

# **Plymouth Travel to Work Area**

## Settlements Roles and Relationships Study

Final Report

June 2010





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# 1 Introduction

- 1.1 Baker Associates has undertaken analysis on the roles of and relationships between settlements in the Plymouth Travel to Work Area (TTWA), specifically focusing on the urban fringe areas of the city, to identify, for example, relationships between the Plymouth City peripheral wards and adjacent South Hams wards. It should be noted that this study is not an in depth examination of the relationships between settlements in the Plymouth sub-region, and neither does it recommend any particular strategic direction. It is a desk based snapshot of relationships based on readily available information. Nevertheless, the Study does present a fresh strategic understanding of the roles of settlements in the sub-region.
- 1.2 The Settlements Roles and Relationships Study will form part of the evidence base informing Local Development Frameworks (LDF), including the development of the Urban Fringe Development Plan Document (DPD) being prepared jointly by Plymouth City Council and South Hams District Council. It is hoped that the broad findings set out in this study will form the basis of more detailed and thorough investigations by the relevant local authorities.
- 1.3 In broad terms, the study has comprised the development of a methodology, its subsequent application and desk based analysis of information to provide findings on roles and relationships at both a strategic level and local neighbourhood level for the urban fringe.
- 1.4 Government policy on settlements is set out within a number of Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). PPS1: Delivering Sustainable Development, PPS3: Housing, PPS7: Sustainable Development in Rural Areas, PPS6: Planning and Town Centres and PPG13: Transport all contain relevant sources of national guidance on settlement strategy matters. The key messages regarding the roles and functions of settlements in Government policy are:
- **Well connected** – locating development to reduce the need to travel by maximising accessibility to employment opportunities, services and facilities by walking, cycling and public transport.
  - **Concentration** – most development should be directed to existing towns and cities. These urban areas benefit from being well served by public transport, and concentrations of jobs, facilities and services, through compact urban forms. In rural areas development should be focussed on settlements that can act as service centres for surrounding areas, where needed to contribute to their sustainability. In the case of housing, only a limited amount of growth should be expected through the expansion of villages.
  - **Quality services** – meeting the needs of present and future communities by focussing development in areas where services are viable and can be realistically maintained or enhanced.
  - **Robust and vibrant communities** – where people are satisfied and value where they live and are able to participate in a range of community activities.

- **Self containment** – settlements should be more self-contained, providing the opportunity to both live and work in the same area, with access to facilities and services to meet the needs of the communities.

1.5 For the purposes of this study, settlements are defined as “locations that clearly provide employment, retail or community services for residents and surrounding areas”.

## 2 Methodology

2.1 The first objective of this study was to develop a methodology to identify the current roles and functional relationships between settlements/neighbourhoods at a TTWA level.

2.2 The study has undertaken statistical analysis in a range of specific areas, with each area of analysis being broken down into a series of tasks. The study has sought to address the following analysis areas:

- Employment
- Retail
- Community Facilities
- Travel

2.3 The specific tasks related to each analysis area are set out below:

### **Employment Analysis:**

- 1) The existing location and sector of jobs and workers, the level of economically active population, and working age population in individual areas.
- 2) Employment growth projections, how and where the economy is likely to grow.

2.4 The availability of employment is one of the key considerations for identifying a settlement's role and function. The location of existing employment, economically active people and potential future economic growth all have a strong bearing on the sustainability of existing settlements.

### **Retail and Community Facilities Analysis:**

- 1) Location and size of retail services and the identification of retail catchments.
- 2) Framework illustrating the level of services and facilities in each settlement.

2.5 Settlements act as retail and service centres for their populations. Retail and community facilities analysis has therefore identified the current and projected future pattern of retail and service provision and community expenditure patterns.

### **Travel Analysis:**

- 1) Travel to and from work has been analysed by ward and settlement to establish functional relationships in terms of employment.
- 2) The location of infrastructure and services to provide for more sustainable transport movements have been examined.

2.6 Self containment is a key consideration with regard to a settlement's role and function. Travel patterns related to employment opportunities have been investigated for the Plymouth TTWA and urban fringe locations.

**Define Study Settlements/Neighbourhoods:**

- 2.7 Before analysis could be undertaken the methodology needed to define the scope of search of the study, review existing literature and refine the approach to settlement/neighbourhood classification. For the basis of consideration all settlements identified in adopted Local Plans/LDF have formed the initial settlement list, however the study has not be constrained to these settlements and includes other rural areas in close proximity to the City.
- 2.8 The study has been conducted in two stages 1) looking at the wider TTWA; and 2) examining lower level settlements/neighbourhoods within urban fringe areas identified in the wider analysis.
- 2.9 To incorporate the complexity of settlement roles and functions likely to exist across TTWA, it was considered that a broad iterative approach to settlement selection would be utilised rather than constrain the scope of the study with prior definitions. The initial selection process has been to identify a broad range of settlements; however their analysis has been dependent on the level of statistical information available.
- 2.10 The study has been based on 2001 travel to work catchment area for Plymouth and has examined the roles and functional relationships of settlements to:
- consider the broad role and function of the settlements of Ivybridge, Wembury, Tavistock, Callington, Saltash, Torpoint & Liskeard;
  - examine in more detail the spatial relationships between the city and the surrounding wards;
  - examine smaller settlements where they appear to have a specific role;
  - examine the Plymouth City peripheral wards and their travel to work relationship with non-Plymouth areas.
- 2.11 The literature review, general sustainability practice and analysis of the planning policy framework identified the clear reoccurring factors that inform settlement function, roles and increased sustainability. These factors are best expressed as four themes:
- settlements/areas with a strong employment role
  - self-containment
  - important retail and community services
  - sustainable travel opportunities.
- 2.12 The method for examining settlement role and relationships is based on the existing situation for each settlement/area and the identification of a series of indicators for each theme. The indicators were identified with the primary purpose of differentiating settlements/areas based on existing information.

### **Indicators to identify the existing situation**

- 2.13 The indicators are presented below by theme:
- Settlements/areas with a strong employment role
  - Level of employment (No. of jobs)
  - Economically active population and employment density
  - Self containment
  - Employment self containment
  - Travel to work patterns
  - Identifying important retail and community services centres
  - Level of retail provision
  - Position in the retail hierarchy
  - Level of community service provision
  - Sustainable travel opportunities
  - Cycling, bus and rail services
- 2.14 The study has also identified where there may be the potential for changes to the existing situation. This has included examining population and economic growth forecasts and the likely availability of residential development opportunities to support sustainable travel patterns. These areas of potential change have been identified only on matters that could affect settlement roles and relationships.

### **Issues for Potential Change**

- 2.15 The issues for potential change are set out below by theme:
- Settlements/areas with a strong employment role
  - The effect of a reduction in the population of economically active age
  - Harnessing future employment growth
  - Meeting local employment needs
  - Self containment
  - Addressing future affordable housing need
  - Future residential and employment development opportunities
  - Identifying important retail and community services centres
  - The effect of a reducing household size and total population
  - The level of population required to support facilities
  - Sustainable travel opportunities
  - Future infrastructure proposals

## **Report Structure**

2.16 The report has been structured to reflect the main classification themes. It uses the information from each of the areas of analysis to present information on both the key indicators and issues for potential change. The report comprises the following sections:

- Section 3: Settlements/Areas with a Strong Employment Role
- Section 4: Identifying Retail and Community Service Centres
- Section 5: Travel and Self Containment
- Section 7: Sustainable Transport Opportunities
- Section 7: Planned Change
- Section 8: Summary.

### 3 Settlements/Areas with a Strong Employment Role

- 3.1 The first theme was the consideration of employment related key indicators. The research report, A Functional Analysis of Settlements' (Roger Tym & Partners 2005) concluded that a key factor determining the functionality of a town (and a good basis therefore for targeting future development) was its self containment level for employment.
- 3.2 The consideration of employment and the ability to live and work within close proximity is a central issue for settlement function. The identification of strong employment centres should be a defining feature of a robust settlement hierarchy. This section looks at employment issues in the Plymouth TTWA. The section covers the following key indicators and potential issues for change:
- Level of Existing Employment (No. of Jobs)
  - Economically Active Population and Employment Density
  - The Effect of a Reduction in the Population of Economically Active Age
  - Harnessing Future Employment Growth
  - Meeting Local Employment Needs

#### Level of Existing Employment (no. of jobs)

- 3.3 Analysis has used 2007 Annual Business Inquiry information from Nomis to identify the distribution of employment for the main wards and possible urban fringe areas in the Plymouth TTWA. This information has been analysed at Ward Area. Table 3.1 shows the main results. Settlements/Areas in bold represent the largest settlements/areas in terms of jobs. A ward map is shown in Appendix 3.

**Table 3.1: Level of Existing Employment (ABI Nomis 2007)**

| Settlements/Areas             | Total Jobs    | % of TTWA Jobs |
|-------------------------------|---------------|----------------|
| Bere Ferrers                  | 500           | 0.38           |
| <b>Bickleigh and Shaugh</b>   | <b>3,000</b>  | <b>2.29</b>    |
| Buckland Monachorum           | 600           | 0.46           |
| Burrator                      | 200           | 0.15           |
| <b>Callington</b>             | <b>2,700</b>  | <b>2.06</b>    |
| Calstock                      | 800           | 0.61           |
| <b>Cornwood and Sparkwell</b> | <b>4,400</b>  | <b>3.36</b>    |
| Devioc and Shevioc            | 200           | 0.15           |
| <b>Erme Valley</b>            | <b>3,600</b>  | <b>2.75</b>    |
| <b>Ivybridge</b>              | <b>2,400</b>  | <b>1.83</b>    |
| Landrake and St Dominick      | 600           | 0.46           |
| <b>Liskeard</b>               | <b>3,900</b>  | <b>2.97</b>    |
| Looe and St Martin            | 1,400         | 1.07           |
| Millbrook                     | 200           | 0.15           |
| Newton and Noss               | 300           | 0.23           |
| <b>Plymouth</b>               | <b>93,600</b> | <b>71.40</b>   |
| Rame Peninsula                | 400           | 0.31           |

|                      |                |      |
|----------------------|----------------|------|
| <b>Saltash</b>       | <b>4,600</b>   | 3.51 |
| St Germans           | 400            | 0.31 |
| Tamarside            | 300            | 0.23 |
| <b>Tavistock</b>     | <b>4,100</b>   | 3.13 |
| Torpoint             | 1,700          | 1.30 |
| Walkham              | 300            | 0.23 |
| Wembury and Brixton  | 700            | 0.53 |
| Yealmpton            | 200            | 0.15 |
| <b>Plymouth TTWA</b> | <b>131,100</b> | 100  |

Note: For confidentiality, all numbers are rounded to nearest hundred

3.4 Table 3.1 shows that in 2007 there were approximately 128,327 jobs across Plymouth TTWA. The main concentration of employment is:

- Plymouth, which accounts for 71.3 % of all employment.

3.5 In addition, the data shows that there is a significant gap between Plymouth and other settlement/areas. The next major group are settlement/areas with between 2,400-4100 jobs. These are:

- Bickleigh and Shaugh
- Callington
- Cornwood and Sparkwell
- Erme Valley
- Ivybridge
- Liskeard
- Saltash
- Tavistock

3.6 These nine settlements/areas represent 95% of all employment in the TTWA. Baker Associates considers that these nine wards represent a substantial level of employment within the TTWA and that these settlements/areas display a strong employment role relative to others. The remaining employment in the TTWA appears relatively evenly distributed around the other settlements/areas.

### **Economically Active People and Employment Density**

3.7 The distribution of population has a good bearing on the function and role of a settlement. The South Somerset Markets Towns Vision (2005) highlights a variety of approaches to defining settlement hierarchy. The simplest defines market towns as “*all settlements with more than 2000 residents*”. However, in practice population levels do not guarantee a relative degree of functionality. Spatial issues such as the proximity to neighbouring settlements, mix of land use, or transport access come into effect, which cannot be so easily correlated.

3.8 Table 3.2 below shows the population on a ward basis with a broad age structure to show locational variations. Where several wards make up a town or large village

these have been aggregated. Areas in bold in Table 3.2 are the largest in terms of population. Settlements/areas italicised are those with over 8,000 people.

**Table 3.2: Existing Population Structure (2007 Estimate)**

| <b>Settlements/areas</b> | <b>Population</b> | <b>0-19</b> | <b>%</b>    | <b>19-64</b> | <b>%</b>    | <b>65+</b> | <b>%</b>    |
|--------------------------|-------------------|-------------|-------------|--------------|-------------|------------|-------------|
| <b>Plymouth</b>          | 240720            | 60580       | <b>25.2</b> | 141666       | <b>58.9</b> | 38474      | <b>16.0</b> |
| <b>Saltash</b>           | 14964             | 3784        | <b>25.3</b> | 8690         | <b>58.1</b> | 2490       | <b>16.6</b> |
| <b>Ivybridge</b>         | 12056             | 3694        | <b>30.6</b> | 6985         | <b>57.9</b> | 1377       | <b>11.4</b> |
| <b>Tavistock</b>         | 11018             | 2656        | <b>24.1</b> | 6040         | <b>54.8</b> | 2322       | <b>21.1</b> |
| <i>Liskeard</i>          | 8656              | 2127        | <b>24.6</b> | 4819         | <b>55.7</b> | 1710       | <b>19.8</b> |
| <i>Torpoint</i>          | 8457              | 2267        | <b>26.8</b> | 4830         | <b>57.1</b> | 1360       | <b>16.1</b> |
| Calstock                 | 6095              | 1429        | <b>23.4</b> | 3517         | <b>57.7</b> | 1149       | <b>18.9</b> |
| Looe and St Martin       | 5601              | 1130        | <b>20.2</b> | 3037         | <b>54.2</b> | 1434       | <b>25.6</b> |
| Bickleigh and Shaugh     | 5063              | 1307        | <b>25.8</b> | 3325         | <b>65.7</b> | 431        | <b>8.5</b>  |
| Callington               | 4783              | 1172        | <b>24.5</b> | 2640         | <b>55.2</b> | 971        | <b>20.3</b> |
| Erme Valley              | 4619              | 1119        | <b>24.2</b> | 2660         | <b>57.6</b> | 840        | <b>18.2</b> |
| Wembury and Brixton      | 4033              | 732         | <b>18.2</b> | 2384         | <b>59.1</b> | 917        | <b>22.7</b> |
| Landrake and St Dominick | 3914              | 841         | <b>21.5</b> | 2364         | <b>60.4</b> | 709        | <b>18.1</b> |
| Menheniot and St Ive     | 3726              | 808         | <b>21.7</b> | 2234         | <b>60.0</b> | 684        | <b>18.4</b> |
| Buckland Monachorum      | 3224              | 742         | <b>23.0</b> | 1770         | <b>54.9</b> | 712        | <b>22.1</b> |
| Bere Ferrers             | 3066              | 710         | <b>23.2</b> | 1734         | <b>56.6</b> | 622        | <b>20.3</b> |
| Cornwood and Sparkwell   | 2311              | 542         | <b>23.5</b> | 1391         | <b>60.2</b> | 378        | <b>16.4</b> |
| Millbrook                | 2033              | 503         | <b>24.7</b> | 1182         | <b>58.1</b> | 348        | <b>17.1</b> |
| Deviocock and Sheviocock | 2024              | 401         | <b>19.8</b> | 1160         | <b>57.3</b> | 463        | <b>22.9</b> |
| Yealmpton                | 1923              | 397         | <b>20.6</b> | 1138         | <b>59.2</b> | 388        | <b>20.2</b> |
| Rame Peninsula           | 1882              | 350         | <b>18.6</b> | 1083         | <b>57.5</b> | 449        | <b>23.9</b> |
| St Germans               | 1856              | 441         | <b>23.8</b> | 1102         | <b>59.4</b> | 313        | <b>16.9</b> |
| Lanteglos and St Veep    | 1842              | 338         | <b>18.3</b> | 1055         | <b>57.3</b> | 449        | <b>24.4</b> |
| Newton and Noss          | 1743              | 348         | <b>20.0</b> | 929          | <b>53.3</b> | 466        | <b>26.7</b> |
| Tamarside*               | 1509              | 274         | <b>18.2</b> | 869          | <b>57.6</b> | 366        | <b>25.3</b> |
| Walkham*                 | 1795              | 308         | <b>17.2</b> | 1008         | <b>56.2</b> | 479        | <b>26.7</b> |

\*Not directly comparable as uses different age groups 0-16; 16-60(women) 16-64(men); 60/65+

3.9 Table 3.2 shows the population for each settlement/area. Plymouth is well above any other town, the next largest being Saltash 16 times smaller. There is a clear gap in terms of population between the next largest settlements and other settlements/areas in the TTWA. Three settlements are considerably larger than any other settlement within the district with population in excess of 11,000 people. These are:

- Saltash
- Ivybridge
- Tavistock.

3.10 The next clear grouping of settlements (italicised) range in population from 8,457 to 8,656. The remaining settlements/areas vary between 1,743 and 6,095 people but contain no clear gaps just a gradual increase in population size. Many settlements/areas within the TTWA contain over 2,000 people and are therefore likely to illustrate a degree of settlement functionality.

- 3.11 Table 3.2 shows that the age structure for each ward/settlement varies significantly. The overall average for the identified settlements/ward comprises of 22.9% 0-19, 57.7% 24-64 and 19.4% 65+. However, specific settlements across the TTWA differ from this average. Ivybridge and Torpoint are considerably different to the average with a predominately young population. 30% of the total population of Ivybridge, and 26.8% in Torpoint are aged 0-19 years. Baker Associates consider that settlements with a high level of young people could be considered for future employment growth to ensure a better balance of jobs to homes and reduce travel to work distances. The high level of young people is reflected in a lower proportion of people of working age and the older generation.
- 3.12 Vice versa, the population of wards such as Looe / St Martin and Newton and Noss have a relatively high proportion of older residents and fewer young people. In the future, with the population ageing nationally, these areas could require additional housing growth to ensure that existing employment has sufficient economically active residents to support it. As can be clearly seen the number of people aged 20-64 remains relatively constant across the TTWA with the exception of a few locationally specific variations such which have fractionally lower or higher than average levels of 20-64 year olds.

### Economically Active People

- 3.13 A good indicator of an area's sustainability with regard to population and employment is the number of economically active people and the corresponding employment density. Employment density is the simple ratio of jobs to the number of economically active people. This issue is closely related to self containment and travel to work patterns which is covered in section 4. A good ratio of jobs to homes increases the potential for residents to live and work within the settlement and therefore improve self containment and reduce travel to other settlements. Table 3.3 below sets out the level of economically active people for each settlement:

**Table 3.3: Economically Active Population (Census 2001)**

|                             | Population aged 16-74 | Economically active | %           | Economically inactive | %    |
|-----------------------------|-----------------------|---------------------|-------------|-----------------------|------|
| Plymouth                    | 175134                | 112830              | 64.4        | 62304                 | 35.6 |
| Saltash                     | 10704                 | 7335                | 68.5        | 3369                  | 31.5 |
| <b>Ivybridge</b>            | 8367                  | 6294                | <b>75.2</b> | 2073                  | 24.8 |
| Tavistock                   | 7723                  | 5051                | 65.4        | 2672                  | 34.6 |
| <b>Torpoint</b>             | 6133                  | 4297                | <b>70.1</b> | 1836                  | 29.9 |
| Liskeard                    | 6038                  | 3880                | 64.3        | 2158                  | 35.7 |
| Calstock                    | 4467                  | 2799                | 62.7        | 1668                  | 37.3 |
| Looe and St Martin          | 3955                  | 2427                | 61.4        | 1528                  | 38.6 |
| <b>Bickleigh and Shaugh</b> | 3820                  | 3010                | <b>78.8</b> | 810                   | 21.2 |
| Callington                  | 3314                  | 2181                | 65.8        | 1133                  | 34.2 |
| Erme Valley                 | 3293                  | 2275                | 69.1        | 1018                  | 30.9 |
| Wembury and Brixton         | 3044                  | 1884                | 61.9        | 1160                  | 38.1 |
| Landrake and St Dominick    | 2963                  | 1959                | 66.1        | 1004                  | 33.9 |
| Menheniot and St Ive        | 2792                  | 1838                | 65.8        | 954                   | 34.2 |
| Walkham                     | 2355                  | 1573                | 66.8        | 782                   | 33.2 |
| Buckland Monachorum         | 2196                  | 1467                | 66.8        | 729                   | 33.2 |
| Bere Ferrers                | 2191                  | 1418                | 64.7        | 773                   | 35.3 |

|                          |      |      |      |     |      |
|--------------------------|------|------|------|-----|------|
| Cornwood and Sparkwell   | 1699 | 1173 | 69.0 | 526 | 31.0 |
| Deviocock and Sheviocock | 1468 | 936  | 63.8 | 532 | 36.2 |
| Millbrook                | 1454 | 938  | 64.5 | 516 | 35.5 |
| Yealmpton                | 1413 | 927  | 65.6 | 486 | 34.4 |
| Rame Peninsula           | 1360 | 810  | 59.6 | 550 | 40.4 |
| St Germans               | 1350 | 879  | 65.1 | 471 | 34.9 |
| Newton and Noss          | 1212 | 700  | 57.8 | 512 | 42.2 |
| Burrator                 | 1150 | 731  | 63.6 | 419 | 36.4 |
| Tamarside                | 1070 | 738  | 69.0 | 332 | 31.0 |

3.14 The economically active rate for Plymouth in 2001 was 64.4% of the 16-74 population. The 16-74 age group is defined by the Office National Statistics as people of economically active age, even though retirement age is currently 65. It must be noted that the majority of settlements/areas have a greater level of economic activity than Plymouth itself. The following settlements/areas in bold in Table 3.3 comprise settlements with a greater rate of economic activity than 70%. These include:

- Torpoint
- Ivybridge
- Bickleigh and Shaugh

3.15 Table 3.4 below brings together employment (no. of jobs) and rates of economically active population to identify the employment density ratio. It must be noted that population data on economically activity is from the Census 2001 whilst employment data is from Nomis 2007. These are inconsistent base dates, however estimates of economically active population for 2007 are not available. Until actual counts are taken, the future distribution of population will be unknown and estimates will not clarify this. It is considered that identifying the ratio based on real counts is more reliable even if the base date disparity will result in generally lower ratios for all settlements in the future.

**Table 3.4: Employment Density Ratio**

|                               | <b>Economically Active Population</b> | <b>No. Jobs</b> | <b>Employment Density</b> |
|-------------------------------|---------------------------------------|-----------------|---------------------------|
| Bere Ferrers                  | 1418                                  | 491             | 0.35                      |
| <b>Bickleigh and Shaugh</b>   | 3010                                  | 2,918           | <b>0.97</b>               |
| Buckland Monachorum           | 1467                                  | 610             | 0.42                      |
| Burrator                      | 731                                   | 208             | 0.28                      |
| <b>Callington</b>             | 2181                                  | 2,677           | <b>1.23</b>               |
| Calstock                      | 2799                                  | 797             | 0.28                      |
| <b>Cornwood and Sparkwell</b> | 1173                                  | 4,352           | <b>3.71</b>               |
| Deviocock and Sheviocock      | 936                                   | 240             | 0.26                      |
| <b>Erme Valley</b>            | 2275                                  | 3,576           | <b>1.57</b>               |
| Ivybridge                     | 6294                                  | 2,431           | 0.39                      |
| Landrake and St Dominick      | 1959                                  | 635             | 0.32                      |
| <b>Liskeard</b>               | 3880                                  | 3,914           | <b>1.01</b>               |
| Looe and St Martin            | 2427                                  | 1,426           | 0.59                      |
| Menheniot and St Ive          | 1838                                  | 892             | 0.49                      |
| Millbrook                     | 938                                   | 239             | 0.25                      |
| Newton and Noss               | 700                                   | 250             | 0.36                      |

|                     |        |        |             |
|---------------------|--------|--------|-------------|
| <b>Plymouth</b>     | 112830 | 93,557 | <b>0.83</b> |
| Rame Peninsula      | 810    | 440    | 0.54        |
| Saltash             | 7335   | 4,627  | 0.63        |
| St Germans          | 879    | 428    | 0.49        |
| Tamarside           | 738    | 344    | 0.47        |
| <b>Tavistock</b>    | 5051   | 4,081  | <b>0.81</b> |
| Torpoint            | 4297   | 1,741  | 0.41        |
| Walkham             | 1573   | 323    | 0.21        |
| Wembury and Brixton | 1884   | 688    | 0.37        |
| Yealmpton           | 927    | 232    | 0.25        |

- 3.16 Settlements in bold in Table 3.4 have an almost equal or greater number of jobs than economically active population. This may suggest that there is one job available for every resident. The analysis shows that two settlements/areas have a ratio close to 1:1 of jobs to workers, these are:
- Bickleigh and Shaugh
  - Liskeard
- 3.17 However in reality, if settlements are to provide an appropriate range of jobs to meet the requirements of all residents in terms of sectors and skills, then a ratio greater than 1 to 1 would be required. Table 3.4 also shows three settlements that have a ratio considerably in excess of 1:1: These are:
- Cornwood and Sparkwell
  - Erme Valley
  - Callington
- 3.18 These settlements/areas have a greater number of jobs than economically active residents and are likely to attract a greater proportion of workers from surrounding settlements/areas. This is particularly the case with Cornwood and Sparkwell with a job density of 3.71.
- 3.19 Other settlements with a reasonable employment density relative to other settlements/areas are:
- Tavistock
  - Plymouth
- 3.20 It must be noted that there isn't a direct link between jobs and economically active population in each ward. Employment density judges only the opportunity to live and work within close proximity. Combined with travel to work analysis in Section 5, a broader view can be taken on the relative benefits of directing future employment growth to assist in reducing commuting, improving sustainability and strengthening employment roles.

### **Projected changes**

- 3.21 Settlements do not exist in isolation and over time changes in the economy, population and level of service provision could potentially alter the relationship of an individual

settlement with others. This section looks at where there is potential for future changes that may affect a settlements role.

3.22 The changes considered are:

- The effect of a reduction in the economically active population
- Harnessing future employment growth
- Meeting local employment need.

### The Effect of a Reduction in the Population of Economically Active Age

3.23 If the population of the Plymouth TTWA is ageing and household size is reducing, then in the future the level of economically active population will reduce. This in turn will affect the ratio of jobs to workers (employment density) potentially resulting in fewer workers than jobs. The ONS provides sub-national population projections forecasting the change in population and age structure. Appendix 1 sets out the sub-national population projections for each authority.

3.24 The tables in Appendix 1 show how that population of each authority is projected to change from 2001 to 2026. These projections have been used in Table 3.5 to show how the population and age structure could look if future demographic change forecast for each authority were to occur on a consistent basis across all settlements/areas in each LA by 2026.

**Table 3.5: Future Population Structure (2026)**

| Settlements              | 0-19  | %    | 20-64  | %    | 65+   | %    | Total  |
|--------------------------|-------|------|--------|------|-------|------|--------|
| Bere Ferrers             | 748   | 19.9 | 1932   | 51.2 | 1098  | 29.1 | 3769   |
| Bickleigh and Shaugh     | 1405  | 24.5 | 3332   | 58.0 | 671   | 11.7 | 5743   |
| Buckland Monachorum      | 782   | 19.7 | 1972   | 49.7 | 1256  | 31.7 | 3963   |
| Burrator                 | 324   | 17.1 | 986    | 52.1 | 614   | 32.4 | 1893   |
| Callington               | 1318  | 22.2 | 2870   | 48.5 | 1776  | 30.0 | 5924   |
| Calstock                 | 1607  | 21.3 | 3824   | 50.7 | 2102  | 27.8 | 7549   |
| Cornwood and Sparkwell   | 583   | 22.2 | 1394   | 53.2 | 589   | 22.5 | 2622   |
| Deviocock and Sheviocock | 451   | 18.0 | 1261   | 50.3 | 847   | 33.8 | 2507   |
| Erme Valley              | 1203  | 23.0 | 2666   | 50.9 | 1308  | 25.0 | 5240   |
| Ivybridge                | 3970  | 29.0 | 7000   | 51.2 | 2144  | 15.7 | 13676  |
| Landrake and St Dominick | 945   | 19.5 | 2570   | 53.0 | 1297  | 26.8 | 4848   |
| Liskeard                 | 2391  | 22.3 | 5240   | 48.9 | 3128  | 29.2 | 10721  |
| Looe and St Martin       | 1270  | 18.3 | 3302   | 47.6 | 2623  | 37.8 | 6937   |
| Menheniot and St Ive     | 908   | 19.7 | 2429   | 52.6 | 1251  | 27.1 | 4615   |
| Millbrook                | 565   | 22.5 | 1285   | 51.0 | 637   | 25.3 | 2518   |
| Newton and Noss          | 374   | 18.9 | 931    | 47.1 | 726   | 36.7 | 1977   |
| Plymouth                 | 70080 | 24.9 | 155766 | 55.4 | 55274 | 19.7 | 281120 |
| Rame Peninsula           | 393   | 16.9 | 1178   | 50.5 | 821   | 35.2 | 2331   |
| Saltash                  | 4254  | 23.0 | 9449   | 51.0 | 4554  | 24.6 | 18534  |
| St Germans               | 496   | 21.6 | 1198   | 52.1 | 573   | 24.9 | 2299   |
| Tamarside                | 342   | 18.7 | 984    | 53.9 | 489   | 26.8 | 1824   |
| Tavistock                | 2800  | 20.7 | 6728   | 49.7 | 4097  | 30.3 | 13544  |
| Torpoint                 | 2549  | 24.3 | 5252   | 50.1 | 2488  | 23.7 | 10474  |

|                     |     |      |      |      |      |      |      |
|---------------------|-----|------|------|------|------|------|------|
| Walkham             | 791 | 19.9 | 2148 | 54.0 | 988  | 24.8 | 3980 |
| Wembury and Brixton | 787 | 17.2 | 2389 | 52.2 | 1428 | 31.2 | 4575 |

3.25 The information shows that the combined population of all the local authorities is projected to grow by 81,600 people. The majority of this increase (57%) are projected to be 65 and over, with only 17% 0-19 years old, and 26% 20-64 years old. This will have implications for the number of people of economically active age range.

3.26 Future population growth will generally only be facilitated by new housing development especially taking into consideration reducing household size. Table 3.10 below shows what could happen to the existing economically active population if the total population was affected by a reducing household size. Across the Plymouth TTWA the percentage of people aged 20-64 drops 4.9% from the proportion now.

**Table 3.6: Future Economically Active Population**

| <b>Settlement</b>        | <b>Economically Active 2001</b> | <b>Economically Active 2026</b> | <b>Decrease in Economically Active</b> |
|--------------------------|---------------------------------|---------------------------------|--|
| Plymouth                 | 112830                          | 107260                          | -5570                                  |
| Saltash                  | 7335                            | 6973                            | -362                                   |
| Ivybridge                | 6294                            | 5984                            | -310                                   |
| Tavistock                | 5051                            | 4803                            | -248                                   |
| Torpoint                 | 4297                            | 4089                            | -208                                   |
| Liskeard                 | 3880                            | 3692                            | -188                                   |
| Calstock                 | 2799                            | 2664                            | -135                                   |
| Looe and St Martin       | 2427                            | 2309                            | -118                                   |
| Bickleigh and Shaugh     | 3010                            | 2863                            | -147                                   |
| Callington               | 2181                            | 2074                            | -107                                   |
| Erme Valley              | 2275                            | 2164                            | -111                                   |
| Wembury and Brixton      | 1884                            | 1792                            | -92                                    |
| Landrake and St Dominick | 1959                            | 1863                            | -96                                    |
| Menheniot and St Ive     | 1838                            | 1747                            | -91                                    |
| Walkham                  | 1573                            | 1496                            | -77                                    |
| Buckland Monachorum      | 1467                            | 1395                            | -72                                    |
| Bere Ferrers             | 1418                            | 1348                            | -70                                    |
| Cornwood and Sparkwell   | 1173                            | 1115                            | -58                                    |
| Deviocock and Sheviocock | 936                             | 891                             | -45                                    |
| Millbrook                | 938                             | 892                             | -46                                    |
| Yealmpton                | 927                             | 882                             | -45                                    |
| Rame Peninsula           | 810                             | 771                             | -39                                    |
| St Germans               | 879                             | 836                             | -43                                    |
| Newton and Noss          | 700                             | 666                             | -34                                    |
| Burrator                 | 731                             | 696                             | -35                                    |
| Tamarside                | 738                             | 702                             | -36                                    |

3.27 The objective of table 3.6 is to illustrate that factors such as an ageing population and a reducing household size are likely to slowly reduce the population of settlements and the number of economically active people. This will ultimately undermine employment function in the absence of positive migration trends or proactive allocation of future development. In reality the population figures for the areas/settlements may look

different. This will depend on other factors including migration and new development and the nature of change in the economy.

- 3.28 Migration will result in a natural exchange of population within settlements, which will influence demographic structure. However, a reducing household size and an ageing population are national demographic trends and Baker Associates consider it unlikely that migration trends will dramatically alter demographic structures. The key message for settlement function therefore, is the importance of future development allocations when it comes to supporting employment and settlement functions.
- 3.29 A rational decision needs to be taken on which settlements should be allowed to have a reduced economically active population, i.e. locations with low levels of employment and current high levels of out commuting; and locations which should have their employment role supported by providing additional residential accommodation for new economically active people.

### **Harnessing Future Employment Growth**

- 3.30 The second of the potential for issues for change is the effect of future economic growth. This is related to the previous issue because, in addition to a changing economically active population, the changing economic structure can result in an increase or decrease in jobs in particular employment sectors within individual settlements.
- 3.31 The Roger Tym report, RSS Employment Land Provision Spatial Implications (2008) and Business Perspectives on Property Workspace Survey and Review (Atisreal 2008), provides detailed information on the future growth of the Plymouth TTWAA economy.
- 3.32 The RSS Employment Land Provision Spatial Implications (2008) provides forecasts for economic growth by 2026. There are two scenarios, a 2.8% Gross Value Added (GVA) growth and 3.2% GVA growth. GVA is the difference between output and intermediate consumption for any given sector/industry. It is the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used up in production. Table 3.7 shows the forecasts.

**Table 3.7: Future Economic Projections**

CARADON - PLYMOUTH HMA

EMPLOYMENT CHANGE 2006 - 2026

| Jobs                     | GVA 2.8%      |               |              |            | GVA 3.2%      |              |            |
|--------------------------|---------------|---------------|--------------|------------|---------------|--------------|------------|
|                          | 2006          | 2026          | Change       | % Change   | 2026 Change   | % Change     |            |
| Agriculture etc          | 900           | 600           | -300         | -33%       | 600           | -300         | -33%       |
| Mining & Quarrying       | 0             | 0             | 0            | 0%         | 0             | 0            | 0%         |
| Food, Textiles & Wood    | 1,000         | 600           | -400         | -40%       | 600           | -400         | -40%       |
| Printing & Publishing    | 200           | 200           | 0            | 0%         | 200           | 0            | 0%         |
| Chemicals & Minerals     | 300           | 200           | -100         | -33%       | 200           | -100         | -33%       |
| Metals & Engineering     | 300           | 200           | -100         | -33%       | 200           | -100         | -33%       |
| Electronics              | 100           | 0             | -100         | -100%      | 0             | -100         | -100%      |
| Transport Equipment      | 200           | 100           | -100         | -50%       | 100           | -100         | -50%       |
| Other Manufacturing      | 200           | 200           | 0            | 0%         | 200           | 0            | 0%         |
| Electricity, Gas & Water | 0             | 0             | 0            | 0%         | 0             | 0            | 0%         |
| Construction             | 2,200         | 2,200         | 0            | 0%         | 2,300         | 100          | 5%         |
| Distribution             | 6,500         | 8,500         | 2,000        | 31%        | 8,600         | 2,100        | 32%        |
| Hotels & Catering        | 3,000         | 3,400         | 400          | 13%        | 3,500         | 500          | 17%        |
| Transport & Comms.       | 800           | 800           | 0            | 0%         | 800           | 0            | 0%         |
| Banking & Insurance      | 200           | 200           | 0            | 0%         | 200           | 0            | 0%         |
| Other Business Serv.     | 2,800         | 3,900         | 1,100        | 39%        | 4,000         | 1,200        | 43%        |
| Public Admin. & Defence. | 1,000         | 1,000         | 0            | 0%         | 1,000         | 0            | 0%         |
| Education & Health       | 5,000         | 6,900         | 1,900        | 38%        | 7,500         | 2,500        | 50%        |
| Miscellaneous Services   | 1,800         | 2,700         | 900          | 50%        | 3,000         | 1,200        | 67%        |
| <b>TOTAL</b>             | <b>26,500</b> | <b>31,900</b> | <b>5,400</b> | <b>20%</b> | <b>33,200</b> | <b>6,700</b> | <b>25%</b> |

- 3.33 Table 3.7 shows that under the higher growth scenario the economy grows by 5,400 to 6,700 jobs. However, this masks considerable variations between employment sectors. The forecasts show that several employment sectors will decline, whilst many will grow. The declining sectors include Agriculture, Food, Textiles and Wood, Chemicals and Minerals, Metals and Engineering, Electronics and Transport Equipment.
- 3.34 Growth sectors include: Distribution, Hotel and Catering, Business Services, Education and Health and Other Services. The changing economic structure will have an implication for existing settlements with high levels of employment identified within growing or declining sectors. Table 3.8 highlights ward employment structure.
- 3.35 Based on the job projections in Table 3.8 sectors in italics are at risk, whilst the growth sectors G, K, M, N and O are in bold. The declining sectors will have implications for some settlements. Sectors A, D and I, *italics*, could reduce the employment role of settlements based on current businesses in the future, unless growing sectors can compensate. Settlements/areas in bold are considered most susceptible to decline in the manufacturing sector based on the high existing proportion of manufacturing employment relative to other employment sectors. It must be noted that category B: fisheries, has been excluded from analysis.

**Table 3.8: Employment By Settlement (2007 ABI Employment Data by Ward)**

| Employment Category / Settlement | A   | C   | D      | %    | E   | F     | G      | H     | I     | J     | K      | L      | M      | N      | O     | Total   |
|----------------------------------|-----|-----|--------|------|-----|-------|--------|-------|-------|-------|--------|--------|--------|--------|-------|---------|
| Bere Ferrers                     | 0   | 0   | 0      | 4.7  | 0   | 50    | 50     | 0     | 0     | 0     | 50     | 0      | 250    | 50     | 0     | 500     |
| <b>Bickleigh and Shaugh</b>      | 0   | 100 | 750    | 26.2 | 0   | 100   | 0      | 150   | 200   | 0     | 150    | 1,250  | 100    | 300    | 50    | 2,900   |
| Burrator                         | 0   | 0   | 0      | 6.3  | 0   | 20    | 0      | 20    | 0     | 0     | 0      | 0      | 20     | 0      | 0     | 200     |
| Buckland Monachorum              | 0   | 0   | 0      | 1.8  | 0   | 50    | 150    | 100   | 0     | 50    | 100    | 0      | 50     | 150    | 100   | 600     |
| <b>Callington</b>                | 0   | 0   | 1,160  | 43.3 | 0   | 100   | 350    | 50    | 300   | 0     | 150    | 50     | 400    | 200    | 0     | 2,700   |
| Calstock                         | 0   | 0   | 50     | 0    | 0   | 100   | 100    | 150   | 50    | 0     | 50     | 0      | 100    | 100    | 100   | 800     |
| <b>Cornwood and Sparkwell</b>    | 0   | 50  | 1,000  | 23.1 | 0   | 250   | 700    | 200   | 1,550 | 0     | 300    | 0      | 100    | 150    | 250   | 4,350   |
| Devioc and Shevioc               | 0   | 0   | 0      | 5.4  | 0   | 0     | 50     | 100   | 0     | 0     | 50     | 0      | 50     | 0      | 0     | 250     |
| <b>Erme Valley</b>               | 0   | 0   | 850    | 23.3 | 0   | 300   | 1,350  | 250   | 300   | 0     | 600    | 0      | 150    | 300    | 100   | 3,600   |
| Ivybridge                        | 0   | 0   | 50     | 2.9  | 0   | 100   | 400    | 100   | 50    | 50    | 250    | 100    | 750    | 550    | 250   | 2,450   |
| Landrake and St Dominick         | 0   | 0   | 0      | 0.9  | 0   | 100   | 100    | 100   | 50    | 0     | 100    | 0      | 100    | 0      | 200   | 650     |
| Liskeard                         | 0   | 0   | 150    | 3.8  | 0   | 200   | 1,150  | 150   | 100   | 100   | 600    | 500    | 350    | 1000   | 250   | 3,900   |
| Looe and St Martin               | 0   | 0   | 0      | 2.1  | 0   | 50    | 350    | 450   | 50    | 0     | 100    | 50     | 150    | 200    | 100   | 1,450   |
| <b>Menheniot and St Ive</b>      | 0   | 0   | 200    | 21.6 | 0   | 250   | 200    | 50    | 0     | 0     | 50     | 0      | 50     | 100    | 50    | 900     |
| <b>Millbrook</b>                 | 0   | 0   | 50     | 29.3 | 0   | 0     | 50     | 0     | 50    | 0     | 0      | 0      | 0      | 0      | 0     | 250     |
| Newton and Noss                  | 0   | 0   | 0      | 7.2  | 0   | 0     | 50     | 100   | 0     | 0     | 50     | 0      | 50     | 50     | 0     | 250     |
| Plymouth                         | 100 | 100 | 13,750 | 14.7 | 750 | 4,100 | 17,600 | 6,550 | 5,250 | 2,200 | 13,800 | 8,250  | 13,550 | 16,550 | 4,850 | 93,550  |
| Rame Peninsula                   | 0   | 0   | 50     | 8.6  | 0   | 0     | 0      | 150   | 50    | 0     | 50     | 50     | 50     | 50     | 50    | 450     |
| Saltash                          | 0   | 0   | 500    | 11.3 | 0   | 250   | 1,450  | 500   | 150   | 50    | 400    | 100    | 700    | 650    | 300   | 4,650   |
| St Germans                       | 0   | 0   | 50     | 6.3  | 0   | 0     | 100    | 50    | 0     | 0     | 50     | 0      | 50     | 50     | 100   | 450     |
| <b>Tamarside</b>                 | 0   | 0   | 100    | 25.3 | 0   | 0     | 0      | 100   | 0     | 0     | 50     | 0      | 50     | 50     | 50    | 350     |
| Tavistock                        | 0   | 0   | 250    | 6    | 0   | 200   | 1,050  | 350   | 150   | 50    | 450    | 250    | 650    | 750    | 300   | 4,100   |
| Torpoint                         | 0   | 0   | 100    | 5.6  | 0   | 50    | 250    | 200   | 150   | 0     | 350    | 50     | 550    | 250    | 150   | 1,750   |
| Walkham                          | 0   | 0   | 0      | 0.6  | 0   | 50    | 0      | 50    | 0     | 0     | 50     | 0      | 100    | 50     | 0     | 300     |
| Wembury and Brixton              | 100 | 3   | 50     | 7.4  | 0   | 50    | 150    | 100   | 0     | 0     | 100    | 0      | 50     | 150    | 50    | 700     |
| Yealmpton                        | 0   | 0   | 0      | 5.2  | 0   | 0     | 100    | 50    | 0     | 0     | 50     | 0      | 50     | 50     | 50    | 250     |
| Plymouth TTWA                    | 300 | 250 | 19,100 | 14.9 | 800 | 6,300 | 24,350 | 9,700 | 8,550 | 2,450 | 17,350 | 10,550 | 18,250 | 20,683 | 7,050 | 128,350 |

Note: For confidentiality, all numbers are rounded to nearest 50. Rounding also means figures may not add.

**Employment Sector Key:**

A: Agriculture, hunting & forestry

C: Mining & quarrying

D: Manufacturing

E: Electricity, gas & water supply

F: Construction

G: Wholesale & retail trade; repair of motor vehicles, motorcycles & personal & household goods

H: Hotels and restaurants

I: Transport, storage & communication

J: Financial intermediation

K: Real estate, renting & business activities

L: Public administration & defence

M: Education

N: Health & social work

O: Other community, social & personal service activities

3.36 Table 3.8 highlights the vulnerability of particular employment locations to economic change. The most important declining sector in terms of jobs is manufacturing. The Plymouth TTWA average is 14.9% of all employment in manufacturing. Settlements in bold in Table 3.8 have a higher than average level of manufacturing, which could be subject to decline and undermine settlement employment role unless replaced by new industry. These settlements/areas are:

- Bickleigh and Shaugh
- Cornwood and Sparkwell
- Erme Valley
- Callington
- Menheniott and St Ive
- Millbrook
- Tamarside

3.37 This issue could ultimately undermine the settlement/areas role as future employment centres. It is a particular concern for smaller settlements that are less likely to offset manufacturing decline with growth in other sectors due to a narrower economic base. Baker Associates consider that the Councils will have to make a rational decision regarding the location of future employment and the potential decline of existing employment in particular settlements. Economic strategies will need to take this issue into account in identifying where the Council should focus its efforts to attract future employment.

3.38 The Employment Land Reviews identify available employment land across each authority. These include allocations, sites with planning permission or under construction and vacant land. Each Local Development Framework will need to consider the future provision of employment to support settlement classification over the plan period.

**Meeting Local Employment Need**

3.39 Meeting employment needs is an important consideration for spatial planning. The comparison of jobs by employment sector and the industry within which existing residents work provides a good indication of the balance of employment opportunities above and beyond employment density.

- 3.40 Table 3.9 shows the number of economically active people who live in each settlement/area and in what business/industrial sector they work (Census 2001). To create a better settlement balance in terms of jobs and workers, this information could be considered when deciding on the future level and type of employment provision. By focusing employment premises provision towards identified specific sectoral requirements this information can ensure opportunities to maximise self-containment for the resident workforce, reducing the need to travel.
- 3.41 Table 3.10 takes the information presented in Table 3.9 and compares this against existing employment structures. This comparison of jobs by sector, against residents employed in each employment sector, identifies existing deficiencies or surpluses of jobs to meet residents demand for employment by sector. The statistical data unfortunately identifies more employees than jobs and therefore the results generally indicate a deficiency in most locations.
- 3.42 It must be noted, that settlement residents who work in each sector do not necessarily work at jobs within the settlement/area. The large variety of jobs required to meet all residents needs, ultimately means that even settlements with a 1:1 ratio of jobs to workers will still have levels of out and in commuting. The reduction of economically active workers for settlements with no employment role could be considered a good thing in terms of travel to work patterns.

**Employment Sector Key:**

A: Agriculture, hunting & forestry

C: Mining & quarrying

D: Manufacturing

E: Electricity, gas & water supply

F: Construction

G: Wholesale & retail trade; repair of motor vehicles, motorcycles & personal & household goods

H: Hotels and restaurants

I: Transport, storage & communication

J: Financial intermediation

K: Real estate, renting & business activities

L: Public administration & defence

M: Education

N: Health & social work

O: Other community, social & personal service activities

**Table 3.9: Settlement Residents Employed in Each Employment Sector (Census 2001)**

| Settlement               | 16-74 in Employment | A   | B  | C   | D     | E   | F    | G     | H    | I    | J    | K    | L     | M    | N     | O    |
|--------------------------|---------------------|-----|----|-----|-------|-----|------|-------|------|------|------|------|-------|------|-------|------|
| Bere Ferrers             | 1345                | 75  | 0  | 8   | 166   | 13  | 101  | 221   | 54   | 94   | 22   | 124  | 113   | 134  | 157   | 63   |
| Bickleigh and Shaugh     | 2941                | 59  | 3  | 30  | 465   | 22  | 140  | 350   | 72   | 150  | 85   | 199  | 788   | 197  | 287   | 94   |
| Buckland Monachorum      | 1426                | 64  | 0  | 10  | 134   | 8   | 61   | 157   | 73   | 76   | 36   | 147  | 148   | 153  | 276   | 83   |
| Burrator                 | 707                 | 42  | 0  | 10  | 79    | 7   | 39   | 85    | 37   | 29   | 14   | 60   | 62    | 90   | 126   | 27   |
| Callington               | 2082                | 68  | 3  | 11  | 418   | 9   | 183  | 404   | 105  | 91   | 31   | 169  | 123   | 137  | 233   | 97   |
| Calstock                 | 2661                | 116 | 3  | 20  | 354   | 15  | 223  | 434   | 135  | 122  | 48   | 237  | 206   | 283  | 315   | 150  |
| Cornwood and Sparkwell   | 1133                | 76  | 0  | 22  | 134   | 7   | 79   | 173   | 59   | 63   | 23   | 136  | 70    | 95   | 127   | 69   |
| Deviocock and Sheviocock | 897                 | 58  | 3  | 0   | 73    | 0   | 57   | 103   | 80   | 43   | 20   | 101  | 91    | 126  | 103   | 39   |
| Erme Valley              | 2200                | 156 | 3  | 8   | 221   | 3   | 145  | 303   | 122  | 85   | 55   | 283  | 137   | 247  | 309   | 123  |
| Ivybridge                | 6104                | 55  | 3  | 42  | 865   | 29  | 355  | 1052  | 213  | 450  | 202  | 545  | 642   | 580  | 791   | 280  |
| Landrake and St Dominick | 1903                | 188 | 4  | 7   | 214   | 0   | 132  | 265   | 93   | 77   | 49   | 202  | 166   | 201  | 196   | 109  |
| Liskeard                 | 3655                | 89  | 0  | 17  | 404   | 14  | 341  | 788   | 204  | 166  | 64   | 321  | 304   | 291  | 465   | 187  |
| Looe and St Martin       | 2263                | 49  | 37 | 7   | 161   | 8   | 183  | 462   | 384  | 139  | 41   | 181  | 111   | 130  | 231   | 139  |
| Menheniot and St Ive     | 1752                | 111 | 0  | 9   | 193   | 8   | 176  | 337   | 83   | 92   | 35   | 159  | 124   | 151  | 197   | 77   |
| Millbrook                | 880                 | 13  | 3  | 0   | 111   | 6   | 55   | 136   | 68   | 62   | 25   | 73   | 97    | 78   | 98    | 55   |
| Newton and Noss          | 673                 | 23  | 3  | 3   | 84    | 3   | 40   | 92    | 47   | 28   | 8    | 103  | 52    | 61   | 79    | 47   |
| Plymouth                 | 106295              | 507 | 75 | 259 | 15835 | 769 | 6950 | 17465 | 5327 | 8356 | 3030 | 8655 | 12928 | 8641 | 11794 | 5704 |
| Rame Peninsula           | 774                 | 32  | 3  | 0   | 87    | 0   | 46   | 110   | 75   | 58   | 21   | 62   | 76    | 94   | 65    | 45   |
| Saltash                  | 7069                | 90  | 8  | 18  | 981   | 41  | 467  | 1171  | 313  | 463  | 223  | 548  | 850   | 708  | 818   | 370  |
| St Germans               | 843                 | 65  | 0  | 6   | 105   | 6   | 59   | 112   | 50   | 39   | 20   | 70   | 71    | 97   | 98    | 45   |
| Tamarside                | 713                 | 65  | 0  | 6   | 75    | 7   | 63   | 94    | 55   | 25   | 7    | 81   | 34    | 63   | 97    | 41   |
| Tavistock                | 4845                | 82  | 3  | 13  | 641   | 24  | 325  | 819   | 227  | 216  | 106  | 434  | 390   | 619  | 666   | 280  |
| Torpoint                 | 4140                | 33  | 3  | 14  | 440   | 16  | 193  | 596   | 240  | 338  | 109  | 272  | 1076  | 259  | 385   | 166  |
| Walkham                  | 1503                | 65  | 0  | 8   | 180   | 6   | 121  | 165   | 75   | 71   | 38   | 147  | 197   | 165  | 200   | 65   |
| Wembury and Brixton      | 1831                | 49  | 3  | 7   | 201   | 8   | 103  | 275   | 99   | 133  | 50   | 204  | 185   | 211  | 217   | 86   |
| Yealmpton                | 885                 | 31  | 7  | 80  | 9.0   | 3   | 53   | 109   | 50   | 47   | 25   | 103  | 79    | 131  | 117   | 50   |

**Table 3.10: Balance of Jobs and Workers by Sector**

| Settlements              | C    | D     | E   | F     | G    | H    | I     | J    | K    | L     | M    | N    | O    | Total  |
|--------------------------|------|-------|-----|-------|------|------|-------|------|------|-------|------|------|------|--------|
| Bere Ferrers             | -8   | -143  | -13 | -76   | -181 | -30  | -89   | -22  | -90  | -91   | 104  | -95  | -47  | -854   |
| Bickleigh and Shaugh     | 27   | 300   | -22 | -52   | -336 | 74   | 40    | -82  | -71  | 452   | -123 | 19   | -59  | -23    |
| Burrator                 | -10  | -121  | -4  | -31   | -120 | -28  | -75   | -35  | -128 | -128  | -109 | -273 | -79  | -1218  |
| Buckland Monachorum      | -10  | -68   | -7  | 7     | 43   | 44   | -10   | 29   | 31   | -62   | -32  | 17   | 52   | -97    |
| Callington               | -11  | 741   | -2  | -67   | -37  | -75  | 227   | -12  | -16  | -86   | 263  | -33  | -76  | 595    |
| Calstock                 | -3   | -290  | -15 | -110  | -356 | 5    | -58   | -48  | -169 | -201  | -172 | -205 | -55  | -1864  |
| Cornwood and Sparkwell   | 42   | 871   | -2  | 184   | 557  | 162  | 1483  | 1    | 139  | -70   | -6   | 11   | 194  | 3219   |
| Deviocock and Sheviocock | 0    | -60   | 0   | -43   | -69  | 40   | -41   | -20  | -46  | -89   | -99  | -82  | -34  | -657   |
| Erme Valley              | -8   | 613   | -3  | 135   | 1064 | 110  | 230   | -55  | 293  | -119  | -121 | 5    | -45  | 1376   |
| Ivybridge                | -42  | -794  | -29 | -254  | -667 | -103 | -391  | -157 | -296 | -528  | 159  | -249 | -17  | -3673  |
| Landrake and St Dominick | -7   | -208  | 7   | -58   | -179 | 23   | -47   | -49  | -90  | -159  | -120 | -186 | 99   | -1268  |
| Liskeard                 | -17  | -256  | -10 | -158  | 375  | -61  | -50   | 20   | 286  | 178   | 77   | 513  | 58   | 259    |
| Looe and St Martin       | -7   | -131  | -8  | -143  | -109 | 51   | -79   | -31  | -102 | -70   | 15   | -29  | -50  | -837   |
| Menheniot and St Ive     | -9   | 0     | -8  | 60    | -138 | -50  | -78   | -34  | -95  | -124  | -92  | -102 | -15  | -860   |
| Millbrook                | 0    | -41   | -6  | -40   | -78  | -47  | -28   | -25  | -59  | -91   | -65  | -89  | -43  | -641   |
| Newton and Noss          | -3   | -66   | -3  | -29   | -67  | 29   | -14   | -8   | -61  | -51   | -35  | -7   | -40  | -423   |
| Plymouth                 | -170 | -2102 | -24 | -2874 | 110  | 1239 | -3092 | -831 | 5167 | -4693 | 4918 | 4769 | -841 | -12738 |
| Rame Peninsula           | 0    | -49   | 0   | -25   | -94  | 55   | -18   | -21  | -22  | -16   | -63  | -15  | 9    | -334   |
| Saltash                  | -18  | -458  | -39 | -197  | 287  | 172  | -306  | -176 | -144 | -775  | -28  | -175 | -84  | -2442  |
| St Germans               | -6   | -78   | -6  | -41   | 0    | -23  | -17   | -20  | -20  | -66   | -58  | -36  | 58   | -415   |
| Tamarside                | -6   | 12    | -7  | -47   | -72  | 40   | -22   | -7   | -50  | -34   | -29  | -57  | 1    | -369   |
| Tavistock                | -13  | -398  | -15 | -106  | 249  | 120  | -56   | -41  | -8   | -119  | 34   | 77   | 22   | -764   |
| Torpoint                 | -14  | -343  | -16 | -160  | -341 | -29  | -175  | -94  | 98   | -1043 | 285  | -135 | -26  | -2399  |
| Walkham                  | -8   | -178  | -6  | -71   | -142 | -28  | -66   | -37  | -104 | -196  | -46  | -144 | -47  | -1180  |
| Wembury and Brixton      | -4   | -150  | -8  | -75   | -117 | 10   | -127  | -50  | -104 | -185  | -161 | -64  | -58  | -1143  |
| Yealmpton                | -80  | 3     | -3  | -38   | -84  | -21  | -43   | -25  | -41  | -79   | -83  | -50  | -18  | -653   |

Note: Minus figures show an in balance of jobs in each sector compared to resident workers. Sectors A and B have been excluded as ABI data does not represent a good reflection of the agricultural and fisheries economy.

## 4 Travel and Self Containment

4.1 The second main theme is an analysis of travel patterns and self containment. The relationship between settlements/areas can be shown through self containment levels and how they interact in regards to travel to work patterns.

4.2 Travel to work analysis has been conducted on a ward basis. A good indicator of self containment is the number of people who live and work within the same ward. Table 4.1 sets out the results by ward, those in bold have the lowest levels of out-commuting, demonstrating greatest self-containment. A map showing the wards is included in Appendix 3.

### **Travel to work pattern (in and out commuting)**

4.3 Settlements/areas with a relatively higher level of self containment clearly provide a stronger employment role in the sense that they provide greater opportunities for people to live and work in close proximity. Within the defined Plymouth Travel to Work Area (TTWA) only Plymouth has self containment levels over 80%, although evidently there will be movement around the wards of the City. The following list represents settlements in the Plymouth TTWA with self containment levels of greater than the 50%.

- Plymouth
- Tavistock (all wards)
- Looe and St Martin

4.4 Travel to work patterns can show the employment relationships between locations. Functional relationships can be identified through analysis of in and of out commuting. Table 4.1 shows the level of out and in commuting for each identified ward in the Plymouth TTWA. It also lists the four main travel to work destinations (wards) for those people who leave and enter the ward for employment.

4.5 Table 4.1 shows that the largest quantity of commuters travel from the many wards of Plymouth. Over 18,200 trips are made out of the Plymouth local authority area for work, although this is only 17% of all commuting to work trips in this area. The majority of these trips are to nearby wards, such as Cornwood and Sparkwell and Bickleigh and Shaugh in South Hams, as well as to the Saltash wards in Cornwall over the Tamar.

4.6 The information in Table 4.1 also shows the clear influence of Plymouth travel to work patterns, with the local authority as a whole pulling in workers from a wide catchment. For some wards the proportion of people travelling into Plymouth wards for work is very high, for example 73% from the South Hams ward of Wembury and Brixton. Plymouth is the most frequent destination for work from areas as far away as Cornwall wards of Calstock and Liskeard to the west. To the north Plymouth attracts a large proportion of workers from as far away as Tavistock wards. To the east influence extends to Charterlands wards near Averton Gifford.

- 4.7 Despite these figures giving a good impression of the self-containment of areas there are some short-comings in their use. The main difficulty in interpreting the patterns is that a low level of self-containment does not always correspond to long-trips for work. For instance, Ivybridge (all wards) only has 30% self-containment. However, a further 12% of trips are to Erme Valley and this is where the main industrial estate on the periphery of Ivybridge is located. Therefore, figures can only be used as a rough guide of the distance people travel to work.
- 4.8 Table 4.2 shows the actual distance people travel to get to work. A shorter distance means greater local self-containment. Shorter travel distances may also indicate a good match of workforce skills to available jobs and that there is the option to make trips by alternatives to the car, including walking, cycling or by bus.
- 4.9 The wards shown in bold are those where over 40% of the workforce travel 5km or less to work. These are predominantly the town/village wards:
- Ivybridge (all wards)
  - Kingsbridge (all wards)
  - Liskeard (all wards)
  - Saltash (all wards)
  - Torpoint (all wards)
  - Plymouth (all wards)
  - Tavistock (all wards)
- 4.10 There are also several more rural wards, these are Salcombe and Malborough; Looe and St Martin; Rame Peninsula and Millbrook. However, the distance is measured as a straight line, and because of the Tamar Estuary the distance people actually travel to get to work is likely to be greater than this indicates.
- 4.11 The distance travelled to work helps clarify that although Ivybridge has low self-containment (table 4.1) it has over 39% of the workforce working within 2km of where they live. This demonstrates a relatively high level of local self-containment for work.

**Table 4.1: Out Commuting Destinations (2001 Travel to Work Data)**

|  | Total<br>out | % Out | Of those commuting out the top 4 destinations are... |      |                             |       |  |      |  |     |
|--|--------------|-------|--|------|-----------------------------|-------|--|------|--|-----|
|  |              |       | No. 1  | %    | No.2                        | %     | No.3   | %    | No.4   | %   |
| St Germans                             | 598          | 54.0  | Plymouth (all)                                       | 39.0 | Liskeard (all)              | 9.7   | Saltash (all)  | 7.5  | = Landrake and St Dominick<br>= Deviock and Sheviock   | 4.3 |
| <i>Bickleigh and Shaugh</i>            | 2051         | 68.8  | Plymouth (all)                                       | 75.3 | Cornwood and<br>Sparkwell   | 3.3   | Tavistock (all)  | 1.66 | = Buckland Monachorum<br>= Ivybridge (all)             | 1   |
| <i>Wembury and Brixton</i>             | 1403         | 74.4  | Plymouth (all)                                       | 73.2 | Cornwood and<br>Sparkwell   | 3.5   | Erme Valley  | 2.4  | Yealmpton  | 2.1 |
| Landrake and St<br>Dominick            | 1254         | 65.7  | Plymouth (all)                                       | 47.5 | Saltash (all)               | 15.5  | Callington   | 6.1  | Liskeard (all)   | 3.4 |
| <i>Buckland Monachorum</i>             | 1061         | 71.2  | Plymouth (all)                                       | 55.5 | Tavistock (all)             | 12.1  | Burrator   | 2.7  | Bickleigh and Shaugh                                   | 2.4 |
| Deviock and Sheviock                   | 603          | 64.2  | Plymouth (all)                                       | 37.7 | Liskeard (all)              | 8.8   | Torpoint (all)   | 6.8  | Saltash (all)  | 5.6 |
| Rame Peninsula                         | 530          | 66.3  | Plymouth (all)                                       | 44.3 | Torpoint (all)              | 13.0  | Saltash (all)  | 5.9  | Milbrook   | 4.9 |
| <i>Newton and Noss</i>                 | 453          | 64.0  | Plymouth (all)                                       | 52.1 | Cornwood and<br>Sparkwell   | 6.4   | Yealmpton  | 4.9  | Erme Valley  | 3.3 |
| <i>Burrator</i>                        | 513          | 74.2  | Plymouth (all)                                       | 56.2 | Tavistock (all)             | 12.9  | Buckland Monachorum                                    | 11.3 | Bickleigh and Shaugh                                   | 3.9 |
| Callington                             | 1069         | 51.3  | Plymouth (all)                                       | 31.1 | Saltash (all)               | 6.9   | Launceston   | 6.3  | Calstock   | 5.8 |
| Calstock                               | 1705         | 65.2  | Plymouth (all)                                       | 33.5 | Tavistock (all)             | 14.7  | Saltash (all)  | 4.0  | Liskeard (all)   | 2.4 |
| <b>Duloe, Lansallos and<br/>Pelynt</b> | 772          | 45.0  | Looe and St<br>Martin                                | 19.7 | Plymouth (all)              | 14.6  | Liskeard (all)   | 14.5 | Bodmin St Petroc<br>= Callington<br>= Bodmin St Petroc | 4.4 |
| Liskeard (all)                         | 1839         | 50.4  | Plymouth (all)                                       | 22.9 | Dobwalls and District       | 13.1  | Menheniot and St Ive<br>Duloe, Lansallos and<br>Pelynt | 7.9  | Dobwalls and District                                  | 4.5 |
| <b>Looe and St Martin</b>              | 933          | 41.0  | Plymouth (all)                                       | 23.8 | Liskeard (all)              | 15.1  | Liskeard (all)   | 10.6 | Dobwalls and District                                  | 7.3 |
| <i>Saltash (all)</i>                   | 4582         | 63.8  | Plymouth (all)                                       | 65.3 | Landrake and St<br>Dominick | 3.2   | Cornwood and Sparkwell                                 | 2.5  | Liskeard (total)                                       | 2.5 |
| <i>Torpoint (all)</i>                  | 2318         | 54.9  | Plymouth (all)                                       | 61.8 | Rame Peninsula              | 3     | Saltash (all)  | 2.9  | Liskeard   | 1.8 |
| Charterlands                           | 460          | 54.6  | Plymouth (all)                                       | 27.2 | Kingsbridge North           | 11.7  | Erme Valley  | 6.7  | Salcombe and Malborough                                | 4.8 |
| Cornwood and Sparkwell                 | 733          | 64.6  | Plymouth (all)                                       | 57   | Erme Valley                 | 12.4  | Ivybridge (all)  | 24.1 | Bickleigh and Shaugh                                   | 3.4 |
| <b>Plymouth (all)</b>                  | 18216        | 17.1  | Cornwood and<br>Sparkwell                            | 19.2 | Bickleigh and Shaugh        | 11.8  | Erme Valley  | 6.6  | Saltash (all)  | 4.7 |
| Erme Valley                            | 1259         | 57.4  | Plymouth (all)                                       | 46   | Ivybridge (all)             | 11    | Cornwood and Sparkwell                                 | 4.1  | Kingsbridge  | 3   |
| <i>Ivybridge (all)</i>                 | 4386         | 70.4  | Plymouth (all)                                       | 50.8 | Erme Valley                 | 12.24 | Cornwood and Sparkwell                                 | 7.1  | Totnes (all)   | 2.3 |
| <b>Kingsbrige (all)</b>                | 797          | 45.8  | Westville and  | 20.1 | Plymouth (all)              | 13.3  | Salcombe and   | 10.7 | Thurleston   | 7.8 |

|                                |      |      | Alvington         |      |                 |      | Malborough       |     |                         |     |
|--------------------------------|------|------|-------------------|------|-----------------|------|------------------|-----|-------------------------|-----|
| <b>Salcombe and Malborough</b> | 468  | 35   | Kingsbridge (all) | 28.4 | Plymouth (all)  | 11.8 | Thurlestone      | 7.7 | Westville and Alvington | 7.3 |
| South Brent                    | 807  | 70.2 | Plymouth (all)    | 26.1 | Totnes (all)    | 13.3 | Erme Valley      | 7.7 | Ivybridge (all)         | 6.4 |
| Totnes (all)                   | 2297 | 67.6 | Dartington        | 8.9  | Plymouth (all)  | 7    | Blatchcombe      | 4.2 | Eastmoor                | 2.6 |
| <i>Yealmpton</i>               | 637  | 70   | Plymouth (all)    | 62.2 | Erme Valley     | 5.3  | Ivybridge (all)  | 4.2 | Cornwood and Sparkwell  | 3.3 |
| Bere Ferrers                   | 992  | 70.6 | Plymouth (all)    | 36.6 | Tavistock (all) | 24.7 | Tamarside        | 2.5 | Buckland Monachorum     | 2.4 |
| <b>Tavistock (all)</b>         | 2240 | 45.9 | Plymouth (all)    | 44.0 | Lydford         | 4.0  | Oakhampton (all) | 3.6 | Tamarside               | 3.3 |

**Table 4.2: Distance travelled to work as a percentage based on people aged 16-74 in employment**

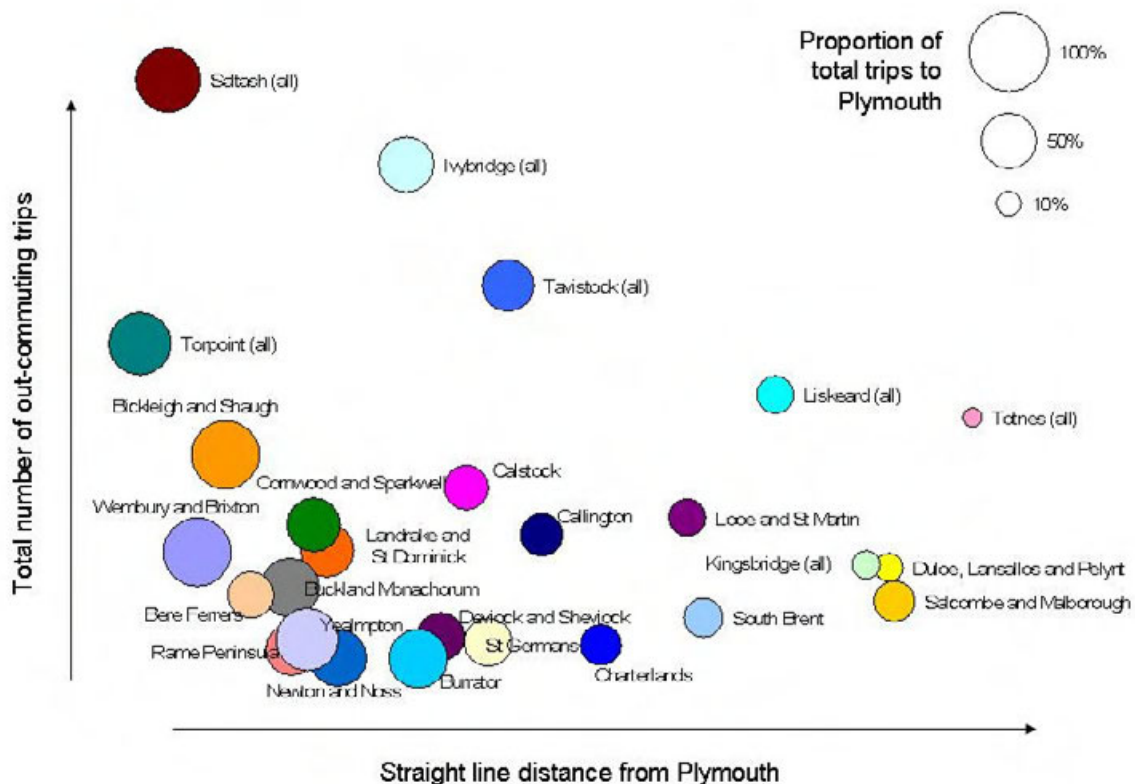
| <b>Ward name</b>               | <b>Less than 2km (%)</b> | <b>2km to less than 5km (%)</b> | <b>5km to less than 10km (%)</b> | <b>10km to less than 20km (%)</b> |
|--------------------------------|--------------------------|---------------------------------|----------------------------------|-----------------------------------|
| Bickleigh and Shaugh           | 19.24                    | 15.90                           | 39.58                            | 9.91                              |
| Charterlands                   | 13.95                    | 6.88                            | 5.70                             | 8.06                              |
| <i>Cornwood and Sparkwell</i>  | 11.74                    | 11.06                           | 40.07                            | 22.60                             |
| <i>Erme Valley</i>             | 13.15                    | 14.45                           | 17.45                            | 28.42                             |
| <b>Ivybridge (all)</b>         | 39.24                    | 5.13                            | 9.19                             | 16.01                             |
| <b>Kingsbridge (all)</b>       | 38.49                    | 8.85                            | 18.40                            | 8.66                              |
| Newton and Noss                | 14.01                    | 6.04                            | 14.73                            | 14.49                             |
| <b>Salcombe and Malborough</b> | 30.78                    | 9.53                            | 15.80                            | 3.34                              |
| South Brent                    | 29.62                    | 4.23                            | 11.15                            | 8.46                              |
| <i>Totnes</i>                  | 26.27                    | 7.03                            | 20.83                            | 25.50                             |
| Wembury and Brixton            | 16.60                    | 16.70                           | 17.21                            | 7.99                              |
| Yealmpton                      | 18.69                    | 7.19                            | 19.51                            | 11.91                             |
| Callington                     | 27.12                    | 10.66                           | 15.49                            | 26.24                             |
| Calstock                       | 21.03                    | 9.31                            | 9.31                             | 8.35                              |
| Deviock and Sheviock           | 18.55                    | 7.04                            | 11.94                            | 9.59                              |
| <i>Dobwalls and District</i>   | 10.81                    | 13.81                           | 21.06                            | 20.75                             |
| Duloe, Lansallos and Pelynt    | 23.27                    | 12.84                           | 8.75                             | 7.54                              |
| Landrake and St Dominick       | 11.20                    | 12.14                           | 19.04                            | 13.35                             |
| <b>Liskeard (all)</b>          | 30.84                    | 14.27                           | 11.68                            | 18.17                             |
| <b>Looe and St Martin</b>      | 42.79                    | 5.49                            | 8.50                             | 8.83                              |
| Menheniot and St Ive           | 19.65                    | 12.06                           | 14.78                            | 9.25                              |
| <b>Millbrook</b>               | 33.90                    | 13.56                           | 4.52                             | 4.52                              |
| <b>Rame Peninsula</b>          | 23.53                    | 24.29                           | 6.26                             | 5.31                              |
| St Germans                     | 11.83                    | 9.86                            | 19.72                            | 14.79                             |
| <b>Saltash (all)</b>           | 35.03                    | 11.08                           | 16.78                            | 12.43                             |
| <b>Torpoint (all)</b>          | 42.11                    | 10.78                           | 16.61                            | 5.48                              |
| <b>Plymouth (all)</b>          | 22.00                    | 29.47                           | 23.23                            | 7.65                              |
| Bere Ferrers                   | 25.84                    | 7.61                            | 10.97                            | 8.32                              |
| Buckland Monachorum            | 19.98                    | 13.43                           | 22.82                            | 12.66                             |
| Burrator                       | 14.04                    | 8.42                            | 11.58                            | 10.18                             |

|                        |       |       |       |       |
|------------------------|-------|-------|-------|-------|
| Tamarside              | 11.07 | 15.29 | 18.63 | 8.44  |
| <b>Tavistock (all)</b> | 37.96 | 6.49  | 20.88 | 11.26 |
| Walkham                | 19.21 | 6.28  | 13.29 | 5.03  |

4.12 Figure 4.1 shows the trips into Plymouth for work from nearby wards. The size of the bubble indicates the proportion of the commuters from each area that travel to Plymouth. The y axis show the total number of commuters and x-axis the distance from Plymouth (as the crow flies). The figure gives a broad impression of the characteristics of commuting. Nearby wards have more people commuting to Plymouth than those further away. Largest numbers of commuters come from the nearby settlements of Torpoint and Saltash, where the majority commute into Plymouth for work. There are also relatively high levels of commuters from the settlements of Ivybridge and Tavistock.

4.13 Figure 4.2 is a map showing in-commuting to Plymouth from the wards around the city. This clearly shows the greatest numbers are coming from nearby wards, as may be expected.

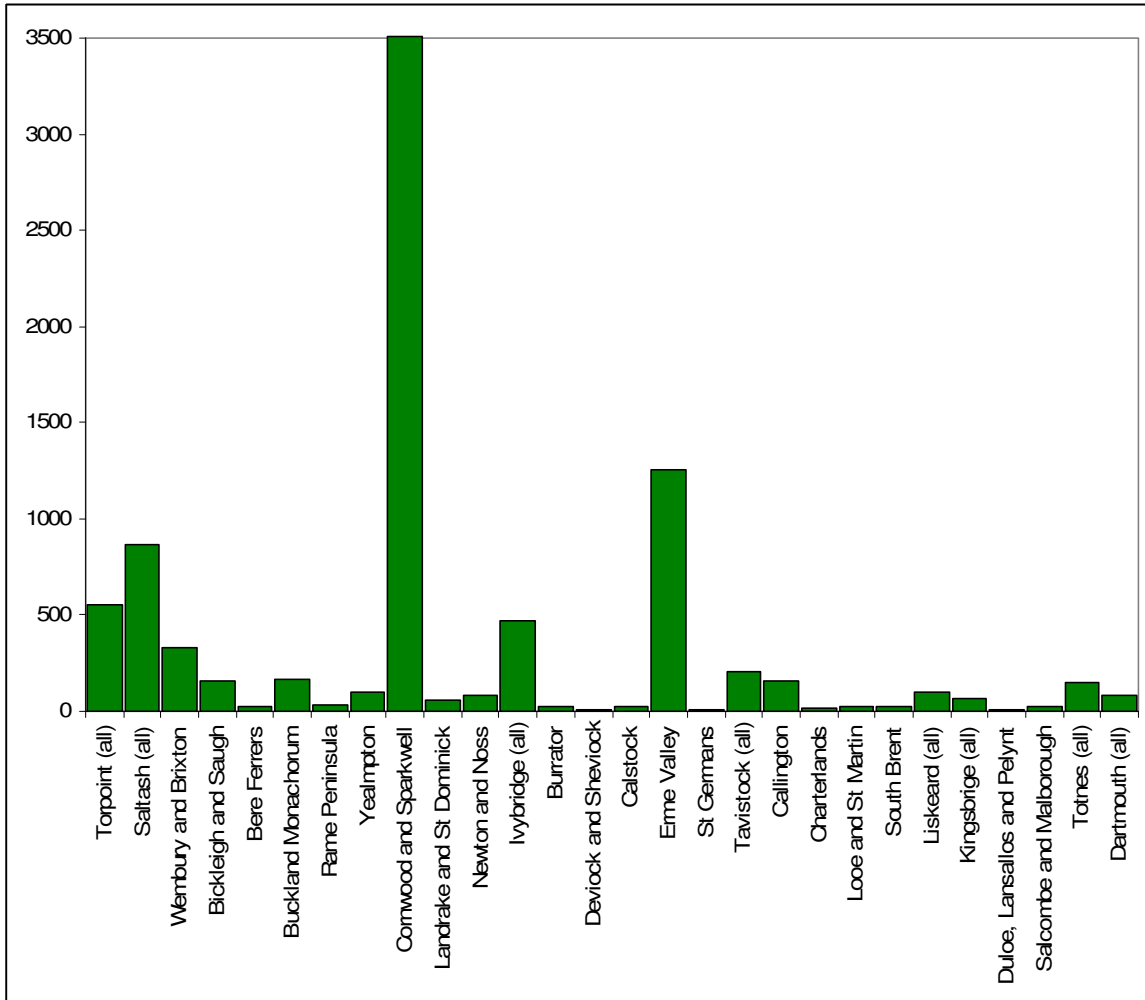
**Figure 4.1: In-commuting to Plymouth**



4.14 Figure 4.3 shows the commuting out of Plymouth. The data shows that the greatest out-commuting for work to nearby wards is to Cornwood and Sparkwell that lies on the border of the local authority area of Plymouth, but contains parts of the urban fringe of the city. The Erme Valley ward does not directly border Plymouth, but it does contain

employment areas on the periphery of Ivybridge, and has good road links to the city. Figure 4.2 shows the commuting from Plymouth to other wards. The map gives an indication on how many people travel from each ward, and the distance people travel.

**Figure 4.3: Commuting out of Plymouth**



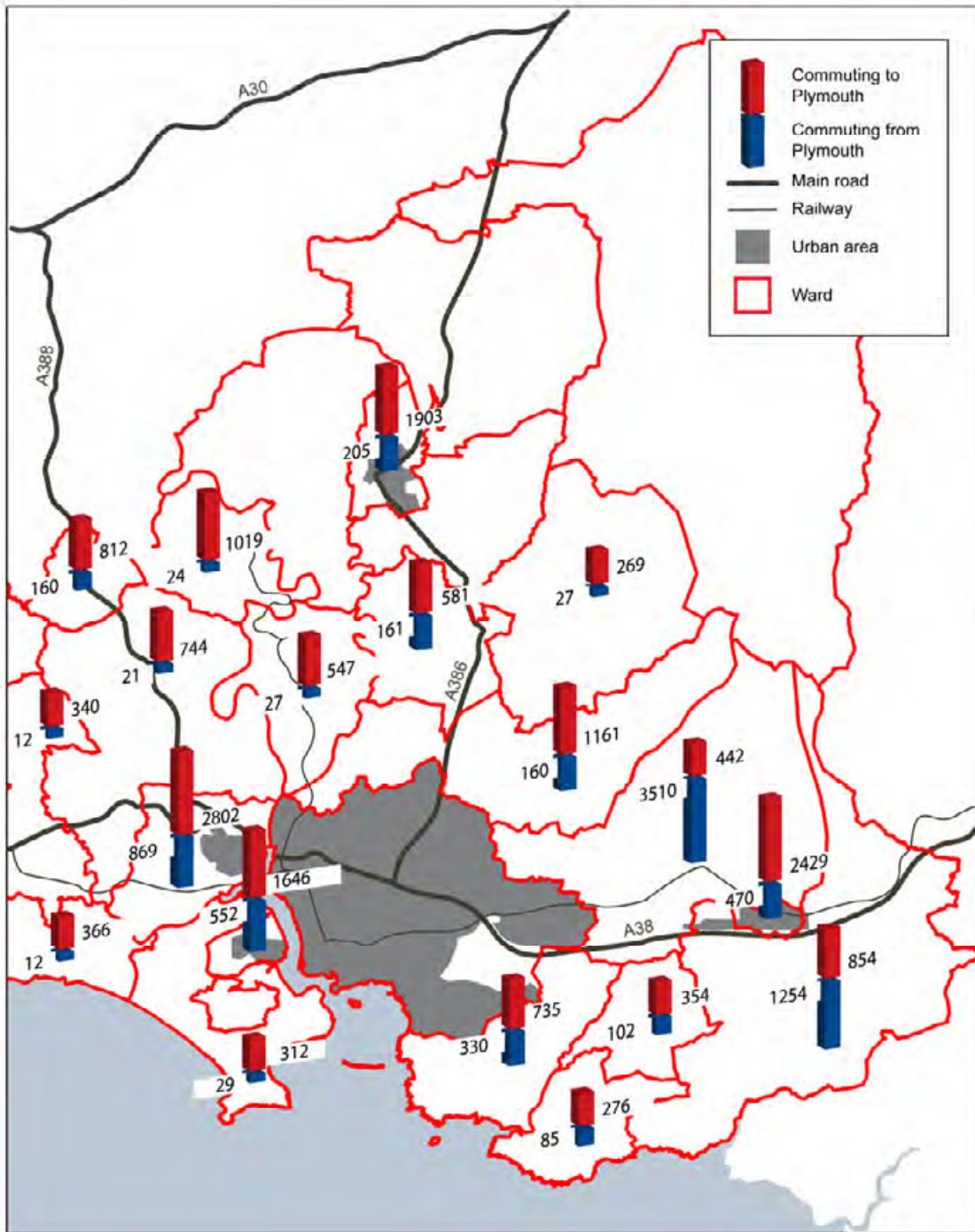


Figure 4.2 - Plymouth travel to work map

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## Plymouth's peripheral neighbourhoods

- 4.15 Travel to work patterns can also help identify the relationship of people in the peripheral wards of Plymouth to the surrounding South Hams, Cornwall and West Devon wards.
- 4.16 The peripheral wards of Plymouth, not counting those on the estuaries, are:
- **Moor Valley**, containing the neighbourhoods of Derriford, Crown Hill (part), Glenholt, Estover and Leigham and Mainstone
  - **Southway**, containing the neighbourhoods of Widewell, Southway, Tamerton Foliot
  - **Plympton St Mary**, containing the neighbourhoods of Woodford and Colebrook
  - **Plympton Chaddlewood**, containing the neighbourhood Chaddlewood
  - **Plympton Erle**: containing the neighbourhood of Yealmpstone and Plympton St Maurice
  - **Plymstock Dunstone**, contain the neighbourhoods of Elburton and Dunstone and Goosewell.
- 4.17 Table 4.3 shows for these wards the top four destinations for work outside the Plymouth local authority boundary as a proportion of the total trips.

**Table 4.3: Top four destinations of work out-commuting trips to non-Plymouth wards from peripheral Plymouth wards as a percentage of total trips out (Census 2001)**

| Moor View              |     | Southway               |     | Plympton St Mary       |     | Plympton Chaddlewood   |     | Plympton Erle          |     | Plymstock Dunstone     |     |
|------------------------|-----|------------------------|-----|------------------------|-----|------------------------|-----|------------------------|-----|------------------------|-----|
| Bickleigh and Shaugh   | 3.3 | Bickleigh and Shaugh   | 5.8 | Cornwood and Sparkwell | 6.6 | Cornwood and Sparkwell | 9.3 | Cornwood and Sparkwell | 7.7 | Cornwood and Sparkwell | 3.9 |
| Cornwood and Sparkwell | 3.2 | Cornwood and Sparkwell | 3.5 | Bickleigh and Shaugh   | 2.8 | Erme Valley            | 4.2 | Erme Valley            | 3.5 | Wembury and Brixton    | 2.0 |
| Erme Valley            | 1.2 | Erme Valley            | 1.1 | Erme Valley            | 2.6 | Bickleigh and Shaugh   | 3.1 | Bickleigh and Shaugh   | 2.3 | Bickleigh and Shaugh   | 1.8 |
| Saltash Burrator       | 0.4 | Saltash Burrator       | 0.9 | Ivybridge Central      | 0.6 | Ivybridge Central      | 1.1 | Ivybridge Central      | 1.1 | Erme Valley            | 1.5 |

- 4.18 Table 4.3 shows that very few trips are made out of the Plymouth wards to peripheral wards within adjacent local authority areas. For example, from Southway ward the majority of trips out of the ward are to Moor View, accounting for 21% of the total. The exception is Plympton Chaddlewell where the trip destination is quite evenly spread, meaning that Cornwood and Sparkwell is the second most popular destination.
- 4.19 The data shown in table 4.3 gives the four most popular destinations from each ward, and this results in only five different destination wards in total. Cornwood and Sparkwell is by far the most popular destination for out of Plymouth commuting, followed by Bickleigh and Shaugh and Erme Valley. Figures show the total number of trips from these six wards as:

- Cornwood and Sparkwell: 1464 out-commuting trips
- Bickleigh and Shaugh: 852 out-commuting trips
- Erme Valley: 591 out-commuting trips
- Wembury and Brixton: 154 out-commuting trips
- Ivybridge Central: 138 out-commuting trips
- Saltash Burrator: 122 out-commuting trips.

4.20 The figures show that there is only a relatively weak relationship between the peripheral wards of the Plymouth local authority area and surrounding towns/villages and rural hinterland within adjacent local authority areas. The majority of the workforce work within the Plymouth wards, as may be expected due to job density in these areas. Furthermore, no nearby towns has a strong pull on these Plymouth residents for work, although some do choose to work in Saltash and Ivybridge.

4.21 The relatively high level of Plymouth residents working in Cornwood and Sparkwell also reflects the relatively high level of jobs in this area. However, it is noted that due to the job type in this ward there may be a decline in available jobs in this area in the future.

## 5 Identifying Retail and Community Service Centres

- 5.1 The third theme is the identification of the important retail and community service centres in the settlements/areas. In addition to employment, settlements provide additional retail or community service functions. The level of facilities has a strong bearing on the role and function of a town and therefore its settlement classification.
- 5.2 This section looks at the retail and community function of main settlements and areas. The section addresses:
- the shopping role of settlements
  - the chosen destinations for shopping and leisure
  - the availability of local services adjacent to Plymouth
  - the effect of a reducing household size and total population
- 5.3 This section of the report focuses on a narrower area around Plymouth to identify its direct zone of influence. According to the CACI Retail Rankings 2009 (top 50) there are few centres nearby that would provide major competition to the comparison retail role of Plymouth centre. The CACI ranks for the nearest centres are:
- 9 – Bristol (£1,304 million) 120 miles
  - 25 – Plymouth (£774 million)
  - 32 – Exeter (£676 million) 45 miles
  - 37 – Cribbs Causeway (comparison expenditure £635 million) 120 miles
  - 43 – Bath (comparison expenditure £560 million) 140 miles.
- 5.4 In 2006 a study was published by Plymouth City Council on the shopping habits of people in and around Plymouth. The study was prepared by Cushman & Wakefield consultants, titled 'Plymouth Shopping Study on behalf of Plymouth City Council' (August 2006).
- 5.5 The study was based on a shopper survey (2000 respondents) over a study catchment area previously defined in similar work in 1999 and 2000. However, the results of the survey are a snapshot of the situation in 2006, and this is prior to the new Drake Circus (60,000 square meters) shopping centre opening in the centre of Plymouth. The impact of the new shopping centre on the 2006 trends has yet to be assessed.
- 5.6 The study identifies that the nearest competing centres to Plymouth are Bodmin and Tavistock, which cannot compete on the range and scale of facilities in the City Centre. The study states that beyond the Plymouth catchment area there is little competition to the west 'except perhaps Truro'. However, east Exeter is only around 45 miles away, or under one hour's drive. Torquay and Paignton may also provide competition to the east. In 2006 Exeter was ranked 3<sup>rd</sup> in the south west region, while Plymouth was 6<sup>th</sup> (prior to Drake's Circus, Plymouth and Princesshay, Exeter).

5.7 Shoppers were interviewed by telephone in the catchment area shown in the Map 5.1 for the Cushman & Wakefield study. This report only looks at data from Plymouth and the urban fringe zones. This includes:

- Zone 6, Plymouth north and urban fringe along the estuary includes St Budeaux, Tamerton Foliot, Honicknowle, Whitley
- Zone 10 Plymouth north, northwest and urban fringe includes Egguckland, Estover, Southway, Woolwell, Roborough, Bickleigh,
- Zone 11 west and north west of Plymouth mainly rural area includes Plympton, Woodford, Chaddlewood, Sparkwell, Hemerdon, Shaugh Prior
- Zone 12 southern side of the Plym estuary includes Plymstock, Wembury, Heybrook Bay, Staddiscombe
- Zone 13 in Cornwall includes Millbrook, Torpoint, Saltash, Landrake
- Zone 19 Ivybridge, Modbury and large rural hinterland
- Zone 29 rural area around the River Yealm estuary includes Yealmpton and Newton Ferrers.

5.8 The data does not show where in Plymouth people shopped, with respondents only asked to identify the City, town or village where they shop (non-food).

5.9 The questions asked of shoppers included:

- where they did their main and top-up food and grocery shopping
- where they did their main non-food shop
- where they eat out.

5.10 Residents were asked where they did their main food shop and responses are shown in table 5.1. For this question specific supermarkets were identified as for the majority of people this is where they carry out their main food shopping, rather than from local stores or independent shops.

**Table 5.1: Responses to question:**

***In which store/centre do you buy your household's food and grocery shopping?*** (showing the zone in which each store falls or where it is a central Plymouth Zone)

|   | Zone 6 (%) | Zone 10 (%) | Zone 11 (%) | Zone 12 (%) | Zone 13 (%) | Zone 19 (%) | Zone 29 (%) |
|---|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <i>total respondents</i>                            | 103        | 136         | 109         | 93          | 120         | 67          | 52          |
| Aldi, Plymouth                                      | 1.0        | 0.7         | 0.0         | 1.1         | 1.7         | 0.0         | 1.9         |
| Asda, Estover* (Zone 10)                            | 4.9        | 26.5        | 4.6         | 3.2         | 2.5         | 1.5         | 0.0         |
| Morrisons, Liskeard (Zone 13)                       | 0.0        | 0.0         | 0.0         | 0.0         | 12.5        | 0.0         | 0.0         |
| Morrisons, Plymouth, Outland Road* (central zone)   | 5.8        | 2.2         | 0.9         | 3.2         | 2.5         | 0.0         | 3.8         |
| Morrisons, Plymstock* (Zone 12)                     | 0.0        | 1.5         | 1.8         | 46.2        | 0.8         | 0.0         | 23.1        |
| Sainsburys, Plymouth, Armada Centre* (central zone) | 3.9        | 1.5         | 4.6         | 0.0         | 1.7         | 0.0         | 3.8         |

|   |      |      |      |      |      |      |      |
|---|------|------|------|------|------|------|------|
| Sainsburys, Plymouth, Marsh Mills* (Zone 11 border) | 5.8  | 10.3 | 21.1 | 11.8 | 9.2  | 1.5  | 19.2 |
| Somerfield, Pymstock, Broadway* (Zone 12)           | 0.0  | 0.0  | 0.9  | 17.2 | 0.8  | 0.0  | 3.8  |
| Somerfield, Ivybridge (Zone 19)                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 6.0  | 0.0  |
| Tesco Extra, Lee Mill, Ivy Bridge* (Zone 19)        | 3.9  | 2.2  | 42.2 | 9.7  | 5.8  | 74.6 | 30.8 |
| Tesco, Honicknowle, Transit Way* (Zone 6)           | 54.4 | 4.4  | 0.0  | 0.0  | 10.0 | 0.0  | 0.0  |
| Tesco, Roborough* (Zone 10)                         | 11.7 | 36.0 | 0.0  | 0.0  | 0.0  | 0.0  | 3.8  |
| Local stores  | 0.0  | 0.0  | 0.0  | 0.0  | 7.5  | 6.0  | 1.9  |

\* store identified as a 'main foodstore' in the 2006 shopping study

- 5.11 Table 5.1 shows that, perhaps unsurprisingly, the most popular store is the large Tesco superstore at Lee Mill. Residents from the western and south western Plymouth fringe particularly favour this store, almost three quarters of the zone including Ivybridge shop here. Some stores appear to have a more local catchment, such as the Tesco, Honicknowle with residents of the north Plymouth fringes favouring this store but few others preferring this shop.
- 5.12 It should be remembered that this was the situation in 2006 and since that time new store openings may have changed patterns slightly. For instance a new Waitrose in Saltash.
- 5.13 For food shopping it may be the size of the store and ease of road access that is the main determinant of where people choose to shop.
- 5.14 Shoppers were also asked where they go for top-up shopping in addition to their main grocery shop.

**Table 5.2: Responses to question:**

***In addition to your main food and grocery shopping, do you normally do any 'top-up' shopping for food and groceries?***

|   | Zone 6 (%) | Zone 10 (%) | Zone 11 (%) | Zone 12 (%) | Zone 13 (%) | Zone 19 (%) | Zone 29 (%) |
|---|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <i>total respondents</i>                          | 103        | 136         | 109         | 93          | 120         | 67          | 52          |
| Asda, Estover (Zone 10)                           | 4.9        | 10.3        | 1.8         | 0           | 0           | 0           | 0           |
| Sainsburys, Plymouth, Marsh Mill (Zone 11 border) | 2.9        | 10.3        | 8.3         | 4.3         | 0.8         | 0           | 0           |
| Somerfield, Ivybridge (Zone 19)                   | 0          | 0           | 0           | 0           | 17.5        | 0           | 0           |
| Somerfield, Plymstock, Broadway (Zone 12)         | 0          | 0           | 0.9         | 18.3        | 0           | 0           | 7.7         |
| Tesco, Honicknowle, Transit Way (Zone 6)          | 16.5       | 2.9         | 0           | 0           | 4.2         | 0           | 0           |
| Tesco Extra, Lee Mil (Zone 19)                    | 0          | 0           | 8.3         | 1.1         | 0           | 22.4        | 0           |
| Tesco, Roborough (Zone 10)                        | 3.9        | 14.0        | 0.9         | 0           | 0           | 0           | 0           |
| Local store shopping                              | 1.9        | 0.7         | 14.7        | 9.7         | 12.5        | 32.8        | 53.8        |

- 5.15 This table shows that top-up shopping is often done in local stores with residents of more outlying zones often shopping in their local centres. For example 10% of people in Zone 11 use Plympton local shops and 13% of Zone 19 residents use Ivybridge local shops.
- 5.16 In addition to food and grocery shopping residents were also asked about their other shopping habits and where about they shopped for non-food items. In this part of the survey only the City, town or village was required, therefore it is not possible to tell which part of Plymouth people shopped at.

**Table 5.3: Responses to the question:  
At which centre do you do most of your non-food shopping?**

|                          | Zone 6 (%) | Zone 10 (%) | Zone 11 (%) | Zone 12 (%) | Zone 13 (%) | Zone 19 (%) | Zone 29 (%) |
|--------------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <i>total respondents</i> | 103        | 136         | 109         | 93          | 120         | 67          | 52          |
| Plymouth                 | 89.3       | 91.9        | 81.7        | 91.4        | 66.7        | 67.2        | 84.6        |
| Ivybridge                | 0.0        | 0.0         | 0.0         | 0.0         | 0.0         | 17.9        | 1.9         |
| Liskeard                 | 0.0        | 0.0         | 0.0         | 0.0         | 6.7         | 0.0         | 0.0         |
| Plympton                 | 1.9        | 0.0         | 9.2         | 0.0         | 0.0         | 0.0         | 0.0         |
| Exeter                   | 1.0        | 1.5         | 1.8         | 0.0         | 0.8         | 3.0         | 7.7         |
| Totnes                   | 0.0        | 0.0         | 0.0         | 0.0         | 0.0         | 6.0         | 3.8         |
| Saltash                  | 0          | 0           | 0           | 0           | 9.2         | 0           | 0           |

- 5.17 The response in table 5.3 clearly demonstrates that Plymouth is a strong draw for people who live in the wider Plymouth area. For all zones Plymouth is the most popular choice of destination for non-food shopping. The only other large centre that competes with Plymouth is Exeter and table 5.3 shows that mainly it is residents living to the east of Plymouth who prefer Exeter, and even then it is only a relatively small proportion. The lowest proportion of shoppers choose Plymouth when they live over the Tamar, with access to the City likely to be a constraint. Therefore, some residents living in Millbrook, Torpoint, Saltash and Landrake prefer to shop in Liskeard or Saltash but again this is only a small proportion of total respondents, a few also prefer to visit Truro.
- 5.18 Not surprisingly some residents of Zone 19 Ivybridge choose Ivybridge as their preferred location for non-food shopping. This zone has the second lowest amount of people travelling to Plymouth for non-food shopping, with people also choosing to shop in Totnes and Exeter.
- 5.19 The survey also asked people where they travelled for leisure and sport. Table 5.4 shows the results when asked where people choose to eat out. Plymouth is evidently the most popular choice for most residents. The exception is Zone 19 where residents favour eating out within Ivybridge and the rural hinterland. A high proportion of residents from south east Cornwall also choose to eat in south east Cornwall, spread between Saltash, Torpoint, Liskeard and "Cornwall". Plympton also attracts quite a high proportion of local diners at 12.8% of Zone 11 residents.
- 5.20 The further a zone is away from central Plymouth, the lower the proportion eating in the city, with the exception of the very rural Zone 29, possibly indicating the lack of local eating places.

**Table 5.4: Responses to the question:  
Where do you go for eating out?**

|                          | Zone 6 (%) | Zone 10 (%) | Zone 11 (%) | Zone 12 (%) | Zone 13 (%) | Zone 19 (%) | Zone 29 (%) |
|--------------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <i>total respondents</i> | 103        | 136         | 109         | 93          | 120         | 67          | 52          |
| Plymouth                 | 70.9       | 66.9        | 49.5        | 68.8        | 37.5        | 31.3        | 73.1        |
| Ivybridge                | 0.0        | 0.0         | 0.0         | 0.0         | 0.0         | 41.8        | 0.0         |
| Plympton                 | 0.0        | 0.0         | 12.8        | 2.2         | 0.0         | 0.0         | 0.0         |
| Exeter                   | 0.0        | 0.7         | 0.0         | 2.2         | 0.8         | 1.5         | 0.0         |
| Tavistock                | 2.9        | 2.9         | 0.9         | 1.1         | 2.5         | 0.0         | 0.0         |
| Saltash                  | 1.0        | 0.0         | 0.0         | 0.0         | 11.7        | 0.0         | 0.0         |
| Torpoint                 | 0.0        | 0.0         | 0.0         | 0.0         | 6.7         | 0.0         | 0.0         |
| Cornwall                 | 0.0        | 0.0         | 0.0         | 3.2         | 4.2         | 0.0         | 0.0         |
| Brixton                  | 0.0        | 0.0         | 1.8         | 2.2         | 0.8         | 0.0         | 0.0         |
| Wembury                  | 0.0        | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 5.8         |
| Holbeton                 | 0.0        | 0.0         | 0.0         | 1.1         | 0.8         | 0.0         | 3.8         |
| Liskeard                 | 0.0        | 0.0         | 0.0         | 0.0         | 5.0         | 0.0         | 0.0         |
| Local Area               | 0.0        | 0.0         | 0.9         | 1.1         | 5.0         | 0.0         | 0.0         |

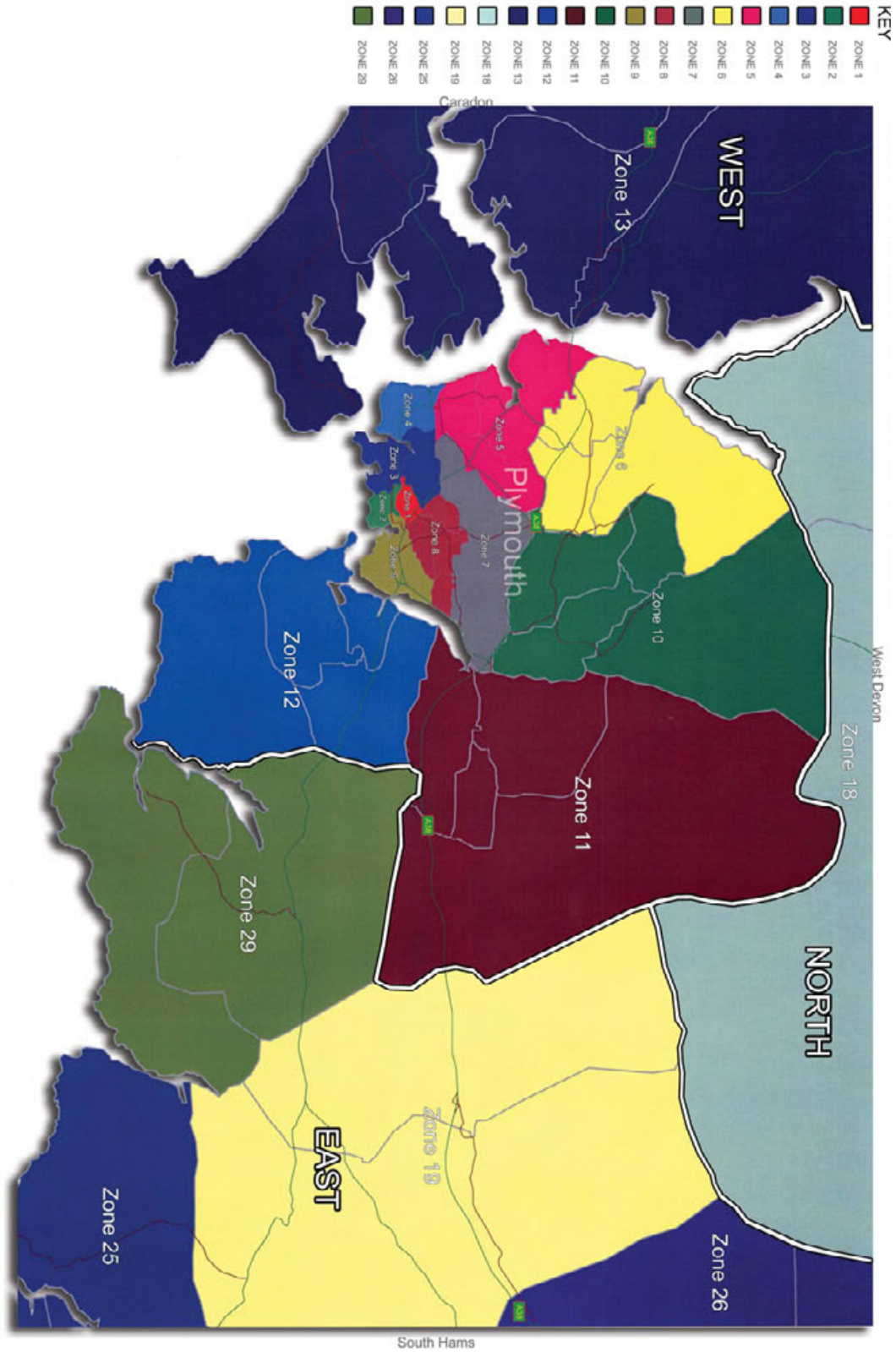
5.21 The shoppers survey asked people which indoor sports centre they used (if they did sport). Table 5.5 shows that only a small proportion of all respondents actually used any indoor facilities. Again, Plymouth is the preferred choice, with 100% of respondents from the more urban zone 6 using facilities in this location. For zones further from central Plymouth such as 13 and 19 Plymouth is less popular. The Cornwall residents in Zone 13 favour facilities in Cornwall, primarily Torpoint but also Saltash and Liskeard. Despite Zone 29 being quite distant from central Plymouth, the City is the most popular choice for indoor sport.

**Table 5.5: Responses to the question:  
Where do you go for indoor sports?**

|  | Zone 6 (%) | Zone 10 (%) | Zone 11 (%) | Zone 12 (%) | Zone 13 (%) | Zone 19 (%) | Zone 29 (%) |
|--|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <i>total respondents who stated they use indoor sport facilities</i> | 8          | 15          | 16          | 12          | 21          | 14          | 6           |
| Plymouth   | 100.0      | 86.7        | 62.5        | 91.7        | 19.0        | 7.1         | 83.3        |
| Ivybridge  | 0.0        | 0.0         | 12.5        | 0.0         | 0.0         | 71.4        | 16.7        |
| Brixton  | 0.0        | 0.0         | 0.0         | 8.3         | 0.0         | 0.0         | 0.0         |
| Gunnislake   | 0.0        | 0.0         | 6.3         | 0.0         | 0.0         | 0.0         | 0.0         |
| Liskeard   | 0.0        | 0.0         | 0.0         | 0.0         | 14.3        | 0.0         | 0.0         |
| Saltash  | 0.0        | 0.0         | 0.0         | 0.0         | 14.3        | 0.0         | 0.0         |
| Torpoint   | 0.0        | 0.0         | 0.0         | 0.0         | 33.3        | 0.0         | 0.0         |

5.22 From the shoppers survey it is evident that Plymouth has a strong influence over a wide hinterland. In the majority of zones the largest proportion of residents stated they visit Plymouth for non-food shopping, eating out and to visit leisure facilities. Other towns and villages that are also important service centres serving locally generated needs appear to be Saltash and Liskeard for residents in Cornwall, Ivybridge for residents of this area and similarly Plympton for residents of its local area.

**Map 5.1: Shopping zones from the Plymouth Shopping study on behalf of Plymouth City Council' (August 2006)**



- 5.23 For food and grocery shopping the majority of residents choose to visit the nearest large supermarket. Table 5.1 clearly shows people predominantly do this type of shopping in the zone where they live or if this is not the case choose to shop in central Plymouth. However, residents from all zones visit the Tesco Extra located on the eastern edge of Ivybridge in Lee Mill.
- 5.24 A similar shopping survey was undertaken in 2005 for West Devon District, again this was prior to the economic downturn. This study is the West Devon Retail Study (Roger Tym & Partners, November 2005). This also identifies the very strong influence of Plymouth for comparison goods shopping. The study used different zones than those in the Plymouth survey. For West Devon zones were rough distance bands from central West Devon. However, the survey found that 34% of respondents shopped in Plymouth for convenience goods, and a further 28% choosing Exeter. It was found in the three zones nearest Tavistock the influence of Plymouth is slightly less than those further away.
- 5.25 South Hams District Council completed a Retail Study in 2006 as part of their LDF evidence base. The purpose of this paper was to provide a basis on which to plan for the future retail needs of the district. Unlike the Plymouth Shopper Survey it looked at retail floorspace and function of centres, rather than shopping catchments. It should be noted that this study occurred prior to the economic downturn, that will have altered the retail provision of the town. For instance for Totnes and Dartmouth all mention the presence of Woolworths stores, who went into administration in 2008.
- 5.26 The study identifies Totnes as the main retail centres of the district, with all identified centres shown below in order relative to floorspace size.
- Totnes – 212 units equalling 30,660m<sup>2</sup> containing a high proportion of convenience (31% of floorspace) and comparison (48% of floorspace) retail
  - Kingsbridge – 145 units equalling 21,000m<sup>2</sup> containing a high proportion of convenience (17% of floorspace) and comparison retail (47% of floorspace)
  - Dartmouth - 158 units equalling 16,820m<sup>2</sup> containing a high proportion of convenience (8% of floorspace) and comparison retail (56% of floorspace)
  - Ivybridge - 82 units equalling 10,590m<sup>2</sup> containing a high proportion of convenience (14% of floorspace) and comparison (46% of floorspace) retail
  - Salcombe – 78 units equalling 7,060m<sup>2</sup> containing a high proportion of convenience (8% of floorspace) and comparison retail (59% of floorspace)
  - Modbury – 35 units equalling 3,750m<sup>2</sup> containing a high proportion of convenience (25% of floorspace) and comparison retail (40% of floorspace).
- 5.27 The nearest town to Plymouth is Ivybridge, which despite having a larger population than Totnes, has a much smaller retail role. The reasons for this relate to the relatively recent growth of Ivybridge compared with the historic market town role of Totnes but the large Tesco superstore on the outskirts of Ivybridge (Lee Mill) and the influence of Plymouth centre, just over 10 miles from the town are also factors. As noted in the shoppers survey around 67% of people who live in the zone including Ivybridge and Modbury do non-food shopping in Plymouth, 18% in Totnes and only 6% in Ivybridge.

### Community services in smaller centres

- 5.28 The villages of South Hams have a limited range of services on offer to residents. These can help provide some self-containment for day-to-day trips. This type of trip includes getting to primary schools and local shops providing essential goods to residents.
- 5.29 Information compiled by South Hams District Council as part of evidence for their LDF shows the level of services in the smaller South Hams settlements, identified in Table 5.6. The information indicates that the smaller South Hams settlements have very limited range of services, with several having no shop or post office.

**Table 5.6: Community services in South Hams villages (data compiled by South Hams officers)**

| <b>Village</b>        | <b>Primary School</b> | <b>Shop(s) number</b>  | <b>Post Office</b> | <b>Village Hall and meeting place(s) number</b> | <b>Public House(s) number</b> | <b>Other Doctor, dentist, credit union, etc</b> |
|-----------------------|-----------------------|------------------------|--------------------|---|-------------------------------|---|
| <b>Brixton</b>        | 1                     | General store          | Sub PO             | Community Centre (linked to school)             | 1                             | 2 play areas                                    |
| <b>Cornworthy</b>     | -                     | -                      | -                  | Village Hall                                    | 1                             | less than daily                                 |
| <b>Down Thomas</b>    |                       | Village Shop           | PO                 | Jubilee Hall                                    | 1                             | play area                                       |
| <b>Ermington</b>      | 1                     | -                      | -                  | Village Hall                                    | 1                             | playing field<br>play area                      |
| <b>Heybrook Bay</b>   | -                     | -                      | -                  | -   | 1                             |   |
| <b>Holbeton</b>       | 1                     | Village Shop (in 1999) | PO                 | Village Hall                                    | 1                             | 2 playing fields<br>petrol station<br>play area |
| <b>Lee Mill</b>       | -                     | Tesco superstore       | PO                 | -   | 2                             | Play area<br>Petrol station                     |
| <b>Lee Moor</b>       | -                     | -                      | -                  | Public Hall                                     | -                             | Recreation ground<br>Play area                  |
| <b>Lutton</b>         | -                     | -                      | -                  | -   | 1                             | Play area                                       |
| <b>Newton Ferrers</b> | 1                     | Co-op                  | PO & Stores        | 3   | 1                             | Playing field                                   |

|                           |   |   |             |                       |   |   |
|---------------------------|---|---|-------------|-----------------------|---|---|
| <b>Noss Mayo</b>          | - | -   | -           | 4                     | 2 | Play area<br>Tennis court   |
| <b>Roborough</b>          | 1 | Yes (inc superstore on Plymouth boundary) | PO          | Community Centre hall | 1 | Play area<br>Playing field<br>Rugby ground<br>Medical centre<br>Nursery |
| <b>Shaugh Prior</b>       | 1 | -   | -           | Recreation hall       | 1 | -   |
| <b>Sparkwell/Hemerdon</b> | 1 | -   | -           | Parish Hall           | 1 | Playing field<br>Play area  |
| <b>Ugborough</b>          | 1 | [1]                                       | PO          | Village Hall          | 1 | Play area   |
| <b>Wembury</b>            | 1 | 2   | PO & Stores | Memorial Hall         | 1 | GP surgery<br>Recreation ground<br>Play area                            |
| <b>Wotter</b>             | - | -   | PO          | -                     | - | GP surgery<br>play area   |
| <b>Yealmpton</b>          | 1 | General store                             | Shop        | Hall and Parish Rooms | 2 | garage,<br>health centre,<br>play area,<br>sports pitches/pavilion      |

- 5.30 The wider Plymouth area also contains settlements that are part of West Devon Borough. As part of the evidence base for the West Devon LDF a study was completed looking at the roles of the smaller villages and their suitability for growth.
- 5.31 Of the settlements close to Plymouth only Bere Alston is identified as a 'local service centre'. The village has a range of services and facilities and rural hinterland, including Bere Ferrers. Bere Alston has a Post Office, GP surgery, local supermarket, fire station, pharmacy, primary school and pubs. The village is constrained by the AONB and therefore unlikely to be able to accommodate a large amount of growth.
- 5.32 West Devon Borough villages in the Plymouth area are noted as:
- Bere Ferrers: Small range of basic facilities, including pub, Post Office/Shop and social club.
  - Buckland Monachorum: Few local services including primary school, pub, village hall and play space. Supported by nearby service centres of Yelverton and Crapstone.

- Crapstone: Contains few services including a shop and post office, with additional services provided by links to Yelverton and Buckland Monachorum.

## 6 Sustainable Transport Opportunities

- 6.1 This part of the study looks at existing public transport routes and services and cycle opportunities to identify those areas that are relatively more accessible by non-car modes and therefore could support more sustainable growth.
- 6.2 Table 6.1 below shows that many of the main villages in catchment area of Plymouth have good public transport access to the city. Towns and villages along the A386 and A38 have the best services, linking the main towns of Tavistock and Ivybridge with Plymouth. There are also good links across the Tamar to Saltash and Torpoint.

**Table 6.1 Public transport access in the towns and villages around Plymouth**

| Ward                   | Town/Village        | Bus      | Nearest main destination | Train service | National cycle route |
|------------------------|---------------------|----------|--------------------------|---------------|----------------------|
| Bere Ferrers           | Bere Ferrers        | Limited  | Tavistock                | Yes           | No                   |
|                        | Bere Alston         | Regular  | Tavistock                | Yes           | No                   |
| Bickleigh and Shaugh   | Bickleigh           | Regular  | Plymouth                 | No            | Yes                  |
|                        | Lee Moor            | Regular  | Plymouth                 | No            | No                   |
|                        | <b>Roborough</b>    | Frequent | Plymouth                 | No            | No                   |
|                        | Shaugh Prior        | Regular  | Plymouth                 | No            | No                   |
|                        | Wotter              | Regular  | Plymouth                 | No            | No                   |
| Wembury and Brixton    | <b>Brixton</b>      | Frequent | Plymouth                 | No            | Yes                  |
|                        | Down Thomas         | Limited  | Plymouth                 | No            | No                   |
|                        | Heybrook Bay        | Limited  | Plymouth                 | No            | No                   |
|                        | Wembury             | Regular  | Plymouth                 | No            | No                   |
| Buckland Monachorum    | Buckland Monachorum | Regular  | Local                    | No            | Yes (nr)             |
|                        | Crapstone           | Regular  | Local                    | No            | No                   |
|                        | Milton Combe        | Regular  | Local                    | No            | No                   |
|                        | <b>Yelverton</b>    | Frequent | Tavistock/<br>Plymouth   | No            | Yes                  |
| Burrator               | Clearbrook          | None     | -                        | No            | Yes                  |
|                        | Dousland            | Regular  | Local                    | No            | No                   |
|                        | Walkhampton         | Regular  | Local                    | No            | No                   |
| Callington             | Callington          | Frequent | Liskeard                 | No            | No                   |
|                        | Kelly Bray          | Regular  | Tavistock                | No            | No                   |
| Calstock               | Calstock            | Regular  | Tavistock                | Yes           | No                   |
|                        | Gunnislake          | Regular  | Tavistock                | Yes           | No                   |
|                        | Harrowbarrow        | Regular  | Tavistock                | No            | No                   |
| Cornwood and Sparkwell | Cornwood            | Regular  | Plymouth                 | No            | No                   |
|                        | Hemerdon            | Regular  | Plymouth                 | No            | No                   |
|                        | Lutton              | Regular  | Plymouth                 | No            | No                   |
|                        | Lee Mill (village)  | Regular  | Plymouth<br>/Ivybridge   | No            | No                   |
| Devioc and Shevioc     | Sparkwell           | Regular  | Plymouth                 | No            | No                   |
|                        | Crafthole           | Limited  | Plymouth<br>and Looe     | No            | No                   |
|                        | Downderry           | Limited  | Plymouth                 | No            | No                   |

|                             |                           |                  |                                  |     |          |
|-----------------------------|---------------------------|------------------|----------------------------------|-----|----------|
|                             | Seaton                    | Limited          | and Looe<br>Plymouth<br>and Looe | No  | Proposed |
| Erme Valley                 | <b>Bittaford</b>          | Frequent         | Ivybridge<br>and<br>Plymouth     | No  | No       |
|                             | Ermington                 | Poor             | Ivybridge                        | No  | No       |
|                             | Lee Mill (ind.<br>Estate) | Regular          | Plymouth<br>/Ivybridge           | No  | Yes      |
|                             | Holberton                 | Limited          | Plymouth                         | No  | No       |
|                             | <b>Modbury</b>            | Frequent         | Plymouth /<br>Kingsbridge        | No  | No       |
|                             | Ugborough                 | Poor             | Ivybridge                        | No  | No       |
| Ivybridge                   | <b>Ivybridge</b>          | Frequent         | Plymouth /<br>Totnes             | Yes | Yes      |
| Landrake and St<br>Dominick | Pillaton                  | Community<br>bus | Saltash                          | No  | No       |
|                             | Hatt                      | Regular          | Saltash                          | No  | No       |
| Liskeard                    | <b>Liskeard</b>           | Frequent         | Looe                             | Yes | No       |
| Looe                        | Looe                      | Frequent         | Liskeard                         | Yes | Proposed |
| Millbrook                   | Millbrook                 | Regular          | Plymouth                         | No  | No       |
| Newton and Noss             | Newton<br>Ferrers         | Regular          | Plymouth                         | No  | No       |
|                             | Noss Mayo                 | Regular          | Plymouth                         | No  | No       |
| Rame Peninsula              | Cremyll                   | Regular          | Plymouth                         | No  | Proposed |
|                             | Cawsand                   | Regular          | Plymouth                         | No  | Proposed |
| Saltash                     | <b>Saltash</b>            | Frequent         | Plymouth                         | Yes | No       |
| St Germans                  | Quethiock                 | Limited          | Liskeard                         | No  | No       |
|                             | St Germans                | Regular          | Liskeard                         | Yes | No       |
|                             | Tideford                  | Frequent         | Liskeard                         | No  | No       |
|                             | Trerulefoot               | Frequent         | Liskeard                         | No  | No       |
| Tavistock                   | <b>Tavistock</b>          | Frequent         | Tavistock/<br>Plymouth           | No  | Yes      |
| Torpoint                    | <b>Torpoint</b>           | Frequent         | Plymouth                         | No  | No       |
| Yealmpton                   | <b>Yealmpton</b>          | Frequent         | Plymouth                         | No  | No       |

**Frequent:** Hourly or greater      **Regular:** Served by 5 or more services a day

**Limited:** 1-4 journeys a day      **Poor:** Less than daily

**Community bus:** Tavistock Community Bus (very limited)

### Bus services

- 6.3 Bus services represent the primary mode of public transport within the settlements around Plymouth. Current routes and timetables give an idea of accessibility, however it should be noted that bus routes and services are subject to change making access better or worse. Bus services are an indicator but not definitive of settlement function. However, the availability of higher frequency services is clearly linked to the role and function of settlements.
- 6.4 The settlements with the best and most frequent bus links to Plymouth or those on a train line shown in bold, these are likely to be the settlements where non-car travel access to Plymouth's jobs and services is an attractive alternative to car use. These settlements are:

- Roborough
- Brixton
- Yelverton
- Tavistock
- Modbury
- Bittaford
- Saltash
- Torpoint
- Yealmpton
- Ivybridge.

6.5 In addition to these listed settlements others have a regular bus service that connects to Plymouth, meaning non-car travel to Plymouth is a possibility.

#### **Rail services**

6.6 Several towns and villages in the catchment of Plymouth have rail stations, these give good access to the town centre, in addition to several other stations around the city. However, frequency of service is relevant as not all trains stop at every station. Settlements with stations linking to Plymouth are:

- Ivybridge
- Saltash
- St Germans
- Menheniot
- Liskeard
- Looe
- Bere Ferrers
- Bere Alston
- Calstock
- Gunnislake.

#### **Cycle routes**

6.7 A few settlements also have high quality Sustrans or designated cycle links to Plymouth, these are:

- Tavistock
- Ivybridge
- Lee Mill
- Bickleigh

- Clearbrook.

6.8 However, cycling medium to long distances for work is only ever likely to be an attractive option for a limited amount of commuters.

## 7 Planned growth

7.1 In addition to the Plymouth City area there are three other local authorities that cover the main catchment area of Plymouth. These are:

- South Hams District: this includes the towns of Ivybridge and Kingsbridge and peripheral rural settlements to Plymouth such as Brixton
- West Devon Borough: this includes the town of Tavistock and smaller rural settlements such as Bere Ferrers
- Cornwall: the former Caradon district includes the settlements of Saltash and Torpoint as well as Liskeard.

7.2 For South Hams and West Devon, plans are well underway setting the pattern of future growth through the development of core strategies and site allocations DPDs.

### **South Hams**

7.3 The main centres in South Hams District that are within the catchment of Plymouth are Ivybridge and Kingsbridge. Site Allocation DPDs for these towns are in preparation. These follow an adopted Core Strategy (December 2006).

7.4 Development in Ivybridge is currently proposed on the eastern side of the town, in the opposite direction from Plymouth and the industrial estate. However, there will be additional development in the centre of the town. The DPD makes provision for about 425 new homes, with 100 to be delivered by 2016. There will also 10ha of additional employment land, half to be delivered before 2016 and half after, also to the east of the town away from the existing industrial estate.

7.5 Kingsbridge will also be a focus of development in South Hams District, with about 500 new homes planned, with around 200 to be delivered before 2016.

7.6 There is also a DPD addressing development in the rural areas. It identifies four local service centres, the closest to Plymouth are:

- Modbury
- Salcombe
- Yealmpton

7.7 There are also villages identified, those being in closest proximity to Plymouth area:

- Brixton
- Ermington
- Holbeton
- Thurlestone
- Ugborough
- Wembury.

- 7.8 The local service centres have land allocated to accommodate around 100 new homes each (80 in Modbury), half to be delivered before 2016 and half after. Employment land allocations of around 1ha are also made in each local service centre.
- 7.9 Villages have allocations of less than 50 dwellings each. Small amounts of employment land area are also allocated, that may provide for new local jobs. However, the quantity of development (housing and employment) is unlikely to have any great impact on service provision or self-containment.

### **West Devon**

- 7.10 The West Devon Core Strategy sets the development pattern for towns and villages in this borough near Plymouth. The Core Strategy has reached a 'Regulation 27' consultation stage (April 2010). This version identifies Tavistock as one of the main centres of growth to accommodate 1500 new homes to 2026. Some development will also be permitted in Local Centres, including Bere Alston, to support their role as the focus for local services and employment.
- 7.11 A study has been completed in West Devon to determine the function of the settlements in the borough. This has helped to determine the level of growth that should be directed to each settlement.

### **Cornwall**

- 7.12 Spatial planning policies for the distribution of development in Cornwall are currently being prepared. The 'saved' Caradon Local Plan First Alteration (adopted 2007) identifies Saltash and Torpoint as being part of the Plymouth Principal Urban Area. Growth in these towns for the period to 2016 (set out in the Cornwall Structure Plan (2004)) has been restricted due to the implications housing and economic development will have on traffic congestion either side of the Tamar Bridge. The future expansion of Saltash and Torpoint will therefore need to be carefully considered. Outside Saltash, Liskeard is the next largest settlement, acting as the main service and employment centre for much of south east Cornwall.

## 8 Summary of findings

- 8.1 The purpose of this study has been to identify the roles of and relationships between settlements in the Plymouth area. This has considered the strategic relationship between Plymouth and other main towns and villages within a wide area. The study has also looked at the urban fringe area both within Plymouth City boundaries and the area immediately around Plymouth within adjacent local authority areas to help identify what the relationships might be between urban neighbourhoods and rural settlements, to identify, for example, the extent to which these areas may be reliant on the jobs and services within the City.
- 8.2 To improve quality of life and minimise environmental impacts related to car travel the aim of successfully planning for future development is to achieve greater self-containment of towns and villages. This self-containment is in terms of access to the right kind of jobs and other essential day-to-day services, such as shops, schools and community services. Where these day-to-day uses are not provided within the settlement they should be easily accessible by a variety of transport modes, not only the car.
- 8.3 This study has concentrated at ward level. This is useful as it allows statistics to be used from the national census to compare the economic and social characteristics of areas. However, there are difficulties in interpreting ward data due to boundary issues, these include:
- Non-urban wards often encompass several settlements, for example Wembury and Brixton ward covers: Wembury, Brixton, Down Thomas and Heybrook Bay. Therefore, it is not possible to differentiate between the characteristics of each settlement;
  - Ward boundaries can sometimes mean that the functional area of towns and villages are split. For example, between Lee Mill and Ivybridge is an industrial estate related to the function of these settlements. However, the industrial estate is in Erme Valley ward, whilst Lee Mill is in Cornwood and Sparkwell ward and Ivybridge is also within a separate ward.

### **Employment function**

- 8.4 The study has looked at various employment data, including levels of economic activity and levels of employment in the wards. The data shows that the wards with the greatest number of jobs are:
- Plymouth (all)
  - Bickleigh and Shaugh
  - Callington
  - Cornwood and Sparkwell
  - Erme Valley
  - Ivybridge (all)
  - Liskeard (all)

- Saltash (all)
  - Tavistock (all)
- 8.5 By identifying the 'employment density' it is possible to find the potential of each area to be self-contained. This uses a simple formula of number of jobs compared to the number of economically active people. This has found several rural wards where there are either more jobs than people or close to a one to one ratio:
- Cornwood and Sparkwell
  - Erme Valley
  - Bickleigh and Shaugh
- 8.6 The first two listed are rural wards that contain large employment areas and are characterised by smaller rural settlements. For instance Cornwood and Sparkwell and Bickleigh and Shaugh contain the industrial areas on the edge of Plymouth and Erme Valley contains the industrial estate at Lee Mill.
- 8.7 Plymouth and two other towns also have a one to one or better ratio, these are:
- Liskeard
  - Tavistock
- 8.8 However, this only gives part of the picture and the projected changing economy in the future may have an impact on the employment function on settlements. By looking at the existing employment structure by sector in the wards and then the projections for changes in different sectors it is possible to find those areas at risk of losing their employment role.
- 8.9 This finds those areas characterised by manufacturing are most at risk, with possible impacts on the employment role of several wards. These wards are all rural in character, suggesting a downturn in manufacturing employment will adversely impact on these areas to a greater extent than in towns. The wards are:
- Bickleigh and Shaugh
  - Cornwood and Sparkwell
  - Erme Valley
  - Callington
  - Menheniott and St Ive
  - Millbrook
  - Tamarside

### **Travel to Work**

- 8.10 The study has also looked at the travel to work patterns to determine where people who work in Plymouth travel from and where Plymouth residents travel to work outside of the city. This travel to work data also provides information on how self-contained

areas are for jobs, indicating the existence or potential for more sustainable travel choices.

- 8.11 Wards and towns with the highest levels of self-containment are:
- Plymouth (all wards)
  - Tavistock (all)
  - Looe and St Martin
- 8.12 The straight line distance people travel also gives an idea of self-containment. The shortest travel distances are predominantly within the larger settlements, indicating the availability of a range of jobs within these towns/villages. The areas with most journeys under 5km are:
- Ivybridge (all wards)
  - Kingsbridge (all wards)
  - Liskeard (all wards)
  - Saltash (all wards)
  - Torpoint (all wards)
  - Plymouth (all wards)
  - Tavistock (all wards)
- 8.13 The Travel to Work figures also show that a large number of people commute out of Plymouth for work, although only a small proportion of the total workforce. These people travel primarily to peripheral wards within the wider urban area, including:
- Cornwood and Sparkwell
  - Bickleigh and Shaugh
  - Saltash
- 8.14 To identify the relationship of the wards on the edge of Plymouth urban area with those beyond the city boundaries, travel to work data was analysed. The data shows that for the wards on the northern and eastern edge of Plymouth the majority of trips for work are to other Plymouth City wards.
- 8.15 There are only five destinations outside the Plymouth City local authority area that are within the top four destinations for the six peripheral wards studied. For those travelling outside Plymouth the most frequent destination is Cornwood and Sparkwell, where levels of jobs in manufacturing, mining/quarrying and transport and storage are proportionally high. Bickleigh and Shaugh is the next most frequent destination where a disproportionately high number of jobs are in public administration and defence. The other destinations are Ivybridge Central, Saltash Burraton, and Wembury and Brixton.
- 8.16 This demonstrates the relatively weak travel to work relationship between Plymouth City wards on the edge of the urban area with those adjacent wards within adjoining local authorities.

## **Retail**

- 8.17 The study has also sought to assess the influence of Plymouth in terms of access to retail facilities. From an analysis of the ranking of retail centres, Plymouth is by far the largest in the immediate area, the nearest other major centre being Exeter, around 45 miles from Plymouth.
- 8.18 From a previous shopping study undertaken for Plymouth City Council, it appears that for food shopping the preference is to travel to the nearest large supermarket. Those living to the east of Plymouth favour shopping in the Lee Mill Tesco. For top up grocery and food shopping people still use large shops, but some people choose their local shops, for instance those living over the Tamar in Cornwall or in the more rural areas east and south east of Plymouth.
- 8.19 For non-food shopping Plymouth is the first choice for all of the hinterland zones selected around Plymouth. The only other areas that attract some shoppers are Ivybridge and Plympton for people living in these areas and Exeter is also quite popular for some people living in the rural areas to the east of Plymouth.
- 8.20 The South Hams retail study shows that the nearest South Hams town to Plymouth is Ivybridge. The retail offer in Ivybridge is limited, and is much smaller compared to its population size than other South Hams towns. The reasons for this relate to the relatively recent growth of Ivybridge compared with the historic market town roles of other towns but the large Tesco superstore on the outskirts of Ivybridge (Lee Mill) and the influence of Plymouth centre, just over 10 miles from the town are also factors.
- 8.21 Central Plymouth is also the preferred destination for eating out from almost all the zones reviewed in this study. This is with the exception of people living near Ivybridge who favour eating out in this town or its rural hinterland. There is also limited competition from other towns/areas near where people live, such as Saltash for residents living in south east Cornwall.
- 8.22 Information on the retail offer of nearby villages is limited. However, from information gathered it is evident that many villages have very limited availability of services.
- 8.23 One of the larger villages is Bere Alston in West Devon that is an identified local service centre with GP surgery; pub, primary school and train station. In South Hams Wembury, Roborough and Yealmpton all have a good range of local services.

## **Public transport**

- 8.24 The settlements with the best and most frequent bus links to Plymouth or those on a train line are likely to be the settlements where non-car travel access to Plymouth's jobs and services is an attractive alternative to car use. These settlements are:
- Roborough
  - Brixton
  - Yelverton
  - Tavistock

- Modbury
- Bittaford
- Saltash
- Torpoint
- Yealmpton
- Ivybridge.

8.25 Several towns and villages in the catchment of Plymouth have train stations, these give good access to the town centre, in addition to several other stations around the city. However, frequency of service is relevant as not all trains stop at every station. Settlements with stations linking to Plymouth are:

- Ivybridge
- Saltash
- St Germans
- Menheniot
- Liskeard
- Looe
- Bere Ferrers
- Bere Alston
- Calstock
- Gunnislake.

#### **Strength of relationship with Plymouth**

8.26 As a guide to the roles of settlements in the area a rough hierarchy can be developed of nearby towns, villages and urban fringe wards. This is based on several factors as covered in this study including the relative self-containment of other areas, ease of access to Plymouth, employment and retail.

8.27 There are several settlements that provide a complementary role to Plymouth. These have a strong functional relationship with Plymouth, mainly due to proximity. These are:

- Saltash
- Ivybridge
- Torpoint

8.28 Other settlements are influenced by the city but due to their distance from the City are more likely to have a local catchment with people living between Plymouth and these towns potentially choosing them over the City for leisure and work. These are:

- Liskeard
- Tavistock

- 8.29 However, this group is not mutually exclusive from the first group with Saltash and Ivybridge also having this role to some extent.
- 8.30 Beyond these there are a range of smaller settlements/areas that have a strong relationship with Plymouth. However due to the detail at which data was gathered these can only be described by their wards. The wards are:
- Cornwood and Sparkwell: including Hemerdon and Lee Mill
  - Bickleigh and Shaugh: including Roborough
  - Wembury and Brixton
  - Yealmpton.
- 8.31 Other wards have a lesser relationship with Plymouth due to factors such as distance, access or their own self-containment. These wards are:
- Buckland Monachorum: including Yelverton
  - Calstock: including Gunnislake
  - Burrator: including Walkhampton
  - Newton & Noss: including Newton Ferrers and Noss Mayo.

## Appendix 1: 2006 based sub-national population projections

**Table 1: Plymouth 2006-based sub-national population projections (ONS) (figures in 000s)**

| AGE GROUP       | 2006         | 2011         | Change      | 2016         | Projected Change | 2021         | Projected Change | 2026         | Overall Change |
|-----------------|--------------|--------------|-------------|--------------|------------------|--------------|------------------|--------------|----------------|
| 0-4             | 13.4         | 14.0         | 2.4         | 14.9         | 3.7              | 15.8         | 4.2              | 16.4         | 4.0            |
| 5-9             | 12.9         | 12.7         | 0.4         | 12.6         | 2.6              | 13.3         | 3.7              | 14.2         | 4.2            |
| 10-14           | 14.5         | 14.1         | -1.5        | 13.6         | -1.2             | 13.0         | 0.9              | 12.6         | 1.9            |
| 15-19           | 18.2         | 17.9         | -1.5        | 17.5         | -3.0             | 16.7         | -2.8             | 16.1         | -0.6           |
| 20-24           | 23.8         | 24.7         | 2.2         | 25.6         | 0.8              | 26.0         | -0.7             | 25.7         | -0.4           |
| 25-29           | 15.9         | 17.3         | 5.6         | 19.8         | 7.4              | 21.5         | 6.4              | 22.6         | 5.2            |
| 30-34           | 14.9         | 14.2         | 0.4         | 14.0         | 4.8              | 15.3         | 6.4              | 17.5         | 5.6            |
| 35-39           | 18.1         | 17.6         | -3.1        | 16.2         | -2.8             | 15.0         | 1.0              | 14.1         | 2.5            |
| 40-44           | 17.8         | 18.0         | -0.5        | 17.9         | -3.4             | 17.3         | -3.2             | 16.3         | 0.3            |
| 45-49           | 16.2         | 16.3         | 1.0         | 16.8         | 0.6              | 17.2         | -2.2             | 17.4         | -2.0           |
| 50-54           | 14.5         | 14.6         | 1.3         | 15.3         | 2.4              | 15.8         | 2.0              | 16.1         | -0.7           |
| 55-59           | 15.4         | 14.7         | -1.3        | 14.0         | 0.0              | 14.1         | 1.2              | 14.6         | 0.8            |
| 60-64           | 13.1         | 14.2         | 1.5         | 14.8         | 0.3              | 14.6         | 1.6              | 13.5         | 2.8            |
| 65-69           | 10.8         | 10.8         | 1.5         | 11.3         | 3.1              | 12.3         | 2.0              | 13.9         | 3.3            |
| 70-74           | 9.4          | 9.5          | 0.5         | 9.8          | 2.1              | 9.9          | 3.7              | 10.3         | 2.7            |
| 75-79           | 7.9          | 8.0          | 0.3         | 8.1          | 1.0              | 8.2          | 2.5              | 8.4          | 4.0            |
| 80-84           | 6.0          | 5.8          | 0.1         | 5.8          | 0.6              | 6.1          | 1.4              | 6.3          | 2.8            |
| 85+             | 5.3          | 5.5          | 0.6         | 5.7          | 1.3              | 5.9          | 2.4              | 6.1          | 4.0            |
| <b>ALL AGES</b> | <b>248.1</b> | <b>249.9</b> | <b>10.0</b> | <b>253.9</b> | <b>20.2</b>      | <b>258.1</b> | <b>30.3</b>      | <b>262.2</b> | <b>40.5</b>    |

**Table 2: South Hams 2006-based sub-national population projections (ONS) (figures in 000s)**

| AGE GROUP       | 2006        | 2011        | Change     | 2016        | Projected Change | 2021        | Projected Change | 2026        | Overall Change |
|-----------------|-------------|-------------|------------|-------------|------------------|-------------|------------------|-------------|----------------|
| 0-4             | 3.7         | 3.8         | 0.3        | 3.9         | 0.5              | 4.0         | 0.6              | 4.1         | 0.6            |
| 5-9             | 4.4         | 4.3         | -0.1       | 4.2         | 0.3              | 4.3         | 0.5              | 4.4         | 0.6            |
| 10-14           | 5.0         | 4.9         | -0.2       | 4.9         | -0.3             | 4.8         | 0.2              | 4.7         | 0.4            |
| 15-19           | 5.4         | 5.4         | -0.4       | 5.2         | -0.7             | 5.0         | -0.7             | 4.9         | -0.2           |
| 20-24           | 4.2         | 4.3         | 0.6        | 4.6         | 0.3              | 4.8         | 0.1              | 4.7         | 0.0            |
| 25-29           | 2.9         | 3.1         | 0.7        | 3.4         | 1.1              | 3.6         | 0.9              | 3.9         | 0.7            |
| 30-34           | 3.3         | 3.1         | -0.2       | 2.9         | 0.4              | 3.1         | 0.8              | 3.4         | 0.6            |
| 35-39           | 5.2         | 4.9         | -1.3       | 4.4         | -1.4             | 3.9         | -0.7             | 3.6         | -0.3           |
| 40-44           | 6.2         | 6.3         | -0.5       | 6.1         | -1.7             | 5.7         | -1.8             | 5.3         | -1.0           |
| 45-49           | 6.2         | 6.2         | 0.4        | 6.4         | 0.0              | 6.6         | -1.2             | 6.6         | -1.3           |
| 50-54           | 6.0         | 6.0         | 0.5        | 6.2         | 1.1              | 6.5         | 0.7              | 6.7         | -0.4           |
| 55-59           | 6.9         | 6.6         | -0.7       | 6.3         | -0.1             | 6.2         | 0.5              | 6.4         | 0.3            |
| 60-64           | 6.2         | 6.7         | 0.9        | 7.1         | 0.2              | 7.1         | 0.8              | 6.5         | 1.5            |
| 65-69           | 4.7         | 4.8         | 1.3        | 5.2         | 2.2              | 6.0         | 1.5              | 6.9         | 2.2            |
| 70-74           | 4.1         | 4.2         | 0.3        | 4.3         | 1.5              | 4.4         | 2.3              | 4.7         | 1.8            |
| 75-79           | 3.5         | 3.5         | 0.1        | 3.5         | 0.4              | 3.6         | 1.5              | 3.8         | 2.3            |
| 80-84           | 2.7         | 2.7         | 0.1        | 2.7         | 0.3              | 2.8         | 0.6              | 2.8         | 1.5            |
| 85+             | 2.5         | 2.6         | 0.3        | 2.6         | 0.6              | 2.8         | 1.0              | 2.9         | 1.7            |
| <b>ALL AGES</b> | <b>83.2</b> | <b>83.5</b> | <b>1.9</b> | <b>84.2</b> | <b>4.5</b>       | <b>85.1</b> | <b>7.7</b>       | <b>86.1</b> | <b>11.1</b>    |

**Table 3: West Devon 2006-based sub-national population projections (ONS) (figures in '000s)**

| AGE GROUP       | 2006        | 2011        | Change     | 2016        | Projected Change | 2021        | Projected Change | 2026        | Overall Change |
|-----------------|-------------|-------------|------------|-------------|------------------|-------------|------------------|-------------|----------------|
| 0-4             | 2.4         | 2.3         | 0.1        | 2.4         | 0.1              | 2.5         | 0.3              | 2.5         | 0.3            |
| 5-9             | 2.7         | 2.7         | -0.1       | 2.6         | 0.0              | 2.6         | 0.1              | 2.6         | 0.3            |
| 10-14           | 3.4         | 3.3         | -0.3       | 3.2         | -0.4             | 3.1         | -0.2             | 3.0         | -0.1           |
| 15-19           | 3.2         | 3.3         | 0.2        | 3.4         | -0.1             | 3.4         | -0.2             | 3.3         | 0.1            |
| 20-24           | 1.9         | 2.0         | 0.5        | 2.3         | 0.5              | 2.4         | 0.4              | 2.4         | 0.4            |
| 25-29           | 2.0         | 2.0         | 0.3        | 2.2         | 0.6              | 2.3         | 0.6              | 2.5         | 0.5            |
| 30-34           | 2.5         | 2.3         | 0.0        | 2.2         | 0.3              | 2.5         | 0.7              | 2.6         | 0.6            |
| 35-39           | 3.3         | 3.2         | -0.7       | 2.9         | -0.8             | 2.6         | -0.3             | 2.3         | 0.1            |
| 40-44           | 3.9         | 3.9         | 0.0        | 3.9         | -0.7             | 3.9         | -0.7             | 3.7         | -0.2           |
| 45-49           | 3.7         | 3.8         | 0.5        | 4.1         | 0.5              | 4.2         | -0.1             | 4.3         | -0.1           |
| 50-54           | 3.6         | 3.6         | 0.3        | 3.7         | 0.9              | 3.9         | 0.9              | 4.1         | 0.3            |
| 55-59           | 4.3         | 4.1         | -0.5       | 3.9         | -0.1             | 3.8         | 0.5              | 3.9         | 0.5            |
| 60-64           | 3.9         | 4.2         | 0.6        | 4.5         | 0.0              | 4.5         | 0.5              | 4.1         | 1.1            |
| 65-69           | 3.0         | 3.1         | 0.8        | 3.5         | 1.4              | 3.8         | 0.9              | 4.3         | 1.4            |
| 70-74           | 2.5         | 2.6         | 0.4        | 2.7         | 1.2              | 2.9         | 1.7              | 3.1         | 1.3            |
| 75-79           | 2.0         | 2.1         | 0.3        | 2.2         | 0.6              | 2.3         | 1.3              | 2.4         | 1.9            |
| 80-84           | 1.6         | 1.6         | 0.1        | 1.6         | 0.3              | 1.7         | 0.7              | 1.8         | 1.3            |
| 85+             | 1.4         | 1.5         | 0.2        | 1.6         | 0.5              | 1.6         | 0.9              | 1.7         | 1.5            |
| <b>ALL AGES</b> | <b>51.2</b> | <b>51.7</b> | <b>2.6</b> | <b>52.7</b> | <b>5.2</b>       | <b>53.8</b> | <b>8.1</b>       | <b>54.8</b> | <b>11.1</b>    |

**Table 4: Caradon 2006-based sub-national population projections (ONS) (figures in 000s)**

| AGE GROUP       | 2006        | 2011        | Change     | 2016        | Projected Change | 2021        | Projected Change | 2026        | Overall Change |
|-----------------|-------------|-------------|------------|-------------|------------------|-------------|------------------|-------------|----------------|
| 0-4             | 3.9         | 4.0         | 0.4        | 4.1         | 0.6              | 4.3         | 0.7              | 4.4         | 0.7            |
| 5-9             | 4.5         | 4.4         | -0.1       | 4.3         | 0.4              | 4.4         | 0.6              | 4.6         | 0.7            |
| 10-14           | 5.0         | 5.1         | -0.1       | 5.0         | -0.2             | 4.9         | 0.4              | 4.7         | 0.6            |
| 15-19           | 5.3         | 5.3         | -0.1       | 5.3         | -0.3             | 5.2         | -0.3             | 5.2         | 0.3            |
| 20-24           | 3.9         | 4.0         | 0.3        | 4.1         | 0.2              | 4.2         | 0.0              | 4.2         | 0.0            |
| 25-29           | 3.4         | 3.5         | 0.8        | 3.9         | 1.1              | 4.2         | 1.0              | 4.4         | 0.8            |
| 30-34           | 4.0         | 3.8         | -0.1       | 3.7         | 0.7              | 3.9         | 1.1              | 4.2         | 1.0            |
| 35-39           | 5.4         | 5.3         | -0.7       | 5.1         | -0.8             | 4.7         | 0.1              | 4.4         | 0.6            |
| 40-44           | 6.2         | 6.2         | -0.3       | 6.1         | -1.1             | 5.9         | -1.1             | 5.7         | -0.2           |
| 45-49           | 6.0         | 6.1         | 0.5        | 6.3         | 0.3              | 6.5         | -0.5             | 6.6         | -0.6           |
| 50-54           | 5.9         | 6.0         | 0.6        | 6.2         | 1.2              | 6.5         | 1.0              | 6.7         | 0.1            |
| 55-59           | 7.3         | 6.9         | -0.9       | 6.5         | -0.3             | 6.4         | 0.5              | 6.6         | 0.3            |
| 60-64           | 6.2         | 6.9         | 1.4        | 7.5         | 0.5              | 7.6         | 1.2              | 6.9         | 2.0            |
| 65-69           | 4.6         | 4.7         | 1.6        | 5.4         | 2.9              | 6.2         | 2.1              | 7.2         | 2.8            |
| 70-74           | 3.9         | 4.0         | 0.5        | 4.2         | 2.0              | 4.4         | 3.2              | 4.8         | 2.5            |
| 75-79           | 3.2         | 3.3         | 0.2        | 3.3         | 0.7              | 3.4         | 2.1              | 3.7         | 3.2            |
| 80-84           | 2.4         | 2.4         | 0.2        | 2.5         | 0.5              | 2.6         | 1.0              | 2.7         | 2.1            |
| 85+             | 2.2         | 2.3         | 0.3        | 2.4         | 0.7              | 2.5         | 1.2              | 2.6         | 2.1            |
| <b>ALL AGES</b> | <b>83.3</b> | <b>84.1</b> | <b>4.4</b> | <b>85.8</b> | <b>9.2</b>       | <b>87.7</b> | <b>14.3</b>      | <b>89.6</b> | <b>19.2</b>    |

## Appendix 2: List of wards and settlements

|                          |   |
|--------------------------|---|
| Bere Ferrers             | Bere Ferrers<br>Bere Alston   |
| Bickleigh and Shaugh     | Bickleigh<br>Lee Moor<br>Roborough<br>Shaugh Prior<br>Wotter                          |
| Wembury and Brixton      | Brixton<br>Down Thomas<br>Heybrook Bay<br>Wembury                                     |
| Buckland Monachorum      | Buckland Monachorum<br>Crapstone<br>Milton Combe<br>Yelverton<br>Clearbrook           |
| Burrator                 | Dousland<br>Walkhampton   |
| Callington               | Callington<br>Kelly Bray  |
| Calstock                 | Calstock<br>Gunnislake<br>Harrowbarrow  |
| Cornwood and Sparkwell   | Cornwood<br>Hemerdon<br>Lutton<br>Lee Mill (village)<br>Sparkwell                     |
| Deviocock and Sheviocock | Crafthole<br>Downderry<br>Seaton  |
| Erme Valley              | Bittaford<br>Ermington<br>Lee Mill (ind. Estate)<br>Holberton<br>Modbury<br>Ugborough |
| Ivybridge                | Ivybridge   |
| Landrake and St Dominick | Pillaton<br>Hatt  |
| Liskeard                 | Liskeard  |
| Looe                     | Looe  |
| Millbrook                | Millbrook   |
| Newton and Noss          | Newton Ferrers<br>Noss Mayo   |
| Rame Peninsula           | Cremyll<br>Cawsand  |
| Saltash                  | Saltash   |

|            |  |
|------------|--|
| St Germans | Quethiock<br>St Germans<br>Tideford<br>Trerulefoot |
| Tavistock  | Tavistock  |
| Torpoint   | Torpoint   |
| Yealmpton  | Yealmpton  |

## Appendix 3: Ward Map



Appendix 3 - Ward map  
 Wards combined for Plymouth, Saltash, Torpoint, Ivybridge and Tavistock

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