

CONSULTATION ON THE INTERIM DEVON CARBON PLAN

Summary for the Devon Countryside Access Forum

(Background information extracted from the accompanying documents)

<https://www.devonclimateemergency.org.uk/interimcarbonplan/>

(whole plan)

https://www.devonclimateemergency.org.uk/wp-content/uploads/2021/01/DCE_10_Transport.pdf

(transport chapter)

Introduction

In May 2019, a partnership was formed to respond to the climate and ecological emergency in Devon and the unitary authorities of Plymouth and Torbay. Members represent public bodies, private sector interests, environmental organisations and academic institutions.

The Devon Climate Emergency (DCE) partners convened a Net-Zero Task Force of fifteen volunteer specialists to steer the creation of an evidence-led Devon Carbon Plan to achieve net-zero emissions in Devon and recommend the earliest credible date for achieving net-zero emissions. Much work has been done already with different projects and the Interim Carbon Plan develops this across Devon with proposed actions to overcome challenges in achieving net-zero. Many actions will require resources to be identified and secured.

The Net-Zero Task Force has attempted to take a holistic approach in assessing how Devon can reduce its emissions across all the recognised sources of greenhouse gases (GHGs) as stated by the Intergovernmental Panel on Climate Change. It has attempted to consider inter-relations between actions and how these might enable or frustrate other activities, for example how the rationalisation of street lighting could save energy but discourage cycling and walking.

The Plan includes many cross-cutting themes but, for the purposes of this consultation, it is suggested the Devon Countryside Access Forum explore the Transport recommendations which fall within its remit. As well as achieving climate benefits, the proposals are likely to bring health and well-being benefits and NHS savings. Selected quotes from the Plan are included below, followed by the survey questions. There is much additional information on the link above.

TRANSPORT

Reducing transport need, switching to shared and human powered transport

Transport accounts for 31% of Devon's greenhouse gas (GHG) emissions. The sector is the single largest emitter of GHG across the County, which also reflects the UK-wide position.

Reducing emissions from transport is key to successfully reaching net-zero. Addressing the challenge will require a combination of behavioural, policy and technological changes. The movement of people, as opposed to goods, accounts for around two thirds of all transport emissions. Whilst all areas of transport must decarbonise, and do so rapidly, transforming how we move about Devon will provide the opportunity to realise significant wider benefits: for our health, safety, public and personal finances and enjoyment of public space.

REDUCE THE NEED TO TRAVEL

We must better consider our spatial planning and land use to reduce the need for travel and increase the ease, attractiveness and safety of active travel. Rural villages and towns have too often become locked into having to travel to access amenities and services, as well as employment. Successive planning policies and regimes have resulted in a loss of amenities and services from rural communities, furthering the need for travel. Creating thriving and more self-reliant rural communities through a relocalisation of services is important to address the drivers of travel. However, when communities want and need to go further afield, they need access to sustainable travel and transport.

MODAL-SHIFT TO SUSTAINABLE TRANSPORT OPTIONS

We need to encourage the use of sustainable transport by making it the most attractive choice, particularly in urban areas. There are challenges to shifting rural transport to sustainable modes, particularly due to Devon's dispersed geography and the need to access larger settlements for services. Further consideration will be needed on how best to deliver active travel opportunities for rural communities and improved public transport and shared mobility facilities for less densely populated parts of Devon viably. This is especially important given that Devon welcomes significant numbers of tourists annually to enjoy our countryside.

THE ACTIONS:

TRAVEL ADVICE

- **T1.** Provide up-to-date digital information and advice on reducing the need to travel and the most sustainable travel choice. Examples could include workplace and school travel planning.

CYCLING AND WALKING ACTIONS

- **T6.** Develop local cycling and walking infrastructure plans (LCWIPs) with communities for each city, town and their surrounding areas.
- **T7.** Improve strategic cycle routes between and within settlements.
- **T8.** Greater provision of cycle training, including bike maintenance and repair
- **T9.** Where possible, design pavements and junctions to prioritise pedestrian and cyclists over vehicular traffic.
- **T10** Enable schemes that would allow residents to trial different types of cycles.
- **T11.** Introduce reduced speed limits for safer public spaces.
- **T12.** Provide support for bike rental schemes
- **T13.** Local Plans to ensure new developments are designed with filtered permeability to promote sustainable travel
- **T14.** Implement car-free days in Devon's urban areas

Devon's residents and visitors can be unsure of the options for travel around the County and often lack confidence walking and cycling due to concerns around safety.

Our settlements and roads frequently feel vehicle-dominated, with streets often dominated by private car use. Whilst there has been a more recent realisation of the need for dedicated space for walking and cycling, the majority of our urban areas lack fully segregated facilities, thus deterring active travel. The Committee on Climate Change assumes that 10% of car journeys, by distance rather than by trip, need to be shifted to walking and cycling in order to achieve net-zero by 2050.

The Transport section of the Interim Carbon Plan highlighted key anticipated outcomes.
Please indicate whether your support these outcomes.

1.

Outcome:	I do not support this outcome	I support this outcome	Unsure
1. Relocalisation of services and technology and to reduce the need to travel.			
2. Access to village, town and city centres is enhanced for pedestrians, cyclists and public transport.			
3. All benefit from the relocalisation of facilities and services, including the local economy, particularly small businesses.			
4. We are all feeling fitter and healthier from being more active outdoors.			
5. Wider environmental benefits, including reduced pollution and improved biodiversity.			
6. Ultra-low emission vehicles are used for travel in rural areas and between rural and urban areas where the distances are prohibitive for active travel and existing commercial models for public transport are not viable.			
7. A great proportion of people travelling by sustainable modes of transport.			

2. If you do not support one or more outcomes, please tell us why in the text box below.

The priority actions to achieve these outcomes are outlined below.
Please indicate whether you agree with these actions:

3.

Action:	I do not support this action	I support this action	Unsure
a) Provide up-to-date digital information and advice on reducing the need to travel and the most sustainable travel choice.			
b) Review opportunities to reduce vehicle capacity, particularly where it can support other objectives (i.e. urban centre regeneration, street cafes, active travel routes).			
c) Promote development which will assist in relocalisation in all settings (rural through to urban), including mixed use development, development meeting local needs and creating opportunities to live, work and use services locally.			
d) Improve strategic cycle routes within and between settlements.			
e) Ensure provision of mobility hubs in new developments of appropriate size, where modal change can occur easily.			
f) Promote Total Transport, integrating various transport services (school transport, public bus services, patient transport etc.) to enable more efficient use of vehicles and reduce dead mileage.			
g) Enhancement of bus priority measures, including bus lanes and bus-only streets, to make bus travel relatively more attractive than driving.			
h) Protect and seek to enhance funding for local bus routes, to ensure people can continue to access services, employment and events without requiring access to a car.			
i) Through the Peninsula Sub-National Body work with government to pilot and implement a low carbon fuel solution for rail travel in the South West.			

4. If you do not support one or more actions, please tell us why in the text box below.

Desired outcomes from Transport:

- Relocalisation of services and technology and to reduce the need to travel.
- Access to village, town and city centres is enhanced for pedestrians, cyclists and public transport.
- All benefit from the relocalisation of facilities and services, including the local economy, particularly small businesses.
- We are all feeling fitter and healthier from being more active outdoors.
- Wider environmental benefits, including reduced pollution and improved biodiversity.
- Ultra-low emission vehicles are used for travel in rural areas and between rural and urban areas where the distances are prohibitive for active travel and existing commercial models for public transport are not viable.
- A great proportion of people travelling by sustainable modes of transport.

The plan has identified a series of actions for achieving these outcomes.

5. Please rate the actions from very high importance to not at all important. (Only actions relevant to the Devon Countryside Access Forum's remit are included in the list below. Other actions related to buses, taxis, freight, aviation, electric vehicles and charging and other aspects are excluded).

If you think an action is too controversial to implement and should instead be discussed at the Citizens' Assembly by a representative sample of Devon's residents, please indicate this in the right-hand column.

Action:	Not at all important	Low importance	Medium importance	High importance	Very high importance	This issue needs to be discussed by the Citizens' Assembly.
A. Provide up-to-date digital information and advice on reducing the need to travel and the most sustainable travel choice						
B. Promote development which will assist in relocalisation in all settings (rural through to urban), including mixed use development, development meeting local needs and creating opportunities to live, work and use services locally.						
C. Continue to make use of funding opportunities to provide employment and community assets across Devon, particularly where the market is unlikely to provide this, in order to minimise the need to travel for access to services.						
D. Ensure that the carbon implications are considered when making efficiency savings to community services						
E. Review opportunities to reduce vehicle capacity, particularly where it can support other objectives (i.e. urban centre regeneration, street cafes, active travel routes.)						
F. Develop local cycling and walking infrastructure plans (LCWIPs) with communities for each city, town and their surrounding areas.						
G. Improve strategic cycle routes within and between settlements.						
H. Greater provision of cycle training, including bike maintenance and repair						
I. Where possible, design pavements and junctions to prioritise pedestrians and cyclists over vehicular traffic.						

J. Enable schemes that would allow residents to trial different types of cycles. Introduce reduced speed limits for safer shared public space.						
K. Provide support for bike rental schemes						
L. Local Plans to ensure new developments are designed with filtered permeability to promote sustainable travel						
M. Help develop innovative transport solutions in rural areas						
N. Protect and seek to enhance funding for financially supported local bus routes, to ensure people can continue to access services, employment and events without requiring access to a car.						
O. Through the Peninsula Sub-National Transport Body, work with government to improve strategic and branch line rail infrastructure and services, including reviewing the reopening of lines and increasing access to rail and integration with other modes of transport. Work with government for required funding.						
P. Take advantage of opportunities arising from the upcoming National Bus Strategy to deliver long-term, sustained improvements in bus services						
Q. Greater provision of cycle parking across Devon and at key interchange locations						
R. Ensure provision of mobility hubs in new developments of appropriate size, where modal change can occur easily.						
S. Ensure public transport enables easy transition to active travel for the first and last mile.						
T. Local Plans and Neighbourhood Plans to demonstrate how they will shape places in ways that contribute to radical reductions in greenhouse gas emissions to facilitate the achievement of Net-Zero in Devon, as a primary planning objective. This must include the requirement for new development to provide credible plans for it to contribute to Devon's net-zero carbon future.						

6. Are there any actions that you think are important to reduce carbon emissions in this sector that the plan has not covered?

1. No
2. Yes

If you answered 'yes' please add any additional information in the text box below. Please explain why you believe each additional action is important.

7. Should any of these additional actions be discussed at the Citizens' Assembly?

1. Yes
2. No

If you answered 'yes' please detail which actions in the text box below.

8. Do you have any additional comments you would like to be considered on this section's actions?

1. Yes
2. No

If you answered 'yes' please detail which actions in the text box below.

Implementing the Plan:

9. If you are an individual or community organisation, are you aware of any community projects / schemes linked to one or more of the actions highlighted in the plan? Please provide details of websites, social media or contact details where possible.

1. Yes

2. No

If you answered yes please add any additional information or queries in the text box below.

Governance

10. If you represent a business or an organisation, would a representative from your organisation or business see value in getting involved?

1. Yes

2. No

Please use the text box below to explain your answer.

If you answered yes please ensure you sign up to the Devon Climate Emergency newsletter mailing list (www.devonclimateemergency.org.uk/join/). Here we share news about the future governance structure and how you might be able to get involved.