

Public Document Pack



PLYMOUTH LOCAL ACCESS FORUM

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When calling or telephoning please ask for: **Mr Ross Johnston**

PLYMOUTH LOCAL ACCESS FORUM

**MONDAY 9 AUGUST 2010 10.30 AM,
WARSPITE ROOM, COUNCIL HOUSE**

1. APOLOGIES

To receive apologies for non-attendance submitted by Forum Members.

2. DECLARATIONS OF INTEREST

Members will be asked to make any declarations of interest in respect of items on this Agenda.

3. MINUTES

(Pages 1 - 4)

The Forum will be asked to confirm the minutes of the 14 June 2010.

4. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

5. RIGHTS OF WAY IMPROVEMENT PLAN

The Forum will consider the draft rights of way improvement plan.

6. PROW OFFICER'S BRIEFING

(Pages 5 - 8)

The Public Rights of Way Officer will provide a briefing for members of the Forum.

- (a.) PLANNING APPLICATION FOR COSIE QUARRY -
IMPACT ON PUBLIC RIGHTS OF WAY
- (b.) SOUTH WEST COASTAL PATH
- (c.) WIDEWELL PLAYING FIELDS

7. PUBLIC PATH DIVERSION ORDER APPLICATION (Pages 9 - 10)

The Forum will consider a response to the consultation on the Public Path Diversion Order Application.

8. LOCAL TRANSPORT PLAN REVIEW OF CONSULTATION INFORMATION (Pages 11 - 20)

The Forum will consider the priorities for the Local Transport Plan (3) and consultation information.

9. WORKING GROUPS:

- (a.) POTENTIAL RIGHTS OF WAY WORKING GROUP

To receive a report from the Working Group.

- (b.) PLANNING WORKING GROUP

To receive a report from the Working Group.

10. CORRESPONDENCE (Pages 21 - 30)

To consider any correspondence received and note any correspondence sent by the Forum.

11. ANY OTHER BUSINESS

To discuss any business that, in the opinion of the Chair, should be brought forward for urgent consideration.

Plymouth Local Access Forum

Monday 14 June 2010

PRESENT:

Mr Fairchild, in the Chair.

Mr I Stewart, Vice Chair.

Ms Rogers Mr N Attrill, Councillor Thomas Browne, Mr J C Emery, Councillor Ken Foster, Mr K R Loze, Mrs B Mickley, Mr D E Pawley, Miss B Roberts, Mr J Skinner and Councillor George Wheeler

Apologies for absence: Ms. Hitchens

The meeting started at 10.30 am and finished at 11.45 am.

Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

1. **DECLARATIONS OF INTEREST**

Councillor Wheeler and Councillor Browne declared interests as members of the Planning Committee.

2. **MINUTES**

Agreed that the minutes of the 12 April 2010 be approved as a correct record.

3. **CHAIR'S URGENT BUSINESS**

There were no items of Chairs urgent business.

4. **LOCAL TRANSPORT PLAN 3 - UPDATE**

The forum received an update on the Local Transport Plan Three. It was reported that;

- a. progress was being made on the document, and a draft would be available in mid to late July when a twelve week consultation process would begin;
- b. the document has been informed by an analysis of existing data which would be made available to the forum via email;
- c. the rights of way improvement plan (ROWIP) was a separate document although the team were working in close conjunction with the Rights of Way officer;

- d. Devon and Cornwall highways authorities have been consulted on the developing Local Transport Plan particularly in respect of the Sherford new town;
- e. the six objectives which would be written into the Local Transport Plan were aspirations and could be affected by cuts to service budgets;

Agreed that the analysis of data used by the Local Transport team would be circulated to members.

5. **PROMOTED ROUTES PLYMOUTH**

The forum considered a report on Promoted walks in Plymouth. It was commented by members that;

- a. the concept was a good one and would provide quality information to members of the public;
- b. access issues around disability and mothers with prams could be included with the scheme;
- c. there are a number of guided walks which could be centralised into a central point of access and made available via the internet.

Agreed that;

- 1. Members user status is reviewed and added to the LAF section of the Council's website;
- 2. in future all reports should contain the name of the author;
- 3. Mr Attrill, Mr Fairchild and Mr Stuart are nominated for membership of the working group as requested in the report.

6. **CONSULTATION ON THE ENGLISH ACCESS FORUM**

The forum considered a response to a consultation on the English Access Forum. As there was no statutory requirement and no constitution for the English Access Forum members of the Plymouth Local Access Forum (PLAF) did not understand the reason for its existence.

Agreed that the English Access Forum's terms of reference are distributed amongst PLAF members.

7. **LOCAL ACCESS FORUM INVOLVEMENT IN COASTAL ACCESS IMPLEMENTATION**

The forum considered a report on LAF Involvement in Coastal Access Implementation. The forum felt it was too early to comment on the document as the process was unlikely to effect Plymouth's coastal access for many years.

8. **WORKING GROUPS**

a) **POTENTIAL RIGHTS OF WAY WORKING GROUP - FEEDBACK**

It was reported by Mr. Stewart that the maps had been taken away and had been checked on a piecemeal approach. The digitized version of the definitive map does not contain paths which exist on the ramblers 1988 map.

A list of path numbers was distributed to the forum.

A coloured map showing the paths have is being held at the council offices and can be viewed by contacting the secretary.

b) **PLANNING WORKING GROUP**

There was no report from the Planning working group.

9. **DATE OF NEXT MEETING**

Agreed that the next meeting of this forum is held at 10:30am on 9th August 2010 at the Council House.

10. **ANY OTHER BUSINESS**

It was reported by forum members that the coastal path at Jennycliff had been closed due to erosion.

Agreed that the rights of way officer is requested to provide reports on the following issues;

- The erosion and subsequent closure of the Jennycliff section of the coastal path;
- The rights of way across Widewell School Playing field;
- The recent planning application submitted for Cosie Quarry and its impact on rights of way in the area;
- The cycle track order at the Leigham valley.

Plymouth Local Access Forum

Public Rights of Way Briefing Note

1. South West Coast Path closure at Jennycliff

- 1.1 A section of the South West Coast Path at Jennycliff was closed on 15 February 2010 due to a land slide. The obstruction this material caused was removed at the beginning of March.
- 1.2 Advice from Amey engineers suggests the landslide was the result of built up pressure in the bank, a view largely supported by the subsequent occurrence of smaller landslides. As such the decision was taken to close this section of the coast path until we have further information on the stability issues and the level of risk to users.
- 1.3 The route is a permissive path across land owned by the MOD and leased by Plymouth City Council Parks Services. Geotechnical surveys were commission by Parks Services through the corporate tendering process. We expect to receive the results of that survey in August/September.
- 1.4 The data from the survey will inform our next steps. The path will remain closed to the public until that time. If works are required to make the path safe it will remain closed until such time as funding is identified and the required works completed.
- 1.5 In the interim the coast path has been diverted onto its original route along Staddon Road. We will be shortening the length of the diversion required by installing a set of steps along the S bend which will take users away from the road. We are also looking into the legal and technical aspects of installing temporary warning signs for road users.
- 1.6 Until the results of the surveys are available to us it is not possible to provide any timescales for the reopening of the path however the Forum will be updated on progress at its next meeting.

2. Widewell Playing Field

- 2.1 There is no update on the Modification Order application for public rights across the Widewell School playing fields. We aim to process two applications a year and currently have a backlog of applications which we process in strict date order of receipt. The Widewell application remains in our queuing system with two further applications ahead of it.
- 2.2 It is important to recognise that each application can take between 9 months to 2 years to process. It is impossible for us to provide estimates of timescales for Modification Orders as this is determined by numerous factors outside of our control such as whether or not an Order will be made, if an Order is made whether it will attract objections and if it does what procedure the Secretary of State will adopt when considering its confirmation.
- 2.3 The Modification Order process is extremely slow, legally complex, expensive and resource intensive. We have finite resources to cover the necessary legal costs and each application must be dealt with using the due process which commonly results in a public inquiry and which introduces its own considerable delays.
- 2.4 The PLAF is a consultee on any legal Orders we make and will be involved in the application once we start processing it. Individual members are welcome to contact officers requesting periodic updates on specific applications should they wish.

3. Planning Application at Cosie Quarry

3.1 Planning application ref: 10-00722-FUL was granted full planning permission on 5 July 2010. The application was for demolition of a detached garage and to develop part of the garden by erection of a single-storey dwelling with access from private road leading to Orchard Crescent.

3.2 The Rights of Way Officer submitted comments on the application which were considered as part of the planning process. A copy of the comments made are available on our website at www.plymouth.gov.uk/planningonline

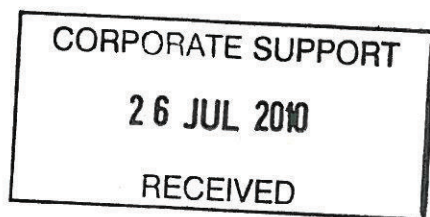
3.3 The decision note issued to the applicant includes an informative relating to the public right of way as detailed below: -

“INFORMATIVE - PUBLIC RIGHTS OF WAY

(1) It is noted that the proposed development does not appear to directly or negatively impact upon the public footpath. However the applicant is advised that a public right of way is a highway in law and so must also remain open and available at all times. If the applicant feels that the footpath might be blocked during development, it will be necessary to temporarily divert or close the footpath by means of a Traffic Regulation Order. The footpath forms part of the south West Coast Path and is known to enjoy heavy public use. The proposed access may present users of the path with potentially poor visibility during construction. The applicant may wish to consider proposing a temporary diversion or closure of the path during development on grounds of the health and safety of users if they feel development is likely to require extensive vehicle movements. For further advice on these matters please contact the Public Rights of Way Officer on 01752 304233.”

3.4 The rights of way office does not envisage any negative impact on the public right of way caused by this development but any relevant concerns of the LAF should be reported.

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TRANSPORT AND HIGHWAYS
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Plymouth Transport & Highways
Civic Centre
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T 01752 304233
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Our ref: DEV/PT&H/RP/HAD.001
Your ref:

Date: July 22, 2010

Plymouth Local Access Forum
Mr Ross Johnstone (Secretary)
Democratic Support
Civic Centre - Floor 1
Plymouth
Devon PL1 2AA

Dear Sirs,

PUBLIC PATH DIVERSION ORDER APPLICATION

I have received an application from a local landowner to divert a public right of way within our administrative area. The footpath in question is shown on the enclosed plan as is the proposed diversion route.

The application has been made to: -

- avoid unnecessary conflict between users of the footpath and cattle grazing in the field;
- to allow the landowner to better manage public access on their land;
- to secure the efficient use of land; and
- to provide a more commodious and more clearly defined route to the public.

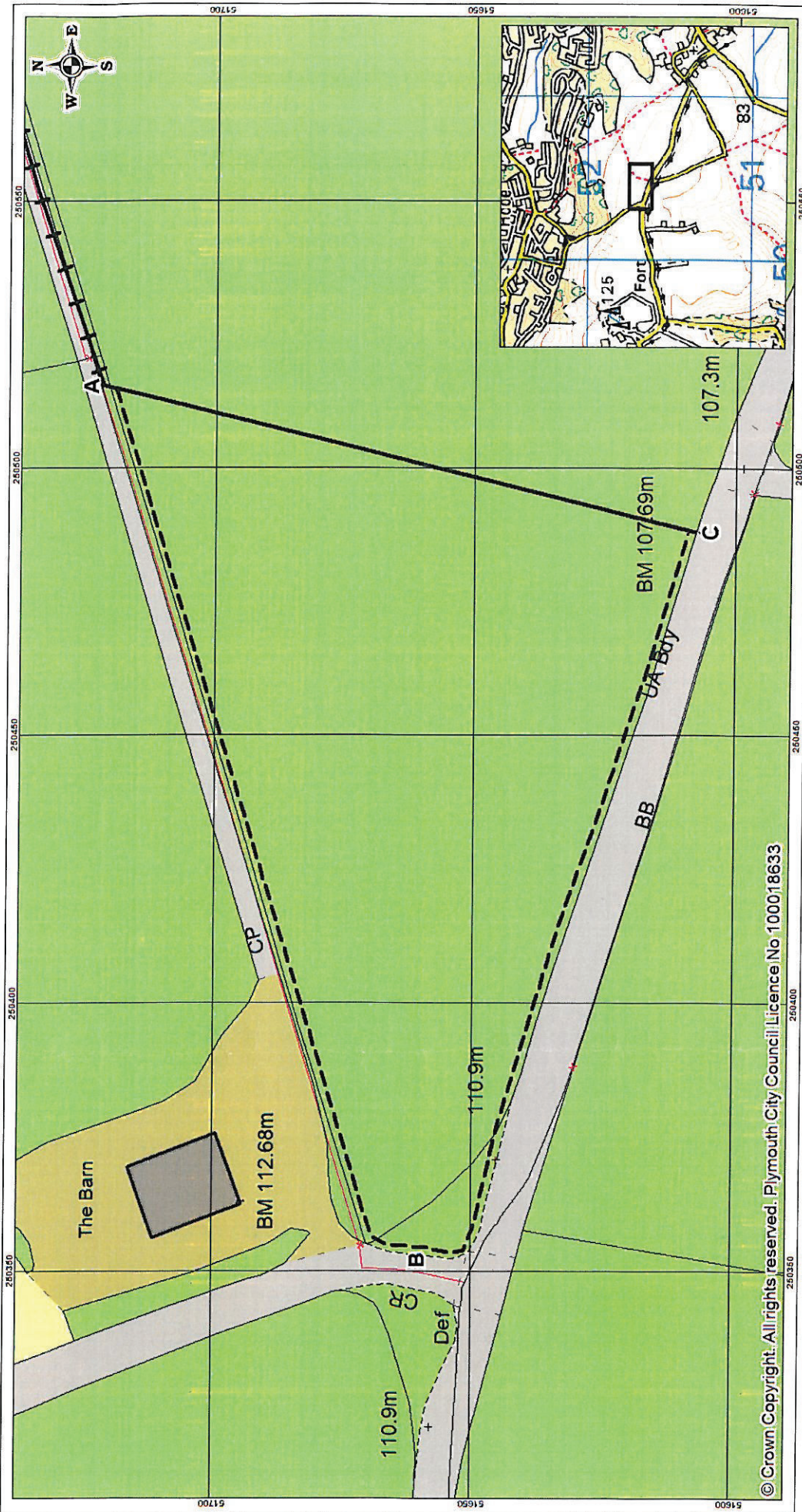
The route marked A – C is currently 118m and the route to be created (A-B-C) would be 325m. The start and end points would remain the same. A 1.5 metre wide field edge path would be provided with a post and rail fence separating the footpath from the adjacent land use.

Before we decide whether or not to make an Order we find it helpful to consult with interested parties to gauge the likely public response. I am therefore writing to seek your views on the proposal and would be grateful to receive your comments by 1 September 2010.

If I have not heard from you by the above date I will assume that you have no objection to the proposal.

Yours Faithfully

Robin Pearce
Public Rights of Way Officer
Sustainable Transport - Plymouth Transport & Highway



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Highways Act 1980 Section 119
DIVERSION OF PUBLIC FOOTPATH 114/7/4 AT HOOE ROAD, PLYMOUTH

Scale 1:1000

Key

- Route to be Extinguished A ——— C
- Route to be Created A - - - - B - - - - C
- Unaffected Right of Way + + + + +

Grid References

- A: SX 5051 5172
- B: SX 5035 5166
- C: SX 5048 5160

Centre: SX50445166

Public Rights of Way
 Plymouth City Council
 Civic Centre
 Plymouth
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 Tel: 01752 304233
 Email: pro@plymouth.gov.uk



Plymouth's Local Transport Objectives (draft)

1. Link communities together.

- Improve access to community amenities, leisure opportunities and our high quality natural environment by increasing the availability of attractive walking, cycling and bus routes and enabling the right mix of land use.
- Enable easy access to growth and regeneration areas by walking, cycling and public transport.
- Improve the design of residential streets to reduce the fear of crime and antisocial behaviour as well as the dominance of the car.

2. Reduce the negative impacts of transport

- Reduce severance of communities by transport networks and the impact of poor air quality and noise on communities.
- Ensure footways and cycleways are well designed and improve physical access.

3. High quality transport standards for vibrant city

- Make best use of our existing transport networks; manage congestion and improve journey reliability.
- Maintain and where necessary improve the condition and increase the flexibility of our transport network such that it is more adaptable to climate change, severe
- weather events and incidents.
- Improve the quality of public car parks such that they meet the higher standards set by private parking companies.
- Set clear priorities for routes to and from main areas / facilities to balance competing demands for highway space across the network.

4. Make walking, cycling and public transport the desirable choice.

- Provide more opportunities and encourage increased uptake of travel by active
- modes, walking and cycling, to promote healthy lifestyles.
- Improve the quality, extent, availability of information and physical access of our
- bus, rail, walking and cycling networks so that they are easy to use.
- Increase integration of transport modes to improve the end to end journey experience so providing an attractive range of travel choices for more people.

5. Maximise the transport contribution to Plymouth's carbon reduction target (60% reduction by 2020)

- Increase awareness of ways to reduce personal carbon footprint by walking, cycling and taking the bus.
- Reduce energy consumption from non-renewable sources used by our infrastructure and operations.
- When building or renewing infrastructure or equipment consider the lifecycle carbon footprint; reuse and recycle where possible.
- Encourage use of more efficient and alternative fuelled vehicles by providing
- infrastructure and information.

6. Use transport to drive the local economy

- Support the delivery of the Local Development Framework and Local Economic
- Strategy by connecting growth and regeneration areas by all modes with communities and national transport networks.
- Work with the development management process to deliver small and large scale
- improvements in transport networks to enable connectivity.
- Develop improved transport networks to open up long term opportunities for growth. Encourage sustainable tourism.
- Improve connections with transport networks which connect Plymouth to the rest of the country.
- Improve access to wider road, rail, air and sea networks.
- Improve gateways to these networks, prioritising Plymouth central railway station
- and Plymouth coach station when the future of the Civic Centre is known.

LTP3 - Existing consultation results

Modal analysis – Walking & Cycling

Separate analysis was carried out on transport modes as many will be crosscutting through the chapters.

The table below presents the search criteria that were used to analyse the public consultation data for walking and cycling.

Travel mode	Search criteria
Walking	Crossing, fumes, smoke, pavement, crack, broken, uneven, slab, paving, narrow, walk, pedestrian, steep, hill, topography, fall, trip, rain, weather, fear, fit, rambling, foot.
Cycling	Narrow, steep, hill, topography, fall, rain, fear, fit, cycle, path, track, wind, cold, bike, shower, sweat, theft, stolen, lock.

Over 500 comments were identified in relation to cycling in Plymouth, there were slightly less referring to walking, just under 300 and slightly less than 200 comments talked about both walking and cycling. This report reports on the comments as they have been analysed, starting with cycling and the barriers to cycling.

A conclusion drawn from the gap analysis was that comments relating to walking and cycling (developing sustainable transport) were found to be most relevant to the national transport goals of supporting economic growth and quality of life. A gap in information was found for the western wards and it should be considered whether further consultation should take place in this area if cycling schemes are put forward for LTP3.

When consultations are carried out and cycling is mentioned, people seem to have a view on it. There were very mixed views in this analysis about this topic and unfortunately there are many negative views about cycling generally. The main consultations that this data has been derived from are the LTP2 consultation results and the Eastern Corridor MSB consultation. It is important to note that from analysing the LTP2 consultation in 2005/06 to the Eastern Corridor consultation carried out in 2008, very little seemed to have changed in respect of people's views about cycling.

There are a significant number of people who would like to see improved paths, routes and facilities and also a large section calling for a halt on spending for cycling improvements.

Walking

The walking related comments are very varied in theme. There are many that are quite general that have been derived from the various local development framework consultations. The key themes include:

Making better use of our existing natural landscape and waterfront, enhancing footpaths with picnic areas and benches and improved car parking to these leisure areas

“Plymouth City Council has supported the provision of the Coastal Footpath and open space along the edge of Plymouth Sound. There is an opportunity to extend the Footpath to the southwest of the Hoe by compulsory purchase of Millbay Pier, at present the property of Pinwood Homes developer. The pier, closed to public use at present, would provide open space for walking and observation of marine life, similar to the facility created on Mount Batten Breakwater in 1996”.

Improved public realm in the city centre - better paving, seating areas, lighting and signing. Following on from this was improved connectivity by foot between neighbourhoods and new development sites. Covered walkways in most exposed and used areas was mentioned by some. Improved permeability for pedestrians into city centre was a term commonly used.

More consideration should be given as to whether shared space is a good idea for the city centre – the issue about pedestrians and traffic being separated came forward as an issue in relation to the removal of the subway on RP.

“The design around the Drake Circus complex with traffic driving down a paved area that appears to be vehicle free is extremely dangerous. There are no kerbs to warn people with limited sight that there is a road and there appears to be no signage warning drivers that this is a pedestrian area. The same can also be said of New George Street from St Andrews Cross roundabout. On the University campus there are signs indicating a maximum speed limit of 5 mph and warning drivers that pedestrians have priority and this is on metalled roads with kerbs. Surely we should expect the same respect for pedestrians in the city centre areas where large numbers of families with children, and elderly people are mixed with delivery vehicles, taxis and private cars with no warning of the dangers they might face?”

There is concern about the loss of green space and public rights of way that are enjoyed by dog walkers due to new developments.

The University had this say when commenting on the City Centre AAP:

“The University's Strategic Development Plan for the campus promotes a pedestrian first environment which seeks to reduce car dependency and encourage more sustainable modes of walking, cycling and public transport. This would be further enhanced by improvements to sustainable transport networks in the wider context. It would aid the integration between of the City Centre and the University if approaches could be harmonised through consistent signposting and standards of facilities, by means of an integration of respective Green Travel Plans into a Travel Plan for the City Centre”.

There were comments about the need for an enhanced pedestrian link from North Cross to the city centre, with improved access for the railway station and better direction signing in city centre.

“Better access from the railway station to the city centre please. You could start by putting a proper crossing (zebra or pelican) over the road outside the railway station, I'm almost run over by taxis or buses at least once a week! In addition you need a HUGE map of where things are in relation to the railway station, as visitors ALWAYS have to ask for directions, how about a decent interactive touch screen within the station itself? Can you put the crossing in first though? You only need a pot of paint?”

Much like the cycling comments the lack of facilities was mention in relation to walking to work:

“Would walk or run in if had use of shower/changing facilities”.

“I would consider walking more often if there were appropriate changing/freshening up facilities at my workplace”.

“Better changing and showering facilities for workers who choose to walk or jog to work”.

A number of comments were found in relation to people who expressed an interest in walking to work, but needing a car for business related trips prevented them from doing so – this was picked up in the equality of opportunity analysis when looking into access to employment. Needing a car for work could be a barrier to walking!

"I have to drive some days so that I can travel to meetings at other PCC offices during the working day, however I hate the fact that this means I have to drive/bring my car. I would prefer to walk to work but lack of alternative forms of transport between PCC offices and the fact that I only have a certain amount of time available to get there leaves me with no choice but to drive but I wish the council would look at alternatives, I would prefer not to use my car".

"If a car were not necessary for my position I would walk to and from work every day. If my work place or home changed I would endeavour to walk or cycle to and from work".

Safety was a theme that was identified in the analysis; this was expressed along with issues of convenience. From the comments received it appears that both are barriers to walking. The lack of pedestrian crossings also seemed to be a strong theme.

"Because I start at 8am it is difficult for me to travel by bus and would be more expensive as it is only about 3 miles by car. I could walk in the summer but not easy due to time constraints and would not like to walk through North Prospect or Ham on my own".

"Would prefer to walk more but find the walking route (Mannamead Road/Mutley Plain) hazardous as have to cross many busy junctions without pedestrian priority".

"Would not like to walk through area between workplace and home".

"When walking the footpath is very narrow between P&R to Derriford island in parts".

"Walking past the flyover is a problem at Manadon roundabout especially underneath - youngsters on the underpass are intimidating".

"Walking in subways @ Manadon and Crownhill is intimidating & off putting especially at night".

"Using underpass. Personal safety is a concern - level crossing? Also need a crossing across Tailyour Road to give to access to underpass from Hunter Close".

"Unsafe for anyone over 50 to walk anywhere after 9.00pm".

"The route I would need to take to walk to work or get to a satisfactory bus stop has subways with the resulting unfortunate incidents e.g. indecent assaults".

"No pedestrian crossing on Egguckland Road - Need speed bumps on Egguckland Rd".

"Not enough pedestrian crossings between Land Registry to Police Station (Crownhill)."

"Morrisons has become a Trojan horse. It generates huge volumes of traffic, trades on Sundays and generally makes Hartley a less desirable place to live. In fact the roads have become difficult for pedestrians to cross".

"Make crossing places easy for disabled people and mums with prams (MM/Cattedown)".

"A proper pedestrian crossing over Elburton Road".

"Pedestrian walkways are nice when they are away from the road side, but for safety reasons as a female I do not use my local paths. Secluded paths off the main road do not encourage people to use them instead of their cars".

"As a pedestrian I do not like street level crossing around Drake Circus. It is difficult when traffic is congested at Drake Circus for too many lights. Subways should never have been removed".

“Dangerous crossing outside Somerfields on Mutley Plain - it's confusing for pedestrians and drivers”.

“Dangerous trying to cross top of Southway Drive opposite the P&R, traffic lights and pedestrian crossing are out of sync”.

“Drivers @ Peverell Park Rd / Outland Rd junction are not walker friendly - Proceed on the amber of signals - unsafe for crossing”.

“Pedestrian crossing lights take far too long to change for pedestrians to cross especially on busy roads”.

“Removing the type of pedestrian controlled crossing that emits a sound when it is safe to cross and replacing them with silent crossings has a totally negative effect for those with trained guide dogs, and those with sight impairments. It would be interesting to know what level of consultation took place with the official Charity ‘Guide Dogs for the Blind’”.

“If catching a Tavistock bus which does not go into the Park & Ride crossing Tavistock Road is lethal. Neither pedestrian crossing is pedestrian friendly. The control and the lights are far apart on the northern end on the southern one the lights maybe green for pedestrians but traffic is still coming round from Morgan Road”.

“Mutley Plain needs a face lift, need to sort out the planting. Issues at night- need to enforce law that forbids the sale of alcohol to the already drunk. Conflict between pedestrians and vehicles at traffic lights- lights show red to traffic and pedestrians at the same time”.

The Eastern Corridor consultation generated a large number of comments about proposals for walking. Analysis of this data has shown that there is a lot of support for using the disused railway bridge for walking and cycling, however, there are some concerns about pedestrian safety and access. These issues were also raised about the proposal for the off-line route from Hays Road to Broxton Drive (See Eastern Corridor consultation results for more detail).

“The disused railway bridge and track bed will be difficult for pedestrians to access”.

“Online option better for pedestrian safety”.

“Pedestrians crossing the River Plym should not have to use the disused railway bridge. It would be inconvenient and would not adhere to the Modes of Transport Hierarchy, where pedestrians come first and cars forth in traffic schemes”.

“Offline solution worries me, has the safety of pedestrians be thought of, rather isolated and not a great place to walk on your own”.

“Not sure how comfortable/safe pedestrians would feel with the offline option”

Other Eastern Corridor related comments include:

“Need pedestrian links across Deep Lane Junction to access the Park and Ride site”.

“Might it be a good idea to put in place a footbridge at some point on the Billacombe Road to improve the situation for pedestrians”.

“An additional pedestrian crossing should be placed on Wembury Road at the public footpath from Netton Close to the footpath leading to Charnhill Close”.

“Any plans to improve the pedestrian crossings on the A379?”

“Better pedestrian facilities on Haye Road junction”.

Parking on pavements was identified as issue that prevents easy walking access (see car parking analysis).

PROW – a consultation was carried out – need to check consultation details for more information.

More access to the closed public rights of way - Some footpaths have been closed for a long period of time.

69 of 378 (18.3%) didn't drive because it is easier to walk

5 of 256 (2%) stated they don't use the PROW network due to boggy / flooded / blocked paths

30 of 256 (11.7%) stated they don't use the PROW network due to difficulty walking.

When analysing consultation data under the search criteria for safety, security and health the PROW consultation data referenced a number of issues regarding safety, generally there was a request for improved safety and security along footpaths. Specific issues were about lighting, signage and safety around cliff faces.

The following table shows the PROW related results from a recent 2009 National Highways & Transport Network customer satisfaction survey, where a benchmarking exercise with 15 similar local Authorities was completed.

Plymouth appear to be performing well in comparison to the other 15 local authorities is has been rated against – only the provision of bridleways is lower in the level of satisfaction, however this is only very slightly.

Authority	Provision of Rights of Way footpaths	Provision of bridleways	Signposting of Rights of Way	Condition of Rights of Way	Ease of use by those with disabilities	Information about Rights of Way routes
Plymouth City	63.76	57.03	58.2	58.26	47.53	45.96
Average	62.59	57.06	55.00	55.15	47.20	43.23

General

Other walking comments include:

- More things for children while walking
- More railings to protect pedestrian areas
- More leaflets on local walks
- Narrow pavements along Tavistock Road.

There were also a number of positive comments about walking:

“Anything that helps walkers and bus users is a good thing and hopefully will get people out of their cars”.

“Pavements need to be widened to encourage walkers”.

“Except that I do actually enjoy walking as I can gather my thoughts. I wish that the buses were more frequent and on time”.

“Enjoy walking to work as it keeps me fit and wakes me up ready for work!”

“Easy walk into work although road narrows near airport making it a little tricky on a windy day!”
 “I enjoy walking to and from work as it is the best form of exercise and health for de-stressing after a long day within the work environment”.

“The reason I mainly walk is because I wish to keep fit and healthy - I consider walking the best exercise and helps to prevent many diseases. It clears my mind and I feel totally refreshed by the time I arrive at work and better prepared to face a busy day rather than sit in a traffic jam etc. and having my blood pressure rise. Also I am a great believer in using Public Transport and happily catch the bus if necessary”.

“I have managed to overcome mild asthma and lose 2 stone by walking to and from work. I feel much better and my family, friends and colleagues have all remarked on how well I look. I feel it is good for me, for the environment and for my purse!”

“This has helped me with my fitness as I also walk to work. Where as if I drove I would only be walking from the car park, which is 5 minutes away, and walking takes me 45 mins each way”.

The following table shows the walking related results from a recent 2009 National Highways & Transport Network customer satisfaction survey, where a benchmarking exercise with 15 similar local Authorities was completed.

Plymouth appears to performing slightly better than similar local authorities in the areas of provision of and cleanliness of pavements and also the number of safe crossing points and pavements being kept clear of obstruction. Plymouth is not performing so well when it comes to the condition of pavements, the number of drop kerbs and also direction signing. This data should not be looked at in isolation as the qualitative comments in this walking section provide some context and further insight.

The number and location of drop kerbs, we know as an issue highlighted by the Disability Action Network and signage has also been raised through a number of consultations. Although performing slightly better than other local authorities on keeping pavements clear of obstructions, the level of satisfaction is not very high – this is reflected in the qualitative analysis where parking on pavements and in front dropped kerbs has been highlighted a ongoing concern.

Authority	Provision of pavements	Condition of pavements	Cleanliness of pavements	Direction signposts for pedestrians	Provision of safe crossing points	Drop kerb crossing points	Pavements kept clear of obstructions
Plymouth City	69.88	47.88	48.51	56.75	61.13	62.63	43.77
Average	69.45	51.04	47.86	59.23	61.11	63.99	42.67

In summary

Safety is a big concern, seems to be an equal balance between those that would welcome pavements away from roadway, and those who fear that the remoteness could make pedestrians more vulnerable to assault, etc. In general, using the old railway bridge as a combined cycle/pedestrian crossing seems to meet with approval, though not if combined with a bus lane.

Some identified barriers to walking through this analysis were mainly related to walking to work where lack of changing facilities and the need to use a car for business prevented people from walking. There was a general call for improvements to signage and routes and also the lack of crossing points and confusion about the new pedestrian crossing facilities seemed come through.

Walking and Cycling comments

This section looks at comments where the respondent has talked about walking and cycling together as a sustainable transport option.

Most of the comments made in reference to walking and cycling reflect what has already been discussed above in the separate walking and cycling sections and therefore little analysis has been carried out. The majority of the comments were derived from the Eastern Corridor consultation where an offline walking, cycling & HQPT route has been proposed. A selection of comments are presented to give a flavour of various views:

“Would pedestrians/cyclists use a route isolated from other users, would they feel safe?” (Eastern Corridor)

“Would like to see better P+R facilities and bus routes/bus timetables rather than putting all the money into pedestrian/cycle options”. (Eastern Corridor)

“Wider pavements with dedicated cycle tracks are needed everywhere”.

“Why invest a huge amount of money to run a new cycle/walking route alongside an adequate existing one”. (Eastern Corridor)

“When considering all options it is vital that the shortest routes possible are considered for pedestrians and cyclists otherwise they will use the shortest route, which is not always the safest”. (Eastern Corridor)

“There should be clear demarcation of cycle and pedestrian ways, preferably these two being alongside each other rather than mixed. It might be possible to make cycle circuits within or between parks. This should encourage exercise by coming back to the starting point. Lighting in/on parks and paths are necessary to improve safety. It is no use having a park or green space if people are scared to use it”.

“We support the proposals for cyclists and pedestrians. Cycle lanes need to be wider and better separated from other traffic as they are on the Continent. There should also be a specific commitment to provide for disabled people. Care should also be taken to ensure that new developments do not cut across pedestrian routes as happened when Drake Circus was built across Old Town Street necessitating a wide detour on foot when Drake Circus is closed for the night. The planning department should have been aware of this effect and taken steps to prevent it happening”.

“Walkway/cycleway from Mountbatten via Hooe Lake to Laira Bridge would benefit many in Plymstock/Hooe - Improved walkway/cycleway from Hooe to Oreston would benefit school children who live in Hooe but go to school in Oreston”.

“Welcome the opportunity to walk or cycle into Plymouth”.

“The facilities at the Civic for Cyclists/Runners/Walkers are practically non-existent. Perhaps more people would be tempted to use these forms of transport if there were showers, lockers and a decent bike shed”.

“Pedestrian/cycle paths are a nice idea but wont work due to Plymouth weather and terrain”.

"It would be positive if walking and cycling around Plymouth were prioritised and made easier, safer and more direct/convenient - drawing on best practice from other UK cities. Investment in cycle infrastructure is relatively cheap and has been shown to be one of the most cost-effective ways of encouraging a sustainable modal shift".

"I wish to walk or cycle but the infrastructure does not support these options well enough. (i.e. pot holes in the road for cycling/lack of cycle lane width and/or existing road width found to be a min 3.0 metres is dangerous for overtaking traffic. Walking is unsuitable due to the distance and/or weather".

"I don't like driving, I would love not to do it, but there is no bus shelter near me and I get soaking, as I do walking from where I get off the bus to walk to the workplace. I often walk or cycle but I arrive at work looking rather dishevelled - it is a long way - and I have no shower or locked facilities at work to store towels, spare clothes etc".

"Has enough consideration been given to those passengers who cannot walk or cycle or have difficulty negotiating road layouts or reaching bus stops".

"Fed up of hearing about the motorist and the cyclists, what about pedestrians?"

"Any scheme that promotes using PT, cycling or walking has got to be good for the environment".

"A foot path/for cycle bridge across the A38 would reduce traffic to P+R at Sherford". (Eastern Corridor)

"Signage and legibility of walking and cycling routes have been enhanced in other cities, notably Bristol".

Department for Environment, Food and Rural Affairs

Consultation on proposed regulations on procedures for representations and objections under Schedule 1A to the National Parks and Access to the Countryside Act 1949, as inserted by Schedule 19 to the Marine and Coastal Access Act 2009

Response proforma

Please use this proforma to answer the questions in the above document. The closing date for the submission of responses is **Monday 14 June 2010**. Please send your response:

- by email to: coast.consultation@defra.gsi.gov.uk
- or by post to: Andrew Crawford, Coastal Access Team, Zone 1/01, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6EB

This email address may also be used for general queries relating to the consultation.

In line with Defra's policy of openness, at the end of the consultation period copies of the responses we receive may be made publicly available through the Defra Information Resource Centre, Lower Ground Floor, Ergon House, 17 Smith Square, London SW1P 3JR. The information they contain may also be published in a summary of responses. If you do not consent to this, you must clearly request that your response be treated confidentially. Any confidentiality disclaimer generated by your IT system in email responses will not be treated as such a request.

You should also be aware that there may be circumstances in which Defra will be required to communicate information to third parties on request, in order to comply with its obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004.

To help us analyse responses, please provide details of yourself or your organisation (* if appropriate) below.

Name	R G FAIRCCHILD
Organisation/company *	PLYMOUTH LOCAL ACCESS FORUM
Job title *	CHAIRMAN
Department *	+
Address	FLOOR 1 CIVIC CENTRE PLYMOUTH PL1 2AA
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Website *	www.plymouth.gov.uk/laf.
Date of response	6 JUNE 2010

Coast Consultation sent and a
reply 5th JUNE 1331
received
A

NB: on the form below, please leave the response box blank for any questions that you do not wish to answer. Responses including any general comments you might wish to make are welcome on any number of the questions.

Chapter 2:

1. Do you have any comments on the proposals for the form and manner in which Natural England's reports are to be advertised, and the timing of any advertisement?

Comment:

NE Reports Should be advertised on Local Council website, all interested parties should be notified i.e. Local Access Forums Ramblers etc

2. Do you agree that the British Mountaineering Council, Country Land and Business Association, National Farmers Union, Open Spaces Society and Ramblers Association, and owners of sporting rights (and those with a sporting tenancy) should be included under paragraph 2(2)(f)?

Comment:

Agree.

3. Are there any other persons you consider should be included under paragraph 2(2)(f)?

Comment:

The H.M Coastguard has been suggested

4. Do you have any comments on the proposals for the form and manner in which a notice about Natural England's report is to be given, and the timing of any notice?

Comment:

Depending on the time of year e.g. summer holidays we recommend 6 to 8 weeks to allow time to spread out

Chapter 3:

5. Do you have any comments on the proposals for the manner in which notices are to be published or given, and the timing of a notice?

Comment:

As above

6. Do you have any comments on the proposals for the manner in which representations are to be made in response to an invitation in a notice, and the timing of a notice?

Comment:

as above

Chapter 4:

7. Do you have any comments on the proposals in the case of where an objection is to be determined by way of a written representation?

Comment:

The person or persons who object should be present, allowing a good opportunity to discuss objection's, may not need a public inquiry.

8. Do you have any comments on the proposals in the case of where an objection is to be determined by way of a hearing?

Comment:

None

9. Do you have any comments on the proposals in the case of where an objection is to be determined by way of an inquiry?

Comment:

None

10. Do you have any comments on the proposal to hold a pre-inquiry?

Comment:

We would propose that the pre-inquiry would be in public.

11. Do you have any comments on, or suggestions for, any other circumstances where the "appointed person" might wish to consider determining two or more objections together?

Comment:

Yes, especially if same ownership of land or property.

Chapter 5:

12. Do you have any comments on the proposals that allow the Secretary of State to consult people with a view to investigating what possible modifications it might be appropriate to give further consideration?

Comment:

None, would encourage Sec of State to consult with people

Chapter 6:

13. Do you have any comments on the proposals where the Secretary of State is minded to approve proposals with modifications other than the modifications made by the "appointed person"?

Comment:

As above

Chapter 7:

14. Do you have any comments on the proposals for:
a. the use of electronic communications;
b. further documentation; or
c. the inspection and copying of documents?

Comment:

The wider the communication the better, must be alternatives to electronic systems, Precise documentation of relevant points, the simpler the better.

Any other comments

Comment:

Thank you for your response.

Coast; consultation @ defra.gsi.gov.uk

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www.plymouth.gov.uk

Date: 29 July 2010

When calling or telephoning please ask for: David Taylor

My Ref:DBT /let/nhood43

Your Ref:

Dear Sir

Subject: Coastal Footpath and Hooe Lake bridge link

Thank you for your letter dated 29 June with respect to the above matter. In order to clarify things, I feel it would be useful to explain the planning background to this issue.

The foot and cycle bridge link was first raised in the Hooe Lake Planning Study 1993. This was a non statutory study, but which was adopted as policy by the Council. The foot/cycle bridge was subsequently incorporated as Proposal 107 into the First Deposit Local Plan 2001 (FDLP). The bridge link was also referred to as part of Proposal 104 for development of Hooe Lake Quarry.

This document was never formally adopted, and did not progress beyond First Deposit consultation stage, as the government of the day abandoned the old Local Plan system in favour of Local Development Frameworks (LDF). This document and a number of planning policy documents including the Hooe Lake Planning Study were however accorded limited planning status in the determination of planning applications, pending being superseded by Local Development Framework documents. On the 13 July 2010 this situation changed when a report was agreed by Cabinet to formally abandon the FDLP and other studies and briefs including the Hooe Lake Planning Study. The result is that there is no draft proposal, or policy with relation to this bridge link.

The S106 Planning Obligation imposed on the Old Wharf planning permission made provision to allow a bridge connection to that side of the inlet if it was required, but no more than that.

The previous documents will provide a useful starting point for discussions on the emerging LDF, however we will need to demonstrate that any proposal that is put forward is likely to be deliverable.

The cost of a bridge would likely to be in excess of a million pounds, and funding would likely to have to have been from several sources including public finance. In discussing this with colleagues from transport, it is clear that this is not a priority link, and in present financial circumstances could not be supported.

It is also beyond the scope of any individual development to pay for this bridge, as there are a number of other community benefits that private development is expected to contribute towards, including affordable housing, schools, open space, nature conservation, essential and strategic transport infrastructure etc.

Public opinion will however be able to be expressed on this and other local issues, through the Sustainable Neighbourhood Consultation process in December and January 2010 /2011 which depending upon government reforms to the planning system will set the planning framework for this part of the city for the coming years.

I hope that this answers your enquiry if however you require any points of clarification please do not hesitate to contact me.

Yours faithfully

Spatial Planning Co ordinator