

Meeting: Cabinet

Date: 18 March 2025

Wards affected: All

Report Title: Local Transport Plan Four - Endorsement

When does the decision need to be implemented? 31 March 2025

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1. Purpose of Report

- 1.1. This report seeks endorsement of the Devon and Torbay Local Transport Plan 2025-2040 (LTP4).
- 1.2. The LTP is the responsibility of Devon and Torbay Combined County Authority to adopt as Local Transport Authority, and the recommendation of this report therefore seeks endorsement from Cabinet ahead of that decision.

2. Reason for Proposal and its benefits

- 2.1. The proposals in this report help us to deliver our vision of a healthy, happy, and prosperous Torbay by aligning the vision in the LTP4 for sustainable growth with accessible and inclusive transport improving travel choice to benefit the health and wellbeing of everyone.
- 2.2. The reasons for the proposal, and need for the decision are, that Local Transport Plans are statutory documents, required under the Local Transport Act 2008, for the Local Transport Authorities to produce.
- 2.3. Torbay Council and Devon County Council (as individual Local Transport Authorities) currently have a joint Local Transport Plan (LTP3) in place until 2026 but together have developed the update presented with this report, LTP4.
- 2.4. The objectives also help to support the delivery of several priorities and outcomes across the strategic themes, including (but not limited to):
 - Draw investment into our towns and breathe life into our town centres, ensuring our town centres are safe and welcoming for all – through greater places for people

- Provide safe environments for our young people to thrive in – through road safety and greater places for people
- Improve wellbeing and reduce social isolation – through easier travel and being the place to be naturally active
- Improve the delivery of housing and increase the amount of full-time employment opportunities within Torbay – through unlocking development and providing a reliable and resilient transport network.
- Improve transport links to and within Torbay – through easier travel

3. Recommendation(s) / Proposed Decision

1. Endorse the Devon and Torbay Local Transport Plan 2025-2040 for later adoption by the Devon and Torbay Combined County Authority.
2. Delegate authority to the Director of Pride in Place in consultation with the Cabinet Member for Cabinet Member for Pride in Place and Parking to make minor amendments to the Local Transport Plan 4 ahead of submission to the Combined County Authority.

4. Appendices

Appendix 1: Devon and Torbay Local Transport Plan 2025-2040

5. Background Documents

- Local Transport Plan 4 Consultation Report (2025)
www.devon.cc/ltp4
- Local Transport Plan 3 (2011-2026)
<https://www.torbay.gov.uk/local-transport-plan>
- Local Transport Action Plan (2021-2026)
<https://www.torbay.gov.uk/local-transport-action-plan/>
- Local Cycling and Walking Infrastructure Plan (2021)
<https://www.torbay.gov.uk/lcwip>
- Bus Service Improvement Plan (2021 and 2024)
<https://www.torbay.gov.uk/bus-network-improvements>
- Highways Infrastructure Asset Management Strategy (2021)
<https://www.torbay.gov.uk/highway-infrastructure-ams/>
- Transport Asset Management Plan (2021)
<https://www.torbay.gov.uk/transport-asset-management-plan/>
- Road Safety Strategy / Casualty Reduction Report
<https://www.torbay.gov.uk/road-safety-strategy>; <https://www.torbay.gov.uk/road-casualties/>
- Devon Carbon Plan (2022)
<https://devonclimateemergency.org.uk/view-devon-carbon-plan-full/>

This list is not exhaustive. There are further policy documents produced by Government and the Sub-National Transport Body (Peninsula Transport) which are also relevant, as well as some local

policy and evidence base documents, particularly in relation to climate, economy and public health.

Supporting Information

6. Introduction

- 6.1. Local Transport Plans are statutory documents, required under the Local Transport Act 2008, for the Local Transport Authorities such as Torbay Council to produce. In 2011, Torbay worked in partnership with Devon to adopt a joint Devon and Torbay Local Transport Plan 3 (2011-2026)
- 6.2. They set out the overarching ambitions for the local transport network with policies for the promotion of safe, integrated, efficient and economic transport, alongside proposals for the implementation of these policies. There is understanding that these will often be presented in separate documents, a Strategy and an Action Plan.
- 6.3. The existing Local Transport Plan will come to an end in 2026 and initially the 'trigger' for an early review was in the Levelling Up White Paper and documents that followed, which indicated that there was an expectation on Councils to update their plans before the end of the parliament and that new guidance would be issued to support that work. However, the guidance has not formally emerged and a date was not confirmed by when the update was needed.
- 6.4. At the time of the initial announcement, Devon and Torbay had discussed how to take forward an update and Devon County Council had begun looking at a revision sooner than Torbay. Discussions then followed regarding devolution and the inclusion of transport in that agreement became clearer. This will be a Combined County Authority with responsibility for strategic transport and the requirement to have a Local Transport Plan in place will be a duty for the CCA and no longer sit with Torbay Council. There is a commitment within the draft devolution agreement for an updated LTP to have been progressed by March 2025 (not adopted) and given the timescales involved it is necessary for the authorities working together (rather than as one in a CCA) to begin that process with the initial evidence base, drafting and engagement work.
- 6.5. This updated proposal sets out a clear vision and objectives for a place-based strategy from 2025-2040.
- 6.6. The vision is:
 - 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.
- 6.7. Alongside the vision, six objectives for transport have been identified:
 - **Decarbonisation**

Reaching net zero carbon emissions by 2050, and a 50% reduction against 2010 levels by 2030, by reducing the need to travel, increasing digital access and shifting trips to sustainable transport and fuels.

- **Reliability and resilience**

Protecting and enhancing the reliability, resilience and safety of the local transport network and the strategic road and rail links that connect Devon and Torbay to the rest of the country.

- **Easier travel**

Increasing bus and rail patronage by providing well-integrated, inclusive and reliable transport options for residents and visitors in both rural and urban communities.

- **Unlocking development**

Supporting delivery of clean growth and regeneration by improving transport choices and use of technology to ensure new housing and employment developments are well connected.

- **Greater places for people**

Enhancing the attractiveness and safety of the built, natural and historic environment by improving air quality, public realm and reducing the number of people harmed on our roads.

- **The place to be naturally active**

Enabling people to be more active with improved public health outcomes by expanding the multi-use trail network, delivering a network of quiet lanes and improving facilities and safety in urban areas.

6.8. There are four place types identified, recognising the differing needs, transport experiences, and environments across Devon and Torbay. These places are:

- **Torbay**
- **Exeter**
- **Growth Areas**
- **Rural and Market & Coastal Towns**

6.9. There are two further nonspecific sections included, one being **Strategic Connections** (those wider links beyond Devon and Torbay), and the other being **Our Network** (noting the maintenance and road safety factors that are applicable across the area).

6.10. The Strategy also contains **Actions**, identified for the respective sections of the Plan. It is recognised that actions and delivery to justify the strategic elements are important and will be updated throughout the LTP4 lifecycle to ensure it is up to date and fully matches the ambitions. Currently, many actions listed are drawn from existing policy documents and action plans.

6.11. The Plan has been developed to align with local, regional and national policy. It puts supporting clean economic growth and regeneration, responding to the climate emergency and improving the health and wellbeing for all residents and visitors at its heart.

6.12. For Torbay, key elements are identified within the plan, centred around priority objectives. However, future schemes won't be limited by this list and other opportunities to deliver travel and network enhancements against the objectives and vision of the LTP4 will be considered.

- 6.13. Improvements to transport will support Torbay to be healthy, happy and prosperous. These include a focus on improvements to help regenerate the town centres and improving travel choices throughout Torbay.
- 6.14. Major investment in Edginswell railway station and zero emission buses will be supported by longer operating hours, faster services, more accessible infrastructure and better bus stop facilities to provide a step change in the quality of public transport services and infrastructure. Improvements to walking, wheeling and cycling facilities and roll out of shared mobility will further enhance transport choice and make sustainable travel easier and more attractive for residents and visitors across Torbay and beyond.
- 6.15. These key elements include:
- 6.15.1. **Delivery of greater places for people** through town centre public realm improvements and regeneration opportunities across Torbay alongside improved wayfinding to improve entry, exit and within the town centres and upgrading public transport gateways in Torbay's town centres.
 - 6.15.2. **Making travel easier** with improved travel choice such as a new railway station at Edginswell; new bus/coach services from Torbay to East of Exeter; enhanced integration of bus and rail services; and a network of shared travel choices (bike hire/car club) across Torbay.
 - 6.15.3. **Delivering attractive public transport** with attractive modern vehicles operating higher frequency bus services between town centres and major employment, education and health facilities; faster bus journey times, achieved with upgraded traffic signals giving priority at traffic signals; and extending the operating hours of bus services, including evening services and night services through the week.
 - 6.15.4. **Improving the accessibility to public transport** with improved bus stop infrastructure and information systems; accessibility for all passengers at railway stations; and ticket and fare simplification.
 - 6.15.5. **Supporting residents and visitors to be naturally active** with the delivery of a strategic cycle network focussed on the South Devon Cycle Way to connect Torbay into the existing traffic free, multi-use trail network in Devon and the priority trails in the Local Cycling and Walking Infrastructure Plan (including Hospital Trail, Torquay Town Trail and northern sections of the Beaches Trail). Alongside this we will improve access for pedestrians and cycles across the network with smaller but significant improvements such as crossings to town and neighbourhood centres to support road safety; improving the attractiveness of routes to schools; and creating quieter and safer streets for all.
 - 6.15.6. **Decarbonising the network** led by a transition to lower and zero emission buses across Torbay and delivery of a network of electric vehicle charging points, providing more variety of charging speeds in a wider variety of locations. Continuous improvement across all modes will increase travel choice to help reduce traffic movements across Torbay.
 - 6.15.7. **Maximising the benefit of development opportunities** and minimise the impact with suitable access to and/or improvements to local bus stop facilities with highway layout and junction alterations to provide safe access for all users which will include high quality pedestrian and cycle access. As well as protecting and enhancing access to Brixham Harbour and key employment areas.

6.15.8. **Ensuring reliability and resilience** including proposals to improve active travel provision and vehicle performance on the Major Road Network; and providing coastal route protection and viable alternative routes for all modes.

6.16. An updated Local Transport Plan will enable the transport authority to fulfil its statutory obligations and place Devon and Torbay in the strongest position to make a compelling strategic case for future transport infrastructure investment.

7. Options under consideration

7.1. Option 1 Do not endorse. Whilst we remain in the transition period with the Combined County Authority, the existing plan would remain part of the Torbay Council Policy Framework and would expire in 2026. This is not recommended and the CCA may continue to adopt the LTP4 in any case, given the changes to policy, the work committed to date and the need to meet the obligations of the Devolution Deal.

7.2. Option 2 Alternative LTP4. Different visions, objectives and interventions could be produced. However, the proposed LTP4 has been developed in close alignment with local, regional and national policy and strategy. Recent public consultation demonstrates that the content of the proposed LTP4 is well supported. To propose a significantly different approach for would risk being disjointed and reduce likelihood of securing transport investment for the area. It would also impact on delivery timescales, missing the March 2025 target date for the Devon and Torbay Devolution deal.

7.3. By 2026, in any case, an updated strategic plan for transport covering the area will be required. There have previously been indications that updated Local Transport Plans will be used to guide funding awards to Council's – currently this is through an annual capital settlement to deliver the objectives of the Local Transport Plan, but with a longer-term plan there may be scope for longer term funding packages.

8. Financial Opportunities and Implications

8.1. This funding enables the Council to deliver capital transport projects across all modes that support the objectives of the plan (either wholly funding or utilise as match funding for larger schemes with additional external grants).

8.2. Endorsing the LTP4 will help to ensure Devon and Torbay are best positioned to receive transport funding allocations. It is therefore important to have the plan in place to ensure Torbay, as a place, benefits from improved transport infrastructure.

9. Legal Implications

9.1. Having a Local Transport Plan in place is a statutory requirement for Local Transport Authorities under the Local Transport Act 2000. The plan must set out the objectives and ambitions for transport in the area, with actions that implement them.

9.2. The Devolution Deal for Devon and Torbay included a commitment to the development of an updated LTP.

10. Engagement and Consultation

- 10.1. The proposals have undergone significant stakeholder consultation at every stage of project development, prior to undertaking public consultation in line with Cabinet's previous decision in September 2024. This work builds on the depth and range of previous consultation held on specific transport strategies in recent years, making best use of previous feedback, alongside other engagement on the Devon Carbon Plan and Torbay's Greener Way for Our Bay.
- 10.2. The LTP4 public consultation was held between 1 October and 30 November 2024. Information about the consultation was published on the Devon County Council's "Have Your Say" webpage, with links provided from Torbay's website. This summarised the content of the draft LTP4 and contained links to the full draft document, a summary document, the Strategic Environmental Assessment, a summary video and an online questionnaire.
- 10.3. Paper copies of key documents and the questionnaire were available at Devon libraries. The consultation was promoted via press releases and on social media and in addition four webinar events were held.
- 10.4. A total of 1070 questionnaires and 62 email submissions were received, 54 of which were from stakeholders including district councils, transport operators, campaign groups, charities and businesses.
- 10.5. The draft LTP4 was well supported at consultation, with the full results detailed in the consultation report available online (see Background Documents). The vision was supported to some extent by 82% of respondents and each of the six objectives were considered important by at least 80% of respondents. The place-based strategies received support by a minimum of 70% of respondents. The Connecting Devon and Torbay (75%) and Assessment Management and Road Safety (72%) strategies also received strong support.
- 10.6. Despite the generally positive feedback received during the consultation, there were points raised that have led to amendments. These changes included the following:
- **Connecting Devon and Torbay:** Additional detail on priorities for coaches and freight, to reflect priorities from further work undertaken by Peninsula Transport.
 - **Exeter:** Greater clarity on the inclusion of the East of Exeter area within the strategy for the city. Addition of air quality target to reflect Exeter Transport Strategy 2020-2030
 - **Torbay:** Increased emphasis on regeneration and delivery of Edginswell rail station. Additional detail on infrastructure for new development, road safety priorities and importance of Paignton as the gateway to the rail network for southern Torbay.
 - **Growth areas:** Stronger focus on sustainable travel measures and addition of Plympton rail station.

- **Rural Devon and market and coastal towns:** Additional detail to reflect progress on Countywide Local Cycling and Walking Infrastructure Plan and the Rights of Way Improvement Plan. New rail and bus integration map.
- **Asset management and road safety:** Updated to reflect latest design standards and plan for new residential design guides.
- **Action plans:** Addition of low cost, high impact “quiet lane” proposal to enhance active travel provision. Removal of delivered schemes.
- **Monitoring and evaluation plan:** Addition of indicators to measure progress against LTP 4 objectives. Minor amendments to objectives to complement metrics.
- **Glossary of key terms:** Added to help readers with technical terms and the role of particular organisations

11. Procurement Implications

- 11.1. There is no direct spending associated with this decision, though the delivery of projects set out within the action plan and any future emerging actions will require procurement consideration.

12. Protecting our naturally inspiring Bay and tackling Climate Change

- 12.1. The LTP prioritises a transport network that supports sustainable growth, reaching net zero by 2050 and improving travel choice for all. The objectives specifically focus on decarbonisations, reliability and resilience and the promotion of sustainable travel modes more widely.
- 12.2. Transport is a significant contributor to carbon emissions whether measured locally or nationally and the Local Transport Plan will have a key roll to play in focussing the investment in appropriate measures to help increase the choice people have about they travel, enabling them to use more sustainable modes, whether walking, cycling, public transport or electric vehicles.
- 12.3. The carbon assessment tool has been used to consider the impacts and mitigations. These can be summarised as follows:

Environmental Considerations

- **Greenhouse Gas (GHG) Emissions:**
 - The Local Transport Plan (LTP) aims to reach net zero emissions by 2050 and a 50% reduction by 2030.
 - Key indicators include carbon emissions from transport and the number of EV charge points.
- **Energy and Renewable Energy:**
 - The LTP does not include specific actions for renewable energy generation but highlights the need for renewable energy for EV infrastructure.
- **Protecting Nature and Biodiversity:**
 - The LTP aims to enhance biodiversity through improved landscape maintenance along transport networks.

- **Seas and Waterways:**
 - No specific water-based transport interventions are identified, but the impact on seas and waterways must be considered for any proposals.
- **Sustainable Materials and Waste:**
 - Scheme promoters are responsible for ensuring sustainable resource use.
- **Sustainable Transport:**
 - The LTP focuses on providing integrated, accessible, and inclusive transport options to promote sustainable travel and reduce emissions.

Mitigation Activities

- **Decarbonisation:** Actions across various themes within the LTP to reduce carbon emissions, including developing a Carbon Design Toolkit.
- **Energy Use:** Promoting renewable energy for EV infrastructure and supporting private renewable generation opportunities.
- **Biodiversity Enhancement:** Implementing the Devon Nature Recovery Strategy through landscape maintenance and planting initiatives.
- **Sustainable Resource Use:** Ensuring best use of resources and exploring recycled materials for new schemes.
- **Sustainable Transport:** Enhancing travel choices and promoting active and sustainable transport modes.

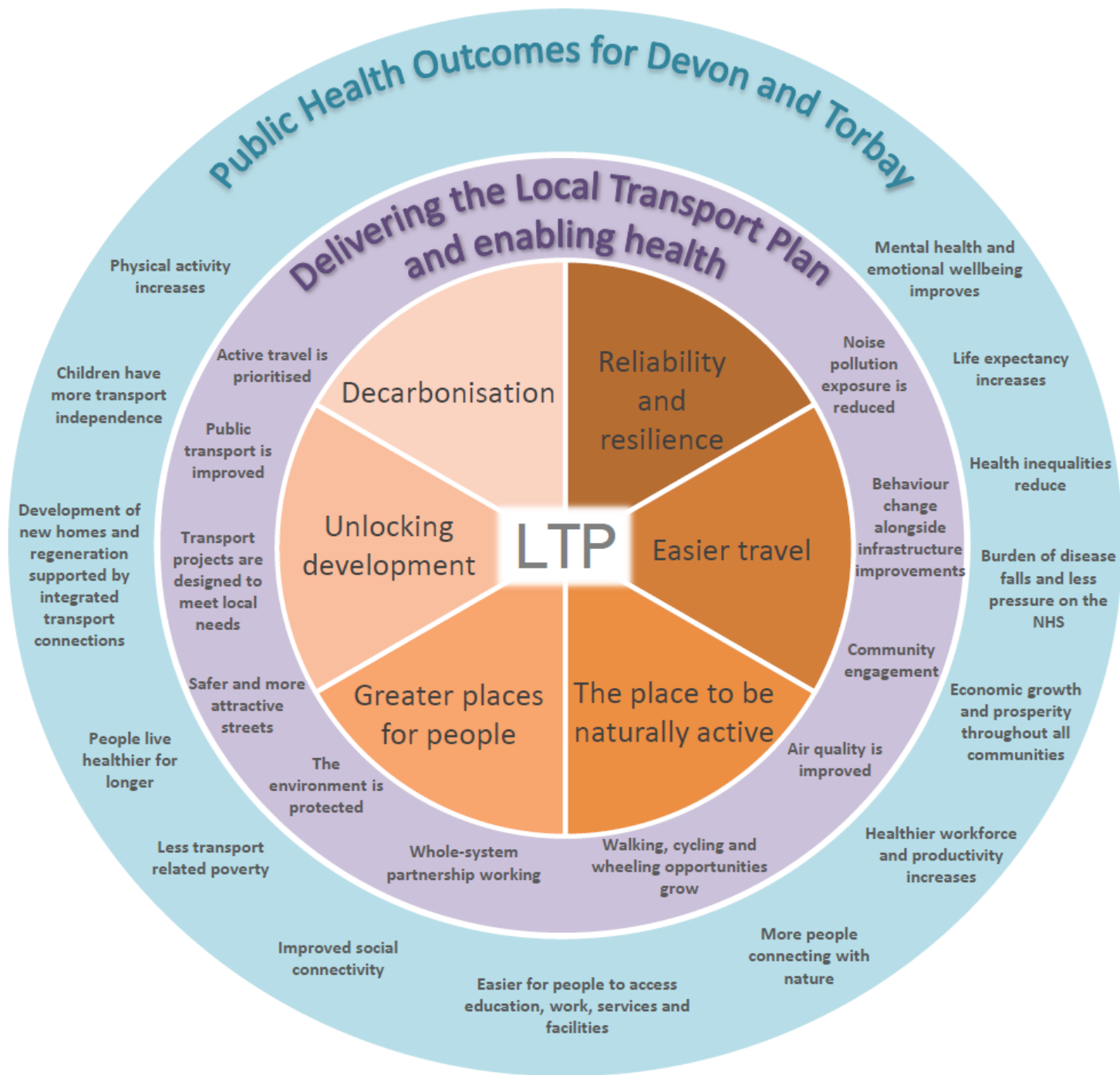
12.4. The Combined County Authority will play a significant role in setting the capital programme and monitoring progress against LTP objectives and indicators. The plan period extends until 2040, requiring immediate action to meet targets.

13. Associated Risks

13.1. The pre-consultation report to Cabinet highlighted the risk of updated guidance emerging from Government. At the time of writing no updates have been issued. Should any updated guidance emerge either before adoption or soon after, it may be appropriate for the LTP to be updated further but an assessment of that will be undertaken if the situation arises.

14. Equality Impact Assessment

- 14.1. All residents will benefit from the enhanced travel choices, from improved health and activity levels, improved road safety and more efficient transport networks that Local Transport Plan 4 will deliver. These improvements will enable increased access to a range of opportunities, including employment, education, leisure and community facilities.
- 14.2. Over 23% of Torbay households do not have access to a private vehicle, there is an older than national average age profile and almost 24% of all residents are disabled – advancing equality of opportunity and encouraging participation in society and community activities, enabled by better transport.
- 14.3. To achieve carbon reduction targets and improve public health it will be necessary to improve accessibility and the attractiveness of sustainable alternatives to encourage mode shift, which may disproportionately impact those who are reliant on private vehicles for transport. For such individual schemes, consultation and Impact Assessments will be carried out to seek views and consider the impact on people with protected characteristics.
- 14.4. A Rapid Health Impact Assessment has also been undertaken. This highlighted a number of strengths and opportunities linking the Local Transport Plan with factors such as air quality, noise, physical activity, economy and employment, safety and connections with communities. These have been reflected upon and changes made to the final LTP4 as appropriate. It also identifies vulnerable groups to consider within the LTP, including children and young people, older people, people with disabilities, people with existing health conditions, unemployed people and low income groups and socially excluded or isolated groups. This will remain applicable to consider throughout the lifetime of the LTP4, with the delivery of specific schemes. Below is an indication of the links to public health outcomes:



- 14.5. Devon (including Torbay) is a large area with varied landscapes, townscapes and demographics. The population is spread between busy urban hubs, market and seaside towns, villages and across wild and ancient national parks.
- 14.6. This diversity means that transport patterns, needs, and infrastructure are not uniform across the area. The Local Transport Plan 4 identifies four place types, including Torbay. The impacts assessed are only in relation to Torbay. Devon County Council have produced an impact assessment of their own to consider impacts within their area.
- 14.7. The strategy sets out the overarching vision and objectives but subsequent decisions on the action plans and schemes, as well as other specific plans (such as the Bus Service Improvement Plan) will be subject to further EIA consideration.

Protected characteristics under the Equality Act and groups with increased vulnerability	Data and insight	Equality considerations (including any adverse impacts)	Mitigation activities	Responsible department and timeframe for implementing mitigation activities
Age	<p>18 per cent of Torbay residents are under 18 years old.</p> <p>55 per cent of Torbay residents are aged between 18 to 64 years old.</p> <p>27 per cent of Torbay residents are aged 65 and older.</p>	<p>As non-drivers, children are often reliant on others for transport and can experience disproportionate impacts on their health from transport policy decisions, particularly children in young families.</p> <p>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.</p> <p>The LTP's objective of moving away from less sustainable modes in favour of more</p>	<p>The LTP identifies a range of policy objectives, projects and proposals which are sensitive to the needs of this protected characteristic. This has been informed by a Rapid Health Impact Assessment.</p> <p>This includes, for instance, a particular focus on the opportunities to improve active travel which provides transport</p>	<p>Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local</p>

		<p>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. Older people will benefit from being able to stay naturally healthy for longer and reducing isolation with easier journeys across modes, specifically buses enabling them to have access to the facilities they need.</p>	<p>independence for young people, provides a 'best start' in physical activity habits and helps older people increase/retain their physical mobility.</p>	<p>Transport Plan.</p>
<p>Carers</p>	<p>At the time of the 2021 census there were 14,900 unpaid carers in Torbay. 5,185 of these provided 50 hours or more of care.</p>	<p>Carers may be more reliant on effective transport links to undertake caring responsibilities, may need to undertake caring responsibilities with vulnerable users and may be more sensitive to the effects of transport related poverty.</p>	<p>The LTP identifies a range of policy objectives, projects and proposals which are sensitive to the needs of this protected characteristic. This has been informed by a Rapid Health Impact Assessment.</p> <p>In particular, the opportunities to improve public transport and address transport related poverty and social exclusion are recognised.</p>	<p>Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.</p>

Disability	In the 2021 Census, 23.8% of Torbay residents answered that their day-to-day activities were limited a little or a lot by a physical or mental health condition or illness.	People who have a physical or mental impairment including chronic disease and multimorbidity or disabilities that have a substantial and long-term adverse impact on their ability to carry out day-to-day activities. People with disabilities and long-term health conditions may have different experiences and needs in terms of accessing transport and active travel which need to be considered on an individual basis. Many may not be able to access certain forms of transport or need special arrangements to access them. They may be more likely to find it difficult to walk/wheel and may also be disadvantaged by the cost of transport.	<p>The LTP identifies a range of policy objectives, projects and proposals to be sensitive to the needs of this protected characteristic.</p> <p>In particular, the opportunities to improve public transport and address transport related poverty and social exclusion are recognised. Also, providing 'greater places for people' and addressing inclusive/accessible design is included within the LTP with measures such as Healthy Streets Design Checks acting as a means of consistently evaluating the opportunities of proposals to provide betterment for people with disabilities.</p>	Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.
Gender reassignment	In the 2021 Census, 0.4% of Torbay's community answered that their gender	No differential impact though improvements to transport will improve the experience, choice and opportunities	n/a	Spatial Planning in partnership

	<p>identity was not the same as their sex registered at birth. This proportion is similar to the Southwest and is lower than England.</p>	<p>for all. Benefits may become apparent through specific actions.</p>		<p>with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.</p>
<p>Marriage and civil partnership</p>	<p>Of those Torbay residents aged 16 and over at the time of 2021 Census, 44.2% of people were married or in a registered civil partnership.</p>	<p>No differential impact though improvements to transport will improve the experience, choice and opportunities for all. Benefits may become apparent through specific actions.</p>	<p>n/a</p>	<p>Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.</p>

<p>Pregnancy and maternity</p>	<p>Over the period 2010 to 2021, the rate of live births (as a proportion of females aged 15 to 44) has been slightly but significantly higher in Torbay (average of 63.7 per 1,000) than England (60.2) and the South West (58.4). There has been a notable fall in the numbers of live births since the middle of the last decade across all geographical areas.</p>	<p>Transport policy can affect the opportunities available for women to travel who are pregnant. In particular women that are pregnant who travel by public transport are more sensitive to the need for quality waiting facilities, appropriate seating availability on buses, accessibility issues and overcrowding. They may also be more sensitive to the effects of air pollution.</p>	<p>The LTP identifies a range of policy objectives, projects and proposals to be sensitive to the needs of this protected characteristic.</p> <p>In particular, the improvement of public transport facilities and options is a key part of the LTP.</p>	<p>Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.</p>
<p>Race</p>	<p>In the 2021 Census, 96.1% of Torbay residents described their ethnicity as white. This is a higher proportion than the South West and England. Black, Asian and minority ethnic individuals are more likely to live in areas of Torbay classified as being amongst the 20% most deprived areas in England.</p>	<p>No differential impact though improvements to transport will improve the experience, choice and opportunities for all.</p>	<p>n/a</p>	<p>Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local</p>

				Transport Plan.
Religion and belief	64.8% of Torbay residents who stated that they have a religion in the 2021 census.	No differential impact though improvements to transport will improve the experience, choice and opportunities for all.	n/a	Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.
Sex	51.3% of Torbay's population are female and 48.7% are male	Issues of personal safety are more acute amongst women in general, in particular with regards to travelling on public transport and undertaking active travel. These issues of personal safety may be more acute during the hours where there is absence of daylight.	The LTP identifies a range of policy objectives, projects and proposals to be sensitive to the needs of this protected characteristic. This has been informed by a Rapid Health Impact Assessment. The differential impacts on safety between	Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined Authority during the

			genders is recognised within the LTP, in particular with regards to public transport and active travel with measures to be undertaken at the project level.	lifetime of the Local Transport Plan.
Sexual orientation	In the 2021 Census, 3.4% of those in Torbay aged over 16 identified their sexuality as either Lesbian, Gay, Bisexual or, used another term to describe their sexual orientation.	No differential impact though improvements to transport will improve the experience, choice and opportunities for all.	n/a	n/a
Armed Forces Community	In 2021, 3.8% of residents in England reported that they had previously served in the UK armed forces. In Torbay, 5.9 per cent of the population have previously served in the UK armed forces.	No differential impact though improvements to transport will improve the experience, choice and opportunities for all.	n/a	n/a
Additional considerations				
Socio-economic impacts (Including impacts on child poverty and deprivation)		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	The LTP identifies a range of policy objectives, projects and proposals to be sensitive to the needs of this protected	Spatial Planning in partnership with other departments,

		<p>injuries and poorer health outcomes compared to other groups.</p> <p>The LTP's objective of moving away from less sustainable modes in favour of more sustainable modes, will support those groups that are less likely to have access to their own private vehicle. The objectives of the LTP also support enhanced access to active and public transport which will be of benefit. Additional benefits are likely to emerge from specific projects and plans considered separately.</p>	<p>characteristic. This has been informed by a Rapid Health Impact Assessment.</p> <p>The impacts of deprivation and ensuring needs are addressed within the LTP. A range of different transport experiences are experienced by those facing deprivation, including geographically. Network planning with regards to various modes of travel, access and accessibility to public transport and services and creating greater places for people are key issues with a range of measures.</p>	<p>including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.</p>
<p>Public Health impacts (Including impacts on the general health of the population of Torbay)</p>		<p>Transport has a very significant role to play as a wider determinant of health on the population of Torbay. Some particular factors that are important include air quality, noise, physical activity, employment, safety, access and accessibility to public transport and</p>	<p>The LTP identifies a range of policy objectives, projects and proposals to be sensitive to the needs of this protected characteristic. This has been informed by a</p>	<p>Spatial Planning in partnership with other departments (with particular reference to</p>

		amenities, affordability of transport, connections between and within communities and community involvement in transport planning/design.	<p>Rapid Health Impact Assessment.</p> <p>The LTP contains a range of measures to address public health and has been informed by the input of Public Health colleagues and stakeholders in many respects. Continued partnership working with Public Health will be critical during the lifetime of the LTP to ensure delivery is focused on delivering better outcomes for public health.</p>	working with Public Health), including SWISCO and partners in relation to the Combined Authority during the lifetime of the Local Transport Plan.
Human Rights impacts		No differential impacts	n/a	n/a
Child Friendly	Torbay Council is a Child Friendly Council, and all staff and Councillors are Corporate Parents and have a responsibility towards cared for and care experienced children and young people.	Impacts identified regarding age (see above) are also relevant in this regard.	The LTP identifies a range of policy objectives, projects and proposals to be sensitive to the needs of this protected characteristic. This has been informed by a Rapid Health Impact Assessment.	Spatial Planning in partnership with other departments, including SWISCO and partners in relation to the Combined

				Authority during the lifetime of the Local Transport Plan.
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15. Cumulative Council Impact

- 15.1. Proposals in the transport strategy will impact on many of the wider outcomes of the Council.
- 15.2. Specific actions, or plans for specific modes (such as Bus Service Improvement Plan and Local Cycling and Walking Infrastructure Plan), can have a greater benefits on day to day services and the community or businesses they support. However the role of this strategy is to set those overarching objectives to enable the hooks and delivery of benefits particularly around the economy, climate, and health and wellbeing of the community.

16. Cumulative Community Impacts

- 16.1. Proposals in the transport strategy will impact on many of the Council's partners, the community and other stakeholders, providing transport infrastructure to support them, but also requiring their support in partnership to deliver on some of the actions.