

**Sidford – Sidbury Multi-Use Path**

Report of the Head of Planning, Transportation and Environment

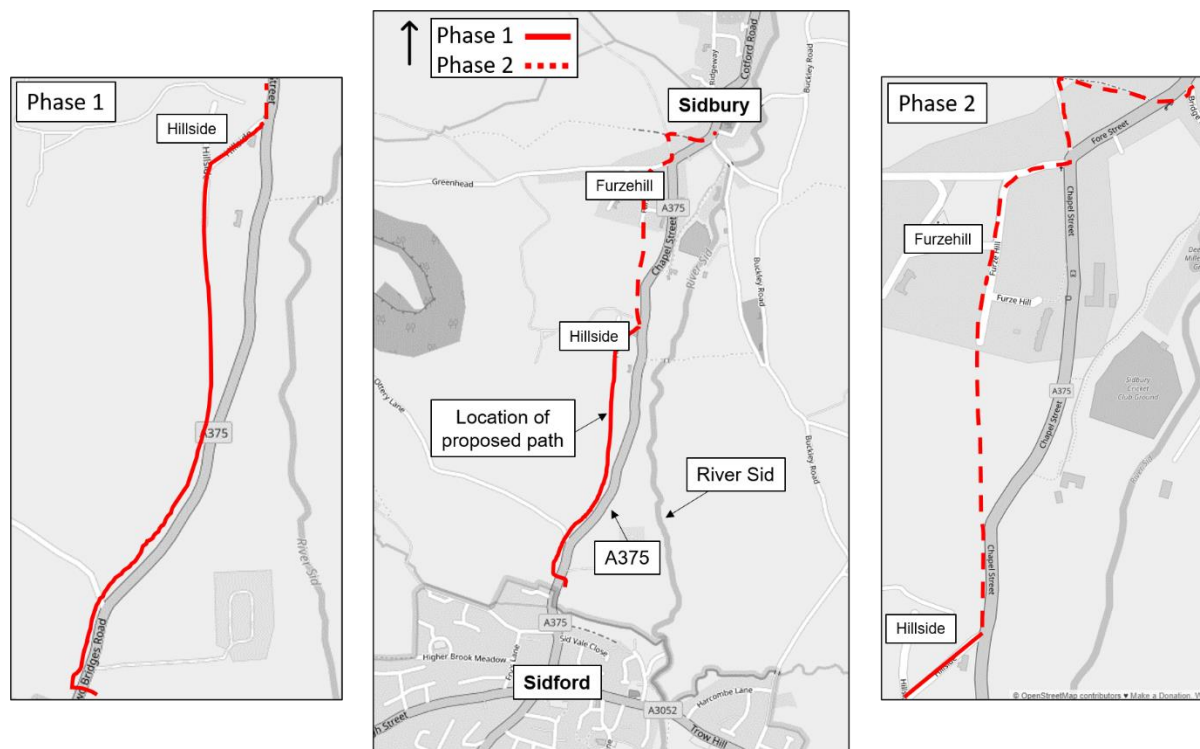
Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

**Recommendation: It is recommended that:**

- (a) The strategy for delivery of the Sidbury – Sidford Multi-Use Path be approved;
- (b) a planning application be progressed for Phase 1 of the proposed multi-use path, shown in the plans provided in Appendix I;
- (c) Approval be given to progress with land acquisition by agreement for the route shown in Appendix I; and
- (d) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.

**1. Introduction/Background**

This report sets out a proposal for the delivery strategy of a multi-use path from Sidford to Sidbury, extending the existing trail from Sidmouth via the Byes to Sidford.



**Figure 1: map showing path location**

Sidbury is situated 1km to the north of Sidford, connected by the A375. Despite the close proximity, at present, there are limited options for those wishing to travel via sustainable modes. There is an hourly bus service (route 9) connecting to Sidford, Sidmouth, Exeter and Honiton. However, for short journeys, people walking or cycling must use the A375 to travel between Sidbury and Sidford. This has no suitable space for walkers, limited visibility and is narrow and undulating in places; an unwelcoming and unattractive environment for non-motorised users.

The proposed route is a predominantly off-road multi-use link between the settlements which will improve connectivity and provide a safe path for active travel. This will create health and wellbeing benefits for all users, as well as providing a place where cyclists of all ages can gain confidence and skills. This proposed trail is the best option taking into account the safety and convenience of users, as well as the feasibility of construction and improving access to Sidbury.

## **2. Proposal**

The entirety of the Sidbury – Sidford route would be approximately 2.5km, a comfortable distance for active travel. This would connect Sidbury with the onward travel opportunities from Sidford towards Sidmouth. The route comprises two distinct phases; Phase 1: Sidford – Hillside and Phase 2: Hillside – Sidbury.

### Phase 1: Sidford - Hillside

The first phase of the multi-use path between Sidbury and Sidford will provide an alternative route for active travel, negating the need to use the first 850m of the A375 between Sidbury and Sidford. It will connect from the Ford's development at Two Bridges, crossing the A375 via a new crossing, and continues northbound to the west of the road. A multi-use path would be provided within the existing fields, crossing Ottery Lane and connecting back into the road network at Hillside. It is proposed to progress this first phase of the multi-use trail between Sidbury and Sidford through planning. Further detail of the route will be developed as part of this process.

The proposed route requires users to cross two roads; the A375 just outside of Sidford, and Ottery Lane. Each crossing will be designed to provide adequate visibility between the path users and road users and shall include tactile paving where appropriate. At the A375 crossing, a parallel crossing (similar to a zebra crossing) will be installed and an extension of the 20mph speed limit will be explored. The proposals will be subject to a Road Safety Audit process.

Should approval to proceed towards planning be secured, the Phase 1 scheme will undertake further design in advance of planning submission. It is expected that a planning application would be submitted during the 2022/2023 financial year.

### Phase 2: Hillside - Sidbury

The second phase of the multi-use path extends the connection into the heart of Sidbury, connecting north from Hillside towards Furzehill and removing the need to travel 500m along Chapel Street (A375) to Fore Street. This section would also require planning permission, however, there is potential for development to come

forward in this location. Devon County Council will be working closely with the landowners to ensure development proposals incorporate the multi-use path and its continuity from Phase 1. From Furzehill, the route would make use of proposals on existing highway which would be delivered using permitted development rights. In addition to working closely with the landowners, Devon County Council will focus on developing proposals that tie in to the development proposals to ensure the entirety of Phase 2 can come forward.

### Delivery Strategy

An incremental approach has been taken on a number of successful active travel schemes across Devon, and it is suggested that this would be appropriate for the Sidbury – Sidford Multi-Use Path. This would ensure that a predominantly off-road route is available for active travel between Sidbury, Sidford and Sidmouth. Opportunities to explore options for delivery and funding for both Phase 1 and Phase 2 will be undertaken in discussion with local stakeholders and landowners.

The proposed delivery strategy can be summarised as such:

- **Phase 1 (Sidford to Hillside):** proceed to progressing a planning application.
- **Phase 2 (between Hillside and Furzehill):** work closely with the landowners to ensure development proposals incorporate the multi-use path and its continuity from Phase 1.
- **Phase 2 (Furzehill to Fore Street):** progress on-highway designs.

### Route Standard

The route will be designed to be suitable for a range of users, allowing easy access for people with disabilities, mobility problems or parents with prams and buggies. The route runs adjacent to the main road or through residential areas, which ensures that the route is overlooked and enhances personal safety.

The width of the off-road sections of the path shall be 3 metres, however, this may be reduced to 2.5 metres at pinch-points, such as ditch crossings. It will have bollards installed as opposed to enclosed gates, and will be segregated from motor traffic where possible.

## **3. Options/Alternatives**

**Do Nothing** – to keep the status quo would result in the continued poor provision for active travel between Sidbury and Sidford. The existing barriers to encouraging increased sustainable travel would remain.

**East Route** – an alternative route was included in the options consultation in 2015. This followed the A375 to the east. This route would potentially link into an existing footpath at Sidbury which would provide a good linkage for pedestrians. However, there are a number of factors that have resulted in this option not proceeding:

- **Attractiveness:** the eastern route, particularly in future phases, is well away from the road in rural land. Whilst this would be attractive in daylight, due to the topography of the area, there is no natural surveillance which may reduce the perception of personal safety for people using the path.
- **Environment:** in order to reduce steep slopes, large amounts of vegetation would need to be removed which would be detrimental to the environment.

Additionally, this route cannot avoid encroaching onto land which is classified as Flood Zone 3, indicating a high probability of flooding. The western route in contrast utilises arable fields with limited vegetation clearance required, minimising impact on habitats and ecology with no flood risk.

- **Land:** both routes require the acquisition of third party land. However, whilst the eastern route requires agreements with multiple landowners, the western route involves just one.
- **Engineering:** construction of the northern element of the eastern route will require significant ground and structural work. Comparatively, construction of Phase 1 of the western route is expected to be straight forward, subject to ground investigations.
- **Cost:** the eastern route is expected to have higher construction costs due to more structural elements, which would be difficult to justify taking into account the number of other County Council strategic cycle trail priorities. This route option also has significant ongoing maintenance implications and higher whole life costs.

**Whole Route Delivery Strategy** – an alternative delivery strategy has been considered that considers the design and delivery for the entire route rather than a phased approach. However, this would add additional time and require increased funds in order to progress the full route at once. It would also miss the opportunity to work collaboratively and positively with landowners in the local area to bring forward proposals which overlap with potential developments.

#### **4. Consultations**

A public consultation was held in 2014 to consider different route options; a west route and east route were offered with basic scheme drawings shared. This public consultation indicated that 84% of respondents (from 196 questionnaires which were submitted) would want the current walking and cycling provision to be improved.

A letter drop was undertaken notifying local residents and seeking views in the Hillside area on the western route Phase 1 proposals between 29 September and 15 October 2021.

A total of 16 responses were received. Of these, the majority supported the concept of connecting Sidbury and Sidford via a multi-use path. However, 50% noted the importance of connecting beyond Hillside into Sidbury and 44% made reference to the eastern route option previously consulted on. The reasons for not proceeding with the eastern route are set out in Section 3 and we have reconsidered the phased approach with a stronger commitment to working with the landowners in order to deliver a complete route through to Fore Street. Further public consultation and engagement will be considered as part of the work in advance of the submission of a planning application. Discussions with landowners are ongoing.

#### **5. Financial Considerations**

The Transport Capital Programme covering financial years 2021/22 and 2022/2023 was approved by Cabinet in September 2021. This allocates £63,000 towards the 'Sidbury to Sidford Walking & Cycling Route' from Devon County Council's Local

Transport Plan Integrated Block capital funds. Should the preparation of a planning application for the route exceed the allocated funds, further funds will have to be identified in future capital programmes.

A proposed funding package for the scheme delivery will be confirmed as part of the scheme approval report to a future meeting.

## **6. Environmental Impact Considerations (Including Climate Change)**

The route is located within the East Devon Area of Outstanding Natural Beauty (AONB). Environmental surveys are underway but early indications suggest there are no significant environmental constraints. The scheme is expected to have a low impact on the environment; the land is a mix of arable and pasture with limited vegetation clearance required which will minimise impacts on habitats and ecology. There is no expected flood risk along the western route.

Increasing walking and cycling levels has growing importance in tackling physical inactivity and encouraging individuals and households to rely less on their cars for short distance journeys, which can reduce their carbon footprint. The provision of a multi-use path will enable local communities to access green infrastructure, opening up access to a wider range of groups who may not be able to make use of the current on-road alternative. The scheme is therefore expected to reduce carbon emissions by encouraging greater levels of commuting and other short trips by walking or cycling. Reductions will also result from leisure trips using the route that would have otherwise involved a car journey elsewhere.

## **7. Equality Considerations**

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

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

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

In progressing this proposal, an Impact Assessment has been prepared and is attached as Appendix II and will be published on the website.

## **8. Risk Management Considerations**

The principal risks are those related to the numerous constraints in the process of securing a planning consent and land acquisition. This will contribute to a degree of uncertainty over timescales and costs.

The scheme will be subject to the Road Safety Audit process to minimise the risk introduced to users of the route.

## **9. Reasons for Recommendations**

There has been a long-standing ambition to connect Sidbury and Sidford via an active travel route, enabling sustainable journeys and access to the natural environment between the settlements and onwards towards Sidmouth. Following the consultation in 2014, further work has been undertaken and a preferred option has been identified on the western side of the A375 road corridor. A delivery strategy has been identified, splitting the route into phases and seeking to maximise opportunities to work with emerging development proposals as well as progressing a planning application for Phase 1 and designing the final section of Phase 2 on existing highway.

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Division: Sidmouth**

### **Local Government Act 1972: List of Background Papers**

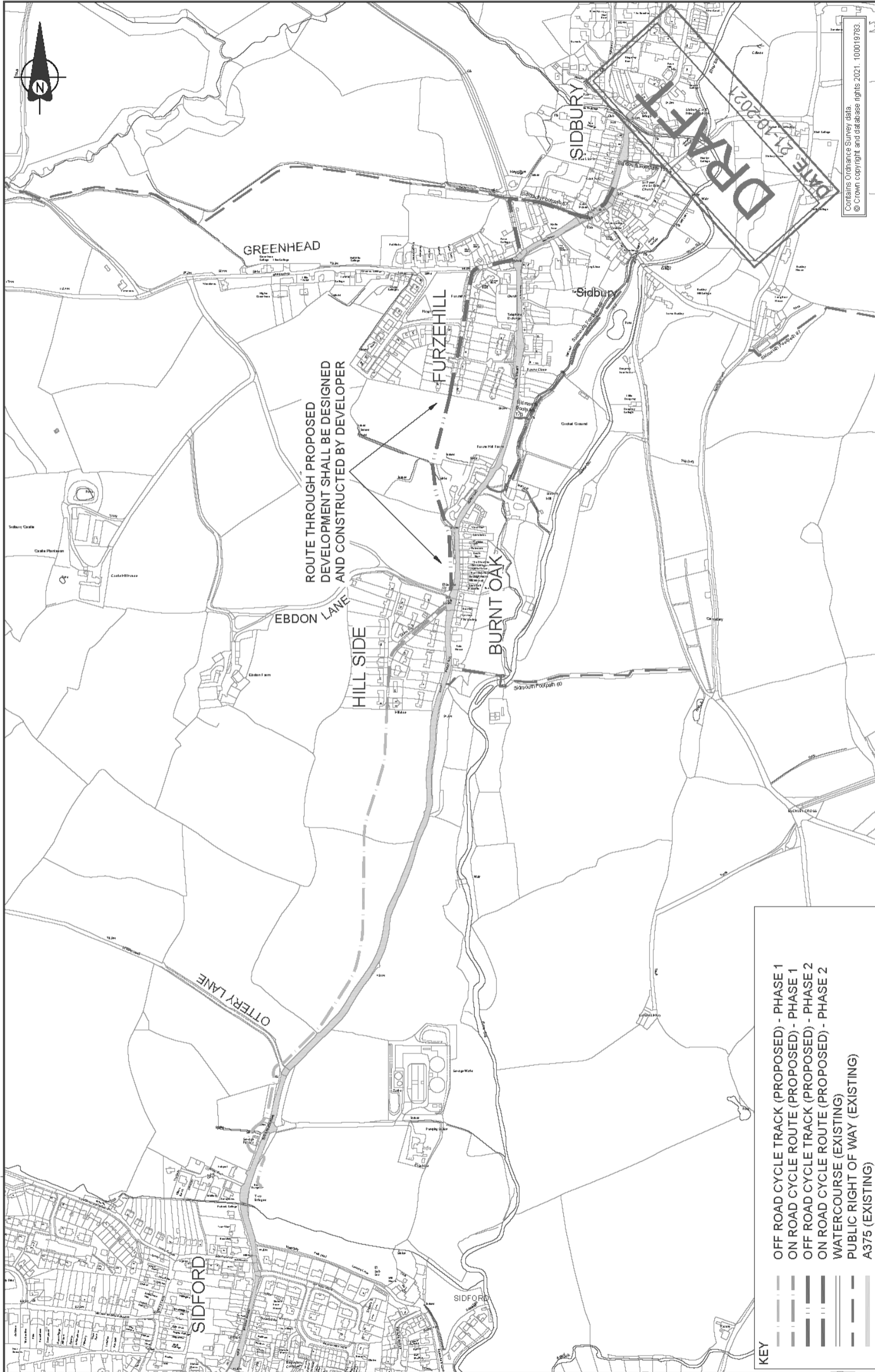
Contact for Enquiries: Hannah Clark

Tel No: 01392 383000      Room: Matford Offices

<b>Background Paper</b>	<b>Date</b>	<b>File Reference</b>
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Nil

hc251021edh  
sc/cr/Sidford – Sidbury Multi-Use Path  
02 021121



**KEY**

- OFF ROAD CYCLE TRACK (PROPOSED) - PHASE 1
- ON ROAD CYCLE ROUTE (PROPOSED) - PHASE 1
- OFF ROAD CYCLE TRACK (PROPOSED) - PHASE 2
- ON ROAD CYCLE ROUTE (PROPOSED) - PHASE 2
- WATERCOURSE (EXISTING)
- PUBLIC RIGHT OF WAY (EXISTING)
- A375 (EXISTING)

		<b>Engineering Design Group</b> Marlford Offices County Hall Topsham Road Exeter EX2 4QD Tel. 0345 135 1004 customer@devon.gov.uk www.devon.gov.uk		JOB <b>SIDBURY TO SIDFORD MULTI-USE PATH</b>		DRAWING TITLE <b>PROPOSED ROUTE</b>		Rev 0 Date 21.10.2021 Drawn CW Revisions First issue. Chk --		Contains Ordnance Survey data © Crown copyright and database rights 2021. 100019793	
						Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where the drawing is used in circumstances other than that for which it was originally prepared and issued.		Drawing number 19766/17		Revision 0	
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# Impact Assessment



Assessment of: Sidbury – Sidford Multi-Use Path

Service: **Planning, Transportation and Environment**

Head of Service: **Dave Black**

Version / date of sign off by Head of Service: 3 November 2021

Assessment carried out by (job title): **Chelsea Randall, Graduate Transport Planner**

## **1. Description of project / service / activity / policy under review**

Devon County Council is committed to promoting walking and cycling by investing in new routes for leisure and commuter trips. This report sets out a proposal for the enhancement of the multi-use route through the Byes at Sidmouth, by extending the existing trail at Sidford to Sidbury. The proposed route is a predominantly off-road multi-use link between the settlements which will improve connectivity and provide a safe path for active travel.



## 2. Reason for change / review

Sidbury is situated 1km to the north of Sidford, connected by the A375. Despite the close proximity, at present, there are limited options for those wishing to travel via sustainable modes. There is an hourly bus service (route 9) connecting to Sidford, Sidmouth, Exeter and Honiton. However, for short journeys, people walking or cycling must use the A375 to travel between Sidbury and Sidford. This has no suitable space for walkers, limited visibility and is narrow and undulating in places; an unwelcoming and unattractive environment for non-motorised users.

The proposed route is a predominantly off-road multi-use active travel link which will improve connectivity and provide a safe path for active travel. This aligns with Devon County Council's aspirations to encourage more sustainable and healthy travel.

## 3. Aims / objectives, limitations and options going forwards (summary)

Scheme objectives:

- To enhance the existing active travel link through the Byes at Sidmouth, by extending the path from Sidford to Sidbury.
- To provide provision to increase the number of non-motorised journeys between Sidbury and Sidford
- To provide a safe path for exercise which will improve the general health of users
- To provide a traffic free place where new cyclists of all ages can gain the confidence and skills they need for when they graduate to riding on the roads.

## 4. People affected and their diversity profile

The scheme will impact on a wide range of user groups, including those on lower income who are more likely to use alternative transport than the private car. The benefits will improve social cohesion and reduce inequality via a safe, low-cost travel option.

Improving levels of physical activity is a key scheme benefit; in the East Devon area, only 16% of adults cycle once month. Making the active travel corridor more attractive and safer will benefit those with low level of physical activity, or those who are not confident to walk or cycle on the road.

The route will be constructed on third party land, and therefore land owners will be affected through the loss of their land; negotiations are ongoing.

In the short term, during construction works, it is anticipated that some negative impact on nearby residents and landowners may be experienced. This will be managed and monitored as far as possible.

The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation and religion/belief.

## 5. Stakeholders, their interest and potential impacts

- East Devon District Council
- Sidmouth Town Council
- Local members of Devon County Council and Members of Parliament
- Sustrans
- East Devon Area of Outstanding Natural Beauty (AONB)
- Landowners
- Local residents of Sidford and Sidbury

## 6. Research used to inform this assessment

The following research sources were used to help inform this assessment:

- Local area statistics are sourced from 2011 Census
- Local knowledge
- 'The Value of Cycling' from Raje and Saffrey
- Scheme public consultations

## 7. Description of consultation process and outcomes

A public consultation was held in 2014 to consider different route options; a western route and eastern route were offered with basic scheme drawings shared. This public consultation indicated that 84% of respondents (from 196 questionnaires which were submitted) would want the current walking and cycling provision to be improved.

A letter drop was undertaken notifying local residents and seeking views in the Hillside area on the western route Phase 1 proposals between 29

September and 15 October 2021.

A total of 16 responses were received. Of these, the majority supported the concept of connecting Sidbury and Sidford via a multi-use path. However, 50% noted the importance of connecting beyond Hillside into Sidbury and 44% made reference to the eastern route option previously consulted on. It was decided not to proceed with the eastern route as the environment would be more difficult and expensive to build on, due to steep slopes and large amounts of vegetation would need to be removed. The route would also require agreements with multiple landowners and would encroach onto land which is classified as Flood Zone 3, indicating a high probability of flooding.

In response to these responses, we have reconsidered the phased approach with a stronger commitment to working with the landowners in order to deliver a complete route through to Fore Street. Further public consultation and engagement will be considered as part of the work in advance of the submission of a planning application. Discussions with landowners are ongoing.

## 8. Equality analysis

### Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').

- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
  - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
  - Proportionate (negative impacts are proportionate to the aims of the policy decision)
  - Fair
  - Necessary
  - Reasonable, and
  - Those affected have been adequately consulted.

Characteristics	Potential or actual issues for this group.  [Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a> ]	<p>In what way will you:</p> <ul style="list-style-type: none"> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p><a href="#">Are you complying with the DCC Equality Policy?</a></p>
All residents (include generic equality provisions)	The proposal will result in some loss of private land for specific landowners. This could lead to concerns regarding severance and security.	<p>Access and security arrangements will be agreed with landowners where required.</p> <p>Negotiations with landowners are ongoing. The alignment has been developed to minimise private land loss where possible.</p>
Age	N/A	N/A
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	N/A	<p>The proposed path will comprise gentle gradients and will be finished with a surface to ensure it is accessible to all users. The design accords with widths in national guidance documents to ensure it is suitable for use by a range of users.</p> <p>Where the track necessarily crosses the road, crossings shall be designed to provide adequate visibility between the track users and road users; they shall include tactile paving where appropriate to serve visually impaired users. Where the path crosses the A375, a parallel crossing will be installed.</p> <p>As opposed to being enclosed by gates, the track is likely to use bollard to ensure it is accessible to all intended users on a variety of pedalled vehicles.</p>

Characteristics	Potential or actual issues for this group.  [Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a> ]	<p>In what way will you:</p> <ul style="list-style-type: none"> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <a href="#">DCC Equality Policy</a>?</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	N/A	N/A
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	N/A	According to research by Sustrans, men are three times more likely to cycle compared to women. Closing the gender gap represents a critical challenge for active travel interventions. Furthermore, women are twice as likely to report near misses whilst cycling on the main road than men. Consequently, the construction of a safe cycle trail separate from traffic will help to close the gap and bring the benefits of cycling to individuals irrespective of their gender.
Sexual orientation and marriage/civil partnership	N/A	N/A

Characteristics	Potential or actual issues for this group.  [Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a> ]	<p>In what way will you:</p> <ul style="list-style-type: none"> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <a href="#">DCC Equality Policy</a>?</p>
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	N/A	<p>The proposal will make active travel a more attractive, cost-effective means of transport. This will benefit all people, especially those with lower incomes who will have benefit from a low cost alternative means of travel improving access to training and employment opportunities. This aligns with the Devon County Council equality policy which outlines a commitment to provide equal opportunities. Linking the two villages will also serve as a safer and sustainable route to school for children living in Sidbury and attending Sidmouth Primary School or Sidmouth College and children living in Sidford and Sidmouth and attending Sidbury Primary School.</p> <p>This trail will connect into an existing active route at Sidford and improve connectivity between existing population centres. This will help people better connect with their communities and engage in social activities. In alignment with Devon County Council's equality policy, this will help to foster better relations between diverse groups in Devon.</p>

## 9. Human rights considerations:

As outlined above, it is vital that people have a reasonable level of choice in where and how they live their lives and interact with others. The proposals serve to increase the amount of choice residents have in the way they travel and access activities and services, by improving active travel infrastructure provision.

## 10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

**In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?**

The proposals support a low cost means of sustainable transport that is easily accessible. This will help those who are unable to access other forms of transport to gain greater independent mobility. This in turn will support them in accessing employment, education and leisure destinations, while also making local businesses more accessible to a wider range of people.

**In what way can you help people to be safe, protected from harm, and with good health and wellbeing?**

This route will provide a safe space, predominantly away from traffic, for cyclists and pedestrians which will ensure less accidents resulting from conflict between active travellers and motorised traffic. This will also remove existing barriers to active travel in the local area which will provide benefits for the population's physical health and mental wellbeing.

**In what way can you help people to be connected, and involved in community activities?**

This route will connect into an existing multi-use path at Sidford and will improve the connectivity between local communities. This will enable communities to have greater choice in how they travel to meet and engage in social activities.



## 11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	X
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:		
Conserve and enhance wildlife:		
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		
Conserve and enhance Devon's cultural and historic heritage:		
Minimise greenhouse gas emissions:		
Minimise pollution (including air, land, water, light and noise):		
Contribute to reducing water consumption:		
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		
Other (please state below):		

## 12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	N/A	The proposals will make active travel options more attractive, promoting a low cost means of travel. This will provide communities with better access to training and education opportunities.
Impact on employment levels:	N/A	Research has shown that a lack of transport options is a factor in unemployment and insufficient transport provision is a reason for declining employment. Therefore employment levels may be benefitted as connection between communities are improved, connecting more people with local employment opportunities via a low-cost travel option.
Impact on local business:	N/A	Through the health benefits provided by increased physical activity, the economic productivity of a healthy and satisfied workforce will increase. Research has shown that public realm improvements, including those that cater for cycling, results in increased trade at local businesses; evidence also suggests that people cycling visit local shops more regularly and spend more, than users of most other modes of transport.

### 13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

Increasing the uptake of walking and cycling is a key Government aspiration; there is a wish to make it easier and safer for people who already use these modes as well as encouraging more people to do so. The proposals will protect active travellers from traffic whilst providing a safe, convenient route with minimal obstructions making it attractive to existing and less confident cyclists and support the aforementioned aspiration.

Active travel creates healthier, better connected communities with greater access to opportunities for employment, social engagement and services. These goals are interrelated with reducing CO2 emissions and improving air quality, which also create healthier, more attractive communities.

This route will connect existing population centres. This will have economic benefits for the area, as local businesses have a greater number of customers and are more easily accessible via the trail.

### 14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

As discussed, the proposed route will encourage active travel journeys to the betterment of environmental, economic and social wellbeing. This will be achieved through better access to employment, education and recreational destinations, offsetting car journeys and increased physical activity.

### 15. How will impacts and actions be monitored?

This proposal is still in the early stages but audits will be conducted throughout. This will include a Road Safety Audit and environmental assessments to be undertaken as part of the planning application.

Future Census data will indicate whether there has been an increase in cycling locally. Bespoke route specific monitoring will also be considered.