

Response to Sherford Area Action Plan

Pages 47 – 53: Movement and Transport

7.63 The general aim of the plan is very positive, however, there is a lack of detailed planning as to how this is going to be achieved.

7.64 The transport mix referred to should include making use of existing Community Transport services in the area. This could be achieved through expansion and increased financial support.

7.65 Again, Community Transport could help in the provision of accessible transport, particularly where a door to door service is required.

7.66 It is not clear how the Sustainable Travel Organisation will be set up. For example, whether it will be a voluntary organisation, who will be involved in running it and what other organisations they will work with to provide up to date information and deliver the car club scheme and bike hire scheme.

7.71 Phasing in additional bus services could mean that residents in the early phases will become dependent on their cars from the start. It will be harder to get them to change their travel patterns as additional bus routes come online. Good transport links should be in place from the start if residents are expected to adopt the moving hierarchy set out in 7.65.

7.74 The Devon Rural Transport Partnership would like the opportunity to comment on the Transport Assessment which is being prepared in support of the development.

Policy SN7 – Movement and Transport

4. If local bus services are to be provided for leisure as well as employment purposes, it is essential that regular and reliable evening transport services are provided. Services need to be regular and reliable to prevent people from waiting around in the evenings. Otherwise, the private car will be seen as a preferable, safer option by residents. Demand responsive services could provide a more appropriate solution than conventional public transport.

There is no mention of the provision of transport to meet the needs of young people. Evening transport which is safe, regular and reliable is essential for young people. If there are doubts about this, parents will resort to using their car to give lifts to young people and will often have to make the same journey twice in order to drop off and collect a young person.

There is no mention of providing links to rail services. Shuttle services to rail stations could improve links to major transport services.

In general the principles of the plan are good, however, the details of how this will be delivered are not yet clear. The Devon Rural Transport Partnership would like to be kept informed about the movement and transport aspects of the plan and given the opportunity to comment on the more detailed plans as they are developed.

Contact: Devon Rural Transport Partnership, Matford Offices, County Hall ,
Topsham Road, Exeter, Devon, EX2 4QW

Tel: 01392 383222

E-mail: DRTP@devon.gov.uk