



**Devon Countryside Access Forum
c/o Public Rights of Way team
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**Sixtieth meeting
Devon Countryside Access Forum**

Tuesday, 18 January 2022 at 10.00 a.m.

Virtual meeting

Please contact the Forum Officer for joining instructions and information on public participation.

The meeting will be open to the public in accordance with provisions of reg.7 of The Local Access Forums (England) Regulations 2007 (under s 94 and 95 of the Countryside and Rights of Way Act 2000).

A G E N D A

1. Apologies
2. Declaration of interests
3. Minutes of the Fifty-Ninth meeting held on 21 September 2021 (Pages 1 - 14)

To approve draft minutes.
4. Matters arising
 - 4.1 Teign Estuary Trail
 - 4.2 Lower Otter Restoration Project
 - 4.3 Seaton Jurassic
 - 4.4 Historic Railways Estate

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment

- 4.5 Soil Association consultation on Forestry England's forest management
- 4.6 Northbrook Approach
- 4.7 Planning application 21/1392/FUL - car park improvements (Pebblebed Heaths)
5. Dead Slow campaign and vulnerable users (Pages 15 - 16)

To approve additional statement about consideration of vulnerable users to add to DCAF position statements.
6. Accessibility certificate

To consider draft designs for an accessibility award certificate.
7. Meetings attended by DCAF members
 - 7.1 Natural England launch of the Green Infrastructure Mapping Tool and GI Principles (Pages 17 - 18)
 - 7.2 National Trust Stakeholder Workshop, Killerton Destination Estate
8. Correspondence log (Pages 19 - 22)
9. Public questions
10. Minutes of the Public Rights of Way Committee held on 25 November 2021 (Pages 23 - 26)
11. Public Rights of Way update
12. BREAK
13. Presentation by Jamie Hulland, Transportation Strategy & Road Safety Manager, and Liz Holloway, Senior Transport Planning Officer, Devon County Council (Pages 27 - 30)

An overview of Active Travel proposals in the Transport Capital Programme 2021/22 and 2022/23.
14. To note and approve responses and any feedback
 - 14.1 Exe Estuary Management Plan (Pages 31 - 34)
 - 14.2 Heart of Teignbridge Local Cycling and Walking Infrastructure Plan (Pages 35 - 36)

15. Current consultations

15.1 Teignbridge Local Plan Review (Part 3) 2020-2040: Renewable Energy, Gypsy and Traveller and Small Residential Site Options (Pages 37 - 38)

To consider and approve draft response to the renewable energy section of the Local Plan Review.

15.2 Deep Lane Junction A38 Cycle and Pedestrian Bridge Consultation (Pages 39 - 42)

16. Any other business

17. Dates of meetings 2022/2023

Proposed dates: Monday, 25 April 2022; Tuesday, 20 September 2022 and Tuesday, 31 January 2023.

Notice of questions from the public should be submitted in writing four working days before the Forum meeting. At the discretion of the Chair members of the public may be invited to ask a question or make a statement.



Agenda Item 3.

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Minutes of the Fifty-Ninth meeting
of the Devon Countryside Access Forum
held virtually on
Tuesday, 21 September 2021

Attendance

Forum members

Andrew Baker
Joanna Burgess
Chris Cole (Vice-Chair)
Tim Felton
Lucinda Francis

Gordon Guest
Sue Pudduck
Tino Savvas
Sarah Slade (Chair)
Cllr Linda Hellyer

Devon County Council Officers and others present

Richard Walton, Public Rights of Way Manager, DCC
Hilary Winter, Forum Officer, DCC

1. Apologies

Apologies had been received from Cllr Richard Chesterton, Jo Hooper, Sue Leith, Lorna Sherriff and Bryan Smith.

The Chair noted the appointment of new councillors, Cllr Linda Hellyer and Cllr Richard Chesterton, to the Devon Countryside Access Forum. Cllr Linda Hellyer and Richard Walton, the newly appointed Public Rights of Way and Country Parks Manager, were welcomed to the meeting. Lorna Sherriff had been appointed as the South West Coast Path National Trail Officer and the Forum was pleased she was able to continue as a member.

2. Declaration of interests

There were no declarations of interest.

3. Minutes of the Fifty-Eighth meeting held on 27 April 2021

Minutes of the meeting held on 27 April 2021 were agreed as a correct record and would be signed at a later date.

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4. Matters arising

4.1 Teign Estuary Trail

A decision on the planning application was expected in October following discussions with the Environment Agency and Network Rail. The outcome would be reported at the next meeting. Jo Burgess offered to speak to the Planning Officer if required.

4.2 Lower Otter Restoration project

The footpath to the west had been closed on 1 September for eight weeks. Vegetation and creek creation work would commence shortly. There was no parking in South Farm Road and at Whitebridge and this would continue until spring 2023 when a new car park is built off South Farm Road.

The project start had been delayed so that scrub management was not being carried out during bird nesting season. It was not thought this would delay the overall timeframe due to deadlines associated with funding streams. It was noted car parking is at a premium.

Richard Walton, DCC, was liaising with legal services, DCC, about agreements related to diversions, extinguishments, road alignment and maintenance responsibilities. The Public Rights of Way team had a statutory and advisory role, with the Environment Agency currently leading on temporary path closures through its powers. Path diversions would use Town and Country Planning Act legislation and so be coordinated by East Devon District Council. He thought the scheme was generally better accepted as there was now increased understanding about the wider objectives. Access was seen as very important. Inevitably there would be frustration around the construction phase and some people unhappy about the project.

The need to achieve improvements by installing accessible gates, particularly to the north of Whitebridge, was raised.

4.3 Clyst Valley Regional Park Masterplan

The Masterplan had been approved by East Devon District Council's Strategic Planning Committee on 27 April. Simon Bates, project officer, was working with the local Ramblers' on both the 'Don't Lose Your Way' initiative and also upgrades/possible diversions in relation to the proposed Clyst Valley Trail. Work on scoping a bid to the Lottery had been started which will have a major emphasis on routeways, including the establishment of quiet ways.

Gordon Guest, also a Cullompton Town Councillor, expressed concern that there were no additional links from the Clyst Valley trail project up to the planned Garden Village near Cullompton, only a mile from Ashclyst Forest.

Richard Walton, DCC, had been involved in discussions with the Planning Policy Transport Team and can feed in items to those conversations.

It was resolved to consider wider trail links at the January meeting as part of the strategic role of the Forum.

Action: Forum Officer

4.4 Exe Estuary Trail accessibility

Gordon Guest and the Wheelchair Access Group had been out on site with Kirstie Pritchard, DCC, to look at accessible routes along and around the Exe Estuary Trail which could be promoted. Information would be on the website in due course. The lack of wheelchair accessible toilets remained an issue.

4.5 Countryside Code refresh

A summer campaign targeted at families and 16-24 year olds had been launched using interactive paid-for social media adverts. A promotional film had been released, with a short version on social media. The Code had been translated into other languages and the Code launch evaluated. Advice for land managers was being reviewed and refreshed, with a launch later in September. The Behavioural Insights Team had been commissioned to deliver a piece of research investigating how behavioural insights could be applied to improve messaging around the refreshed Countryside Code, with a focus on avoiding litter, fire safety and keeping to the path.

5. Meetings attended by DCAF members

5.1 East Devon Pebblebed Heaths, launch of National Nature Reserve

Sarah Slade, Chair, and Chris Cole, Vice Chair, had attended the online launch of the Pebblebed Heaths National Nature Reserve. A Management Plan was being prepared.

5.2 Training Day, Exeter

Members had enjoyed the Training Day held around Ludwell Valley Park, Northbrook Park and Riverside Valley Park in Exeter. Members had been accompanied by staff from the Devon Wildlife Trust, Exeter City Council and Devon County Council. Members welcomed the opportunity to meet out on site and many had been unaware of the extent of Exeter's green areas and the extensive nature of the paths.

It was confirmed that the Wheelchair Access Group had not experienced problems crossing the Topsham Road. A long-term aspiration of the Devon Wildlife Trust was a bridge crossing.

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It was noted that Devon Wildlife Trust was no longer involved with Seaton Jurassic. Whilst this was likely to have been a commercial decision due to the impact of CoVID-19, there was concern this might impact on funding for other projects, such as Ludwell Valley Park. It was agreed to follow this up.

Action: Forum Officer

5.3 Restoring Stover Park project event

The Chair and Vice Chair had attended an interesting Restoring Stover Park event. The project sought to improve accessible areas and links to wildlife and heritage. A notable proportion of the bid is focussed on restoring the stables, in the curtilage of Stover School, with limited public access. Comment was made that additional consideration around greater public access to the stables was important.

Richard Walton, DCC, confirmed the project included land purchase which will enable a longer trail with additional permissive access, alleviating pressure around the wildlife sensitive lake area. Open days for the subterranean stables would be a requirement of funding. As the bid would be to the National Lottery Heritage Fund (NLHF), heritage and landscape value are key criteria. The link with the school was being strengthened. Work was being done on drawing in match funding, for example from Highways England, with regard to de-silting the lake, and Devon County Council's Capital Programme. A review meeting would take place with the NLHF in January to include appraisal of the project proposals and critical assessment of design and costings. Subject to the results of this review, the bid submission would be in May 2022.

It was agreed the project was worthy of support and a letter would be submitted, when appropriate.

6. Correspondence Log

A number of items were raised.

Item 1

It was noted there were no current plans to infill or demolish bridge structures in Devon. It was agreed that the Forum Officer should write to the Historic Railways Estate to request that the Forum is informed should the situation change.

Action: Forum Officer

Item 25

The feedback from the Neighbourhood Plan Officer at Broadclyst Parish Council was noted.

Item 26

Attention was drawn to the DCAF response to the Soil Association on Forestry

England's management of its forests. FE was complimented on its recreational access provision. The need to remove any remaining barriers to disability access was raised and information requested on proposals to introduce event zones in forest areas.

Item 28

It was noted that questions were arising concerning the 'Don't Lose your Way' project and the 2026 cut-off date. Richard Walton and Caroline Gatrell from the Public Rights of Way team had attended a Ramblers' area meeting. A presentation had been given on the 'Don't Lose Your Way' project by the Ramblers' project officer. The Public Rights of Way team was assisting with advice from parish reviews and in filtering projects to enable focus on the paths with the strongest chance of proceeding.

A request was made as to whether local contact details for the DLYW project could be shared. Richard Walton would check and if feasible supply these.

Action: Richard Walton, DCC

7. Public questions

There were no public questions.

8. Minutes of the Public Rights of Way Committee meeting held on 1 July 2021

The Minutes of the Public Rights of Way Committee meeting were noted. This had been a short meeting, chaired by Cllr Linda Hellyer for the first time.

9. Public Rights of Way update

Richard Walton, Public Rights of Way and Country Parks Manager, had provided an agenda paper and discussed further aspects of his role in the County. He explained that he had been involved with Local Access Forums in his previous roles with Cornwall Council, the New Forest National Park and Bracknell Forest Council and there was much synergy in relation to topics and issues. LAF recommendations were important in steering wider work.

Richard expanded on the 'Don't Lose Your Way' project explaining that the Ramblers' and British Horse Society were working hard on this and involving interested people. The Public Rights of Way team was liaising carefully to inform the process and ensure the highest quality proposals were put forward with the right evidence base to ease future workload. The Devon parish by parish review was recognised as a strong approach and the Ramblers' had been advised to focus on parishes where the review was currently taking place or not yet happened. Appropriate information could be shared on parishes where the review had been completed.

Further information was given on the England Coast Path process:

- Work was continuing with Natural England and landowners to finalise the designation process.

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- Exmoor National Park would lead on establishment works and grant bids on the Minehead to Combe Martin stretch.
- On the Combe Martin to Marsland Mouth stretch most recommendations had been approved. A decision following the Planning Inspector's visit was awaited. In the interim, additional discussion with landowners between Croyde and Velator had taken place which may lead to a better outcome.
- The Cremyll to Kingswear stretch was largely approved except reports on Cremyll to Batten Point, Mothecombe Beach to the Avon Estuary and Torcross to Kingswear. A visit by the Planning Inspector should be complete by the end of the year.
- Grant bids should be submitted for projects next month. These included:
 - Cliff stabilisation and reinstatement of the path at Torcross. The Marine Management Organisation had given approval. A bid of £123,000 (100%) would be submitted to the Establishment Fund.
 - Reinstatement of the concrete causeway from Croyde to Downend following approval for works on a Site of Special Scientific Interest.
 - Signage works costing an estimated £20,000 on the Kingswear to Lyme Regis stretch.
- Between Appledore and Westward Ho! discussions were taking place with Torrington District Council and Natural England to move the England Coast Path off-road along a proposed new coastal embankment, part of flood prevention work.
- Path improvements at Mothecombe Beach are proposed but this stretch had not yet been approved by the Secretary of State.

Richard Walton confirmed that the £20,000 for signs on the Kingswear to Lyme Regis section would be a combination of new signs/directional signs and adapting existing signs. Liaison would take place with the South West Coast Path Association. The SWCP would remain the primary branding.

The Definitive Map team was making sure it is prepared for the 2026 deadline for registering unrecorded rights based on historical evidence, but the Secretary of State had powers to extend this date.

The parish review had been impacted by COVID-19 as face-to-face meetings were deferred. Meetings were now taking place with appropriate safeguards. Agenda items were being prepared for the Public Rights of Way meeting in November.

Work was taking place with the Road Safety team and the British Horse Society to promote the Dead Slow campaign. The DCAF's support was sought in terms of being named as part of the messaging and promotion. It was noted this fitted with the new hierarchy in the Highway Code.

It was agreed to support the Dead Slow campaign. Concern was noted about other vulnerable users such as cyclists and mobility scooter users, the latter not included in the Highway Code. It was suggested a statement on consideration could be added to some of the DCAF position statements. The Chair moved that this matter be added to the next meeting agenda.

Action: Forum Officer

Dartmoor National Park had sought agreement from the Public Rights of Way team on an A38 corridor consultation on access opportunities, including unsurfaced, Unclassified County Roads, extending beyond the park boundary. Mapping had been provided. The timescale for the consultation was not known. Scope for DCAF involvement would be considered in due course.

Richard Walton confirmed that August, combined with coronavirus, had not been a good time for recruitment across the board in DCC. The Senior Officer post in Public Rights of Way would be readvertised following scrutiny of the job description and positivity around the role. As requested, details of the post would be forwarded to DCAF members. Recruitment would also be carried out to replace the vacant PRoW Assistant Officer post.

Action: Richard Walton, DCC

One matter arising from the minutes, not on the agenda, was a question about whether ACDC could be used by P3 and other groups using volunteers. Richard Walton undertook to look into this. (ProW contractors were asked to register with ACDC to ensure health and safety and insurance matters were managed properly).

Action: Richard Walton, DCC

With regard to signage, an appropriate balance between information and landscape was raised as an important consideration.

10. Presentation by Chris Woodruff, Manager, East Devon Area of Outstanding Natural Beauty

A welcome was given to Chris Woodruff, Manager of East Devon Area of Outstanding Natural Beauty and Chair of the Advisory Board of the Pebblebed Heaths National Nature Reserve.

The main themes of the Glover Review 2019 were outlined. These shone a good light on the AONBs and potential opportunities. The Review listed twenty-seven proposals, some related to access and improving people's connection with the landscape. There were five main themes.

- Landscapes alive for nature and beauty
- Landscapes for everyone
- Living in landscapes
- More special places
- New ways of working

The Ministerial Statement on the Glover Review mentioned designating four new AONBs:

1. A new Yorkshire Wolds AONB
2. A new Cheshire Sandstone Ridge AONB
3. An extension to the Surrey Hills AONB (where initial work had already begun)

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4. An extension to the Chilterns AONB, alongside consideration of the potential for strengthened management and governance arrangements.

Should these areas meet the designation criteria, they would contribute substantially towards Government's ambitious pledge to protect and improve 30% of our land for nature by 2030, delivering over 40% of the additional 4000 square km required.

The Review focussed on complementing protection alongside new approaches to driving nature recovery and people's access to nature, especially in environmentally deprived areas in and around cities.

Defra was currently undertaking research into children and young people's engagement with the natural environment through a series of scoping exercises and case studies covering ethnic minorities, disability, schools, partnerships, long term engagement, under-represented children and rural children.

The National Association of AONBs was carrying out a lot of work and was vocal about the need to retain the local dimension, even if there are benefits arising from a proposed centralised National Landscape Service structure. Increased liaison was taking place with National Parks and this had been positive with sharing of different approaches.

Funding was being explored through increased private investment, particularly by diversifying funding sources to include emerging markets in natural capital and other commercial opportunities.

One suggestion was that the AONBs should change their name and be called National Landscapes and the Chilterns had already adopted this. It would be more than a branding exercise and full recommendations and a consultation were expected shortly.

Glover Proposal 5 states there would be "A central place for national landscapes in new Environmental Land Management Schemes." The government had agreed to do more to support public access and the new Farming in Protected Landscapes (FiPL) programme would provide additional investment to allow farmers and other land managers to work in partnership with National Park Authorities and AONB teams "to improve public access, and deliver bigger and better outcomes for the environment, for people and for places."

Many AONBs had no direct experience of working with farmers so this constituted a big step change.

Over the three-year programme there was over £50m to support the Agricultural Transition Programme. Projects would need to:

1. Support *nature* recovery
2. Mitigate the impacts of *climate* change
3. Provide opportunities for *people* to discover, enjoy and understand the landscape and its cultural heritage
4. Support nature-friendly, sustainable farm businesses (*place*), and deliver National Park/AONB Management Plan objectives.

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The programme will be delivered in house by AONBs/NP staff with Local Assessment Panels. In Devon a minimum grant of £1,000 - £2,000 had been set locally, up to a maximum of £250,000. Local Assessment Panels would meet on an eight-week cycle to determine applications. The current application window was from 1 July 2021 - 30 January 2022, with a subsequent window from April 2022 to January 2023.

There were five AONBs in Devon (Blackdown Hills, East Devon, North Devon, South Devon and Tamar Valley). Budget pots for the scheme ranged from £115,000 to £342,000, based on AONB area and proximity to urban areas. Staffing was a mix of internal staff backfilled (part-time), new staff (part and full-time) and contractors for the FiPL Advisor role and administrative role.

Members of the Local Assessment Panel included farmer and Natural England representatives and a mix of other members, for example AONB Board members, the Local Authority, NFU, National Trust, RSPB, Woodland Trust, Duchy of Cornwall and wider advisory networks such as the Forestry Commission, Environment Agency and Highways England. The DCAF and Public Rights of Way team might be asked for advice where appropriate.

18 – 25 expressions of interest had been received per protected landscape across the themes, including permissive access projects.

The People Theme looked at access in the broadest sense and stated intentions were:

- there are more opportunities for people to explore, enjoy and understand the landscape;
- there are more opportunities for more diverse audiences to explore, enjoy and understand the landscape; and
- there is greater public engagement in land management, for example through volunteering.

Under the Farming in Protected Landscapes scheme some key examples of what might be considered under the PEOPLE theme included:

- Funding additional educational access/activities beyond the current Countryside Stewardship limit of 25 days per annum.
- Improvements to promote easier/all ability/wheelchair/all-terrain mobility access e.g. fencing a field boundary to link up with other access routes.
- Creating a series of short self-guided farm trails exploring different aspects of the landscape, farming and food production; improving an old hard-standing to provide car parking and renovating the old dairy building to provide an indoor teaching space with toilets and additional hand washing facilities.

People could apply for projects extending over a three-year period to include feasibility studies.

Members made reference to the increasing tension and dichotomy between renewables, climate change and the landscape. Chris acknowledged that there was more pressure with the climate change agenda around renewables and tree planting

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and potential landscape transformation. East Devon District Council had appointed a Climate Change Officer. FiPL could support renewables where the site can be used as a demonstration site. Some small-scale and appropriate schemes were in place which were sustainable and non-intrusive. Projects had to be looked at on a case-by-case basis. Other future matters included the greater exploitation of water energy and opportunities arising out of the need to supply electric vehicle charging points.

Chris confirmed there was no general requirement to have a rights of way person on assessment panels but the advice is there can be such a person. In East Devon a representative does cover access and engagement and specific queries can be referred to the Public Rights of Way team or the DCAF. People on the Assessment Panel were selected by the AONB.

Chris said take-up was from both estate and family farms. It was likely that estates would encourage participation by tenants. Chris reported that some Environmental Land Management Scheme advocacy work was undertaken by the AONBs/NPs in the early 2021 to help farmers prepare for the planned changes in farming. Surveys from this work showed in East Devon AONB that beef/sheep farmers were the least prepared and most concerned. Dairy farmers were the opposite. Valley farmers in the East Devon AONB were likely to be more intensive and less interested than farmers in the steeper valleys. There was a lot of inertia in farming systems, currently compounded by labour and material problems faced in carrying out any large-scale projects. It was hoped by AONBs that the FiPL scheme would extend beyond its initial three years.

The distinct lack of emphasis on food production was raised. Chris said this should be possible to highlight under FiPL and indicated the fund could support schemes aimed at improving the understanding and perception of farming and he cited the positive experiences following an AONB farm visit to Gittisham Farm in 2019.

Reference in the example FiPL proposals list to mobility scooters was positively noted. Users of mobility scooters can often cope with rough surfaces, despite expectations otherwise. The major obstructions were gates and boulders across path entrances. Small changes should be factored in when improving access. Chris said he was very aware of these issues.

From prior work in the Forest of Bowland, Chris had experience of Quiet Lanes which tie in with the Glover Review, FiPL and safe access to the countryside and queried DCC's position. It was confirmed there had been an earlier project, Country Mile, which explored the safety of rural roads. Richard Walton undertook to follow up on this as the PROW team lead on category 12 road maintenance. There may be opportunities to see whether there can be a more integrated recreational offer.

Graphs were presented which showed information from people counters around the AONB. At Beer Head many more people passed the counter in July 2020 (nearly 3000) compared with pre-coronavirus in July 2019 (under 2000). The Napoli disaster (2007) had resulted in a long-term impact on people visiting the coast.

Other counters sited on the East Devon Way at Woodbury Common, Colyton and Gittisham showed much higher use at Colyton, close to a larger population where

the trail could be accessed without a car. Figures had also noticeably increased at Colyton compared with pre pandemic.

Chris was thanked for his presentation.

It was agreed to put Quiet Lanes on the agenda for the next meeting.

Action: Forum Officer

11. To note and approve responses

11.1 Northbrook Approach, Exeter. Devon Wildlife Trust

The response was noted and approved. The Devon Wildlife Trust would be putting a paper to Exeter City Council's Executive in October 2021.

11.2 Teign Estuary Trail planning application, Devon County Council

The response was noted and approved.

11.3 Planning application number 21/1392/FUL – car park improvements (Pebblebed Heaths), East Devon District Council

The response was noted and approved.

12. Current consultations

12.1 Exe Estuary Management Plan 2022-2027

Discussion took place on the Public Transport, Access and Land Based Recreation sub-theme of the Exe Estuary Management Plan 2022-2027. The issue of the lack of disabled toilets was raised as the national guidelines (2010) do not incorporate the requirements of new designs of mobility scooter. Some toilets around the Exe Estuary were not wheelchair accessible and this deterred use of the trail. The design of others, for example at Topsham, were not suitable for scooter use. Family Changing Rooms, used in some areas, were bigger than required for disability use.

It was noted that the Exe Estuary Trail was very popular and promoting responsible and considerate use should be a key issue in the new Plan.

Lack of awareness of the trail amongst disability groups was an area where weblinks and direct contact would be useful.

In terms of new policies it was suggested that promoting the trail to schools and young people would encourage younger users. In addition, there were sections on both sides of the estuary where the route was on-road and efforts should continue to be made to secure better off-road provision through discussion with Network Rail and others.

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A draft would be circulated.

Action: Forum Officer

13. Work Programme 2021-2022

The draft work plan was noted. Members raised the importance of continuing to campaign for improved links between trails/green space areas and across wider areas to secure additional off-road benefits for recreational users and enhanced opportunities for sustainable travel, for example to the north of Exeter and between Tiverton and Cullompton. This would be added to the work plan.

Action: Forum Officer

Adding the 2026 cut-off date for historical rights of way claims was suggested but it was agreed to leave this until the date was implemented.

14. Dartmoor Way progress

The Dartmoor Way walking route had been launched virtually in autumn 2020 with an official launch in April 2021. Funding was sought for the next phase of the project which will include revenue budget to the end of 2022 and addition of full website information on pushchair friendly and limited mobility access. The DCAF had been approached about funding sources and one or two suggestions had been made. Members were asked to let the Forum Officer know any potential funding sources.

Action: Members

15. Any other business

The Chair brought some items to the attention of the Forum which had arisen since the agenda was prepared.

1. Heart of Teignbridge Cycling and Walking Infrastructure Plan

The online survey was aimed at local residents. The full Plan incorporated aspirations for better links between the Stover Trail and the Teign Valley Trail and a brief response was proposed. The closing date was 1 October. A draft would be circulated for approval.

Action: Forum Officer

2. Dartmoor National Park

The Dartmoor National Park Authority had launched a consultation on proposed bylaw changes which included new restrictions around dogs and wild camping. This arose out of intense recreational pressure during CoVID-19 and the proposals sought to make the bylaws more enforceable and understandable. The possibility of suggesting increased ranger involvement, alongside education, was raised. It was agreed that any formal response fell within the remit of the Dartmoor Local Access Forum but any member could respond individually. The Forum Officer would circulate links.

Action: Forum Officer

3. East Devon District Council

EDDC was carrying out a consultation on its public toilets - standards, provision and priorities. The response questionnaire was very structured and the Forum Officer would send a link for individual members to respond.

Action: Forum Officer

4. Disability access provision

Gordon Guest had informed members that the pub at Sourton, visited during early stages of refurbishment on a Training Day, now had excellent provision for disabled visitors. It had been mooted that a certificate would be a way of recognising this, publicising the importance of disabled toilets and raising the profile of the DCAF. The Chair and Forum Officer agreed to work on initial ideas and circulate. The concept would be shared with Dartmoor Local Access Forum.

Action: Forum Officer

5. Dawlish Warren

Gordon Guest had recently visited Dawlish Warren and discussed gates with the Ranger. A DCAF site visit had taken place in 2017 and, following advice during this visit, different and more accessible gates had been installed. These were still in situ, allaying concerns that they were no longer accessible structures.

16. Date of next meeting

The next meeting would be held on Tuesday, 18 January 2022, details to be confirmed.

Agenda Item 5.



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POSITION STATEMENT ON LOCAL DEVELOPMENT FRAMEWORKS AND MAJOR DEVELOPMENTS

2015

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000. Its remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” The Forum currently has fifteen members, appointed by Devon County Council, who represent the interests of land managers, access users and other interests such as tourism and conservation.

The Devon Countryside Access Forum recognises that not all these points will necessarily fall within the remit of the authority in all instances. However, where the authority is exercising its function as a planning authority, or is developing strategic principles and policies, the DCAF advises that these considerations are taken into account.

Reducing car use and improving health through the provision of access

Thinking about the creation or improvement of access routes in conjunction with a major planning application, or as part of strategic policy, provides an ideal opportunity to re-assess current provision. The DCAF advises that there are a number of essential stages in the process which will assist in maximising potential outcomes.

The DCAF advises that the council should:

- encourage developers to create plans incorporating best practise and innovation in the provision of access routes;
- ensure liaison and consultation takes place with any affected landowners and land managers at the earliest opportunity when new routes are being explored, and prior to any routes being included in policy documents;
- consult with any affected landowners and land managers where there are proposals to promote existing routes or designate them for particular purposes;
- consult the local community;
- seek opportunities to expand provision through relevant grants and other funding mechanisms;

The DCAF advises that the council should;

- maximise opportunities for walking and cycling within villages and towns. This would accord with the Government health agenda and sustainability proposals

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- embedded in the National Planning Policy Framework;
- identify strategic walking and cycling routes within settlements and ensure these link to surrounding rural areas and the rights of way network. Wherever possible routes should be multi-use, allowing access for all users, in accordance with Devon County Council's Rights of Way Improvement Plan. (Multi-use means use by all users: walkers, cyclists, horse-riders and those using wheelchairs, mobility scooters or buggies);
- ensure new development proposals include safe and high quality provision for cycling and walking routes linking housing to schools, shops, employment areas and recreational and sports facilities;
- seek to develop circular multi-use routes within settlements to encourage healthier lifestyles and minimise car use;
- encourage opportunities to develop, facilitate and promote the National Cycle Network and its integration with other forms of transport;
- give adequate consideration to the requirements of those with mobility needs in the design of new walking, cycling and multi-use routes, and in the improvement of existing routes;
- consider design elements where routes include vehicular traffic to ensure all vulnerable users have adequate protection and drivers slow down;
- explore opportunities for locally important or strategic routes along former railway lines and canals.

Existing Rights of Way and other access opportunities

The DCAF advises that the council should;

- recognise the rights of way network and its contribution to health, tourism and sustainability;
- protect the rights of way network from development proposals;
- ensure new housing developments link to the rights of way network, where possible;
- seek to improve the safety for rights of way users where routes meet or run along roads;
- explore integration of transport links with rights of way, particularly strategic long distance routes;
- recognise other routes, such as unsurfaced Unclassified County Roads, and their contribution to recreational opportunities.

Other recreational space

The DCAF advises that the council should;

- identify access land (open country and registered Common Land) and highlight the opportunities this affords for recreation;
- draw attention to permissive access opportunities, for example on farmland, in Forestry Commission woodlands and elsewhere;
- recognise the importance of green space, green linkages, playing fields and other similar areas and protect these from development;
- map and indicate legal uses of green space areas within the plan area;
- seek to develop green recreational areas within new housing and employment sites.

Up-to-date statistical information on a range of issues to support these statements is available.

Green Infrastructure mapping tool launch, Natural England. December 2021

Meeting attended by DCAF member Jo Burgess.

Meeting summary

At a Natural England briefing the importance of green infrastructure (GI) to wellbeing and the resilience of nature to climate change was set out and this project aims to help inform nature-based solutions to these issues by identifying the quality and quantity of GI. Of greatest interest to DCAF is that the accessibility of GI is one factor Natural England is trying to quantify and map.

The 2021 Environment Act brings in the requirement for Local Nature Recovery Strategies (LNRS). These are a flagship measure in the Act. They are a new system of spatial strategies for nature which will plan, map, and help drive more coordinated, practical, focussed action and investment in nature's recovery to build the national Nature Recovery Network.

The ability to require information regarding Green Infrastructure (GI) at the planning application stage will depend on the situation with Local Plans and GI Strategies (non-statutory guidance). Formal Guidance and Regulations in due course will give GI strategies a statutory footing but that is a way off.

Essex County Council was part of the GI trial of ten areas carried out by Natural England (NE) and has been actively consulting and working with its Districts and looking to embed guidance and strategies into a County Wide Design Guide in advance of any regulatory requirements.

In rural areas NE is looking to use nature-based solutions to the provision of GI and Blue Infrastructure. Sustainable access will be critical and Essex is working with the Rights of Way team to see where there are opportunities to provide this.

The information in the mapping tool will be vital to provide the necessary evidence to developers and planning authorities. Without it being correct any regulations and guidance will not have the necessary teeth, so ensuring it is accurate is critical. Some errors in Devon have already been identified so liaison with the GIS and Local Plan teams in the Districts will be very important.

Jo Burgess

Additional information

A full explanation of the Green Infrastructure Framework, part of the Government's commitment in the 25 Year Environment Plan, together with information on standards, mapping tools and the maps are available on <https://designatedsites.naturalengland.org.uk/greeninfrastructure/home.aspx>

[Home \(naturalengland.org.uk\)](https://naturalengland.org.uk)

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The maps include:

1. Green and blue infrastructure;
2. Proximity to green space of an appropriate size – ANGSt (Accessible Natural Greenspace Standards) - 6 categories within defined walking and cycling distances;
3. Linear access – public rights of way;
4. Blue infrastructure;
5. Designated and defined areas such as open access and wildlife designated sites;
6. Access to Nature Close2Home;
7. Access to Natural Green Space – inequalities and deprivation;
8. Access to Natural Green Space – inequalities and population density; and
9. Socio-economic statistics.

The mapping will be tested during the early part of 2022 and feedback obtained from stakeholders. The main launch will be in autumn 2022, followed by public consultation, before rollout in early 2023. As well as Core Standards, there will be a Design Guide, case studies and a 'Process Journeys' document to help plan and deliver green infrastructure.

Devon Countryside Access Forum
CORRESPONDENCE RECEIVED AND RESPONSE
(not specifically on agenda)

Available to view on request subject to General Data Protection

	Sender	Subject	Action and any feedback
1	Bishops Clyst Parish Council 15.09.21	Neighbourhood Plan, made in 2017, being reviewed with opportunity for comment.	<p>Discussed with Chair. Sent the Neighbourhood Plan Position Statement and the Disability Access Position Statement. In the Cycling and Footpaths section there is reference to improving signage and accessibility. Requested that disability access should be made clearer.</p> <p>The Clyst Valley Regional Park Masterplan has been developed and it was suggested that additional detail should be incorporated.</p> <p>Following the Definitive Map Review of the parish, a couple of years ago, additional footpaths were confirmed. Comment was made that it is assumed these would be added to the useful footpath map.</p>
2	Exeter City Council	Consultation on the new Local Plan	Consulted with Chair and submitted Planning, Disability Access and Greenspace position statements.
3	Open Access Centre 18.10.21	<p>2020099277 - Hartridge Hense Moor and Luppitt Common - Notification of discretionary '28 day' restriction under Section 22 of the Countryside and Rights of Way Act 2000.</p> <p>The restriction applies to land at Hartridge Hense Moor and Luppitt Common ST171067 for the following date:</p>	For information.

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		<ul style="list-style-type: none"> Tuesday 2nd November 2021 <p>21 of the 28 days allocated to this case have now been used.</p>	
4	East Devon District Council 21.10.21	<p>The independent examination of the Dalwood Neighbourhood Plan has now concluded and the Examiner's Final Report has been received.</p> <p>This is available to view on: https://eastdevon.gov.uk/media/3723468/dalwood-np-examiner-report-111021.pdf</p> <p>(East Devon District Council's Cabinet considered the report at on 1 December. Senior Officers approved the Examiner's recommendations. The Neighbourhood Plan has been recommended to proceed to referendum, subject to modifications which are accepted by the Parish Council).</p>	For information.
5	Defra	Local Nature Recovery Strategy consultation.	<p>Insufficient time to consult members before the deadline. Brief comment as below submitted.</p> <p>6. Are there any organisations not listed above whose involvement you consider essential? If yes, which ones and why?</p> <p>Local Access Forums.</p> <p>The Overview, Executive summary for this consultation makes the following statement "The global coronavirus pandemic has also underlined the important benefits to public health and wellbeing from access to nature and green spaces.</p>

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			<p>The government expects that public authorities will wish to use the process of creating their local Nature Recovery Strategy to also identify opportunities to increase access to nature whilst supporting its recovery. This could help build local support for action for nature recovery and appreciation of its value in the longer-term. The government's guidance on Local Nature Recovery Strategies may provide guidance on including access considerations and address the relationship between the Strategies and action to improve access to existing greenspace."</p> <p>Local Access Forums have a statutory duty, under the Countryside and Rights of Way Act 2000, to "advise on the public improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area, and as to such other matters as may be prescribed." Forums are required to take into account the needs of land management and the desirability of conserving natural beauty, including flora and fauna.</p> <p>LAFs are uniquely placed to comment on access as representation on each LAF includes those with interests in land management, access and other specialisms such as conservation.</p>
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6	Open Access Centre 15.11.21	<p>2020099277 - Hartridge Hense Moor and Luppitt Common - Notification of discretionary '28 day' restriction under Section 22 of the Countryside and Rights of Way Act 2000</p> <p>The restriction applies to land at Hartridge Hense Moor and Luppitt Common ST171067 for the following date in 2021:</p> <ul style="list-style-type: none"> • Tuesday 21 December 2021 <p>22 of the 28 days allocated to this case have now been used.</p>	For information.
7	Mid Devon District Council 22.11.21	Publication of the submission Crediton Neighbourhood Plan Neighbourhood Planning (General) Regulations 2012 (Regulations 15 &16)	Discussed with Chair and sent Neighbourhood Plan and Disability Access Position Statements.
8	Marine Management Organisation 5.01.22	The Marine Planning team monitoring survey to support understanding of how marine plans are used in decision making processes.	<p>No response.</p> <p>The DCAF previously responded to a consultation on the Marine Plan for the SW but does not use the Plan for decision making. Only fully completed surveys would be accepted.</p>

In addition, the DCAF Forum Officer receives a large quantity of e-mail updates from Devon County Council and other organisations. Relevant information is extracted and circulated to DCAF members via regular newsletters or forwarded direct.

PUBLIC RIGHTS OF WAY COMMITTEE

25 November 2021

Present:-

Councillors L Hellyer (Chair), R Chesterton, D Barnes, J Brook and D Sellis

Apologies:-

Councillors J Bradford, I Chubb, P Henderson and D Thomas

* **9** **Minutes**

RESOLVED that the minutes of the meeting held on 1 July 2021. be signed as a correct record.

* **10** **Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

* **11** **Devon Countryside Access Forum**

The Committee received the draft minutes of the meeting held on 21 September 2021.

It was noted that the Forum were currently recruiting for new members.

* **12** **Parish Review: Definitive Map Review - Parish of West Hill**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/76) which examined the Definitive Map Review in the Parish of West Hill in East Devon.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Hellyer and

RESOLVED that completion of the Definitive Map Review in the Parish of West Hill be noted and that no modifications are required.

* **13** **Parish Review: Definitive Map Review - Parish of Whimble**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/77) which examined two proposals arising out of the Definitive Map Review in the Parish of Whimble in East Devon.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Barnes and

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PUBLIC RIGHTS OF WAY COMMITTEE

25/11/21

RESOLVED

- (a) that no Modification Order be made in respect of Proposal 1 (claimed footpath between Station Road and The Withey, points A-B on the proposal map HIW/PROW/21/02, Grid Ref: SY0456 9737 – SY0465 9738); and
- (b) that no Modification Order be made in respect of Proposal 2 (claimed footpath between Footpath 5 and Footpath 8, Bogmoor Lane, points C-D on proposal map HIW/PROW/21/02. Grid Ref: SY0376 9819 – SY0388 9816).

* 14 **Parish Review: Definitive Map Review - Parish of Challacombe 2017-21**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/78) which examined two Schedule 14 Applications held on file for the Definitive Map Review in Challacombe, one of which also affected Somerset.

It was **MOVED** by Councillor Hellyer, **SECONDED** by Councillors Brook and Chesterton respectively and

RESOLVED that Modification Orders be made to modify the Definitive Map and Statement by:

- (a) upgrading Bridleway No. 4, Challacombe to a restricted byway between points A - B – C – D , as shown on drawing number HIW/PROW/18/30 (Proposal 4); and
- (b) upgrading Bridleway No. 10, Challacombe to a restricted byway between points F – G – H – I – J – K – L – M – N – O – P – S – T – U – V – W where it passes through the County of Devon only, as shown on drawing number HIW/PROW/18/31 (Proposal 5).

* 15 **Public Inquiry, Informal Hearing and Written Representation Decisions; Directions and High Court Appeals**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/21/79) on decisions received from the Secretary of State.

* 16 **Modification Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/80) on Modification Orders that had been confirmed as unopposed under delegated powers.

* 17 **Public Path Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/81) on confirmed Public Path Orders made under delegated powers.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

* **DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 2.40 pm

Extracts from the Devon County Council Transport Capital Programme 2021/22 and 2022/23: Update and Proposed Allocation Report of the Head of Planning, Transportation and Environment presented to Devon County Council's Cabinet in September 2021.

Please note this is not the full report but sections related specifically to Active Travel. The recommendations in the report were approved by the Cabinet.

The full report is on [\(Public Pack\)Agenda Document for Cabinet, 08/09/2021 10:30 \(devon.gov.uk\)](#)

This report provided an update on the capital programme covering the current financial year and sought approval for a two-year transport capital programme covering the financial years 2021/22 and 2022/23 (excluding maintenance).

Climate Emergency

In May 2019, Devon County Council declared a climate emergency. Transport has a significant role to play; currently, 29% of all carbon emissions in Devon are generated by transport. The Capital Programme builds on the change seen in national policy to support action against the climate emergency by ensuring that a range of sustainable transport schemes are included across the county, such as walking, cycling and public transport.

Recent Developments

The past year has been exceptional with the additional challenges and restrictions as a result of the pandemic. This has had impacts on the transport industry, affecting supply chains and resourcing. As a result, some cost increases and programme slippages have been observed. There remains some uncertainty as to the long-term effects of this on the industry as a whole. However, Devon has continued to progress the Transport Capital Programme and has shown an ability to deliver schemes despite the challenging circumstances. In addition, as part of the pandemic national response, expected funding opportunities from central Government were reallocated. Whilst this impacted some long-term infrastructure funding sources, it also brought forward new opportunities for funding. Devon demonstrated adaptability in the changing circumstances to secure funding for transport schemes across the county. Government policy has also evolved in the past 12 months, whilst still supporting housing delivery and economic growth there is a strong focus being put on addressing decarbonisation and the climate emergency. In particular, there has been a drive to raise the ambition for increasing active travel and bus usage in the interests of health, the environment and the economy. New national strategies, Bus Back Better, Gear Change and the Transport Decarbonisation Plan, provide clear guidance as to how transport systems should be evolving across the country. In order to access Government funding going forwards, authorities are expected to demonstrate how they are complying with the latest strategies.

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Integrated Transport Block

The Integrated Transport Block (ITB) settlement from Government for 2021/22 is £3.628 million. Although not yet confirmed, it is anticipated that the ITB settlement for 2022/23 will be similar. Some of the ITB funds are used to secure other external sources of grant funding needed to deliver the transport infrastructure priorities across the County. Any funding available from both the ITB and from developer contributions remains under significant pressure to both help develop schemes for bid opportunities and to help provide the necessary match funding for their delivery.

Existing Government and Other Body Funding Schemes

Devon County Council has a strong track record of successfully leveraging in external funding sources, often through competitive bidding processes. This funding is vital in maximising the potential for delivery given the modest annual ITB funds and addressing the resultant significant funding gaps.

Emerging Government Funding Schemes

The potential funding sources that may provide funds in 2021/22 and 2022/23 include:

Active Travel Fund:

Local Authorities were invited to bid for funds to support ambitious cycling and walking schemes in August 2021. A bid was submitted by Devon County Council totalling an ask of £2.49 million. These schemes are part of the Exeter Transport Strategy cycle plans, the 'missing link' between Ilfracombe and Barnstaple on the Tarka Trail, and include in Newton Abbot an improved link to the rail station. Also planned is an expansion of Devon's shared e-bike network, crossing upgrades to provide safer routes to schools and green lane cycle improvements to improve access to the city from Exeter 'fringe' settlements. The package would encourage modal shift to cycling and walking for short journeys, resulting in carbon, air quality and congestion benefits. A decision is expected shortly.

Levelling Up Fund:

In June 2021, Cabinet gave approval for the submission of Levelling Up Fund bids incorporating a contribution of up to £5.7 million within a £92 million programme. Three bids (Okehampton, Cullompton and Exmouth) were submitted, with two (Teign Estuary Trail and Lee Mill) to be developed for the second tranche of funding. *(Note: Following the report to Cabinet in September 2021, these bids were later turned down for funding).*

The proposed Transport Capital Programme

The proposals include the following of particular relevance to the Devon Countryside Access Forum.

During its development, consideration has been given to the cost, deliverability and availability of external match funding of individual schemes to ensure the programme represents value for money overall. The programme continues to support local

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strategies, such as Local Plans, the Local Transport Plan, the Transport Infrastructure Plan and the Cycling and Multi-Use Trail Strategy, as well as being cognisant of new national strategies such as the Transport Decarbonisation Plan, Bus Back Better and Gear Change.

The County Council has been able to demonstrate a strong track record of working with partners to secure significant levels of external funding from a range of different grant opportunities. It is expected that additional external funding will need to be added to the transport capital programme over the period 2021/22 – 2022/23. In addition to the confirmed and anticipated grant funding sources outlined below, it is anticipated that there may be further opportunities to enhance the transport capital budget over the period 2021/22 – 2022/23.

The programme contains an extensive, ambitious and diverse range of schemes. The scale of which could result in resourcing implications. Should this be the case, those schemes that best reflect Devon County Council's strategic priorities, including addressing the climate emergency and supporting economic growth, will be the focus for funding opportunities and resource allocations.

These schemes, extracted from Appendix 1 of the report, are of particular interest to the DCAF. The appendix also includes many additional road, highway improvements, public transport schemes and miscellaneous works.

Countywide & Major	Total £,000	2021/22 £,000	2022/23 £,000
Active Travel			
Larkbeare – Seven Brethren Barnstaple Pedestrian Cycle Bridge	21	6	15
Sherford Pedestrian Cycle Bridge	5	-	5
Public Transport			
Devon Metro – Marsh Barton Station	11,863	9,613	2,250
Devon Metro – Bere Alston to Tavistock Railway	100	100	-
Exeter & East Devon Growth Point			
Exeter Strategic Cycle Routes	1,367	1,147	220
Exeter to Cranbrook Cycle Route	83	83	-
Clyst Valley Multiuse Trail	60	20	40
Market & Coastal Towns			
Active Travel			
Seaford to Colyford Multiuse Trail	710	660	50
Tarka Multiuse trail (North Devon)	440	290	150
Teign Estuary Multiuse Trail	303	163	140
Ruby Way Multiuse Trail	90	65	25
Pegasus Way Bridleway/Multiuse Trail	69	30	39
Exe Estuary Multiuse Trail	310	310	-
Drakes Multiuse Trail	39	14	25
Newton Abbot East/West Cycle Route	284	284	-
Ogwell to Newton Abbot Cycle Route	172	42	130
Sidbury to Sidford Walking & Cycling Route	63	13	50

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NCN28 Newton Abbot to Kingskerswell	18	8	10
Meeth Quarry to River Torridge (Tarka Trail)	40	40	-
Stover Way and Wray Valley Trail	140	100	40
Taw Pedestrian Cycle Bridge	112	2	110

The total budgets, including all the other highway, public transport and urban improvement schemes amount to:

Programme Summary	Total £,000	2021/22 £,000	2022/23 £,000
Countywide & Major	109,745	59,328	50,417
Exeter and East Devon Growth Point	6,581	5,074	1,507
Market and Coastal Towns	5,851	4,055	1,796
Overprogrammed *	(1,971)	-1,059	-912
Total	120,205	67,397	52,808

Funded by	Total £,000	2021/21 £,000	2022/23 £,000
Integrated Block (Department for Transport)	11,851	7,223	4,628
Developer and External Contributions	15,287	13,946	1,341
Grant	89,242	43,307	45,935
DCC Resources	3,826	2,922	904
Total	120,205	67,397	52,808
Budget	115,369	64,078	51,291

*However, historically a number of schemes tend to slip during the year, therefore an overspend is not anticipated. In addition, a number of external funding sources could potentially be secured during the programme, relieving the LTP ITB requirement for some schemes. Spend will be monitored throughout the year and if an overspend were to materialise, this will be the first call on the following year's LTP budget



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Ms S Harper-Chung
Exe Estuary Management Partnership
c/o Devon County Council
Room 120
County Hall
Topsham Road
Exeter
EX2 4QD

5 October 2021

Dear Ms Harper-Chung

Exe Estuary Management Plan 2022-2027

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes councils, the Environment Agency and Natural England who are partners in the Exe Estuary Partnership.

The DCAF currently has fifteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.

Public Transport, Access and Land Based Recreation sub-theme

At its meeting on 21 September 2021, the DCAF considered the Exe Estuary Management Plan consultation questions on the above sub-theme as this falls within its remit.

70. Using bullet points please list up to THREE current issues for this Sub-Theme

1. Provision of disabled toilets. This is an existing policy in the current

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment.

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Management Plan (PTA6) and should remain as a priority in the revised Plan. Some toilets around the Exe Estuary are not wheelchair accessible and this deters use of the trail which is otherwise eminently suitable for disabled use. It is both the lack of availability and poor design of some existing facilities which needs to be addressed.

2. Promoting responsible and considerate use. The Trail is increasingly popular and more needs to be done to ensure users have a positive and enjoyable experience with minimal conflict with other users.
3. Promoting the Trail to disabled user groups.

71. Using bullet points please list up to THREE actions which could be taken to address the issues mentioned above.

1. Improve the design of some current disabled toilets, for example at Topsham, and explore funding to put in other facilities so that there is sufficient access. This should include discussions with pubs and other venues which might be able to improve their facilities.
2. Education about the importance of using the Trail responsibly and considerately. This could be a combination of signs, notices, social media and staff/volunteers on the Trail to engage with people.
3. Ensure that disability and specific health condition groups in the area are aware of the recreational and health and well-being benefits of using the Trail. This could be through weblinks and direct contact.

72. Do you feel the existing Policies for this Sub-Theme are relevant for the next 5 years?

Yes

73. Can you provide examples of any additional or amended Policies within this Sub-Theme which could be included in the 2022-2027 Management Plan?

- 1) Promoting the trail to schools and young people would encourage younger users.
- 2) Education about the importance of using the Trail responsibly and considerately. This could be a combination of signs, notices, social media and staff/volunteers on the Trail to engage with people.
- 3) There are sections on both sides of the estuary where the route is on-road and therefore less safe. This discourages some recreational and sustainable transport use. Increased efforts should continue to be made to secure better off-road provision through discussion with Network Rail and others.

The DCAF has also prepared an advisory note on trails and this is attached to assist in future management of the Exe Estuary Trail.

The Forum would welcome feedback on its comments.

Yours sincerely



Hilary Winter
Forum Officer

Letter sent on behalf of the Devon Countryside Access Forum

Chair: Sarah Slade

Vic Chair: Chris Cole



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30 September 2021

Dear Sir/Madam

Heart of Teignbridge Local Cycling and Walking Infrastructure Plan

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes county and district councils.

The DCAF currently has fifteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.

Comments

The Devon Countryside Access Forum notes proposals to improve opportunities for sustainable travel in and around Newton Abbot, Kingsteignton and Kingskerswell. Such plans would accord with the aspirations in the Forum’s Position Statements on Local Development Frameworks and Major Developments and Disability Access. These are attached. Devon County Council and Teignbridge District Council are advised to cross-reference the Cycling and Walking Infrastructure Plan against these.

The Devon Countryside Access Forum strongly supports the statement “*Focussing on inclusive “All Ages and Abilities (AAA)” design and ensuring cycling is accessible*”

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment.

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for everyone are core design considerations when developing and delivering schemes through the LCWIP process.”

At its meeting held on 21 September, members expressed an ambition to promote wider links from existing trails. It is therefore encouraging to see the stated desire to see an off-road link from the Stover Trail to the proposed Teign Estuary Trail, thereby enabling people to experience a longer recreational or sustainable transport route. The link to the Wray Trail to the north-west offers further opportunities.

The proposals mention a new bridge over the River Lemon or using the existing Heathfield bridge. In considering these options and designs, it is vital that the requirements of people with disabilities are factored in so that this growing group of people with wheelchairs or mobility scooters can also access this route. The DCAF trusts the DfT Walking Route Audit Tool, used to assess the walking routes within the towns, will be used for the Stover Trail extension as this *“considers the needs of all people who use walking routes, including the elderly, people with visual, mobility or hearing impairments, with learning difficulties, people using wheelchairs or mobility scooters, and children.”*

The Trail and any improvements should be designed to encourage responsible and considerate use as it is likely to be a very popular trail used by different types of users. The DCAF’s Advisory Note on Trails is attached.

The extension to this trail will enable more people to enjoy the trail and also to access green space at Jetty Marsh Nature Reserve and Stover Country Park without using cars.

The DCAF would support modest improvements to the Stover Trail, as indicated in the document, as these would encourage more use of the trail.

The Forum would welcome feedback on its comments.

Yours faithfully



Hilary Winter
Forum Officer

*Letter sent on behalf of the Devon Countryside Access Forum
Chair: Sarah Slade
Vic Chair: Chris Cole*

Teignbridge Local Plan Review

[Local Plan Review 2020 - 2040 - Teignbridge District Council](#)

Closing date: 24 January 2022

The Draft Local Plan sets out **options** for where different types of development could be located. The information included within the plan shows the development options that are available for public comment, including:

1. Introduction
2. Renewable Energy - Wind,
3. Renewable Energy – Solar
4. Providing for Gypsies and Travellers
5. Small residential sites

Development options 4. and 5. are not within the Devon Countryside Access Forum's remit. The Forum has, however, previously made comment on wind turbines (Torridge District Council 2010) and this draft includes this advice. The comments on solar energy also reflect previous advice.

DRAFT RESPONSES

Renewable Energy - Wind

The Devon Countryside Access Forum welcomes the wind farm section of the Local Plan Document prepared by Teignbridge District Council. The DCAF advises that a statement should be included to the effect that the importance of existing and any planned rights of way and recreational trails will be taken into consideration. For example, the plan for Holcombe Burnell, Wind Site 3, does not show the bridleway (Bridleway 8) that runs through the site.

In addition, the existence of access land under the Countryside and Rights of Way Act 2000 and any coastal access land under the Marine and Coastal Access Act 2009 should be identified as part of the designation process. Some access land may have additional landscape or wildlife designations and is available for people to walk across.

The Public Rights of Way interactive map data on www.devon.gov.uk/prow should be used as part of the requirements for the methodology and scoring assumptions.

An additional matter not included in the checklist is area of blade shadow, a particular concern of horse riders. The British Horse Society refers to this in its wind turbine guidance to planners and developers

https://www.bhs.org.uk/~/_media/documents/access/access-leaflets/wind-turbines-planners.ashx?la=en

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The DCAF recommends that developers should be asked to give high priority to the safety of rights of way and access users during construction periods, with an emphasis on warning notices and an appropriate code of conduct.

As part of the consultation process the DCAF advises that access user organisations, such as the British Horse Society, Ramblers' and Sustrans, at both local and national level, should be specified in any stakeholder engagement list drawn up between Teignbridge District Council and potential developers.

Renewable Energy – Solar

The Devon Countryside Access Forum advises that the existence of public rights of way, trails and access land should be part of the consideration criteria. The statement on Recreation 3.29 below should be amended to state"existing designated open space, *public rights of way and trails* or proposals for the same....."

Recreation

3.29 Dependent upon the location of renewable energy development in relation to existing designated open space, public footpaths and cycle ways or proposals for the same; opportunities to incorporate improvements for such facilities may be sought through the provisions of Local Plan Policy DW9: Natural Infrastructure, other Design and Wellbeing policies and defined Active Travel routes contained in the Local Plan.

The DCAF recommends that developers should be asked to give high priority to the safety of rights of way and access users during construction periods, with an emphasis on warning notices and an appropriate code of conduct.

As part of the consultation process the DCAF advises that access user organisations, such as the British Horse Society, Ramblers' and Sustrans, at both local and national level, should be specified in any stakeholder engagement list drawn up between Teignbridge District Council and potential developers.

How to get involved

Respond to this consultation using our online form at:

www.devon.gov.uk/haveyoursay

And select 'Transport and Roads' Or scan this QR code:



Due to the current COVID-19 pandemic, no physical consultation events will be held. If you have any questions, please contact Urban.FringeTeam@swdevon.gov.uk or phone 0345 155 1004.

If you require more information, or a different format, please use the contact details above to discuss your requirements.

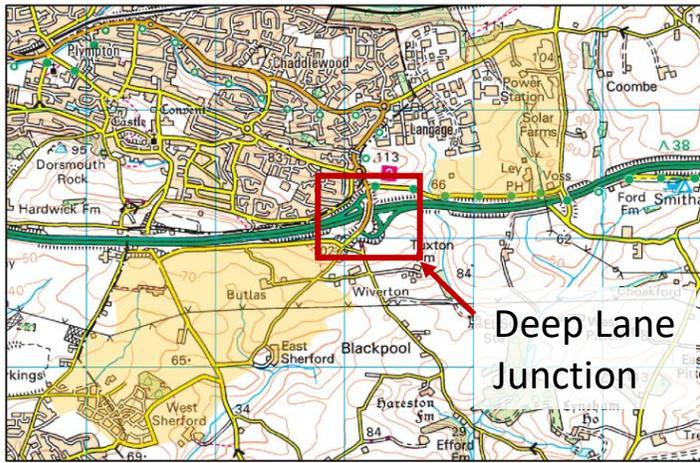
The new bridge

The most likely construction will be a steel Warren truss bridge. This is the most economical solution for the span length and allows prefabrication off site with one or two road closures of the A38 for it to be lifted into place, thus limiting the disruption to the A38.



Warren truss bridge at Tithebarn, Exeter being craned into place over the M5

Location



Planned extent of Sherford New Community and Langage Employment Site
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Next Steps

The project team will review responses to appreciate opinion on the options. This will be considered alongside other factors affecting the delivery of the scheme.

Deep Lane Junction A38 Cycle & Pedestrian Bridge



Have your say: 13th December 2021 – 23rd January 2022

The problem

The A38 segregates the communities of Plympton and Chaddlewood and Langage industrial estate from Sherford, Elburton and Plymstock. The A38 crossing that links these locations, at Deep Lane Junction, does not provide a modern segregated route for cyclists or pedestrians.

The Deep Lane bridge is busy with vehicles and it is not thought possible to make necessary improvements to provide a pleasant experience for cyclist or pedestrians. Hence, options to provide a new bridge over the A38 for sole use by non-motorised users are being looked at.



Existing Deep Lane Bridge

The opportunity

Devon County Council, South Hams District Council and Plymouth City Council are looking at infrastructure at this location as part of the [Plymouth and South Devon Freezone](#) (freeport) proposal.

The Freezone project looks to enable development of employment sites at Langage and Sherford. Linking the communities and employment sites with a bridge over the A38 will enable people to live and work on either side of the A38 and be able to get to work sustainably. It will also help the wider network for cyclists looking to move around this area.

Public Consultation

Devon County Council are holding a public consultation between 13th December 2021 and 23rd January 2022, seeking the views of local stakeholders, businesses and residents.

Consideration of the Options

Option A Route

DESCRIPTION: New bridge located over the west end of A38 eastbound off slip. Route length approximately 660m

POSITIVES:

- Route does not need crossing points associated with Deep Lane slip roads
- Bridge span would be approximately 40m

NEGATIVES:

- Challenge in establishing route to north associated with 15m height difference between Wolverwood Lane and level of A38
- Disruption and removal of established vegetation on both sides of the A38, with potential impact on screening
- Potential to feel isolated in sections of route
- There would be a need to acquire land

Option B Route

DESCRIPTION: New bridge parallel to existing overbridge. Route length approximately 550m

POSITIVES:

- Shortest route and follows desire line, potential to be perceived most functional route for commuter users. North of Deep Lane connects well with existing paths
- Natural surveillance for the majority of route ensuring users feel safer
- Land owned by National Highways

NEGATIVES:

- Need to cross the A38 westbound on and off slips. This would require a signalised crossing, created by adding a phase to the existing signalised junction
- Disruption and removal of established vegetation on both sides of the A38
- Limited space beside curving Deep Lane bridge to locate the straight bridge, with large bridge span required

Option C Route

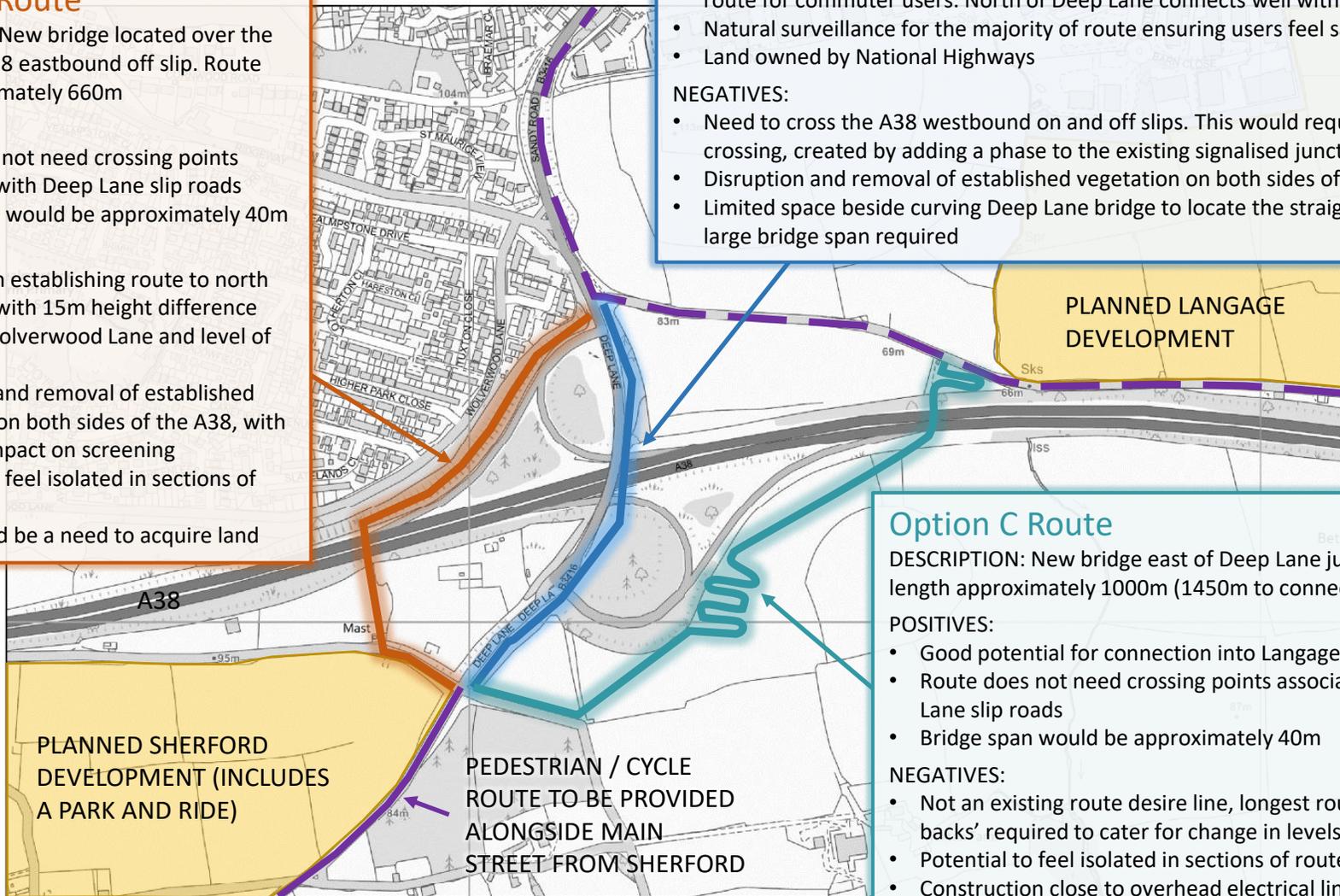
DESCRIPTION: New bridge east of Deep Lane junction. Route length approximately 1000m (1450m to connect to Sandy Road)

POSITIVES:

- Good potential for connection into Langage in future
- Route does not need crossing points associated with Deep Lane slip roads
- Bridge span would be approximately 40m

NEGATIVES:

- Not an existing route desire line, longest route and 'switch backs' required to cater for change in levels
- Potential to feel isolated in sections of route
- Construction close to overhead electrical lines
- There would be a need to acquire land



Online survey

Deep Lane Junction A38 Cycle and Pedestrian Bridge

Devon County Council are seeking the views of local stakeholders, businesses and residents on potential options to deliver a new cycle and pedestrian bridge near Deep Lane Junction on the A38.

1. Do you agree with the need for a new cycle/pedestrian bridge over the A38 at Deep Lane Junction?

Yes

No

2. If not, why not?
3. Please rate the route options illustrated on the consultation leaflet.

Option A Route - west of Deep Lane Junction

Option B Route - at Deep Lane Junction

Option C Route - east of Deep Lane Junction

4. What influenced your choice of favourite option?

Length of route

The route location

Would feel safest along this route

Think least impact of new bridge and route

Other

5. Do you have any comments to make on the style of bridge being considered?
6. Do you have any other comments you would like to make on the options identified, or how users can better get across the A38 in the vicinity of Deep Lane Junction?

