27 November 2024

Stakeholder Response to Local Transport Plan 4

It is the ambition of the Torquay Neighbourhood Plan for our town to become the best place to live in the West Country – a vibrant and well balanced economic area, with sufficient well paid jobs and homes that are suitable and affordable for all with a revitalised central area offering quality retail, leisure, homes and office space. The key mantra for our Forum is 'the right development in the right place', and in line with the National Planning Policy Framework (NPPF), this must comprise 'sustainable development'. A key feature of sustainable development is the need for a transport philosophy that reduces the reliance on private cars and fossil fuels. Thus, within the plan there are numerous policies regarding transportation.

With policies including THW5 and THW6 that support access to sustainable transport, we share the Local Transport Plan's aspirations for Torbay of:

- Decarbonisation
- Easier travel
- Improved connectivity
- The place to be naturally active

Within the Neighbourhood Plan with regard to Traffic and movement, we want to create a more effective, safe, accessible and efficient and sustainable transport and travel network for pedestrians, cyclists, motorists and users of public transport:

- Improve the flow of traffic and improve signposting into and around Torquay.
- Make it easier to find the way into and around Torquay, especially to the town centre, and to identify visitor accommodation and attractions.
- Improve frequency and availability of public transport.
- Improve safety and ease of access for pedestrians, cyclists and all users of public transport.
- Create a usable network of safe cycling infrastructure which is accessible for all.

Torquay is a large community. It has diverse features comprising:

- A town centre, with some deprived areas
- Tourist facilities and attractions
- Out-of-centre retail outlets
- Distinct residential areas with hub facilities
- Rural villages and landscapes at the fringes

These features are not well addressed in LTP4, and the transport system needs to better integrate these areas through improved connectivity via sustainable transport.

Although this document is visionary in its aspirations, to be an effective plan it must include specific objectives or targets by which to measure performance. These should be measurable and time-based with deadlines. We are concerned that lack of accountability in previous Local Transport Plans has allowed current Torbay Council projects to be delivered without providing appropriate provision for all road users, and addressing the move to sustainable transport. This lack of forward planning is completely unacceptable and must not be repeated.

The Forum would like to add some specific objectives as follows:

- Better integration of the rural villages, particularly Maidencombe, through:
    - safe walking and cycling routes (the Teignmouth Road is narrow and has no pavements or cycle tracks).
    - We suggest that the proposed multi-use trail from Teignmouth to Torquay should cross the River Teign at Shaldon, then route through Ringmore, Combeinteignhead,

Stokeinteignhead, Maidencombe, Watcombe, St Marychurch, Wellswood, and Torquay centre.
    - a 15-20 minute frequency bus service that extends into the evenings.
- Connectivity of the current 22 bus service to the 2 service from Teignmouth to Exeter based on a 15-20 minutes frequency on both routes. This would improve connectivity to Exeter for Wellswood, Babbacombe, St Marychurch, Barton, Watcombe and Maidencombe. Routing via Teignmouth Station would facilitate interconnection with rail services both within Devon and further afield to London and the Midlands/North of England.
- A small rural bus could better connect Maidencombe, Stokeinteignhead and Combeinteignhead with Torquay and Teignmouth.

- Improved rail facilities
    - The Forum supported the Planning Consent for Edginswell Station, and would like to see this moving forward rapidly
    - Alternative route to avoid Dawlish in bad weather. Even with the improvements, oversplashing waves incapacitate the Hitachi and Voyager trains.
    - Upgrade the Exeter – Salisbury line to eliminate the single track and provide alternative capacity to the Paddington route.
    - Move more freight by rail through provision of better loading facilities for containers, thus reducing CO_2 and relieving pressure on the roads.

- Safety
    - Speed limits throughout Torquay should be reviewed:
        - There is a justification for 20mph near schools and where there is a high level of pedestrians and cyclists, but this should not be universally applied.
        - The 40mph limit on the A379 should be reduced.
        - More signs are needed to remind drivers of the speed limit, especially on the Teignmouth Road where there were 3 serious accidents, including 1 fatality, in a recent 4-week period.
    - Speed limits should be better enforced – more cameras are needed.
    - Current Torbay Council Policy for the creation of Cycling Infrastructure defers to Local Transport Note 01/20 - current Department for Transport Guidance of the design of cycling infrastructure. In order to ensure quality and safety of new provisions, we want to see a commitment that all new developments including those funded by the Torbay Council create infrastructure in line with this guidance as a minimum or with the full support of Active Travel England or a similar statutory organisation.

- Road connectivity
    - The Forum supports proposals to relieve congestion on the M5 between J29 and J31.
    - The A303 needs further dual carriageways between Exeter and Amesbury. A dual carriageway between Honiton and Ilminster would relieve pressure on the A358 and M5 route. We acknowledge that only Honiton to Marsh is in the remit of this Plan, but a dual carriageway through that part of the Blackdown Hills would reduce congestion and improve safety.

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