

## 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
<b>Average</b>	<b>62.59</b>	<b>57.06</b>	<b>55.00</b>	<b>55.15</b>	<b>47.20</b>	<b>43.23</b>

**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".