

**Question 24 - Additional sustainable transport policy objectives**

Paragraph 11.7 of the Issues and Options report identifies 13 key issues that may need to be considered around the theme of sustainable transport. We sought views on whether these were appropriate.

Those that made comments said.

Ref No	Respondent	Q24	Question 24 Comment
FS-Case-297949549	Martin Thurgood	no	As previously noted. There is the need to develop such policies across East Devon - especially for its existing towns where people are concentrated - if the policy objective is to be achieved.
FS-Case-299521339	mark readman Rockbeare Parish Council	yes	Walways and Bridleways to be protected
FS-Case-299861217	Heath Nickels Exmouth Wildlife Group	yes	"..... Require large scale development to provide a mix of uses on site and/or show how a range of different uses can be easily accessed from the development by walking, cycling and public transport"  Also the plan should: 1. Address the need for electric car charging infrastructure: ("..... Consider levels of car parking in new development and the need for electric charging for vehicles, specifically given the proposed ban on the sale of new petrol and diesel cars from 2030")  2. Set STANDARDS for new development relating to the proportion of people who will walk, cycle and use public transport. These STANDARDS should correlate with locally accessible bus routes; cycle routes and footpaths.  3. Require cycle racks and electric charging for bicycles.
FS-Case-300714787	Blank - No Name	no	Rail services on the Waterloo line are bad. We need the 30 minute service to be top priority. Buses are OK but tend to run E-W and not where people go e.g. my doctor is in Broadclyst and it is only by car (or bike - tho' this is increasingly dangerous with the huge increase in traffic along Crannaford Lane) that I can get there. Buses I have to go into Exeter and out again.
FS-Case-300872971	Ian Wasson	yes	But just how much control does EDDC have for instance on rural and local bus services?
FS-Case-301179421	Mark HUMPHRIES	no	Instead of penalising the motorist with increasing fuel duties, congestion/emissions zones, make public transport so reliable and economically viable that you will design out the use of the car!
FS-Case-301424628	ERIC BOWMAN	yes	AS Q 23
FS-Case-302971165	Richard Thurlow Sid Vale Association	no	All road upgrading projects to include provision for pedestrians and cyclists where this would contribute towards a safer pedestrian/cycle network. All roads in new developments to have footways for pedestrians. Pedestrians and cyclists to be given greater priority in town centres. Proposed changes in the pattern of provision of public services to be refused if they impact negatively on pedestrian accessibility
FS-Case-303403737	Mr&Mrs Wood	no	Car pooling could be a solution to reducing emissions. 9. Ensuring minimal ecological damage. 10. No, we should be looking at Less air travel, not more. Air travel is a big contributor to Climate change. Better to invest in rail travel.
FS-Case-303473174	Christopher Bargmann	yes	Need to do more. There is a need for significant road infrastructure improvements to take place. Serious consideration needs to be given to improving rail services (double track the Exeter to Honiton line, re-establish the old Sidmouth/Budleigh Salterton line. Encourage the bus service providers to move to electric or hydrogen vehicles.
FS-Case-303734212	Cassie Thornton	no	Trains need huge development in east Devon, Whimble and Feniton are only called at once every two hours and the commuting trains were packed full (in normal times). If there is to be more housing built around these areas there needs to be development in the number of trains calling but also to address the number of

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			people. Why would you get a packed busy train if you could drive? There needs to be more incentive to do it
FS-Case-303791282	Maureen Chandler	no	too many cars on restricted roads,
FS-Case-304210544	David Beazley Sainthill Baptist Church	yes	Might it be possible to enhance some footpaths/bridlepaths to encourage cycling/walking without road-traffic hazards, especially on narrow roads. Some footpaths represent shortcuts which could be useful and safer for non-motor traffic.
FS-Case-305076755	Jeff Powley	no	Consider pedestrians not just cyclists, it is not sustainable to force pedestrians into their cars because its too dangerous to walk on the pavements.
FS-Case-305122809	Mike Green		Walk walk walk - cycle cycle cycle - make car park spaces smaller and enforce cars to fit in them, to encourage people to buy smaller cars - any car park provision at a new factory or office block should have small spaces and be at least 100mtrs away to encourage people to walk at least a short distance each day (except blue badge)
FS-Case-305714384	Miles Butler	yes	But.....in the village where I live there is a train station served by a single track line that limits capacity and provides a frequency of service that is in no way adequate for commuting. So while a simple analysis says "railway station equals sustainable location", the reality is completely different and everyone is totally car dependent.
FS-Case-305765435	Aurora Aykroyd	yes	Safe family and individual cycling is a must.
FS-Case-306237729	Geoff Crawford	no	Does not go far enough. Priority is still given to motor vehicles and this should be changed to give priority to slower and none fossil fuel burning modes of transport especially as we are an area of family friendly tourism.
FS-Case-306256851	Simon Rennie		no comment see objective 10 section 12 questions
FS-Case-306274820	Olivia Cooper	no	Encourage local business development so that people within villages don't have to drive to city hubs.
FS-Case-306308166	Sylvia Meller	no	Public transport needs to be cheaper. Improvement of routes and times are needed. Even more encouragement needed for people to use bikes/ public transport
FS-Case-306915743	Catherine Kingham	no	Public transport needs to be scaled appropriately to the level of use, e.g. minibus services instead of double decker buses running with one or two people in them. More people would be prepared to use small buses, or cycle/walk where possible, once the pandemic is under control.
FS-Case-307313176	Jonne Ceserani	yes	I think specific to cycling, in rural areas cycling can be dangerous and frankly gets in the way. I am a supporter of cycling so not anti cyclist but being practical and sensible needs to have a high priority when considering options and decisions.
FS-Case-307482014	G. Millard	yes	N.B. With increased 'on-line' shopping, provision for distribution and delivery of items previously bought direct from town centre retailers. There are a lot of hills in Esat Devon - not everyone can cycle, and bicycles & pedestrians don't mix too well in Town Centres. Perhaps greater emphasis on sustainable new cycle routes. e.g. old railway track betwixt Feniton Junction & Sidmouth.
FS-Case-307992623	Deirdre Jennings	yes	Need to consider the needs of disabled residents, especially users of mobility scooters.
FS-Case-308043356	David Williamson	no	Encourage future local provision of shared transport services. Anticipating automated vehicles and electric car conversion.
FS-Case-308045585	Sheldon Ware	no	Total waste of time building cyclepaths as cyclists dont use them . .Trafalgar Way in Axminster and Darts Farm to Totnes for example . It should be an offence for a cyclist to use a road if there is a cyclepath next to it.
FS-Case-308046866	Simon Greenslade	no	need to remember that not everyone is able to walk or cycle ad you must consider those who rely on wheelchairs or mobility scooters.
FS-Case-308065272	robert hinks	no	smaller frequent "hopper" buses required to outlying villages to reduce reliance on cars - perhaps outsourced to private companies supported by funds from council until financially viable
FS-Case-308071816	Gillian Cameron-Webb n/r	no	- There should be a policy to make make all roads through village centres 20mph, especially on the A3052. Many of these roads have no pavements and frankly it's too dangerous to walk and cycling is just asking to be killed. Make pedestrians&cyclists the priority not the traffic. - One issue alluded to but not dealt with is that many people must own vehicles because they live in a rural location, but restrictions designed to be 'sustainable' by

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			trying to discourage people from having cars simply do not discourage them, instead the streetscene of new developments is disfigured by congested car parking, incl on pavements (e.g. Alfred's Gate in Newton Poppleford is a prime example) - New developments should have car ports instead of garages as garages are usually too small for modern cars and get used for storing junk instead of cars, forcing on-street parking. There should be one parking space per bedroom, roads wide enough to park cars and pavements on both sides of the road.
FS-Case-308072238	Robert Cooper	no	The numbers of people using public transport in East Devon is low. The public transport system is so poor people must use a car to get anywhere. If you look at this from a financial aspect only, then nothing will change. Proper public transport should be cheap or free to encourage people to use it. How about making all councillors and council employees carrying out any council travel do so on public transport. That would focus some minds.
FS-Case-308105398	Jane Ashton Please choose	yes	Yes. An ambitious list. All important, in particular Point 4. and Point 11. Currently residents with no off street parking are deterred from purchasing an electric vehicle. It is not realistic to discourage car-usage completely so important to cater for electric car recharging on any new development.
FS-Case-308111547	janice watkins	no	Public transport routes to villages have been cut making accessibility to other towns difficult for residents. Routes should be extended and revised to enable locals to travel more easily without cars
FS-Case-308155966	Vivien Rands	yes	However there must be allowances made for the use of cars, considering the rural nature of the area, and sufficient pressure on developers to provide sufficient parking and safe road widths to allow for the flow of vehicles especially emergency access.
FS-Case-308177703	Judith Ferrier	no	See answer to question 23
FS-Case-308268315	Tracy Simmons Cranbrook Town Council	no	Overnight parking of commercial vehicles can be a blight on a community and needs to be considered in the plan provision.
FS-Case-308288718	Emily Davis	yes	One of the major issues is safety on the roads. Yes, during COVID there have been major changes and one of those is that, with less cars, cyclists and walkers felt safer. This isn't going to last, though, so looking at specific cycle/walking routes to allow people to travel more safely from place to place away from the small lanes or busy roads would be a huge boon.
FS-Case-308324058	Jack Slim	yes	Point 8) Don't allow development on sites which might be used for by-passes or light railway - trams etc.
FS-Case-308394589	David Cliffe	yes	Exmouth central needs residents only parking permits.
FS-Case-308520714	Peter Brain	yes	Another over-long 'wish-list' from a coffee-fuelled brain-storm - all good points of course. 13 is unnecessary (cyclists can charge up sufficiently overnight) 6 is impracticable 2 & 3 would almost cover everything if done thoroughly
FS-Case-308527556	Kevin Staddon	no	See Q5
FS-Case-308638086	Robin Barker	yes	These and more
FS-Case-308655667	Jan Gannaway Exmouth Wildlife Group + Active Travel Exmouth	yes	All new residential developments should include secure accommodation for cycles. Walking and cycling routes to schools, shops, station etc should be clearly signed or information provided to every household. Bus, coach and train travel should be encouraged with clear routes and links for active travel to and from stations etc. Public transport providers should be encouraged to move to non-fossil fuel vehicles as soon as possible. An active travel network must be designed and mapped for each town and local travel information readily available for journey planning. eg a town travel website. We have begun such a project in Exmouth <a href="http://www.gettingaroundexmouth.org">www.gettingaroundexmouth.org</a>
FS-Case-308685349	Carol Wheeler Company Name (optional)	no	Building homes without parking. Converting premises to flats without parking.

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FS-Case-308816947	Heather Elgar Woodland Trust		We urge that every opportunity is taken to integrate active travel routes with green infrastructure networks.
FS-Case-308873443	Howard Joules		Greater emphasis on supporting the introduction of electric vehicles
FS-Case-308930499	Lisa Bowman Exmouth Town Council	no	Looking at Exmouth specifically and the older demographic population we need to be mindful of accessible public and community transport needs. There needs to be a reduction in the number of cars coming to the seafront e.g. provision of a park and ride. The seafront needs to be freed up for pedestrians and cyclists. The Exmouth Neighbourhood Plan supports the need for sustainable water transport as well. Members concurred with objective 12 regarding the importance of the provision for lorry parking facilities. It was felt that a number of these issues relate to national policy and that local authorities should have influence over public transport provision.
FS-Case-308931289	clive paul	no	Park and ride. More pedestrianisation. Less emphasis on accommodating the car.
FS-Case-309114723	Robert Anthony	yes	Home working may well reduce the need for car ownership, therefore local services need to be accessible by public transport and walking.
FS-Case-309142890	Camilla Mathison	yes	Public transport in East Devon is neither frequent enough or affordable and this would need to be rectified for public transport to be viable for most people and for them to not own a car. I cycle because buses just aren't regular enough for me to work and collect my kids from school.
FS-Case-309254127	J Nickels	yes	1. Address the need for electric car charging infrastructure:  2. Set STANDARDS for new development relating to the proportion of people who will walk, cycle and use public transport. These STANDARDS should correlate with locally accessible bus routes; cycle routes and footpaths.  3. Require cycle racks and electric charging for bicycles.
FS-Case-309293778	Paul Smith	yes	key issue 12:- The encouragement of parking commercial vehicles within housing developments is undesirable, and should be sanctioned by legislation. alternative parking provision will be necessary.
FS-Case-309383731	Val Ranger	yes	These must be written clearly into policy, for example the provision of electric hookup points for cars on new estates should be mandatory, provision of a shed for bicycles is not an enforceable or realistic policy.  Private investment in public transport simply doesn't happen in rural areas, our local transport system should be privatised if the government is serious about the climate change emergency. Rural bus routes are never going to be financially sustainable for private investors, they are hideously expensive to use (£1 per stop locally) thus residents don't use them unless they have had to give up driving and so bus routes will be increasingly withdrawn as we have seen.
FS-Case-309401093	Philip Jordan	yes	I do counter one thing and that is Exeter Airport. I believe it may struggle to survive and also I do not believe we should be encouraging air transport.
FS-Case-309414876	Ross Hussey	no	In response to Q18 I've already said that the design of development needs to promote sustainable transport, for example by providing for secure cycle storage at home and at work, safe and convenient walking and cycling routes, and facilities such as showers and lockers at workplaces. I'd commend to you Exeter City Council's Supplementary Planning Document on Sustainable Transport. See <a href="http://www.exeter.gov.uk/stspd">www.exeter.gov.uk/stspd</a> .
FS-Case-309425268	Pamela Dean	no	Safe crossing of major roads with traffic slowing and pedestrian lights.
FS-Case-309456508	Ian Birch	yes	Pleased to see the emphasis on charging points - for cars and cycles - although I would like to see more about public charging points. This will become increasingly important as tourism picks up again in future with people using more electric vehicles. This will need some imaginative collaborations being followed between councils, equipment manufacturers and energy providers...
FS-Case-309529320	John Stuckey	yes	More provision for access for disability scooters on public transport and in retail environments

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FS-Case-309588076	Carol Jay Transition Exmouth	yes	10 - airport has no place in a zero carbon future . Promotion of shared use e-cars and bikes rather than private ownership. Also the plan should: 1. Address the need for electric car charging infrastructure: ("..... Consider levels of car parking in new development and the need for electric charging for vehicles, specifically given the proposed ban on the sale of new petrol and diesel cars from 2030") 2. Set STANDARDS for new development relating to the proportion of people who will walk, cycle and use public transport. These STANDARDS should correlate with locally accessible bus routes; cycle routes and footpaths. 3. Require cycle racks and electric charging for bicycles.
FS-Case-309879551	David Goodfellow	yes	Future transport systems which may become available during the life of this Plan should include on-demand driverless vehicles, reducing the need for personal car ownership
FS-Case-310194190	WAYNE SUMMERS	no	Is this just an excuse to not build wide enough roads or give parking spaces with new housing to save money like in cranbrook
FS-Case-310214396	Karan Bennett Bishops Clyst Parish Council	no	A policy of actively promoting and supporting new bus routes to improve communications between settlements and links to employment areas and major transport infrastructure
FS-Case-310448600	Anne Double	yes	Local knowledge needs to be involved e.g. the proposed development site at Musbury Road in Axminster will develop an ugly brownfield site, proved more housing, give employment opportunities in the area - all good things. But has anyone addressed the impact on the small surrounding residential roads - e.g. the stretch of Musbury Road between the junctions with South Street and King Edward Road where on one side there is no pavement between the house frontages and the actual carriageway (I need to declare an interest as I live there and know how dangerous it is becoming, especially on the blind bend near Widepost Lane!) Increased traffic generated by the Aldi store and the new housing could make this an even more dangerous rat-run.
FS-Case-310456969	Penny Kurowski	yes	Provision of new walking routes is very important, especially in rural areas where it can be difficult to walk anywhere except on roads.
FS-Case-310974350	Ian Smith	yes	I welcome developments elsewhere in the country to revive former rail lines and introduce tram and light rail routes
FS-Case-311300471	David Gill	no	Ban those double decker buses going through Sidford
FS-Case-311663485	Gordon Taylor	no	See above.
FS-Case-311693209	Jeremy Woodward Vision Group for Sidmouth	yes	In addition: There should be an appreciation of lessons learnt during the pandemic. Temporary moves to give over more road space to public transport, bikes and pedestrians may give way to more permanent measures – resulting in 'car-free' spaces: <a href="https://tinyurl.com/2eujr3wk">https://tinyurl.com/2eujr3wk</a> Whilst the government's largest ever roads expenditure programme the UK has ever seen will increase traffic and CO2 emissions, more WFH will decrease road use and the need for new roads: <a href="https://tinyurl.com/3ykxybw">https://tinyurl.com/3ykxybw</a> There needs to be more investment in cycle routes: “a report by Cycling UK found that for every pound spent on cycling and walking schemes, £13 of economic benefit is produced.” <a href="https://tinyurl.com/w39hcbhx">https://tinyurl.com/w39hcbhx</a> Specifically, “‘Money and enthusiasm’ is needed to get a Sidmouth-to-Feniton bike path project off the ground.” <a href="https://tinyurl.com/fuskcf2j">https://tinyurl.com/fuskcf2j</a> Including the Sidford-to-Sidbury shared path, as laid out in the Community Actions of the Sid Valley NP: <a href="https://tinyurl.com/ereu8e8r">https://tinyurl.com/ereu8e8r</a>
FS-Case-312069863	Alison Beresford		The large number of narrow Highways in East Devon and large number of isolated villages, farms and individual houses, demands there to be completely new thinking about public transport. Of course cycling and walking needs emphasis but it fails to address the major issue. Everyone has to supply their own mode of transport because current public transport outside towns and cities fails to meet need. Narrow lanes cannot support any major increase in car ownership without hazard. Those without their own transport cannot live in vast areas of Devon and the

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			economy suffers. Perhaps a competition could be launched to discover a new form of public transport, suitable for rural areas in East Devon?
FS-Case-312087808	Gill Akers	no	Increase rail and bike tracks.
FS-Case-312095051	Terry Darrant	no	Too much of it has emphasis on walking and cycling, as said before this is still a minority activity compared to the realities of life. Many average families will support 3 to 4 vehicles including family cars and work van or hobby motors. Walking and cycling are also not much use to older or disabled individuals. Promoting of such activities is desirable but the realities of life should not be ignored as most household own, need and drive a car or van of some description. Public transport should be the main focus with both train and bus timetable being presently irregular, unreliable, overpriced and profit driven. Provision of electric vehicles should also not be a main focus, for even with the ridiculous proposed timetable of non diesel and petrol vehicles from 2030, there will still be possible two decades where internal combustion engines are king.
FS-Case-312184112	Linda Lowes N/A	yes	Please include existing towns and villages, many of whom are very poorly served.
FS-Case-312251067	Neal Jillings Place Land Ltd	no	mostly fine, but there will be a policy conflict with a 800m expectation and the most sustainable distribution of development. I have seen instances where a proposal on the edge of a village within walking distance of a shop is deemed more sustainable than a proposal on the edge of a large town or village with bus services, but where the neighbourhood centre may be beyond the magic figure of 800m. The problem with having these fixed absolute measures of objective acceptability is that they are often in tension with other elements of policy. Development clearly should be located where there is the possibility of accessing services via means other than the private motor car. However, with increasing use of electric vehicles and home working, I question if this particular hang up that us planners have will forever remain a guiding principle in terms of distribution of development. Times are moving on and how long do we impose 20th century thinking to the 21st century?
FS-Case-312255566	Stephen sadler	no	It isnt a matter about just providing better bus routes -- It is about the time a journey takes. My experience is that at present in East Devon a car journey from a home to work is generally less than half the time it takes by bus, and in some cases when it needs a change of bus then it is not practical. I worked at Plymouth for a year and commuted from Ottery -- by car it was 50 minutes but by public transport it was around 2.5 hours and more if one bus was missed coming home as working late.
FS-Case-312317917	Steven Walton	no	With Covid showing more home working and on line shopping, public transport is becoming unsustainable. Therefore, the plan should concentrate on promoting more homeworking and less travel. The money saved can then be used on maintaining the rural local communities.
FS-Case-312449388	George Williams Greenslade Taylor Hunt	yes	It is felt that all of the major policy areas have been addressed regarding sustainable transport.  Our client supports the themes laid out within paragraph 11.7. As mentioned, the land at Globe Hill, Woodbury offers a genuinely sustainable development option. The land is located within 800 metres of the key services and amenities offered in the village, in line with point 6. The site could offer ample space for car parking, as well as providing electric car charging points in line with point 11.
FS-Case-312482944	Peter Bowler NA	no	Public transport is no longer viable following the virus and you might as well accept that the private car is the future in rural areas.
FS-Case-312655834	Theresa Sanders	yes	More emphasis need to be on 'anti' idling to promote the mindset of a considerate fossil fuel free future.
FS-Case-312726461	Anthony Bevan N/A	yes	The loss of the Jurassic Coast bus service was very detrimental and set back the ability to walk a section of the coastal path, and indeed connect coastal facilities without the need for driving cars. Everything possible should be done to get this service reinstated.
FS-Case-312743967	Dee Woods	yes	Designate 'quiet' lanes for traffic free walking and cycling. Use more disused railway lines and link to existing cycleways and walking routes.
FS-Case-312834131	Robert Dunn	yes	And these are all important, not just "nice to have if possible"

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FS-Case-312841460	Thomas Dobson	no	More emphasis on cycling routes needs to be given. Suitable traffic free or low traffic routes to connect any new development, must be encouraged.
FS-Case-313155665	Catherine Dandridge	yes	More electric charging points need to be added to new builds in anticipation of future demand. Sustainable transport is a chicken & egg challenge, without good public transport that is reliable & affordable people will not relinquish their cars.
FS-Case-313233811	Phil Golder	yes	Yes, most of these are appropriate. It's disappointing that Exeter airport is considered an important facility when air travel contributes so significantly to climate change. Focus should be on improving train links from the South West to other parts of the UK and Europe. If air travel is to be supported it should also be set the target to not use fossil fuels from 2030.
FS-Case-313445139	Brenda Plumer N/A	no	I feel I have answered this question earlier - hoping that work should be near the work place and transport for others being improved, reusing, if possible, rail links.
FS-Case-313459444	Mike Allen EDDC	yes	we should not place restrictions on development according to distances from bus stops. This is old fashioned thinking and inappropriate to our rural economy. We should instead insist on electric transport charging points in all new homes and industrial developments
FS-Case-313521692	Louise Dean	no	Support local transport providers in changing their fleet to electric buses, or trams or more trains Less car parking to discourage car use More electric charging stations
FS-Case-313523282	Gary Barlow	no	I live in a village Payhembury where I think there is 1 bus a day passes through it. How on earth is anybody living here without a car meant to go anywhere? I mean seriously it is a joke.
FS-Case-313523797	Heather Broadbent	yes	Wider pavements for disable buggies.
FS-Case-313534234	Sally Galsworthy	no	Park and Ride expansion.
FS-Case-313584761	Richard Norman Musbury Barn	no	Again a binary question covering diverse options; many of these matters are dealt with elsewhere and thus this item can be removed in total; a plan does not have to cover every single option, does it?
FS-Case-313603740	Eileen Beech	yes	Provide overnight parking for camper vans in large car parks or lorry parks with suitable charges!
FS-Case-313613307	Madeleine Blu		i don't know.
FS-Case-313618009	Elizabeth Twining	yes	Promote connectivity between different transport facilities, for example buses that connect with trains, safe cycle parks near bus stops and railway stations, footpaths that avoid the need to walk on or beside roads.
FS-Case-313643991	Douglas Smith	yes	But things will change so this needs to be reviewed regularly
FS-Case-313694058	Joseph Williams		Given the climate emergency and EDDC, DCC and many local councils' acknowledgment of it, is it appropriate for EDDC to support Exeter airport? Would support be better given to enhancing connectivity with less polluting forms of transport, for example lobbying for the Exeter-Waterloo service to be improved by adding faster services?
FS-Case-313698487	Craig Daley	no	In my part of East Devon, other than housing developer paid for infrastructure, the council doesn't appear to do anything. The proposed cycle route from Seaton to Axminster is 15 years in the build, this is far too long.
FS-Case-313710620	Jacqueline Cox	no	point 6 the 800m walking limit does not allow for the possibility of cycling from home. If properties have to be within this limit it may result in Bus routes being sent through residential areas when not needed. If we are trying to encourage people to be more active than an 800m walk is not very far! Assessment of travel following the Pandemic may have some bearing on the policy relating to the airport
FS-Case-313718525	Robert Maynard	yes	In view of increases in population and tourism and improved accessibility to East Devon and the fact that the majority of opportunistic trips are car based, the capacity of car parking close to the coast should be increased to accommodate increases in demand.

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FS-Case-313757512	Jane Nelson-Smith	yes	Also people using electric wheelchairs and buggies need to have suitable pathway, parking and charging facilities.
FS-Case-313771026	John Connolly	yes	The objective to electric charging is much too soft. If the country is to become reliant on electric vehicles then there needs to be a massive investment in charging infrastructure. All new builds (big and small) should include credible provision for vehicle charging as part of the build process.
FS-Case-313777879	Janice Low	no	No mention of rail transport. Also what about accessibility for disabled people .
FS-Case-313779995	Stephanie Hidson-Jones Seaton Town Council	yes	Home charging points for electric cars should be provided in all new builds in the district. Public service vehicles should be required to run on electricity and not fossil fuels which pollute the environment, are non-renewable and unsustainable.
FS-Case-313780822	Jim Stacey		Frequency of bus services on main routes outside built up areas matters, and matters to tourists as well as to residents.
FS-Case-313789561	Tony Jackson	no	There needs to be plans to significantly reduce the volume of car commuter traffic between Exmouth and Exeter. The pollution caused by the daily traffic jams must be horrendous. There is an excellent rail service but one of the drawbacks is that, for many, getting to Exmouth station means firstly traveling in the wrong direction, time consuming and unwelcome. Many have to brave the difficult Hulham Road/Exeter Road Junction, meaning more pollution. Once the Dinan Way extension is completed the problem could well increase. What is needed is a park and ride station between Exmouth and Exeter and ideally before Exton as traffic often backs up to that point. But where? May I suggest that the land on the Exmouth side of Lympstone Commando is considered, I believe a car park could be created there. A new station would need to be built which would be closed, so no additional time constraints so no additional time constraints would be place on the railway.
FS-Case-313812606	Richard Bates	no	see above
FS-Case-313848718	Julia Bove	yes	Consideration must be given to the installation of Electric car charging points across the county especially where residents are unable to simply plug in their electric car at home. There needs to be a greatly increased bus service to smaller villages.
FS-Case-313893034	Steven Hepplestone	no	the key facilities, NHS, education, town services such as recycling etc. must be deemed able to cope with any increase in demand before any expansion is approved. These must be within walking distance.
FS-Case-313997024	Richard Holman	no	Most of these policy's have been addressed and they should be constantly updated as things change,
FS-Case-313999789	Jayne Blackmore	yes	I do however, have serious concerns about how sustainability of communities is assessed. For example, just because Feniton has a train station and a bus service does not mean that Feniton is sustainable! The frequency of services and how they serve the village and local needs, must also be taken into account. In my opinion, it is a very crude way of assessing sustainability and does not give a true picture.
FS-Case-314090147	Rob Longhurst	no	The public wil demand and need electric zero emissions cars -particularly in Devon. Make them a commodit, for hire by the day locally. Exe esatuary barrier + road.
FS-Case-314113114	Caroline Wilson Chardstock Parish Council	yes	The use of public transport has declined as a result of Covid-19. However, it is important to focus on public transport once the pandemic is over. Dependency on cars needs to be reduced and lorry traffic limited to lower carbon emissions. And we need to realise that the amount of air travel needs to be curtailed, so perhaps the future of Exeter Airport should be considered.
FS-Case-314133727	Ian Jewson Walsingham Planning Ltd	no	Appropriate sustainable transport policies should be included in the new local plan. New strategic development locations will provide the opportunity to create new and enhance existing sustainable options and should be encouraged.
FS-Case-314217529	Don Mildenhall	no	More flexible public transport (of the dial and ride type) is needed in the more rural areas
FS-Case-314261371	David Valentine Gittisham Parish Council	yes	Policies should require appropriate funding to enhance opportunities to deliver sustainable transport options.

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FS-Case-314278250	Keith Bungay	yes	Both the existing Local Plan and the Exmouth Neighbourhood Plan strongly support the provision of an Integrated Transport Interchange (ITI) at the town Station. This should remain a priority for Exmouth and, as appropriate, for other towns.
FS-Case-314313978	Gary Nicholson Hydrostar	no	While Electric Vehicles are to be applauded, diesel trucks will need to be replaced with higher torque Hydrogen Fuel cell vehicles. There needs to be an encouragement for use of such vehicles and to do so we need Green Hydrogen filling stations, and Green Hydrogen production capability in the region. Green ammonia can be produced from the Green Hydrogen as a replacement for diesel fuels used in Tractors and other agricultural vehicles.
FS-Case-314345492	Martyn Smith Feniton Parish Council	yes	While FPC agrees that these are appropriate sustainable transport policy areas, the Council has serious reservations about how the 'sustainability' of communities is assessed. The presence of a bus or train service does not make, de facto, a community 'sustainable': the frequency of services, and how they mesh with village/local needs, must also be taken into account. Any sustainable transport strategy should adopt accordingly a sophisticated approach to this issue. For example, a comparative audit of sustainability factors, as opposed to a crude 'banding' of communities based on whether or not a community has a train station.
FS-Case-314536685	Andrew Butler National Farmers Union	no	Sustainable transport is of course important in terms of health and our journey to being carbon neutral. However it must not be used as a broad brush to prevent any new homes in the countryside. For example a new home on a farm for the next generation can not be expected to be within 800m of a shop and on a bus route.
FS-Case-314638151	Anna Ross	no	More cycle paths, safer cycling throughout the area. Especially from outlying villages and towns to get into larger towns eg exeter, honiton, ottery
FS-Case-314646596	Alex Pryor	yes	Reliable and regular bus services are the key to opening up the more rural bits of the county and providing green, carbon neutral connectivity. This could also open up far more areas for smaller-scale development of new homes with public transport connections. This is critical as the capacity of the train network in east Devon is limited and cannot easily be expanded.
FS-Case-314731257	Fiona Lawson		Parking out of town and park and ride more. Free shuttles. Free parking.
FS-Case-314758581	Peter Ball Kilmington Parish Council	yes	Electric vehicle integration will be a major issue unless action is taken now. Some areas in both towns and villages have no off road parking and narrow streets don't allow parking or roadside charging. Whilst local residents may sort their EV charging requirements, how will tourists traveling through and into the area and staying at mass accommodation sites manage? (caravan parks, hotels, holiday cottages & B&B will all need overnight chargers) Few service stations have EV charging at present, those that do have only two or three bays. Most rapid chargers take a minimum of 20 mins or three cars an hour. Non franchised garages need to train staff to service EVs almost none can at present. There are very few franchised main dealers in rural areas. Technical college courses > new jobs?
FS-Case-314832307	Anthony Carthy James Carthy and Company Limited	no	This is a much wider issue than the Local Plan, it involves County and Regional input. Cycle ways and cycle friendly routes should be increased significantly for the benefit of commuting, exercise and pleasure. We are fortunate in having very many good places to walk but often these require very dangerous sections of A and B roads to be negotiated to reach them. Resources need to be put into identifying these dangerous areas and solutions produced to eliminate them.  The absence of services should not preclude development. Development will bring infrastructure and services with it.
FS-Case-314862733	David Sherwin	yes	Transport links, particularly roads should be planned in liason with neighbouring counties.
FS-Case-314894688	John Colby	yes	Need safe separation between pedestrian and cycle networks. Support para. 11.7 - 1,4,11. In the short/medium term adequate car parking should be provided in residential developments in and adjacent to town centres
FS-Case-314915803	Naomi Parkinson	yes	We need to use and expand the Public transport in place. Require buses to serve train stations ie at Cranbrook and provide later Buses from Exeter to villages.

Ref No	Respondent	Q24	Question 24 Comment
FS-Case-314926201	Richard Crabtree	yes	Should the railways be extended from Exmouth into East Devon? Should car sharing schemes be promoted and how well placed is East Devon for electric car charging points?
FS-Case-314943918	Des Senior	yes	All good but please ensure that sufficient funding and resources are given to support existing infrastructure, eg roads maintenance. This has suffered quite badly in recent years and it is false economy to allow it to degrade.
FS-Case-315062740	Ann UPCHURCH	no	The sustainable transport policies dont seem to work. Not many people use the trains at Cranbrook station and there are so many cars! Provision can be put in place, but people tend to use their own transport as it is more convenient
FS-Case-315126013	George Williams Greenslade Taylor Hunt	yes	It is felt that all of the major policy areas have been addressed regarding sustainable transport. Our client supports the themes laid out within paragraph 11.7. As mentioned, the land off Oak Road, West Hill offers a genuinely sustainable development option. The land is located within 800 metres of the key services and amenities offered in the village, in line with point 6. The site could offer ample space for car parking, as well as providing electric car charging points in line with point 11.
FS-Case-315132462	Sara Harris	yes	Please remember that not everyone drives/owns a car. The pandemic has shown how local facilities are vital if everyone is to have access. For example - being offered a vaccination slot at Taunton Racecourse when you don't have a car is not helpful. Local basic facilities and local transport options are absolutely vital if you want a mixed community to live in East Devon.
FS-Case-315136864	Jill Butler	yes	See my earlier comments on zero carbon policies (question 7).
FS-Case-315275424	Rob Phillips Broadhembury Neighbourhood Community Land Trust (BNCLT)	no	Within urban areas the objectives set out are applicable. Within rural areas another set of objectives are needed. In order to set a framework for rural areas it is recommended that consideration is given to our response at Q23.
FS-Case-315287680	Jennifer Hiley- Payne N/A	yes	The importance of a community is a consideration.
FS-Case-315300806	MARGARET TINSLEY n/a	yes	We need more public transport for those people, including me, who cannot afford a car and have had buses taken away so that although I live in Colyford, on the main Exeter/Lyme Regis road A3052, there is no bus to get me directly along that road to Lyme Regis (6 miles) = now two buses and 1 15 mins to get there if the Stagecoach 9A is on time or via Axminster - again two buses taking even longer. Sidmouth is two buses (again relying on the 9A, which is not always reliable) and takes approximately 1 3/4 hour if I am lucky. This is because the "Jurassic Coast X53" bus now goes from Lyme to Axminster and ends there. I used to be able to go to Lyme (1/2 hr), Bridport (1hr) and Weymouth (nearly 2 hours but could spend as long as 5 hours there, and often did). Now, even Bridport is virtually impossible as I get there almost in time to get home. Please Please help and consider us bus passengers. I am happy to pay a reduced fare as long as I can get about.
FS-Case-315449037	Darren Roberts East Devon District Council, Central Planning	yes	8. should include support for dualling of the London-Salisbury-Exeter main line
FS-Case-315455012	Rachel Hughes	yes	In addition, in terms of Exmouth where there is a large influx of day visitors in the warmer months, provision of an out of town park and ride with adequate bus timings is necessary. This precedent has been set in Sidmouth.
FS-Case-315476876	Graham Long Upottery Parish Council	no	Having overseen the demise of rural bus services during the last ten years, local authorities need to be more creative in providing public transport, be that via bus route subsidy, supporting car sharing schemes or subsidising car ownership where no other means of transport is available. Bus service provision in rural areas must be "levelled up" in comparison with urban areas.
FS-Case-315516791	Mary Truell None	yes	Please act upon them.
FS-Case-315539551	Gary Parsons Sport England		no comment

Ref No	Respondent	Q24	Question 24 Comment
FS-Case-315542900	Joanna Boyce	yes	New developments should be required to provide Electric Car charging points
FS-Case-315560020	Robert Barnes Planning Prospects Ltd	no	Please see separate detailed comments submitted as attached pdf in relation to this question - not entered directly here due to limitations to the amount of text that can be entered
FS-Case-315622017	Robert Martin Clyst Honiton Parish Council	no	<p>It is difficult to argue with the list of transport policy objectives. At Clyst Honiton, however, it is of concern that specific planning policies might be developed that would contradict those in the Neighbourhood Plan, which will be made before the Local Plan.</p> <p>There needs to be policies in place that support car parks that generate energy, provision of electric charging points and e-bike network infrastructure/parking/hiring and charging centres set up across the district.</p> <p>There needs to be car free zones.</p> <p>There is a need to be park and ride facilities outside smaller towns.</p> <p>There is a need for policies to encourage big thinking and to build on the existing strategic site networks.</p>
FS-Case-315678300	George Williams Greenslade Taylor Hunt	no	It is felt that all of the major policy areas have been addressed regarding sustainable transport. Our client's land at Sowton could definitely deliver development in line point 7 (requiring large scale development to provide a mix of uses on site). The site could offer ample space for car parking, as well as providing electric car charging points in line with point 11. Furthermore, the site is of sufficient size and scale to incorporate new walking and cycling routes into any scheme that is delivered.
FS-Case-315678845	Paul Hayward Newton Poppleford and Harpford Parish Council	yes	<p>These policy areas (espec. EV charging) need to cover new (and existing) developments.</p> <p>EV charging needs to take into account the variance in charging options; no unified system.</p> <p>VHS vs Betamax springs to mind at this point in the evolutionary process.</p>
FS-Case-315681467	Jacqui Best	yes	<p>Promote development of the train service between Exeter and Exmouth to ease car use between the two.</p> <p>Encourage a finer grain of mixed uses in new development.</p>
FS-Case-315690761	Naome Glanville	no	<p>- East Devon should not be encouraging lorry parks - I do not agree that this should be a policy area.</p> <p>- Much of the public transport infrastructure radiates from Exeter. We need to re-think our public transport so that it can take us between East Devon towns more - this will help keep our towns livelier and create more possibilities for travel to work and tourists to use public transport around the district.</p>
FS-Case-315694995	John Labrum	no	Suggest take advantage of Government initiative to support assessment of schemes for reversal of Beeching rail closures. A start could be made with a scheme to re-instate railway from Ottery St Mary to Feniton, giving through rail journeys from Ottery to Exeter and possibly beyond. With increased population in Ottery, this could be beneficial. Next step might be to extend from Ottery to Tipton St John (currently limited public transport in Tipton). Subsequent stages might be extending from Tipton to Sidmouth outskirts / Budleigh outskirts - with dedicated buses to link with trains. Benefit to environment and quicker / easier transport options for public
FS-Case-315788477	Kenneth Bonser -		In order to encourage use of bus transport it is important that provision is made for bus shelters Standing outside in windy exposed locations in the rain does not encourage bus usage.
FS-Case-315804855	Sophie Minter	yes	All these policy issues sound sensible. Maintaining and adding to existing public transport services is vital. Obviously over the past year of the pandemic, passenger numbers had to reduce but they will return again and increase once people are able to safely travel across the region. Do not allow the statistics of the past year to negatively influence public transport provision which is so important.
FS-Case-315892586	Carolyn Bowles	yes	Stop building houses, less people therefore less traffic, simple!

Ref No	Respondent	Q24	Question 24 Comment
FS-Case-315937332	Fiona Anderson	no	Our small towns and villages particularly along the coast suffer from bad air pollution from tourist cars in the summer and all year round from lorries. In light of the COVID pandemic making people less willing to use public transport and use their cars more, we must encourage people to start using public transport more. That won't be by running a bare bones service with old worn out buses (and worn out drivers!). Charge high parking fees in the hot spots like Sidmouth and have Hopper buses running from out town car parks. Sorry this should be in public transport I suppose!
FS-Case-315939416	linda aucott	yes	Safe cycling and walking routes are essential for all existing and new developments. Unfortunately I have not found such approaches in Cranbrook. I lived in Peterborough 20 years ago and could cycle all the way from the new towns into the city centre on custom safe cycle routes. The Exe valley cycle way from Exeter to Sidmouth has become dangerous due to its capacity being overwhelmed both for cyclists and walkers.
FS-Case-315947650	Rosalind Rapley	yes	Public transport needs major improvement, especially in reliability, buses in this area frequently don't turn up and a generally infrequent, so if one doesn't arrive, it is a very long wait to another. You cannot depend on it for work or appointments.
FS-Case-315961800	David & Mrs Wendy Lewis	yes	Access for disabled people?
FS-Case-315963133	George Koopman	no	All new residential dwellings must have charging points provided by the builder.
FS-Case-315984133	Daphne CURRIER	yes	As before mentioned, sometimes new developments have the unfortunate effect of extra vehicles being parked in neighbouring roads . We have seen this in our road where one neighbour had a four wheel drive , horsebox, family saloon and vintage camper van . Our new neighbours have a pick up truck, little sports car and large four wheel drive for 2 adults and one child.We also have white vans parked up here from non residents. The better the public transport provision the less likely this will be. Education could be the key- it is often cheaper for people to use taxis than keep a car on the road. Buses to outlying areas should be kept going and subsidised for the sake of the people who work in the country and provide goods that we all need. Part of this has been caused by the practice of building extra houses in big gardens and not really thinking about the need for extra parking. Perhaps all second vehicles could be taxed at a very high rate?
FS-Case-316012030	Beatrix Godfrey	yes	There needs to be provision for the shared use cycleway which follows the old railway track starting at Feniton through to Ottery St Mary. This will eventually link up with a continuation through Tipton St John and onto Sidmouth. This will tick a lot of boxes in terms of health and well-being, sustainable transport links and tourism.
FS-Case-316012231	Terry Sweeney	yes	Ease and safety of movement are key factors in the quality of life, particularly for walking and cycling. I support your objectives . I would urge you to work with Devon CC to achieve these. By designating some minor roads around towns and villages as quiet, shared routes with appropriate signing, and where needed lower speed limits, this could be helped. There may be ways in which the rights of way network can be used to better facilitate year round safe walking to schools and facilities, or within and between settlements by foot or cycle.
FS-Case-316019433	Jennifer Morgan	no	Sustainable transport policies are essential but again need to be tailored appropriately for the size of each community.
FS-Case-316023654	lauren allan	yes	The adverse impact of tourism must be considered and a chargeable vignette for those bringing cars, scaled up for size such as motorhomes could help.
FS-Case-316034840	Nicola Baker	yes	The train station in our village doesn't make it a sustainable location for housing due to being a single track so very limited services mean not enough trains at peak times so people will still use their cars to commute along with my comments in Question 7.
FS-Case-316035390	Daniel Lazar Membury Parish Council	no	buses simply aren't appropriate round here. Subsidised minus / private vehicle hire would be much better. Cycling is all very well, but many of Devon's roads are very narrow with few passing places, and lots of inclines. Heavily subsidised public provision of high speed electric car charging points - and the means to activate them (i.e. mobile phone or internet signal) - in places such as leisure car parks will prove vital.
FS-Case-316036693	Philip Wragg none	no	Highway improvements should focus on the needs of Pedestrians and Cyclists rather than slavishly giving total priority to car travel.

Ref No	Respondent	Q24	Question 24 Comment
FS-Case-316047097	Richard Pryor	yes	Try and persuade rail network to make the track between Axminster and Pinnhoe double track. This would enable a local service to be run perhaps trains every 30 minutes.
FS-Case-316053199	Ben Evans	yes	But some of the measures you mention are subjective e.g define high quality cycling networks and if setting targets then you need to enforce them.
FS-Case-316056741	Helene Jessop RSPB	no	<ul style="list-style-type: none"> <li>• In reference to point 10 Exeter airport, the RSPB opposes measures to increase air travel until the Government is able to demonstrate that this can be achieved whilst still meeting UK targets for emissions reductions across the whole economy.</li> <li>• There was no mention of the rail network or stations and we recommend the potential of facilitating more rail travel rather than road (or air) is examined.</li> </ul>
FS-Case-316057937	irene Wyndham	yes	<p>We should make it as safe and free as possible for walkers and cyclists. That means that traffic should be slowed down in villages and towns, and more space provided for walking and cycling.</p> <p>LORRIES should be banned from small quiet roads. We have had several instances in our village of lorries becoming stuck for several days (!) because they were following GPS maps. This threatens walkers and damages the country lanes. There should be strict regulations for lorry routes.</p>
FS-Case-316125851	Diana jennings		It is important to check that individual transport policies do not conflict with other areas in the Plan.
FS-Case-316135438	George Williams Greensalde Taylor Hunt	yes	It is felt that all of the major policy areas have been addressed regarding sustainable transport.
FS-Case-316136353	Bill Horner Historic Environment Team, Devon County Council		No comments
FS-Case-316147775	Mathieu Holladay	yes	Consideration needs to be given to making cycle routes safe and ensuring they don't become corridors for criminals to utilise to commit crime with the escape being made by cycle.
FS-Case-316158325	Paul Hayward Personal View only	yes	Again, a good start but care needs to be exercised that such a list is not prescriptive and taken as gospel at the exclusion of anything else that comes along later which may be a “groundbreaker”
FS-Case-316159794	George Williams Greenslade Taylor Hunt	yes	<p>It is felt that all of the major policy areas have been addressed regarding sustainable transport.</p> <p>Our client supports the themes laid out within paragraph 11.7. As mentioned, the land at Whimble, offers a genuinely sustainable development option. The land is located within 800 metres of the key services and amenities offered in the village, in line with point 6. The site could offer ample space for car parking, as well as providing electric car charging points in line with point 11.</p>
FS-Case-316160103	Julie Moore	yes	At present the private car is essential for residents of existing rural areas. residents should not be penalized as there is no viable alternative.
FS-Case-316176196	Adrian Toole	no	Linking of new developments by providing or safeguarding links to neighbouring areas for active transport; such links can also serve as wildlife corridors. In particular seek to make these links along the contours rather than up/down.
FS-Case-316188495	George Williams Greenslade Taylor Hunt		<p>It is felt that all of the major policy areas have been addressed regarding sustainable transport.</p> <p>Our clients support the themes laid out within paragraph 11.7. As mentioned, the land at Offwell, Nr. Honiton offers genuinely sustainable development option. The land is located within 800 metres of the key services and amenities offered in the village, in line with point 6. The sites could offer ample space for car parking, as well as providing electric car charging points in line with point 11.</p>
FS-Case-316222313	Kimberley Waterfall	yes	Consideration needs to be given to making cycle routes safe and ensuring they don't become corridors for criminals to utilise to commit crime with the escape being made by cycle.
FS-Case-316240170	George Williams		<p>It is felt that all of the major policy areas have been addressed regarding sustainable transport.</p> <p>Our clients support the themes laid out within paragraph 11.7. As mentioned, the</p>

Ref No	Respondent	Q24	Question 24 Comment
	Greenslade Taylor Hunt		land at Chardstock offers genuinely sustainable development option. The land is located within 800 metres of the key services and amenities offered in the village, in line with point 6. The sites could offer ample space for car parking, as well as providing electric car charging points in line with point 11.
FS-Case-316255332	Matthew Sherwood	yes	While FPC agrees that these are appropriate sustainable transport policy areas, the Council has serious reservations about how the 'sustainability' of communities is assessed. The presence of a bus or train service does not make, de facto, a community 'sustainable': the frequency of services, and how they mesh with village/local needs, must also be taken into account. Any sustainable transport strategy should adopt accordingly a sophisticated approach to this issue. For example, a comparative audit of sustainability factors, as opposed to a crude 'banding' of communities based on whether or not a community has a train station.
FS-Case-316371196	Josie Denning		While FPC agrees that these are appropriate sustainable transport policy areas, the Council has serious reservations about how the 'sustainability' of communities is assessed. The presence of a bus or train service does not make, de facto, a community 'sustainable': the frequency of services, and how they mesh with village/local needs, must also be taken into account. Any sustainable transport strategy should adopt accordingly a sophisticated approach to this issue. For example, a comparative audit of sustainability factors, as opposed to a crude 'banding' of communities based on whether or not a community has a train station.
FS-Case-323231602	Gordon Hodgson	yes	Policies that include avoiding the situations that , for example , exist in a few places in Exmouth including:- Street parking in St Johns Rd , near Bassets Farm School, which makes tis former road almost a track through awhat seems to be a car park. Parking on both sides of Pound Lane so that its very difficult to traverse the road safely and easily. Regular parking completely across the pavement on Pound Lane by businesses that appear to have adopted it all as part of their own premises. Permanment parking of Mobile Homes /Camper vans in roads such as Maer lane and Douglas Avenue where the vehicles do not move fo many months if atall. They may be taxed but they park freely and regularly reduce to almost ni the spaces that may be used for people needing to park for a short visitng purpose.
FS-Case-324952647	Lawrence Turner Boyer Planning	yes	Please refer to submitted representations.
FS-Case-324964822	Sarah Jackson		Please refer to submitted representations.
FS-Case-324977684	Simon Collier Collier Planning		No comments at this stage.
FS-Case-324988465	Simon Collier Collier Planning		No comments at this stage.
FS-Case-324999075	David Morgan Not Applicable	yes	Please refer to submitted representations.
FS-Case-325022897	DLP Planning DLP Planning DLP Planning		See attached letter
FS-Case-325030287	John Withrington N/A		See attached submission
FS-Case-325041454	East Devon and Tiverton & Honiton CLPs		· The distance from door to bus stop should be reduced by half. 800 metres from door to bus stop is too far. Any longer distances should be via footpaths and accessible routes. · EDDC can incentivise rail travel indirectly: through easy public transport access, plentiful and affordable car parking etc.
FS-Case-325070883	Emma Russell	yes	But don't design out car parking availability until numbers of cars starts to decrease and the other facilities are available. Let's use a carrot to get people out of their cars and not a stick. This is Britain after all and we have some dreadful weather for 5 months of the year.

Ref No	Respondent	Q24	Question 24 Comment
FS-Case-325077531	I.G. Cann Exmouth Civic Society	yes	Please see attached submission.
FS-Case-325085151	Matthew Kendrick Grass Roots Planning	no	See Separate Representations Document
FS-Case-325107229	George Williams Greenslade Taylor Hunt		Please refer to submitted representations.
FS-Case-325124589	Glynnis Poole LiveWest		Please refer to submitted representations.
FS-Case-325131855	Michelle Dobrota-Gibbs N/A	yes	Please refer to submitted representations.
FS-Case-325156112	Peter Dobbs	yes	Please refer to submitted representations.
FS-Case-325170882	Dorothy Taylor Exmouth Mental Health St John's Court Carers' Group		Please refer to submitted representations.
FS-Case-325731054	Andrew Ardley South Western Railway	no	Need a clear strategy to focus development along sustainable corridors such as railway lines. The objectives don't acknowledge the importance of sustainable transport as a system, especially the first mile / last mile link to railway stations. There needs to be much greater recognition of the role of shared transport in this respect including shared bikes at key hubs including stations and the key role of car club vehicles in every neighbourhood (including employment sites) so that people have access to a car when other modes are not an option. This is a key element of making sustainable modes viable and attractive and helping to reduce the levels of multiple car owning households. This in turn can help to reduce the areas / space required for car parking and therefore the space available for additional housing / employment.
FS-Case-325752618	Stephen Morgan-Hyland Maddox Planning	yes	Please see accompanying letter.
FS-Case-325829612	Dan Yeates Savilles		no comment
FS-Case-325831870	Cem Kosaner Lichfields		N/A
FS-Case-325838141	Dan Yeates Savills		no comment