

Granite and Gears Dartmoor Cycling Programme

Report of the Head of Planning, Transportation and Environment

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.

Recommendation: That:

- (a) the proposed Granite and Gears programme of schemes including their estimated costs is approved;**
- (b) the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Highway Management and Flood Prevention and Local Member(s), be given delegated authority to agree final scheme designs to facilitate prompt delivery.**

1. Summary

Devon County Council was awarded £4.4m funding from the Department for Transport's (DfT) Cycling Ambition fund in August 2013.

This report sets out the proposed capital programme for the grant named "Granite and Gears" to be progressed for the years 2013/14 and 2014/15. It includes a number of individual schemes, which together will improve access to and on Dartmoor for cyclists and pedestrians.

2. Background

Devon County Council was successful in its application to the Department for Transport's Cycling Ambition Fund (Linking Communities: Cycling in National Parks) for its submission "Dartmoor: Granite and Gears (Trails to Health and Prosperity)".

The application focused upon encouraging cycling to and on the Moor by providing major improvements to existing strategic leisure cycle ways with further improvements proposed to benefit from smaller upgrades such as improved signage. Family friendly multi-use routes supported by cycling hubs (for cyclists to get information) create a network that people will want to visit for longer and to return to. This increase in visitor trips will bring with it increased revenue and support the economy of Dartmoor. The Grant provides the Council with an opportunity to grow the local economy and as a result we would expect to see job creation and new business start ups.

The bid was developed in partnership with Dartmoor National Park Authority and included a number of schemes that were already in development. As a result, some schemes have previously been considered by Cabinet, the appropriate HATOC or other Committees as appropriate.

The DfT funding available is £0.756m for FY2013/14 and £3.616m for FY2014/15. Local authority contributions and other funding has been identified to create a wider programme of improvements. The DfT funding must be claimed by end March 2015 and therefore the

programme for delivery is short. However, the match funding can be extended into the following Financial Year.

The application submitted focused on four key project areas. The projects build on the existing network, closing gaps to create continuous routes. Improvements have been identified that connect with the core routes such as the Wray Valley Trail and Granite Way to encourage greater use.

Cycling on Dartmoor

This includes cycle trail improvements on the Moor including developing the Princetown Railway Route (including a crossing of the B3212 and a traffic free off-road trail). In addition, it is proposed to explore the introduction of 'cycling hubs' at key locations such as Postbridge, Princetown and Moretonhampstead. These improvements will ensure that visitors have the confidence to explore the Moor and are encouraged to extend their stay.

Access to East Dartmoor

Improving access to Dartmoor from the east will provide opportunities to reach the Moor from major centres such as Newton Abbot, Exeter and Torbay and will capitalise on the development of the Wray Valley Trail. Key sections of the route are able to be accelerated with this funding. A major scheme is the design and construction of a bridge for pedestrians and cyclists over the A38 at Heathfield to remove a key barrier to travel and greatly increase safety in the area.

Access to West Dartmoor

Access from Plymouth and the West will be improved by removing existing gaps in the Drake's Trail and Granite Way sections of the National Cycle Network Route 27. This will enable the benefits of the route to be fully realised. In addition, some existing sections will be upgraded.

Accessibility and Interpretation Improvements

It is important to complement the infrastructure with signing and interpretation to strengthen the quality of the route and provide accessible routes that are enjoyable to ride. Other improvements will also be explored such as a cycle taxi scheme.

3. Proposal

The schemes identified for the Granite and Gears programme are listed in Appendix I including a description and the estimated cost. The attached drawings provide an overview of the improvements with the key components of the programme identified.

Large schemes:

- Princetown Railway Route linking Princetown to Drakes Trail including a crossing of the B3212.
- Wray Valley Trail: Steward Wood to Lustleigh and Willford Bridge to Lustleigh to complete the remaining phases of the Wray Valley Trail.
- Newton Abbot to Bovey Tracey to include path construction and on-highway works including the construction of a bridge over the A38 at Heathfield and a section alongside Stover Canal.
- Completing the outstanding section of the Drakes Trail - Clearbrook Ramp – to enable use by cyclists and less able users.
- Completing the Okehampton to Lydford off-road route between Southerly and Station Road, Bridestowe.
- Extension into the new development at Okehampton and connection to the Granite Way.

- Linking the Pegasus Way (which connects the Granite Way to Cookworthy Forest) to Hatherleigh/Holsworthy via the Ruby Way.

Smaller Schemes

- Creation of a foot/cycle way link from Dousland to the Princetown Route.
- Introducing trails and cycle infrastructure at Bellever.
- Signing a route between Okehampton and Moretonhampstead.
- Providing a route from Tavistock to the Tamar Trails via Shillamill Viaduct.
- Linking small lanes on Dartmoor to the Drakes Trail at Grenofen.
- Upgrading a short rocky section and bridleway between Peter Tavy and Mary Tavy.
- Signage and minor works on the Rattlebrook Railway route.

Further projects complete the Granite and Gears programme that are funded wholly from third parties or DCC, such as linking Kingsteignton to Haldon parallel to the diverted B3193 and connecting Plymouth to the NCN 27 by the old tramway.

The majority of schemes will be implemented by March 2015. Where they continue after this period they will be completed using the planned local contribution.

The total fund available from DfT is £4.4m with a local contribution of £3.0m (£1.8m DCC and £1.2m Third Party including contributions from Teignbridge District Council and West Devon Borough Council).

4. Options and Alternatives

Individual schemes have route options and alternatives that have been explored. Those that have not been taken forward are for reasons such as land availability and deliverability. The DfT grant must be spent by 31 March 2015 and as such any schemes with deliverability issues have been discounted.

5. Consultations, Representations and Technical Data

The majority of schemes have been developed through several levels of consultation processes and wider discussions with the public and partners.

The funding application was developed in consultation with Dartmoor National Park, the District Councils, Parish/Town Councils, landowners and local communities. A great level of support was gained with evidence included in Appendix C of the Application (http://www.devon.gov.uk/index/transportroads/devon_local_transport_plan/cycling-national-parks-application.htm).

Individual schemes have been the subject of further detailed consultation with the public and relevant stakeholders. Details of consultations are reflected in previous Cabinet and Public Rights of Way reports.

6. Financial Considerations

The DfT grant totals £4.4m over the period to March 2015. This is supported by DCC contributions (either LTP or existing allocations such as the Wray Valley Trail scheme) and third party funding, as follows:

£'000s	2013-14	2014-15	2015-16	Total
DfT Funding	756.0	3,616.6		4,372.6
Local Authority contribution	402.0	1,123.0	300.0	1,825.0
Third Party contribution	706.6	370.4	150.0	1,227.0
TOTAL	1,864.6	5,110.0	450.0	7,424.6

Match funding from Local Authority and Third Party contributions are able to extend into 2015/16, with the DfT grant ending in March 2015.

7. Sustainability Considerations

The programme is focused on increasing cycling, therefore increasing the modal share of sustainable transport. In addition, the increase in people cycling for leisure may also have a positive impact on increasing the number cycling for all or part of their daily commute.

The increase in visitors through the expanded network will bring with it increased revenue, supporting the economy. Increasing the tourist season and the length of stay will build on this and we expect to see job creation, an increase in holiday accommodation available and new businesses starting as a result of the project.

8. Carbon Impact Considerations

The increase in cycle routes and enhancement of existing routes will encourage visitors and residents to cycle in the area and in some instances replace the use of the private car. This will have a positive impact by reducing carbon emissions. Whilst routes are primarily for leisure cycling some also have the added benefit of providing routes into towns and therefore increasing opportunities for the commuting cyclist.

9. Equality Considerations

Where relevant to the 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.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/ new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

An Equality Impact Needs Assessment has been produced for the programme (see Appendix II). Many of the schemes make a considerable contribution to supporting equality by reducing barriers of some routes. Improvements to surfacing and route options enable those less able to use routes which they otherwise may not have access to.

The detailed impacts of individual schemes will be assessed as part of the scheme development.

10. Legal Considerations

The lawful implications of the recommendations have been considered and taken into account in the formulation of the recommendations set out above.

Land purchase is required for a number of the schemes. Discussions are progressing and agreements coming to fruition. Where these do not come forward a contingency plan is in place.

This process will also be applied to individual schemes within the programme and included in relevant scheme approval reports.

11. Risk Management Considerations

The short timescale of the funding presents a risk, particularly for those schemes that require land purchase. Therefore, a number of schemes have been identified to cover the funding available from DfT and an element of over programming has been introduced to allow for any slippage in programmes, for example, as a result of land negotiations.

Risk Management Plans have been created for each scheme to identify actions for those risks identified.

12. Public Health Impact

Each scheme will be subject to an appropriate Safety Audit. These will be undertaken at feasibility, detailed design and following construction.

Providing improved cycle facilities encourages more use, therefore having a positive impact on the health of the local community. DCC's emerging Cycling Strategy recognises the role of leisure cycling introducing people to more regular day to day utility cycling.

13. Reason for Recommendation

It is recommended that Cabinet approve the programme for this external grant and give delegated powers to the Local Member, Cabinet Member and Head of Service for final scheme approval. Given the short timescale of the grant, Member sign off (rather than presenting at Cabinet or HATOC) will ensure good progression of schemes.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

Strategic Director, Place: Heather Barnes

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

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Granite and Gears Project Overview

Scheme		Description	Budget (£'000)
Cycling on Dartmoor			
Princetown Railway	Princetown from Drakes Trail and crossing of the B3212	Development of a traffic free off-road trail	315
	Foot/cycleway from Dousland	Creation of an off road link from Dousland	25
	Bellever Hub	Cycling trails plus possible signing to link to Princetown	10
Access to East Dartmoor			
Wray Valley Trail	Willford Bridge and Steward Wood to Lustleigh	Completion of a missing link in the Wray Valley Trail	1,596
	Newton Abbot to Bovey Tracey	Path construction works and on highway works	1,200
	A38 Bridge	Crossing of the A38 as part of the Wray Valley Trail	2,000
	Okehampton to Moretonhampstead	Signage of on road route	5
Access to West Dartmoor			
Devon Coast to Coast	Shilamill Viaduct to Tavistock	Open path as cycle route (link to Tamar Trails)	115
	Clearbrook Ramp	Improving accessibility of Drakes Trail	350
	Grenofen Link	Links small lanes on Dartmoor to Drakes Trail	25
	Peter Tavy to Mary Tavy	Upgrade short rocky section. Bridleway upgrade	15
	Southerley to Bridestowe	Closing the last major gap in Granite Way	255
	Rattlebrook Railway	Signage & minor infrastructure work	10
	Okehampton extension	Connecting Opportunity Okehampton to Granite Way	436
	Pegasus Way via Ruby Way	Construction of Pegasus via Ruby Way	461
	Fingle Woods Improvements	Improving access and surfacing at Fingle Bridge	10
Accessibility and Interpretation Improvements			
Accessibility	General Improvements	Cycle parking, signage, car parking upgrades and the cycle taxi scheme	105
	Newton Abbot Station Hub	Creation of a cycle hub at Newton Abbot station	25
Other Schemes in the Granite and Gears programme (match funding)			465

Funding for the above schemes is a combination of the Cycling Ambition Grant from the Department for Transport and other sources including Local Transport Plan and third party contributions.

Additional schemes form part of the Dartmoor Cycle Network programme but are not being funded through the Department for Transport grant. These are:

- Cycle trails at South West Lakes Trust sites
- Teign Valley Woodlands trails
- Ogwell to Newton Abbot Town Centre and the National Cycle Network
- Link to the Newton Abbot northern extension
- Kingsteignton to Haldon
- Links to the A38
- Roborough to Clearbrook on the Drakes Trail

An overview plan of the improvements is attached. The text in the remainder of this report provides more detail on schemes, which include a map reference for the attached overview plan.

In addition, supplementary plans of key schemes within the project are also attached.

Scheme Details – Major Schemes

1. Princetown from Drakes Trail including crossing of the B3212

Plan Reference: 1A

Scheme Detail:

The scheme will provide an upgrade to the Princetown Railway trail and create an all-weather trail linking Princetown and the Drakes Trail.

A large proportion of the trail is already in good condition but minor works are needed to fully promote this route as a family friendly trail. The scheme includes the construction of a safe crossing facility of the main B3212. The railway previously crossed the road via a bridge but this is no longer in place and one of the parapets has been removed. This location is considered the preferred option, and detailed design is being progressed. The scheme is expected to be delivered in 2014.

2. Willford Bridge and Steward Wood to Lustleigh (Wray Valley Trail)

Plan Reference: 2Ai

Scheme Detail:

The Wray Valley Trail is a community footpath linking Moretonhampstead to Bovey Tracey, predominantly on the disused Moretonhampstead branch line, forming part of the National Cycle Network. This scheme focuses on closing the gaps in the Trail specifically focusing on the section between Willford Bridge and Lustleigh and Steward Wood and Lustleigh.

The section of the Wray Valley Trail between Moretonhampstead and Lustleigh was considered at a Cabinet meeting in July 2010 (Report reference EEC/10/132/HQ). It was approved to precede with the identified scheme layouts.

The Wray Valley Trail was also considered on 25 November 2003, where the former Executive considered the outcomes of the public consultation held in July 2003 and approved progression of the scheme to planning application stage. Conditional planning permission for the section of trail between Moretonhampstead and Lustleigh had been granted by Dartmoor National Park on 5 January 2009.

The scheme is progressing and land acquisitions are the current priority.

3. Newton Abbot to Bovey Tracey

Plan Reference: 2Aiii

Scheme Detail:

The Devon strategic cycling plan includes a link between Bovey Tracey and Newton Abbot which will connect those communities to the Teign Estuary and Wray Valley Trails. The route will look to accommodate the needs of less confident users by providing off-road facilities wherever possible or by utilising the quiet road network.

A preferred route has been identified which links with the proposed bridge over the A38 and utilises land already in Devon County Council ownership. Land alongside the Stover Canal will also form part of the route. Improvements to Accommodation Lane are proposed for FY13/14 with the remaining sections to be completed in FY14/15.

Land agreements are required for some sections of the road and positive discussions are taking place with few risks identified at this stage.

4. Newton Abbot to Bovey Tracey – A38 Crossing

Plan Reference: 2Aii

Scheme Detail:

The A38 crossing will form part of the Newton Abbot to Bovey Tracey route creating a seamless link between the communities.

Option appraisal has been undertaken to determine the preferred location at Heathfield to enable cyclists (and other users) to cross the A38 safely. The crossing will link to the cycle trail between Newton Abbot and Bovey Tracey providing an attractive and direct route for leisure and commuter cyclists.

Devon County Council is working with the Highways Agency who are in support of the scheme and are providing resources in order to ensure the scheme progresses. Designs are in the process of being developed. Land negotiations are taking place, with land expected to be acquired in April 2014.

5. Clearbrook Ramp

Plan Reference: 3Bii

Scheme Detail:

This scheme focuses on the outstanding section of the Drake's Trail. With these improvements, Drake's Trail would be a more direct and continuous route that is available for cyclists and less able users. Currently the route prevents use by these groups due to the surface and gradients.

The scheme is well progressed, with land negotiations underway. A badger licence has been obtained and a Section 38 has been applied for. The scheme is anticipated to start construction in Summer 2014.

6. Southerly to Bridestowe

Plan Reference: 3Aii

Scheme Detail:

The proposed scheme is for the construction of a cycle/walkway along a former railway line between Station Road (just south of Station House) and Southerly Bridge, on the A386 between Lydford and Sourton. The track will provide the missing link in the off-road section to the existing route of the 'Granite Way' between Lydford and Okehampton. This section forms part of the National Cycle Network (NCN) Route 27 that runs between Ilfracombe and Plymouth. The proposed path would be 3 metres wide with 0.5 metre verges on either side, and have a surface finish in local stone. An agricultural crossing would be provided next to Station Road, and would have the same surface dressing as the cycle/walkway.

The scheme was considered at Development Management Committee on 26 January 2011 (Report EEC/11/9/HQ) and granted planning permission and at Cabinet on 13 February 2013. The Cabinet resolved that the scheme and estimate approval be granted for the Granite Way scheme at Southerly to Station Road, Bridestowe at a cost of £505,000.

7. Okehampton East to the Granite Way

Plan Reference: 3Ai

Scheme Detail:

The scheme will create a cycle route linking the new development to the east of Okehampton to the Granite Way. The route runs from Hameldown Road via the existing agricultural bridge and a link through the planned Opportunity Okehampton site to Exeter Road. The scheme includes introduction of a new pedestrian/cycle bridge parallel to the existing road bridge and connected to existing footways.

Additional improvements include a formal crossing point which will be provided to cross Exeter Road for cyclists to access Fatherford Road. Minor signing and lining improvements will be required on Fatherford Road only.

The existing bridleway will be upgraded to a standard that is reasonable for cycling in most weathers to the point where it meets Station Road. There are alternative routes that will be explored with the objective of identifying the best means for cyclists to cross safely to the Granite Way access.

Design of the bridge and associated improvements to the bridleway are underway.

8. Pegasus Way, Beaworthy

Plan Reference: 3Aiii

Scheme Detail:

Pegasus Way will be a multi-use route providing a link between the Granite Way and Cookworthy Forest. Some sections of the route are remaining and are being progressed.

The majority of land has been acquired for the route. Where land acquisition is outstanding, discussions are well progressed with landowners. The route has previously been agreed through the Public Rights of Way Committee.

Scheme Details – Other Schemes

9. Drake's Trail to Dousland

This scheme will provide an off-road route from Dousland through to the Drake's Trail, opening access to the local communities and the wider cycle network. The scheme requires land acquisition and planning permission which are currently being progressed.

10. Bellever Hub

Plan Reference: 1B

The Bellever Hub project involves introducing cycle trails and a hub at Bellever, Postbridge. The scheme will also include signing to Princetown along existing trails and roads. Discussions are underway with the Forestry Commission (the landowners).

11. Okehampton to Moretonhampstead

Plan Reference: 4A (part)

The route between Okehampton and Moretonhampstead has been identified as requiring signing improvements. This scheme will provide signs at suitable locations on the existing on-road route to provide way-finding assistance and encouragement to use the route.

12. Tavistock to Tamar Trails via Shillamill Viaduct

Plan Reference: 3Bi

A route from Tavistock to the existing Tamar Trails is proposed via Shillamill Viaduct. The scheme includes use of the tunnel for a cycling and walking trail. The scheme will not prejudice the railway reinstatement project.

13. Grenofen Link to Drake's Trail

This scheme will enable small links to be made to the Drake's Trail and Dartmoor. Land has been purchased for this scheme and site works are completed. The Development Management Committee previously agreed the construction of Drake's Trail and this link (Reference PTE/12/85).

14. Peter Tavy to Mary Tavy

The proposed scheme consists of upgrading a short rocky section between Peter Tavy and Mary Tavy in combination with some improvements to the surfacing of the existing bridleway. Surfacing work had been undertaken within the last ten years although investigations have shown that a lot of the smaller material had washed out leaving only larger stones and boulders making the path difficult to negotiate with anything other than a mountain bike. Improvements will enable the route to be used by all.

15. Rattlebrook Railway

Plan Reference: 3Aiv

This scheme comprises signing and other minor improvements to the existing route along the disused Rattlebrook Railway. Dartmoor National Park Authority are leading on this and discussing the improvements with interested stakeholders.

16. Fingle Woods Improvements

This scheme will improve access points on the route between Steps Bridge and Fingle Bridge and also improve surfacing. Cycle friendly access will also be introduced for the route.

17. Accessibility and Interpretation Improvements

Plan Reference: 4A

To complement the infrastructure work there are proposals for the following:

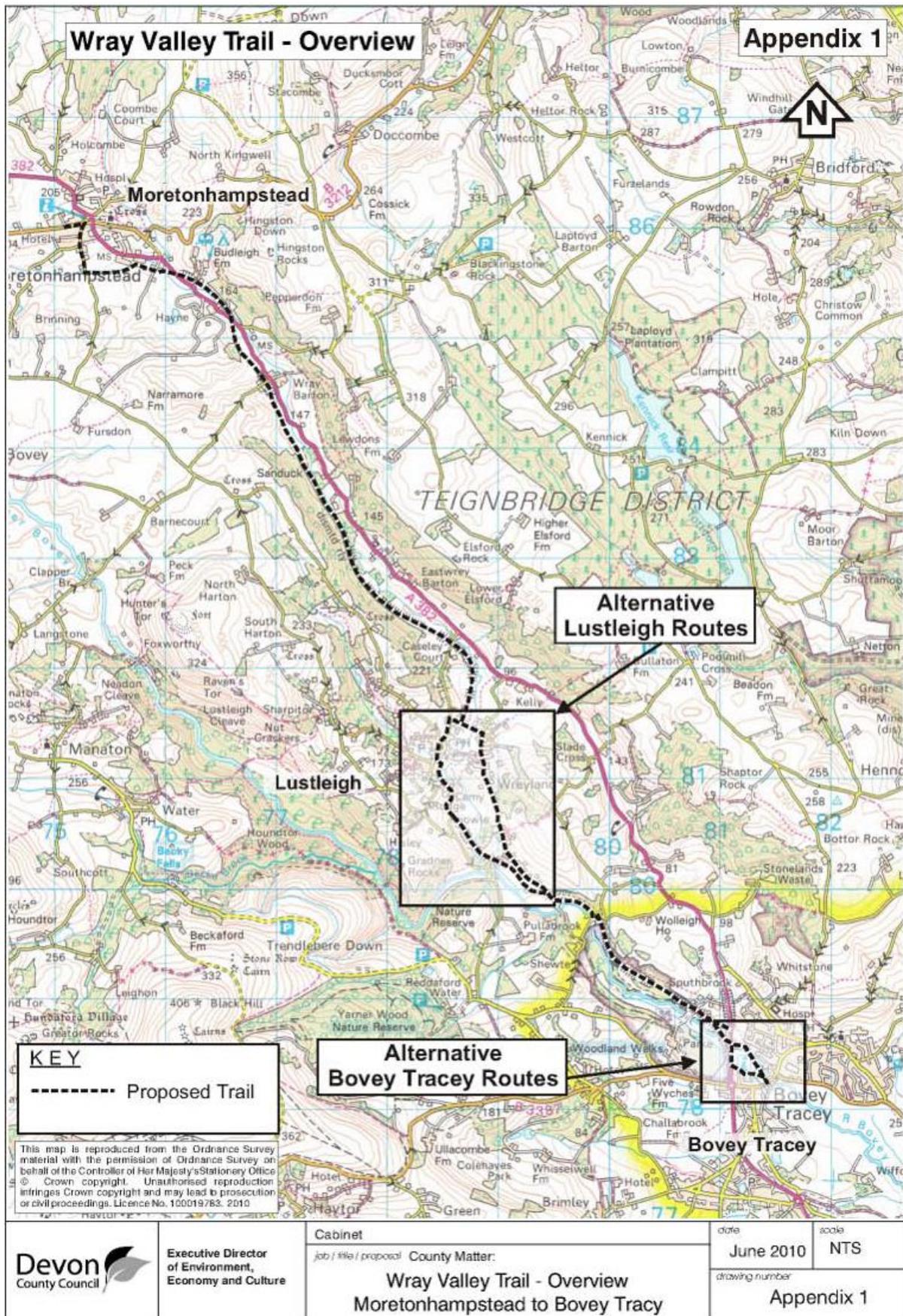
- Devon Cycle Taxis – Providing local taxi companies with tow bars to enable the provision of travel to cyclists. This could be of benefit to those that encounter an issue whilst cycling, or simply to those who want to travel further afield. The option to contact local taxi firms will help to remove the perception that visitors may become stranded on Dartmoor.
- Small Scale Improvements – there are a wide range of small scale improvements that can be made to help encourage cyclists to Dartmoor. Improvements to signing and wayfinding will help advertise available routes and provide information so that visitors can continue a journey at ease. Cycle parking in convenient locations will mean that visitors can lock their bikes and visit towns and facilities on Dartmoor more easily. Grants are proposed to be made available to local businesses to help develop ‘cycle hubs’ and enable the provision of facilities to encourage visitors to the area.
- Newton Abbot Station Cycle Hub – creating a location at Newton Abbot station whereby visitors can receive support with their bike, including repairs, will help to encourage travel by train to the area and onto Dartmoor.

Scheme Plans

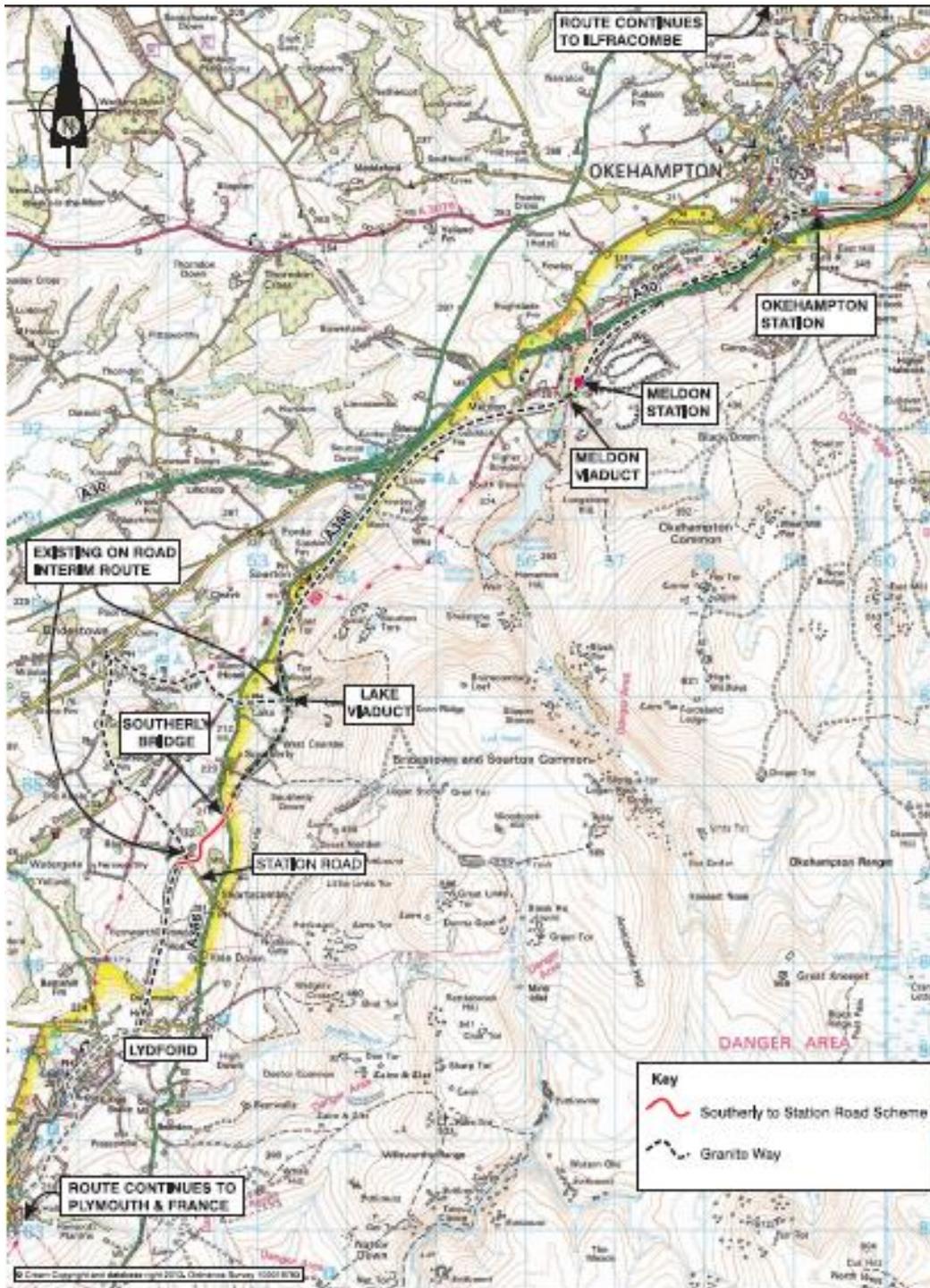
1. Princetown from Drake's Trail – Bridge Location



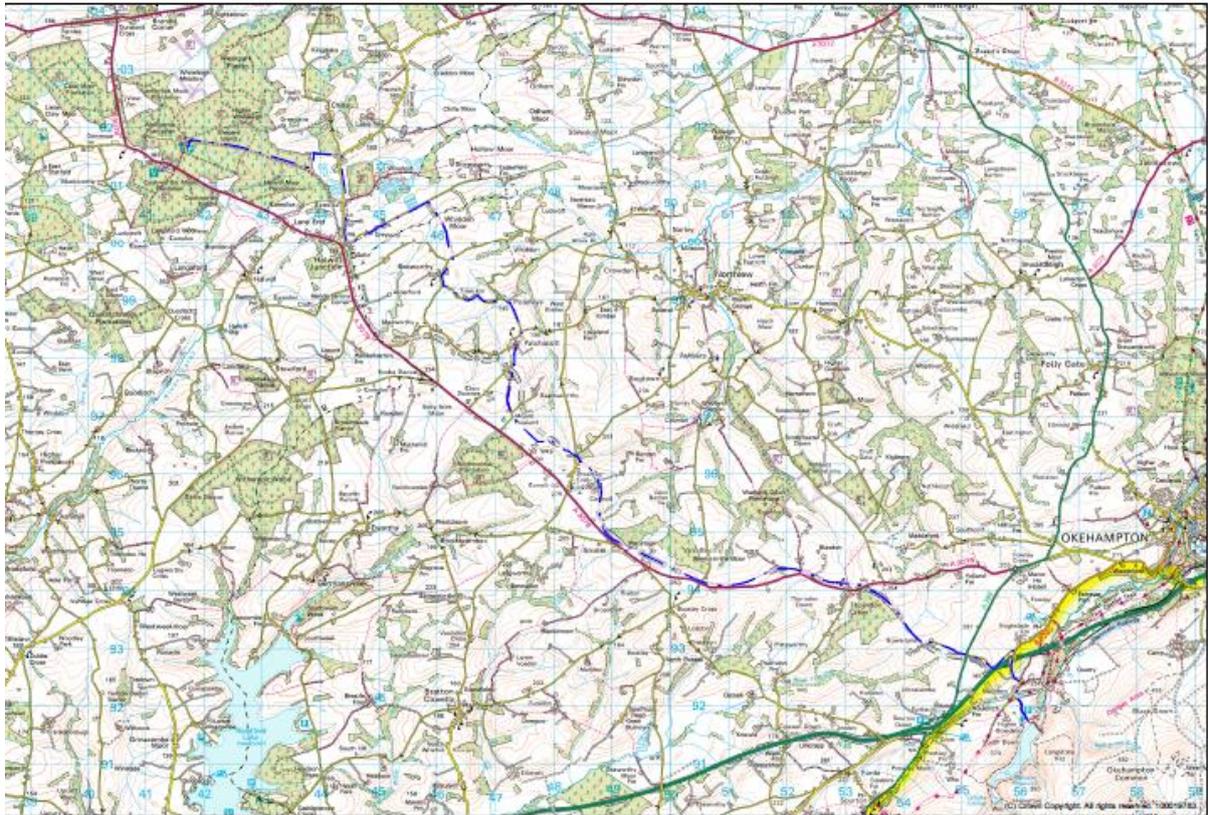
2. Wray Valley Trail – Willford Bridge and Steward Wood To Lustleigh



3. Southerly to Station Road, Bridestowe



4. Pegasus Way, Beaworthy



THE PEGASUS WAY: OVERVIEW (Note: provision route shown, some details remain the subject of negotiations with landowners) March 2013

Scale 1:50,000 (at A3) NORTH

Impact Assessment



Impact Assessment completed by:

Name/Job Title:

Zsolt Schuller: Strategic Sustainable Travel
Officer

Signature:

Date:

29th April 2013

Responsible officer:

Name/Job Title:

Signature:

Date:

This report will be published at <http://www.devon.gov.uk/impact>. Supporting guidance and checklists for you to use are available through this link.

1. Background

1.1 Name of the policy or practice:

"Policies and practices" covers a range of things including services, functions, policies, strategies, recommendations, commissioning and projects.

Linking Communities: Cycling to National Parks. Grant application to Department for Transport from Devon County Council & Dartmoor National Park.

1.2 Purpose of the policy or practice:

Include context and background information here. What situation or issue is the policy or practice designed to address? What evidence is there?

In February 2013 the Department for Transport launched a capital fund to encourage cycling to and within National Parks. Local Authorities and National Parks are encouraged to bid for this funding. Applications must be submitted by 30th April 2013.

Schemes put forward should;

- Encourage & enable recreational visits to/from and around the National Parks with a view to being accessible to all.
- Encourage and promote the use of trails for promoting the benefits of physical activity leading to associated health benefits to Devon's mixed and diverse culture.
- Encourage and enable people living and or working in and around National Parks to travel for day to day journeys by bicycle.

The main drivers for the fund are;

- To strengthen rural economies
- To improve the health of residents and visitors by encouraging physical activity
- To reduce the carbon output & congestion generated by the high proportion of car trips to National Parks

1.3 Intended benefits:

Explain how the policy or practice has been chosen as the most effective response to the identified need. How much does it cost per capita? Does it provide value for money and what are the cost-benefits?

If this assessment is about changes to the policy or practice, use this section to describe the intended benefits arising from the changes e.g. to save money, improve take-up or strengthen partnership working.

Devon County Council are submitting an application to the Department for Transport in partnership with Dartmoor National Park and others. The application has 4 main scheme elements;

- Cycling on Dartmoor
- Access to East Dartmoor
- Access to West Dartmoor
- Accessibility and Interpretation Improvements

This application focuses on developing Devon's traffic free multi-use trail network which largely utilises old railway lines and improving information, access and facilities on routes.

1.4 Overlap with other policies, services etc:

This application is made within the context of the Devon Local Transport Plan 2011-2026 and the Devon Cycling Strategy update 2012. The application contributes towards the key objectives of:

- Deliver and support new development and economic growth
- Work with communities to provide safe, sustainable and low carbon transport choices
- Make Devon the 'Place to be naturally active'

In addition it contributes towards all of the Devon County Council Strategic Plan priorities but most particularly to:

- Removing barriers to Growth
- Making the most of Devon's natural assets
- Promoting early action for better health and wellbeing

1.5 The following stakeholders have been involved in this assessment:

Describe who was involved (e.g. community groups), how and when? Have key partners been consulted about any impact on their services and could there be any 'unintended consequences' for partner agencies?

This is a partnership application being led by Devon County Council. The main partners are Dartmoor National Park, The Forestry Commission, The National Trust and Plymouth City Council. In addition a number of other partners have been involved.

All of the schemes being put forward are part of strategic cycle network which was consulted on as part of the Devon Local Transport Plan 2011 - 2026. In addition consultation is currently underway for an updated Devon Cycling Strategy.

All of the schemes being proposed as part of this application create wider benefits than purely for cycling. It is widely quoted that half of the users of the off-road sections of the National Cycle Network are pedestrians or those in wheelchairs or on mobility scooters. There are therefore a number of positive consequences of this project for health and wellbeing of the non-cycling population.

Should the application be successful then broader consultation and community engagement would be undertaken for each individual project. These will involve working with our equality stakeholder groups for example our local disability organisation Living Options who under the umbrella of the Countryside Mobility South West, are delivering a scheme to provide trampers across the South West.

2. Analysis

This analysis should be evidence based; information and data should be included in the findings below. This may include customer or staff profiles, complaints data, customer or staff feedback, demographic data, research, stakeholder engagement and survey results.

2.1. Economic impacts

Refer to the guidance for help deciding which of the following are relevant.

Mark an 'X' in the box to confirm which of the following are relevant and will be analysed further.	If not relevant, please explain why not.
<input type="checkbox"/> Impact on knowledge and skills.	
<input checked="" type="checkbox"/> Impact on employment levels.	
<input checked="" type="checkbox"/> Impact on local business.	

2.1.1 Positive:

This data will be included within the full application form. Improving access to Dartmoor opens up opportunities for existing and new businesses. In relation to cycling there are the direct links of bicycle sales and hire but then the broader benefits to accommodation providers and food and drink.

2.1.2 Negative:

We are not aware of any negative economic impacts of this proposal

2.2 Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of legal duties. Refer to the guidance for help deciding which of the following are relevant.

2.2.1 The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select and proceed to Section 2.3, otherwise complete table below):

Devon County Council's Environmental Review Process for permitted development highway schemes

Planning Permission under the Town and Country Planning Act (1990)

Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

Mark an 'X' in the box to confirm which of the following are relevant and will be analysed further.		If not relevant, please explain why not.
<input type="checkbox"/>	Reduce waste, and send less waste to landfill.	
<input checked="" type="checkbox"/>	Conserve and enhance biodiversity (the variety of living species).	
<input checked="" type="checkbox"/>	Safeguard the distinctive characteristics, features and special qualities of Devon's landscape.	
<input checked="" type="checkbox"/>	Conserve and enhance the quality and character of our built environment and public spaces.	
<input checked="" type="checkbox"/>	Conserve and enhance Devon's cultural and historic heritage.	
<input checked="" type="checkbox"/>	Minimise greenhouse gas emissions.	
<input checked="" type="checkbox"/>	Minimise pollution (including air, land, water, light and noise).	
<input type="checkbox"/>	Contribute to reducing water consumption.	
<input checked="" type="checkbox"/>	Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level).	
<input type="checkbox"/>	Other (please state below)	

2.2.2 Positive:

The main focus of this application is to improve access to and on Dartmoor by bicycle. A key driver for this is to reduce vehicular traffic to the Moor and the pressure that this puts on the environment in terms of pollution but also congestion at visitor honeypot sites. By encouraging people to arrive by bicycle this will improve the visitor experience at sites.

Many of the routes being proposed within this application will improve access to sites of historical and cultural heritage, particularly in relation to the Railways and Canals. At the detailed design stage care is taken to work closely with the Ecology and Green Infrastructure Teams to enhance the local environment.

Wherever possible educational messages and interpretation are included so as to raise awareness of visitors of the sensitive nature of much of Devon's Natural environment.

2.2.3 Negative:

Part of the charm for many of Dartmoor is its inaccessibility and the feelings of isolation it creates. By improving routes and interpretation of how to get onto and around the Moor it is likely that there will be an increased number of visitors.

Care will be taken within each of the project elements to minimise this impact. All new infrastructure will go through the full environmental audit process.

2.3 Social impacts

An impact assessment must give due regard to the following protected characteristics, to identify and remove possible unlawful discrimination, advance equality and foster good relations. Refer to the guidance for help deciding which characteristics are relevant to this assessment.

Mark an 'X' in the box to confirm which characteristics are relevant and will be analysed further.	If not relevant, please explain why not.
<input checked="" type="checkbox"/> Age	
<input checked="" type="checkbox"/> Disability	
<input type="checkbox"/> Gender/Sex (men and women)	
<input type="checkbox"/> Marriage and civil partnership	
<input type="checkbox"/> Pregnancy and maternity	
<input checked="" type="checkbox"/> Race/ethnicity	
<input type="checkbox"/> Religion/belief	
<input type="checkbox"/> Sexual orientation	

<input type="checkbox"/>	Trans-gender/gender identity	
<input checked="" type="checkbox"/>	Other (e.g. socio-economic, general health and wellbeing, geographic communities, human rights, safeguarding)	

2.3.1 Positive:

As previously mentioned this application will seek to develop a number of new off-road trails to improve access to and on Dartmoor. Devon County Council has a multi-use policy whenever developing new trails so as to provide the maximum benefit across diverse user groups. The Countryside & National Parks in particular are famed for the challenging environments. The proposed schemes will open those environments up to new audiences, particularly those who are less able or have mobility problems and black and minority ethnic groups who cycle the least.

2.3.2 Negative:

Care must be taken during the design of trail schemes to ensure that all users are aware of their responsibilities and to take care and act with courtesy to each other. For elderly people or those who have hearing or sight problems cyclists can be frightening as they are quiet when they approach. Devon County Council works with partners to promote messages of tolerance and good behaviour and monitors any incidents on the network.

2.3.4 Neutral impacts:

A neutral impact is one where the effect of a policy or practice will be the same for everyone, taking into account that some groups may be disproportionately disadvantaged if they rely on something more than others.

2.4 Combined Impacts

2.4.1 Linkages or conflicts between social, environmental and economic impacts:

The proposed schemes will open up Dartmoor to a new demographic of visitor and encourage existing visitors to travel in a more sustainable manor. This will benefit the local economy and the health and wellbeing of visitors. Care must be taken with the design of the schemes to ensure that everyone interacts safely and that by improving access to we maintain the quality of the visitor experience for everyone.

2.4.2 'Social Value' of planned commissioned/procured services: How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

All schemes will be commissioned through either Devon County Council or Dartmoor National Park's procurement frameworks. Schemes are developed with involvement of partners and the community.

Due to the sensitive nature of Dartmoor National Park we will seek guidance from the National Park Authority as to how to ensure we undertake our procurement with the best possible combination of economic, social and environmental benefits.

3. Improvements and changes

Describe what steps could be taken to prevent or minimise negative impacts, remove unlawful discrimination, and enhance positive impacts further.

3.1 **The following changes will be made to the policy or practice as a result of this impact assessment:**

Describe the changes and state when they will take effect.

Early engagement with partners and communities will be undertaken for the different scheme element to understand their aspirations.

Partners will seek to identify any potential areas of conflict at the earliest stage. Wherever any possible issues of conflict are identified these will be dealt with through consultation and sensitive design.

3.2 **Details of these changes, the resources needed and people accountable will be included in the following business plans or project plans:**

All delivery partners will be made aware of their responsibilities in relation to this Impact Assessment. An overall project management structure will be developed should the application be successful which will include a requirement to review this document at agreed points.

Each individual scheme element will also be required to complete a separate Impact Assessment covering the specific local detail

3.3 **The following changes cannot be made:**

Please explain why the changes cannot happen at this time. If disadvantage or negative impacts cannot be addressed, clearly set out the justification which must be genuine, legitimate and proportionate to the issue. Unlawful acts MUST be addressed and therefore cannot be justified.

This Impact Assessment has been carried out prior to notification of whether or not Devon County Council and Dartmoor National Park's application has been successful. Detailed briefs for schemes have not therefore been issued & consultation will be on going.

3.4 **How will you monitor the actual impacts of recommendations/decisions?:**

Economic - Baselines are being established for economic data in relation to visitor numbers & the number of cycle specific businesses.

Social - Compliments / complaints are monitored by Devon County Council and the Authority takes part in annual satisfaction surveys in relation to Highways Infrastructure. Data will be monitored through an annual review process.

Environmental - We will work with our colleagues in the Environmental Assessment team to develop a robust methodology to monitor any scheme impacts.

4. Risks

The combined risks are as follows.

Guidance on risk assessment is available at: <http://staff.devon.gov.uk/risk-management.htm>. Significant risks should be entered on to the Risk Register.

Inherent risk (mark an X in one box).

The risk without actions, improvements and changes made.

Severity	Catastrophic	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Major	4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Moderate	3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Minor	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Negligible	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost certain

Likelihood (in a 5 year timeframe)

Current risk (mark an X in one box).

The risk with all actions, improvements and changes (detailed in section 3) in place.

Severity	Catastrophic	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Major	4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Moderate	3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Minor	2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Negligible	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost certain

Likelihood (in a 5 year timeframe)