

Rapid Health Impact Assessment:

Devon and Torbay Draft Local Transport Plan 4

1. Background

Transport is a key aspect of our built and natural environment. From a public health perspective, it has potential to greatly influence population health, in many ways - both positive and negative.

This document summarises our assessment of the potential impacts of the draft Local Transport Plan 4 (LTP4) on the health and wellbeing of the populations of Devon and Torbay. It considers a range of health impacts and identifies population groups that require specific consideration. It is a rapid 'Health Impact Assessment' (HIA), produced in a very short timeframe, that draws on existing guidance and best practice. A fuller, more detailed HIA can be conducted with a range of stakeholders when the draft LTP4 is produced for public consultation. Please see contact details at the end of the document if you would like further information.

Appendix A outlines our suggestions for integrating the key ways that transport systems can positively impact health into the specific wording of the draft LTP4 vision and objectives.

Local authorities and the NHS in Devon and Torbay face significant challenges in meeting the needs of an ageing and growing population. There are complex patterns of urban, rural, and coastal deprivation and many associated challenges with accessing quality housing, amenities, services and employment. Giving children the best start in life is influenced by the conditions in which they live enabling healthy and active lifestyles. Similarly, aging does not necessarily mean prolonged poor health if the conditions people live in allow for a fulfilling and healthy life. This is why equitable approaches to promoting population health are needed.

All of Devon's population will increasingly be affected by the significant risk to health and wellbeing arising from climate change. Crucially, transport systems can support people's health and wellbeing, promote sustainable and inclusive economies, and reduce our impact on climate change.

The Integrated Care Board has co-designed a health [strategy](#) between NHS Devon and local authorities. The strategy works towards wider prevention activities. This includes work around cardiovascular disease and diabetes risks – both of which can be reduced by being more active through active travel and through reduced exposure to transport emissions and air pollution.

2. Transport related determinants of health

In conducting a rapid assessment of the potential health impacts of the draft LTP4, the following issues have been given specific consideration. The list of health determinants identified here is not exhaustive but represents key issues that would aid the consideration of public health within the draft LTP4.

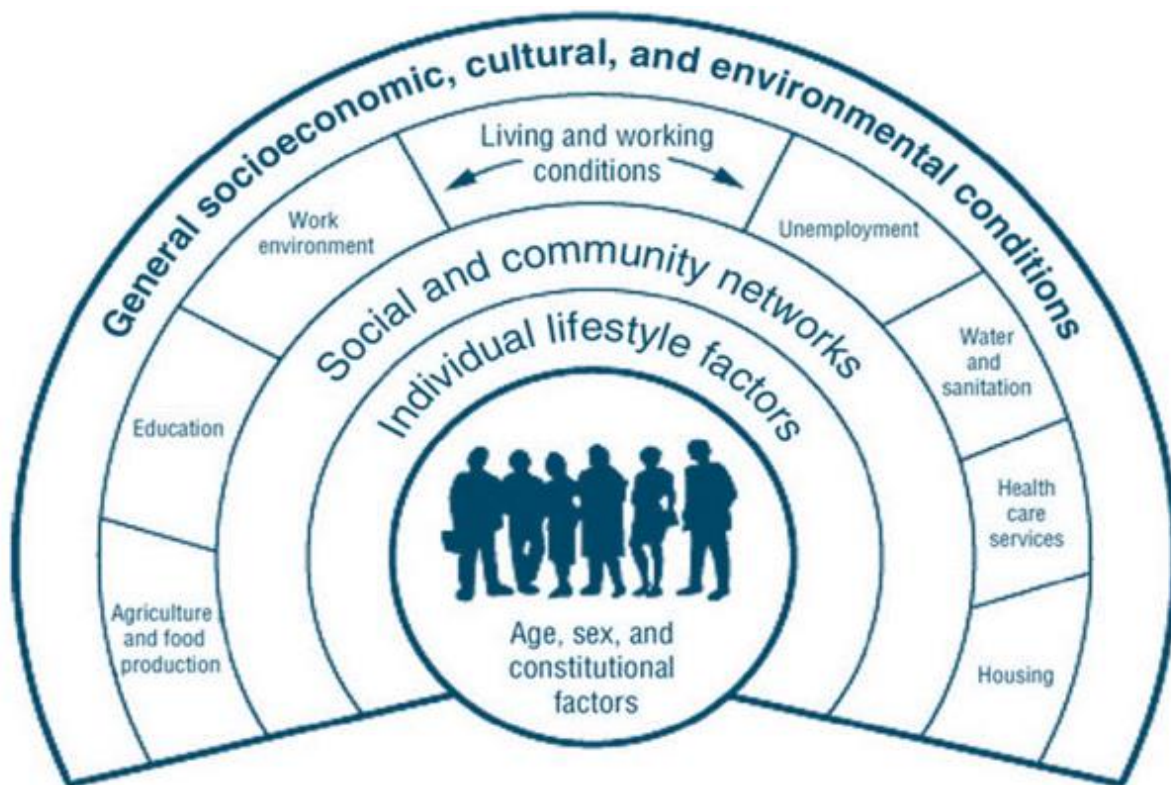
Health determinant	Definition/additional clarification
Air Quality	Motorised transport is a primary cause of poor air quality, with no safe limit. Reducing vehicle emissions is essential to protect public health.
Noise	Chronic noise can contribute to a range of health issues including mental health problems and cardiovascular disease.
Physical Activity	Active travel, including walking, wheeling and cycling, can increase physical activity as part of daily life and improve both physical and mental health.
Economy and employment	Explicitly considers impacts on poverty, social mobility, access to job opportunities and inequalities.
Transport network safety	Reducing severity of road traffic collisions, preventing slips/trips and falls through being more active, and promoting personal safety through safer transport environments.
Access and accessibility to public transport	Providing equitable access to public transport from door to destination.
Access and accessibility to services and amenities	Health and social care, leisure centres, libraries, community centres, supermarkets, safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments.
Affordability of transport	Affordability of transport is essential to enable access to inclusive and sustainable travel for all.
Connections between and within communities and severance	To consider the impact and benefits of connecting communities, including reducing social isolation, via transport and digital infrastructure.
Community involvement in transport planning and design	<p>The Public Sector Equality Duty (PSED) requires elimination of discrimination, which can be addressed through the duty to consult representatives of a wide range of local persons.</p> <p>Schemes which are delivered that are well informed by communities at policy and project delivery level, using a wide range of engagement methods, including collaboration, are likely to be more successful in achieving good quality outcomes. Public participation can also contribute to wider community wellbeing through increasing a sense of belonging, purpose and influence.</p>

3. Key concepts connecting transport to health

What is 'Public Health'?

'the science and art of preventing disease, prolonging life and promoting human health through organized efforts and informed choices of society, organizations, public and private, communities and individuals' (Acheson, 1988)

Most of our health is supported outside of healthcare services and is largely determined by the conditions in which we live and work. Ensuring communities have access to good quality education, housing, employment and other amenities, through well planned transport connections, supports health and wellbeing. Transport can also positively impact health through helping people travel actively as a natural part of their daily lives, and through making improvements to air quality and reducing noise. We have considered the impact of the LTP4 on creating the conditions for people to lead healthy lives.



Source: Dahlgren and Whitehead (1991)

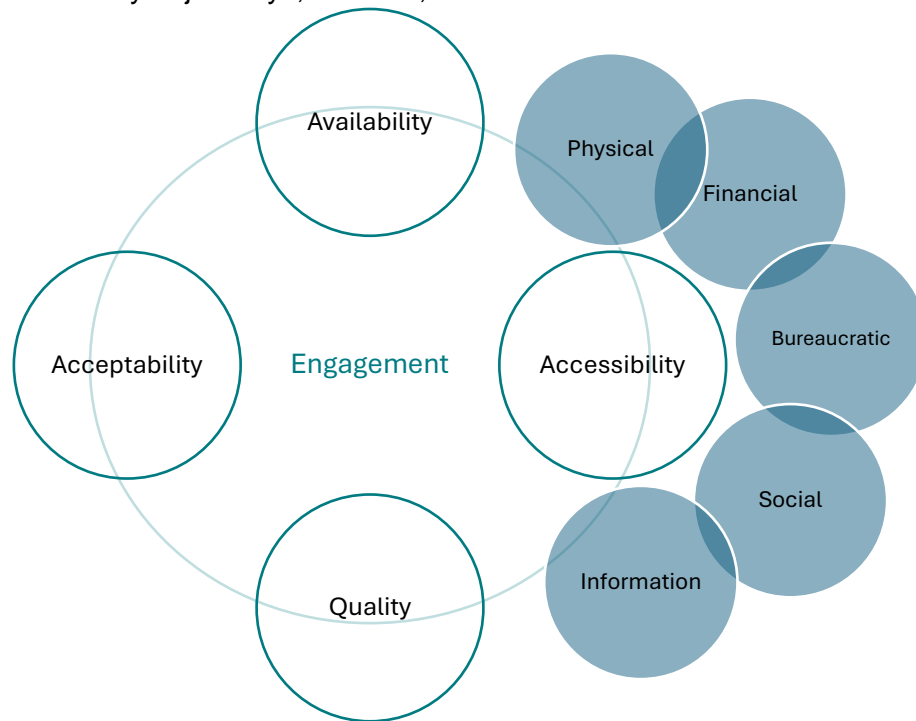
The 'Availability, Accessibility, Acceptance, Quality' (AAAQ) framework, outlined below, may be helpful in considering issues of equity in the transport system, as well as clarifying the meaning of terms such as 'accessibility' and 'mobility' from a health perspective, acknowledging that these terms may have a different meaning in transport planning.

Availability refers to the availability of transport services or transport options and a range of services and amenities including employment, health services, education and green spaces.

Accessibility refers to whether transport options are accessible to everyone, given specific needs, and enable people to access amenities. Accessibility is influenced by physical, economic, informational, bureaucratic, and social factors.

Acceptability covers a range of issues, including passenger safety, willingness and knowledge to travel by different means.

Quality relates to reliability of journeys, vehicles, and other factors.



4. Summary of the Rapid HIA

The narrative summary, below, outlines our assessment of the strengths of the draft LTP4 in relation to each of the health determinants outlined on page 1, as well as the opportunities for strengthening the plan further.

4.1 Air Quality

Strengths:

The draft LTP4 contains several aspects that are likely to result in net health and wellbeing benefits through improved air quality. These benefits are derived from the varied proposals to achieve a reduction in emissions from motorised transport.

The gradual electrification of vehicles, with a particular focus on electric public transport as well as electric vehicle (EV) charging strategies, is likely to provide a significant benefit to air quality, overall, over the course of this LTP4.

The focus on increasing active travel through investment in the networks, prioritised through locally targeted [Local Cycling and Walking Infrastructure Plans](#) (LCWIPs), should make active travel more accessible and desirable as a journey option. The impact on air quality will depend upon the amount of modal shift that will occur away from motorised transport. It is positive to see reference in the LTP4 to routes that form travel corridors (to employment, schools, town centres, between settlements, etc.).

Opportunities:

The time period covering the forthcoming LTP4 is likely to see major shifts in new technology, including through the electrification of private vehicles and public transport, the uptake of other alternative fuels as well as increases in automated vehicles. Steps could be taken within the LTP4 to ensure that the opportunity for uptake of new technologies which can benefit air quality are made as equitable, as far as possible, between communities. For instance, new technologies may see increased uptake among more affluent communities with investment in associated infrastructure following the market demand and therefore the benefits may be received to a lesser degree in more deprived areas. Moreover, it is generally the case that more deprived areas tend to experience worsened air quality compared to less deprived areas, therefore targeting measures where possible to affect deprived areas would improve equity of access and provide greater population health benefits.

Certain alternative fuels have the potential to worsen air quality if mitigations are not taken. Considering the environmental impacts of the use and production of fuel should include air quality impacts alongside carbon emissions.

In the case of Exeter, the plans to increase off-peak car travel have the potential to worsen air quality at these times within the town centre. As no evidence was presented to suggest that increases in off-peak car travel are likely to reduce the quantity of peak-time car travel we felt this policy may worsen air quality overall and should be considered in this light.

4.2 Noise

Strengths:

The effect of noise from transport on health and wellbeing is highlighted. This is welcomed as the impact that noise can have on health is not always widely recognised. Measures included in the draft LTP4 such as reducing vehicle speeds, traffic volumes, and engine types (EV cars and buses) all contribute to reducing noise.

Opportunities:

People's different needs should be considered. For instance, children, older people and those with long-term conditions and disabilities may be more affected by noise. Noise levels may be higher in less affluent areas and in homes that are poorly insulated. Although this is not explicit in the draft LTP4 it is our hope that the LTP4 mitigations will address sources of transport noise.

Local Development Plans and other programmes could consider measures to reduce noise, such as the location of parking (for cycles and cars), increasing EV charging points and sympathetic planting (screening with certain plants can shield people from noise and particulates).

Whilst decarbonising vehicles and modal shift to active travel should both reduce noise in the long term, the impact of noise during construction of infrastructure should also be minimised. The impact of road surfaces on noise should also be considered.

It would be useful to understand the differential uptake of EVs in communities across Devon. This could help with advocating for and designing integrated transport solutions for those who cannot afford to switch to an EV but still need access to one (e.g. EVs included within car clubs or concessionary passes for EV buses).

4.3 Physical Activity

Strengths:

The draft LTP4 vision sets out to support the health and wellbeing of everyone. The contribution that active travel can make to people's physical and mental health, and in delivering the [Devon Carbon Plan](#), is recognised. The plan notes the different challenges faced by urban, rural, and coastal communities.

The draft LTP4 draws on existing LCWIPs including integration of these with other modes of travel to provide well integrated and inclusive transport options. In doing so, priorities are identified for walking and cycling infrastructure, alongside measures such as: lowering road speeds; enhancing the urban and rural environment (e.g., green lanes); improving access to cycles and city-wide cycle hire schemes and cycle storage, and support to encourage sustainable travel choices through travel planning programmes for employers, schools, and residents.

Opportunities:

Planned actions to increase off-peak car travel (by reducing off-peak parking charges) may reduce active travel. Similarly enhancing parking facilities in rural villages and local towns could

reduce active travel overall. However, if parking enhancements are specifically for those with disabilities, this may increase both their access to services and amenities and levels of physical activity.

Wheeling is an important part of active travel and needs to be included within consideration of active travel plans. Whilst wheeling is mentioned in some parts of the draft LTP4 it is not in all relevant sections. For instance, wheeling is an important aspect of active travel in Torbay, including within the ageing population, but is not mentioned.

Firmer links to wider, whole system engagement – including community engagement and codesign - is needed to ensure that infrastructure and non-infrastructure measures go 'hand-in-glove' and are developed with insights from, and involvement of, a wide range of stakeholders (e.g. opportunity to link delivery with wider system approaches such as [Torbay On The Move](#)).

See comment in Appendix A regarding the need for priority focus on supporting active travel as a part of everyday life rather than an occasional leisure activity.

4.4 Economy and employment

Strengths:

The importance of transport in enabling people to access employment and in underpinning a thriving local economy is recognised in the draft LTP4. Projects that support the local economy and work towards carbon reduction include: the South Devon Link Road (through improving flow and managing speeds); the Dartmoor Line to Okehampton, and the opportunities offered by the new Freeport. Developing an EV charging network is identified as supporting both the local economy and the delivery of the [Devon Carbon Plan](#).

Opportunities:

Describing the ways in which transport can deliver sustainable and inclusive economic development could be made clearer in the LTP4. A strong economy is underpinned by healthy resilient people, and a transport system has a vital role to play through promoting social interaction, safe and inclusive routes into work and education, and in facilitating healthy lifestyles.

Similarly, a strong economy needs to be underpinned by a transport system that is resilient and adapted to the impacts of climate change, supports Devon's transition to net zero and considers the needs of the most vulnerable in both climate mitigation and adaptation.

Consideration could be given in the LTP4 to supporting local circular economies. For instance anchor institutions could promote and incentivize staff to access local social enterprise organisations such as shared car clubs and bicycle shops that repair and refurbish bicycles providing local jobs and encouraging substantial modal shift towards healthier and more sustainable travel. This may be further facilitated by the LTP4 working alongside Local Development Plans and allied processes to support a thriving economy and livable spaces that are beneficial for both people and the planet.

Understanding the trade-offs and interdependencies between transport, health, economy, and the environment is important. The very significant risks to human health from climate change, inactivity, and biodiversity loss are increasingly affecting the economy and public services. This

underscores the importance of coproducing solutions with transport users and the wider community to understand the trade-offs that will be faced.

In Torbay, the draft LTP4 has a strong focus on developing transport solutions relating to the town centres and areas of developmental growth. Whilst this may be justified based on quantitative population needs, it should also be made clear (by the projects and policy detail) that the LTP4 is aiming to support and achieve balanced growth across and within the towns both geographically and across different segments of the population. Within the towns themselves (not focused just on the town centres), a wider focus on the role of the various district centres and sub-areas within Torbay, which are important in creating functional neighbourhoods that support local businesses and short trips, would be positive if included. Balancing the investment approach and project focus across Torbay at various scales would help set an approach for transport investment to clearly support the whole of Torbay at the neighbourhood level.

Within the LTP4, it may also be helpful to make it explicitly clear that the health of the population is a direct influence on the success of the economy.

4.5 Transport network safety

Strengths:

Road safety is a priority within the LTP4 with a wide range of measures outlined to improve road safety. These include reducing speed limits, enhancing pedestrian and cycle infrastructure, and supporting '[Vision Zero](#)'. Such measures will all protect and improve public health. Reducing speed limits, for instance, reduces air pollution, severity of collisions, and makes the road environment more inclusive.

Opportunities:

Understanding the impact of '[Vision Zero](#)' and other road safety measures, as well as using health economic data on the impact of road collisions on individuals, their family, friends, and wider society may help promote the need for further measures and discussion of this could be included in the LTP4.

As sections of city-wide cycle networks are built, consideration could be given to increasing the safety of these routes where they connect to the wider network (including the interfaces with main roads, for example).

Including behaviour change interventions, co-designed with communities, alongside proposed physical engineering works could support safer travel. For instance, through promoting uptake of high visibility outer wear by cyclists or awareness and acceptance of new speed limits.

Using tools such as the [Healthy Street Check for Designers](#), alongside Road Safety Assessments, could be a routine part of area assessment and design. Using sources of intelligence and engagement to identify hotspots (near misses, perception of safety etc.) might also help identify ways to promote safer travel. The LTP4 could help to support the delivery of health in practice within transport in this regard.

Maintenance, repair and improvements to infrastructure must consider adapting to climate change (predicted higher temperatures, heavier rainfall, more intense storms) and how this will impact road safety.

4.6 Access and accessibility to public transport

Strengths:

The draft LTP4 opens with a vision for accessible and inclusive transport. The plan then details: the importance of integrating bus and rail services; suitable bus provision as part of new developments within growth areas; enhancing bus services between cities and surrounding towns; and bus priority provision on key transport corridors. The importance of programmes to encourage sustainable travel choices and trials of car clubs are also highlighted. Mention is made of enabling isolated disabled populations to access shops and services through voluntary community transport.

Opportunities:

Consideration of how active travel routes connect to public transport routes could be highlighted in the LTP4.

Modernisation and maintenance of public transport infrastructure should consider 'inclusive mobility' requirements. Good inclusive design of public transport, as well as the places we live and work, will benefit all: for instance, enabling wheelers to independently access public transport also makes it accessible for more older people and young children and those using pushchairs. Interventions like these can therefore align to both 'Child Friendly' principles and the 'Healthy Aging' and 'Ageing Well' agendas.

Infrastructure improvements should include a focus on the overall passenger experience over a single focus, for example, on managing bus flow. Engaging with communities and seeking out a wide range of views in shaping decisions is vital and much is already carried out by the Transport Operation teams.

4.7 Access and accessibility to services and amenities

Strengths:

The draft LTP4 vision sets out the need for accessible and inclusive transport to enable access to services and amenities including employment, education, healthcare and leisure. Ensuring transport choices, including cycling and walking, within and from growth areas to support access to local employment and services is highlighted. The continued need to develop high-speed broadband to support remote working and reduce the need for longer distance travel is highlighted, alongside the importance of being able to access various services, including education and healthcare.

Opportunities:

The deprioritisation of minor/single track roads may exacerbate issues of accessibility and connectivity in rural and remote regions. Broadband and transport infrastructure improvements for individuals and communities with the highest levels of need should be prioritised. Reference to the digital strategy and impact assessment supporting access to broadband could be made. Although digital access may reduce the need to travel, it is important that those working digitally still have opportunities to be active nearer to home.

The LTP4 should support and be supported by the Local Development Plans using the National Planning Policy Framework to promote healthy and safe communities and sustainable transport options.

Collaboration between health and social care and transport and planning departments could both ensure transport issues are an integral part of service provision and service redesign, and that the needs of people requiring health and social care inform the design of transport plans and interventions.

Consideration could be given to schemes that support widening access to EV bikes to enable more people, over longer distances, to use them to access services and amenities.

4.8 Affordability of transport

Strengths:

The vision-led approach considers affordability and choice in the context of cost-of-living pressures. Measures to support affordability include the implementation of a universal fare strategy, ensuring provision of buses in new developments, enhancing bus priority on key corridors and integrated and single ticketing. Other initiatives suggested, such as car or bike clubs may provide affordable alternatives to ownership, and employer, school and residential travel planning programs can support sustainable and affordable choices.

Opportunities:

The draft LTP4 does not mention any specific measures to address transport poverty or the provision of support for those on lower incomes or in areas of deprivation for accessing essential health and social care and other services and amenities.

This is a concern, because we know that mobility and accessibility inequalities are highly correlated with social disadvantage (see [Future of mobility: inequalities in mobility and access in the UK Transport System](#)). Targeted support for those facing economic disadvantage is needed to increase accessibility to transport options and reduce inequities.

Improvements to the Healthcare Travel Costs Scheme and targeting available support for community transport schemes to those areas with the highest levels of need could be included. Continuing the low-cost simple fare structure would be one example, alongside reduced-price bulk ticket purchase or further concessionary fares. Moving away from ownership models through 'pay-as-you-go' or 'subscription' could be explored in facilitating access for those unable to afford vehicle ownership.

4.9 Connections between and within communities and severance

Strengths:

It is recognised that road, rail, and active travel infrastructure is an essential part of people's lives. The draft LTP4 identifies the development of a range of multimodal interchanges. Improved or new public transport connections in growth areas should facilitate alternative methods of transport for residents. The plan highlights the very positive development of active travel routes connecting rural areas with urban centres.

Opportunities:

We would welcome further engagement with communities and officers regarding opportunities for longer-distance active commuter connections from principle employment areas. This is with a view to having a range of strategic route options available should funding opportunities arise or there are changes in the [Road Investment Strategy](#).

We would like to see more around how new infrastructure will be accompanied by behaviour change programmes to promote social change and support the use of new infrastructure. For example, behavioural science can shape the demand and use of 'park and ride' facilities which may generate more journeys if road capacity is perceived as more favourable and the last few miles of a journey are managed most effectively.

The draft LTP4 has less focus on improving connections within communities, compared to the focus on strategic network links between communities, and this could be strengthened.

Deprioritisation of minor/single track road repairs may exacerbate issues of accessibility and connectivity in deprived, rural areas and mitigation of these impacts are important to ensure that the LTP4 doesn't lead to an increase in health inequalities.

We would like to see further consideration of the balance between connection and severance. With the need to tackle the climate crisis, reduce inequalities, improve population health and allow choice, there needs to be a balance between transport 'mobility' (e.g. strategic road network) and transport 'access' (e.g. residential streets with a wide range of modes and users).

Consideration also needs to be given to corporate priorities, including the '[Best Start for Life](#)' and '[Child Friendly](#)' agendas. Children need safer and healthier environments that enable them to move freely and embed active travel into their daily life. Being able to play outside close to their homes, making wider connections into their communities, is good for physical and mental health. Accessing green space in rural areas may be more difficult for rural children when compared with their urban counterparts.

Similarly, strengthening public transport infrastructure and connections between and within communities is crucial to reduce social isolation and loneliness across all ages, but notably for older adults (see [The relationship between transport and loneliness - Sustrans.org.uk](#)). We would like to see a greater emphasis placed on this area in the LTP4.

4.10 Community involvement in transport planning and design

Strengths:

The draft LTP4 draws on previous engagement around other plans to influence the content of this current plan. This included engagement on the [Devon Carbon Plan](#), Devon County's Bus Service Improvement Plan (BSIP), and the [Exeter Transport Strategy](#). There was mention of other consultations, for example, with the freight industry. Examples were given of schemes that had involved public consultation in their development, such as the Magdalen Road scheme in Exeter. It is recognised that the current LTP4 is in draft form and it is being prepared for wider consultation.

Opportunities:

Given the relevant expertise and responsibilities of a wide range of teams within Devon County Council, Torbay Council and across the Integrated Care System, this draft LTP4 would benefit from their further involvement. Ideally a consensus could be reached, based on the substantial combined expertise of colleagues, before going out to wider consultation. Ideally, coproduction should also draw on wider views through established mechanisms, such as the Joint Engagement Forum around areas such as equality and equity.

In working to improve access and accessibility to transport, including active travel and public transport, it is essential to ensure the views of communities and stakeholders are central to the formulation and development of policies and schemes. This should take place at a formative stage, with sufficient information to inform considerations. We felt that it would be of great benefit to see the LTP4 provide a strong narrative of how public engagement, including coproduction, is embedded into the intended future project delivery envisaged across the whole plan.

With the challenges faced around tackling the climate crisis, equity, supporting healthier lifestyles, and the daily challenges of everyday life, we need to ensure that a wide range of people's thoughts and feelings are considered in policy and project development. Early public engagement, and coproduction, should also shape the vision and delivery of specific schemes.

Working with people to understand what is important to them in their neighbourhoods takes time and varying approaches are needed to enable wide engagement. This may be fulfilled through consensus building with a range of groups ensuring a breadth of experiences inform decision making. This should be framed around the need for more sustainable, equitable and healthier places. Coproduction does not mean suppressing the vision of core council and partnership strategies, including the [Devon Carbon Plan](#), and our responsibilities to current and future generations. It should enable our elected Members to take into account a range of views, in relation to what is reasonable and proportionate in enabling them to deliver their social, environmental and economic strategic priorities.

5. Vulnerable groups to consider in transport plans

Vulnerable group	Definition/additional clarification
Children and young people	People aged 0-18 (0-25 for children with Special Educational Needs and Disabilities; 'Children and Families Act 2014'). As non-drivers, children are reliant on others for transport and suffer the greatest impacts of transport policy on their health, particularly for children in low-income families.
Older people	People aged 65 and over. Older people may feel vulnerable using public transport, may need to seek health services more frequently and may be particularly vulnerable to road crash related injuries. Their continuing independence at home is often dependent upon reliable transport options.
People with disabilities, mobility impairments and people with existing health conditions.	People who have a physical or mental impairment including chronic disease and multimorbidity or disabilities that have a substantial and long-term adverse effect on their ability to carry out day-to-day activities. These groups may not be able to access many forms of transport or need special arrangements to access them. They may be more likely to find it difficult to walk/cycle and may also be disadvantaged by the cost of transport.
Unemployed and low-income groups	People with an income 60% of the median UK household income. These groups may be more likely to walk further because they cannot afford public transport or to own a car and whose lack of transport options may limit life opportunities. They suffer the most from injuries and poorer health outcomes compared to other groups.
Socially excluded or isolated groups	People who are socially excluded, typically experience multiple overlapping risk factors (such as poverty, violence, and complex trauma), experience stigma, and discrimination, and are not consistently accounted for in electronic records.

Rapid Health impact Assessment, Torbay and Devon Public Health, conducted by:

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6 Appendix A: The LTP4 vision and objectives

Given the critical importance of the transport system in promoting the health and wellbeing of the population in Devon and Torbay, we (representatives from Devon County Council and Torbay Council public health teams) have tried to integrate the key ways that transport systems can positively impact on health into the specific wording of the vision and objectives.

Our main argument for making these suggestions is to ensure that the key aspects of transport systems that impact positively on health are built into the fabric of the LTP4. This will enable future plans and investments to maximise the opportunity for these schemes and projects to deliver positive health outcomes for our communities.

We recognise that the Local Transport Plan is a highly complex undertaking and involves balancing priorities (e.g. net zero, increasing accessibility, supporting the economy). It is in that vein we have sought to support and strengthen the objectives of the LTP4 as key influencers of health. In deciding on an overall vision and objectives we also recognise there will be a trade-off between brevity and clarity and how many things to explicitly include in the text. We hope these suggestions strengthen the vision and objectives.

6.1 Vision

Existing wording	Suggested wording	Justification
<p>Transport will support reaching net zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport options will create a system that puts people first, facilitates clean growth and supports the health and wellbeing of everyone</p>	<p>Transport will support reaching net zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport options will create a system that connects communities, facilitates sustainable growth and supports the health and wellbeing of everyone</p>	<p>If possible, we would suggest removing “puts people first” and exchange this for “connects communities”, as the latter localises the vision more clearly and brings out a key concept and goal of the transport system in ultimately connecting communities.</p> <p>Is the phrase ‘clean growth’ an absolute must in terms of the wording? Could this be reorientated to “sustainable growth” as this seems to better integrate concepts of both environmental, economic and social sustainability (rather than simply the climate angle alone).</p>

6.2 Objectives

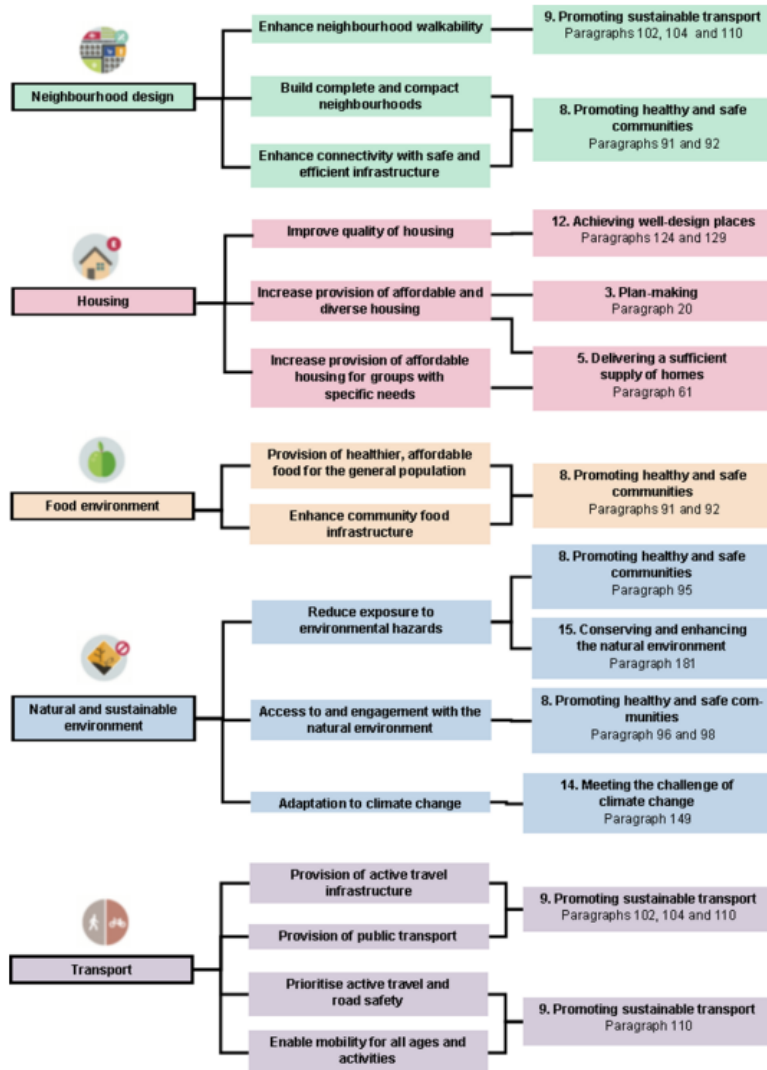
Existing wording	Suggested wording	Justification
<p>Decarbonisation:</p> <p>Supporting reaching net-zero by 2050 at the latest by reducing the need to travel, increasing digital access and shifting trips to sustainable transport.</p>	<p>Decarbonisation:</p> <p>Supporting reaching net-zero by 2050 at the latest by shifting trips to sustainable modes of transport, particularly public transport and active travel, and by increasing digital access.</p>	<p>We felt that reducing the overall need to travel may not actually be the right overarching goal. Digital solutions, whilst they do have an important role in this, are by no means a panacea for connecting geographically isolated communities. There are issues with digital exclusion/ connectivity and digital solutions should not be seen as a replacement for real human contact. We therefore suggest the clarification of which modes of transport this plan aims to reduce (which also brings in a theme of air quality alongside decarbonisation). We also feel elaborating on sustainable transport would be very helpful in aligning the strategy better with the sustainable transport hierarchy which places active travel and public transport as the biggest priorities and this will help underline this objective, providing a better steer to the reader</p>
<p>Reliable & Resilient:</p> <p>Protecting and enhancing the strategic road and rail links that connect Devon and Torbay to the rest of the country, and ensuring our local networks are fit for purpose and meeting the needs of the community.</p>	<p>Reliable & Resilient:</p> <p>Protecting and enhancing our local transport networks and the strategic road and rail links that connect Devon and Torbay to the rest of the country. Ensuring our local networks are fit for purpose and meet the needs of the community, providing access to employment, services and amenities.</p>	<p>Our suggested wording brings out the important differences between local transport networks and strategic links (and explicitly values them both). We also argue that this is the best objective to bring in the key role of the LTP4 to provide access to 'employment, services and amenities'.</p>
<p>Easier Travel:</p> <p>Providing well-integrated, inclusive and reliable transport options for all residents and visitors in both rural and urban communities.</p>	<p>Accessible & Inclusive:</p> <p>Providing well-integrated, accessible and inclusive transport options for all residents and visitors in both rural and urban communities, with a focus on affordability and targeted support.</p>	<p>We were unsure of what is meant by 'easier travel', as this seems somewhat open to interpretation. Would it perhaps be more precise to focus the title of this objective around key elements (such as accessibility and inclusiveness)? We also note that whilst 'accessible' and 'inclusive' transport options are explicitly mentioned in the overarching vision, there is no explicit mention of accessibility anywhere in the current objectives. There is also duplication here in terms of talking about 'reliability' as this is already covered by the previous objective, so we have substituted this for the word 'accessible'. We also felt that it is very important to acknowledge the need for affordable transport options and support for those in most need. This would then naturally include, for instance, improving the ability of socio-economically disadvantaged communities to travel, as this is absolutely crucial in improving social mobility and health and wellbeing outcomes in these groups</p>
<p>Unlock Development:</p>	<p>Unlock Sustainable Development:</p>	<p>We recognise that there is a previous mention of the word 'sustainable' in the decarbonisation objective, but that is in reference to sustainable transport options specifically, whereas this is about sustainable growth in communities/developments more</p>

Rapid Health Impact Assessment for Local Transport Plan 4 – general principles

<p>Supporting clean growth by providing new transport choices within and to new developments and using technology to improve existing infrastructure.</p>	<p>Supporting sustainable growth, connecting communities and reducing severance by providing a range of transport options within and to new and existing developments and using technology to strengthen existing infrastructure.</p>	<p>broadly). Our suggestion is to change the title to ‘unlock sustainable development’ and use the phrase ‘sustainable growth’ in the main text. This links with our suggestion for the wording of the vision. We also argue that it is more important for growth/development to be sustainable (in terms of environmental, economic and social sustainability) rather than just considering the environmentally ‘clean’ aspect. We also felt the phrasing around providing a range of transport options better reflected the variety of provision across different communities and we also felt that whilst new developments are of course key here, we should not forget the need for investment in existing developments where communities may experience barriers to accessing transport. We also thought this objective was best suited to capture the crucial ‘connecting communities’ element of the vision, with the addition of ‘reducing severance’ which is a particularly important aspect in the context of rural Devon.</p>
<p>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.</p>	<p>Greater Places for People: Working with our communities, enhancing the attractiveness and safety of streets by reducing negative impacts from motor vehicles, such as air pollution, noise and collisions, regenerating the public realm and facilitating safe active travel movements.</p>	<p>We felt it was important to bring in the need for community engagement here, as this is strongly linked to health and wellbeing outcomes and is just as important in the context of transport. We suggest adding a comment to go beyond the idea of ‘attractiveness’ to talk about safety more broadly, which links with the comment around active travel movements. We also wondered if there needed to be a slight clarification to state ‘motor’ vehicles and we suggest the addition of specific examples of the negative impacts (air pollution, noise and collisions) to build upon the points made in the decarbonisation objective (but with direct relevance here to the idea of ‘greater places for people’, that support health and wellbeing) and to reiterate the need for a safer local transport network.</p>
<p>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.</p>	<p>The Place to be Naturally Active: Making active travel a natural and accessible choice by 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 outdoors.</p>	<p>We strongly feel the focus here should be on supporting people (e.g. coproduced behaviour change programmes) to travel actively as something that is more integrated into our daily lives, rather than an occasional leisure activity in the countryside, so have suggested leading with this. Similarly, we were unsure how to interpret the use of the phrase ‘the great outdoors’ as this feels tailored towards more affluent/advantaged populations who are already less likely to have issues with transport and are less likely to experience adverse health and wellbeing outcomes. The ‘great outdoors’ might also create a sense of locations like Dartmoor, South West Coast Path, etc., when it seems more important to focus on being active outdoors in whatever way is possible, especially for deprived urban communities. We therefore wonder whether removing this phrase and just keeping it as ‘more active outdoors’ is preferable, to be more inclusive?</p>

7 Appendix B: National Planning Policy Framework

The current National Planning Policy Framework provides a range of areas relating indirectly and directly to transport.



In relation to health and wellbeing, the [National Planning Policy Framework \(NPPF\) guidance](#) states that “Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:

- a) **promote social interaction**, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, **street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods**, and active street frontages;
- b) **are safe and accessible**, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, **well-designed, clear and legible pedestrian and cycle routes**, and high quality public space, which encourage the active and continual use of public areas; and
- c) **enable and support healthy lifestyles**, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and **layouts that encourage walking and cycling.**”