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To: The Chair and Members
of the Cabinet

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Date: 3 November 2020

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CABINET

Wednesday, 11th November, 2020

A G E N D A

14 Question(s) from Members of the Public (Pages 1 - 4)



QUESTIONS FROM MEMBERS OF THE PUBLIC Wednesday 11 November 2020

**1. QUESTION FROM MRS SPURR (NOT IN ATTENDANCE)
Re: Exeter City Transport Strategy and Climate Emergency**

Given that Exeter City council and DCC have both declared a climate emergency, would the councillors agree that the Exeter City Transport Strategy lacks ambition as its aim is merely to prevent an increase in the amount of traffic in Exeter rather than a reduction?

REPLY BY COUNCILLOR GILBERT

The strategy sets ambitious targets for walking and cycling levels, seeks to boost public transport access from the surrounding towns and includes proposals to support transition to and use of ultra-low emission vehicles. In addition, measures include reducing the dominance of cars and capacity for vehicles in residential areas and the city centre to improve the environment and quality of life for people living, commuting, studying or visiting the city. The strategy therefore includes the necessary components to support city and county net zero carbon emission targets.

**2. QUESTION FROM MICHAEL KERR (NOT IN ATTENDANCE)
Re: Exeter Transport Strategy and Percentage of Work Trips**

The target of 50% of work trips originating in Exeter to be by bike or foot is not very ambitious, considering the 2011 census data shows we were already at 39% nearly a decade ago. Why not set a revolutionary target such as 80% for all such trips, and work towards that?

REPLY BY COUNCILLOR GILBERT

Walking and cycling is at the heart of the strategy and with one of the highest walking and cycling levels of any city in the country, Exeter is well placed to grow its active travel mode share. The 50% target is based upon the baseline 2011 Census travel to work figures, which for Exeter residents was 28% (22% walk and 6% cycle). Feedback from the public consultation gave a mixed response on the 50% target. Many people suggested the target was too ambitious and others wanted more ambition, so we believe it is set at a suitably challenging but achievable level.

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3. QUESTION FROM MIKE WALTON (NOT IN ATTENDANCE) Re: Exeter Transport Strategy and Engagement with Stakeholders

It is really positive to see the Exeter Transport Strategy acknowledging the need to reduce transport emissions to help address the climate crisis and to place greater emphasis on enabling active travel in the county. This is greatly welcomed.

The feedback from the consultation on the draft Exeter Transport Strategy was that "a list of potential transport projects is compiled with the aim of creating a clear implementation plan to support the strategy"

There's clearly a lot more work to be done to create this 'clear implementation plan' and build what the government has been calling a 'Local Cycling and Walking Infrastructure Plan' (LCWIP).

How and with whom does the Council aim to engage with stakeholders across Exeter/Devon to build this detailed plan and when will this plan be complete?

REPLY BY COUNCILLOR GILBERT

We have an existing 2015 cycling and multi-use trail strategy, which we are continuing to implement. This has most recently been demonstrated through the Emergency Active Travel Fund initiative, which has seen progress with delivering sections of the E3 and E9 Exeter strategic cycle routes.

The County Council has already engaged with a wide range of stakeholders, logging views and suggestions provided through the transport strategy and emergency active travel fund consultations. This valuable feedback and learning puts us in a strong position to refresh the walking and cycling strategy, which we aim to do once the Exeter Transport Strategy has been formally adopted.

4. QUESTION FROM CAROLYN WORFOLK (NOT IN ATTENDANCE) Re: Measuring of Progress in Reducing Transport Carbon

It is heartening to see the greater emphasis on active travel in the Exeter Transport Strategy. This is much to be welcomed. Thank you.

Since the original publication of the draft Transport Strategy Devon County Council has committed to reaching net zero carbon 'by 2050 or sooner'. The Exeter Transport Strategy document notes that "The Intergovernmental Panel on Climate Change (IPCC) has advised that carbon emissions must reduce globally by at least 45% by 2030 from 2010 levels". This is an important milestone to reaching net zero by 2050.

How will progress in reducing transport carbon (both production and consumption emissions) by halve in the next decade be measured and reported?

REPLY BY COUNCILLOR GILBERT

As part of the wider Devon Climate Emergency work, we will be commissioning annual calculations of Devon's greenhouse gas emissions every year by district and by sector, including transport. The methodology for this, and data for 2017, is available online at <https://www.devonclimateemergency.org.uk/studies-and-data/devons-carbon-footprint/>

5. QUESTION FROM CASPAR HUGHES (IN ATTENDANCE)

Re: Transport Budget

Considering mitigating the climate and ecological crisis should underpin every decision made in Devon's largest emitting sector, transport, can you inform us of what percentage of the local transport budget is spent on safe walking and cycling? The UN suggests that 20% should be spent on safe walking and cycling, why is that not the case in Devon?'

REPLY BY COUNCILLOR HUGHES

This financial year, the County Council allocated £1.473m of its £4.624m Local Transport Plan budget towards walking and cycling improvements across the County. At 32% of its budget, this figure exceeds the UN recommendations.

