

## Devon Local Cycling and Walking Infrastructure Plans

### Report of the Director of Climate Change, Environment and Transport

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Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

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#### 1) Recommendation

That the Cabinet be asked to:

- (a) Approve the adoption of the Heart of Teignbridge Local Cycling and Walking Infrastructure Plan, provided in Appendix I;
- (b) Approve the adoption of the Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan, provided in Appendix II;
- (c) Approve the adoption of the Exeter Local Cycling and Walking Infrastructure Plan, provided in Appendix III;
- (d) Give delegated powers to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management to make minor amendments to the Plans.

#### 2) Introduction

Devon's current strategy for active travel infrastructure, the Cycling and Multi-Use Trail Network Strategy, was approved by Cabinet in 2015. Although the County has a strong track record of delivering cycle infrastructure, there is a need to ensure momentum is maintained to support healthier, active lifestyles and in responding positively to the climate emergency and evolving national guidance. This also presents the opportunity to be clear on our objectives and outcomes to ensure our efforts are focused on delivering those routes and improvements which have a tangible positive impact on people in Devon and offer the best value for money.

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements at the local level. The framework is set out in the Government's Cycling and Walking Investment Strategy, which forms an important part of Government's strategy to increase the number of active travel trips. LCWIPs are also an important tool in realising the Government's Gear Change vision. This expects local authorities to deliver high quality walking, wheeling and cycling infrastructure which represent a step-change in the level of service for active travel. Critically, going forward, LCWIPs are an important part of local authorities making the case for future active travel funding, whether through securing external grants or in negotiations with developers.

Devon County Council have so far completed three LCWIPs: Heart of Teignbridge (HoT), Barnstaple with Bideford and Northam (BBN), and Exeter. These cover the key urban areas identified in the existing Cycling and Multi-Use Trail Network Strategy. Producing these plans has involved a technical, evidence-based approach to identify the challenges and develop prioritised routes, followed by public consultation and endorsement of the document by the relevant Highways and Traffic Orders Committee. Section 5 describes how subsequent minor changes to the draft plans have been approved in accordance with HATOC resolutions.

The LCWIP documents seek to outline the future walking and cycling infrastructure priorities in their respective areas over the next 10 to 20 years. They are ambitious, transformational plans aimed at substantially increasing walking and cycling levels across Devon and:

- Support Devon County Council's response to the climate crisis.
- Support health, wellbeing, and access for all in Barnstaple with Bideford and Northam, the Heart of Teignbridge, and Exeter.
- Help their areas accommodate local housing and employment growth.
- Deliver economic benefits for Devon.

The LCWIPs fulfil these aims by setting out active travel proposals that take account of evidence and data on existing and future demand, ensuring proposals meet the latest design standards, identifying infrastructure schemes in readiness for funding bids. By fulfilling these requirements, it ensures that investment is targeted at schemes where it will have the greatest impact.

Going forward, LCWIPs will be instrumental in leveraging Government funding for walking and cycle schemes. As such, these documents strategically position regions of Devon to attract investment. The documents have been produced following the Department for Transport's LCWIP framework, which forms a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. Work is being undertaken to develop a new Local Transport Plan for Devon; the LCWIPs will form part of the suite of strategy documents that feeds into this. Other LCWIPs for the Countywide rural trails and growth areas of East Devon and Mid Devon are also in development.

### **3) Proposal**

The LCWIP documents set out walking and cycling proposals in the respective geographies of the Heart of Teignbridge (covering Newton Abbot, Kingsteignton and Kingskerswell); Barnstaple with Bideford and Northam, and Exeter. These schemes were considered the most strategically important, building upon existing established active travel networks and with greatest potential to attract developer funding due to the scale of growth planned in these localities. Using developer contributions as match funding has been fundamental in supporting bids for Government grant funding. The LCWIPs have been endorsed by the relevant Highways and Traffic Order Committees:

- Heart of Teignbridge: 3 March 2022 ([jm160222teighn Heart of Teignbridge Local Cycling and Walking Infrastructure Plan LCWIP.pdf \(devon.gov.uk\)](#))

- Barnstaple with Bideford and Northam: 31 October 2022 ([democracy.devon.gov.uk/documents/s43764/CET-33-60.pdf](https://democracy.devon.gov.uk/documents/s43764/CET-33-60.pdf)) and 16 November 2022 ([LCWIP Report.pdf \(devon.gov.uk\)](https://www.devon.gov.uk/lcwip-report))
- Exeter: 24 July 2023 ([Exeter Local Cycling and Walking Infrastructure Plan.pdf \(devon.gov.uk\)](https://www.devon.gov.uk/exeter-local-cycling-and-walking-infrastructure-plan))

### Heart of Teignbridge

The Heart of Teignbridge LCWIP (Appendix I) sets out walking and cycling proposals along five key corridors, strategically identified as missing gaps in existing plans for active travel intervention.

A summary of the proposals in each area is detailed below:

- **Newton Abbot Town Centre** – Upgrade existing routes by completing missing links and improving area wide access to and conditions for walking and cycling in the town centre. Specific schemes include a protected cycle route on Highweek Street and a quiet cycle route from the Railway Station to The Avenue.
- **Kingsteignton** – Develop and upgrade the existing connections between Newton Abbot town centre and Sandygate through Kingsteignton town centre. Specific schemes include extending the shared use path along Kingsteignton Road/Newton Road, modal filters at Crossley Moor Road and traffic calming on Rydon Road.
- **Buckland and Milber** – Upgrade existing routes between the town centre, railway station, Brunel Industrial Estate and residential areas. Specific schemes include a protected cycle track and wider footpath on Quay Road, installing lighting, and installing a ramp to connect the existing path to Sandringham Road.
- **Wolborough** – Provide cycling and walking links from the Wolborough residential development (NA3) to the north. Specific schemes include new signalised crossings on the A381, widening shared use provision on Kingskerswell Road and a modal filter on Aller Road.
- **Kingskerswell and Torbay** – To create an ‘All Ages and Abilities’ route linking the Heart of Teignbridge to the English Riviera. Specific schemes include improving the accessibility and attractiveness of the Penn Inn roundabout underpasses, a two-way protected cycle track passing along Torquay Road/Newton Road through Kingskerswell and the creation of a continuous cycle route along Aller Brake Road.

The LCWIP also sets out additional proposals to improve active travel provision within the NA1 Houghton Barton and NA3 Wolborough strategic site allocations. Complementary schemes to active travel infrastructure are also recommended and include a wayfinding review project, improvements to the existing Stover Trail and a holistic review of parking in Newton Abbot town centre. Within the LCWIP document, the Teign Estuary Trail project is listed separately, under schemes which are already planned, and therefore not included in the missing gaps list detailed above.

### Barnstaple with Bideford and Northam (BBN)

The BBN LCWIP (Appendix II) sets out four walking and six cycling proposals in Barnstaple, Bideford, and Northam. These were considered the most strategically important in terms of completing the missing gaps and developing a comprehensive active travel network. A summary of the proposals in North Devon is given below:

- **Alexandra Street (Barnstaple)** - Provide prioritised, high quality pedestrian crossing facilities. Remove staggered pedestrian barriers, improve accessibility for wheelchair and mobility scooter users and tighten junctions by reducing space for wider footways.
- **Barbican Road and Queen Street (Barnstaple)** - Provide more crossing opportunities over Barbican Road, widen footpaths to make travel towards the town centre easier and more accessible and provide a more comfortable experience for pedestrians travelling alongside high volumes of traffic.
- **Yelland to Barnstaple** - Create direct links between communities without the need for long diversions via the Tarka Trail. Provide safe crossings along Bickington and Yelland Road towards the Tarka Trail to enable people of all ability to safely access the trail and connect residents to employment and education sites in Bickington, Sticklepath, and Barnstaple.
- **Roundswell to Pilton (Barnstaple)** - Provide a safe and coherent cycling environment along busy corridors and the River Taw and improve access to education facilities from Barnstaple town centre and the rail station. Enhance the cycling and pedestrian experience around the town centre and the historic Pilton area. Review the town centre one way and pedestrianised systems to improve cycling without impacting pedestrians.
- **Whiddon Valley to Barnstaple** - Provide a safe, off-road route between future development in the east of Barnstaple with employment, education, and the town centre. Create a network of quiet and clearly signposted routes from the Goodliegh Road area to the town centre. Provide additional low and traffic-free connections to the Tarka Trail.
- **Landkey to Barnstaple** - Provide a traffic-free link from Landkey and future developments to the east towards Barnstaple for both pedestrians and cycles. Guide cycles along quieter sections of roads to help reach employment, education and leisure links in the area. Improve access to existing traffic-free routes, including the Tarka Trail and the National Cycle Network Route 3 through Newport.

### Exeter

The core focus of the Exeter LCWIP (Appendix III) will be within the administrative boundary of the city, setting out 20 cycling routes and 5 city-centre walking routes strategically identified as 'missing gaps' in the existing walking and cycling network. Walking and cycling routes are listed below:

## **Cycling Routes**

- E1 – Exeter St David’s Station to Topsham
- E3 – City Centre to Cranbrook
- E4 – Exeter University to Science Park
- E5 – Stoke Hill to St Thomas
- E6 – ‘Nurses Way’ Stoke Hill to Marsh Barton Station and Industrial Estate
- E7 – Exeter St David’s Station to Exeter Quay
- E8 – Wonford to Sowton Industrial Estate
- E9 – Topsham/Newcourt to City Centre via Wonford and St Leonards
- E10 – Pynes Hill Business Park to Sowton Industrial Estate and Exeter Business Park
- E12 – Beacon Heath to Marsh Barton Station and Industrial Estate
- E13 – Clyst St Mary to Topsham via Clyst Road
- E14 – Marsh Barton Station to city centre via Water Lane development and Exeter Quay
- E15 – South West Exeter development to Exe Bridges
- E16 – South West Exeter development to River Exe via Alphington and St Thomas
- E17 – Ide to Marsh Barton and Industrial Estate
- E18 – Exwick Heights to Exeter St David’s Station
- E19 – Cowley Bridges to Exeter St David’s Station
- E20 – Exeter St David’s Station to South Street via Iron Bridge
- E21 – Exeter St David’s Station to city centre via Queen Street
- E22 – Newtown to Water Lane development via St Leonards.

## **Walking Routes**

- W1 – Exeter Quay/Haven Banks to city centre via South Street
- W2 – Exe Bridges, Fore Street, High Street, Sidwell Street and St Annes Roundabout
- W3 – Exeter St David’s to city centre via Queen Street
- W4 – Barnfield Road to Princesshay
- W5 – New North Road and Longbrook Street to Paris Street

## Prioritisation of Interventions

The priority for delivery and indicative costs for packages of proposals are also detailed in the LCWIPs. Delivery priority has been determined through an assessment of improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk, wheel and cycle, and therefore the greatest return on investment.

Other factors also influenced the prioritisation of improvements such as the deliverability of the proposed works; whether an alternative route exists nearby for users to follow; how the links serve key journey types such as travel to school, work and for leisure, and whether the route serves an area with high levels of deprivation (using the indices of multiple deprivation).

It should be noted that a proposal’s inclusion in an LCWIP does not guarantee its delivery. In the future, schemes will need to undergo design, public consultation (potentially including

planning), securing any necessary third-party land and it will need formal approval to construct once funding has been secured. Any Government grant-funded schemes will need to demonstrate compliance with Local Transport Note 1/20, which sets design standards for the quality of infrastructure expected on new active travel schemes.

### **The Plan for Drivers (October 2023)**

The Government launched 'The Plan for Drivers' in October 2023. This document details Government's plan to achieve five key outputs for motorists: smoother journeys, stopping unfair enforcement, easier parking, cracking down on inconsiderate driving and helping the transition to zero emission driving. The Plan for Drivers states that walking, cycling, and public transport are necessary in a multi-modal transport system. However, it also seeks to make driving as straightforward, smooth, fair, environmentally responsible and safe as possible.

Due to the potential for conflicts between Devon's LCWIPs and the Plan for Drivers, a review has been undertaken between these documents. The following interventions commented on in the Plan for Drivers are relevant to LCWIP documents.

#### Low Traffic Neighbourhoods (LTNs)

The Plan for Drivers states it will consider new guidance on LTNs with a focus on the importance of local support. Although it is unknown at this stage how LTNs or local support will be defined, minor changes have been made to the LCWIPs to reflect the wording of the policy position paper. This includes the need for local consent via approval at the local Highways and Traffic Orders Committee and Cabinet Members (where appropriate) and noting any forthcoming guidance when considering Low Traffic / Liveable Neighbourhoods. Amendments have been made to the Exeter and Heart of Teignbridge LCWIPs to be consistent with these expectations.

#### 15 Minute Cities

The Plan for Drivers states it will seek to prevent the introduction of schemes that feature excessive traffic restrictions, do not offer transport choice and where they have failed to secure the support of local people and businesses. None of the Devon LCWIPs specifically refer to 15-minute city proposals; however references to 20-minute neighbourhoods have been removed from the Heart of Teignbridge LCWIP.

#### 20mph Speed Limits

The Plan for Drivers states "20mph zones are an important tool in improving road safety in residential areas but over-use risks undermining public acceptance, so we are clear that 20mph zones should be considered on a road-by-road basis to ensure local consent, not as blanket measures". The LCWIPs do reference aspirations for 20mph speed limits in some locations, in accordance with Devon County Council's strategic approach to these, but do not propose blanket use, therefore no changes are required.

No amendments were necessary in the Barnstaple with Bideford and Northam LCWIP.

The minor amendments do not have a bearing on the evidence base or substantive content of the plans, including the cycling and walking schemes that have been prioritised. Approval of the minor alterations to the draft plans were delegated to the Director of Climate Change,

Environment and Transport in accordance with the respective HATOC resolutions (see section 5 for more detail).

## **4) Alternatives**

The proposed LCWIPs have been developed following an evidence-led approach as well as undergoing public consultation to identify an ambitious set of interventions detailed in the plans.

Without approved LCWIPs within Devon, the county will not be well placed to secure future walking and cycling investment from central Government or be able to positively influence new development proposals and secure contributions from developers for active travel. This evidence-based work has been developed using existing data and has been improved by inputs from stakeholders and the public. The LCWIPs are essential to secure the benefits afforded by active travel. The documents are part of enabling the Heart of Teignbridge, Exeter, and the Barnstaple with Bideford and Northam areas to accommodate housing growth, respond to the climate crisis, and support the health and wellbeing of residents.

Funding has been secured via Active Travel England's Capability and Ambition Fund to enable the development of additional LCWIPs across the county; East of Exeter, Mid Devon and Countywide. South Hams and West Devon Borough Council are also progressing an LCWIP for its District areas, which the County Council is inputting to. These will fill in some of the outstanding gaps left in the strategic active travel network and will ultimately ensure that Devon has a comprehensive suite of LCWIPs informing the active travel proposals which will feed into the overall transport strategy for the county. Following the completion of these additional LCWIPs, the majority of the priorities set out in the existing Cycling and Multi-Use Trail Network Strategy will be represented in LCWIPs and will have undergone a prioritisation exercise to ratify their inclusion. However, the second tranche of LCWIPs are at a much earlier stage of development and need to be drafted and consulted upon prior to seeking Cabinet adoption. The adoption of the initial three LCWIPs ensures that the main urban growth areas identified in the Cycling and Multi-Use Trail Network Strategy are fed into the development of the new Local Transport Plan.

## **5) Consultations**

### Heart of Teignbridge

A public consultation was held between the 1<sup>st</sup> September and 1<sup>st</sup> October 2021 on the Heart of Teignbridge LCWIP. The consultation aimed to find out if residents thought the LCWIP reflected the needs and wants of the community and local area. The consultation was advertised through press releases, social media, adverts in the local press and by poster in community hubs. Four webinar events were held alongside a virtual 'drop-in' session and a questionnaire was published to collect public opinion. A total of 396 completed questionnaires were received within the consultation period.

The draft Heart of Teignbridge LCWIP document was very well received at consultation. All the proposed LCWIP corridors received strong support (>75%). Respondents living in close proximity to proposals also expressed overwhelming support. In all cases, the majority of

respondents agreed that the proposed improvements would encourage them to walk and cycle more.

Respondents agreed that the LCWIP addresses its aim to improve infrastructure in view of a growing population. However, respondents identified room for improvement on the LCWIP fulfilling its aim to improve safety for walkers and cyclists. A majority of respondents supported a reduction in car dominance (65%) and believed increased active travel would make the area a better place.

The open answer responses highlighted a number of themes including concerns over the inclusion of shared-use paths, calls for improved maintenance of existing infrastructure, and a desire for proposals to be well integrated into the existing network and beyond the existing study area.

In the light of feedback from the consultation, changes were made to the draft LCWIP document. These changes included greater emphasis on proposed safety benefits and a clear statement on the Road Safety Audit process, further highlighting the proposals' benefits to walking and not just cycling, and the addition of a cycle parking map. It also included a statement on the status of the Aller Valley Trail, Teignbridge District Council Local Plan and noted the potential to explore an alternative option to the Kingskerswell two-way cycle track proposed.

#### Bideford, Barnstaple and Northam

Two stakeholder engagement workshops were held on 4<sup>th</sup> April 2022. One in Bideford and one in Barnstaple, involving Devon County Council officers, external stakeholders, Councillors and local campaign groups. Invitations to the workshops were emailed to over 150 stakeholders. The workshops helped shape the LCWIP document that was presented for public consultation.

A public consultation was held between 21<sup>st</sup> September and 12<sup>th</sup> October 2022 on the Barnstaple with Bideford and Northam LCWIP. The aim of the consultation was to find out if residents felt the LCWIP was reflecting the needs and wants of the community and local area. It was advertised through a press release, social media, an 8 page pull out guide in the North Devon Gazette (21<sup>st</sup> September 2022) and full copies of the draft LCWIP were available at local libraries. A questionnaire for the report was available on the Devon County Council 'Have Your Say' webpage for members of the public to express their opinions. An email address, telephone number, and postal address were also provided. Devon County Council received 385 completed questionnaires within the consultation period. A small number of calls and emails were received, mostly for clarification purposes.

The LCWIP draft document was very well received at consultation. All of the proposed LCWIP improvements received over 80% support. Four proposals received support from 92% of respondents.

The consultation led to some amendments to the LCWIP draft document, including addition of forewords. There were also alterations to proposed routes including Pilton to Roundswell, Old Torrington Road to Old Bideford Road, and the Yelland Barnstaple routes to better represent the needs of the local population.



## Exeter

The public consultation for the Exeter LCWIP was held between 1<sup>st</sup> February and 31<sup>st</sup> March 2023. The consultation sought views on the proposed network and routes to enable residents and visitors to make the majority of local journeys in and around Exeter on foot or by cycle. The consultation was advertised through press releases, social media, and adverts in the local press. Consultation materials and an online questionnaire were hosted on Devon County Council's 'Have Your Say' webpage. The public were also able to email, phone, or write to the Transport Team to feedback and ask for paper copies of materials. A total of 726 completed questionnaires were received along with a number of emails from the public, stakeholders, and organisations.

Four Exeter LCWIP exhibitions were held at County Hall throughout the consultation period. These events took place between 11:00 and 19:00 and were open to members of the public as well as stakeholders and politicians. Attendees were given the opportunity to speak to members of the transport planning team and annotate physical maps of the proposed LCWIP walking and cycling routes to express their opinions. Over the four events, 200 members of the public attended.

A strong majority of respondents (71%) considered that Exeter would be a better place to live and work if more people walked or cycled, and 65% said they would support reducing private vehicle dominance in Exeter by removing traffic and reallocating road space for people walking and cycling.

A majority of respondents (54%) supported the walking and cycling network proposed in the LCWIP. Further comments from those who supported the network largely regarded specific locations and design. Respondents who did not support the proposals largely commented that it was not ambitious enough and should expand further.

In response to the consultation, alterations were made to the document. Concerns were raised regarding design, in particular respondents expressed preference for segregated paths instead of shared-use paths where possible. As a result, the differentiation between segregated and share-use paths have been removed from the maps. Instead, this will be considered in the design stage. Furthermore, respondents thought pedestrians did not benefit from the LCWIP as much as cyclists, thus more emphasis on how pedestrians will also benefit from improved proposed for cycling routes. Other changes included better explaining terminology, further clarifying the nature of external funding and delivery constraints, as well as improving the document maps and graphics.

Following the Cabinet resolution in October 2023 for officers to review the Devon LCWIPs against the Plan for Drivers, non-material text amendments have been made to the Devon LCWIPs as described above. In accordance with the respective HATOC resolutions, the approval of these minor alterations were delegated to the Director of Climate Change, Environment and Transport in consultation with the HATOC Chairs and Local Members for the Exeter and Heart of Teignbridge LCWIPs, and with the Cabinet Member for Highway Management for the Barnstaple, Bideford and Northam LCWIP.

## 6) Strategic Plan

LCWIP documents align with the vision and priorities set out in Devon County Council's Strategic Plan 2021 – 2025 in a number of ways, including the following.

### **Responding to the climate emergency**

The LCWIP documents aim to promote and facilitate an increase in active travel modes by providing better, high quality opportunities for walking and cycling. This can help encourage mode shift, particularly for short distance, everyday journeys and contributing to reduced carbon emissions. LCWIPs also help encourage sustainable lifestyles by providing engagement, raising awareness, and supporting low carbon initiatives.

### **Be ambitious for children and young people**

Walking and cycling, as promoted in the LCWIPs, are beneficial in improving health and wellbeing for children and young people by providing enjoyable and meaningful outdoor exercise. By promoting higher quality, safer cycle routes, this can help increase independence among children and young people and help build their confidence and fitness levels, which will hopefully follow through into their adult life.

### **Support sustainable economic recovery**

Improving sustainable transport options is key in promoting a sustainable economic post-pandemic recovery for Devon. Improved walking and cycling facilities will also increase travel choices for accessing employment and education opportunities for those without access to vehicles.

### **Tackle poverty and inequality**

Walking and cycling are transport modes that are accessible to all in society. By improving an individual's mobility, they are empowered and more independent. Better active travel links will also increase education and employment opportunities, thus reducing poverty and inequality.

### **Improve health and wellbeing**

The LCWIPs align with the Strategy aim of giving people greater opportunities to walk and cycle to increase their physical activity. Walking and cycling has significant benefits for both physical and mental health, not just for children and young people, but for all Devon residents. Creating attractive routes, segregated from traffic and busy roads can help build strong and healthy communities.

### **Help communities be safe, connected and resilient**

An increase in walking and cycling provision will encourage users to shift from private car use to active travel. Reduction in car traffic will help improve community cohesion and reduce social isolation by helping to remove the barrier created by busy roads through our neighbourhoods. Additionally, walking and cycling can be social activities, helping to reduce social isolation, particularly for the most vulnerable. The LCWIPs propose more and improved facilities to do so. Proposals outlined in the LCWIPs will improve the quality and safety of key walking and cycle corridors and contributing to keeping Devon's communities safe.

## **7) Financial Considerations**

The approval of an LCWIP does not result in any financial commitment from Devon County Council; however, development of the pipeline of active travel schemes will continue to use Local Transport Plan funding. The LCWIP documents recognises that, due to the nature of local authority funding, the majority of funding for schemes is likely to be realised through bids to central Government. Funding sources are also likely to include Section 106 developer contributions, the Community Infrastructure Levy (CIL), and in some cases infrastructure may be delivered directly by developers. Having an approved LCWIP will aid negotiations to secure funding to deliver the active travel improvements included in the report.

Any future commitment of funding towards either the development or delivery of active travel schemes would require further committee approvals, i.e. through the transport capital programme or scheme specific reports.

## **8) Legal Considerations**

There are no specific legal considerations. When introducing new transport schemes, it is the County Council's responsibility to ensure that all relevant legislation is complied with. Where relevant, these are considered in reports on individual schemes, such as where land negotiations or traffic regulation orders may be necessary.

## **9) Environmental Impact Considerations (Including Climate Change)**

The delivery of active travel interventions is an essential part of driving down transport emissions in Devon. Transport contributes approximately 27% of Devon's greenhouse gas emissions (GHG) and is the sector with the largest GHG emissions across the county. Reducing transport GHG will be essential to meet both national and local climate commitments.

The Devon Carbon Plan identifies that reducing the need to travel and shifting to sustainable transport options such as cycling, and walking are the most important ways to tackle transport emissions. The three LCWIPs outlined in this document provide strategic plans for the delivery of improved active travel infrastructure, which aim to support modal shift, providing an attractive option for short distance journeys, which will help tackle transport emissions and poor air quality.

The Devon Strategic Plan 2021-25 includes responding to the climate emergency as one of its key priorities and identifies the need to prioritise sustainable travel and transport with more opportunities for cycling and walking. These documents support these aims.

## **10) Equality Considerations**

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing the LCWIPs an Impact Assessment has been prepared for each which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/published>

- Heart of Teignbridge LCWIP Impact Assessment: [Teignbridge Local Cycling and Walking Plan - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/impact/published)
- Barnstaple, Bideford and Northam LCWIP Impact Assessment: [Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/impact/published)
- Exeter LCWIP Impact Assessment: [Exeter Local Cycling and Walking Infrastructure Plan - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/impact/published)

The Impact Assessments highlight that, overall, the LCWIPs will benefit all residents by improving walking and cycling links to employment, education and services. The proposed infrastructure will cater for pedestrians and cyclists of all ages, abilities, and confidence levels. It may enable certain individuals to travel independently by removing transport-related barriers to key destinations. Where proposals involve re-allocation of road space to pedestrians and/or cyclists at the expense of general traffic, journey times by motor vehicle may increase, but the proposals are expected to encourage modal shift and greater overall levels of cycling and walking.

Members will need to consider the Impact Assessments for the purposes of this item.

## 11) Risk Management Considerations

LCWIPs are ambitious sets of active travel interventions. Subject to the availability of funding and the further development of individual schemes, it may not be possible to deliver all interventions set out in the document. The delivery of proposals will need to be flexible and adapt to changing circumstances, i.e. public support for the detailed proposals and availability of funding opportunities.

For most proposals, the Road Safety Audit process will be followed prior to delivery. This is a formal, independent process for assessing risks to different road users during the development and post implementation of schemes.

## **12) Summary**

The LCWIPs covering the Heart of Teignbridge, Barnstaple with Bideford and Northam and Exeter are ambitious plans for transformative walking and cycling interventions in Devon, which align with several of the Strategic Plan priorities. Developing LCWIPs is identified as a key action for transport in the Devon Carbon Plan. It will enable the County Council to be in a strong strategic position to secure future funding and ensure that it delivers active travel schemes in locations that deliver maximum impact. The documents have undergone public consultation which demonstrated support and route priorities have been amended in response to the feedback received, with endorsement from the local HATOCs. A review has been undertaken against the content of the recently released Plan for Drivers document to ensure conflicts are minimised and these minor amendments to the draft plans have been approved in accordance with the relevant HATOC resolutions. The LCWIP documents will contribute towards the development of the Local Transport Plan 4 as a suite of LCWIPs for Devon and ensure Devon can continue to deliver the ambitious active travel infrastructure that meets the county's needs.

### **Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions:** All

Cabinet Member for Highway Management: Councillor Stuart Hughes

### **Local Government Act 1972: List of background papers**

Nil

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Devon Local Cycling and Walking Infrastructure Plans – Final