



**QUESTIONS FROM MEMBERS OF THE PUBLIC  
Wednesday 13 May 2020**

**1. QUESTION FROM MR M WALTON (EXETER CYCLING CAMPAIGN) (NOT IN ATTENDANCE)**

**Re: Lockdown Easement and Cycling and Walking Measures for Safe Spaces**

The Secretary of State for Transport has stated that as lockdown eases we will need to enable people to get to work by cycling and walking.

The majority of journeys we take are of distances that are easily walked, cycled or e-biked. However there is currently too little space allocated on our highways for active travellers to do so at a safe distance.

Can the Cabinet confirm how many kilometres, at what locations and at what speed will safe space be opened up for people to walk and cycle across their town or city?

Thank you.

**REPLY BY COUNCILLOR HUGHES**

We welcome the Secretary of State for Transport's announcement on 9<sup>th</sup> May 2020 of a £250m emergency active travel fund, which is the first stage of a £2bn investment in walking and cycling. This is a great opportunity to embed some of the greener, healthier travel habits we've seen during this lockdown period. We must find ways to support people returning to work actively and facilitating safe environments in our town centres and outside schools, which could be reopening as early as June.

In preparation for this, officers have been actively pursuing potential temporary measures, which will support social distancing in areas of highest pedestrian footfall and supporting active travel on key routes to work. There will be a focus on city and town centres where narrow footways could restrict pedestrian movement and on our urban walking and cycling networks where funding may enable us to fill gaps in our networks so as to encourage mode shift. We await further details of the Government funding and how it may be allocated to authorities so I cannot provide the specifics of kilometres, locations or timescales; however, in the meantime we continue to develop these plans to enable their earliest delivery.

We will also be communicating with town and parish councils and seeking views from the business community to understand how we can support any local aspirations for pedestrian and cycle improvements, for instance through temporary closures in town centres, one-way restrictions or suspension of parking to enable wider footway/cycleways. In light of the revised Government guidance we will be updating our webpages to make this process quicker and more responsive to community needs.