

Impact Assessment



Assessment of: Devon and Torbay Local Transport Plan 4

Service: Planning - Climate Change, Environment & Transport

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Assessment carried out by (job title): Graduate Trainee Transport Planner

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

Local Transport Plans (LTPs) are statutory documents, required under the Local Transport Act 2008, which set out the overarching ambitions for a county's transport network and provision over a medium-term time period. Local Transport Plans define the direction for the planning and investment in transport services, infrastructure and strategies across the county.

Local Transport Plan 4 sets out the vision for Devon and Torbay's transport network between 2025 and 2040 and outlines the transport policies and interventions that will aid in the delivery of this vision as well as addressing the current transport challenges, build on new opportunities and support the changing priorities of the county.

The new draft Local Transport Plan (LTP 4) seeks to address current transport challenges and align well with the Strategic Plan, supporting economic recovery, tackling the climate emergency and supporting communities to be better connected and able to lead safe, healthy and fulfilling lives. It sets out a range of interventions which will provide well-integrated, accessible, and inclusive transport options for residents and visitors across the county, whilst also supporting sustainable economic development and meeting our net-zero ambitions to help make Devon the best place to grow up, live well and prosper. An updated Local Transport Plan will place Devon County Council in a better position to make a stronger strategic case for transport investment from Government.

2. Proposal, aims and objectives, and reason for change or review

Vision The Local Transport Plan 4 sets out a vision for Devon and Torbay stating, "Transport will facilitate sustainable growth and support reaching net zero carbon by 2050

at the latest. Well-integrated, accessible and inclusive transport will improve travel choice and benefit the health and wellbeing of everyone.”

Objectives

Alongside the overarching vision, six objectives for transport in Devon and Torbay that the LTP will help to achieve have been identified.

- **Decarbonisation:** Supporting reaching net-zero by 2050 at the latest by reducing the need to travel, increasing digital access, and shifting trips to sustainable transport.
- **Reliable and Resilient Network:** Working to protect and enhance the strategic road and rail links that connect Devon and Torbay to the rest of the country.
- **Easier Travel:** Providing well-integrated, inclusive and reliable transport options for all residents and visitors in both rural and urban communities.
- **Unlock Development:** Support clean growth by providing new transport choices within and to new developments and using technology to improve existing infrastructure.
- **Greater Places for People:** Enhancing the attractiveness of streets by reducing negative impacts from vehicles, regenerating the public realm, and facilitating safe active travel movements.
- **The Place to be Naturally Active:** Expanding the multi-use trail network, delivering a network of quieter lanes, and improving facilities and safety in urban areas to enable people to be more active and experience the great outdoors.

Reason for change

Devon’s current Local Transport Plan (LTP 3) covers the period 2011-2026. Since it was published in 2011, the local, regional and national context has changed significantly; the major events of the COVID pandemic and the war in Ukraine have impacted on society and the economy.

There have been significant changes including a shift in the number and purpose of trips made, housing and employment development increasing demand on certain routes, and

additional transport options. Furthermore, the county now has net-zero carbon ambitions following declaration of a climate emergency.

Therefore, there is a need for an updated strategy which better addresses the current priorities and needs of the county. The new Local Transport Plan (LTP4) will address the current transport challenges, build on new opportunities and support the changing priorities of the county.

3. Risk assessment, limitations and options explored (summary)

Limitations Much of the evidence base is taken from the 2021 census. This data was collected during the Covid-19 pandemic and therefore people's behaviour patterns may have been different compared to before the pandemic and it is uncertain the extent behavioural change continued after the pandemic.

Furthermore, this document covers the time period up until 2040. It is unknown whether another global or national event that has significant implications for peoples travel patterns may occur within this time frame.

Unforeseen changes in technology and scientific advancement may also have a similar impact. In the event of these large-scale changes, the document can be updated or altered.

Options Explored

Do nothing – There have been significant changes to society and policy since LTP 3 was produced, including the COVID pandemic and the impacts of the Ukraine war. To not develop a revised LTP would risk Devon County Council not reflecting updated priorities, such as economic recovery and decarbonisation, in its transport policy. It would also hinder the delivery of the Strategic Plan, putting the Council in a weaker position to invest in Devon's economic recovery. Furthermore, to ignore the Government's call for new LTP's from Local Transport authorities could result in receiving a reduced allocation of capital funding from the Department for Transport.

Delay or amend public consultation arrangements – It is anticipated that public and stakeholder consultation will be a key requirement of the forthcoming Department for Transport Local Transport Plan guidance. A significant amount of public consultation has already been undertaken on the supporting suite of strategies used to develop the LTP. It is therefore considered that the level of consultation proposed is appropriate. It will provide the opportunity to shape and influence the final LTP, whilst also ensuring that a final document can be delivered by March 2025, in line with the conditions of the Devolution Deal.

Alternative LTP 4 proposal – An alternative LTP 4, with a different vision and set of

objectives, could be developed and recommended for consultation. However, the proposed draft LTP 4 has been developed to be in close alignment with existing and emerging local, regional and national policy and strategy. To propose a significantly different vision for Devon’s transport strategy would risk adopting a disjointed approach to transport investment for the county. Timescales for the final delivery of an updated Local Transport Plan will be significantly impacted and would not meet the March 2025 requirement of the Devolution deal. A public consultation on the draft proposals presents an opportunity to listen to the views of stakeholders and ensure that a final LTP 4 recommended for adoption has been shaped by considered feedback.

4. People affected, diversity profile and analysis of needs

Devon is a large county with varied landscapes, townscapes and demographics. The population is spread between busy urban hubs, historic market towns, picturesque seaside villages and across wild and ancient national parks. This diversity means that transport patterns, needs, and infrastructure are not uniform across the county. The Local Transport Plan 4 identifies four place types:

- Exeter – the largest settlement in Devon;
- Torbay – a densely populated coastal area encompassing Torquay, Paignton, Brixham and surrounding villages.
- Growth Areas – key towns and areas experiencing significant growth as indicated by their local plan housing and employment allocation;
- Rural Devon and Market and Coastal Towns – The remote and sparsely populated parts of the county and the key towns providing key services and transport connections.

As a result, some of the following diversity statistics are broken down into these groups with comparisons to Devon as a whole (excluding Torbay), the South West and England.

Population

Table 1 shows how Devon’s population is spread across its different place types. As shown, the population is split between urban (51%) and rural (49%), with Exeter accounting for 16% of Devon’s population as a whole.

| Place Type | Population | Percentage |
|-----------------------------|----------------|-------------|
| Exeter | 126,156 | 16% |
| Growth Areas | 149,076 | 18% |
| Market/Coastal Towns | 141,890 | 17% |
| Rural | 394,473 | 49% |
| Devon | 811,595 | 100% |

Table 1: Population by place (Census, 2021)

This brings challenges as rural and urban areas have different needs and face different challenges and opportunities when it comes to transport.

Age and Sex

Devon’s age structure is shown in Figure 1. Children under 15 make up 16% of the population, people between 16-64 make up 58% of the population and over 65’s account for 26% of Devon’s population. Compared to national figures, Devon has an older population (overall in England, over 65’s make up 19% of the population, and people under 15 years old make up 17% of the population).

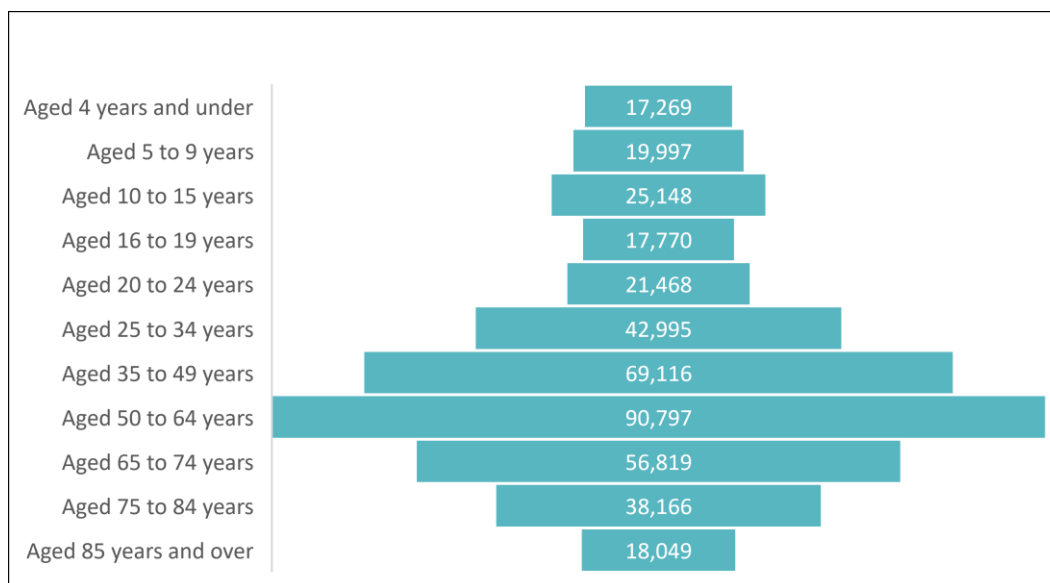


Figure 1: Population Age Structure (Census, 2021)

A larger older population brings challenges to providing an inclusive and accessible transport system, particularly in the context of a rural county.

In 2021, 51% of Devon’s population identified as females and 49% identified as male. This is in line with the rest of the South West and England as a whole.

Ethnicity

Devon’s population predominately identify as White, with Exeter being the most diverse of all the place types in the county, however it is less diverse than England as a whole. As illustrated in Table 2, Devon’s population is less ethnically diverse than the South West and England as a whole.

| Place Type | Ethnicity | | | | |
|------------|-------------------------------------|---|---------------------------------|-------|--------------------|
| | Asian, Asian British or Asian Welsh | Black, Black British, Black Welsh, Caribbean or African | Mixed or Multiple ethnic groups | White | Other ethnic group |

| | | | | | |
|-----------------------------|-------------|-------------|-------------|--------------|-------------|
| Exeter | 5% | 1% | 3% | 90% | 1% |
| Growth Areas | 1% | 0% | 1% | 97% | 0% |
| Market/Coastal Towns | 1% | 0% | 1% | 97% | 0% |
| Rural | 1% | 0% | 1% | 98% | 0% |
| Devon Wide | 1.5% | 0.3% | 1.4% | 96.4% | 0.5% |
| South West | 3% | 1% | 2% | 93% | 1% |
| England | 10% | 4% | 3% | 81% | 2% |

Table 2: Ethnicity Structure by Place Type (Census, 2021)

Health and Disability

Compared to England as a whole, Devon’s districts exhibit a higher proportion of the population in the ‘Very Good Health’ category. South Hams has the largest percentage of population considered in ‘Very Good Health’ (53.4%) with East Devon in second (50.9%).

All districts have a lower percentage of people in ‘Very Bad Health’ than the national average, apart from Exeter which equals England’s 1.2%. However, Mid-Devon was cited as one of the only 5 local authorities that observed an increase in the proportion of people reporting very bad health between 2011 and 2021 (Office for National Statistics, 2023)¹.

| District | Health Status | | | | |
|--------------------|-------------------------|--------------------|--------------------|-------------------|------------------------|
| | Very Good Health | Good Health | Fair Health | Bad Health | Very Bad Health |
| East Devon | 50.9% | 33.8% | 11.3% | 3.2% | 0.8% |
| Exeter | 48.8% | 33.5% | 12.6% | 4.0% | 1.2% |
| Mid Devon | 48.9% | 34.5% | 12.2% | 3.4% | 1.0% |
| North Devon | 49.7% | 33.0% | 12.4% | 3.9% | 1.1% |
| South Hams | 53.4% | 31.4% | 10.8% | 3.3% | 1.0% |
| Teignbridge | 49.1% | 33.9% | 12.3% | 3.7% | 1.0% |
| Torrige | 48.0% | 33.7% | 13.2% | 4.1% | 1.1% |
| West Devon | 49.6% | 33.4% | 12.4% | 3.6% | 1.0% |
| England | 47.5% | 34.2% | 13.0% | 4.1% | 1.2% |

Table 3: Age-Standardised General Health by District (Census, 2021)

On average Devon has similar levels of people with disabilities to England as a whole. East Devon and South Hams have the largest percentages of the population that are not considered disabled under the Equality Act (82.9%). Torrige has the largest proportion of population whose disability ‘limits day-to-day activities a lot’ (7.8%).

| District | Disability | | |
|-------------------|--|---|---------------------|
| | Disabled – activities limited a lot | Disabled – activities limited a little | Not Disabled |
| East Devon | 6.3% | 10.8% | 82.9% |

¹ [General health, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

| | | | |
|--------------------|------------------------|-------|--------------|
| Exeter | 7.3% | 11.6% | 81.1% |
| Mid Devon | 6.6% | 10.9% | 82.4% |
| North Devon | 7.2% | 10.9% | 81.9% |
| South Hams | 6.7% | 10.4% | 82.9% |
| Teignbridge | 7.2% | 11.4% | 81.4% |
| Torridge | 7.8% | 11.4% | 80.7% |
| West Devon | 7.3% | 11.6% | 81.1% |
| England | Combined: 17.8% | | 82.2% |

Table 4: Age-Standardised Disability by District (Census, 2021)

Socio-economic

There are multiple dimensions of deprivation including education, employment, health and housing. Table 5 summarises Devon's deprivation by place type. As a whole, Devon is slightly less deprived than the national average. Exeter and Rural areas experience less deprivation than growth and market/coastal town areas.

| Place Type | Deprivation | | | | |
|-----------------------------|-------------|---------------|----------------|------------------|-----------------|
| | None | One Dimension | Two Dimensions | Three Dimensions | Four Dimensions |
| Exeter | 50% | 33% | 13% | 3% | 0% |
| Growth Areas | 47% | 35% | 14% | 3% | 0% |
| Market/Coastal Towns | 47% | 36% | 14% | 3% | 0% |
| Rural | 52% | 35% | 12% | 2% | 0% |
| Devon Wide | 50% | 35% | 13% | 3% | 0% |
| South West | 50% | 34% | 13% | 3% | 0% |
| England | 48% | 33% | 14% | 4% | 0% |

Table 5: Household Deprivation by Place Type (Census, 2021)

5. Stakeholders, their interest and potential impacts

As the document will identify interventions and changes to transport in Devon, many organisations and individuals based in Devon are likely to be impacted by the Local Transport Plan to a greater or lesser degree.

Political stakeholders include;

- District, borough, town, and parish councils: the lower-tier authorities within the county which oversee areas where interventions may be implemented and whose residents may be impacted by changes to transport in Devon.
- Members of Parliament: whose constituents stand to be impacted by interventions and policies outlined in the document.

- Neighbouring local authorities: Devon borders five other local authorities whose residents may frequently travel to and from Devon.

The options available to Devon's residents to travel from home will be impacted by the interventions detailed in LTP4. The specific details of how this might change will be dependent on what place type they live in. The LTP overall aims to provide more transport choices and improve accessibility across the county while also contributing to supporting carbon reduction goals.

Many of Devon's businesses and other major employers could potentially be impacted by interventions and policies outlined in the document. For instance, their sites may become more or less accessible for employees and customers, or journey times and costs could change for business trips. This is similar for staff and students at academic institutions. An increase in affordable, quicker, and more sustainable transport links will improve accessibility for sites stimulating economic and academic growth.

Transport operators are also likely to be impacted including train operating companies (Great Western Railway, South Western Rail, and Cross Country), bus operators (principally Stagecoach South West, in addition to numerous smaller operators), taxi companies, and providers of shared mobility services. As the transport plan aims to encourage modal shift away from the private car to more sustainable modes, including public and shared transport, these operators would broadly be expected to benefit from the proposals, and may deliver certain measures in partnership with Devon County Council.

The transport plan will also be of interest to user and campaign groups, including those relating to transport and environment. As the plan aims to prioritise public and active modes of transport, and decarbonise transport networks, it is considered to be broadly in line with the goals of many of these groups, although it is possible some may feel the plan does not aim far enough in certain aspects. Living Options Devon, who represent disabled people, would have an interest in ensuring infrastructure is accessible as possible.

6. Additional relevant research used to inform this assessment

- LTP4 Visions and Objectives Document
- LTP4 Evidence Base Document
- LTP4 Consultation and Engagement Strategy Document
- Census 2021 data
- National Travel Survey data
- Devon Carbon Plan
- Devon LCWIPs (Exeter, Heart of Teignbridge, Barnstaple with Bideford and Northam)
- Devon EV Charging Strategy

- Bus Service Improvement Plan
- Peninsula Transport Strategies

7. Description of consultation process and outcomes

Review of Existing Transport Consultations

In recent years, a range of consultations have been held to gather feedback on transport schemes and policies in Devon, including those set out below. The findings and key themes to emerge from these consultations have been incorporated in the production of LTP 4.

- The Devon Carbon Plan
 - Call for Evidence – Autumn 2019
 - Public Consultation on Interim Plan – December 2020
 - Citizen’s Assembly – Summer 2021
- Exeter Transport Strategy – January 2019
- Local Cycling and Walking Infrastructure Plans
 - Heart of Teignbridge – September 2021
 - Barnstaple with Bideford and Northam – September 2022
 - Exeter – February 2023
- Devon Electric Vehicle Charging Strategy – November 2022

LTP Workshop (October 2022)

An interactive in-person workshop was held with the Devon County Council Transport Planning and Road Safety Team. The purpose of which was to ascertain the key schemes and policies currently being developed by the Transport Planning team, and to understand what they considered the main issues and opportunities for transport in Devon in the present and coming years. The issues and opportunities highlighted in the workshop were used to inform the production of the Vision document and influence the prioritisation of the interventions in the final LTP strategy document.

Vision and Objectives Consultation (June/July 2023)

Stakeholder consultation was undertaken on the draft LTP 4 vision and objectives. A total of 53 stakeholders attended eight online engagement sessions. Stakeholders included Local Members, County and District Officers, as well as key external partners from across the transport sector. Sessions introduced the Local Transport Plan’s purpose and development, the role of local, regional and national policy, the four proposal place types as well as draft vision and objective statements. Feedback received in the sessions was

recorded and stakeholders also had the opportunity to provide written feedback by online questionnaire. This feedback was used to further shape the draft LTP 4 Vision and Objectives document.

Issues and Actions Consultation (August / September 2023)

Following the vision and objectives consultation, the same group of stakeholders as well as an additional selection of key transport stakeholders were invited to feedback their perspective of the top issues facing transport in Devon, and the key priorities for transport interventions across each of the place types. This feedback was collected using an online questionnaire and through email responses.

Public Consultation (October 2024 – November 2024)

A public consultation will take place from 1 October 2024. As well as presenting the LTP 4 draft to Local Members and other internal and external stakeholders, this consultation period will enable residents, businesses, and other public stakeholders an opportunity to input into the plan's content.

An outline of the proposed public consultation is set out below:

- **Dates and Duration** – 8.5 weeks from 1st October 2024 to 30th November 2024.
- **Consultation Materials** – Draft LTP 4 document and an easy digest summary document. The Strategic Environmental Assessment of the LTP will also be consulted on and available for comment. An engaging, captioned summary video about the LTP will be produced and made available on the project Have Your Say Page.
- **Information in Libraries** – As well as being available online, the consultation materials will be sent to all 50 libraries in Devon. This will include copies of the summary document and questionnaire to take away, as well as the full LTP 4 document and Strategic Environmental Assessment which will remain in situ at the venues. A poster advertising the consultation and the availability of materials will also be displayed in the libraries. Additional materials will be provided to the libraries during the consultation period if demand for these exceed the original supply.
- **Online Webinars** – Online webinars will be hosted for internal and external stakeholders, the Parliamentary Candidates Group and the general public. Registration for these events will be online on the Have Your Say page.
- **Feedback** – The consultation will be hosted on Devon County Council's Have Your Say website. Respondents will be able to feedback their views via an online questionnaire and paper questionnaires available at libraries across Devon.

Respondents will also be able to feedback their views and access materials via email, post and phone.

- **Notification** – Email notification regarding the opening of the consultation period will be sent to internal stakeholders, external stakeholders, transport operators and seldom-heard groups.
- **Advertising** – Press releases, Devon County Council social media posts, paid targeted social media adverts, library displays.

Background information

8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a 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 across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. 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.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation, empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.
- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

All residents by geographic area

Residents and commuters in Devon who are predominately reliant on less sustainable modes (such as private vehicles) to travel to and around Devon may experience some inconvenience. For instance, there may be some interventions that involve re-allocation of road space in favour of active travel and public transport in line with the Local Transport Plan's objective of shifting to more sustainable modes and promoting well-integrated, inclusive and reliable transport options. However, these consequences are considered to be reasonable, as encouraging modal shift away from the private car to sustainable transport modes to achieve aims of reducing carbon emissions, improving public health and the environment, necessitates measures which decrease the attractiveness of unsustainable modes relative to more sustainable modes.

Furthermore, the Local Transport Plan recognises the importance of protecting Devon's highway network in certain locations to support essential business travel, and maintain efficient public transport corridors, as well as keep more isolated parts of the county connected. Optimising and maintaining the existing road network will continue to support residents who have limited transport options and thus are reliant on the private car.

All residents stand to gain from the enhanced travel choices, improved health and activity levels, improved road safety, and more efficient transport networks that the interventions set out in the LTP4 will help deliver. It is hoped this will enable and encourage more people to access opportunities available in and around Devon, including employment, education, and community building. Particularly among people without access to a car, thus advancing equality of opportunity and encouraging better participation in society.

In addition to direct impacts on transport users, some interventions would be expected to make the environment more pleasant for all users such as reducing traffic and pollution, improving opportunities for interaction creating a better sense of community and improving physical and mental wellbeing.

Due to the high reliance on grant funding for interventions, it is likely successful bids will be skewed towards urban areas. As a result, Exeter and Growth Areas, may receive more attention than rural areas. The Local Transport Plan 4 will attempt to address this investment inequality in line with its objective of promoting well-integrated, inclusive, and reliable transport options for all residents and visitors in both rural and urban communities.

The potential impact on all users will be considered further when detailed designs are developed for individual proposals. This will include consideration of negative impacts and mitigation.

Age

Public transport and active travel are accessible to all ages. The LTP's objective of moving away from less sustainable modes in favour of more sustainable modes, will support age groups that are less likely to have access to their own private vehicle, such as under 17s who cannot access the private car without relying on someone else with a driver's licence, thus empowering young people and giving them more opportunities. The 2022 National Travel Survey² revealed that 49.5% of trips made by under 17 year olds were as car/van passengers. 17 to 20 and 70 and over year olds had the second and third highest proportion of trips taken as passengers. 40 – 59 year olds had the highest proportion of trips made as a car/van driver and therefore may be disproportionately impacted by interventions that encourage modal shift to sustainable modes of transport.

Under 17s made the largest proportion of trips by walking (39.8%) and 40-59 made the highest proportion of trips by pedal cycle (2.5%) compared to other age groups, as a result these age groups may disproportionately benefit from interventions that promote and improve active travel (walking and cycling).

Under 30 and 70 and over age groups make the highest proportion of trips by bus (non-London) compared to other age groups. Particularly 17-20 year olds who make 10.4% of trips by non-London bus. Therefore, they may disproportionately benefit from interventions that improve bus services. Similarly, 17-20 year olds also make a higher proportion of trips by train than other groups at 4.1% whereas under 17s and 70 and over year olds make the smallest (0.8% and 0.4%). This may be an indicator that rail transport requires increased accessibility for these groups.

Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

People with mobility impairments (including pregnant people) and certain illnesses may have greater difficulty walking long distances or cycling, and people who are not comfortable on public transport, may be more reliant on private cars than others. Therefore, these groups may be more impacted by reductions in the convenience of private car usage in favour of more sustainable modes.

People with disabilities may be more reliant on being passengers in private vehicles to travel and therefore are reliant on another person to drive them. The National Travel Survey 2022³ found that individuals (over 16 years old) who declared themselves to have mobility difficulties, made 20.9% of their trips as a car passenger, compared to 12.1% for individuals (over 16 years old) with no mobility issues. Improving the accessibility of alternative options for people with disabilities (including visual impairments and mobility difficulties), will enable individuals to be more independent and empowered due to not

² National Travel Survey Table NTS0601a: Average number of trips by sex, age and main mode (trips per person per year)

³ National Travel Survey Table NTS0709a: Average number of trips by mobility status and main mode, aged 16 and over (trips per person per year).

having to rely on another person. As a result, interventions that promote and improve accessibility and enhancement of public transport services may disproportionately benefit people with disabilities. Indeed, in 2022, people with mobility difficulties (over 16 years olds) made 5.1% of trips by bus, compared to 2.6% for people without mobility difficulties (over 16 years old).

Interventions that slow, reduce or remove vehicular traffic on certain roads may particularly benefit people with certain sensory disabilities (e.g. vision or hearing impairments), who may be less able to sense the approach of motor vehicles. Thus, these interventions may enhance the safety of these individuals, encouraging them to participate more fully in activities and opportunities nearby.

Interventions that create quieter, safer, and less polluted environments may also benefit people with anxiety, other mental health issues, or learning difficulties, who may feel calmer in quieter and safer environments, as well as people with certain illnesses, who may be more sensitive to air pollution, thus encouraging greater participation in their community.

Signage and communication are other important aspects of transport, to ensure people with disabilities that impact their communication can access key information in a way that suits their needs.

Groups representing people with disabilities will be engaged during consultation when developing specific scheme proposals, to identify any potential impacts on people with disabilities and enable them to be mitigated as far as practicable.

Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

All residents stand to gain from achieving the vision and objectives of the Local Transport Plan 4. However, it is appreciated that some groups such as members of minority ethnic and/or religious groups may avoid certain travel modes, travelling at certain times or to certain locations for safety purposes. Therefore, it is important that the transport options promoted by the LTP4 are safe and welcoming for all members of society.

The National Travel Survey (5 year average between 2015-2019)⁴ highlighted that people from White ethnic groups make the largest proportion of trips by car/van compared to other ethnic groups (63% combined driver and passenger). In comparison, people from black ethnic groups make the smallest proportion of trips by car/van (40% combined driver and passenger). People from mixed ethnic backgrounds are least likely to be driving (19% trips as a car/van driver and 28% as a car/van passenger). Therefore, people from ethnic minority groups may disproportionately benefit from interventions discouraging the use of

⁴ [Travel - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://www.service.gov.uk/ethnicity-facts-figures)

the private car in favour of sustainable transport modes. This should enable them to better meet their needs and participate more fully in society, advancing equality.

Black people make the largest proportion of trips by bus (non-London) and train compared to other ethnic groups at 7% and 5% respectively. As a result, interventions that promote and improve public transport may disproportionately benefit this ethnic group. Similarly, when compared to other ethnic groups, people from mixed ethnic backgrounds make a higher proportion of trips by walking (35%) and White people make more trips by bicycle (2%), thus active travel interventions may disproportionately benefit these groups.

Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

All residents stand to gain from achieving the vision and objectives of the Local Transport Plan 4. However, it is appreciated that some groups such as women or transgender individuals may avoid certain travel modes, travelling at certain times or to certain locations for safety purposes. Therefore, it is important that transport options promoted by the LTP4 are safe and welcoming for all members of society.

The 2022 National Travel Survey⁵ revealed that males make a higher proportion of trip by pedal cycle than females at 2.7% compared to 0.9%. Thus, cycle improvements may disproportionately benefit males. In contrast, females make a larger proportion of trips by bus (non-London) than males (3.1% and 2.3%). However, improvements are likely to encourage all gender identities to travel more by bicycle or by bus.

Males and females make a similar number of trips by private car/van however males are more frequently drivers, and females are more frequently passengers.

Sexual orientation, and marriage/civil partnership if work related

All residents stand to gain from achieving the vision and objectives of the Local Transport Plan 4. However, it is appreciated that some groups such as the LGBTQ+ community may avoid certain travel modes, travelling at certain times or to certain locations for safety purposes. Therefore, it is important that transport options promoted by the LTP4 are safe and welcoming for all members of society.

Other relevant socio-economic factors and intersectionality

This includes, where relevant: income, housing, education and skills, language and literacy skills, family background (size/single people/lone parents), sub-cultures, rural isolation, access to services and transport, access to ICT/Broadband, children in care and care

⁵ National Travel Survey Table NTS0601a: Average number of trips by sex, age and main mode (trips per person per year)

experienced people, social connectivity and refugee status/no recourse to public funds. Also consider intersectionality with other characteristics.

Individuals in higher income households tend to make a larger proportion of trips by car compared to lower income households. Individuals in the highest household income quintile make 58.4% of trips by car (as passenger or driver), compared to 44.9% in the lowest household income quintile⁶. This is likely due to the ability of higher income households to maintain ownership of a car or multiple, as well as maintenance and fuel/electricity costs that are associated with using your vehicle more. Thus, interventions that support private car alternatives may benefit lower income households more than higher income households.

Higher costs may also impact train usage. Households in the lowest two income quintiles make 1.6% (lowest) and 1.0% (second lowest) of their trips by train, compared to the highest quintile who make 2.6% of their trips by train. Lower cost transport modes such as walking and bus travel make up a greater proportion of trips for individuals in lower household income quintiles compared to higher household income groups.

Other socio-economic factors that may impact travel behaviour include family size. Families with multiple children may avoid certain modes such as rail due to the added cost of extra rail tickets or cycling due to the added cost of purchasing more bicycles. Private car transport may be perceived as safer and more convenient for transporting multiple dependents, especially young children.

Furthermore, Devon residents who live and/or work in more rural areas may have less access to sustainable modes of transport as public transport links and active travel infrastructure tend to be concentrated more in urban areas. As a result, they may be more reliant on private cars.

9. Human rights considerations:

We 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).

⁶ National Travel Survey Table NTS0705a: Average number of trips by household income quintile and main mode (trips per person per year)

Interventions proposed under the Local Transport Plan may remove barriers to travelling in order to exercise certain human rights, such as travelling to a workplace to exercise the right to work (as outlined in Article 23 of the Universal Declaration of Human Rights, UDHR) or travelling to an event to exercise the right to freely participate in the cultural life of the community (Article 27, UDHR).

Contractors delivering schemes included in the Local Transport Plan will be expected to comply with all relevant legislation with human rights implications, such as the Modern Slavery Act 2015.

10. 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 11, otherwise complete the environmental analysis information below):

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

11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Impact on knowledge and skills

Opportunities for people to access education and training will be enhanced by providing greater accessibility and choice of transport options to educational campuses, providing more opportunities and unlocking more potential, thus increasing knowledge and skills within Devon.

Greater innovation and technological advancements are encouraged by the plan, including sharing data, and working with private sector partners to help develop innovative solutions in the county. As well as dynamic testing and trialling of new schemes, all of which should help support development of skills and knowledge in the transport sector.

Impact on employment levels

Opportunities for people to access employment will be enhanced by measures proposed under the plan, increasing levels of employment within Devon.

Supporting partners and innovators in developing new solutions to decarbonising transport may help support new jobs in emerging transport innovations.

Measures to promote public transport as part of modal shift towards more sustainable modes, may increase the profitability of public transport services and facilitate service enhancements, enabling or requiring public transport operators to recruit additional staff, or retain existing staff.

The decarbonisation of the county will also help support health and wellbeing improvements meaning more Devon residents are fit for work improving their employability and ability to provide for themselves.

A more accessible transport network with more transport choices will open up new job opportunities for residents of Devon as they may be able to attend job interviews and commute to destinations they were not able to easily before.

Impact on local business

Businesses may be faced with initial costs of transferring to alternative energy sources for their fleet vehicles or properties, however research suggests in the middle-to-long term these costs are paid back with savings along with other benefits of more sustainable fuels.

The re-allocation of road space in favour of sustainable modes may increase journey times by car or goods vehicle, potentially increasing costs associated with employer's business trips. Although evidence suggests reduction of vehicles dominance will typically have an overall positive impact, the impacts for individual businesses will vary and consultation on scheme specifics will help to mitigate against potential negative impacts for some businesses.

Improving the accessibility of Devon by modes other than the private car may enable people reliant on active or public transport to more easily access local businesses. Improved transport typically increases access to labour pool, supporting improved productivity.

Public realm enhancements may help encourage longer dwells in economic areas and facilitates additional ancillary street cafes/trading space, supporting vibrancy and increasing spending in local businesses.

Supporting people developing solutions to decarbonising transport may create opportunities for innovative local businesses.

Measures to promote alternatives to private car and support public transport may increase the viability of smaller local operators, enabling them to continue or expand their operations, and thus generating additional business for their supply chains.

Improvements in technology and digital connectivity in the county may create more opportunities for digital or hybrid working arrangements unlocking new job opportunities for potential employees, and giving employers access to a wider labour pool.

A healthier workforce supported by active travel uptake, and improved air quality may generate a larger and more productive labour pool to support businesses in Devon.

Appendix

Figure 1: Population Age Structure in Tabular Form

| Age Group | No. |
|------------------------|------------|
| Aged 4 years and under | 17,269 |
| Aged 5 to 9 years | 19,997 |
| Ages 10 to 15 years | 25,148 |
| Aged 16 to 19 years | 17,770 |
| Aged 20 to 24 years | 21,468 |
| Aged 25 to 34 years | 42,995 |
| Aged 35 to 49 years | 69,116 |
| Aged 50 to 64 years | 90,797 |
| Aged 65 to 74 years | 56,819 |
| Aged 75 to 84 years | 38,166 |
| Aged 85 years and over | 18,049 |