

Dartmouth Transport Plan

Proposals Report

HEX43745A – DARTMOUTH TRANSPORT PLAN

PROPOSALS REPORT

Report No: HEX43745A/2/4

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1 EXECUTIVE SUMMARY

1.1.1 This report presents a list of transport proposals for the town of Dartmouth based on consultation with Dartmouth Town Council and other stakeholders over a period of 18 months from July 2003. The intention is that Dartmouth Town Council should use this document as a reference work to aid the composition of a Community Transport Plan for Dartmouth.

1.1.2 The Community Travel Plan process is designed to help communities take ownership of highway improvement and transport systems works.

1.1.3 Once Dartmouth Town Council have agreed upon a Transport Plan document a Public Exhibition will provide every member of the community to view the potential schemes, comment on them and suggest further schemes.

1.1.4 The Plan must be produced within the constraints of Local Planning Policy. The Devon Local Transport Plan outlines nine key objectives for transport schemes: integrated transport, safety, accessibility, economy, environment, health, lifelong learning, social exclusion (to meet the needs of all social groups) and tourism.

1.2 Surveys and Historical Data

1.2.1 Data contained within the report consists of reported vehicle accident data, traffic counts, speed surveys and an interview based survey of the two Dartmouth vehicle ferries.

1.2.2 Traffic counts indicate that there is potential for road traffic into Dartmouth to increase, but that this is limited by the capacity of the vehicle ferries across the estuary and the twisty nature of the access routes.

1.2.3 There have been no road traffic accidents resulting in a serious injury or fatality in the past three years, however, several pedestrian/vehicle conflict accidents have occurred in the centre of the town around Duke Street.

1.2.4 The majority of vehicle ferry users had a trip end (beginning or end of a journey) in Dartmouth, a total of 194 through trips were recorded during the period of the surveys. A majority of ferry passengers stated their trip purpose as leisure/tourism with work the next most common response. Correspondingly, most passengers stated that they used the ferries less than once a week, suggesting that during the

summer the Dartmouth ferries are dominated by leisure rather than work trips. The ferry surveys were conducted on 22nd August 2003.

1.2.5 Speed surveys on College Way indicated that over 50% of vehicles exceeded the 30mph speed limit travelling uphill away from the town and over 75% of vehicles exceeded the 30mph limit downhill towards the town.

1.3 Transport in Dartmouth

1.3.1 The rural nature of Dartmouth and environs prevents a large shift from car use to other modes of transport. A potential scheme to widen bottlenecks on the A3122 to alleviate problems relating to vehicles passing each other is proposed as a potential option.

1.3.2 The Park and Ride tender has been awarded to Tally Ho coaches this season. The service is now being operated as an express service between the Park and Ride site and the town with a single charge per car for parking and travel on the bus.

1.3.3 Two ferry services, The Higher Ferry and the Lower Ferry provide transport for vehicles across the River Dart between Dartmouth and Kingswear. An additional foot passenger ferry exists close to the Lower Ferry.

1.3.4 Other public transport systems in Dartmouth include public bus services and the Paignton and Dartmouth Steam Railway, which has a terminus in Kingswear.

1.3.5 Parking in Dartmouth is limited by narrow streets and steep gradients. A large proportion of parking in Dartmouth is on-street, with Mayors Avenue the only full-time dedicated car park in the town.

1.3.6 The centre of Dartmouth around St Saviour's Church is the most congested for pedestrians and the accident data reflects this.

1.4 Recent Schemes

1.4.1 Devon County Council are currently in the middle of a programme of widening pinch points on the A3122 approach to Dartmouth.

1.4.2 Devon County Council have also recently installed three pedestrian, Zebra, crossings on Townstal Road/College Way.

1.5 Proposed Schemes

1.5.1 A review of the direction signing from Totnes and Torquay could be included and completion of the widening schemes on the A3122 should be included as an aspiration.

1.5.2 The cost of the Park and Ride is considered high, particularly by individuals travelling into Dartmouth. Discussion with South Hams District Council is the first step to making changes to the service and this will be vital if a reorganisation of Dartmouth's parking stock is to take place.

1.5.3 In the long term, a replacement for the Higher Ferry will be needed. When this is commissioned, it is recommended that it should be capable of taking more and larger vehicles more quickly across the river. This will relieve the traffic queues not only at the Higher Ferry but also at the Lower Ferry.

1.5.4 Flexible routing of the last bus of the day may improve access to and from the town in

the evening and additional late services, particularly on Sunday, would enhance these benefits.

1.5.5 Fare Cars and Community Buses are two other alternative flexible services that could enhance the accessibility of Dartmouth for those in the rural areas surrounding the town.

1.5.6 Infrastructure improvements such as a bus shelter and lay-by on Church Road and College Way are proposed.

1.5.7 A joint parking strategy needs to be devised by the Town, District and County Councils. This should consider the current stock, the assessed need and the charging policy for parking on and off street.

1.5.8 A longer-term solution to Dartmouth's parking problems could be the construction of a new car parking facility. This concept has been well received in discussions to date. Dartmouth Town Council should lead the way in future discussions about such a facility.

1.5.9 The provision of additional pedestrian crossings should be considered for Rue de Courseulles Sur Mer, North Embankment (near to the Station Café) and South Embankment (see Figure 3).

1.5.10 Enhancements in Townstal could include cycle parking facilities, and better pedestrian facilities for access into Dartmouth (pedestrian crossing facilities at the Church Road/Townstal Road junction).

1.5.11 Within the town itself, consideration needs to be given to where 20mph zones and other, physical, traffic calming measures will be appropriate.

2 INTRODUCTION

2.1 Contents of Report

2.1.1 This report presents a list of transport proposals for the town of Dartmouth based on consultation with Dartmouth Town Council and other stakeholders over a period of 18 months from July 2003. The intention is that Dartmouth Town Council should use this document as a reference work to aid the composition of a Community Transport Plan for Dartmouth.

2.1.2 This report follows on from the Dartmouth Transport Plan Issues Report (HEX43745A/1/1) which discussed data collection and potential transport schemes in Dartmouth.

2.1.3 The Issues Report was discussed in detail at a meeting of stakeholders in July 2004. The output of this meeting was a range of schemes and ideas which were considered appropriate for Dartmouth.

2.1.4 This report records and comments upon those schemes carried forward from the July meeting. It is proposed that the contents of this report are considered as a basis for the material to be displayed at the Public Exhibition for the Dartmouth Transport Plan.

2.2 What is a 'Community' Travel Plan?

2.2.1 The Dartmouth Transport Plan originates from Devon County Council's programme inviting each Parish in the county to devise a travel plan for their community by the end of the current Devon Local Transport Plan cycle.

2.2.2 The Community Travel Plan process is designed to help communities take ownership of highway improvement and transport systems works. Once the plan is completed and agreed upon the Parish Council, or in this case, Dartmouth Town Council, takes responsibility and ownership of the plan.

2.3 Consultation Process

2.3.1 It is important, in reading this report, to understand the process which has taken the project from inception to the Proposals Report and to understand the process that will lead on from this report to the inclusion of transport schemes in the Dartmouth Transport Plan.

2.3.2 Parsons Brinckerhoff (PB) were commissioned to coordinate a Transport Plan for Dartmouth in 2003.

2.3.3 Initial consultation with stakeholders, comprising local interest groups, services, businesses and elected/non-elected public servants took place in the summer of 2003. This exercise consisted of information gathering relating particularly to the transport problems of Dartmouth and potential solutions.

2.3.4 In the latter part of the summer of 2003, a number of data collection exercises were completed in order to build a more complete picture of the transport system in Dartmouth.

2.3.5 PB also provided consultation services to the Dartmouth Market and Coastal Towns Initiative (MCTi) Transport Theme Group during the Autumn/Winter 2003 and Spring 2004.

2.3.6 The MCTi were at that time undertaking their own consultation with the public in Dartmouth on a range of issues relating to life in the town. PB were asked to comment on the potential transport projects put forward by the MCTi that were produced following the initial consultation.

2.3.7 The next stage of the transport plan project was the production of an Issues Report containing a variety of schemes based on the information received from initial stakeholder consultation and data collection.

2.3.8 This report was made available to all stakeholders and was discussed at a meeting in Dartmouth in July 2004. The meeting aimed to reach a consensus on a number of schemes in the Issues Report, highlight any schemes which were unsuitable for the town and finally bring to light any areas which had not been addressed.

2.3.9 This report has subsequently been written to document the results of the discussions at the Issues Report meeting and to provide a platform from which to launch a Public Exhibition of transport schemes in Dartmouth in October 2004.

2.3.10 The Public Exhibition will provide every member of the community to view the potential schemes and comment on them. All comments will be documented by PB, who will then produce the Dartmouth Transport Plan. This document will be delivered to Devon County Council and Dartmouth Town Council and amended and improved upon as necessary until its contents meet the requirements of all parties.

2.3.11 The diagram below includes a summary of the Dartmouth Transport Plan process to date and a projection of the process from this point forward.

Data Collection

August/September 2003

[Traffic Counts] [Ferry Surveys]

[Accident Data] [Speed Surveys]

Consultation with MCTi based on
their possible aims and objectives

Production of

Dartmouth Community Transport Plan

March 2005

Public Exhibition

January 2004/February 2005

Dartmouth Town Council &

Devon County Council

discuss provision of material for a

Public Exhibition

Production of Proposals Report &

Town Council Meeting

November 2004

Production of Issues Report

June 2004

Further Stakeholder Consultation

July 2004

Six Emerging Themes:

[Road Access] [Park & Ride]

[Ferries] [Other Public Transport]

[Parking and Access] [Traffic Calming & Pedestrian Areas]

Initial Stakeholder Consultation

July 2003

Dartmouth Transport Plan Established

2003

2.4 Local and Regional Policy Objectives

2.4.1 The Dartmouth Transport Plan must be in line with objectives set out in the Devon Local Transport Plan (DLTP). A copy of the Transport Plan can be obtained from the Devon County Council website at the following address:

http://www.devon.gov.uk/index/transport/devon_local_transport_plan/devon_local_transport_plan_july_2000.htm. The Devon Local Transport Plan Team can be contacted on 01392 383490.

2.4.2 The following extract from the DTLP summaries the objectives that a strategy for transport in Dartmouth must adhere to:

‘...this Plan places particular emphasis on the definition of Objectives against which its Implementation Programme has been drawn up. These Objectives embrace all five of the Government’s Objectives for Transport. They also include four additional objectives that have been identified as a result of consultation as being of special relevance to the environment, economy and social well-being of Devon.

The Plan gives strategic priority to the first two of these Objectives - Integrated Transport and Safety. The remaining seven Objectives are developed against the overall priority given to the first two.

1. Integrated Transport

To integrate all forms of transport with the Devon Structure Plan and Local Plans leading to a better, more efficient, transport system.

2. Safety

To ensure that travel can be undertaken safely by all modes.

3. Accessibility

To improve accessibility to work, facilities and services for all, especially for those without access to a car.

4. Economy

To maximise the contribution of sustainable transport networks to an efficient economy.

5. Environment

To protect the natural environment and historic heritage of Devon.

6. Health

To encourage healthier lifestyles through promotion of walking and cycling.

7. Lifelong Learning

To improve and enhance access by sustainable transport to schools, colleges and cultural destinations.

8. Social Exclusion

To meet the transport needs of all social groups and contribute to community needs.

9. Tourism

To integrate tourism and public transport to give visitors a wider choice of modes.'

2.4.3 Parking is a key issue in Dartmouth and the Devon strategy is outlined in pages 60 – 62 of the DLTP. The diagram below indicates the Devon approach to parking in urban areas.

2.4.4 The following text is in the section of the DLTP on programme implementation:

- The Zone's Rural Nature

Despite the proximity of Plymouth, the Zone is largely rural

and there is a strong reliance on private transport. The

opportunity has been taken to enhance strategic bus routes

and provide additional local bus service journeys through the

Rural Bus Support Grant but infrequent journeys provide limited journey opportunities and leads to social exclusion.

The withdrawal of rural facilities further affects the transport needs of residents in rural communities. The Zone's market and coastal towns have a key role to play in the future of its rural communities. Particular issues have been identified concerning the impact of freight transport on rural roads. The County Council with the Countryside Agency is undertaking a South Hams pilot study of this issue within its overall strategic approach to Freight Quality Partnerships.

- The Role of Tourism

As already indicated, tourism has a major impact on the social, environmental and economic well-being of communities in the Zone and its Programme needs particularly to recognise the future trends in leisure and tourism.

3 SURVEYS AND HISTORICAL DATA

3.1 Introduction

3.1.1 The most recent road traffic accident data and vehicle survey data for Dartmouth has been obtained from the Local Authority. The accident data has been examined to locate areas where improvement schemes have potential to improve the safety of road users. The vehicle survey data has been analysed to provide information about the accessibility of the town and the potential for traffic growth on principle routes into Dartmouth.

3.1.2 A variety of surveys were undertaken by Parsons Brinckerhoff in August/September 2003 to build a more complete understanding of the transport situation in Dartmouth. These surveys included traffic counts, vehicle speed measurement and interview surveys on both of the Dartmouth vehicle ferries.

3.1.3 A summary of all the data obtained from the Local Authority or collected locally is included below and Figure 1.

3.2 Traffic Counts

3.2.1 Traffic counts on the A379 at the Ridges, on the A3122 and East of Collaton Cross were obtained from the Local Authority. Additional counts were carried out by Parsons Brinckerhoff at the Park and Ride roundabout (A3122), A3122/A379 roundabout, A379 Townstal Road/College Way priority junction and at both the Higher and Lower vehicle ferries.

3.2.2 The table below includes the 12-hour flow and busiest hourly flow for each of the sites listed above. For the purposes of comparison, where counts were undertaken prior to 2003, TEMPRO 4 central growth factors have been applied to base all counts to 2003. The count sites are also displayed geographically in Figure 1 at the end of the report.

Site Movement

12 Hourly

Flow

(vehicles)

Busiest

Total

Hour Flow

Busiest

Total Hour

(vehicles)

To Dartmouth (eastbound) 2477 225

to Halwell (westbound) 2611 310

A3122 Halwell to A3122 Dartmouth 2582 297

A3122 Halwell to Park and Ride Site 141 1

A3122 Dartmouth to Park and Ride Site 134 14

A3122 Dartmouth to A3122 Halwell 2596 333

Park and Ride Site to A3122 Halwell 163 20

Park and Ride Site to A3122 Dartmouth 104 21

A3122 Halwell to A379 Kingswear 2217 240

A3122 Halwell to A379 The Ridges 430 35

A379 Kingswear to A379 The Ridges 1318 105

A379 Kingswear to A3122 Halwell 2496 321

A379 The Ridges to A3122 Halwell 336 52

A379 The Ridges to A379 Kingswear 1447 175

A379 Townstal Road to A379 College Way 2995 331

A379 Townstal Road to Townstal Road 1440 146

A379 College Way to Townstal Road 100 6

A379 College Way to A379 Townstal Road 3128 381

Townstal Road to A379 Townstal Road 932 89

Townstal Road to A379 College Way 66 9

To Dartmouth (northbound) 1816 191

To Stoke Fleming (southbound) 1806 196

Dartmouth to Kingswear 631 70

Kingswear to Dartmouth 646 73

Dartmouth to Kingswear 584 75

Kingswear to Dartmouth 604 62

Part of Cordon into Dartmouth

A3122 east of

Collaton Cross

A379 The Ridges

Higher Ferry

Lower Ferry

A3122 Park and

Ride roundabout

16:15-

17:15

17:00-

18:00

17:00-

18:00

17:00-

18:00

14:00-

15:00

15:00-

16:00

17:00-

18:00

A3122/A379

roundabout

A379 Townstal

Road/A379 Priority

Dartmouth Traffic Count Data

3.2.3 The cordon included in the table above represents those roads which provide access to Dartmouth from outside (e.g. the A3122 from Totnes and the A379 from Stoke Fleming) as opposed to routes carrying traffic from one part of the town to another.

3.2.4 The flows above indicate that none of the surveyed roads are carrying a number of vehicles approaching a level where congestion and queuing delay is likely to occur.

The highest hourly directional flow in the table above is 381 vehicles travelling from College Way to Townstal Road. In suburban areas the likely capacity of a road in vehicles per hour in each direction is in the range 1350 – 1700, falling to a likely maximum of 1200 vehicles per hour in each direction for roads in the centre of small towns¹.

3.2.5 From the above it must be concluded that there is not a congestion problem in Dartmouth.

¹ Design Manual for Roads and Bridges, Volume 13, Section 1, Part 5, Chapter 5, Table 5/1 and Chapter 6, Table 6/1

3.3 Ferry Postcard Surveys

3.3.1 A summer postcard interview survey of the use of the Higher and Lower ferries was carried out on Friday 22nd August 2003. An August Friday was chosen to obtain details of ferry patronage during the busiest period of the year for Dartmouth.

3.3.2 The surveys were undertaken between 07:30 and 19:30 by survey staff stationed at both ferries. A total of 594 were completed by patrons of the Higher Ferry and a total of 305 were completed by patrons of the Lower Ferry.

3.3.3 Interviews were completed either during the crossing or subsequently by customers and returned to PB by post.

3.3.4 A summary of the results of the survey is included below.

3.3.5 The surveys indicated that in terms of passengers' origins and destinations, a total of 366 people were travelling to Dartmouth utilising the vehicle ferries between 07:30-19:30 on the day of the survey. Of these, 148 travelled on the Lower Ferry and 218 used the Higher Ferry. Correspondingly, 338 people travelled from Dartmouth using the vehicle ferries during the same period. Of these, 110 used the Lower Ferry and 228 used the Higher Ferry. A total of 194 through trips were made on both ferries with a split of 46 to 148 between the Lower Ferry and Higher Ferry respectively. A total of 2 individuals did not respond to this question. The graph below summarises these results.

Are you Travelling To, From or Through Dartmouth?

0
50
100
150
200
250
300

350

400

To From Through Did Not Respond

Number of Responses

Lower Ferry Higher Ferry Total

49%

36%

15%

37%

38%

25%

3.3.6 Passengers were asked to describe their trip purpose as part of the survey. The most common purpose recorded was Recreation and Leisure. A total of 372 passengers recorded this as their trip purpose, 134 from the Lower Ferry and 238 from the Higher Ferry. A total of 287 respondents recorded Tourism as their trip purpose, 68 from the Lower Ferry and 219 from the Higher Ferry. 223 respondents recorded Work/Business as their trip purpose with 70 of these responses from the Lower Ferry and 153 from the Higher Ferry. 141 passengers recorded Social as their trip purpose and of these 45 used the Lower Ferry and 96 used the Higher Ferry. 124 passengers listed Shopping as their trip purpose with 33 of these responses from the Lower Ferry and 91 from the Higher Ferry. A total of 3 passengers listed Education as their trip purpose and 1 passenger listed Connection to Bus/Rail. 2 passengers did not respond to this section of the survey. The graph below contains a summary of passenger trip purpose for the survey day.

What is the Purpose of your Ferry Trip Today?

0

50

100

150

200

250

300

350

400

Social

Recreation/Leisure

Shopping

Tourism

Work/Business

Connection to Bus/Rail

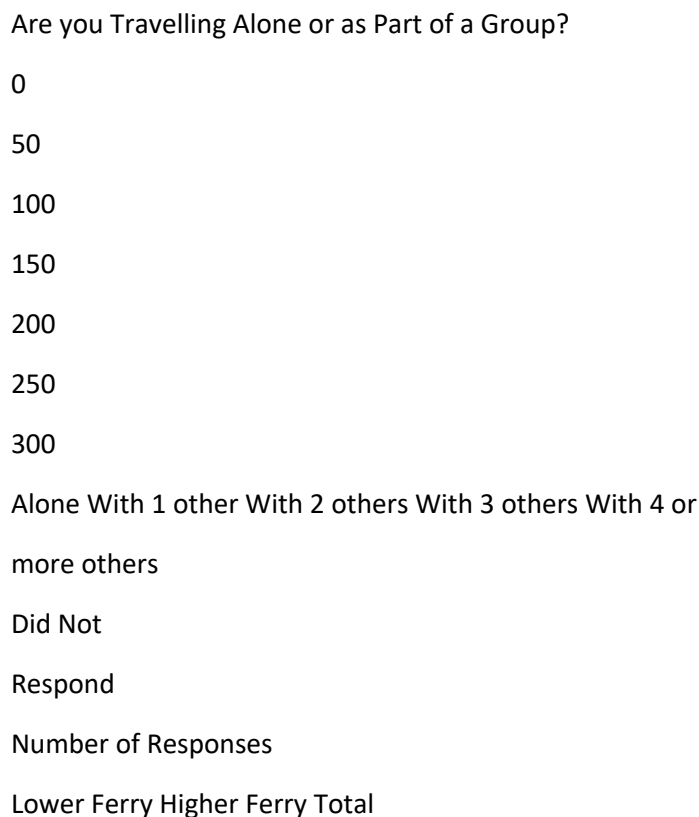
Education

Did Not Respond

Number of Responses

Lower Ferry Higher Ferry Total

3.3.7 The next question in the survey concerned the size of the group travelling on the ferries. The most common response to this question was With One Other. A total of 250 respondents indicated that they were travelling on the ferry in a group of 2, with 87 of these responses from the Lower Ferry and 163 from the Higher Ferry. The next most common response was Alone. A total of 215 passengers, 71 from the Lower Ferry and 144 from the Higher Ferry, travelled on their own. 164 respondents travelled With 4 or more others, 54 using the Lower Ferry and 110 using the Higher Ferry. 155 respondents indicated that they were travelling With 3 others. Of these, 55 used the Lower Ferry and 100 used the Higher Ferry. 112 respondents recorded that they travelled With 2 others, 38 from the Lower Ferry and 74 from the Higher Ferry. A total of 4 interviewees did not respond to this question. The graph below contains a summary of the survey question regarding group size.



3.3.8 Passengers were asked how long they were intending to stay in Dartmouth town

centre on the survey day, or if they were travelling from Dartmouth how long they had spent in Dartmouth town centre. Under 1 Hour was the most common response to the question by a large margin. A total of 381 interviewees gave this as their response, of which 127 travelled on the Lower Ferry and 254 travelled on the Higher Ferry. 174 respondents indicated that they spent All day in Dartmouth town centre, 49 of these used the Lower Ferry and 125 used the Higher Ferry. 137 passengers stated that they spent 1 – 2 hours in Dartmouth town centre, with 59 from the Lower Ferry and 78 using the Higher Ferry. 100 passengers listed 2 – 3 hours as their length of stay in Dartmouth town centre. 30 of these were from the Lower Ferry and 70 were from the Higher Ferry. 75 respondents listed 3 – 4 hours as their length of stay in Dartmouth town centre with 27 from the Lower Ferry and 48 from the Higher Ferry. The number of non-respondents to this question was higher than for other parts of the survey with 33 passengers not indicating the length of their stay. The graph below contains a summary of the questions regarding length of stay in Dartmouth.

How Long Will you be / Have you Been in Dartmouth Town

Centre Today?

0

50

100

150

200

250

300

350

400

450

Under 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours All day Did Not

Respond

Number of Responses

Lower Ferry Higher Ferry Total

3.3.9 The final question in the survey related to the frequency of passengers' ferry use.

568 respondents stated that they used the ferry Less often than 1 – 2 times per week.

Of these, 188 used the Lower Ferry and 380 used the Higher Ferry. 114 passengers

stated that they used the ferry 1 – 2 times per week, 35 from the Lower Ferry and 79

from the Higher Ferry. 107 respondents said that they used the ferry Everyday, 37

from the Lower Ferry and 70 from the Higher Ferry. 105 respondents stated that they

used the ferry 3 – 4 times per week, 42 from the Lower Ferry and 63 from the Higher

Ferry. 6 interviewees did not respond to this part of the survey. The graph below

contains a summary of the survey frequency of use question.

How Often do you use the Ferry to Travel to / from Dartmouth

Town Centre?

0

100

200

300

400

500

600

Everyday 3 - 4 times per

week

1 - 2 times per

week

Less often Did Not Respond

Number of Responses

Lower Ferry Higher Ferry Total

3.4 College Way Speed Surveys

3.4.1 A speed survey of vehicles travelling in both directions on College Way outside the Britannia Royal Naval College (BRNC) was carried out on 4th September 2003 between 07:00-07:30. A total of 68 vehicles were sampled and a speed distribution was calculated from this data. The speed limit on this section of College Way is 30mph and the road lies on a steep slope upwards from Dartmouth towards the west. Speed camera enforcement is in place on Townstal Road approaching College Way. The table below summarises the results of the speed survey.

Downhill –

towards

Dartmouth town

centre

Uphill – towards

Townstal

Number of vehicles

39

29

Mean speed (mph)

35.2

35.0

85th %ile speed (mph)

45.3

40.0

% of vehicles above 30mph limit

54

76

% of vehicles 10% + 2mph above 30
mph (above 35 mph)

33

45

% of vehicles above 40mph

23

14

% of vehicles above 50mph

13

0

% of vehicles above 60mph

5

0

3.4.2 The results of this survey indicate that a majority of vehicles on this section of College Way, in both directions, are exceeding the 30mph limit by some margin. A greater percentage of drivers exceed the limit travelling up the hill than those travelling down, perhaps indicating an awareness of the need to moderate speed on the descent into the town.

3.5 Accident Data

3.5.1 Historic Accident Data for Dartmouth for the three-year period from the beginning of 2001 to the end of 2003 was obtained from Devon County Council (DCC).

3.5.2 A total of 36 accidents were recorded, of which 14 were Injury accidents (an accident in which at least one of the persons involved received an injury). All of the Injury accidents were classified as a Slight Injury (not requiring a hospital stay of more than 24 hours). It should be noted that it is normal for a majority of Damage Only accidents to go unreported.

3.5.3 Of the 14 Injury accidents, 11 involved pedestrians and the majority of these occurred close to the centre of the town (around St Saviour's church). The most common location was Duke Street with a total of 4 pedestrian accidents.

3.5.4 Other notable types of accident are striking an unattended vehicle / object and shunt accidents. 10 accidents involving vehicles striking parked vehicles, unattended vehicles or objects in or close to the carriageway were recorded. None of these accidents resulted in an injury. 4 shunt accidents were recorded, one of these resulting in a Slight Injury.

3.5.5 It is evident from these records that the major accident risk in the town of Dartmouth is to pedestrians in the area around the town centre, where most activity is focussed and many of the streets and pavements are narrow.

3.5.6 Despite the increase in pedestrian volume in the town during the summer months, there is no observable increase in the number of pedestrian accidents during this season.

3.5.7 A plot of the locations of accidents in Dartmouth is included in Figure 2 at the end of the report.

4 TRANSPORT IN DARTMOUTH

4.1 Car Use & Road Access

4.1.1 The rural nature of the South Hams district dictates a high level of car use. The area occupies around 90,000Ha in south Devon has a population of around 85,000. The largest urban centre in South Hams is Ivybridge with a population of just over 12,000.

4.1.2 Dartmouth town occupies the western bank of the River Dart estuary with Kingswear located on the opposite bank. The population of Dartmouth is slightly greater than 6,000 (of which Townstal forms around 2,000) while the population of Kingswear is around 1,500. Dartmouth is surrounded by many, small, rural and coastal communities such as Dittisham, Stoke Fleming, Halwell Strete and Blackawton.

4.1.3 Access to Dartmouth by road is limited by the lack of a road bridge across the River Dart south of Totnes. Travelling from the north the choice of routes is between the A379 and A381/A3122. The first of these routes travels through the Torbay area (Torquay, Paignton and Brixham) and into Kingswear. From there, access to Dartmouth by road relies upon the Higher and Lower vehicle ferries. The second route from the north utilises the A381 from Totnes south to Halwell and then the A3122 east to Dartmouth.

4.1.4 From the south and west, Dartmouth can be accessed via the A381 and then A3122 through Halwell or the A379 along the coast.

4.1.5 Car use is an important mode of travel into Dartmouth, particularly in the winter months when the Park and Ride is not in operation.

4.1.6 The traffic count data indicates that traffic flow into the town from the west and south is not limited by road capacity. The peak hourly flows on the A3122 from Halwell and the A379 coast road are well below the capacity limits of the respective routes. These routes are not high standard and the alignment does not allow for quick access to Dartmouth from other parts of the County. From the east the Higher Ferry and Lower Ferry limit the number of vehicles entering Dartmouth from Kingswear/Torquay to a considerable extent.

4.1.7 It is not envisaged that an improvement to any of the distributor roads into the town or to the ferry capacity would bring significant benefit to the town. The vehicle ferries and the moderate standard of the entry routes act as a bottleneck. During the

summer, Dartmouth reaches the limits of parking current parking capacity and the town is full of visitors. Removing the bottleneck, either through improving the vehicle ferry service or through enhancing road access could lead to overcrowding in the town centre. However, there is concern that limited carriageway width at points on the A3122 causes pinch points for large vehicles, particularly Heavy Goods Vehicles (HGV's) which can prevent vehicles from passing.

4.2 Park and Ride

4.2.1 The First Group tender of the service ended in April 2004. South Hams District Council (SHDC) had experimented in the 2003-2004 season with a slightly altered route and a stopping service to the town centre on some buses. The latest tender arrangement between the Council and Tally Ho coaches reverts to the previous arrangement. This service runs from April to October direct to Dartmouth town centre.

4.2.2 Additionally, the fare structure has been simplified so that each carload of passengers need only purchase one ticket. This ticket covers parking charges and use of the Park and Ride service for all occupants of the vehicle up to a maximum of 6.

4.2.3 SHDC have traditionally only operated the Park and Ride service during the summer tourist season as this allows them to limit the amount of subsidy that the service requires. However, historically the service has never been profitable and the potential to increase patronage to a level where the operator could run the service without subsidy is very small.

4.3 Ferries

4.3.1 Journeys between Dartmouth and Kingswear are served by a variety of ferry services in Dartmouth. There are two ferries capable of carrying vehicles and another purely foot passenger carrier.

Higher Ferry

4.3.2 The Higher Ferry is operated as a private business from the north of Rue de Courseulles Sur Mer. This ferry has operated as a vehicle carrying service since 1870 and there has been a crossing at this part of the river since 1831. It is officially classified a floating bridge and is therefore considered part of the highway network. It is paddle operated and runs along chains. The journey time is a matter of a few minutes.

4.3.3 The Dartmouth-Kingswear Floating Bridge Act 1988 discharges Philip Ltd with the right and duty to provide a 'floating bridge' crossing of the River Dart, the Act stipulates that if the existing craft ceases to be seaworthy or becomes dangerous for passengers, then appropriate action must be taken to repair or replace the vessel. A replacement vessel can be any size providing it is not more than 10m longer and 6m wider than the existing ferry. Philip are permitted to charge tolls for passage across the river and to form Byelaws to maintain the safe and efficient operation of the ferry service.

4.3.4 This ferry operates an all year round timetable which is as follows: Monday to Thursday 06:30 – 22:45, Fridays and Saturdays 06:30 – 23:45 and Sundays 08:00 –

22:45. The current cost for a car is £2.50 or £4.80 return. A £17 ticket is available for 20 journeys.

Lower Ferry

4.3.5 SHDC operate the Lower Ferry from the south end of the South Embankment. The timetable is as follows: Monday to Saturday 07:00-22:55 (first ferry from Dartmouth side). Sunday 08:00-22:55 (First ferry from Kingswear, last one from Dartmouth).

4.3.6 Adult pedestrians pay a fare of £1 per crossing and private cars a fare of £3 per crossing. During peak periods two ferries are operated.

Ferry Queues

4.3.7 The queue for the Higher Ferry forms in the right lane on Coombe Road in advance of traffic signals which allow through traffic to cross the queue and enter the Rue de Courseulles Sur Mer along the river bank and regulate the queue itself.

4.3.8 The queue for the Lower Ferry forms at the southern end of South Embankment, round Cule's Court and to the ferry slipway. Traffic signals are present to regulate the queue.

4.3.9 Neither the vehicles queuing for the Higher Ferry or those queuing for the Lower Ferry impinge other traffic in Dartmouth.

4.4 Other Public Transport

Buses

4.4.1 Bus routes into Dartmouth access the town via College Way and Coombe Road or Victoria Road and Duke Street. Routes utilise the North Embankment incorporating a one-way loop around Fairfax Place, The Quay, Mayors Avenue and the North Embankment.

4.4.2 On the outskirts of Dartmouth routes follow several roads in the Townstal area and also serve Yorke Road, Milton Lane and The Ridges area around Dartmouth Community College to the east of the town.

Paignton and Dartmouth Steam Railway

4.4.3 This steam railway runs seven miles from Paignton to Kingswear. It is run as a tourist attraction, however, it maintains a role as a public transport service with combined tickets for the train journey and ferry into Dartmouth available. Timetabled services depend on the season but some kind of service is operable at most times of the year.

4.4.4 An adult return fare from Paignton to Dartmouth including the ferry transfer is £8.50.

4.5 Parking and Access

4.5.1 Parking in Dartmouth is limited by the topography of the town and the width of the streets. A majority of parking is on-street with a mixture of restricted and nonrestricted available. The only full-time off-street car park in the town centre is Mayors Avenue, although Market Square is available for parking during the majority of the week (see below). It should also be noted that other areas are made available during the busy summer and regatta seasons.

4.5.2 It is not viable to increase the number of available parking spaces in Dartmouth town centre without the provision of a new car parking facility.

4.5.3 A reorganisation of on-street parking might provide a handful of extra spaces, but its main benefit would be to improve the parking situation for Dartmouth residents.

4.5.4 It is recognised that parking in Dartmouth is a key issue and an emotive one for many residents. It is also clear that any strategy must try to make best use of the available space whilst presenting measures that will go some way towards a solution. These measures may consist of economic drivers (alterations to the pricing structure), supply drivers (additional parking), demand drivers (shift from car use to public transport and other modes) or a combination of all three.

4.5.5 It is also evident that parking demand is highly seasonal and that the situation in the town during the winter months is more tenable than during summer holiday periods and particularly during the regatta.

Mayors Avenue

4.5.6 This is currently the main car park in Dartmouth with 222 spaces. The car park is available all year round and operates two tariffs: one for the high season and one for the low season. The charging period runs from 08:00 – 18:00. Low season parking varies from a 1-hour stay at £0.60 to an all day stay for £4.40. High season parking varies from £0.40 for a 30-minute stay to £2.10 for a 3-hour stay.

Dartmouth Castle

4.5.7 Parking here is available all year round and charges apply from 08:00 to 18:00. Charges range from £0.40 for 30 minutes to £2.10 for 3 hours.

Dartmouth Market Square

4.5.8 Free parking is available all year and 24 hours per day in this location except on Tuesdays and Fridays when no parking is permitted in the areas reserved for the operation of the market.

Coronation Park

4.5.9 Coronation Park is used as a car park during the Dartmouth Regatta and Carnival between 08:00 and 21:00. Stays are limited to 3 hours at a cost of £1 per hour.

Park and Ride

4.5.10 Parking for Park and Ride users is provided here and charges are incorporated within the ticket price of the Park and Ride service. Coaches are permitted to park on the site at a charge of £4. An overflow facility exists for use during busy times.

Leisure Centre

4.5.11 Parking is available here all year round and 24 hours per day. Charges range from £0.30 for 30 minutes to £2.80 for all day.

On-Street Parking

4.5.12 A list of existing on-street parking in Dartmouth town centre is included below. It can be assumed that central areas not referred to are areas where parking is not permitted.

Waiting Restricted Parking

4.5.13 A large proportion of the Rue de Courseuilles Sur Mer, North Embankment and South Embankment, which run along the riverfront, are allocated as 2-hour waiting bays (between 09:00 – 18:00) during the summer season and all day parking during the winter.

4.5.14 Other areas of 2 hour waiting include a section of Newcomen Road, areas of Mayors Avenue and College Way close to Coronation Park.

4.5.15 1 hour waiting spaces exist on the Quay, the Spithead, Smith Street, Newcomen Road, and Lower Street.

Unrestricted Parking

4.5.16 Several areas of unrestricted parking exist, along Mount Boone, Coombe Close, King's Quay, parts of Victoria Road, Charles Street, Market Street and Market Square.

Permit Parking

4.5.17 Permit parking is very limited in Dartmouth. There is an area of permit parking on Sandquay Road close to the Higher Ferry slipway.

Bus, Coach and Taxi Facilities

4.5.18 The section of the North Embankment opposite the Boat Float consists of parking for up to three coaches, four or 5 buses and a short section for taxis.

4.6 Traffic Calming and Pedestrian Areas

4.6.1 Available space for pedestrians in Dartmouth is constrained in the town centre by the narrow streets between buildings. Market Square provides an opportunity for pedestrians to move freely, however, parking is permitted here at all times except during the operation of the market.

4.6.2 The topography of the town is very hilly with some extremely steep streets particularly to the south of the town.

4.6.3 Crossing facilities in Dartmouth town centre are limited to a single Zebra Crossing across the North Embankment just south of its junction with Mayors Avenue.

5 RECENT SCHEMES

5.1.1 A list of transport schemes undertaken in Dartmouth since the introduction of the Devon Local Transport Plan is included below. Many of these are marked on Figure 3 (Plan of Proposals) at the end of the document.

5.2 A3122 Widening

5.2.1 The A3122 link from Totnes to Dartmouth is a key route into the town. There are a number of pinch points on the stretch between Halwell and Dartmouth where large vehicles have difficulty in passing and journey delays can occur as a result.

5.2.2 A programme of widening these restrictions exists and it would be the intention of the Highway Authority to complete the programme dependent on budget constraints.

5.2.3 It is suggested that the aspiration of completing the widening of the pinch points on the A3122 is included within the final Dartmouth CTP document.

5.2.4 Norton Narrows is now managed by interactive signing.

5.3 Pedestrian Crossings

5.3.1 Three Zebra, uncontrolled, pedestrian crossings have recently been installed on Townstal Road on the approach into Dartmouth. These are marked on Figure 3.

5.3.2 An additional Zebra crossing was installed by the school in Milton Lane in 2002. This was accompanied by road narrowing measures, to allow easier crossing.

5.4 Speed Limit Reduction

5.4.1 Milton Lane/Crossparks has been regulated to 20mph together with a 7.5 tonne weight restriction.

5.5 Public Transport Infrastructure

5.5.1 A number of bus stops have been provided with new shelters and high kerbs. Several of these are illustrated on Figure 3.

6 PROPOSED SCHEMES

6.1 Introduction

6.1.1 This section of the report discusses proposed schemes for inclusion in the Dartmouth Community Transport Plan document.

6.1.2 These schemes are proposed for possible inclusion in the Dartmouth Community Transport Plan document and are not a final list of schemes for Dartmouth. It is fully intended that these schemes are consulted on by the Town Council and the inhabitants of Dartmouth and its environs prior to the completion of the Dartmouth Community Transport Plan.

6.1.3 Many of the schemes listed here have come out of discussion with stakeholders in Dartmouth; many were included in some form in the Dartmouth Transport Plan Issues Report.

6.1.4 Additional schemes, not referred to in the Dartmouth Transport Plan Issues Report, have been included, and represent those schemes which have come to light outside of the consultation on the Issues Report.

6.1.5 Other schemes which have been discussed in the process up to this point have been removed from consideration as consultation has indicated that they are not appropriate for the town. For the sake of completeness a brief list of these schemes is listed below:

- Re-location of the Higher Ferry queue to the nearside of Coombe Road as it approaches the ferry slip – this scheme would have obstructed access to Sandquay Road and the Dart Marina.
- Specific schemes relating to reorganisation of town centre parking – any strategy should now be led by the Town, District and County Councils.
- Restricting traffic movements in Duke Street to one direction (and rerouting buses through Smith Street and Anzac Street accordingly) – the size of buses was expected to be prohibitive in implementing this scheme.

6.1.6 The proposed schemes are discussed below with shaded sections indicating the specification of the schemes. Many of these schemes are displayed on the map in

Figure 3 and all are included in the table summary in Figure 4 at the end of the report.

6.2 Road Access

6.2.1 The A3122 route into Dartmouth from Totnes in the north features a number of narrow sections where it is difficult for two vehicles to pass, particularly if large or heavy vehicles are involved.

6.2.2 It is considered that these pinch points add to the difficulty that faces businesses located in Dartmouth and does not assist the economic viability of the town.

6.2.3 Pinch points exist at Halwell Cross, near to Brown's Norton Farm and at Norton, in the vicinity of the Holiday Park.

6.2.4 It is an aspiration of Devon County Council to continue its programme of widening these pinch points to bring the route up to a consistent standard. Such schemes are dependent on available funding and therefore cannot be guaranteed. However, it is suggested that the objective of completing the widening programme is included within the Dartmouth Transport Plan to reinforce the desire of Dartmouth to have this work completed.

6.2.5 It may be appropriate to undertake a review of direction signing from Totnes and Torquay ensuring that route signing to Dartmouth is consistent, clear and uses the most appropriate routes.

6.3 Park and Ride

6.3.1 Anecdotal evidence suggests that Park and

Ride users view the current service, in

terms of routing and cost as an

improvement over the 2002-2003 tender.

Nonetheless, prevailing opinion is still that

the cost of the Park and Ride is too high.

This applies particularly for small groups

and when considered against the cost of

parking in Dartmouth.

6.3.2 The need to balance the cost of parking in

the town centre with the cost of using the Park and Ride is clear. If a reorganisation

of town centre car parking was to take place (see section 6.6) the Park and Ride

parking facility and its influence on parking in the town centre should be considered

during the restructuring.

6.3.3 Dartmouth Town Council need to lead the way in discussions concerning the

Park and Ride price structure with South Hams District Council and Devon

County Council to establish ways in which the Park & Ride service can be

subsidised further and a better service provided at a lower cost to the user. If

parking in Dartmouth is reorganised such discussions will be imperative to

ensure the Park and Ride service receives a good level of patronage and is able

to relieve some of the pressure on the town parking stock during the summer

season.

6.4 Ferries

6.4.1 The problem with the ferries is one of capacity, both of volume of traffic and weight of traffic. Queues of traffic waiting to use the ferries exist almost all the time, causing delay to people, goods, and air pollution.

6.4.2 The Lower Ferry also takes vehicles through the town centre and through the village of Kingswear. There can be significant delays to queuing vehicles at peak times. Nevertheless, the ferries may be an essential part of a vacation trip to Dartmouth and the traffic a necessary consequence.

6.4.3 A large proportion of the traffic on the ferries, particularly on the Higher Ferry actually by-passed the town of Dartmouth.

6.4.4 In the long term, a replacement for the Higher Ferry will be needed. When this is commissioned, it is recommended that it should be capable of taking more and larger vehicles more quickly across the river. This will relieve the traffic queues not only at the Higher Ferry but also at the Lower Ferry.

6.5 Other Public Transport

6.5.1 One of the main issues relating to bus services in Dartmouth is the final evening service time and flexibility of this service.

6.5.2 It has been suggested that the last bus service of the day provides a flexible route which allows passengers to request a drop off at or close to their home. The limits of this system would have to be defined in agreement with the bus operators.

6.5.3 It was also proposed that an additional late service was run after 8pm on a Sunday. Any such service be likely to depend upon the construction of a sound business case or the availability of subsidy.

6.5.4 DCC has introduced "Fare Car" schemes elsewhere in the county to bridge the gap between economically viable bus services (including services that are subsidised at present) and those that are required by the community. These vehicles operated under Section 11 of the 1985 Transport Act. Passengers can book journeys separately but share the vehicle with others on an advertised timetabled journey. The cost of the journey is usually equal to or slightly above that of an equivalent bus journey.

6.5.5 Consideration of a Fare Car service for Dartmouth outside normal bus service times should be considered.

6.5.6 Two forms of Community Bus currently operate within the town, the West Dart Bus and a Devon County Council 'Ring and Ride' service. It is suggested that an audit of the current service is undertaken. This will ascertain whether additional or improved services would be beneficial to the town. It would also identify the areas where flexible public transport is most needed. A coordinator could be locally appointed to oversee the operation of community transport in the town.

6.5.7 There is potential for improvements to be made to bus infrastructure in the town.

Improved facilities implemented where demand is greatest improve the attractiveness of bus journeys, particularly in inclement weather.

6.5.8 Possible locations include a bus shelter (and bus lay-by) by Church Road and College Way (see Figure 3). Another potential site for bus shelters is the North Embankment.

6.5.9 Consistent, high quality design in such facilities would create an impression of a wellmaintained

service and it is also important to preserve the townscape of Dartmouth.

6.6 Parking and Access

6.6.1 Parking is recognised as a difficult issue in Dartmouth. Undoubtedly the lack of readily available parking on and off street, particularly during the summer months, does lead to an amount of circulating traffic.

6.6.2 There is insufficient space in the town to accommodate the parking needs of all residents, businesses and visitors. Previous attempts to find a compromised solution through alterations to the on-street parking strategy and layout have failed. The restrictions on space within the town ensure that any proposed strategy has sufficient inadequacies to prevent a consensus to carry the scheme forward.

6.6.3 The MCTi have proposed an extremely detailed reorganisation of on-street parking in their work towards producing a Community Plan for Dartmouth, and it is certain that improvements to the current parking situation in Dartmouth are possible through restructuring on-street parking.

6.6.4 However, it is not viable only to consider one element of the overall parking stock of Dartmouth. A joint strategy needs to be devised by the Town, District and County Councils. This should consider the current stock, the assessed need and the charging policy for parking on and off street.

6.6.5 A longer-term solution to Dartmouth's parking problems could be the construction of a new car parking facility. This concept has been well received in discussions to date. Dartmouth Town Council should lead the way in future discussions about such a facility.

6.6.6 An important element of an additional car park would be its distance from the town centre. Figure 3 contains a zone of 500m radius which represents the approximate area in which a new facility could be sited.

6.6.7 Consideration of an additional parking area could also be linked to the provision of an area for a convenient and safe coach parking facility.

6.7 Traffic Calming and Pedestrian Areas

6.7.1 There is a perception that it would be beneficial for there to be less vehicular traffic in parts of the town centre. Equally, traffic that is essential should travel more slowly.

This would give the pedestrian more opportunity to travel safely in the town and, perhaps, attract more visitors.

6.7.2 The provision of additional pedestrian crossings should be considered for Rue de Courseuilles Sur Mer, North Embankment (near to the Station Café) and South Embankment (see Figure 3).

6.7.3 The levels of traffic and pedestrian flow suggest, although do not necessarily dictate, that crossings in these locations would be Zebra crossings.

6.7.4 There is potential for carrying out estate enhancement and other works in Townstal. There are various locations where cycle parking facilities could be provided, two of which (both shown on Figure 3) are the local shop in Mayflower Close and the Post Office in Church Road.

6.7.5 A junction signalisation at the Church Road/Townstal Road junction would allow for the provision of pedestrian crossing stages and provide a safe point for pedestrians to link journeys between Townstal and Dartmouth via Townstal Hill.

6.7.6 Walking and cycling information boards and signing could be sited within Dartmouth itself. These signs would be located to best inform those exploring the town on foot, or entering by bike of what routes to take to reach attractions/facilities in the town both easily and safely.

6.7.7 Various options exist within the south of the town and include a 20mph zone and footway widening, where possible. It is not likely that footway widening along Newcomen Road is a profitable exercise, but limiting traffic speeds to 20mph would improve pedestrian safety.

7 CONCLUSIONS

7.1 Transport in Dartmouth

7.1.1 The topography and location of Dartmouth limit access to the town by road, whether the mode is private car or public transport of some description. However, much of the attraction of Dartmouth is the estuary, visual environment and the townscape in general. Schemes which are to be considered must naturally balance meeting transport objectives, whether they be safety, accessibility or health, with maintaining the quality of the environment in Dartmouth.

7.1.2 A summary of the proposed schemes included in this report is given below with references to the relevant section of the report. Figure 4, at the end of the report, also presents a schedule of the proposed schemes against the nine Devon Local Transport Plan Objectives.

7.2 Car Use and Road Access (see section 6.2)

7.2.1 Continue the work of widening pinch points on the A3122 subject to available funding.

7.2.2 Review of route signing from Totnes and Torquay.

7.3 Park and Ride (see section 6.3)

7.3.1 Dartmouth Town Council can discuss future pricing structure of Park and Ride with South Hams District Council and relate this to any changes to the parking pricing structure in Dartmouth.

7.4 Ferries (see section 6.4)

7.4.1 The higher ferry is approaching the end of its seaworthiness certificate and a replacement vessel, capable of carrying a larger number of vehicles, would be beneficial in increasing the capacity of the vehicle ferry system and in relieving queues for both the higher and the lower ferry.

7.5 Other Public Transport (see section 6.5)

7.5.1 Increased route flexibility for the final bus of the day, allowing passengers to be dropped closer to their homes.

7.5.2 A later running service for Sundays, but this could also extend to other days of the week.

7.5.3 Submission to Devon County Council for a "Fare Car" for Dartmouth.

7.5.4 Audit of current Community Bus services and appointment of a coordinator for

Dartmouth.

7.5.5 Improvements to bus infrastructure such as a bus shelter and bus lay-by at Church Road/College Way.

7.6 Parking and Access (see section 6.6)

7.6.1 Joint strategy between the Town, District and County Councils to decide the future of parking in Dartmouth.

7.6.2 Looking towards the possibility of new off-street parking facility to be sited within moderate walking distance of the town centre.

7.6.3 Re-location of coach parking, perhaps to coexist with any new off-street parking facility.

7.7 Traffic Calming and Pedestrian Areas (see section 6.7)

7.7.1 Additional pedestrian crossings on the Rue de Courseuilles Sur Mer, North Embankment and South Embankment.

7.7.2 Estate enhancement in Townstal including cycle parking facilities at local shops and services.

7.7.3 Junction signalisation at Church Road/Townstal Road junction to include pedestrian crossing phase.

7.7.4 Walking and cycling information boards and signing within the town.

7.7.5 20mph zones and footway widening where possible within the south of the town.

7.8 The Way Forward

7.8.1 Following the presentation of this report to the Councillors of Dartmouth Town Council, the Council will take ownership of the Dartmouth Community Transport Plan.

7.8.2 This document can form the basis of consultation with the public through an Exhibition and any other means deemed appropriate. It is envisaged that consultation would commence at some point in the early part of 2005 and Devon County Council would provide assistance in presentation of Exhibition materials and representatives at the events.

7.8.3 Upon completion of the consultation it is expected that the Town Council will produce the draft Community Transport Plan document which will be published.

7.8.4 Devon County Council will then review the Community Transport Plan to assess the potential scheme priorities and report back to Dartmouth Town Council.

