

Clerk: Governance Support
Telephone: 01803 207013
E-mail address: governance.support@torbay.gov.uk
Date: Wednesday, 27 November 2024

Governance Support
Town Hall
Castle Circus
Torquay
TQ1 3DR

Dear Member

OVERVIEW AND SCRUTINY BOARD - THURSDAY, 14 NOVEMBER 2024

I am now able to enclose, for consideration at the Thursday, 14 November 2024 meeting of the Overview and Scrutiny Board, the following reports that were unavailable when the agenda was printed.

Agenda No	Item	Page
4.	Local Transport Plan 4 Consultation Presentation	(Pages 3 - 16)

Yours sincerely

Governance Support
Clerk

This page is intentionally left blank



What is a Local Transport Plan?

- Transport Act 2000 (as amended 2008) requirement for Local Transport Authorities to create a Local Transport Plan.
- Medium term priorities for transport (15 years)

Page 4



LTP Strategy



Policies for the promotion of safe, integrated, efficient and economic transport

Proposals for implementation of these policies



LTP Action Plan

Vision

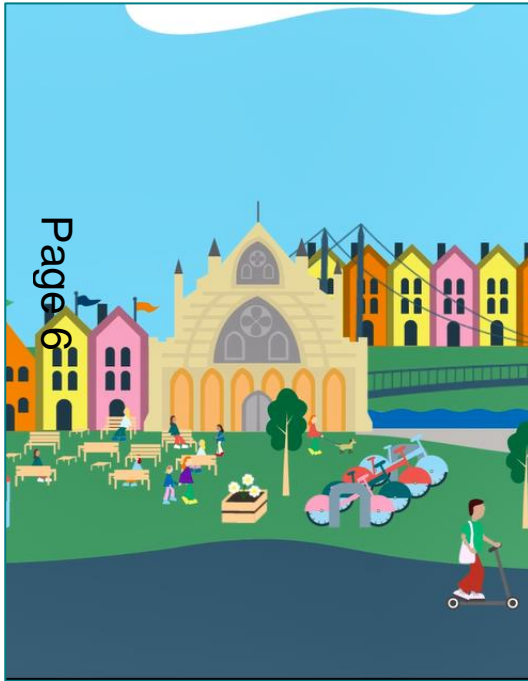
Transport will facilitate sustainable growth and support reaching net zero carbon by 2050 at the latest.

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



Our Strategies and Action Plans

Exeter



Torbay



Growth Areas



Rural Devon and Market & Coastal Towns



Our Strategies and Action Plans

Torbay



Strategy



Greater Places for People



Easier Travel



The Place to be Naturally Active

Details of interventions are in the Action Plan pages of the draft LTP4

Action Plan

Town centre public realm

Public Transport Gateways

Roll out strategic cycle network

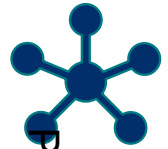
Improved Crossing Facilities

Lower Emission Vehicles and Low Carbon Travel

Attractive Services

Our Strategies and Action Plans

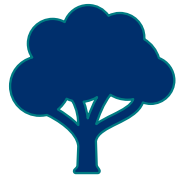
Connecting Devon and Torbay



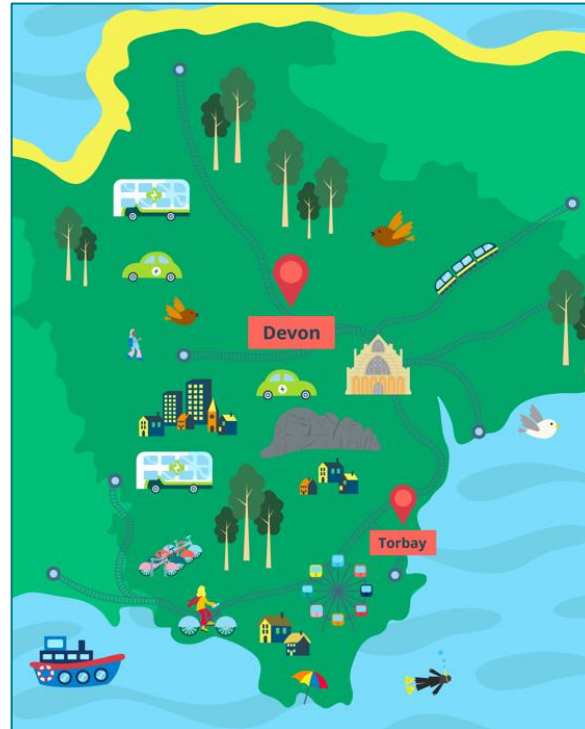
Reliable and Resilient Network



Easier Travel

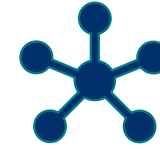


Decarbonisation



Details of interventions are in the Action Plan pages of the draft LTP4

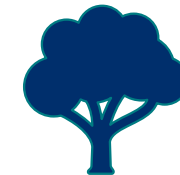
Asset Management and Road Safety



Reliable and Resilient Network



Greater Places for People



Decarbonisation

PublicHealth



TORBAY

COUNCIL

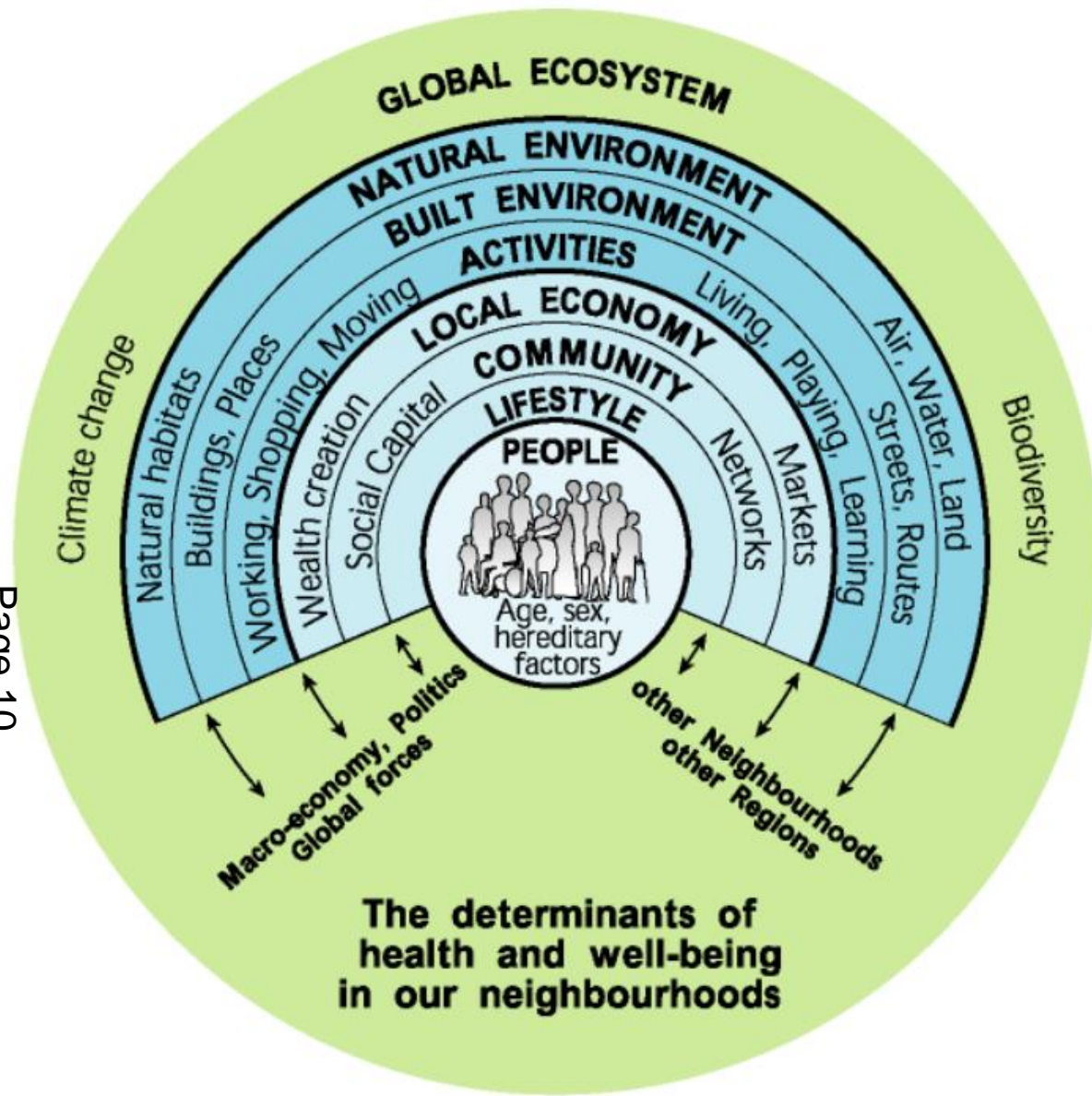
Page 9



Public Health Devon



TORBAY COUNCIL



- **Rapid Health Impact Assessment**
- 18 pages in total (stage 1)
- Stage 2 version being prepared which will be submitted as a consultation response and evidence

Page 11
“*Health Impact Assessment (HIA) is a tool for systematically identifying the impacts of plans and development projects, and for informing recommendations to promote and protect health and wellbeing and narrow inequalities.*”

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.

August 2024 – Page 1

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.

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>

How will we deliver LTP4?

- DCC and Torbay Council Integrated Transport Blocks
- Bid for external funding
- Forthcoming Devolution deal
- Inform Local Plan
- Access developer funding

page 14



Why do we need it anyway?

- Strategic Plan sets out the vision
- Consistency with regional policy
- Supports funding bids and long term funding awards

Torbay Hospital *A Case Study*

- LCWIP pedestrian and cycle routes
- Bus Services
- Park and Ride
- Car Club
- Shared Cycle Hire
- Electric Charging



This page is intentionally left blank