

Heart of Teignbridge Local Cycling and Walking Infrastructure Plan (LCWIP)

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 Heart of Teignbridge Local Cycling and Walking Infrastructure Plan (LCWIP), available to view at [Transport planning - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/transport-planning-roads-and-transport), is noted and approved by this Committee, prior to formal adoption at Cabinet in due course; and
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Cabinet Member for Highway Management, Chair of HATOC and the local members, to make minor alterations to the Plan.

1. Introduction/Background

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements at the local level. The framework is set out in the Government's Cycling and Walking Investment Strategy, which forms an important part of Government's strategy to increase the number of active travel trips. LCWIPs are also an important tool in realising the Government's *Gear Change* vision. This expects local authorities to deliver high quality cycling and walking infrastructure which represent a step-change in the level of service for active travel. Critically, going forward, LCWIPs are an important part of local authorities making the case for future active travel funding.

The Heart of Teignbridge LCWIP seeks to outline the focus of future walking and cycling investment in the Heart of Teignbridge area over the next 10-20 years. It is an ambitious plan which aims to be transformative for Newton Abbot, Kingsteignton, Kingskerswell and the immediate surrounding area, as shown on the map below.

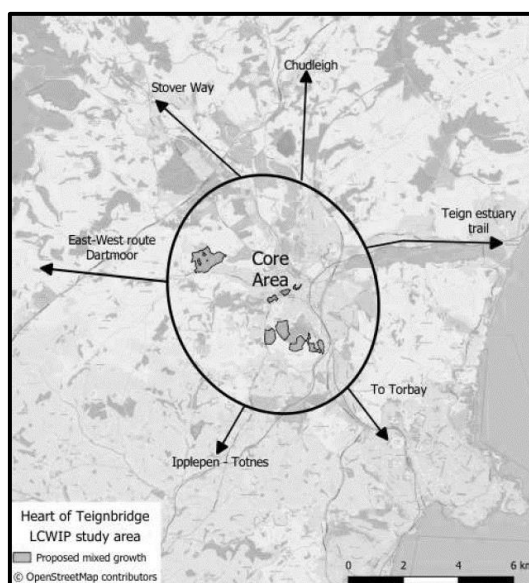


Figure 1: Heart of Teignbridge LCWIP Geographical Extent

The Heart of Teignbridge LCWIP aims to:

- Support Devon County Council's response to the climate crisis.
- Support health, wellbeing and access for all in the Heart of Teignbridge.
- Help the area to accommodate local housing growth.
- Deliver economic benefits to the Heart of Teignbridge.

The LCWIP fulfils these aims by: setting out active travel proposals that take account of evidence and data on existing and future demand, ensuring proposals meet the latest design standards, identifying infrastructure schemes in readiness for funding bids and ensuring that investment is targeted where it can have the greatest impact.

Going forward, LCWIPs will be instrumental in leveraging Government funding for walking and cycle schemes. As such, this document strategically positions the Heart of Teignbridge to attract investment. The document has been produced following the Department for Transport's LCWIP framework, which forms a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The Heart of Teignbridge LCWIP is one of a family of LCWIPs being developed across Devon. Subject to approval of the LCWIPs in principle from the relevant HATOCs, the LCWIPs will be presented to Cabinet to be formally adopted.

2. Proposals

The Heart of Teignbridge LCWIP available to view at [Transport planning - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/transport-planning-roads-and-transport), sets out walking and cycling proposals along five key corridors, strategically identified as missing gaps in existing plans for active travel intervention.

A summary of the proposals in each area is detailed below:

- **Newton Abbot Town Centre** – Upgrade existing routes by completing missing links and improving area wide access to and conditions for walking and cycling in the town centre. Specific schemes include a protected cycle route on Highweek Street and a quiet cycle route from the Railway Station to The Avenue.
- **Kingsteignton** – Develop and upgrade the existing connections between Newton Abbot town centre and Sandygate through Kingsteignton town centre. Specific schemes include extending the shared use path along Kingsteignton Road/Newton Road, modal filters at Crossley Moor Road and traffic calming on Rydon Road.
- **Buckland and Milber** – Upgrade existing routes between the town centre, railway station, Brunel Industrial Estate and residential areas. Specific schemes include a protected cycle track and wider footpath on Quay Road, installing lighting, and installing a ramp to connect the existing path to Sandringham Road.
- **Wolborough** – Provide cycling and walking links from the Wolborough residential development (NA3) to the north. Specific schemes include new signalised crossings on the A381, widening shared use provision on Kingskerswell Road and a modal filter on Aller Road.
- **Kingskerswell and Torbay** – To create an 'All Ages and Abilities' route linking the Heart of Teignbridge to the English Riviera. Specific schemes include improving the accessibility and attractiveness of the Penn Inn roundabout underpasses, a two-way protected cycle

track passing along Torquay Road/Newton Road through Kingskerswell and the creation of a continuous cycle route along Aller Brake Road.

The LCWIP also sets out additional proposals to improve active travel provision within the NA1 Houghton Barton and NA3 Wolborough strategic site allocations. Complementary schemes to active travel infrastructure are also recommended and include a wayfinding review project, improvements to the existing Stover Trail and a holistic review of parking in Newton Abbot town centre. Note that within the LCWIP document, the Teign Estuary Trail project is listed separately, under schemes which are already planned, and is therefore not included in the missing gaps list detailed above.

The priority for delivery and indicative costs for packages of proposals are also detailed in the LCWIP. Delivery priority has been determined through an assessment of potential impact and therefore greatest return on investment, alongside opportunities to link with other schemes.

It should be noted that a proposal's inclusion in the LCWIP does not guarantee its delivery. Going forward, schemes will need to undergo further design, public consultation, political approval and specific funding mechanisms will need to be secured. Government will likely seek grant-funded schemes to be compliant with their Local Transport Note 1/20 design guidance.

3. Options/Alternatives

Do Nothing – Without an approved LCWIP, the Heart of Teignbridge area will not be well placed to secure future walking and cycling investment from central Government. A coherent, strategic and evidence-based approach to the identification and delivery of active travel interventions is essential to securing the benefits afforded by active travel. The Heart of Teignbridge LCWIP is part of enabling the area to accommodate housing growth, respond to the climate crisis and support the health and wellbeing of its residents.

4. Consultations

Public and stakeholder consultation has been a critical part of the development of the Heart of Teignbridge LCWIP as detailed below.

Stakeholder Engagement Workshops

Three early-stage stakeholder engagement workshops were held in February 2021, involving internal Devon County Council officers, external stakeholders, Councillors and local campaign groups. These workshops helped shape the LCWIP document that was presented for public consultation in September 2021.

Public Consultation Arrangements

A public consultation was held between 1 September 2021 and 1 October 2021. The consultation was hosted on the Devon County Council 'Have Your Say' website. It was advertised through press releases, social media, adverts in the local press and by posters in community hubs. Four webinar events were held alongside a virtual 'drop-in' session and a questionnaire was published to collect public opinion. A total of 396 completed questionnaires were received within the consultation period.

Public Consultation Results

The draft LCWIP document was very well received at consultation. All of the proposed LCWIP corridors received strong support (>75%). Respondents who live in close proximity to proposals also responded with overwhelming support. In all cases, the majority of respondents agreed that the proposed improvements would encourage them to walk and cycle more.

The consultation also highlighted that the LCWIP's aims and goals are important to respondents. Respondents agreed that the LCWIP addresses its aim to improve infrastructure in view of a growing population. However, respondents identified that there is room for improvement on the LCWIP fulfilling its aim to improve safety for walkers and cyclists. The majority supported a reduction in car dominance (65% (255 respondents)) and believe the Heart of Teignbridge would be a better place if active travel increased (>62%).

A number of themes arose from open answer questions, including concerns over the inclusion of shared-use paths, calls for improved maintenance of existing assets and a desire for proposals to be well integrated to existing network and to beyond the existing study area.

A comprehensive public consultation summary report is available to view at:

<https://www.devon.gov.uk/haveyoursay/consultations/heart-of-teignbridge-local-cycling-and-walking-infrastructure-plan/>.

Updated Heart of Teignbridge LCWIP Document

The outcomes of the public consultation were then used to update the LCWIP document in light of feedback. Given the positive outcome of the consultation, there were limited changes, including:

- Clarity on the inclusion and justification of limited shared use provision in proposals;
- Greater emphasis on proposed safety benefits and a clear statement on the Road Safety Audit process;
- Signposting to the County's maintenance policies;
- Statement on the status of the Aller Valley Trail Teignbridge District Council Local Plan proposal;
- Further clarity on the nature of external funding and delivery constraints;
- Addition of high-level map of proposed cycle parking locations;
- Noting the potential to explore an alternative option to the Kingskerswell two-way cycle track proposal;
- Further highlighting the proposals' benefits to walking and not just cycling;
- Enhanced evidence base and citations.

Additional changes were also made to ensure that the LCWIP document reflects the updated status of live schemes since the publication of the draft consultation document, such as the outcome of the Newton Abbot 20mph trial public consultation.

5. Financial Considerations

Devon County Council have worked in partnership with Teignbridge District Council to develop the LCWIP. Teignbridge District Council are contributing approximately £25,000 towards its production via Homes England's Garden Communities Funding.

The approval of the Heart of Teignbridge LCWIP will not result in any financial commitment from Devon County Council. The LCWIP document recognises that, due to the nature of

Local Authority funding, the majority of funding for proposals is likely to be realised through bids to central Government. Funding sources are also likely to include S106 developer contributions and contributions from the Community Infrastructure Levy (CIL). Having an approved LCWIP will aid the negotiations to secure the funding necessary to deliver active travel improvements.

Any future commitment of Devon County Council funding contributions would require further political approval, for instance through the Cabinet capital programme.

6. Legal Considerations

There are no specific legal considerations. Where relevant these are considered in reports on individual schemes.

7. Environmental Impact Considerations (Including Climate Change)

The delivery of active travel interventions are an essential part of driving down transport emissions in the Heart of Teignbridge area. Transport contributes approximately 27% of Devon's greenhouse gas emissions (GHG) and is the sector with the largest GHG emissions across the county. Reducing transport GHG will be essential to meet both national and local climate commitments.

The Devon Carbon Plan identifies that reducing the need to travel and shifting to sustainable transport options such as cycling and walking are the most important ways to tackle transport emissions. The Heart of Teignbridge LCWIP represents a strategic plan for the delivery of improved active travel provision, supporting modal shift and therefore tackling the area's transport emissions.

The Devon Strategic Plan 2021-25 has responding to the climate emergency as one of its key priorities and identifies the need to prioritise sustainable travel and transport with more opportunities for cycling and walking. This document support these aims.

8. 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 the draft Heart of Teignbridge LCWIP document, an Impact Assessment was prepared and has been published at: <https://www.devon.gov.uk/impact/>. Document updates, post the public consultation, are not considered to alter the assessment.

9. Risk Management Considerations

The LCWIP is an ambitious set of active travel interventions for the Heart of Teignbridge area. Subject to the availability of funding and the further development of individual schemes, it may not be possible to deliver all interventions as set out in the document. The delivery of proposals will need to be flexible and adapt to changing circumstances and funding opportunities.

For most proposals, a Road Safety Audit will be carried out prior to delivery. This is a formal, independent process for assessing risks to different road users during the development and post implementation of schemes.

10. Summary/Conclusions/Reasons for Recommendations

The Heart of Teignbridge LCWIP is an ambitious plan for transformative walking and cycling intervention in and around Newton Abbot, Kingsteignton and Kingskerswell. It will put the area in a stronger strategic position to attract and secure future funding opportunities, whilst ensuring that active travel investment is targeted in locations to deliver maximum impact. The document has undergone significant stakeholder and public consultation, which has served to underline its support and appropriateness for the local area.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Ashburton & Buckfastleigh, Bovey Rural, Ipplepen & The Kerswells, Kingsteignton & Teign Estuary, Newton Abbot North, Newton Abbot South.

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Josh Manning

Tel No: 01392 383000 Room: Matford Offices

Background Paper	Date	File Reference
------------------	------	----------------

Nil

jm160222teighn
sc/cr/Heart of Teignbridge Local Cycling and Walking Infrastructure Plan LCWIP
03 230222