transport

According to the latest annual Family Spending Survey, carried out by the Office of National Statistics, transport is the largest area of expenditure for UK households. The 'average' household in the South West spends around £55 per week on transport, including running a private vehicle and using public transport. Walking and cycling costs are marginal.

On average, someone living in Council accommodation spend less than a third on transport per week than a mortgaged owner-occupier (National Statistics).

Average household expenditure on transport by age of reference person						
	Under 30	30 and under 50	50 and under 65	65 and under 75	75 or over	All households
£'s	58.60 ±6	72.90 ±3	72.40 ±4	35.10 ±6	15.60 ±8	59.60 ±2
%	15	15	16	13	9	15

Car

Running costs for lower priced (less than £10,000) new car in 2003			
Standing charges per annum (£'s)		Running costs per mile (pence)	
Road Tax	125	Petrol (0.772/litre)	7.80
Insurance	335	Tyres	0.80
Cost of capital	214	Service labour costs	2.12
Depreciation	1220	Replacement parts	1.04
Breakdown cover	40	Parking and tolls	1.80
Total	(£37 a week approx.) 1934	Total	13.56

Source: The AA

Taking into account fixed costs the 'unit' cost of running a low cost car decreases from 50.53 pence a mile for 5,000 miles per annum, to **32.90 pence per mile** for 10,000 miles per annum. On average each person in the UK travels around 7,000 miles per annum (excluding travel outside the UK) and according to the RAC the average motorist pays £964 on petrol each year. The overall cost per person is dependent on the average number of passengers carried.

Bus

Travel costs for bus; example commuting Sidmouth to Exeter using Stagecoach Devon - 30 mile return trip			
	Adult (£'s)	Child (£'s)	Equivalent cost per mile for one adult (pence)
Return ticket	5.20	3.50	17.00
Day pass	6.00	4.00	20.00
Monthly pass	60.00	Not available	8.00
Annual pass	500.00	500	6.00

Source for fares: Stagecoachbus.com & Stagecoach Devon, prices correct Summer 2004

The cost per mile for an annual pass is 10 pence for 5,000 miles per annum and 5 pence for 10,000 miles per annum per person assuming all travel with same bus company.

Taxi

Travel costs for Hackney Cab, example commuting Sidmouth to Exeter - 30 mile return trip (with 30 miles of 'dead mileage' for the taxi operator), £3.15 per mile. Private hire vehicles have no fixed tariff structure. The more passengers, the less the cost of travel per person.

Travel and Transport in East Devon

Terms of reference for a Task and Finish Forum

We must recognise that transport should start with trying to address the real needs of communities rather than just expanding existing infrastructure

We also must recognise that transport strategy should not just tackle moving people to goods and services, but also moving goods and services to people, and for some purposes trying to avoiding the need for travel altogether

We must recognise the positive and negative impacts of transport on the environment, the economy and our communities and try to create solutions with net benefits across these, sometimes conflicting, arenas.

The TAFF's role will be:

- To identify the transport needs arising in the communities of East Devon
- To agree priorities for transport provision
- To examine how current transport provision, infrastructure, legal provisions, and funding match these priorities
- To work with other key groups and agencies to create suggestions for a sustainable and practicable Transport Action Plan for East Devon which tackles the priorities over a period of time. This Transport Action Plan shall consider any necessary development or changes to transport provision, infrastructure, legal provisions, or funding. The Transport Action Plan shall also recognise the constrained budgets and therefore seek innovative solutions which do not require substantial new budgets.
- To consult widely on the suggested priorities and Transport Action Plan for East Devon
- To recommend the amended priorities, and the amended Transport Action Plan for East Devon, together with a monitoring scheme, and Performance Indicators to the Overview and Scrutiny Committees and thereon to Council and the LSP
- To promote, and direct, the agreed priorities and Transport Action Plan at those groups and individuals who can best enable the required actions

Appendix 3

Results of investigative meetings on major Modes of local transport

Walking

Special or unique contribution

- Free mode of transport
- Healthy
- Flexible
- Sustainable
- Often same routes as cycling, horses, etc
- Good network (East Devon has second largest amount of Rights of Way in County)
- Great support from eg Towns and Parishes for Rights of Way, and East Devon is a 'good walking area'

Practical Opportunities

- New informal footpaths by negotiation with landowners
- Ensure no new development across rail lines and other natural routes
- Use information from school and work travel surveys to inform route development
- Use the school travel survey methodology for small businesses
- Promote work already going on within East Devon (often by EDDC)

Main Constraints

- Cost and legal difficulties of linking up the many pieces of route
- Apathy towards walking or encouraging it
- Parents need to drive often so take children to school en-route
- Fears for safety
- Not a very useful transport mode for people with relevant physical disabilities
- People with mobility difficulties etc find it hard to establish what hazards and barriers are on the route.

Duplication or complementing

- Walking is part of almost every journey so very complementary
- Walking routes often also suitable for bikes, horses and wheelchairs etc

Simple things to do

- Spreading information – what available where and what restrictions for disabled access
- Travel to work/travel to school guides produced by workplaces/schools (list of questions to consider is available) – detailing best routes
- Ensure new development doesn't obliterate Rights of Way, or opportunities for them
- Overcoming apathy and lack of confidence – schemes such as 'Walk this Way' and 'stepometers'
- "Walk part of the Way" schemes – eg school parking away from schools
- Advice that walking to school schemes have insurance, reassurance and assistance available
- Maintaining footpaths and signing them in towns
- Promoting "Travelwise" and the County's "Workplace travel co-ordinator"

Evidence of cost effectiveness

- Journey is free, new rural footpaths can be very cheap if informal rather than tarmac
- Walking routes usually also can be made suitable for bikes, horses, wheelchairs and buggies

Key issues to address

- **Encourage school and work travel surveys and feed into route development**
- **Better promotion and information on walking and walking routes in East Devon**
- **Whats available and for whom and when**
- **Encourage greater consideration of Rights of Way in the Planning process**
- **New thought on 'Walk part of the way' schemes**
- **Footpath signage (especially in towns)**
- **Promote Travelwise**
- **Encourage walking as cheap, safe, healthy and sustainable**

Cycling

Special or Unique contribution

Low cost

No licence required – good for many, especially children/young people

Door to door potential

Dovetails with other transport options

Good links to physical health/activity

Good links to sustainability

Good option to the car for many people – can reduce congestion

High in transport 'hierarchy'

Practical opportunities

- Only 2-3% of journeys currently by bike
- Relatively cheap c.f. car infrastructure, and relatively cheap to add in at time of construction
- Ex-rail lines (level and long)
- Footpaths and Footways (if wide enough)
- Road separation (if wide enough)
- More emphasis and assistance on safe cycling
- Enable better signage/information
- Short journey options
- Enable better links to other transport options

Main constraints

- Are routes where people actually need them?
- Hard to say in advance whether they will be well used but little chance of changing attitudes unless invest in routes optimistically
- Need to be well signed, surfaced, maintained, even lit, and protected, if to be main route for vulnerable groups
- Hills put some people off
- Unfitness and disability puts some people off
- Cycling enthusiasts need to recognise others' needs, and more modest aspiration
- Do leisure routes really service transport needs?
- Still seen as secondary to the car – motor vehicles usually get priority and best routes

Duplication

- Cycling is nearest to walking in ethos but not a duplication.
- We must not think of cycling as a separate mode of transport. As with walking it should often be seen as part of a longer journey e.g. getting to the railway station.

Simple things to do

- Ensure we build in cycling to the EDDC green travel plan
- 'Champion' in EDDC for cycling
- Increase provision of secure bike storage e.g. at offices, bus stops, stations
- Route signage
- Publicise routes (eg web, leaflets, information points) and local cycle infrastructure and usage.
- Monitor cycle journeys better (DCC)
- Support parent groups and schools on cycling proficiency
- Lobby rail and bus companies re carriage of cycles
- Look after what we've already got
- Planning gain emphasis, and incorporating safe cycling in design
- Encourage Towns and Parishes to help identify what will work and have 'on the shelf' project options

Cost Effectiveness

No known strong evidence, too multifactorial.

Key issues to address

- **Encourage cycling for short journey options**
- **Work with County on opportunistic cycle routes (eg subdividing appropriate footpaths)**
- **Encourage secure bike storage at work, transport interchanges etc**
- **Better cycle route signage**
- **Better promote and publicise and look after cycle routes (and what to expect) plus other cycle infrastructure**
- **Seek better monitoring of cycle journeys**
- **Lobby rail and bus services about storage and carriage of cycles**
- **Seek cycling infrastructure as planning gain**
- **Work with Towns and Parishes to identify future schemes**

Buses & Coaches

What is Special as a means of transport?

Fairly widespread, reasonably cheap, fairly predictable. Suitable for many types of people.

Some growth in bus use, Jurassic Coast bus popular too.

Practical Opportunities

- County and District Councils can subsidise bus services where not commercially viable but are socially necessary (via competitive tender). (No guidance on when to subsidise though).
- Travel-line will become 'web based' instead of 'phone based'.
- Shelters, bus stops etc are controlled by Councils so there is potential for 'interchange' facilities (eg bike racks) there.
- Bus times 'Text messaging' service will all become based on real times soon, rather than just stating timetabled times.
- Better communication channels to Stagecoach (eg via EDDC and/or DCC).
- Partnership between DCC, Stagecoach and First.
- Better customer focus (eg for people with speech difficulties having a smart card) by bus operators
- Interchange of commercial buses with community transport.

Main constraints

- Councils have no control over buses or routes (deregulation) unless they subsidise these.
- PSV licences take into account financing, maintenance and vehicle standards, not other customer issues.
- Routes and timetables are merely registered with the Traffic Commissioners.
- Though no operator has a right to a route, rural routes would rarely sustain more than one operator and hence the incumbent operator would rarely be challenged.
- Bus infrastructure (roads, stops, shelters, signpoles etc) are at Council's cost. Bus stations are however owned by an operator, so little Council control on interchange facilities there.
- There are licence conditions on running buses which limit what may be done.
- Subsidising fares (rather than buses) may not be legal and it funds existing travellers just as much as new ones.
- Takes quite a while to build up a bus use habit, hence new services are less likely to be successful than expanding existing ones.
- Devon & Cornwall generally don't make the required rate of return to national bus companies so we are less likely to get investment here.

How does it duplicate or complement other modes of transport

- Most people walk to the bus.
- Many might cycle but there are poor interchange, or bike carriage facilities.
- Might interchange commercial buses with community transport.
- Opportunity of car interchange to coach travel.
- Coaches often 'duplicate' train journeys.

What simple things could be done

- Timetable on internet.
- Sponsorship of timetables to reduce cost of overproduction.
- Better info about buses as a means of transport (eg Devon Talk, websites, parish magazines). Which buses do what, which have low floor access etc etc.
- Lobby on regulatory constraints.
- Better promotion of concessionary fares (more use, better sustainability).
- Develop our own (Devon, or East Devon) access policy.
- Encourage timetables being made available on buses themselves.
- Simplifying diagrams of routes on timetables etc.
- Publicise the "text" service for bus times (number on pole + 84268).
- Workplaces, surgeries, etc to advertise (could you have got here by bus?) (especially for repeat or regular visits).
- Single point of contact for health related travel (being planned).
- Better communication channel with Stagecoach for customers (eg via EDDC or DCC)

Cost effectiveness

Cost effective but not necessarily cheap (around half the cost of bus transport is the drivers salary).

Key issues to address

- **Promote Travel-line, and text messaging, more once fully enabled**
- **Consider bike storage at bus shelters**
- **Create better communication channels with Stagecoach**
- **Promote interchanges between commercial and community transport**
- **Timetable on web and on buses (simplified if possible)**
- **Promote the buses that are available**
- **Promote the greater use of concessionary travel**
- **Promote buses via work and key services**
- **Single point of contact for health related travel**
- **Lobby government re regulatory constraints**

Community Transport

Special or Unique contribution

- Non profit making
- Flexible and demand responsive
- Problem solving and delivering extra care to customers
- Cannot overlap public transport (legally) either by passenger type, or location

Practical Opportunities

- Provide community transport to other transport 'hubs'
- Provision for young people and young parents (but law complicates this). Maybe taxi voucher scheme but ask Y.P. what they will actually use
- Capacity in services – especially to cater for rural needs
- Opportunity from vehicles standing idle at certain times (e.g. some Social Services)
- Concessionary fare scheme to incorporate community transport buses (people who use community transport pay Council Tax towards concessionary fares but can't use service)
- Alternative to subsidised or Public Transport buses
- Bus subsidy for Community Transport

Main Constraints

- Expectation is high
- Costs are high but there is a concern about affordability
- Rural diseconomies of scale
- Only funded through a complex multiplicity of funding (high overhead in terms of organiser's time)
- The buses look institutional and may be off-putting

Duplication or complementing

- Has to complement public transport
- Lack of integration across district
- Lack of knowledge/control re voluntary car schemes (possibly competing for some potential customers)
- Competition for funding from limited sources
- Two main CTAs In East Devon (plus Sidmouth)

Simple things to do

- Publicise service – to attract drivers and users
- Lobby government re prebooking
- Lobby government re compulsory concessionary fares
- Encourage community transport for isolated communities to transport hubs
- Car Clubs
- Lobby Sidmouth to integrate with other CTAs
- Explore greater partnership (including with private sector) eg PSV driver training
- Push extra business towards use of Social Services buses (they can then justify insurance costs)
- De-institutionalise the appearance of buses (eg magnetic signs)

Evidence of cost effectiveness

- Not cheap at point of use eg public buses but unique in terms of care and impact vs public transport

Key issues to address

- **Promote interchanges with community transport**
- **Promote the use and benefits of community transport (and need for drivers etc)**
- **Develop concessionary fares to cover those who mot have commercial buses available to them**
- **Consider community transport as an option to subsidised commercial buses, or consider bus subsidy for community transport**
- **Lobby government on regulatory (eg changes by pre-booking and concessionary fares requirements)**
- **Promote car clubs**
- **Seek to better link Sidmouth to other Community Transport Associations**
- **Promote use of social service buses (private hire etc.)**

Rail

Special or unique contribution

- Sustainable means of long distance travel by public transport
- Reduced road congestion
- Well established means of transport, available to most people
- Well served in East Devon
- Avocet line recently and much improved and invested in

Practical Opportunities

- Passing loops on Waterloo line would allow more frequent services
- Avocet line is overfull at peak times and requires more rolling stock
- Rail Franchise to be renewed for Wessex trains in next 2 years
- Use Exe rail working party and Consortium of Lineside Authorities to press for change
- Better access and linkage with other modes of transport (foot, bike, bus, car especially)
- New community.

Main constraints

- Rail companies are private businesses, and there is a complexity of arrangements
- Lack of money, and high cost of development
- Lack of rolling stock on Avocet line to meet peak demand, hence dissuades users
- Constant reassessment of priorities in rail industry

Duplicating or complementing

- SW trains and stagecoach are same company but don't integrate well
- Rail may duplicate coach transport or car transport options for journeys
- Should integrate with other transport modes but only poorly as yet

Simple things to do

- Wider distribution/availability of rail guides
- A guide to facilities (especially for people with disabilities) at each station
- Use Rail Passenger Committee for user complaints

- Push local priorities for access issues with Exe Rail partnership
- Advocate with rail operators re transport and cycles and users with mobility scooters etc
- Advocate for better care of people with mobility disability

Evidence of cost effectiveness

Not known.

Key issues to address

- Promote line dualling eg via Exe Rail and Lineside Consortium
- Press for better interchange with walking, bike, bus, car etc eg via Exe Rail Partnership
- Use opportunity of New Community re rail
- Promotion and information on rail and the facilities available at stations and on trains
- Promote use of Rail Passenger Committee for complaints and suggestions
- Lobby rail operators re cycles mobility scooter carriage
- Lobby rail operators re better care of people with mobility difficulties

Task and Finish Forum – Private Cars (and other motorised private transport)

What is special as means of transport?

Convenience and speed (usually)

Comfort

The only realistic long distance transport option for many in remote areas

Cars appropriate for many people with disabilities etc

Car, motorbike etc as a personal statement (of affluence, style etc)

Load carrying (not motorcycles)

Once made the investment of purchasing, taxing, insurance etc, the marginal cost of running encourages people to maximise use of private transport

Practical opportunities

Can reduce car impact but not create too many disadvantages by car sharing

Reduce car impact by environmentally friendlier fuels and low energy options

Park and Ride/Park and Walk options to reduce congestion

County engineering schemes have criteria to assess new project opportunities to improve car travel safety, congestion and pollution

More car free zones and less car priority to balance with other transport modes

Community car pods

Create better safety for motorcycling

Where car use is to be deterred the costs and impracticability of such use must outweigh the convenience etc

Main Constraints and Issues

Cost of buying and running a vehicle

Need for licence (excludes the young, and many older people)

Congestion and traffic control measures

Not a good environmental option (high CO₂ emissions, high depreciation, often low use, makes it a poor economic option, low recyclability)

Park and Ride in Exeter is priced to encourage use by single occupant cars but not for families etc

Limited 'off street' car parking and cost of car parking, can encourage 'on street' parking

Risk of Accidents (to drivers, passengers, or pedestrians)

Sedentary means of transport so poor for physical health

Duplication or complementing other transport

Drive to station, drive to airport, drive and walk from car park, a complement of other modes of transport

Convenience and comfort, and fixed costs, all tend to deter use of other transport modes so tends to create a duplicate to other transport options (eg as an option to the train, to a taxi, to a bus)

What simple things could be done

- Promote car share (even with 'not for profit' payments to the driver which do not infringe law or insurance)
- Publicise the true costs of car travel vs. other transport options
- Promote awareness of option for community car pool schemes
- Promote Park and Walk, Park and Cycle, Park and Ride schemes

- Lobby for more favourable charging structure for Park and Ride
- Seek better balance in emphasis between different transport modes in future developments or when remodelling highways etc
- Recognise the reality of private car ownership and usage, and its strengths, without permitting it to displace other transport modes. NB must not prejudice against private car use for load carrying, suitability for certain people with disabilities etc and some people in remote areas
- Create better dialogue in planning off street car parking policy and charges to ensure an overall strategy to car parking that does not create on-street car parking congestion

Cost effectiveness

Only cost effective when high mileage used (hence a perverse incentive to use more, creating more congestion and pollution)

Key issues to address

- **Promote car sharing**
- **Promote “Park and Walk, Park and Cycle, Park and Ride schemes (mixed modes of transport)**
- **Promote lower environmental impact forms of private vehicle use**
- **Pilot a community car pool scheme**
- **Seek better balance in transport mode priorities in new traffic schemes**
- **Better liaison on impacts between on and off street parking policies**
- **Promote car use where it is the only practical option, but not where it deters from other transport modes.**

Taxis

What is special as a means of transport

Door to door

When required

All hours

Hackney carriages (plying for hire) or private hire (pre-booked minicabs)

Practical Opportunities

Fixed fares agreed in certain areas (eg Exmouth) gives customer certainty of cost

Could strike 'preferred contractor' deals with major destinations (eg Wonford Hospital)

Confederative approach between taxi operators (Associations exist but not universal)

Taxi marshals in busy places at night (eg Exmouth)

Schools to help parents arrange joint taxi use from remote areas

Some taxi's already have school transport contracts

Up to 8 seats in a taxi, so can have different taxi transport solutions for different circumstances

Extend 'Fare Car' schemes (subsidised taxi's for remote areas instead of buses – but its costly)

Taxi cards (pay and reclaim part of cost up to a capped level)

Main constraints

Unconstrained numbers (deregulated) so many operators and low profits, means businesses can often only be marginally sustainable

'Dead travel time' cost to passengers in more remote areas

Unconstrained numbers so insufficient 'taxi waiting' areas

Taxi associations would struggle to be a co-ordinating body

Duplication or complementary to other transport?

- Taxi to station or airport – so mostly complements strategic public sector transport
- Risk of competition with Community Transport car schemes

What simple things could be done

Promoting taxi sharing which significantly reduces costs per passenger

Taxi 'season tickets'?

Clearer (published) fares structures

Fixed fares areas

Taxi operators/police to create Taxi marshals for very busy times/places

Cost effectiveness

Just as convenient but cheaper than private car for infrequent journeys

Key issues to address

- **Promote taxi sharing**
- **Publicise fare structures**
- **Encourage fixed fares' areas**
- **Encourage taxi-marshals where this can assist**
- **Support taxi operators associations to create new options for taxi operations**

RESULTS OF SURVEY AND QUESTIONNAIRE

This is a summary of a more detailed report which is available from the Council's web site – www.eastdevon.gov.uk

Travel Needs Survey Results

Introduction

This section looks at the data as a whole and provides an outline to the type of respondents, types of journeys and problems faced. The aim was to provide an overall picture before considering certain aspects in more depth in subsequent reports. In all 828 people responded to the survey by the end of 2004.

Responses have been broken down to percentage of respondents by postcode, age, gender, and disability. A summary of the responses to the remaining questions is then provided in this section.

Demographic profiles of respondents

Villages & towns covered by responses

92 towns and villages were covered by this survey. A full list of the towns and villages covered by the survey can be found in Appendix 1.

Response by postcode

Table 3 shows the percentage of responses by postcode. It can be seen that the larger percentage of responses comes from predominantly urban areas, such as Exmouth (EX8). Postcode boundaries do not marry up with political boundaries, so some overlap with surrounding areas occurs. DT7 for example was the postcode for Lyme Regis in Dorset, but includes places like Rousdon in East Devon.

Percentage of respondents by postcode			
Postcode	%	Postcode	%
EX1	<1	EX13	8
EX3	<1	EX14	16
EX4	<1	EX15	1
EX5	12	EX24	3
EX8	26	DT7	1
EX9	7		
EX10	11		
EX11	7		
EX12	7		

Table 1

Age profile

Percentage response by age		
Age band	Survey (%)	Census (%)
16 to 19	0.7	5.2
20 to 29	3.2	10.0
30 to 59	42.0	45.0
60 to 74	28.4	22.9
Over 75	25.6	17.0

(n=812) Source for Census 2001:
National Statistics

Table 2

It can be seen from the above that the 16 to 30 year old group was under represented, as expected, while the 60 plus age band over represented. It should be noted that the above census data was looking at percentage of the 16+ age groups, and has not included data for those under 16.

Gender

From 784 respondents stating their gender (or who ticked only one box), 58% said they were female, 42% male. According to National Statistics, 53% of the East Devon population were female, which means that allowing for any errors there was some discrepancy; this may be in part due to over representation in the older age bands.

Employment status

Percentage response by employment status		
Employment status	Survey %	Census %
Retired	52	22
Employed/Self Employed	39	58
Looking after family	4	6
Other	2	6
Student	1	5
Unemployed	1	2

(n=813) Source for Census 2001: National
Statistics

Table 3

The number of retired people replying to the survey was more than double than in the general population, while all other groups appear less represented by this sample.

Disability

Over 7% of respondents said they were registered disabled; of these two thirds said they had a physical disability, one fifth said they had a hearing disability, and one tenth a visual disability. Other disabilities highlighted were below the data protection threshold.

Income

Indicated household income by respondents	
Income*	%
£50,000 and over	8
£30,000 to £49,999	16
£20,000 to £29,999	19
£15,000 to £19,999	12
£10,000 to £14,999	16
£7,500 to £9,999	8
£5,000 to 7,499	9
less than £5000	7
Don't know	5

(n=690) * Gross annual income assumed .

Table 4

Household composition

Household composition	
Number household	in %
1	33
2	43
3	10
4	9
5+	5

(n=680)

Table 5

Use of car and household vehicles

Purpose of trip - main coding in descending					
Trip 1		Trip 2		Trip 3	
Purpose	%	Purpose	%	Purpose	%
Shopping	36	Shopping	41	Shopping	34
Work	30	Leisure	18	Leisure	24
Various	14	Visiting	8	Visiting	15
Leisure	5	Work	8	Medical	5
School	4	Medical	5	Social	4
Visiting	2	School	5	Church	3
Newspaper	1	Social	3	Work	3
Medical	1	Church	2	Volunteering	3
Personal	1	Personal	2	Personal	2
Walk dog	1	Other	2	Child activities	1
University/College	1	Volunteering	1	School	1
Volunteering	1	Walk dog	1	University/College	1
Child activities	1	Child activities	1	Meetings	1
Church	1	Meetings	1	Other	1
Other	0	Library/Other	1	Walk dog	1

Table 6

round one quarter of respondents (out of 822) said they did not have access to a car, though only one fifth said they had no car in their household. Just under a third of households said they had one or more bicycles. Less than 4% said they had a motorcycle, the majority having only one. Less than 2% of those responding said they used other modes of transport including wheelchairs, scooters, and skateboards.

Number of cars per household			
Number of cars	(%)	Number of bicycles	(%)
1	69	1	35
2	26	2	37
3	4	3	9
4 or more	1	4 or more	18

(n=670) (n=254)

Table 7

Frequent bus service response

When asked "Is there a frequent bus service within walking distance of your home to your nearest town?", 69% of those who responded said 'Yes', 22% 'No', and 9% 'Don't know'. 86% of those returning a survey responded to this question. The question was left deliberately ambiguous as the term frequent was a highly subjective one. The Government definition of frequency was given in chapter one.

Current Travel Plans

Purpose of trip

The various trips listed were coded and categorised to determine overall main trips, most where self evident work/shopping tended to be work/shopping, other categories like leisure were amalgamations of activities such as bridge, gym etc.

Main mode of transport

Main mode of transport used for each trip			
	Trip 1	Trip 2	Trip 3
Private Car	73	76	76
Public Bus	11	11	9
Walk	11	8	9
Train	2	3	3
Cycle	2	2	3
Other	1	1	1
Motorbike	1	<1	<1
	(n=790)	(n=654)	(n=498)

Table 8

Almost without exception those who said they had access to a car put their main mode of transport as private car. A small number of these trips (approximately 2%) were said to be combined with other modes such as train or Park-&-Ride, however, the form specifically asked only for main mode, so combined trips were not consistently picked up here. Those who said they did not have regular access to a car travelled primarily by public bus and private car (lifts etc.), or walked.



Figure 1

Destination

Top ten primary destinations	
Destination	%
Exeter	18
Exmouth	18
Sidmouth	10
Honiton	9
Axminster	6
Seaton	5
Budleigh Salterton	4
Ottery St Mary	4
Taunton	2
Woodbury	1

(n=743)

Table 9

85 distinct destinations were identified with Exeter and Exmouth identified as the destination for the majority of primary trips.

Times of trips

Initial breakdown of all trips showed the main travel periods being the week day mornings, while the least number of trips listed occurred on Saturday or Sunday evenings.

Difficult Journeys

Reasons for difficult journeys

Slightly less than one third of those responding put work as the main trip they have problems with, while just under one fifth problems shopping, just over one tenth problems accessing medical facilities, and just under one tenth had problems getting to leisure activities, or visiting friends and family. Other issues highlighted were personal journeys, the school run, or recycling.

Figure 2



Of those responding to difficult journeys, around one quarter said their first problem was to do with the volume of traffic. After this around 15% said they had problems with parking, and a similar number said they had no public transport nearby. Other problems included there being no direct bus, not enough buses, or the buses being unreliable.

Problem destinations

Slightly fewer than seventy destinations were highlighted in this section. Exeter was the most cited destination, with 35% giving Exeter as the destination they had problems getting to. The most cited destination in Exeter was the Royal Devon and Exeter Hospital (7% of all destinations cited). Exmouth was cited by just over one tenth of respondents, followed by Sidmouth, Honiton, Axminster, Seaton, Budleigh Salterton and Ottery St Mary.

Frequency of journeys

Frequency of journey	
Frequency	%
Every weekday	34
Once a week	28
Weekends	5
Once a month	9
Now and again	24

Table 10

What would make the journey easier

Of those who answered this question the most frequent response was more frequent public transport, followed by better road layouts. The top ten most cited suggestions were;

- More frequent public transport
- Better road layout
- Better public transport
- More public transport in the evenings
- Nearer public transport
- More direct bus services
- Less traffic
- Cheaper public transport
- Better parking provision
- More local services

Desires for small improvements in local transport

Just under 900 distinct 'small' improvements were suggested. The term 'small' was left ambiguous for three reasons; firstly, not to introduce a long explanation as to what 'small' meant, secondly, to leave the question open for suggestions, and lastly, to see what was considered a 'small' improvement. The improvements suggested below have been coded according to the transport mode and ranked in order to identify overall improvements, and then looked at in relation to each mode. Specific issues will be looked at later in this report.

Top ten 'small' improvements	
'small' improvement	%
More frequent bus service	8
New bus route	6
Road improvements	5
Cycle routes	4
Cheaper fares on buses	4
Cheaper fares on 'public transport'	4
Integrated public transport	3
Direct bus routes (no changes)	3
More parking	3
Improvements in parking	2

Table 11

Top ten 'small' improvements - car	
'small' improvement	%
Road layout improvements	44
More parking	22
Parking improvements	21
Speed restrictions	15
Cheaper parking	15
Better road maintenance	12
Parking restrictions	10
Introduce one way system	9
Traffic light alterations	8
More enforcement	7

Table 12

Top ten 'small' improvements - rail	
'small' improvement	%
More frequent trains	17
Cheaper fares	9
More trains in the evenings	6
New railway station	4
Better trains	3
Dual track to Waterloo	3
More reliable service	2
Improve railway station	2
Better Sunday services	1
Other	1

Table 13

Top ten 'small' improvements - 'public transport'	
'small' improvement	%
Cheaper fares	36
Integration between modes	30
More frequent public transport	21
Better information	10
Services in the evenings	6
Better access to services	5
More reliable services	4
Overall improved public transport	2
More comfortable public transport	2
Public transport for school children	1

Table 14

Top 'small' improvements - walking	
'small' improvement	%
Pavement alteration	12
Pedestrian crossing	7

Table 15

Top 'small' improvements - cycling	
'small' improvement	%
More cycle routes	38
Improve road safety	4

Table 16

Top ten 'small' improvements - buses	
'small' improvement	%
More frequent bus service	18
New bus route	14
Buses running in evening	9
Cheaper fares	9
Direct buses	7
Route alteration	5
Access onto buses	5
More reliable service	4
Smaller buses	3
Bus shelters	3
Luggage space	3

Table 17

Comments

Introduction

Over 300 respondents put comments at the end of the form of varying lengths. Specific comments and suggestions are dealt with under the section on specific areas, an overview of general comments is provided here as an illustration of the type of comments made.

Public transport

Some people said they never used public transport, and a few thought this meant they could not comment on transport through the survey. It was apparent that transport 'problems' were only associated with public transport by a few respondents. Buses were seen to be restrictive and inflexible for some lifestyles, particularly where services were limited, though others found using the bus easier. A number of people suggested that they would travel by public transport more, particularly to work, if there was a 'good' service. A few claimed that transport in East Devon, Exeter and the Southwest in general was worse than the rest of the UK and some other European countries.

Service frequency

The 'shuttle bus' in Sidmouth received some praise as a good idea. The infrequency of services, particularly if connecting to another, was mentioned as dissuading people from travelling by public transport. Inadequate services were cited as a reason for not using public transport at all. It was evident that reducing the frequency of a service, especially if done without sufficient consultation, and little notification, was a source of dissatisfaction.

On one hand, the primary routes into Exeter, from some of the main towns, were mentioned as being good. On the other hand, services to smaller towns and villages were considered inadequate, particularly in the evenings. Other problems were encountered where the return service was either too soon, so not enough time to do shopping, or too long a gap, so ended up hanging around. More frequent services were asked for between Sidmouth and Exmouth amongst others.

Fares

Many thought bus fares were too high, especially where services were considered poor or just useless. Fares on public transport were seen to be more expensive than using private transport, adding to the lack of convenience. Particular mention was made of cheap fare schemes available elsewhere in the country. Cheaper fares were considered an incentive if the cost outweighed disadvantages. Some felt disadvantaged by the high cost of public transport forcing them to use other modes, or to stay at home..

Combined journeys were highlighted as being too expensive, especially if unable to buy a ticket to travel using more than one mode or operator. This was particularly true of those saying they were travelling with their family. Taxis were often considered too expensive, especially when compared with alternatives such as a bus. Journeys on buses could not be broken without additional, often disproportionate, cost. On some routes it was not possible to get a return ticket in the morning, making the journey much more expensive.

Bus passes for the elderly were seen as a necessity, or a bonus. The problems highlighted with the current pass scheme was the inability to use concessionary passes early morning, which meant early hospital appointments were charged at full, often single, fare. The Devon Wide Bus pass did encourage some to use the buses, making them more affordable, though some wished for travel for older people to be free. The purchase of season tickets needed to be made easier for bus and trains.

New routes

Obviously having no bus limits considerably the choice of travel to many. The X53 receive particular mention as being a good new route, with clean buses, polite drivers and usually on time, though the frequency could be improved. It was suggested that new, or less popular routes, could be subsidised by more popular ones, or raise taxes to fund them.

Access to the Royal Devon and Exeter hospital was evidently a problem. New Park-&-Ride schemes were suggested for Clyst St Mary and Honiton for Exeter. The present Park-&-Ride schemes received mixed responses ranging from excellent to useless.

The railway stations and airport were mentioned as requiring new or better bus services. If travelling to go away for a while, leaving a car in long-term parking was seen as expensive, and not necessarily the ideal.

School buses were suggested for a few areas, either for a local village service, or as a feeder into one of the main secondary schools from surrounding villages. Some buses did not run at a time that would allow children to travel to and from school, even though on an appropriate route.

Evening & morning services

A number of people complained about the lack of buses in the evenings and at weekends, the services were considered poor particularly on Sundays in some areas. Not having an evening service meant some people had to use cars, whereas not having a car curtailed opportunities to go out or work. When an evening service ran in Ottery St Mary it reportedly allowed 'young' people to go out, rather than limited to staying in Ottery St Mary. Evening buses may allow teenagers to participate in 'activities they would not otherwise have access to. Another example was that the last bus back was too early to be able to get into town, meet friends and have drink, so better to drive instead. The ability to go out to meet friends, go to the cinema, see a play, a band or just have a drink in main urban areas, like Exeter, was not always possible in the evenings by public transport.

Others mentioned that they would use the bus if it was available to get them to work on time, instead they had to drive as there was no other alternative. Again Ottery St Mary was given as an example where the choice was either trying to get work in Ottery, or driving to work elsewhere as there was insufficient buses during commuter time. Travel problems were compounded if taking children to school or trying to do other activities before going to work. Even if able to get to work, the last bus back was in some cases too early for those who worked full-time, this appeared to be a particular problem for those living in Woodbury.

Integrated transport

A number of problems to do with integration were highlighted, and appeared to be a problem with transport in East Devon. The Park-&-Ride service was given particular praise, with the service to the hospital given particular mention. Integrated and through ticketing was also highlighted in that it was not possible to buy a ticket that covered all transport in the area, or from one bus operator to another. Better season ticketing covering East Devon/Devon areas for visitors and particularly for residents (reduced residents fares) were suggested. The fare structure was criticised in that it was not possible to obtain cheaper return tickets in the mornings.

Integration of transport services links in with frequency, in that a lengthy connection time could add considerable time onto a journey. Additionally, time tables for buses and trains did not always integrate, this was particularly evident for Axminster (where apparently the bus was timed to leave one minute before the train arrives), there was then a considerable wait until the next bus. It was suggested that the bus and train companies communicate, such that if the train was slightly delayed an integrating service could wait for its arrival. Many buses did not interface with train services and rail companies inhibited the carriage of bikes on their services.

Direct services

Particularly where routes have been split, effectively increasing journey times and inconvenience, there appears to be more dissatisfaction. One example was the splitting of the route from Budleigh Salterton to Exeter, additionally split bus routes also were apparently more costly to use.

Access

Not being able to get on and off buses or trains easily was a barrier to their use and a disincentive. The alternative of using a taxi was prohibitive in terms of cost to many. Comfort was given as a reason for not liking buses, in addition some found the design and comfort of seats a problem. One example of comfort problems was the width of seats where even two 'normal' sized people could not fit without danger of one being jettisoned on a bend in the road.

Access to the nearest bus service was sometimes limited due to the need to walk of over a mile down narrow busy roads with no pavement. Another 'access' issue was in relation to the colour of buses as some need to be able to easily identify the bus by its overall colour scheme, as numbers were not always easy to see. Access to work and leisure was limited by lack of evening services, direct routes, and lack of integration.

Route alterations

Frustratingly for some, a bus route was near, but not near enough. Examples included villages like Lympstone, West Hill, or Whimple where a bus passed along the main road, but not through the village. Alterations suggested to the existing routes might improve accessibility to the service by bringing the buses closer to where people live.

Better travel information

Better travel information was requested, particularly when routes were changed. Information on changes was not provided in a format easily usable by people with visual impairment who were sometimes reliant on the service. Advertising was not considered enough for services, and it was evident through some responses that existing services that may meet need were not known of. Information was lacking to the extent that even if there was a bus stop nearby, it was not obvious which buses stopped there. Confusion was created by switches in winter/summer timetables, usually with less service in the winter. Other new innovations like electronic displays showing expected times of next buses were put forward not only as useful to current, but potential users.

Bus shelters and stops

Distance to bus stops, as above, were mentioned. Rather than altering some routes, additional stops were requested (particularly if the nearest one was uphill!). More bus shelters, with seating where asked for, needed in winter. Where there was a change of bus required, a bus shelter at the interchange was desired, for example the Budleigh Salterton to Exmouth/Exmouth to Exeter service.

Luggage

Lack of luggage space, and space to store pushchairs or other heavy items was a problem.

Better trained staff

Bus staff gained praise in being good drivers, courteous and very helpful. However, bus drivers were not always considered courteous or helpful, a reason given for preferring other modes of transport. Some drivers were said to drive too fast, or speed off before mothers with children, or older people had had a chance to sit down. Some requested help onto the bus for those who needed it, particularly people with young children, the 'infirm', or those who had heavy baggage. Help could either come from the driver, or by reintroducing conductors. Staff on buses were asked to deal with the small number of passengers whose behaviour was not acceptable, and threatening to other passengers.

Car

Cars were seen as a necessity for many people living in rural areas; some people had to rely on their cars. Concerns around not being able to drive through old age, ill health, or inability to afford a car were raised. Some said they expected to use the bus more as they got older if they could access it, otherwise they may be 'marooned' in the countryside, or have to move. Without a car difficulties accessing shops and other services would be a problems; and quality of life curtailed. Some considered it almost impossible to live in a rural area without a car. Car travel allowed more mobility for some whom had problems getting on and off buses.

Other advantages of car usage mentioned where flexibility and comfort.

Volume of traffic

Destinations further away were sometimes preferred over more local destinations due to ease of road access. Exeter was highlighted as being particularly congested, with some choosing to travel to Bristol, Taunton, or other destinations instead. The volume of traffic was considered to be increasing dramatically.

The effects of planning on volume and type of traffic was criticised through either the siting of industrial complexes resulting in heavy vehicles using unsuitable roads, or new housing estates increasing pressure on surrounding roads. Retail parks also came in for criticism in increasing volumes of traffic. Heath Park Industrial Estate was one example, as well as the increase in development around Exeter. Suggestions for improvements included insisting that any new large employer provided some form of bus service. An example of poor links to a new employer included links to the Met Office from Exmouth. Existing schemes mentioned included getting more people to car share, and changing/shower facilities in new developments.

Large lorries and increasing size of agricultural vehicles came in for criticism, as well as '4 wheel drive vehicles'. Larger buses, including double-deckers, were also questioned on various routes, including rural roads, though this was also partly due to apparent inefficiency. The necessity for large delivery vehicles into small villages and towns was questioned.

Parents driving their children to school came under fire for causing unnecessary traffic, and congestion. The numbers of single occupancy cars was also mentioned.

Road layout

Suggestions included bypasses, to take larger vehicles away from residential areas, village centres or towns like Axminster, widening the A303, or building a new road between Exmouth and Exeter to reduce travel time and accidents. The A303 got particular mention, with problems due to lack of continuous dual carriageway and speed limit set too low. It was suggested that monies should go into improving the roads for car users, as they paid lots of tax and private cars 'at tax payers expense', at present planning can appear to impede cars at the owners expense. Other provisions included installing mini-roundabouts at key points.

Speed humps came in for some criticism, either belief they should be removed, or designed better for their intended purpose without being dangerous.

Parking

As with volume of traffic, above, parking influenced some drivers final destination, places such as Taunton, or Bristol (Cribbs Causeway), where preferred over more local destinations due to ease of parking. Parking was seen as a problem, due to increasing traffic levels, and increased car ownership. The increase in cars resulted in a lack of parking in the right place, or other problems such as on street, or on pavement, parking. Parking was also blamed for slowing or obstructing traffic. On street parking made difficulties in getting through some towns and villages, particularly mentioned were Honiton and Sidmouth. On pavement parking meant some respondents had to walk out into busy roads when on foot. A particular problem was the increasing number of cars parked outside houses restricting access, and the reduced amount of space for parking.

Increased enforcement was called for, balanced by reduced parking charges, including free parking, in well-placed car parks. Other suggestions included restructuring of parking charges, for short and long stay parking, parking meters, as well as different charges for tourists and residents (cheaper or free for residents). A uniform charge for Blue Badge holders in all car parks in East Devon was asked for, ideally free of charge, with more enforcement. Requests for designated on street parking for people with disabilities near essential services were made. One suggestion for residents on street parking was to pay for the space, rather by car, so that two car families could use the space for either car, while the other was garaged or being used elsewhere. It was suggested that it was cheaper, and more convenient, to drive into Exeter rather than use Park-&-Ride when car sharing.

Parents taking their children to and from school were considered a problem by some in causing unnecessary congestion. It was suggested that some parents turned up long before the end of school to ensure a parking space nearby, others double parked, or parked on zigzag areas/double yellow lines.

Speed

Excess speed was mentioned by a number of people, while an insignificant number complained about speed restrictions. Specific examples were given of areas with specific problems of excessive speed, such as the A396 running through Stoke Canon and Rewe, or the A30, 20mph limits were suggested in villages like Lymstone. Some asked for speed limits in some areas to be reduced, enforced, or just wished people would observe the limits. A few complained about slow moving vehicles, like tractors, saying they should pull in to let traffic pass as they were a danger due to others impatience. Drivers of slow moving vehicles, like tractors, suggested people should slow down and not be too impatient to pass. 'Boy racers' were particularly mentioned as needing some form of control, particularly in Honiton, and at Exmouth seafront. A couple of suggestions for increased speed on motorways and some dual carriageways were made, as well as minimum allowable speeds.

Road maintenance

Road maintenance came in for particular criticism, particularly for rural or little used roads where pot holes, subsidence and flooding appeared to be problems. Agricultural vehicles increasing size was blamed in part for the deterioration in standards of rural lanes, and the quality of repairs questioned. Run off from farms caused a particular problem in wet weather, as well as blocked drains. A few mentioned the lack of maintenance of verges and hedges causing danger to road users.

Walking & cycling

A few mentioned that East Devon's hilly terrain put them off cycling around the District. Walking was mentioned as the preferred alternative by some if not using the car, in some cases for 'environmental' reasons. One explicit choice given was to live near local services so as to be able to walk more often, using other transport when needed for longer journeys (or when it was raining).

Pavement alteration

Pavement alterations included primarily either the installation of a pavement, or widening of an existing one. Questions were asked as to why footpaths were so intermittent. As mentioned previously the lack of pavement, particularly in a narrow lane may limit access to local bus services. A suggestion for sign posted 'safe' routes was made.

Pedestrian crossing

A number of suggestions for crossings were made.

Cycle routes

Interest was expressed in the potential cycle route from Exmouth to Exeter as the main road was considered unsafe. Any new route should not conflict with existing pedestrian usage as there was already some conflict between walkers and cyclists, with mention of problems with pavement cycling. The design of existing cycle routes was questioned. Some cycle routes were though inappropriate, poorly placed, or incredibly short. It was put forward that consultation on cycle routes should specifically target cyclists, or those who may cycle to work. Other suggestions included using old railway lines, such as the old line at Budleigh Salterton and cycle lockers placed at railway stations.

Road safety

The density and speed of traffic was mentioned as a problem for cycling with roads like the A376 labelled as unsafe, while the A30 was mentioned as a problem for people on foot due to excessive speeds. Others mentioned the roads being too narrow for cycling or walking safely, such as the A3052. Suggestions included pavements, zebra crossings, or traffic lights in areas where it was difficult to walk or cross, making roads safe for all, especially those less able to deal with traffic.

Rail & other

Rail

As with buses, problems boarding trains was an issue for some elderly passengers, as was overcrowding. Overcrowding was an issue, on both the Paddington and Waterloo lines, with additional problems including a lack of usable toilets. Some felt that the service was worse in the West Country than other places in England. No seating or waiting rooms at stations was highlighted, and access to stations was not always considered easy for less agile people. People with visual impairment mentioned problems with boarding and changing trains.

The unreliability of services, coupled with lack of frequency, meant that some could not rely on trains for getting them to work on time. Putting in dual lines was seen as the obvious solution to making the train service more reliable on the Waterloo line.

Other

It must be highlighted that a number of people relied on the good will of friends, families, and neighbours to ferry them around by car when needed. Good will could not always be relied upon and voluntary schemes sometimes had problems getting enough people to help. A few mentioned the opportunities afforded by expanding the air network through Exeter Airport, though as mentioned previously access to the airport by public transport was limited.

Interest in taking part in further study

From 830 questionnaires returned by the 23rd November 2004, 187 people said they would like a summary of the results, 117 would like to take part in further study, and 155 would like transport information. 62 respondents provided e-mail addresses.

Summary

As was expected the survey responses are skewed towards the older age bands, hence higher number of retired people, and higher income groups. The percentage of respondents without access to a car was similar to the percentage found in National Statistics.

The primary trips were for shopping and work related journeys, with around three-quarters of these by private car. Public buses and walking were the next most popular modes of transport, were as train and cycling were used less often. Exeter and Exmouth were the most common destination, followed by the main towns in East Devon. The most common journey that people had problems with were work trips, with volume of traffic being the main problem. Specific problems were revealed in relation to access to facilities such as the Royal Devon and Exeter Hospital.

When asked what small improvement people would like the most common suggestion for people travelling by car was for a road layout improvements, followed by improved parking. For public transport the most common suggestions were for cheaper fares, better integration and transport that is more frequent. For walking and cycling the main improvements were for better/more paths, and improved road safety.

OPTION APPRAISAL PROCESS

Appendix 5

DEVELOPING THE IDEAS FOR SMALL PROJECTS

CRITERIA

Scoring against criteria set in the "Valuing the Small" report.

- 2 = strong benefit/likelihood
- 1 = weak benefit/likelihood
- 0 = No benefit or disbenefit
- 1 = Weak disbenefit
- 2 = strong disbenefit

		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs	Improved travel safety & health benefits overall	Improved env. sustainability	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
1. Develop Coastal Transport	Work within Jurassic Coast project	2	1	1	0	0	0	1	2	0	0	7
2. Key facilities to create transport plans (for local people and tourists)	Write to key facilities and comment on their websites and other info. Does information incorporate all reasonable transport modes, and cover transport difficulties likely to be encountered?	2	1	2	1	1	0	0	2	1	2	12
3. Encourage providers of key services to provide outreach to local communities	Write to providers and comment on their websites and other information	2	0	2	1	2	2	2	2	0	2	15
4. Encourage e-enabled key services	Write to providers of key services and comment on their services offered on web etc (inc. Local e-government projects)	2	0	2	1	2	2	2	2	0	1	14
5. Focus on interchanges and transport integration	Comment on this when asked on relevant consultations	2	1	2	0	1	1	1	1	2	0	11
	Check provision eg cycle racks at bus and rail stations	2	0	2	1	0	1	0	1	2	0	9
	Promote interchange between commercial and community transport	2	0	2	0	1	0	1	1	2	1	10
	Promote rail interchanges via Exe-Rail Partnership	2	0	2	0	1	0	1	1	2	0	9

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

CRITERIA

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		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
6.	Help to get customers and drivers for Community Transport	2	1	1	1	1	0	1	1	0	1	9
7.	Promote Rail Dualling	2	0	2	0	2	1	1	1	0	0	9
8.	A303/A30 dual carriageway	2	0	2	0	2	0	0	0	0	0	6
9.	Promote Transport Strategy for East Devon in the LSP	2	1	2	1	1	1	1	1	1	1	12
10.	Promote Transport Strategy for East Devon via the Local Transport Plan for Devon	2	1	1	1	0	0	0	1	2	1	9

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

CRITERIA

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		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall?	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
11. Ensure wide publicity and awareness of transport strategy and key messages for East Devon, plus the research findings	Disseminate consultation document and information about it widely and ensure final document is sent to key partners and stakeholders, and put document on website	2	2	2	1	0	1	1	1	1	1	12
12. Carry out a Young Person’s survey that includes transport to complement household survey	Carry out a multipurpose youth survey including transport questions to feed into future action planning and data resources	1	2	1	1	0	0	1	0	2	2	10
13. Promote the special transport needs of older people	Seek to have older people’s transport needs recognised when consulted by others on proposed strategies (see also project 2 above)	2	1	2	0	1	0	1	0	1	2	10
14. Stronger link between transport and Planning considerations	Actively promote consideration of transport issues and opportunities for planning gain (s106) to Members and Officers	2	2	2	2	0	0	1	1	2	2	14
15. Focus action on gaps in current transport provision	Seek provision of wider choices in transport rather than ‘more of the same’	0	0	2	1	0	0	0	1	1	2	7
16. Review Health and also the safety aspects of transport options	Consider ‘health’ and also ‘safety’ issues as part of <u>this</u> analysis exercise	-	-	-	-	-	-	-	-	-	-	Done
	Promote the health and the safety aspects of transport actions in future consultations and promotions	2	1	2	1	0	0	2	0	1	1	9

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

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		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & security overall?	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
17. Promote the interests of the many house-holders with no car	Action via the LSP 'Social Inclusion' Strategy	2	0	2	1	1	0	1	1	2	2	12
18. Promote available walking routes and walking	Promote walking routes via website, our partners and opportunistic via cheap publications. Include info on accessibility and 'walk this way'	2	2	2	1	-1	2	2	2	1	1	14
19. Consideration of present and future rights of way in Planning Application considerations and s106 agreements	Explore, and where appropriate promote, concept with Members and Planning Officers	2	1	2	1	0	0	1	2	1	1	11
20. Promote Travelwise and Traveline	Promote these via our website, our partners, and via opportunistic cheap publications	2	1	2	1	1	0	1	1	0	0	9
21. Promote available cycle routes, and cycling	Promote cycle routes via website, our partners, and via opportunistic cheap publication, info on accessibility. Include (as routes often usable) for wheelchairs etc.	2	2	2	1	0	2	2	2	1	1	15
22. Promote secure bike storage at workplaces (inc. EDDC)	In conjunction with project 2, above promote secure cycle storage at work	2	1	2	1	0	2	2	2	1	0	13
23. Improve cycleway signage	Review cycleway signage (eg via cycle clubs) and improve it	1	2	2	1	1	1	1	2	1	0	12
24. Better monitoring of cycleway usage	Work with county on measuring cycleway usage to justify development	1	2	2	2	0	0	0	0	0	0	7

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

CRITERIA

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		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
25. Lobby bus and rail operators re carriage of bicycles	Write to bus and rail operators, especially in conjunction with tourist ambitions, Jurassic Coast development, and green tourism	2	1	2	0	1	2	2	2	2	0	14
26. Seek cycling infrastructures as planning gain s106	Explore opportunities through Member and Officer awareness raising and Parish/Town Councils	2	1	2	1	1	1	2	2	1	0	13
27. Seek better communication channels with Stagecoach	Develop regular and trusted communication channel, initially via County Council	2	1	2	1	1	0	0	0	1	1	9
28. Bus timetables more available (on buses and the web etc)	Work with County Council to better publicise and distribute bus timetables and bus information	2	1	2	1	1	0	0	1	0	1	9
29. Promote what buses are available	Links to projects (2) and (28), promote via EDDC website, partners and via opportunistic cheap publicity	2	1	2	1	1	1	0	2	1	1	12
30. Promote concessionary travel	Promote via EDDC website, partners, and via opportunistic cheap publicity	0	1	2	1	0	2	0	2	0	2	10
31. Single point of contact for 'Medical' travel	Work via P.C.T. and RDE re Accessibility, Planning and promote this concept.	2	1	2	1	1	1	1	1	2	2	14

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

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CRITERIA

		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
32. Lobby government re legal constraints on commercial and community buses	Write to relevant government agencies and pressure groups seeking support and exploring issues	2	0	2	0	0	1	0	2	1	1	9
33. New forms of concessionary fares for those with no bus	Investigate with County and Members other forms of concessionary fare eg travel tokens	0	1	0	2	0	2	1	2	1	2	11
34. Lobby County re “subsidised bus services” being provided by Community Transport operators	Investigate options with County	2	1	1	1	0	0	1	0	0	0	8
35. Lobby County re bus subsidy being provided to Community Transport operators	Investigate options with County	2	1	1	1	0	2	1	0	0	2	10
36. Promote a car club pilot and car share schemes	Promote via EDDC publicity, website, partners and opportunistic publicity and find funding opportunity	2	1	2	1	1	2	1	2	1	2	15
37. Seek to better link Sidmouth Community Transport, to other Community Transport schemes	Use the consultation on the strategy, direct approaches (and via local members) to highlight the benefits and opportunities	2	1	2	1	0	0	1	0	2	2	11

DEVELOPING THE IDEAS FOR SMALL PROJECTS(contd..)

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Concept	Project											
38. Promote use of social services buses for private hire, so the public insurance is justified and communities won't need to buy their own buses (duplication)	Promote via EDDC website, publicity, partners and opportunistic publicity	2	0	2	1	0	2	0	2	2	2	13
39. New rail station for new community and an opportunity to use this to promote rail generally	Seek a new rail station for passengers at the new community and use as means to promote local rail travel	0	0	2	1	2	1	2	2	1	1	12
40. Promote rail travel	Promote rail to and from travel within East Devon and highlight facilities and constraints for travellers.	2	2	2	0	0	0	1	2	1	1	11
	Promote via EDDC website, publicity, partners, and via opportunistic publicity.	2	2	2	1	0	0	0	1	2	1	11
	Lobby rail operators re train and station facilities	2	1	2	1	0	0	1	1	1	1	10
41. Promote use of Rail Passenger Committee for complaints	EDDC weblink, EDDC publicity, partners and opportunistic publicity	2	2	2	1	1	0	0	0	0	0	8

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

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CRITERIA

		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
42. Lobby rail operators re better care of people with mobility difficulties	Respond to consultations with comment on this issue. Act as an advocate (or via Rail Passage Committee) where problems encountered. Write directly to rail operators re concerns	2	1	2	1	0	0	2	0	1	2	11
43. Promote Park and Walk, and Park and Ride	Promote existing schemes (via EDDC web, after publicity and partners). Seek new, small local schemes via Parish and Town Councils and Parish Planning. Seek to advocate about experiences, and the anomalies which deter use of the schemes	2	2	2	1	-1	1	2	2	1	1	13
44. Promote greener private car use	Green Travel plans for business. Promote via Planning Policy/Travelwise	2	1	2	1	0	1	2	2	1	0	12
	Car share (included in project 36)	-	-	-	-	-	-	-	-	-	-	-
	Promotion re use of lower emissions vehicles (via weblinks)	2	1	2	1	0	1	1	2	0	0	10
45. Seek better balance between transport modes in transport planning	Respond to consultations. Promote concept with Town and Parish Councils	2	0	2	0	1	0	1	2	1	0	9

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

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		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall?	Improved env. sustainability overall?	Improved transport integration overall?	Improved social integration overall?	Score
Concept	Project											
46. Better car parking policy links re quantity, pricing and on/off street parking balance	Adopt a car parking, policy jointly with County	0	1	1	1	1	1	1	0	1	0	7
47. Focus on private car use and infrastructure only where and for whom this is the only practicable option	Included in project 45	-	-	-	-	-	-	-	-	-	-	-
48. Promote taxi sharing	EDDC website, partners, EDDC publicity, write to relevant community organisations. Include in project 2.	2	1	2	1	0	1	1	2	0	1	11
49. Publicise taxi fare structures to reduce public fear of exploitation	EDDC website, EDDC publicity, partners etc	2	2	2	0	0	0	1	1	1	0	9
50. Encourage 'fixed fare' areas for taxis within East Devon	Work via taxi operators associations and with Licensing Team	2	1	2	1	0	2	1	1	0	0	10
51. Encourage trade to provide 'taxi marshalls' at difficult times	Support 'taxi marshalls' via Community Safety Partnership	2	1	2	1	0	0	1	0	0	0	7

DEVELOPING THE IDEAS FOR SMALL PROJECTS (contd..)

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		Cost less than £500 (2) OR BETWEEN £1000 (1)	Outcomes within the year?	Easily changed if unsuccessful?	Strong likelihood of good outcomes?	Improved travel times overall?	Improved travel costs overall?	Improved travel safety & health benefits overall	Improved env. sustainability overall?	Improved transport integration overall?	Improve social integration	Score
Concept	Project											
52. Support taxi operators associations in creating new options for taxi operators' business	Work via taxi operators associations and with Licensing team targetting major taxi use locations (eg hospitals/stations)	2	1	2	1	0	1	1	0	1	1	10
53. Seek out and promote new and easier transport links between East Devon and Exeter	Demonstrate demand to transport operators and seek innovative thinking and experimentation by a variety of transport modes	1	0	1	0	2	1	1	1	1	1	9
54. Better liaison with County over road layout, maintenance and controls	Set up new communication channels to and from County, to and from local communities	2	2	2	1	1	0	1	0	0	0	9
55. Improve liaison with County on footway/ cycleway issues	Set up new communication channels to and from County, to and from local communities	2	2	2	1	0	0	2	1	1	0	11
56. Encourage bus operators to carry out new market research on local users needs	Liaise with County to press bus operators to carry out market research of non-users as well as users	2	0	2	0	1	0	1	2	1	1	10

Appendix 6

Consultation Form

Consultation Form

We should be grateful for your comments on the attached strategy. You will note that this strategy seeks to tackle transport from a different angle to that of the County Local Transport Plan which this document seeks to complement.

This plan tends to focus on the (sometimes quite modest) needs of people who need to travel locally rather than major strategic transport infrastructure. Similarly it focusses on transport as a means of getting place to place, rather than routes provided for recreation.

In seeking your comments I should also be grateful for your views on certain specific areas which are set out below:

- Does the strategy cover and tackle the types of issue which are most important in your part of the district?

.....

- Do you feel that the strategy's scale of ambition is too limited, about right, or too great, considering the potentially large costs of intervening in transport and transport schemes?

.....

- Do you agree with the priorities for action?

.....

- Is there anything important that's been missed out?

.....

.....

- What will you be able to do as a result of the information in the document?

.....

.....

- What commitment are you prepared to make against the Action Plan points?

.....

- Other comments and observations

.....

.....

APPENDIX 7 –

Membership of group developing the strategy

Name	Address	Willing to attend	Special knowledge	Phone Contact	Email
John Huffer (East Devon Hackney Association)	Horseshoe Taxis, 2 Ash Cottages, Fenny Bridges, Honiton	Yes	Private Cars, Private Hire and Taxis	01404 850800	
Brian Baretta (Exmouth Taxi Owners)	Flat 7, 144 Exeter Road, Exmouth	Yes	Private Cars, Private Hire and Taxis	0781 7228063	
Doug Jackson Asst. Licensing Officer	EDDC, Knowle, Sidmouth	Yes	Private cars and Taxis		
Roland Pyle (Policy Integration Officer, Environment Directorate)	DCC, County Hall, Exeter		Private cars and Taxis		
Lisa Schofield/ Amy Sparkes	Leisure & Lifestyles Service Communities Directorate East Devon DC	Yes (unable to attend 27/5)	Cycling and Walking		
Robin Bevis (Cycling & Integration Officer)	DCC, County Hall, Exeter	Yes	Cycling and Walking		Rbevis@devon.gov.uk
Dr. Peter Ashwin (Exmouth Cyclepath Working Group)	University of Exeter, Dept of Mathematical Sciences, Laver Building, Exeter	Yes	Cycling and Walking		P.Ashwin@ex.ac.uk
Mike Jenkins (Footpath Officer)	DCC, County Hall, Exeter	No response	Cycling and Walking	01392 382084	Rmills@devon.gov.uk

Name	Address	Willing to attend	Special knowledge	Phone Contact	Email
Jill Elson (Exmouth & District Community Group)	23 Hazeldene Gardens, Exmouth	Yes	Community Transport		Jelson@members.eastdevon.gov.uk
Lynn Thornton (DCC Community Transport)	Devon Rural Transport Officer DCC, County Hall, Exeter	Yes	Community Transport	01392 383222	Lthornto@devon.gov.uk
Neil Hurlock Transport Co-ordination Manager, Honiton TRIP	29-31 New Street, Honiton	Yes	Community Transport	01404 46529	
Val Royle, Chairman, Honiton TRIP	29-31 New Street, Honiton	Yes	Community Transport	01404 46529	
Mike Ellis, YETI Projects Manager to nominate one of their young drivers	29-31 New Street, Honiton	NO, unless meetings held after 6pm	Views & transport difficulties of young people	01404 549186	Theyetiproject@aol.com
Ron Hale	6 Exeter Close, Feniton, Honiton	Yes	Trains	01404 850772	
John Richardson-Dawes (Senior Transport Co- ordinator, Devon Rural Transport Office)	DCC, County Hall, Exeter	Yes	Buses and Coaches	01392 382952	Jrdawes@devon.gov.uk
Phil Slater (DCC Transportation Officer)	DCC, County Hall, Exeter		Trains		

Name	Address	Willing to attend	Special knowledge	Phone Contact	Email
Jane Dauncey (Chair CAB Social Working Group)	Wavertree, Market Place, Colyton, EX24 6JJ	Yes	“Part of the investigative Group”		Jane@dauncey.fsnet.co.uk
Debbie Symonds (Public Health Specialist Trainee, East Devon PCT)	Dean Clarke House, Southernhay East, Exeter	Yes	“Part of the investigative Group”	01392 207365	Debbie.simmonds@eastdevon-pct.nhs.uk
Mrs. Eli Pang	10 Yonder Street, Ottery St. Mary	Yes	“Part of the investigative Group”		Ellie@pang-mages.co.uk
Traffic – East Devon Division, Devon & Cornwall Constabulary)	Middlemoor, Exeter, EX2 7HQ		“Part of the investigative Group”		Chaser sent 18.5.04
Jill Wallace (Cllr Ash’s nominee)	8 Westcott Way, Honiton	Yes	“Part of the investigative Group”		Gillian.wallis@ukonline.co.uk
Bruce Thompson (Transport Manager, Environment Directorate)	DCC, County Hall, Exeter		“Part of the investigative Group”		Bruce.thompson@devon.gov.uk
Bob Buskin	Chairman of Federation of East Devon Chamber of Commerce, 1 Little Holme, Manor Road, Seaton	Yes	““Part of the investigative Group”	EX12 2AQ	

Name	Address	Willing to attend	Special knowledge	Phone Contact	Email
Ms Rachel Hainsworth Hainsworth Exmouth Special Needs Action Group(SNAG) And Mrs. Eileen Annis	Exmouth Day Centre, Mudbank Lane, Exmouth	Yes	"Part of the investigative Group"	269341	
James Soldan	Netherby House Whitford Axminster EX13 7PE	Yes	"Part of the investigative Group"	01297 553269 (Mrs. Sullivan – mum)	Comments James to be collected by Taxi (preferably B'Jays Axminster) and suggest pick up Cllr Viv Ash at Honiton. Taxi also to be arranged to take home Miss Ash and James following meeting.

Others asked as part of first meeting 27/5/04 – East Devon Business Centre, Honiton – 4.30 p.m.

- 1) Tony Mathews
Local Services Officer DCC, Eastern Local Service Group Yes to attending 01392 682108 tony.mathews@devon.gov.uk
3 Park Five Business Centre (will send rep if unable)
Harrier Way
Sowton Industrial Estate
Exeter
- 2) Charlie Plowden EDDC (currently on annual leave till 24/5 – sent scheduled appt and to let
Janet/Peter know if unable to attend.)
- 3) YETI Youngster to sit on all meetings Unable to attend – time too early to take youngster off training/work
and for Mike himself to attend.

APPENDIX 8 – **Consultation Responses**

These were the responses to consultation. All were considered by the Task and Finish Forum and appropriate amendments made to the document.

- Insufficient reference to safety of young people.
- Insufficient consideration of parking for public transport.
- Need a coherent area strategic plan to guide the support given to school transport plans
- Work with County Council on transport requirements as planning gain etc.
- Off-street car parking not well mentioned.
- More opportunity through taxis.
- Need to have a clearer concessionary fares policy at EDDC.
- Question about traffic and air quality measurements.
- Seeking more commitment from EDDC on cycling schemes.
- Does not address core funding for community transport.
- Opportunity for support from Devon Rural Transport Partnership.
- When will priorities be reassessed?
- Insufficient on the YETI scheme and youth needs.
- Need to emphasise that safe, flat and traffic free cycling is possible in East Devon.
- Underplays opportunity to cycle/walk to school.
- Airport and access to it (limited buses) is not well mentioned.
- No mention of short feeders onto the National Cycle Network.
- No mention of promoting cycling routes as part of promotion of the District.
- Not sure that secure worker cycle storage is a priority, safe routes is more vital.
- No reference to post 16 years school pupils.
- How much is young people's behaviour discouraging recruitment of bus drivers,. Has this been researched?
- People living on their own are now necessarily 'isolated'
- What about grants to mobile shops?
- What about night buses specifically for young people?
- Demise of Red Star Parcels has aggravated lorry use.
- The summary doesn't reflect the findings well.
- Misses the opportunity to make walking/cycling THE major alternative mode of transport for short journeys.
- National cycle network not mentioned.
- Too much emphasis on rural transport.
- Sustrans not mentioned.
- No mention of Exmouth's cycling policy (strategic Planning Policy guidance).
- Pedestrianisation is not mentioned. This would positively discriminate towards footpaths.
- Need to use Planning to recognise and protect future options for safe non-vehicle transport.
- Low cost of other transport routes compared to roads.
- World heritage coast is a special characteristic.
- Little linkage to the 'unique characteristics' of East Devon.
- Clinton Devon Estates prepared to assist where appropriate.
- More emphasis on working characteristics of the area and needs of the business sector.
- Agricultural transport needs, and bio security not addressed.
- Safer routes to school could be emphasised more.