

Transport and Connectivity: Evidence base for policies (v3, 26/1/24)

Note: policy and objective numbering is as in Tavistock-Draft-Neighbourhood-Plan-v.2.9.

Objectives xxvii & xxxiv changed slightly following the Feb 2023 consultation version, not affecting their intent.

Policy	Supporting evidence: local sources	Related wider policies and guidance Examples of policies, good practice guidance and research which support the objective.
Applicable to all policies	<ul style="list-style-type: none"> Community survey: Transport or connection identified as an important issue, with concerns that new development should be supported by relevant infrastructure. [1, Figs 8,13] Objectives discussed with Devon CC Highways officers, who agreed no conflict with DCC policies. [2] 	South West Rural Mobility Strategy Devon County Council Strategic Plan 2021-25 Devon Carbon Plan (Transport section) Joint Local Plan 2014-2034
<u>TC1 – Accessible development</u>	<ul style="list-style-type: none"> Support for objectives (inc xxvi, xxvii & xxxi) at Feb 2023 consultation events. Community survey: local walks / walkability of town cited by many as an aspect of Tavistock they value. [1, Fig 8] Concern that new estates are leading to growth in vehicle traffic and congestion – recognition that facilitating walking, cycling & bus connection to them can mitigate this. In addition to survey report see summary of themes from free text comments (& consultation events) provided to LCWIP team. [3] Comments from community group re provision for active travel in new estates, permeability, and safety at junctions. [4] 40% of Tavistock residents in employment either work from home or go to work on foot. [5] Design of traffic-free connections needs to take account of crime prevention [2] On street parking blocking bus stops a concern for bus companies. Bus routes should be planned in to road layout from start.[2] Devon Bus Service Improvement Plan identifies “new housing developments not suitably located or planned for optimum bus services” as a concern. (p39) 	National Model Design Code Decarbonising Transport
<u>TC2 – Protecting & improving the local</u>	<ul style="list-style-type: none"> Support for objectives xxvi and xxvii at Feb 2023 consultation events, with attendees suggesting particular improvements. 	Decarbonising Transport

<p><u>walking and cycling network</u></p>	<ul style="list-style-type: none"> • Community survey: local walks / walkability of town cited by many as an aspect of Tavistock they value. Improving walking and cycling routes a top or mid priority for 86%. [1, Fig 13] • Suggestions from community group for ways to improve cycle paths and walkability of town through LCWIP. [4] • Of Tavistock residents in employment, 14% of travel to work on foot and 1% by cycle. 28% travel to a workplace within 10km. [5] • WDBC Active Travel lead thinks useful for NDP to include policies protecting cycle network.[2] • Preliminary analysis of Cycling UK 2023 survey of South Hams & West Devon residents for LCWIP found strong support for enabling more people to walk / wheel, and majority support for enabling more cycling with lack of infrastructure and road safety /traffic as significant barriers to both. [7] 	<p>2nd Cycling & Walking Investment Strategy</p>
<p><u>TC3 – Facilitating pedestrian access</u></p>	<ul style="list-style-type: none"> • Support for objectives xxvi, xxvii, xxviii at Feb 2023 consultation events. Attendees highlighted current problems. • Community survey: respondents cited a range of concerns about accessibility of pavements. There were some suggestions for further pedestrianisation in the centre.[3] • Tavistock Town Council now looks after all public benches. Approach to street furniture in centre developed through 2014 Townscape Heritage Initiative¹. [2] • Evidence from community group of concerns raised with them about obstructions experienced by disabled people.[4] 	<p>Walking for Everyone National Model Design Code</p>
<p><u>TC4: Supporting the Reinstatement of the Former Railway Line</u></p>	<ul style="list-style-type: none"> • Community survey: strong support for restoration of railway shown (without any prompt in questions). Seen as way of mitigating growth in traffic from new housing and improving strategic transport connections. [1] • Consultation events: objective xxix got most “dot votes” of any transport ones. Only one against (due to cost). • Devon CC in partnership with GWR and others are on course for obtaining government funding for reopening the line between Bere Alston & Tavistock. ² 	<p>Peninsula Transport Strategy (draft)</p>

¹ https://www.tavistock.gov.uk/sites/default/files/inline-content/TavistockPublicRealmStrategyPart1_0.pdf

² <https://www.devon.gov.uk/news/government-support-for-tavistock-to-plymouth-rail-reinstatement-earns-warm-welcome/>

	<ul style="list-style-type: none"> • Devon & Cornwall Rail Partnership support this. Think good chance now and a future attempt likely if not funded this time. Tavistock to Okehampton further into future. While protections for full route in place through Joint Local Plan, useful to have NDP policy to show community support. [2] • Advocacy from community group re good cycle and pedestrian routes to new station.[4] • While supportive of rail in principle, some bus company concern re potential change of mode affecting viability of buses to Plymouth.[2] • Devon CC confirm land for railway is sorted. Focus is on Tavistock-Bere Alston as phase 2 of potential restoration of northern route within Peninsula Transport strategy.³ (Phase 1 - Okehampton to Exeter – completed and successful.) Phase 3 -Tavistock to Okehampton is longer term ambition.[2] • Campaign groups Rail Future (national) and TaviRail (local) are keen to see both Phase 2 and Phase 3 progressed. 	
<p><u>TC5 – Protecting and enhancing public transport infrastructure</u></p>	<ul style="list-style-type: none"> • Community survey: a significant number of respondents commented on importance of buses, not just for themselves but as a means of reducing traffic congestion. Current service esp to Plymouth seen as good, but overall scope for improvement. [1] • Support for objective xxx at Feb 2023 consultation events. Attendees wanted extra bus routes and stops. • 18% of Tavistock households do not have use of a car or van. [5] • Bus companies are not responsible for maintenance of bus stops, but want them to give good passenger experience. [2] Infrastructure including bus stops and transport interchanges recognised as important in Devon Bus Service Improvement Plan. (section 4.2.9) 	<p>Bus Back Better</p> <p>Peninsula Transport Strategy (draft)</p> <p>South West Rural Mobility Strategy</p>
<p><u>TC6 – Improvements to the bus station</u></p>	<ul style="list-style-type: none"> • Support for objectives iv, v, xxx at Feb 2023 consultation events. • Community survey: No specific points re bus station facilities – see TC5 re importance of buses overall. 	<p>Bus Back Better</p> <p>Peninsula Transport Strategy (draft)</p>

³ <https://www.peninsulatrtransport.org.uk/current-rail-improvement-schemes/>

	<ul style="list-style-type: none"> GoSouthWest support objective – is scope for improvement including shelter. Future need for electric buses to charge.[2] Transport interchanges seen as important for public transport in Devon Bus Service Improvement Plan and Peninsula Transport Strategy. Charity running community venue adjacent to bus station with elderly and disabled clients is concerned about closed kiosk and waiting room, and gets asked for help by bus passengers unable to find timetable information. [2] Survey of passengers at bus station by community group found it to be valued asset but with scope for improved comfort and facilities. [8] Visual inspection of bus station suggests there is room for secure cycle storage without restricting pedestrian movement. [2] 	
<u>TC7 - Telecoms / fibre infrastructure</u>	<ul style="list-style-type: none"> Support for objective xxxiii at Feb 2023 consultation events. One attendee comment re a location with poor mobile signal. Community survey: a few requests for better broadband. WDBC lead on broadband [2] would like NDP to include digital connectivity & provided support with wording. Tavistock BID in liaison with Town Council is setting up town centre public WiFi. TTC installing superfast broadband in its market area properties. No planning issues encountered. [2] 	South West Rural Mobility Strategy & Peninsula Transport Strategy (draft) identify need for strong digital connectivity in region.
<u>TC8 – Parking Provision for Bicycles, E-scooters and Mobility Vehicles</u>	<ul style="list-style-type: none"> Community survey shows support for cycling. [1,3] Support for objective xxxiv at Feb 2023 consultation events. Attendees wanted secure cycle parking. Evidence from community group of desire for better cycle parking. [4] Significant use of mobility vehicles by local residents (observed) and likely to increase with ageing population. 	National Model Design Code Report on the shared e-scooter trials in England
<u>TC9 – Vehicle parking areas</u>	<ul style="list-style-type: none"> Support for objective xxxiv at Feb 2023 consultation events. Main point from attendees was need for residents’ only parking on certain streets. No comments on particular public car parks. Community survey: parking raised as a concern.[1] Fuller analysis of comments found this mainly related to issues outside NDP scope (tariffs, on-street parking for residents). Some comments on availability, but location / times not stated. [3] 	National Model Design Code Climate Smart Parking Policies (LGA)

	<ul style="list-style-type: none"> • 76% of households in Tavistock have a car or van, with 35% having 2 or more.[5] • Analysis of ticket data for WDBC car parks shows spare capacity in car parks serving town centre even in peak months. [6] This is consistent with observed pattern [2]. However, demand is likely to increase with new housing. 	
<u>TC10: Brook Street Car Park</u>	<ul style="list-style-type: none"> • See TC9 re parking capacity generally. Brook St is the easternmost car park. • Brook Street is only multi-level car park in the town, and is sited above / behind a supermarket at the eastern end of the town centre. While parking at this end is of value, the age and design of this facility detract from ease, safety and inclusivity of use. [9] • Respondent to community survey very critical of condition of this car park. (No survey comments on other named car parks.) • Occupancy is below the town centre average, despite its closeness to shops. [6] 	
<u>TC11 – Provision of electric chargepoints</u>	<ul style="list-style-type: none"> • Community survey: a significant number of respondents identified need for provision of chargepoints in public parking and / or new homes in their comments. [1] • Support for objective xxxv at Feb 2023 consultation events. • Devon CC forecast that half of vehicles in the county will be electric by 2033.⁴ • Bus company pointed out buses will also need to charge to complete rural routes. Also that improvements to generation capacity and grid connections needed to support electrification of transport. [2] • The number of battery electric vehicles registered in West Devon is growing, and provision for tourism is also important. WDBC aims to increase the number of public chargepoints by 50% by 2025. [10] 	Decarbonising Transport Future of Transport Regulatory Review

References [to documents in the evidence lists on Tavistock Plan website]

[1] Community survey inc Figs 8 & 13.

[2] T-C Interview Summary

⁴ <https://www.devon.gov.uk/haveyoursay/consultations/devon-electric-vehicle-charging-strategy/>

- [3] LCWIP briefing from Tavistock NDP evidence.docx. *(This drew on a fuller analysis of transport-related free text comments in the NDP Initial Survey than the overall survey report had room for.)*
- [4] TTLCWIP brief July2023v1.pdf
- [5] 2021 census – travel.xlsx (Note Covid caveats)
- [6] Tavistock car park occupancy 2022-3.xlsx
- [7] Rural primary research consultation report Cycling UK 2023
- [8] [Transition Tavistock Survey of Bus Users \(Oct 2023\).pdf](#)
- [9] Photo collage of Brook St Car Park
- [10] West Devon BC Electric Vehicle Strategy 2023-25