

# LOCAL TRANSPORT PLAN 4

## Vision and Objectives

*August 2023*



# 1 Foreword



**COUNCILLOR  
ANDREA DAVIS**

Devon is taking a positive approach to tackle the climate emergency through our vision and objectives for the new Local Transport Plan.

Transport has a significant impact on the environment and it's vital that we set ambitious targets and take action to reduce the carbon emissions from transport, improving air quality and the local environment for communities across the county.

Ensuring that people and businesses across the county remain connected in a net-zero Devon is undoubtedly a challenge, but it's one that the full Local Transport Plan 4 will address.



**COUNCILLOR  
STUART HUGHES**

Good transport connections, services and infrastructure are vital for people's lives and livelihoods.

The vision and objectives for Devon's new Local Transport Plan set out what we want to achieve in providing transport across the county that meets the needs of all our residents and visitors in the best possible way, while also providing opportunities for sustainable economic growth and development in a healthy and inclusive environment.

The full strategy will build on these positive ambitions by defining how transport investment across the county will be shaped over the coming years.

# 2 Introduction

## WHAT IS A LOCAL TRANSPORT PLAN?

- Local Transport Plans are statutory documents, required under the Transport Act 2008 which set out the overarching ambitions for a county's transport network and provision over a medium-term time period.
- 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, particularly in regard to tackling the climate emergency and achieving net-zero emissions.
- The next Local Transport Plan (LTP 4) will address the current transport challenges, build on new opportunities and support the changing priorities of the county.

## WHAT IS THIS DOCUMENT?

- The Local Transport Plan defines the direction for the planning and investment in transport services, infrastructure and strategies across the county.
- The content of the Local Transport Plan is guided by an overarching vision for transport, and a set of clear objectives. **This document will introduce the vision and objectives of the Local Transport Plan and set out how and why they have been identified.**
- Having a well formulated vision is important to make sure the policies and interventions including in the LTP successfully work together to reach Devon's long-term goals.

Cranbrook Railway Station



# 3 Policy Context

## INTRODUCTION

The LTP vision and objectives are based on evidence from national, regional and local policies, data about transport trends and patterns, information about the socioeconomics in Devon, and engagement with stakeholders.

A detailed referenced evidence base has been produced alongside this document. Please contact [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk) to request a copy.

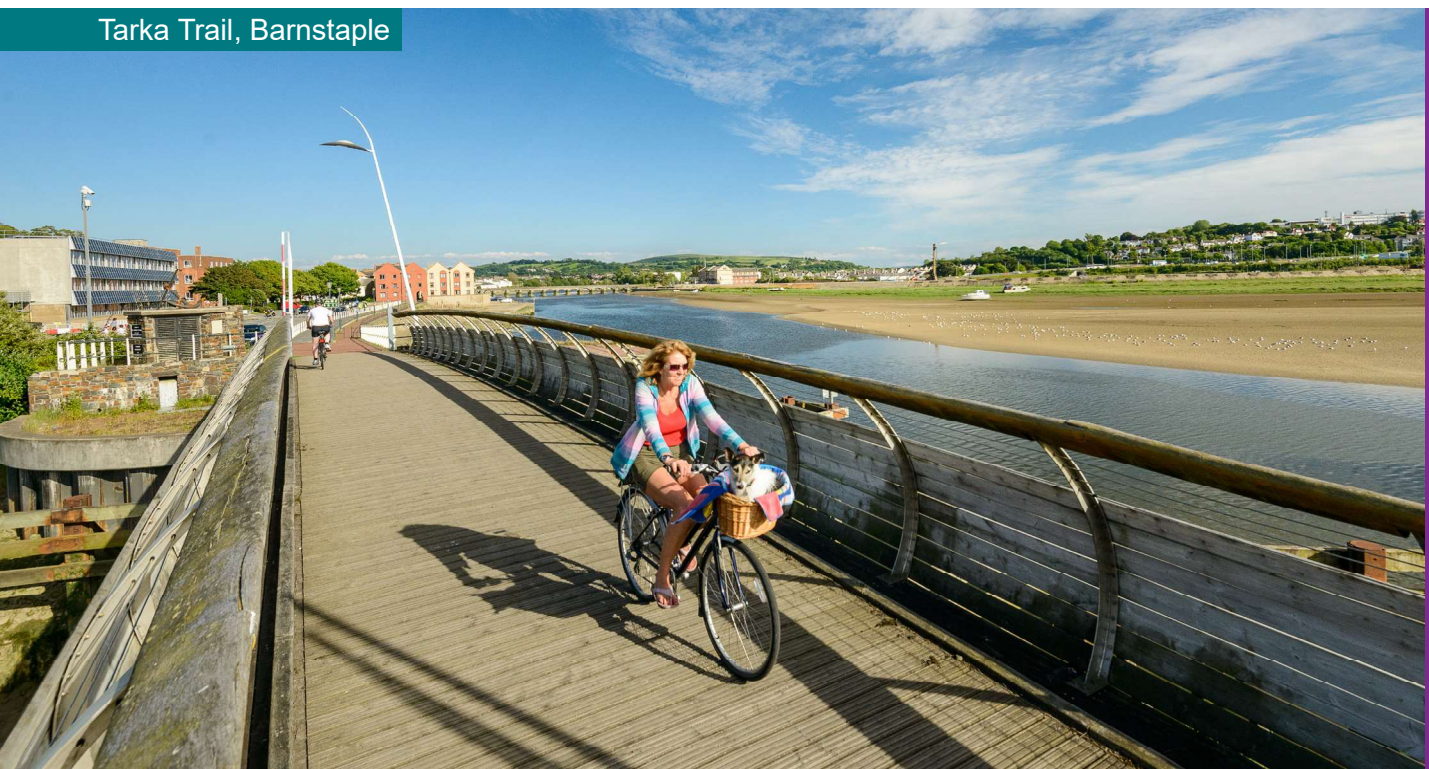
## BACKGROUND POLICIES

*Figure 1* shows some of the key policies and strategies which will feed into Local Transport Plan 4. It is vital that the Local Transport Plan is written with these policies in mind, to ensure that Devon's transport network and provision supports the achievement of the important environmental, social and economic goals identified at a national, regional and local level.

The vision and objectives for LTP 4 have been informed by the visions and objectives of many of these existing policies and strategies.

It is particularly important that Local Transport Plan 4 aligns with the Devon Strategic Plan. The Devon Strategic Plan focuses on how DCC will help the county to recover from the COVID-19 pandemic, build on the resilience of local people and communities to create a fairer, healthier and more caring place, and grasp the opportunity to create a greener, more prosperous and inclusive future for all.

Tarka Trail, Barnstaple



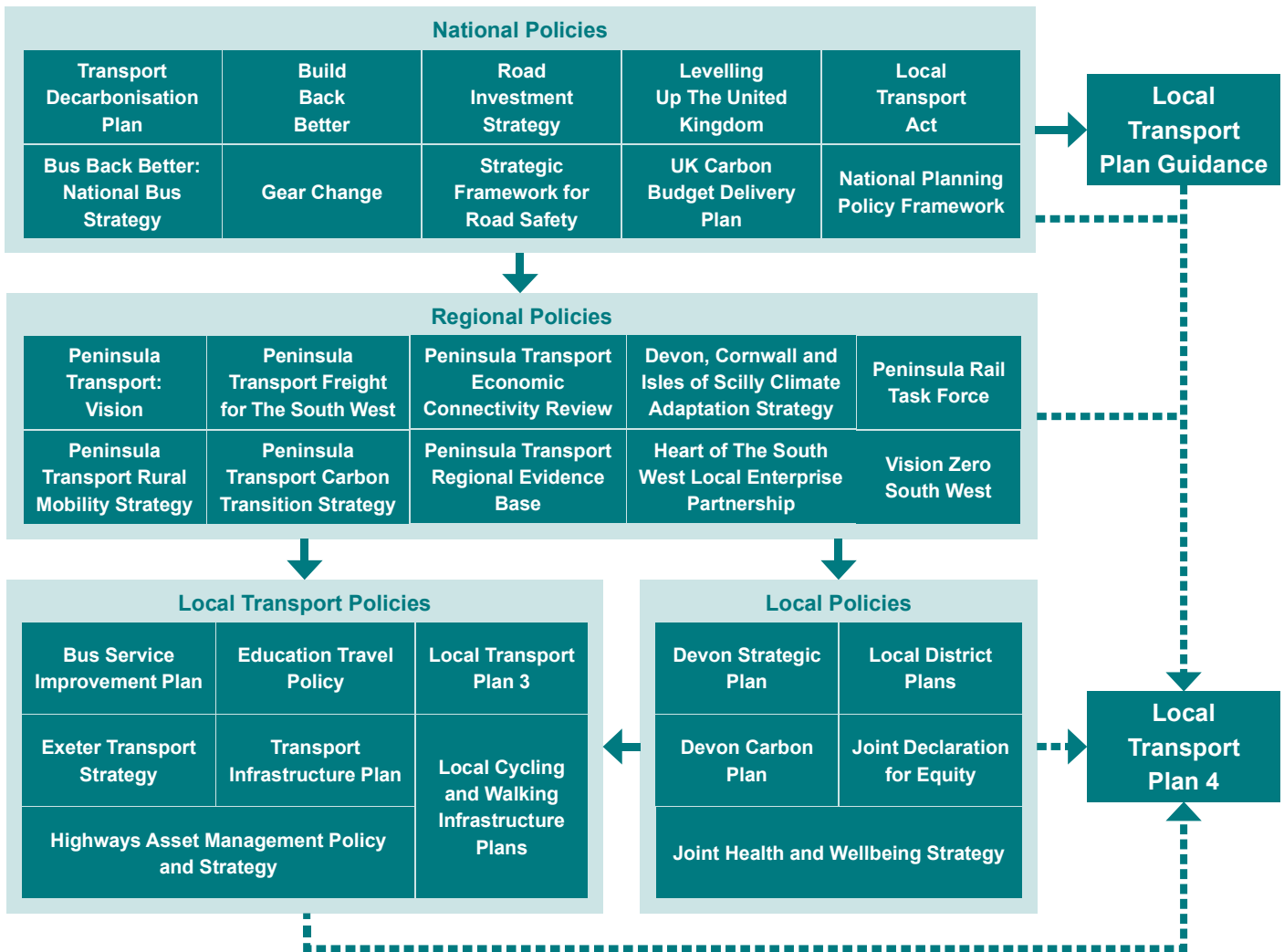


Figure 1 Key Background Policies

## DECARBONISATION

Tackling the climate emergency is central to policies at a national, regional and local scale, and will form a crucial element of Devon’s new Local Transport Plan.

In May 2019, the Devon Climate Emergency (DCE) partnership formed to respond to the climate and ecological emergency. The Devon Carbon Plan (DCP) was then developed and describes the changes needed to achieve net-zero emissions in Devon. Through this Plan, DCE partners have agreed to work to reduce Devon’s emissions to net-zero by 2050 at the latest, with a reduction of 50% by 2030 compared to 2010 levels. It highlights that:

- Transport accounts for 30% of Devon’s greenhouse gas (GHG) emissions, with the overwhelming majority of these (98%) from road transport.
- Urban areas have lower transport emissions than rural areas because urban residents tend to be closer to amenities that they can walk, cycle and use public transport to access.
- With no carbon reduction policy, Greenhouse Gas emissions in the county would rise by 15% by 2050.



# 4 Evidence

## GROWTH

Growth in Devon's population will have a significant impact on our transport network. The population in Devon has increased by 9% since 2011, with an estimated population of 814,400 residents in 2021 (Census, 2021).

Only 56% of Devon's population are economically active compared to 61% nationally. This is likely due to the region's largely rural and aging population with 32% of people living in rural areas being retired.

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## ACCESSIBILITY AND CONNECTIVITY

Geographically Devon is a largely rural county, however 48% of the population live in areas classified as urban and 52% live in rural areas (Census, 2021).

The county has over 8,000 miles of roads, with an average of 848,483 vehicles using Devon's Strategic, Major and A road network daily (Department for Transport, 2019).

Devon has 41 railway stations, with mainlines connecting the region to London, Birmingham, Bristol and Plymouth.

Nearly 9% of households in rural parts of the county are unable to receive 'decent' (10 Mbits/s) internet service (Ofcom, 2022).

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## HEALTH AND WELLBEING

Over 65s make up 26% of Devon's population. This is significantly higher than the national average (19%), with a large proportion of this population living in coastal and rural areas (Census, 2021).

Obesity has a significant impact on children aged 10-11 in Devon, with 17.6% classified as living with obesity or severe obesity in 2021 (OHID, 2022).

On average, 72% of adults across Devon are physically active (OHID, 2021). With 81% of Devon's population reporting being in Good or Very Good Health (Census, 2021).

Okehampton Railway Station



## PUBLIC TRANSPORT

Due to the Covid-19 pandemic, there was a rapid decrease in bus patronage in Devon; trips fell from 23.7 million in 2018/2019, to 8.1 million trips in 2020/2021. Despite increasing 55% in 2021/2022, bus patronage per capita in Devon is lower than the national and regional average.

Rail patronage also significantly dropped during the pandemic, and uptake in 2021/2022 remained 12% lower than in 2019/2020.

## PRIVATE CAR

In 2021, 55% of work trips in Devon were made by private car while 29% of people worked from home (although the census was recorded during a Covid-19 lockdown).

Over 84% of households in Devon have access to one or more cars or vans, this is more than 10% higher than the national average. In rural areas, 90% of households have access to a car or van.

## ACTIVE TRAVEL

In 2021, 10% of people in Devon walked to work, and only 2% cycled to work (Census, 2021).

Despite lower figures for individuals cycling, the number of cycles recorded at cycle counters across Devon's network has increased over the last 10 years.

Overall, Devon has over 560 miles of cycle network with 213 miles that are traffic free. Compared to national figures, Devon has consistently had higher than average cycling levels for leisure and 'any' purposes, but similar or lower levels of cycling for travel.

## FREIGHT

In 2019, an estimated 1.4 million trips were completed by HGVs in Devon, carrying a total of 26.9 million tonnes of goods. 42% of goods were lifted within the local authority itself.

**Drawing all of this evidence together suggests that Local Transport Plan 4 needs to be driven by the following elements:**

Net Zero Emissions

Genuine sustainable choice for all users

Economic and social sustainability

# 5 Our Vision

**Devon's transport will support reaching net-zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport options will create a system that facilitates clean growth and puts people first, supporting the health and wellbeing of everyone across the county.**

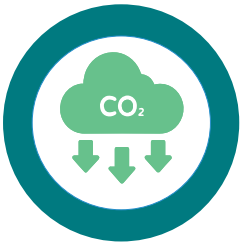




# 6 Our Objectives

## WHAT ARE OUR OBJECTIVES?

Our evidence base, existing policies and stakeholder engagement to date has highlighted a variety of issues that need to be addressed through the Local Transport Plan. As well as the overarching vision, we have identified four different objectives that will contribute to reaching the vision we have for transport in Devon .



### Carbon Emissions

We will support reaching net-zero carbon emissions by 2050 at the latest through reducing the need to travel, shifting trips to sustainable transport options, and using technology and innovation to reduce emissions.



### Health and wellbeing

We will enhance and protect all people's health and wellbeing through facilitating active and safe travel, improving air quality, conserving Devon's natural environment, and strengthening sense of place.



### Economic Growth

We will support clean economic growth through integrated planning, improving transport links within and between growth areas, and using technology to widen connectivity.



### Accessible Transport choices

We will promote well-integrated, inclusive and reliable transport options for residents and visitors in both rural and urban communities.

# 7 Achieving the Vision

## PLACES

Devon is a large county with varied landscapes, townscapes and demographics. Its population is spread between its 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 – data shows that there are unique issues and opportunities, and we have identified four types of places in Devon.

### Exeter

As the largest settlement in Devon, the city of Exeter has unique challenges regarding population, development and network management.

### Growth Areas

There are key towns and areas experiencing significant growth.

- Tiverton
- Cullompton
- Heart of Teignbridge
- Barnstaple, Bideford and Northam
- East Devon West End
- Plymouth Urban Fringe

### Market and Coastal Towns

The ten most populated settlements in Devon excluding Exeter and the Growth Areas.

- Exmouth
- Teignmouth
- Sidmouth
- Tavistock
- Ivybridge
- Honiton
- Dawlish
- Totnes
- Ilfracombe
- Okehampton

### Rural Areas

The towns and villages not captured in the latter categories and the rural space between them.

The way that people chose to travel is dependent on their proximity to services, the quantity and quality of infrastructure around them, and their sociodemographic and socioeconomic profile. Achieving Devon's vision for transport will look different in each place.

## NEXT STEPS

Having identified our vision and objectives, it will be considered in the context of each of our place types. The transport policies and key transport interventions that will contribute to achieving the vision and objectives in each place will be brought together alongside an implementation plan to produce the draft Local Transport Plan 4.

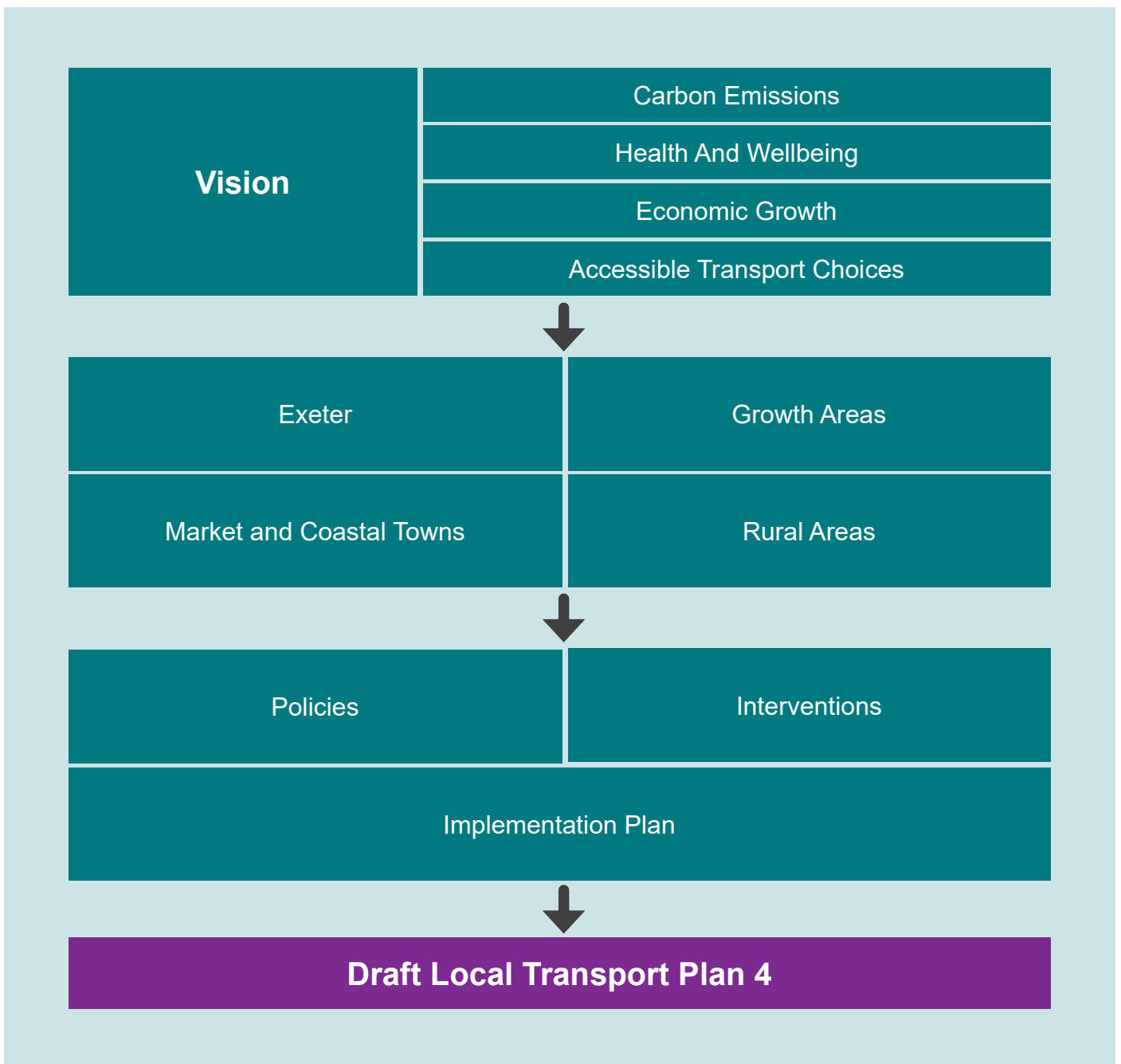


Figure 2 LTP 4 Development Process

