


Barnstaple with Bideford and Northam

Local Cycling and Walking Infrastructure Plan

2022 Public Consultation Report

31st October 2022

<p>Devon County Council County Hall, Topsham Road Exeter, Devon, EX2 4QD</p>	
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1. Introduction

1.1. Background

Devon County Council has worked with North Devon and Torridge District Council's and Barnstaple, Bideford and Northam Town Council's to propose 4 walking zones and 6 new cycling routes in and around Barnstaple, Bideford and Northam (BBN), see Figure 1 below, for improvement over the next 10-20 years to help people travel more actively. The proposed routes were detailed in the draft BBN Local Cycling and Walking Infrastructure Plan (LCWIP) which identified the gaps in the existing active travel network and outlined the focus of future walking and cycling investment.

The Plan aims to:

- Plan for cycling and walking using evidence and data on existing and potential future demand.
- Target investment where it can have the greatest impact.
- Identify cycling and walking infrastructure improvements in readiness for funding bids.
- Plan cycling and walking networks that meet design standards to provide a safe, direct and coherent cycling and walking environments for all users.

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs will be instrumental in leveraging funding from the newly established Cycle Infrastructure Fund, along with other national and local funding streams.

The below process was followed, taken from the Government guidance on preparing LCWIPs:

- Stage 1: Determine the scope - establish the geographical context and arrangements for governing and preparing the plan – completed.
- Stage 2: Gathering information - identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to cycling and walking – completed.
- Stage 3: Network planning for cycling - identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required – completed.
- Stage 4: Network planning for walking - identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required – completed.
- Stage 5: Prioritising improvements - prioritise improvements to develop a phased programme for future investment – Completed.
- Stage 6: Integration and application - integrate outputs into Local Plan policies, strategies and delivery plans – Finalise improvements post public consultation comments, and take to Cabinet to have Plan approved.

Two stakeholder engagement events were held in April 2022, one in Bideford and one in Barnstaple to discuss the draft Plan and seek views of local stakeholders and community groups. After amendments to the plan considering the stakeholder views a 3 week long public consultation was held from September 21 to October 12.

This report summarises the results of the public consultation and presents the suggestions and proposed alterations made as a result of the public consultation.

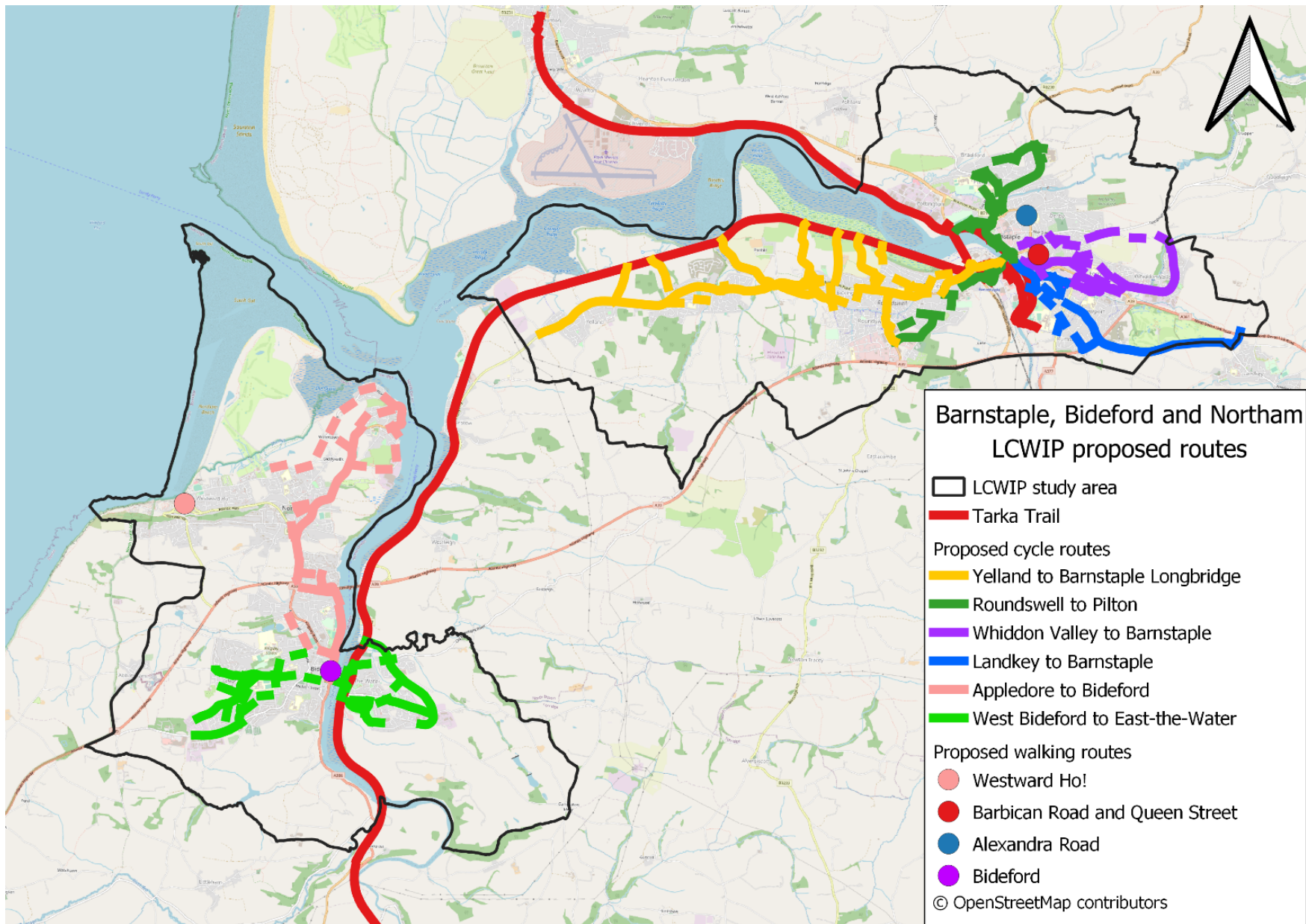


Figure 1 – Map of 4 proposals in Bideford and Northam, and 6 proposals in Barnstaple area.

2. Consultation Arrangements

2.1. Introduction

A public consultation was held on the BBN LCWIP proposals between 21st September 2022 and 12th October 2022.

Some late responses were accepted, primarily from Town and Parish Councils due to the cycle of their committee meetings falling outside of the consultation period.

Information relevant to the plan and consultation was hosted on a public consultation website (www.devon.cc/bbnlcwip). This contained:

- the link to the full Draft BBN LCWIP Report,
- a summary of the Draft BBN,
- questionnaire,
- link to the eight-page leaflet (see below)
- Introduction to LCWIP and links to videos explaining the LCWIP process.

Paper copies of the BBN LCWIP were available at Northam, Appledore, Bideford and Barnstaple Libraries at reception.

2.2. Public Consultation Materials

In addition to the consultation website an eight-page public consultation leaflet was prepared and published in the North Devon Gazette (2022 September 21st edition). The North Devon Gazette is a free newspaper delivered by the publisher to most households in Barnstaple, Bideford and Northam. This leaflet contained summary information on the 10 improvement proposals and contact details to enable the public to reach the public consultation team by post, email, telephone or via the scheme website.

A questionnaire was written and published online to be completed by anyone wishing to provide their views on the proposals.

The questions were framed to seek views on the LCWIP principles and each of the 10 proposals, as well as an opportunity for further feedback to be provided.

2.3. Advertising

Details of the public consultation were advertised in the North Devon Gazette, as well as a local press release and Devon County Council Facebook account sharing links to the consultation website. Bespoke Facebook posts were also created such as Figure 2. The Facebook posts were then shared by other people, such as councillors, local cycle campaign, libraries, schools, Parish Councils etc.



Figure 2 - Social media advertisement example

3. Consultation Results

3.1. Introduction

Respondents to the questionnaire were asked to provide some information about themselves and the way they currently travel, they were invited to agree/disagree with the BBN LCWIP objectives and were asked to provide feedback on the specific proposals. For each question, respondents had the opportunity to expand on their views. A general comment section was also provided at the end for participants to make additional comments.

385 responses were submitted to the online questionnaire, 11 phone calls were taken, 37 emails and 1 letter were received.

Not all respondents answered all the questions in the questionnaire, therefore analysis has been carried out on the total number of interest in each question (the questionnaire was set up not to ask further questions if the respondent didn't want to answer questions about specific proposals).

Those who filled out the questionnaire were asked to provide their postcode. All but one provided their full postcode allowing the locations to be plotted. Each dot represents the coordinates of the centroid of the area that is associated with each postcode. 67% of the respondents were from within the LCWIP area, 30% from northern Devon but outside the LCWIP area, 3% were from elsewhere in Devon, and 1 response was from West Kent (not shown on maps). Figure 3 below shows the spread of responses across the area and Figure 4 shows the 162 respondents in the Bideford and Northam area, and the 92 respondents in the Barnstaple area. Bigger dots indicate that more people have replied with the same postcode. Responses via phone/email/letter are not included in the following analysis as they are included separately in section 3.9.

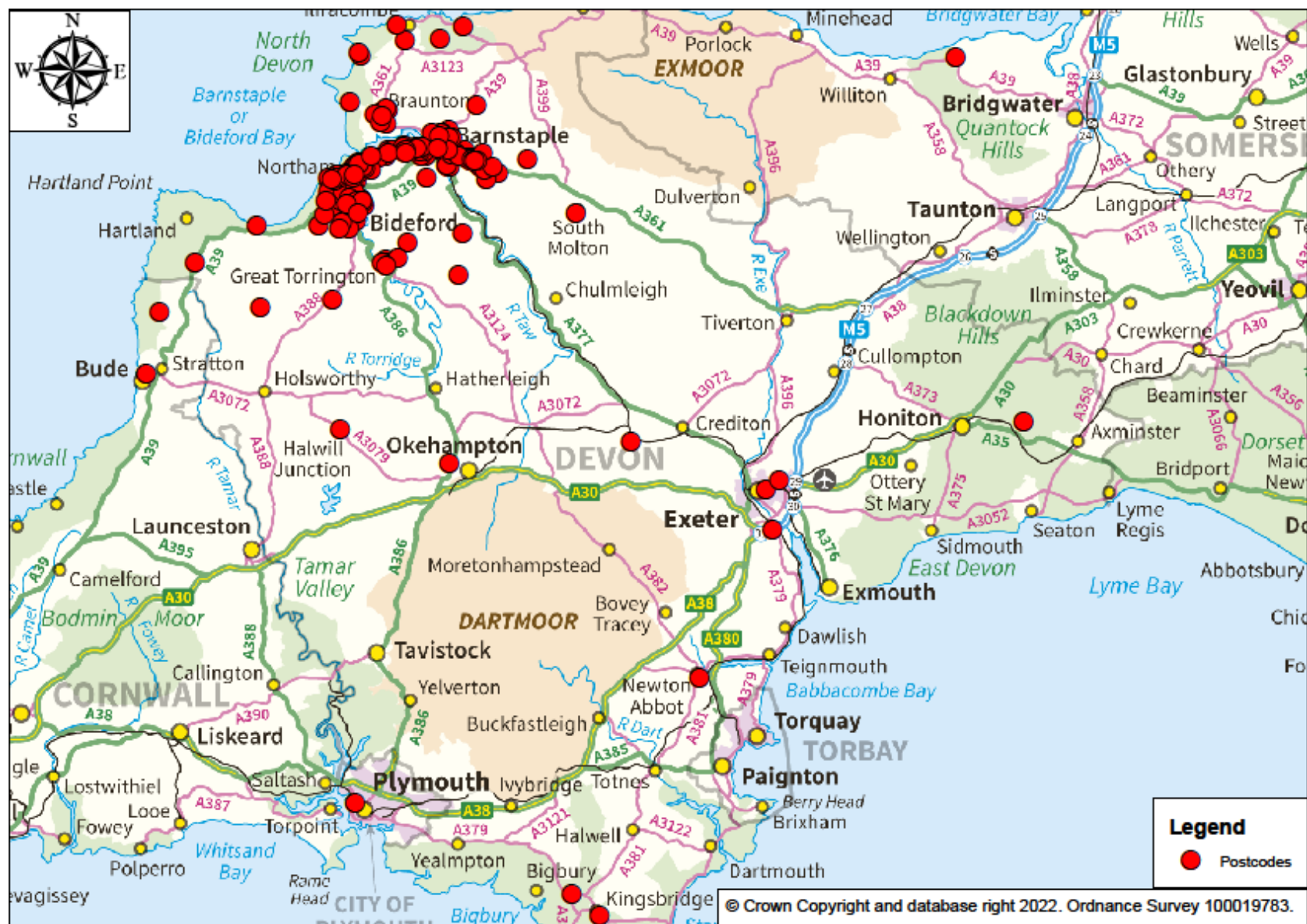


Figure 3 - Location Map of Responses Devon wide (West Kent postcode excluded)

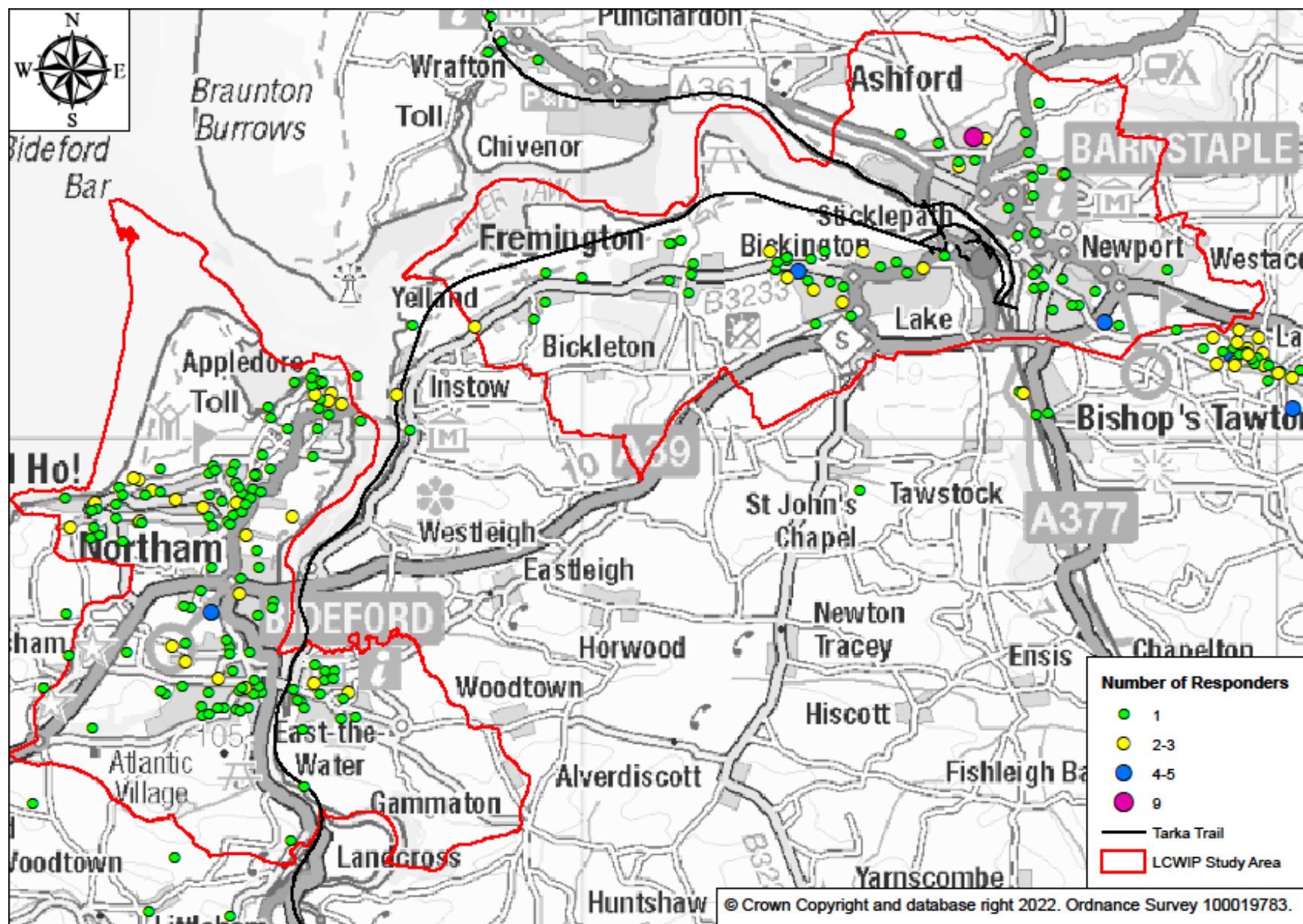
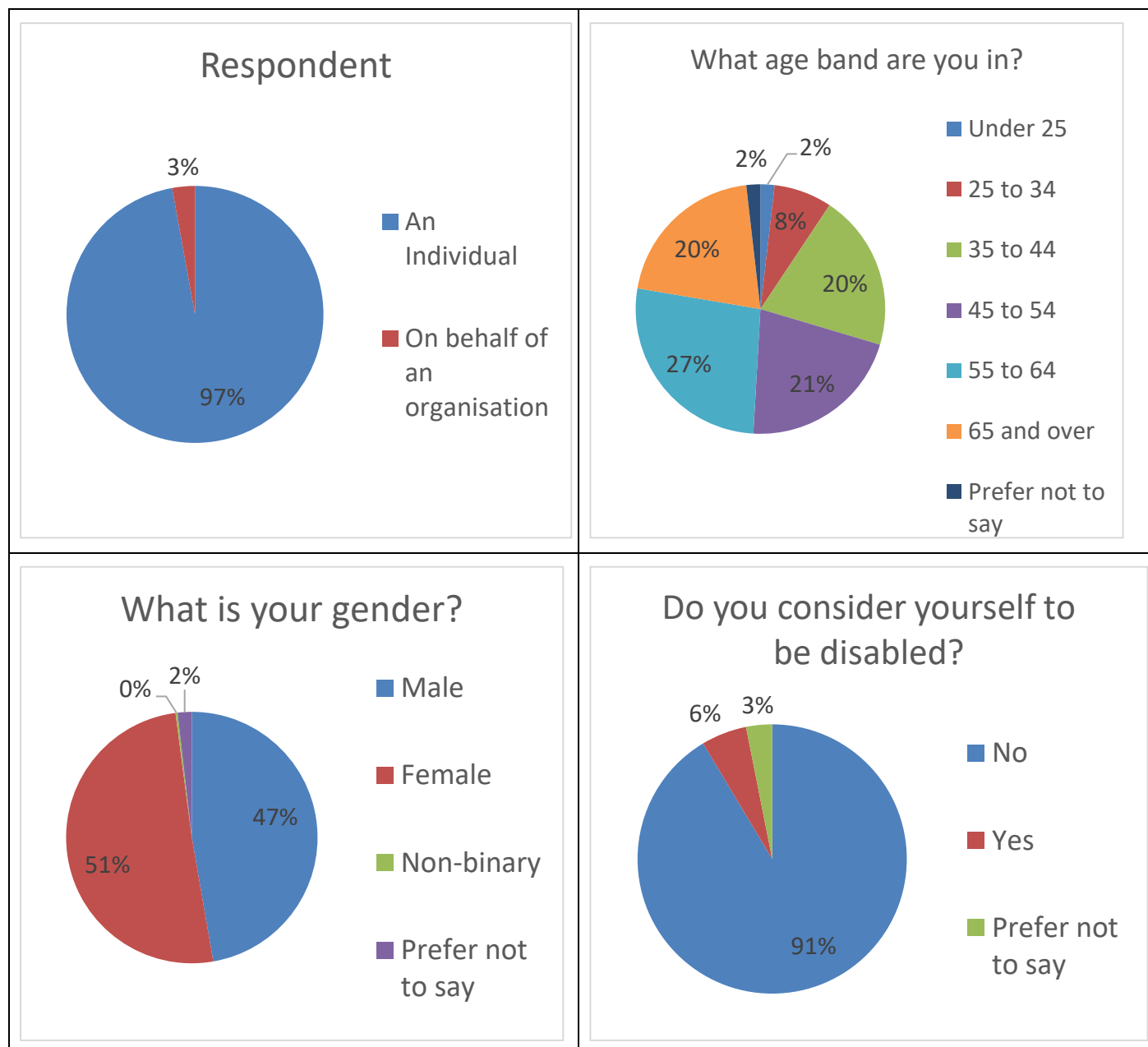


Figure 4 - Location Map of Responses in Study Area

3.2. Demography of Respondents

The questions asked the respondent their age band, gender, disability status and whether they are responding on behalf of an individual or an organisation. The proportions of the results are detailed below:



Eleven responses within the questionnaire were on behalf of an organisation, which are included in the analysis but for anonymity haven't been separated. These organisations are:

Town and District councillor, Member from Devon Cycling Campaign, Marshall building services LLP., Royal Devon University Healthcare NHS Foundation Trust, TaxAssist Accountants Barnstaple, Skern Lodge, Devon Highways, Movement - North Devon, Bishops Tawton parish council, North Devon Green Party, Pilton Infants' School.

3.3. Mode of Transport

Respondents were asked what type of transport are they most likely to use if they are not walking or cycling for short trips. Respondents could tick multiple answers, therefore all modes are out of a total of 385 respondents.

338 out of 385 said they would drive a car if not walking or cycling.

19 responses of “Other” form of transport include Electric Car (as driver), Minibus, Horse riding, Scooter, Motorbike, Van, Wheelchair and Mobility scooter.

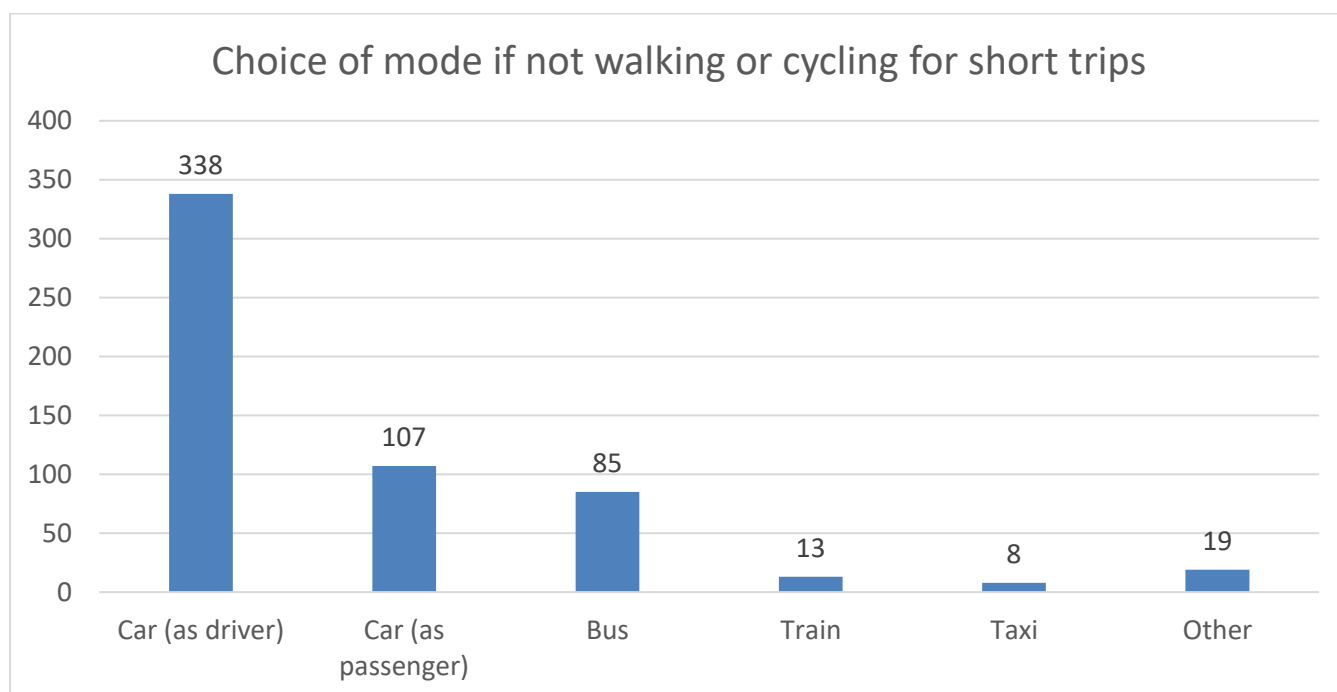


Figure 5 - Choice of mode of transport if not walking or cycling for short trips

3.4. Views of Respondents

Respondents were asked to indicate in a Likert scale¹ whether they agree or disagree with the following aims of the LCWIP:

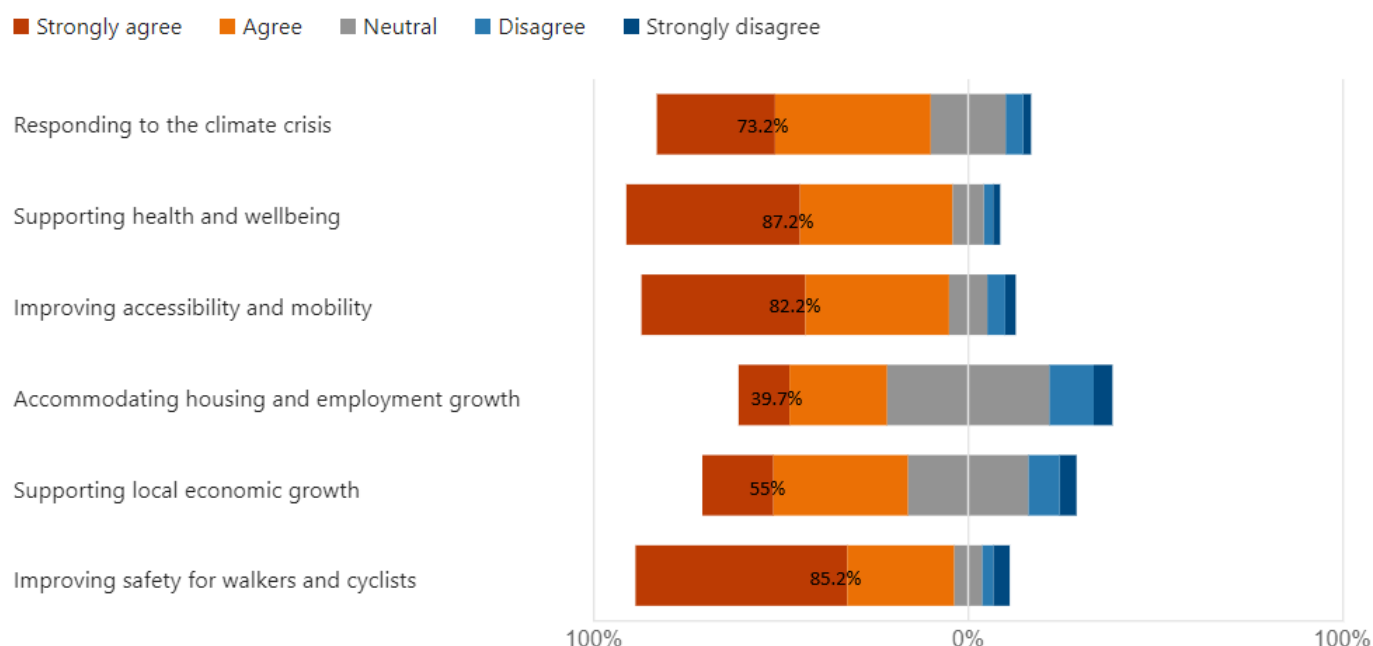


Figure 6 – Responses whether respondents agree or disagree with the aims of the LCWIP

Every respondents' answer has been included in the above graph, therefore the correct way to read the graph is that out of all the respondents who have provided an answer to whether LCWIP responds to the climate crises, 73% said they agree or strongly agree. Because of this, we shouldn't compare the factors to each other, however, 341 respondents (out of 382, 89%) have provided their answers to all 6 factors, so it can be safely concluded that most people find that the provision of the plans in the BBN LCWIP will improve health, wellbeing and safety.

¹ A Likert Scale allows respondent to choose one of the following depending on their level of agreement; Strongly Disagree, Disagree, Neither Agree or Disagree, Agree, Strongly Agree.

3.5. Support for each proposal

Respondents were asked whether they wanted to answer questions about a specific proposal, and then were asked whether they support it, don't support it, or are unsure about it. They also had the option to provide further comments for each proposal, as well as an overall feedback option at the very end.

Proposal	Responses	Supported	%	Not Supported	%	Unsure	%	Further comments received
Westward Ho! - walking	176	161	91%	6	3%	9	5%	56
Bideford - walking	164	149	91%	8	5%	7	4%	41
Alexandra Street - walking	105	97	92%	4	4%	4	4%	17
Barbican Road and Queen Street - walking	103	95	92%	4	4%	4	4%	16
Appledore to Bideford - cycling	233	208	89%	10	4%	15	6%	90
West Bideford to East the Water - cycling	152	141	93%	3	2%	8	5%	48
Yelland to Barnstaple - cycling	171	136	80%	21	12%	14	8%	60
Roundswell to Pilton - cycling	131	110	84%	11	8%	10	8%	45
Whiddon Valley to Barnstaple - cycling	100	92	92%	5	5%	3	3%	21
Landkey to Barnstaple - cycling	154	142	92%	4	3%	8	5%	57
Any other comment								108

Table 1 - Responses for each proposal

3.6. User frequency and purpose of each proposal

Respondents were asked to select whether they would use each proposed route, and if yes, how often, as well as for what purpose would they use each one. The figures below show the answers provided compared to the number of responses per proposal from Table 1. The percentages don't sum to 100% as some people didn't fill out the frequency question, and people could tick multiple answers for the purpose question.

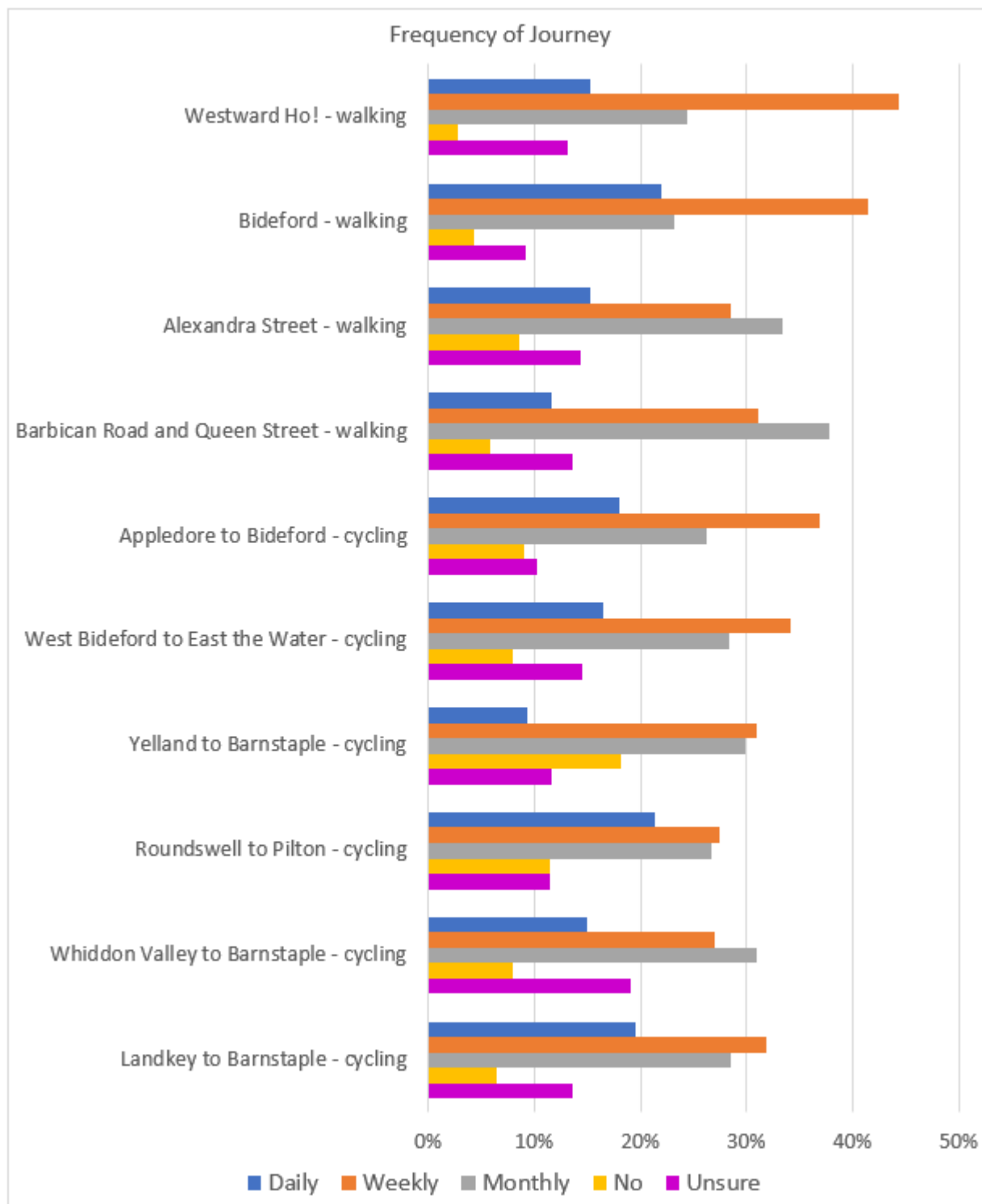


Figure 7 - Responses to how often one would use the proposed routes

Figure 7 shows that between 40% and 63% of the respondents for each proposed route would use each route daily or weekly, with Westward Ho! and Bideford being used the most often.

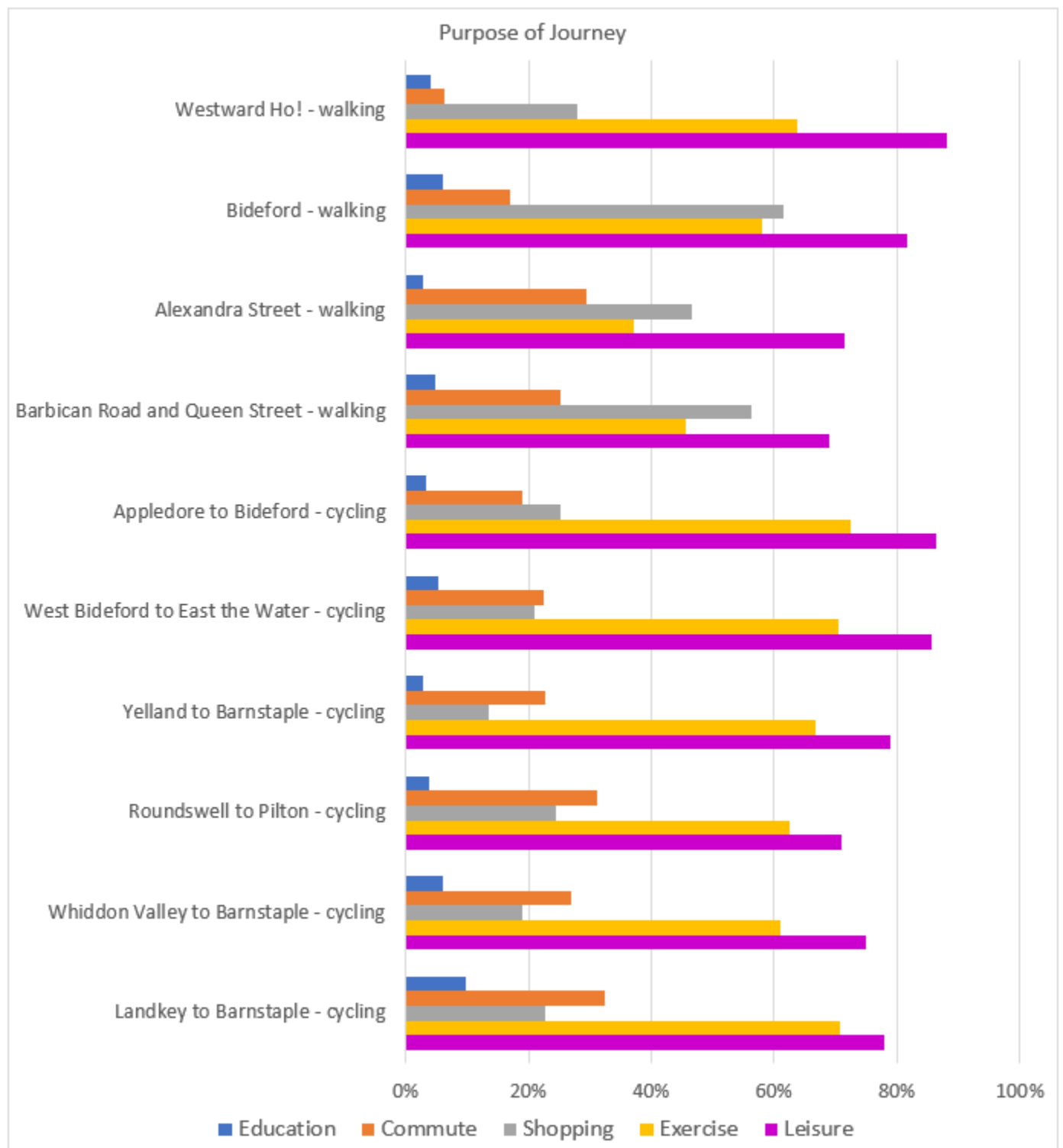


Figure 8 - Responses on why one would use the proposed routes

Figure 8 shows the percentage of purposes ticked by each respondent for each route, for example for Westward Ho! 88% of the respondents stated that they would use the proposed routes for leisure.

Leisure is the most common purpose chosen across all respondents for all the proposals. Then exercise comes second most common, except for Town Centres where Shopping is more common. More than 20% of respondents across all proposals would use the proposals for commuting, with the lowest figures in Westward Ho! at 6%. Education is generally low, except for Bideford, West Bideford and East-the-Water, Whiddon Valley and Landkey to Barnstaple, where schools can be accessed using the proposed routes.

3.7. Written answers from questionnaire response

Each person completing a questionnaire had the opportunity to write statements about each of the ten proposals and general comments. A collation and summary of the total 559 comments received and the DCC response to these comments are given below.

Comments on Westward Ho! walking proposals	DCC response
Concern between Watertown Garage and the RNLI slip but it has been achieved on the Exe Estuary.	To be considered in detailed design stage.
Concern of very narrow path that runs along the cricket pitch in Westward Ho! and towards the village. Not accommodating for pushchairs/wheelchair users. Wing mirrors are dangerously close to users.	This is included within the proposals already.
The pavements away from the sea front at Westward Ho are not safe for senior citizens, and has precarious crossing of roads.	This is included within the proposals already.
Not approved of 1 way system.	Comments noted. To be considered in detailed design stage.
Pedestrian area with uneven surface (bricks set in near Fairway Buoy) are not suitable for wheeled walking aids. Discouraged to use if limited mobility.	Comments noted. This is an existing maintenance issue.
Concern of widening pavement at Number 6 - means narrowing already narrow road or use up cricket pitch land. Neither accepted.	Comments noted. To be considered in detailed design stage.
Make Northam Burrows and narrow paths more accessible and safer for walking	Outside of LCWIP scope. Northam Burrows is Common Land managed by Torridge DC.
Consider one way system through the Westward Ho! Village	This is included within the proposals already.
Consider footpath from Buckleigh towards the link road junction	Already approved and to be delivered by housing developers.

Raise curbs at Westward Ho! to discourage parking on and blocking pavement. Except for Hockings ice cream van. Consider evening enforcement of double yellow lines on the green	Enforcement issue. To be raised internally.
Number 1- pedestrian crossing is unnecessary and unsafe. Concern that one way traffic at number 4 will increase congestion and thus worsen air pollution	Comments noted. To be considered in detailed design stage.
Consider banning traffic parking on road in area 5.	Comments noted. To be considered in detailed design stage.
Enforce no parking on pavement.	Enforcement issue. To be raised internally.
Consider enforcing blue badge holders to park safely, to ensure possibility of safe passing along Gold Links Road.	Enforcement issue. To be raised internally.
Consider crossing near the main car park and shops, as currently difficult to cross when Severely Sight Impaired.	This is included within the proposals already.
Consider making access to the sea pool more accessible (like Bude).	Outside of scope of the LCWIP
Consider crossing at a safer place nearer Merley Road outside trinity court. Consider clockwise one way system - In from Atlantic Way, along Beach Road and Avon Lane to Gold Club Links. Keep Nelson as is. Concern of existing high accident rate.	This is included within the proposals already.
Consider route from the new estates at the top of Stanwell Hill ie Deer Park, Daddon to Westward Ho! Village.	Comments noted, not within the scope of the LCWIP work due to the distance from the core walking zone, however, being looked at by housing development in the area.
Consider speed humps to slow traffic. Maintain existing white paint of 1 way system as it's now worn.	Comments noted. This is an existing maintenance issue.
Consider improving Beach Road and Golf Links Road first.	Proposals outside LCWIP

Comments on Bideford walking proposals	DCC response
Concern over reopening of train line between Barnstaple and Bideford and clash of schemes. Request to work together as proposals progress.	Comments noted. Impact on train line reopening to be considered in detailed design stage in line with any formal status of proposals to reopen the train line.
Not approved of 1 way system at Bridgeland Street	Comments noted. To be considered in detailed design stage. A traffic Regulation Order would be needed.
Consider Walking and Cycling lanes on A39 Torridge Bridge	The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.
Improve Wooda Road	This is included within the proposals already under Appledore to Bideford cycling proposals.
Blind spots in Bideford market place and opposite the anchor public house (currently one way). Consider refuges at the bottom of market place and at Joiners Arms. Discourage parking on pavements, especially at Honestone Street.	Comments noted. To be considered in detailed design stage. Enforcement issue to be passed onto civil parking officers.
Bideford High Street is unsafe for senior citizens. Another pedestrian crossing near the bottom of High Street would be good.	Comments noted. Although outside the current proposals this could be considered at the detailed design stage.
Consider safe crossing at Heywood Road roundabout	This is included within the proposals already via a link under the A39 next to Chircombe Lane, and as part of the improvement to the roundabout in the North Devon Link Road upgrades.
Consider pedestrianising the High St except for deliveries.	Comments noted. Although outside the current proposals this could be considered at the detailed design stage.

Consider making the quay and Old Bridge one way. Free up the quay, create opportunities for pavement dining.	These comments are noted however the impact of making the A386 one way would need a lot of assessment and an alternative route for HGV traffic would need to be built as using Meddon Street would be problematic.
Consider wider paths and a 20mph speed limit enforced with cameras and decreased parking in High Street. Consider a crossing half way up.	Comments noted. Although outside the current proposals this could be considered at the detailed design stage.
Consider dry secure cycle parking within the centre.	Installing cycling parking is an ongoing project across the county dependant on funding and available suitable land.
No 4 is unnecessary, main shopping area is Mill Street and beyond. Consider wider footpath from the Strand towards Mill Street.	Comments noted. To be considered in detailed design stage.
Improve path to Devonshire Park and provide new crossing	This is included within the proposals already.
Ensure less vehicular traffic along the quay.	Reducing vehicle traffic on the Quay would not be a specific measure that is achievable within the scope of the LCWIP. Alternative mode choices and routes for HGVs would need to be in place.
Consider improving Clifton Street as well which links to these proposals.	This is included within the proposals already under the Bideford West to East the Water cycle proposals.
Consider enforcing no parking on crossing at Clovelly Road junction with Coronation Road at school drop off/pick up.	Enforcement issue. To be raised internally.
Improve existing walkways first, such as Clovelly road, Clifton street, Torrington hill, Sentry Corner, pavements around east the water primary school, Royal Hotel (entrance to Tarka Trail)	Partly a maintenance issue and partly included within the proposals already under the Bideford West to East the Water cycle proposals.
Consider better crossing at the top of Honestone street over to Old Town/Abbotsham Road.	This is included within the proposals already under the Bideford West to East the Water cycle proposals.
Observed congestion due to illegal parking on Bridgeland Street, consider 1 way system or parking enforcement.	This is included within the proposals already.

Consider traffic lights at junction of Bridge Street, the Quay, the old bridge and New Road. Review current unsafe crossing on the quay near the post office and the old bridge end of the quay, move further down.	Comments noted. Although outside the current proposals this could be considered at the detailed design stage.
Consider bus layby by the gallery to decrease bottleneck.	This is a traffic proposal to improve traffic congestion which is outside of the scope of the LCWIP.
Use planters in Bridgeland Street as road blocks, to encourage walking and discourage parking.	Comments noted. Modal filters to be considered in detailed design stage.
Improve crossing points around Longbridge. Improve Walking and cycling on Torridge Bridge to link to Tarka Trail. As parking on Clarence Wharf will be removed (development), consider created a Tark Trail visitor centre near the lane past Jewsons towards Kynoch's. Ensure all proposals include mobility users.	Changes to the Longbridge are included within the proposals already under the Bideford West to East the Water cycle proposals. Provision of a visitor centre is outside of the scope of the LCWIP.
Consider prioritising improvements at both roundabouts at Bideford Longbridge, as well as walking improvements along the bridge. Improve crossing at junction of Abbotsham Road/Old Town/Honestone Street.	This is included within the proposals already under the Bideford West to East the Water cycle proposals.
Ensure track under A39 linking to Limers Lane is surfaced.	A new cycle route is being built by the development. Chircombe Lane is privately owned and only allowed to be used by pedestrians.
Consider better pedestrian crossings at The Quay and opposite Victoria Park	Comments noted. To be considered in detailed design stage.

Comments on Barnstaple - Alexandra Street walking proposals	DCC response
No.5 Make Zebra crossing signalised. As it's on a bend, vehicles travel too fast to voluntarily stop.	Comments noted. To be considered in detailed design stage.
Combine wider path (point 2) with Council's plan for new car park entrance	Subject to detailed planning matters.
Review footfall. Most pedestrians observed to cross to access main shopping centre.	Comments noted. To be considered in detailed design stage.
Improve crossing at Costa on Station Road, poor visibility, unsafe.	Not within the area of the proposals. However, this crossing has recently been installed and will be subject to stage 3 and 4 road safety auditing.
Don't remove guard rails for safety reasons.	Comments noted. To be considered in detailed design stage.
No 6 is widening footpath necessary, check mobility user numbers. Consider on-road cycle lane on wider parts of Alexandra Road; such as The Square to Bear Street, Bratton Fleming, Loxhore, Goodleigh.	<p>Comments noted. To be considered in detailed design stage.</p> <p>Bratton Fleming, Loxhore and Goodleigh are all outside of the area of the LCWIP.</p>

Comments on Barnstaple - Barbican Road and Queen Street walking proposals	DCC Response
Ensure pedestrian desire line to car park aligns with crossings/signals.	Comments noted. To be considered in detailed design stage
Consider removing the two lanes by the TA centre and make one a cycleway	Comments noted. To be considered in detailed design stage
There is no footpath from crossing point at 3, all pedestrians to walk via Oakleigh Road, with additional crossing at roundabout by petrol station may as well go back to the 4 way light junction there previously, relocate crossing at bus station. Why?	Comments noted. To be considered in detailed design stage
Barbican Widen pavement at 5, not at the expense of road width.	Comments noted. To be considered in detailed design stage

Comments on Appledore to Bideford cycling proposals	DCC response
Northam Road (parallel Kinglsey Road) in Appledore to Bideford (Point 9) is not a quiet route, used for rat run, especially at school time.	Comments noted. To be considered in detailed design stage
Concern over cyclist and pedestrian conflict on shared use paths due to lack of etiquette knowledge (speed, bell, approach).	Noted
Concern of safety for residents and cyclists if cyclists are redirected to residential area. Concern of accidents and noise pollution. Staddon Road has blind spots. One of the routes suggested is the steepest narrow decent in Appledore with blind spots, concern for safety. Consider Wooda Lane for quiet road. Strongly object with regards to public safety.	Comments noted. To be considered in detailed design stage
Concern of Heywood route signaged as quiet route with carriageway widening scheme. Concern for safety of cyclists.	Comments noted. To be considered in detailed design stage
On the A386 section cycles using the route should have priority over traffic joining or leaving at the junctions (eg Durrant Lane) to not lose momentum.	This is included within the proposals already.
Consider old Railway line between Bideford and Appledore as route.	This route is already being considered a scheme separately to the LCWIP.
Improve cycleway along pavement from Bideford up to Northam, make it safer. Consider cyclist having priority over cars entering from side roads. Improve turning right onto pavement from Limers Lane.	This is included within the proposals already.
Northam Road is not currently suitable for cyclists, too narrow, used as rat run. Make changes to ensure safety.	Comments noted. To be considered in detailed design stage
Ensure to keep carriageway wide enough, consider removal of parking if approved by community.	Comments noted. To be considered in detailed design stage

Consider a route across the A39 Torridge Bridge to improve access to the Tarka Trail.	The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.
Consider improving shared use in Manteo and the access from Mines as it's currently too dangerous.	This is included within the proposals already under the Bideford West to East the Water cycle proposals.
Not adequate plans for Northam. Ensure quiet routes are enforced, review signposting, especially at Cross Street and Churchill Way. Consider walking schemes in Northam,	Comments noted. To be considered in detailed design stage. Proposals for cycling improvements in this area are likely to also be walking improvements if shared use paths are created.
Address issue of pedestrians unsafely crossing Heywood roundabout on the north side to get to the bridge, consider improvements to aid crossing.	This is included within the proposals already via a link under the A39 next to Chircombe Lane, and as part of the improvement to the roundabout in the North Devon Link Road upgrades.
Consider joining up the cycle route on the A386 leaving Bideford between the bottom on Raleigh Hill and Hanson Park. Currently dangerous with fast moving traffic.	Comments noted, but physical constraints make improvements here difficult alongside an A class road. Alternative routes are quieter and better quality, although may be longer.
Concern that current traffic levels don't allow for a quiet route. Ensure that new developer cycle routes follow children's desire lines to schools and Bideford College. Maintain existing paths to access the Burrows and Coast path.	Comments noted. To be considered in detailed design stage routes have been considered for access to education. This is an existing maintenance issue.
Appledore - B Section 9 Northam road is not a quiet route with high vehicle speed and narrow pavements and blind corners. Main route to school. Not wide enough for HGVs who do use the route. Fatal accident at First Raleigh 2022 summer. Consider these to improve existing infrastructure: A one way system for Northam road. Widening the pavements. Traffic calming measures extended along Northam road up to Heywood road. Barriers between Heywood road and First Raleigh.	Comments noted. To be considered in detailed design stage.

Appledore Section A, Broad Lane is not a quiet route, is too steep with low visibility, prefer route would be Wooda Road.	Preference noted. To be considered in detailed design stage
<p>1 Concern locally about loss of parking to cycling. Concern of safety on The Quay</p> <p>3 Scope for dedicated cycle lane in Wooda Road to join with proposed route in Churchill Way.</p> <p>4 Concern that cycle route through The Square in Northam is not feasible. Consider A 10 or 20 mph zone for vehicles.</p> <p>5 Existing cycle way on Heywood Road needs better signing and road crossings. Ensure aligns with proposed NDLR roundabout improvements.</p> <p>8 Proposal feels unsafe.</p>	Comments noted. To be considered in detailed design stage.

Comments on West Bideford to East-the-Water cycling proposals	DCC Response
Concern of safety and 20 mph not kept along Abbotsham Road.	Enforcement issue.
Concern of high speed HGVs on Manteo road which is also an access to primary school.	Comments noted.
Concern of no walking and cycling improvements on the new Torridge Bridge. Will Chubb Road remain a quiet route if traffic is diverted along Gammaton Road?	<p>Comments noted on Chubb Road, to be considered in detailed design stage.</p> <p>The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.</p>
Consider prioritising a cycle friendly route from the Tarka Trail into the town centre. As no new bridge, the existing bridge must be adapted to provide safer shared use for all users.	This is included within the proposals already.
Ensure education of shared use paths. Use clear signage. Need signage improvement between Clovelly road up to Caddsdwn.	Noted
Consider walking/cycling bridge from Bideford West to East. Impossible access to Tarka Trail and station with bike.	A new bridge is unlikely to be possible due to the visual impact on the historic Longbridge. Improvements to the existing bridge are included within the proposals already.
Consider improving walking route to local schools.	This is included within the proposals already.
There's an issue with alternating parked cars from Shamwickshire Close down to Torrington Lane. The access to Torrington Lane is on a blind corner along Chudleigh Fort. Current access to Tarka Trail is unsafe by bike. Suggested route via Clifton Street is out of the way to Bideford. Consider crossing from Grange road to cross Torrington Lane safely.	Comments noted. To be considered in detailed design stage.
East-the-Water ensure there's parking to access Tarka Trail and Bideford Town Centre.	Not within scope to provide vehicle parking.

<p>1, 2, 4, 8 don't feel feasible.</p> <p>5 Consider making Long Bridge one way. Why not cycle route over high level bridge from the Roundabout to Barnstaple Road and then Tarka Trail? Cycle route on Barnstaple High Level bridge is well used.</p> <p>9 Better signage and access to Manteo Way cycle/walk route is important</p> <p>10 Route along Torrington Street won't be safe given existing traffic and additional traffic from approved housing development behind Jewsons. The Sunyside access is a good proposal</p>	<p>Comments noted. To be considered in detailed design stage.</p> <p>The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.</p>
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Comments on Yelland to Barnstaple cycling proposals	DCC Response
At least 2 sections would require the use of private land, like between sheiling road and tews lane (necessary?). Access to the Tarka Trail needs to include wheelchair, mobility scooter and pram access.	Comments noted. To be considered in detailed design stage. LCWIP amended to better highlight alternative to Shieling Road.
Don't reduce traffic speeds	Comments noted. To be considered in detailed design stage.
Note current issue in Fremington, cars parked on cycle path and poor signage.	Noted.
A lot of cyclists use B3233 even though there's good access to Tarka Ridge. Concern that improvements wouldn't make cyclists switch.	Comments noted. Behaviour change is not easy to predict but can not happen if the infrastructure is not in place.
1) Concern that bus users will switch to active travel and cause reduction in services. 2) Concern that painting white lines offers no protection for cyclists. 3) Concern that cycling will be replaced by other means of travel before proposals completed.	Concerns noted.
Daily observation that huge numbers of Park School students use the traffic bridge from old Shapland buildings to the museum	Noted
Consider separate walking and cycling lanes for the tarka trail for safety.	Changes to the Tarka Trail are not within this LCWIP, but could be considered in an upcoming county wide LCWIP for multi-use trails.
Improve surface past Yelland	This is an existing maintenance issue and outside the scope of the LCWIP.
Consider access point from the Tarka Trail directly opposite the entrance to Tapeley Park.	This is outside the scope of the LCWIP
Tarka Trail isn't accessible for all users. No adequate parking at trail access points to access via car.	Not within scope to provide vehicle parking.
1 Consider segregating cycle and pedestrian traffic on the Tarka Trail. Unsafe due to cyclist speed and lack of etiquette. 2 the existing cycle path running alongside the B3233 from Fremington to Bickington is not used, most likely due to having to give way at each junction. Not worth widening. 3 Consider catering for users who drive to access the paths by providing parking spots, current issues at Tarka Ridge already.	1 Changes to the Tarka Trail are not within this LCWIP, but could be considered in an upcoming county wide LCWIP for multi-use trails. 2 Comments noted. To be considered in detailed design stage. 3 Not within scope to provide vehicle parking.
Parallel off road route to Tarka Trail seems unnecessary.	Comment noted

Concern over 1 way around school. Contraflow on Mill Road not supported due to low visibility. Is it on a cycling desire line? Are 3 crossings within 600m necessary (number 2 and 5, existing signalised crossing, and 2 dropped kerbs)	Comments noted. To be considered in detailed design stage.
Either segregate electric bike users or place speed limit.	Noted

Comments on Roundswell to Pilton cycling proposals	DCC response
Address issue of cycle lane is one direction only at the top of the very steep Sticklepath hill	LCWIP has been amended to review cycle provision at Wrey Arms roundabout and top of Sticklepath Hill
One section of proposed cycle route incorporates a private road.	Comments noted. To be considered in detailed design stage.
Focus on Section 1 to improve safety for cyclists on A39 between Pilton Park and hospital. Concern of central refuge points endangering cyclists up and down hill.	Comments noted. To be considered in detailed design stage. This section has come out as the top priority within the list included in the LCWIP report.
Consider toaster racks [cycle parking] outside shops	Noted.
Consider a safe route to the Tarka Tennis	This is included within approved development plans for this area.
Old bridge narrow and busy. Consider a cycle and pedestrian bridge linking Asda and shops to town centre.	This has been considered and a new bridge ruled out, but improvements to the existing bridge are included within the proposals.
Attention of heavy vehicles at Seven Brethren, bad active travel environment	Comments noted.
Build a roundabout instead of the traffic lights at petrol station	This is included within approved development plans for this area.
Consider off road route between Old Bideford Road and Old Torrington Road, Consider Phillip Avenue and Elizabeth Drive as quiet route. Concern that Pilton Quay is not suitable as quiet route.	LCWIP has been updated to show these proposals. Concern noted.
Section 5 (Northfield Lane). Do not support one-way system due to tight angles at either junction. Support modal filter, suggest to place it at the south-west junction of Northfield Park & Northfield Lane, to keep the north-west junction open for residents. Section 8 - if Pilton Street is made one-way concern that Abbey Road will be busier, and not work as a quiet route.	Comments noted. To be considered in detailed design stage.
Consider linking Pilton with the Tarka trail through Chaddiford Lane and Pottington. Consider more cycle racks/storage in the centre, such as Cattle Market and Queens Street car parks	Comments noted. To be considered in detailed design stage.
Consider safe crossing at Braunton Road.	This would not be linked to any of the proposed routes and would be a standalone measure, that might be considered as a separate project.
Consider extending the proposed one way route through The Rock and Higher Raleigh Road.	This was previously considered and rejected, however, this can be reviewed

	as there is some available money from nearby developments that could be used for this.
Proposals still feel unsafe. existing roundabout at hospital does not work, review. Concern that development up the hill will increase congestion.	Comments noted. To be considered in detailed design stage.
The route from the Civic centre and onto North Road = nightmare. Pilton causeway junction and the two roundabouts beyond have to be a priority, as well as the roundabout at the hospital. Consider improvements at Chaddiford Lane and school bus stop, off Braunton Road and linked over the leat to the existing cycle path there.	Some of these ideas are included within the proposals already. Some are being progressed as a different project.
Consider 20 mph limit along Longbridge, The Square, Rolle Street, Fairview, Pilton Causeway. Consider delivering the Stage 4 Barnstaple Urban Relief Road scheme. Consider Cycling and Walking scheme from civic centre to Mermaid Cross & Pilton Causeway.	20mph limits to be considered in detailed design stage. Stage 4 of the Urban Relief Road scheme has been formally abandoned, and the Taw Bridge opened in 2007.

Comments on Whiddon Valley to Barnstaple cycling proposals	DCC Response
Concern of impact on cars, vans and lorries.	Noted
Consider toaster racks [cycle parking] outside shops	Noted
Consider improving Park School to Whiddon Valley. Review and improve this and the estuary-side Tarka Trail.	This is included within the proposals already.

Comments on Landkey to Barnstaple cycling proposals	DCC Response
Should be top priority. Concern of stagecoach service cuts.	Noted, but outside of scope of the LCWIP
Consider toaster racks [cycle parking] outside shops	Noted
Prioritise section A. Integrate with junction / bridge works on A361 to make safer. Protect cyclists along main road from Newport to Landkey in 40 mph zone with bus lane. Consider linking Landkey and Westacott.	This is included within the proposals already.
Consider use of existing bridge over A361 near Landkey Junction, on Acland Road.	Comments noted, however, a new bridge is being built at the Landkey Junction.
Consider path from new Landkey link road roundabout to Whiddon valley.	This is included within the proposals already.
Ensure lighting and safety for children walking.	Noted
Consider limiting rat runs around Landkey park and prioritising cycling.	Comments noted. To be considered in detailed design stage.
Ensure future walking and cycling opportunities from Mount Sandford Green development (240 dwellings) to Rose Lane through Fairacre Avenue, via a at-grade crossing across the A361.	The proposal for a crossing on the A361 is noted. However, this would not fit with the planning permission on the Mount Sandford Green site or create a direct, safe, and coherent route in the way that the route from Landkey to Newport does. Although a detailed design issue, there is likely to be safety issues associated with a signalised crossing on the national speed limit A361 and considerations for strategic vehicle movement on this road would need consideration as this road is part of the national Major Road Network. Alternative routes from Landkey via the 'Westacott' development would also be available in the future.
Concern that the stretch from Hollowtree Road traffic lights up the hill towards Landkey (Section B No3). The primary school is no longer car free, causing congestion at Rock Park and Chaddiford Lane/Abbey Road. Ensure Coney Gut (River) is maintained. Consider Deer Park Road as alternative for cyclists.	Deer Park route is included within the proposals already.

General Comments	DCC Response
Ensure proposals are accessible for wheelchairs, mobility scooter and prams.	This is included within the proposals already.
Ensure provisions support possibility of railway reopening.	Noted
Create routes with minimal distance, don't make them give way at junctions. Ensure segregated paths as just white paint is unsafe.	Noted
Improve maintenance of existing paths.	Existing maintenance issue outside the scope of the LCWIP
Review and remove unnecessary street furniture and signage.	This is not within the scope of the LCWIP, but where this is near part of a proposal this will be considered within the detailed design stage.
Consider catering for female and children horse riders across all proposals. Consider providing multi-use paths within the study area. Currently unsafe.	<p>The LCWIP is not focused on multi-use trails or horse riders, but walking and cycling and getting 50% of short trips to be by these modes. Trips to school and work are unlikely to be by horse. However, the LCWIP does include information regarding equestrian use:</p> <p>Equestrian Use</p> <p>While routes passing through busy urban environments, such as Barnstaple and Bideford town centres, would likely be unsuitable for equine use due to the high volumes of pedestrian footfall, some sections of routes along the six identified desire lines pass through rural environments and may be suitable for multi-use. Consideration as to whether sections of route would be suitable for equine use alongside pedestrians and cyclists should be taken on a case-by-case basis at the early stages of the design process, with consultation between local interest groups such as the British Horse Society, to determine whether a mixed-use environment would be suitable. Where this multi-use is considered appropriate the materials used in the new infrastructure will need to be carefully designed to include horse riders safely.</p>
Consider traffic calming and quiet roads near schools.	Noted
Consider cycle improvements also for the 4 walking areas	The walking areas have been found by looking at the evidence for core-walking zones and found separately to the cycle schemes, in some areas they do overlap, in Bideford for example.
Concern of dogs and cyclist mixing across all proposals.	Noted

Ensure birds and wildlife are protected.	Noted, this will be considered as part of the detailed design stage.
Issue with crossings at junctions, safer to cross on straight line.	Noted
Ensure cycle storage availability at schools	This is outside of the scope of the LCWIP and is a matter for individual schools to consider.
Consider improvements linking Torrington to Tarka Trail, especially from Rolle Canal section to Puffing Billy to the bottom of Mill St in Torrington.	This is outside of the LCWIP area.
Consider mountain bike park. Plan with electric bikes in mind, consider more hilly routes.	Noted
Concern that Census data is 11 years old and isn't representative.	Noted. We are waiting on 2021 Census data, and when available it will be used for future work.
Resurface Tarka Trail	This is an existing maintenance issue and outside of the scope of the LCWIP.
The roundabouts in the area need to be radically redesigned to be made safe for walkers and cyclists. At present, they are not. Consider Netherlands design.	Noted, this will be considered as part of the detailed design stage.

3.8. Comments via telephone

Eleven telephone calls were taken in relation to the LCWIP consultation.

- Six were in relation to item 4 in section B of the Yelland to Barnstaple Longbridge cycling route in relation to Shieling Road. Changes have been made to the document to show and describe the alternative route, item 2, more clearly.
- Two were comments in relation to the 'modal filter' proposed on Northfield Lane – Item 5 of section A of the Pilton to Roundswell cycling route. Requests were made for more enforcement of speed limits, traffic calming and speed cameras, which are outside the scope of the LCWIP.
- One was relating to maintenance of the existing network and shared use paths being an issue for partially sighted people.
- One was a question asked about funding but gave no other feedback.
- One was in general opposition to the plan and wishing money would be spent instead on maintenance of existing assets.

3.9. Comments via email/letter

One letter and 37 emails were received relating to the LCWIP consultation. A summary of the comments received and the DCC response to these comments are given below, full comments and responses can be found in Appendix 1.

General Comments	DCC Response
Provide a new path from Heywood roundabout along the north side of the A39 over the Torridge Bridge joining Bideford-Instow road, at the existing crossing point to the Tarka Trail.	The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.
Consider route from Westward Ho! along the unsurfaced road by the Pebble Ridge.	The idea of a route through Westward Ho! park is outside of the scope of this route, but could be considered with other plans for the Bideford to Westward Ho! (Kenwith Valley) route.
Various comments received about the options for route 2a, 2b or 2c in Appledore, with comments about the gradients and how busy some of the roads are.	The route in Appledore will be designed to link with either option 2a, 2b or 2c, and is a matter for detailed design.

Various comments received about the use of either Victoria Park or the car park as a cycle route, and some concerns about the current use of the Quay.	Comments regarding Victoria Park / car park preference noted, these are matters for consideration at the detailed design stage.
Many comments about proposals that are already included or proposals that are not part of the LCWIP such as a path to Abbotsham on Abbotsham Road.	Existing schemes such as a footway to Abbotsham is discussed under the heading 'Planned Cycling Infrastructure Schemes' and table 3-2 on page 23 of 80 in the 'Draft for Cabinet' report.
Objection received to traffic free cycle route along the Longbridge Barnstaple.	<p>Objection noted.</p> <p>A new bridge for pedestrians and cyclists across the River Taw has been investigated and found to not be possible. Proposals to alter the Longbridge are being drawn up, which would aim to widen the bridge to add additional room for segregated cyclepaths.</p> <p>The alternative route via the Iron Bridge is some 2.5km further than crossing the Longbridge.</p>
Multiple objections received to a path that would join Shielling Road with Tews Lane via the hedge - due to concern of higher volume of traffic, increase in cyclists, existing layout is narrow with poor visibility, would devalue properties, would be unsafe, increased risk of burglary, concern of parking taken away, want it to remain quiet, concern of drunk people using path from nearby pub.	<p>Proposals to open up Shielling Road would require consent / agreement with the land owner of the road and be subject to further detailed design.</p> <p>This is not on a desire line that is shorter than other routes for many people leaving the Old Barn Inn.</p> <p>Being open to pedestrians and cyclist passing can provide added security as those people would see burglars, this would be a matter for the Police Architectural Liaison Officer to consider.</p> <p>Access to the Roundswell school by children being driven to Shielling Road would be minimal as children in Fremington are more likely to attend Fremington School. Providing the new link would provide safe opportunities for children to walk, cycle or scoot to school.</p> <p>The LCWIP will be updated to better highlight the preferred route to the south as outlined in the Local Plan.</p>
Multiple comments received about extending the LCWIP to cover other areas such as Bishops Tawton or Braunton	<p>LCWIPs are predominantly for major urban areas, and DCC is progressing them in our three main urban centres, Exeter, Newton Abbott and Barnstaple. We have extended this one to include Bideford/Northam as it is over 50% of the population of Torridge and will see a very large amount of growth if the allocated sites proceed. The involved Town Councils have also paid towards the work.</p> <p>A new county wide LCWIP including multi-use trails is currently being prepared.</p>
Multiple comment about the lack of inclusion of horse riders in the LCWIP.	The LCWIP is not focused on multi-use trails or horse riders, but walking and cycling and getting 50% of short trips to be by these modes. Trips to school and work are unlikely to be by horse.

	<p>However, the LCWIP does include information regarding equestrian use:</p> <p>Equestrian Use</p> <p>While routes passing through busy urban environments, such as Barnstaple and Bideford town centres, would likely be unsuitable for equine use due to the high volumes of pedestrian footfall, some sections of routes along the six identified desire lines pass through rural environments and may be suitable for multi-use. Consideration as to whether sections of route would be suitable for equine use alongside pedestrians and cyclists should be taken on a case-by-case basis at the early stages of the design process, with consultation between local interest groups such as the British Horse Society, to determine whether a mixed-use environment would be suitable. Where this multi-use is considered appropriate the materials used in the new infrastructure will need to be carefully designed to include horse riders safely.</p>
Comments received regarding existing maintenance issues such as signage and overgrown vegetation.	Issues of existing maintenance are not a matter within the scope of the LCWIP.
Comments received regarding development of the LCWIP in tandem with the emerging proposals for a new railway line between Bideford and Barnstaple	Comments noted. Consideration will be given to any approved train line restoration within the detailed design stage of LCWIP proposals.
Supportive comments received from Landkey Parish Council regarding the proposal between Landkey to Barnstaple, and provisions from Landkey/Newport Road to Park School.	Supportive comments noted.
Northern Devon Cycling Campaign have said "NDDC members very much welcome the work carried out by consultants, WSP, in preparing the BBN LCWIP. Much in this document reflects what we as an organisation have been campaigning for in the last 3 years. We hope that once the infrastructure plans are finalised that Devon County Council will embrace them and start the process of finding the resources to implement the plans." They have provided feedback on each individual section of Appledore, West Bideford to East-the-Water, Yelland, Pilton, Whiddon and Landkey. They have also raised some concerns that high costs will prevent many improvements from being implemented, and general typos in the report.	Some amendments have been made as a result of the various comments from Northern Devon Cycling Campaign. The full comments and responses can be seen in appendix 1.

4. Summary and Conclusion

This report sets out the work done for, and results received from, the public consultation on the Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan.

Data has been presented for the 385 questionnaire responses received, 11 telephone calls, 37 emails and 1 letter.

The majority of people who responded agree that the LCWIP supports its aims to: respond to the climate crisis; support health and wellbeing; improve accessibility and mobility; accommodate housing and employment growth support local economic growth; and improve safety for walkers and cyclists.

The majority of people are in support of the proposals with at least 80% support for each individual proposal and eight of ten proposals being supported by over 90% of people who filled in the questionnaire.

Over 500 comments on the proposals have been considered and some amendments were made to the proposals in the report.

5. Appendices

5.1. Appendix 1 – Email responses

Consultee comments	DCC response
<p>Devon Countryside Access Forum (DCAF) The Devon Countryside Access Forum provided two pre-prepared position statements, one on Disability Access and the other on Planning.</p> <p>Indicate support for the cycling and walking routes in Barnstaple, Bideford and Northam LCWIP.</p>	<p>The DCAF Position Statement on LDFs and Major Development from 2015 highlights high level strategies such as ‘reducing car use and improving health through the provision of access’.</p> <p>The DCAF position statement on Physical Disability Access Position Statement outlines some detailed design points to consider such as ensuring path widths and surfacing are suitable for wheelchairs, buggies etc. and that new routes should be designed to achieve the highest standards possible.</p> <p>The LCWIP meets many of the advice points given in these documents such as: ‘maximise opportunities for walking and cycling within villages and towns’, ‘identify strategic walking and cycling routes within settlements’.</p> <p>Many points within the position statements are relevant to detailed design of the routes identified in the LCWIP when progressed in the future, and generally accord with other best practice and design guidance.</p> <p>No amendments are considered necessary to the LCWIP as a result of these comments.</p>
<p>Northern Devon Cycling Campaign (NDCC) “NDCC members very much welcome the work carried out by consultants, WSP, in preparing the BBN LCWIP. Much in this document reflects what we as an organisation have been campaigning for in the last 3 years. We hope that once the infrastructure plans are finalised that Devon County Council will embrace them and start the process of finding the resources to implement the plans.”</p>	<p>Some amendments have been made as a result of the various comments below from NDCC.</p>

<p>Detailed points from NDCC and DCC responses are given below.</p>	
<p>Northern Devon Cycling Campaign (NDCC) Appledore-Bideford - Cycling <i>Section A</i></p> <p>The section marked 3c is quite busy with cars and potentially dangerous for cyclists. We suggest a dedicated cycle route from the central car park in Westward Ho! through Westward Ho! Park to join a cycle track alongside Golf Links Road (the verges are wide enough to accommodate this). Consideration should also be given to an alternative route from Westward Ho! along the unsurfaced road by the Pebble Ridge to then turn right at the RNLI hut along the road to join Long Lane to Appledore.</p> <p>Also in 3c, Broad Lane is identified as being a suitable quiet route. We disagree as it is too steep at the junction with Churchill Way where visibility is bad. Staddon Road (3b) is more feasible and Wooda Road (3a) a good suggestion. There is scope for a dedicated cycle lane up this road, particularly as it is going to get busier with Pitt Lane housing estate traffic, shipyard traffic and traffic to the proposed Maritime Centre at Middle Dock.</p> <p>Along Appledore Quay (1) there is likely to be local concern about a route which might result in the loss of parking spaces. Would it be possible to send cyclists off the road along the quay wall?</p> <p>We welcome the suggestion of a dedicated track along Churchill Way (3,4,5,6).</p>	<p>The preference for route a (of part 2 not part 3) is noted.</p> <p>The idea of a route through Westward Ho! park is outside of the scope of this route, but could be considered with other plans for the Bideford to Westward Ho! (Kenwith Valley) route.</p> <p>Detailed consideration regarding changes to parking or cycling along the quay itself are a detailed matter for consideration as designs for specific parts of the routes progress.</p>
<p>Northern Devon Cycling Campaign (NDCC) Appledore-Bideford - Cycling <i>Section B</i></p> <p>We are pleased note that a new cycle link between Northam and Bideford is already in your plans (p.18). This is extremely encouraging and makes the completion of the route between Bideford Quay and Riverside Close (marked 4, 5, and 6 on page 49 of your report) of utmost importance.</p> <p>The improvements to signing and priorities for cyclists along the shared use path on Heywood Road marked 1 on p. 49 must also be considered priority. The junctions with the main road are currently dangerous. However, NDCC have already had negative feedback from DCC about ensuring all the junctions on the shared path meet this standard. We therefore welcome the statement in the LCWIP states that these junctions should meet LTN 1/20 standards and look forward to these being implemented.</p> <p>Point 3 on p. 47 suggests reviewing and improving the crossings around the Heywood Road roundabout for both pedestrians and cycles. It should be noted that development plans are already in place that propose putting the cycle path on the other side of Heywood Road. NDCC opposes these plans on the grounds that</p>	<p>These points are noted.</p> <p>Any route through Victoria Park and/or the car park will require agreement from the Town/District Council as land owner and discussions about this are on going. Detailed designs would be needed as well as agreement to ensure that whichever is picked is safe, direct, coherent, attractive and comfortable.</p>

<p>they would make crossing the roundabout to access the Hanson Park shared path significantly more difficult for both cyclists and pedestrians.</p> <p>The sections marked 5 and 6 on p. 49 show a route from Bideford Quay alongside Victoria Park and in front of Torridge District Council offices. This is a route that NDCC has been lobbying for for some time. However, in Torridge Active Travel meetings officers have suggested an alternative route through Victoria Park. We believe that the existing route is direct and easily adopted for Active Travel and the rearrangement of the car park is far preferable than introducing safety issues in Victoria Park leisure activities. However, the route through the park may be more suitable for children and some leisure cyclists.</p> <p>We welcome reference in the plans to the proposed new Kenwith Valley Trail and hope that this can be progressed at the same time as the LCWIP proposals. In relation to access to the new trail (ref. 9 p. 49) this would be via Copps Close, requiring only a very short stretch on Northam Road which is busy and dangerous for cyclists. We would not support a cycle route along the main section of Northam Road and particularly not one decanting on to Kingsley Road at a dangerous junction when there has already been a fatal cycling accident. The route along the Quay and under the Torridge Bridge must be given priority.</p>	
<p>Northern Devon Cycling Campaign (NDCC) West Bideford to East the Water - Cycling</p> <p>We regard improving access to the Tarka Trail is a huge priority and we particularly welcome the proposals for this at Ethelwynne Brown Close and via Sunnyside. For people from the west side of the river, accessing the Tarka Trail must include a cycle- and pedestrian-friendly crossing across the Torridge, though we understand the limitations of the Long Bridge. We note that there is no mention of improving arrangements for cyclists or pedestrians across the new Torridge Bridge. Surely this should be part of the picture, particularly given the popularity of the cycle track across the Taw high level bridge in Barnstaple?</p> <p><i>Section A</i></p> <p>We are doubtful of the feasibility of providing shared paths along Abbotsham Road or Clovelly Road (refs. 2, 3 and 6 on p. 52.), and more detailed work is needed on providing a network of quiet streets at points 1 and 7. As the report makes clear, there are some dangerous junctions and steep gradients.</p>	<p>The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.</p> <p>Further detailed work is required on all points in the LCWIP, but particular proposals in section A of the West Bideford to East the Water are likely to need some flexibility in the design standards to accommodate active travel measures due to the gradient of the land and built environment constraints.</p>

<p>Northern Devon Cycling Campaign (NDCC) West Bideford to East the Water - Cycling <i>Section B</i> As stated above, we welcome a link to the Tarka Trail via Ethelwynne Brown Close (2). The proposed route along the riverside in front of Brunswick Wharf is also welcomed. This would be a great attraction for cycle tourists and bring them into the commercial areas of the new development.</p> <p>We welcome the proposals in relation to Manteo Way (7), to provide sufficient width for both cyclists and pedestrians.</p> <p>The proposal to make Alverdiscott Road a low traffic route (8) is very welcome and making Gammaton Road the preferred route for vehicles should achieve this, though not without controversy no doubt. The benefits for walkers and users of mobility scooters should be stressed. However, if this route becomes busier, will the quiet route along Chubb Road be viable as people would have to use Gammaton Road to get to it?</p> <p>We welcome the main principles of the strategy for East the Water linking up the existing sections of cycle path, but the detail needs a little more consideration given the weight of vehicular traffic and parking on some of the proposed routes. Gradients are also an issue!</p>	<p>These points are noted.</p> <p>Detailed design and further work is required in regard to Chubb Road and other measures.</p>
<p>Northern Devon Cycling Campaign (NDCC) General comment Whilst welcoming the proposals and the aims of the report, we are concerned that the high cost of the improvements will prevent many from ever being implemented. Whilst it is useful to have an overall strategy, we suggest that Devon County Council should adopt a pragmatic approach to implementing the proposals, concentrating on those which are a high priority and where necessary choosing options which are cheap and viable rather than being limited by a drive to implement the highest standards. People will be disappointed if they see money being spent on an expensive strategy which, however desirable, produces only minimal change.</p>	<p>Comments noted.</p>
<p>Northern Devon Cycling Campaign (NDCC) Barnstaple – Summary and observations. The publication of the BBN LCWIP is fully supported, it reflects a significant effort by WSP. The scope and depth of the analysis is good, and the detail of many proposals is impressive; it was pleasing to note that stakeholder input has been incorporated and developed in many sections.</p> <p>It is strongly recommended that pre-existing (to BBN LCWIP) cycle infrastructure proposals (Table 3-2 and Figure 3-7) are included on the detailed BBN LCWIP route proposal maps; this would be an easy Area for Improvement (AFI) in the BBN LCWIP, because it would show how the new proposals integrate with connecting routes (green infrastructure) already in planning. This would demonstrate a truly strategic approach to cycling and walking infrastructure in the BBN LCWIP e.g., Larkbear Phase 2 path, with</p>	<p>All proposals, existing and new, are shown on the plan in figure 7-1.</p> <p>Changes have been made to the draft LCWIP report to show the routes through the 'Larkbear development' in section C of the 'Pilton to Roundswell, Barnstaple – Cycling' proposals and point 6 added: 'Deliver a new cycle route from the future Larkbear Strategic Extension cycle bridge, with an on-road signposted section along</p>

<p>pedestrian and cycle bridge across the A361 and railway line to connect with the Iron Bridge, thereby revealing the intent of the East-West corridor. Linking out of the study area to Landkey is a good example where this has been done, and a commensurate approach to the route to Bishops Tawton is recommended for detailed analysis for inclusion in the BBN LCWIP (see further comments on Bishops Tawton in detailed observations below).</p> <p>Signposting “quiet on-road routes” is included as a solution in places; the definition and treatment of quiet on-road routes should be developed further, e.g., what defines a quiet route, and would a 20mph speed limit and / or traffic calming measures be a default consequence of being adopted as quiet road route?</p> <p>There are some areas, perhaps due to lack of time, which have been rolled up into somewhat superficial summaries e.g., “signpost a network of quiet routes”, or “review traffic management options”. Further work is considered necessary to level up the depth of analysis across all populated neighbourhoods; this is highlighted individually in the detailed comments.</p> <p>The draft BBN LCWIP contains obvious cut-and-paste and typographical errors; more rigorous checking, quality control and authorisation would be appropriate for a product of a professional engineering consultancy.</p> <p>The 3-week public consultation period is considered to be too short to reasonably attract and collect public feedback on the draft BBN LCWIP. This NDCC review has only been achievable due to prior involvement in stakeholder consultations, and by convening a swift review.</p>	<p>Phillip Avenue and a traffic free route behind Grange Avenue to be delivered as part of future developments.’</p> <p>Definitions of quiet routes are relative, in terms of vehicle numbers, but also cyclist and pedestrian flows. A number of design features are explained within the text of the report under the heading ‘Types of Improvement’ on page 30 of 80 of the October 2022 ‘Draft for Cabinet’ report.</p> <p>Typographical errors are to be amended and thanks are given to the meticulous eyes of the NDCC.</p>
<p>Northern Devon Cycling Campaign (NDCC) ROCK PARK TO BISHOPS TAWTON</p> <p>Table 3.2 Item 8 (p18) and Figure 3-7 (p19): both show a low fidelity depiction of a connecting route from Barnstaple Rock Park to Bishops Tawton. Considerable work has been done to produce an extant “drawn-up” scheme for a partial safe (off main road) route, and local key influencers have a well-defined vision (and support) for completion of this proposed route along the river to connect with Rock Park. This better proposed route (avoiding the busy A377 road) is shown in blue on Figure 3-7 and merits further work to match the detail of worked-up analysis shown in other proposed sections (e.g., Landkey to Newport (Section A)) in order to capture in detail, the much better (safer) solution, noting that land ownership is an issue to be managed. Delivery of this route would have the following advantages:</p> <ul style="list-style-type: none"> • Connecting up the Bishops Tawton primary school to the cycle network; • Local children having access to a safe cycling route, and consequently no longer having to push their bikes ¼ of a mile along the busy A377 to do Bike-Ability training, thereby encouraging the next generation of cyclists and safer road users; • Additional footfall, cycling tourists and trade to Bishops Tawton village and the public house; • Onward connection to the Tarka Trail towards Landkey and to the walk up Codden Hill; 	<p>The points regarding this proposed additional route are noted, however this is outside of the geographical area of the LCWIP. There has to be areas that are cut off from the LCWIP otherwise all villages and towns would be included. The LCWIP geography focuses on areas with high levels of growth planned in coming years as set out in the Local Plan. The LCWIP report states:</p> <p>‘Some journeys to and from areas outside of the study area have been considered, including from Bishops Tawton, Landkey and Abbotsham, as these lie on the edge of the study area and close to sites allocated within the Local Plan. The links within Barnstaple and Bideford which serve demand for people travelling to Tarka Trail to reach destinations</p>

<ul style="list-style-type: none"> • Journeys by car that would be saved because residents would feel safe cycling with children to school, thereby helping with parking problems in the village; • Improved social mobility for outlying areas enabling people to have the safe option of cycling or walking to work; • Disabled access along the proposed full riverside route on a hard-surfaced off road route designed for those with mobility disabilities. <p>Worked up detail of the off-road route would ensure that the Bishops Tawton to Rock Park route has a realisable foundation in the BBN LCWIP, ready for inclusion in local plans and forward work / funding.</p>	<p>such as Braunton and Great Torrington have also been considered, and while access points onto the trail will be considered as and when they are appropriate, improvements along the Tarka Trail itself will not be considered as part of this LCWIP.'</p>
<p>Northern Devon Cycling Campaign (NDCC) YELLAND TO BARNSTAPLE LONGBRIDGE – CYCLING</p> <p>Section A Yelland to Fremington Item 1 (p27): there is a risk of collision between high-speed (occasionally uncompromising) commuting cyclists and walkers (with dogs and children) on the Tarka Trail (TT) between Yelland / Fremington and Barnstaple. The proposal at Item 1 for a shared use path misses the opportunity to reduce collision risks as mentioned on the TT, by creating an alternately preferable route for commuting cyclists along the Yelland Road (B3233). It is recommended that this solution is amended to be a segregated cycle and pedestrian route, to reduce personnel collision risks between higher-speed cycling commuters and pedestrians.</p> <p>Section B Fremington to Bickington Item 2 (p27) and Figure 3-13 Item 2 (p30): this particular section is considered to be key to delivery of improved routes, including the proposed route along Combrew Lane, between Tews Lane and Fremington Quay. There is an AFI to incorporate a connection to a new path around the new primary school (Roundswell Community Primary Academy), thereby creating better connectivity in the area. It is also noted that there is an old through-route between Fremington and Tews Lane (in the vicinity of an old refuse tip); this is visible on Ordnance Survey mapping and could be investigated for use. It is likely that the route will need to be added to the Rights of Way map (preferably) or be designated as a permissive path.</p> <p>Section B Fremington to Bickington Item 9 (p27): It is noted that the existing cycle routes are not well signed from the Roundswell estate, so an AFI on Item 9 would be to add a signage review from local housing neighbourhoods onto the existing cycle network though Roundswell and Bickington.</p> <p>Section C Bickington to Barnstaple (p28) and Figure 3-14 (p31): the new (existing) cycle and pedestrian route along Taw Wharf which connects between the Longbridge and a new TT access to the West underneath the Taw Bridge is not shown as a red route, this should be included. This new (existing and good quality) route also provides an opportunity / AFI for cycle / pedestrian access to the Asda retail park, both from Taw Wharf at the West end of the new flats and by creating an access from South, adjacent to the Taw Bridge approach road underpass directly into the Asda car park. This could be a quick win, because the approach road embankment land at the West side of the Asda car park is likely to be owned by DCC; there is already a</p>	<p>Segregated cycle routes, separate from pedestrians, would be excellent to achieve across all paths in the area, however this would require a minimum of 6m of width to create. Such widths are generally not available across the study area. Furthermore, creation of small sections of segregated cycle routes, unless of very busy sections, would detract from the coherent nature of the route.</p> <p>The route near to the Roundswell Primary School is included in the proposals. Some changes have been made to the text relating to this to make this clearer: 'Deliver a new off-road trail as identified in the Barnstaple Cross Town route to link from Tews Lane to Fremington Quay. An alignment utilising Combrew Lane as a green lane to then link into the existing shared use path at both ends with suitable crossing points could also be considered, selected in accordance with Table 10-2: Crossing design suitability, LTN 1-20.'</p> <p>Improved signage across the LCWIP area is desirable, and this is discussed in the report under the heading 'Wayfinding' on page 74 of 80 of the October 2022 'Draft for Cabinet': 'During the site visits across the study area and the stakeholder engagement events in</p>

<p>maintenance access fenced off by a removable barrier from Taw Wharf at the West end of the flats. Similarly, the Southern access to Asda from the underpass trail (marked near Item 5 Section C) would involve creating an access in the existing fence around the Asda car park at the East exit from the bridge approach underpass. This would have the benefit of avoiding the more tortuous and dangerous route for cyclists and pedestrians approaching from the West on the TT wishing to access Asda etc. which currently involves mixing with the approach road to the fuel station and busy access to Asda car park. The opportunity above was highlighted during stakeholder consultations and sticky post-it notes sessions, but seems to have been omitted. The grey dotted routes marked on Figure 3-14 in the Taw Wharf area should also explained on the map key.</p>	<p>Barnstaple and Bideford have particularly, the need for clear signage along existing routes to help with wayfinding to key destinations was highlighted. For the existing urban cycle & walking routes and the proposed routes set out within this LCWIP, developing a consistent approach to wayfinding using signage, mapping and clear road markings would help make the current and future network more legible for both residents and visitors.</p> <p>Information and signage along the Tarka Trail is clear and cohesive for the most part, however some of the signs and trail maps are dated or hard to read due to weathering.'</p> <p>The plans will be updated to show the route around Anchorwood Bannk, these routes are included on other plans such as figure 3-7.</p> <p>A link directly into ASDA has previously been explored but as part of the planning permission for ASDA and Anchorwood area this was not allowed following comments from the Police regarding security issues.</p>
<p>Northern Devon Cycling Campaign (NDCC) ROUNDSWELL TO PILTON, BARNSTAPLE – CYCLING Section A North Devon District Hospital to Pilton Park Item Nos. 7 and 8 (p33), Figure 3-15 (p35): After much discussion on how to improve routes and transit in this area, it is recommended that Abbey Road is re-designated as one-way Northbound and that Pilton Street is re-designated as one-way Southbound, with concomitant amendments to connecting street signage. This proposal is considered to help with traffic flows and to create room for better cycling / pedestrian paths. Correct typo in title of Figure 3-15: seciton (sic) to section.</p> <p>Section B Pilton Park to Sticklepath Hill Item 8 (p33) and Figure 3-16 (p36): The proposals in this section (B overall) are considered to be very worthwhile. It is suggested in respect of Item 8 that an opportunity be implemented to re-sequence and re-design the traffic / crossing lights at each end of the Longbridge to create a safe “moving haven” for cyclists wishing to cross the bridge. Specifically, this would involve traffic crossing</p>	<p>Preference for one-way is noted. This will be subject to detailed design and Traffic Regulation Order.</p> <p>Typos noted and will be amended.</p> <p>Proposals for changes to the Longbridge and Longbridge Junction are matters of detailed design. Such design work is currently underway and if delivered would remove a lot of the existing traffic signals and remove cyclists from the bridge onto segregated cycleways.</p>

<p>lights which create a permissive head-start for cyclists for a minimum of 15 seconds (or longer) before motor traffic is then released behind the cycles. This technique is already in use informally by some cyclists, by using the pedestrian crossings each side as on-request traffic “dam” whilst then pedalling quickly across the bridge (not as effective when traffic is queuing). This proposal could be a quick-win and cheaper than protected cycle-lanes or side-hung board-walks on the Longbridge. A 20mph limit on the Longbridge is also recommended to augment this proposal.</p> <p>Section B Pilton Park to Sticklepath Hill Figure 3-16 (p36) and Figure 3-22 (p45): It is recommended that the coverage of these 2 maps be extended, perhaps in a new Section D, to cover the Seven Brethren Bank area, so that the integration of East-West routes can be demonstrated between the Iron Bridge and the planned Larkbear pedestrian / cycle bridge over the A361 and railway line. This will also provide the opportunity to develop and show the realisable future network of routes across the Seven Brethren Bank e.g., from the Iron Bridge to the railway station, to the Larkbear bridge or onward to PETROC or to the TT. This would also provide the opportunity to show alignment with National Cycle Network (NCN) Route 3 when re-instated over the Iron Bridge, and hopefully also the proposed off-road route southward to Bishops Tawton by extension of the coverage of Figure 3-22 southward as well as westward.</p> <p>Section B Pilton Park to Sticklepath Hill Item 12 (p33) and Figure 3-16 (p36): There is a public safety concern for the vulnerability of lone pedestrians walking from Barnstaple centre or rail station towards Bickington at night. Recent cases of assault on lone females in Barnstaple support this concern. It is recommended that lone (vulnerable) pedestrian safety along this route is reviewed, to assess the benefit of countermeasures in street design e.g., lighting, CCTV or other solutions.</p> <p>Section C Sticklepath Hill to Roundswell (p34) and Figure 3-17 (p36): The map at Figure 3-16 should show the planned strategic East-West cycle route (Larkbear Phase 2) which is already an approved planning application by DCC. The route is eastward from the junction of arrowheads 3 and 4 on Figure 3-17. The new (existing) cycle path between labels 3 and 5 has been omitted, this should be included to show that these routes are intended to integrate into sustainable travel links across the area.</p>	<p>Figure 3-17 has been updated to include links to and through the ‘Larkbear’ site. A plan showing all proposals and how they link up can be seen in figure 7-1.</p> <p>Street lighting and CCTV will be reviewed as part of the detailed design process. All paths should be safe, comfortable and attractive to use.</p>
<p>Northern Devon Cycling Campaign (NDCC) WHIDDON VALLEY TO BARNSTAPLE – CYCLING</p> <p>Section A Whiddon Valley to Hollowtree Road Items 1, 2, 3 and 8 (p38 and Figure 3-18 (p39): Items 1 and 3 are strongly supported, especially because of the likelihood of increased motor traffic and cycling / pedestrian use along Westacott Road as a consequence of the Westacott development and light industrial facilities in that area. Item 2 (a cycle and pedestrian link to Westacott development site) is supported. However, if the addition of a bus-gate at the same location returns to the planning domain, then it should be engineered to be safe for cyclists and be invulnerable to misuse e.g., proper enforcement and policing by camera, with reliable disappearing bollards. Item 8 in Forches is an example of a superficial treatment where a more rigorous analysis is appropriate and should be recorded. On Figure 3-18 there is an existing cycle route / path from</p>	<p>Comments noted.</p> <p>There are no current plans for any bus gates in this area.</p> <p>Proposals for Section C, item 1 in particular, do need further consideration through detailed design, and linking to the proposals for Alexandra Road.</p>

<p>Orchard Vale School southward along the edge of the Whiddon Valley Woods which needs better sign-posting.</p> <p>Section B Hollowtree Road to Barnstaple (p38) Items 1-4 and Figure 3-19 (p40): this section is incorrectly introduced in an apparent cut-and-paste error as running from Westacott Road to Hollowtree Road i.e., same as Section A. It should read from Hollowtree Road to Trinity Street. The routeing in this area has opportunities for improvement, specifically that cyclists need to be routed along the North side of Victoria Road (Item 1). Additionally, the route along Barbican Lane and Ashleigh Road (Item 2) is currently one-way South of the Ashleigh Road tennis courts and hence should be re-designated as permitting contraflow for cycles for the proposed route to work. Item 4 as described in the BBN LCWIP may take time to realise, and an alternative / interim proposal is recommended for an off-road cycle path along the North side of Victoria Road and thence via Jingles Lane to Chester Terrace.</p> <p>Section C: Goodleigh Road to Barnstaple (p38) Items 1-3 and Figure 3-20 (p41): Item 1 is an example of a superficial analysis approach as referred to in the summary observations. A more rigorous analysis in the rolled-up area at Item 1 should be conducted and recorded. At Item 3 some form of permissive control will be required from Walton Way / Sowden Lane at the junction with Constitution Hill / Chanter's Hill. Overall, the route/s proposed at Item 3 should be reviewed for suitability, with respect to gradients and junctions.</p>	
<p>Northern Devon Cycling Campaign (NDCC) LANDKEY TO BARNSTAPLE - CYCLING</p> <p>Section A Landkey to Newport Item 2 (p43) and Figure 3-21 (p44): Item 2 is strongly supported because this is currently a dangerous route for pedestrians due to lack of a footpath on a 40mph route with a blind corner used for walk to school and by walkers locally. Generally, in this section it is observed that the BBN LCWIP is required to look forward on at least a 10-year timescale for urban growth. The Mount Sandford Green development is planned for circa 240 dwellings with a road connection to the Portmore roundabout. An AFI for the BBN LCWIP is to recognise that the natural desire line and hence cycle / pedestrian route will inevitably be between the North access to the Mount Sandford Green development and Rose Lane retail area via Fairacre Avenue. There is even a stub road connection off Fairacre Avenue designed for that very future need. The route would also enable onward travel to the Whiddon Valley area for shoppers, commuters and tourists. It is strongly recommended that provision for an at-grade crossing is included in the BBN LCWIP across the A361 into Fairacre Avenue, to service the needs of future cyclists and pedestrians on Mount Sandford Green.</p> <p>Section B Newport to Barnstaple (p43) and Figure 3-22 (p45): The opening sentence of this section is another cut-and-paste error, incorrectly described as the Whiddon Valley Westacott Road to Hollowtree Road extent (again). Figure 3-18 contains typographic errors (appropriate (sic) and recommends (sic) in Table top right titled Figure 4.1). Otherwise, the proposals in the Section are very much supported.</p>	<p>The proposal for a crossing on the A361 is noted. However, this would not fit with the planning permission on the Mount Sandford Green site or create a direct, safe, and coherent route in the way that the route from Landkey to Newport does. Although a detailed design issue, there is likely to be safety issues associated with a signalised crossing on the national speed limit A361 and considerations for strategic vehicle movement on this road would need consideration as this road is part of the national Major Road Network. Alternative routes from Landkey via the 'Westacott' development would also be available in the future.</p> <p>Typographical error noted and will be amended.</p>

<p>Northern Devon Cycling Campaign (NDCC)</p> <p>TABLE 6.1</p> <p>Table 6.1 – Scheme Priority and Cost: The top 4 routes on this table (un-numbered High Priority and Costed Separately routes) should be shown on all relevant maps as highlighted in earlier observations, to show how the integration of BBN LCWIP proposed routes and existing (already planned / strategic / separately costed) proposed routes has been properly considered in a coherent analysis.</p>	<p>These proposals are discussed under the heading ‘Planned Cycling Infrastructure Schemes’ and table 3-2 on page 23 of 80 in the ‘Draft for Cabinet’ report. They are shown on figure 3-7 and 7-1.</p>
<p>Public Health Devon</p> <p>Health and Wellbeing.</p> <p>Public Health welcomes the consultation of the LCWIP plans for Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan. Further to our feedback of April 2022 we are pleased to see the health and wellbeing is a key focus of the plan.</p> <p>Encouraging and enabling more cycling and walking can also play a role in improving public health and wellbeing. 42% of women and 34% of men in England are not active enough for good health, with physical inactivity costing the NHS more than £450 million each year (page 4 Consultation Draft).</p> <p>Public Health are unable to comment directly on any particular route, which should be decided in consultation with local residents, counsellors, and planning officers. However, we would expect these to be direct continuous routes, well designed for cyclists and pedestrians, including actual and perceived safety considerations, and avoiding areas of poorer air quality.</p> <p>We raised concerns about the potential traffic safety risks of cycle -contraflow routes in some of the route plans in our feedback in April. Concerns when cycles route on quiet roads are going in the opposite direction to cars. If there are separate lanes and segregation from the traffic flow this would not appear to be an issue and the collision maps in Appendix B1 and B2 show, there have been few serious cycle collisions to date. However, with the increase in cycle use the risks of more collisions may be increased without mitigations in place, we would like to ensure there is clear signage to inform cyclists and car users of the shared space, and dedicated cycle lanes where possible. Research has shown interventions that reduce traffic speed and volume may increase cycling rates, and the risks to individual cyclists of being seriously injured decreases as the level of cycling within an area increases.</p> <p>We welcome and support the use of complementary schemes such as e-mobility and co-bikes, (page 62). But would also like to see provision of charging facilities for e-bikes available at journey destinations and secure storage facilities.</p>	<p>The points raised are noted for future progression to detailed design.</p> <p>No amendments are considered necessary to the LCWIP as a result of these comments.</p>

To be accessible for all including wheelchairs and pushchairs the use of dropped kerbs needs to be included throughout all the plans to ensure detours from the walking or cycling routes are not required to access a dropped kerb.

As Northern Devon is a very rural area, many of the pathways could be used as an equestrian route, (page 25) and we are pleased to see consideration will be made towards this. It should be noted that horses can be “spooked” by fast cycles and for safety reasons there needs to be enough space on shared paths for both horses and cycles, and very clear warning signs that horses may be on the paths, so the cyclists are pre-warned to ride with care.

Housing

North Devon is an area of growth for housing, the provision of the LCWIP is positive but the new housing needs to consider the need for cycle, wheelchair/disability buggies and pushchair storage, so the residents are able to utilise the pathways to maximum efficiency, especially to link to the North Devon Hospitals. “Bike hangars”, which provide secure on-street cycle parking for residents in the same footprint as half a car parking space have been successfully used in other areas including near to train and bus stations.

The identified housing requirement within the LCWIP study area between 2011 and 2031 set a target of 11,600 new dwellings. With approximately 1,350 dwellings built up to 2017, the majority of this housing need will need to be constructed over the next decade (Page 4).

Many of these homes will be cycle users and the increased need for cycle storage will be essential, both at homes and journey destinations, it is noted on page 66 “The role of supporting infrastructure and measures, such as cycle parking, active travel information and mapping, and marketing will also need to be considered.”

Environment

Sympathetic planting to reduce fumes and pollutants from cars alongside cycle paths should be encouraged, the use of planters can be used creatively to separate cyclists from traffic when cycle paths are alongside roads this can double as a safety feature to protect cyclists from vehicles. However, consideration should be given for feelings of personal safety in design and layout.

The inclusion of natural shading and rest benches for people will encourage walking for those who may find longer distances challenging, these should be part of the walking and cycle path infrastructure and join up with amenities e.g. cafes, public toilets etc. The use of trees and hedges where possible will act as a natural barrier between traffic and the cycle and walking paths.

<p>Ongoing maintenance on all the paths will be required preventing overgrowth, manage safe surfaces and make the space a pleasant and welcoming place to be, this will also improve the attractiveness as a tourist destination and therefore promote the local economy.</p>	
<p>Maples Teesdale solicitors on behalf of local Landowner.</p> <p>A letter was received in relation to Item 1 of section B of the Pilton to Roundswell route.</p>	<p>Discussions with the landowner have taken place.</p> <p>No amendments are considered necessary to the LCWIP as a result of these comments.</p>
<p>Comments from local resident</p> <p>I'm all for the North Devon, cycling and walking plans, however you missed out an important connection to Abbotsham Village from Bideford. Currently the only way to get to and from there on foot is a walk of around 20 minutes along roads, which is pretty dangerous. My view is we are long overdue a public footpath along side Abbotsham Road (only one side needed) so pedestrians can easily and safely reach the Big Sheep and Abbotsham Village without taking their lives in their hands.</p> <p>We are due an additional 750 homes, school etc off Abbotsham Road between Bideford and Abbotsham village, work has started now, so this foot path is in great need. It would hugely improve the safety for pedestrians, many of whom are young adults making their way to the Big Sheep to work.</p>	<p>A footway to Abbotsham is discussed under the heading 'Planned Cycling Infrastructure Schemes' and table 3-2 on page 23 of 80 in the 'Draft for Cabinet' report. The Winsford Park development should build the path to the A39 bridge, and pay for DCC to build the path past the Big Sheep to Abbotsham village proper.</p>
<p>Comments from resident of Bideford</p> <p>I was wondering how we as a county had decided upon just four walking routes and six cycling routes yet are able to find millions of pounds to widen a road for cars.</p> <p>We are at the beginning of an extinction event.</p> <p>If we do not act quickly and effectively then we will go extinct (we are not as adaptable as we think).</p> <p>Can I suggest that we think about triple figures for both walking and cycling routes? We need a paradigm shift and ten routes is not that.</p> <p>We could be leading the country in a vision of life where we do not rely on cars. Not giving in and widening roads.</p> <p>Public transport and other forms of transportation not involving cars are a winner.</p> <p>Electric cars will not save us. Widening roads will not save us.</p>	<p>Funding for the North Devon Link Road scheme and walking and cycling routes are dependant on successful bids to the Department of Transport and other funding opportunities which are often limited in their scope. The LCWIP proposed routes are an ambitious plan for walking and cycling in this area, aiming to have 50% of all short trips being made on foot or by bike.</p>
<p>Comments from local resident</p> <p>I note there is nothing regarding Braunton and specifically the road to Saunton. This is a very dangerous road with no safe walking or cycling route.</p> <p>I do hope that this is on the list of future projects.</p>	<p>LCWIPs are predominantly for major urban areas, and DCC is progressing them in our three main urban centres, Exeter, Newton Abbott and Barnstaple. We have extended this one to include Bideford/Northam as it is over 50% of the population of Torridge and will see a very large amount of growth if the allocated sites proceed. The involved Town</p>

	<p>Councils have also paid towards the work, and there is concern that if Braunton is included, why not also Landkey? Bishops Tawton? South Molton? Ilfracombe?</p> <p>The Braunton to Saunton path idea could be included in an upcoming LCWIP for county wide multi-use trails.</p>
<p>Comments from teacher at Landkey School.</p> <p>I've recently seen the plan to improve and extend the local walking and cycling infrastructure in Barnstaple which I believe will make great improvements to the local area, especially the safety of children walking or cycling between Landkey and Newport. I'm also very concerned about the amount of traffic and pollution on our roads currently.</p> <p>I am writing to ask why an extension of the Tarka Trail is NOT being included in this plan between BRAUNTON and SAUNTON - something that the local community have needed for some time now. I strongly feel this should be included in the plan as is just as important as the other planned routes, especially for safety and pollution reduction.</p> <p>I would be interested to know if there are further plans for this or if there is some way it can be included with this funding.</p>	<p>See above response</p>
<p>Comments from Local resident</p> <p>No mention of any plan to get cycle path from Braunton to Saunton beach, could this be considered please.</p>	<p>See above response</p>
<p>Comments from local resident</p> <p>I would like to express my wholehearted support for safe cycling and walking connections between Landkey and Barnstaple.</p> <p>In particular throughout the LCWIP schemes priority should be given to getting children to school safely primarily for health and secondarily to reduce traffic volume at key rush times.</p> <p>Providing complete segregation from traffic over the main Mount Sandford section and then proper crossings and directions onto quieter roads and good lighting for all year use will be key to gaining confidence to get users onto the new pathway.</p> <p>I hope the scheme will be able to progress</p>	<p>Expression of support noted. Segregation and crossings to be considered as part of the detailed design stage.</p>

<p>Comments from resident of Northam.</p> <p>I have tried to fill out your survey but you have made too many errors ,hence this email .I am a keen cyclist and walker ,I also drive a car .I shall confine my comments to the Bideford ,Appledore and Westward Ho! area and to cycling .</p> <p>Route past the council offices ,this does not need to go through the park .all that is needed is some signage and a dropped kerb beyond the old skate park .</p> <p>The route along the quay is more of a problem , this is always closed when any kind of event takes place or a ship is in port .</p> <p>At the moment the cycle path between the park and the Lundy office has a fast food trailer parked there and when it is open the serving hatch extends into the cycle path ,this is very difficult to see because you are just looking at a thin edge (this will cause an accident) people also queue on the path wanting to be served .</p> <p>What risk assessment was done when the trailer was placed there ?</p> <p>The route between the longbridge and the Lundy office ,this just does not work .Cars exiting the car park and turn right disobey the carriageway markings and keep to the right of the junction thereby blocking the entrance to the cycle lane .The path is always blocked with pedestrians who usually refuse to move to the correct side of the pavement .The quay route seems to have been an afterthought and badly designed .I prefer to cycle on the road .</p> <p>The cycle route on Heywood road is another badly designed one ,too many junctions and points of conflict .</p> <p>The Durrant House Hotel is adjacent to the path and they put 2 advertising A boards on the path reducing it's width by half ,sometimes the boards are in the middle of the path .I have seen people trip on these .I have complained to you about this over a number of years and what was done , ABSOLUTELY NOTHING .</p> <p>The route under the Torridge bridge is a good one apart from the Chircombe Lane into Limers Lane junction which is steep .</p> <p>The route to Appledore using Wooda Road ,the idea that this is a quiet road is nonsense ,lots of HGVs .</p> <p>The route from Appledore to Westward Ho! using Longlane is dangerous .This road has a history of accidents .Poor visibility ,blind corners and is used as a short cut for cars not wanting to go through Northam .I don't think a few signs would make this any safer .</p> <p>The idea to create a cycle path at Brunswick Wharf to the Tarka Trail is a good one ,I have lost count the number of times I have been turning right into the Trail entrance with my hand out (hi-vis gloves) and cars overtake me ,always but always give a second look . The Highway Code may have changed but most drivers have not ,the good drivers have always done the right thing the rest just do as they want ,despite record numbers in the Police force they don't want to police the roads in an effective way .</p> <p>I hope what I have said is some use to you .</p>	<p>Comments regarding Victoria Park preference noted.</p> <p>Other comments also noted, many are matters for consideration at the detailed design stage.</p>
<p>Comments from DCC Flood Risk Team</p> <p>At this stage of the consultation, we do not have any specific comments, however I have included some high level information that you should be aware of regarding flood risk.</p>	<p>Comments noted and to be considered at detailed design stage.</p>

<p>Any works, permanent and/or temporary, that affect the flow of an ordinary watercourse may require Land Drainage Consent. Regulation is required to ensure that there is no increased flood risk and to avoid any adverse effects on people and the environment. For further information, please visit our website at https://www.devon.gov.uk/floodriskmanagement/land-drainage-consent/</p> <p>Sustainable Drainage Systems (SuDS) for surface water should be considered within the proposed design, please see DCC's Sustainable Drainage System – Guidance for Devon at https://www.devon.gov.uk/floodriskmanagement/document/sustainable-drainage-system-guidance-for-devon/. Whilst a lot of the routes appear to be along existing roads and footpaths, there may still be space in places to improve existing surface water drainage. The proposed routes may be within areas of existing flooding issues. If they are, then the proposals may be able to assess and improve these.</p> <p>You may wish to consider the drainage guidance outlined in Section 10.6 of Sustrans traffic-free routes and greenways design guide (2019) at</p> <p>If you require any further guidance on this, please contact the Flood Risk Team - floodrisk@devon.gov.uk</p>	
<p>Comment from local resident I recently read your article on our staff newsletter regarding the inclusion of new cycle paths around North Devon.</p> <p>Could I suggest changing a number of currently existing footpaths to bridleways around the area to promote off road cycling. I am a massive advocate of this sport and it would be great to see it represented more in this part of the country.</p>	<p>The classification of footpaths, and off-road biking are not matters that this LCWIP is looking into. Changes of footpaths to bridleways needs to follow a legislative procedure, but might be considered by DCC Public Rights of Way Team.</p>
<p>Comment from resident of Northam The above are of a great concern to me as I have to use a stroller to get out and about, specifically the pavements in Beach Rd and Golf Links Rd are particularly bad. The holes in both pavements are so bad that I have nearly fallen over several times where one of the wheels of my stroller got stuck down a hole. I never go out alone which obviously restricts my being able to go shopping locally. I use the road sometimes only in Beach Rd because of it being level without potholes i also notice that people with motorised scooters have to use the roads as the pavements are so bad, this is wrong and holds up the traffic.</p>	<p>Supportive comments noted, however issues of existing maintenance are not a matter within the scope of the LCWIP.</p>
<p>Comments from resident of Northam Please can you explain why this plan does not cover the use of horse riders having access to these routes, and what improvements you could make for horse riders? You seem to have missed an opportunity here by forgetting that horse riders and carriage drivers should have good, safe off-road access wherever possible. I</p>	<p>The LCWIP is not focused on multi-use trails or horse riders, but walking and cycling and getting 50% of short trips to be by these modes. Trips to school and work are unlikely</p>

<p>have ridden most of the Tarka Trail and it is eminently suitable for equestrian use. You should include horse riders and carriage drivers in the remit of this plan, or devise a new consultation and plan process for equestrians in North Devon. The government promotes 'Active Travel' and equestrians should be included under this definitive. We are also 'Vulnerable Road users' and again the government states it is aiming to improve things for these users as well. You do not seem to acknowledge the existence of horse riders and carriage drivers in Devon, so I hope you will correct this error without any delay and get back to me.</p>	<p>to be by horse. However, the LCWIP does include information regarding equestrian use:</p> <p>Equestrian Use</p> <p>While routes passing through busy urban environments, such as Barnstaple and Bideford town centres, would likely be unsuitable for equine use due to the high volumes of pedestrian footfall, some sections of routes along the six identified desire lines pass through rural environments and may be suitable for multi-use. Consideration as to whether sections of route would be suitable for equine use alongside pedestrians and cyclists should be taken on a case-by-case basis at the early stages of the design process, with consultation between local interest groups such as the British Horse Society, to determine whether a mixed-use environment would be suitable. Where this multi-use is considered appropriate the materials used in the new infrastructure will need to be carefully designed to include horse riders safely.</p>
<p>Comments from local resident</p> <p>Once again someone has come up with a half baked idea , costing money we don't have, to change things. Usually because they themselves use a bicycle or walk a lot. You must realise a few things first, not everyone can ride a bicycle, I and my siblings never had them or learnt. Two you cannot carry babies and shopping on bicycles. Not everyone can walk long distances, particularly when you take into consideration the very steep hills in Bideford and Barnstaple. I sold my car last year as I could not justify the cost of it standing still doing very little. I usually walk into town (weather permitting) and get a taxi back. On Saturday I went for my 'flu vaccination and as there were no taxis available I walked back home. The very steep pathway to my home had me almost on my knees. Bicycles and improved walk ways will not alleviate that, these two towns are on very steep terrain. Since I got rid of my car my life has been a misery. I have to rely on taxis and other people to get me to important appointments. I cannot even take things to the recycle centre because there is no-one to help me.</p>	<p>Comments noted.</p>

<p>Another thing, cyclists have no proof that they understand the highway code, i.e., with consideration to others and in many cases that is very obvious. We should be ensuring that they all take a proficiency test to help protect them and other public highway users, whether that be on a path or a road.</p> <p>You all seem hell bent on getting rid of motor cars, climate change etc. 10 million years ago the glaciers melted, was it the end of the world? No, it changed the landscape probably for the better.</p> <p>This is a very old planet and any changes we make on this very tiny island will have very little impact on the scheme of things other than make some peoples' lives unbearable.</p> <p>I did notice that in Barnstaple many of the road signs are falling to bits and some of them are so dirty it is difficult to read them. Some are hidden by vegetation as well. There's a little project that might be worthwhile</p>	
<p>Comment from Regional Campaigns Officer (South West of England) Royal National Institute of Blind People.</p> <p>Many thanks for sending this through, I have attached some RNIB guidance for your perusal and consideration regarding the LCWIP projects.</p> <p>I hope that this guidance is helpful and if you, or colleagues wish to discuss further or have any questions please don't hesitate to contact me.</p> <p>3 attachments included: Cycling and Cycleways Policy Position Statement Kerbs (Detectable Footways, Cycleways and Roads) Policy Position Statement Shared use areas and Pathways Policy Position Statement.</p>	<p>Position statements from RNIB are generally supportive of the LCWIP measures to increase active travel in general.</p> <p>'We support the aim to promote walking and cycling, to increase levels of healthy activity and the move to zero emission transport. Our support is based on all developments and schemes being designed inclusively.'</p> <p>However, new schemes can create additional barriers to blind and partially sighted people by introducing more conflict between users, especially with cyclists.</p> <p>The documents supplied contain suggestions on how infrastructure can be designed to be inclusive and designed to promote safer cycling and safer walking including dedicated pedestrian-only footways (no shared use areas), detectable kerbs separating pedestrians from all vehicles includes cycles and cycle lanes, and inclusive pedestrian crossings over roads and cycleways to</p>

	<p>ensure pedestrians are always kept separate from vehicles.</p> <p>Many of the issues raised augment or comply with the latest walking and cycling design standards such as LTN1/20, but while segregation between pedestrians and cyclists is preferred, often constraints will not allow such paths to be made.</p> <p>These issues are matters of detail which will be considered at the detailed design stage.</p>
<p>Comments from local resident</p> <p>A pavement between Swimbridge and Landkey would be useful. The road is a death trap particularly as its a 60mph limit. There have been several accidents on that stretch of road involving cars, and its only a matter of time before it involves a pedestrian. Perhaps thats what it will take? With all the money that's invested on the link road etc, is a small stretch of tarmac too much to ask for between two adjoining villages? Please address this before the inevitable happens.</p>	<p>Comments noted however this area is outside of the LCWIP area.</p>
<p>Comments from a resident of Northam</p> <p>I am a keen cyclist - although illness has curtailed my cycling now.</p> <p>This is my comment on your proposals.</p> <p>I refer to the map on page 8 (cycling; Appledore to Bideford);</p> <p>These are mostly good ideas but can I suggest some additions and changes?</p> <p>1. The off-road cycle path along Churchill Way is a good idea but your plan shows that it would just stop at the junction with Staddon Road. It would be better if it could continue across Richmond Green (lots of room here) and down Richmond Road to Kingsley Avenue to Appledore School. Judging by the amount of parked cars at 3.30 there must be a demand for a safe route to this school. Linking with this could be a shared use path (wide pavement avoiding parked cars) on the south side of Richmond Road from the junction of Pitt which leads to the Tomouth housing estate.</p> <p>2. The on-route-quiet route along Staddon Road and Meeting Street should be deleted as it takes cyclists on an indirect route into the steepest and narrow street in Appledore, Meeting Street is almost too steep to walk and is a 'no-no' for any sane cyclist! A better alternative would be the less-steep Bude Street and the level Odun Road, linking up with the Richmond Road route suggested above.</p>	<p>1. The route in Appledore will be designed to link with either option 2a, 2b or 2c, and is a matter for detailed design.</p> <p>2. Preference for route noted.</p> <p>3. The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39,</p>

<p>3. Looking at Northam now can I suggest an additional shared-use route linking from the Heywood Road path . This would run form the Heywood roundabout along the north side of the A39, then down the curved ramp to the Bideford-Instow road. A crossing point here will link to the Tarka Trail (there is already an access point here.) A lot of cyclist/walkers already bravely do this route already and there is plenty of muddy verge space for this to be put in. Northam wanted to put this route into their local plan but as it would involve Westleigh Parish Council they decided that only Devon C.C. could sort this one out!</p> <p>I do hope that you will have a site visit before you finalise your plan. If I can be of any help please email me.</p>	<p>for which we have no cycleway or paths alongside throughout the area.</p>
<p>Comments from a resident of South Molton.</p> <p>South Molton is expanding all the time with new housing however we are not included in the above referenced plan.</p> <p>I have cycled around the South Molton area and we are fortunate to have some quiet roads but I have not found any cycle paths or anywhere which has been given any cycle priority at all.</p> <p>Are there any plans to promote cycling and walking in South Molton?</p>	<p>LCWIPs are predominantly for major urban areas, and DCC is progressing them in our three main urban centres, Exeter, Newton Abbott and Barnstaple. We have extended this one to include Bideford/Northam as it is over 50% of the population of Torridge and will see a very large amount of growth if the allocated sites proceed. The involved Town Councils have also paid towards the work.</p> <p>There are proposals for improvements to walking and cycling in South Molton as part of housing development including a new cycleway all the way around the west of the town through the new housing estates.</p>
<p>Comments from Landkey Parish Council</p> <p>It was agreed that the provision of a cycle/footpath link from Landkey to Barnstaple has always been a priority for the Parish Council and the proposed links outlined in the consultation document are greatly welcomed and supported.</p> <p>The provision of a Landkey Road/Newport Road safe route to Park School was also a priority.</p>	<p>Supportive comments noted.</p>
<p>Comments from Resident of Barnstaple (also completed questionnaire)</p> <p>I wish to make one general point which is not covered in the LCWIP proposals or the questionnaire.</p> <p>The roundabouts in the area need to be radically redesigned to be made safe for walkers and cyclists. At present they are not, and often present the greatest hazards on a cycling journey. Indeed recent roundabout “improvements” in the area, eg the Roundswell roundabout, have tended to increase traffic speeds rather than reduce them and make joining the roundabout more hazardous.</p>	<p>Comments noted. The upgrade of roundabouts for cyclists would need to be carried out as part of a coherent cycle route not in isolation and would be a matter for detailed design consideration. Alternative safer cycle links are available to avoid the need for cyclists to use the A39 Roundswell Roundabout.</p>

<p>I commend the approach taken in the Netherlands to roundabout design which incorporates safe provision for cyclists and walkers.</p>	
<p>Comments from local resident</p> <p>As someone who walks a lot in the area in question, I wanted to make sure I made some comment. I am afraid that the short consultation period meant that I have not had long to reflect on the plan, I have therefore focussed on the areas I know particularly well and routes I am likely to use frequently. I apologise for the following being rather a 'brain dump' but, I am having to get my comments finished before going away and will not be able to look at the plans again until after the closing date.</p> <p>The strategy, by looking at existing patters of movement is assuming that it is desirable to retain the constraints that to a large extent constrain patterns of movement. For example, a pedestrian from Northam who gets a job in East-the-Water is forced to get there via the Long Bridge, as the Torridge Bridge has no easy pedestrian access across it. If the bridge had a cycle/footpath route across it then a wider network of possibilities for active travel would be opened up.</p> <p>The strategy , however, assumes that the Tarka Trail's existence as a good route is a given and gives no consideration to what might happen if that were not the case. This seems a lost opportunity, as the Trail's continued viability seems far from clear. If global warming continues to accelerate (and it shows no signs of letting up) the coastal sections of the Tarka Trail will increasingly be effected by rising sea levels and severe weather events. Even with the change that is already baked in, by 2100, it may suffer intermittent disruption. In the shorter term, changing government strategy on re-opening rail lines may see the trail itself may be reclaimed as a rail line.</p> <p>The strategy proposes 'A new link from west of Bideford and East-the-Water to Bideford town centre to improve access to the Tarka Trail' There was a convenient link to the Tarka Trail via Pollyfields that took people via a green environment and facilitated use of Pollyfields. Allowing it to be removed as part of recent development in the area was a serious planning mistake. I would generally welcome something similar, and it looks like that might be envisaged in the plan.</p> <p>With much recent talk about reinstating rail travel between Bideford and Barnstaple</p> <p>The strategy is perhaps wrong to assume that the Tarka Trail will continue to exist as a good-quality route for higher volumes of cycle/pedestrian travel. Should the much-advocated rail-line reinstatement go ahead, fencing will be needed to separate pedestrians and cyclists from the trains. I have seen examples of this elsewhere where the end result did not allow for easy two-way movement of cyclists and pedestrians.</p>	<p>The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.</p> <p>There are currently no agreements for the Tarka Trail to be reopened as a train line.</p> <p>Pedestrians and cyclists should be kept separated on segregated paths, with shared use paths only suitable for lower used paths. However, in constrained areas with no alternatives, shared use paths will have to be used.</p> <p>Verges, grass cutting, ecology matters and other issues raised will all be considered in the detailed design stage.</p>

Routes that implement an approach whereby cyclists approach pedestrians from behind (on cycle ways such as the Tarka Trail) involves active discrimination against the deaf, the elderly, and nervous pedestrians in general. It makes them feel unsafe, or at least perpetually on their guard, and discourages their use of the facilities. This also devalues the stress mitigating and health restoring value of such routes for most pedestrians. Cramming rail, foot, and cycle, onto the same track without widening it would make the situation even worse. Widening paths in some areas, such as on the stretch of the Tarka Trail between Bideford and Barnstaple would involve the loss of valuable habitat alongside the existing track and make the line generally less attractive to walk or cycle on.

It is regrettable that the plan seems to assume that cyclists and pedestrians can happily share routes, and many changes look to be just making stretches of pavement available for use by cyclists. At present the main shortfall in existing facilities is the failure to adequately separate cycle and foot traffic, making routes unpleasant to use for pedestrians at times when cycle volume is high. E.g. my wife and I avoid using the Tarka Trail at times when the volume of cyclists is likely to be high. From a pedestrian perspective, switching a route from a pedestrian only to mixed use will discourage the use of the route by pedestrians. Where existing mixed use routes run parallel with roads (e.g. the Tarka Trail between East-the-Water and Instow) many cyclists choose to use the road instead, as they can cycle faster and don't have to worry about slowing down and passing pedestrians.

The plans look like they may be hoping to achieve a side effect of saving on saving verge cutting costs by installing grant assisted cycle-ways. Widening urban pavements to allow space for cycleways, if done at the expense of green verges, has a negative psychological effect for residents, as even token green-space contributes to a sense of well-being, compared to swathes of concrete. Some, less regularly cut, verges are reservoirs for local biodiversity and ought not to be lightly sacrificed (given how slowly new areas set-aside for nature are re-colonized, and the need for them to have adjacent reservoirs of biodiversity for that to happen effectively). None of these aspects seem to have been taken into account in the methodology to date.

Traffic reduction across long-bridge is likely to prove very unpopular, whilst the listed status of Bideford Long Bridge and the conservation area rules are likely to make construction of any cycle/pedestrian bridge in its immediate vicinity impossible.

The suggestion to make Tarka Trail accessible from the Old Barnstaple Road ignores the fact that there is already access at the point indicated. Granted, this could be improved, but cyclists already use it.

Signposts to 'quiet routes' are a bit of a waste of time, as most people know these anyway and some are actually quite busy shot-cuts (e.g. mines road is an actively used shortcut for children accessing school and

<p>locals going to the supermarket, Old Barnstaple Street is actively used by many on the NE of East-the-Water as their main pedestrian access to the Doctors Surgery or to town. It involves a steep dip followed by a climb and is unlikely to be attractive to most cyclists (they would already be using it if it was). The proposed 'quiet route' along Clifton Street is unlikely to work well, due to the need for residents to park, cars need much of the width of the road. A cyclist needs to go uphill to access it instead of simply coasting downhill (which is a serious deterrent to using the route). From a pedestrian perspective, Mines Road and the Old Barnstable Road are currently pedestrian friendly routes, where pedestrians can enjoy some relief from traffic and don't have to worry too much about cyclists. Actively routing cyclists onto them, rather than along the cycle-way on Manteo Way, would detract from the quieter experience currently enjoyed by the many pedestrians that use those routes.</p> <p>The route shown as an "Existing, unaffected route" joining the south of East-the-Water to the Tarka via Pollyfield has been built across and sections have been ripped out. It still connects, but further down, so the red line on the map in Section B is incorrect and there is a dog-leg to join the N-S path across Pollyfield (which serves a younger children's play area, and so is possibly not suitable for promotion as a cycle-way).</p> <p>The route of the proposed 'shared use path' across the wharves site, cuts across the centre of a doctor's surgery, and needs to take account of the potential need to interfere with a listed structure if trying to provide anything more than pedestrian access onto the long bridge.</p> <p>The proposal for a new shared use path on the eastern side of Fremington Pill seems likely to be impossible without significant excavation, or infringing upon the valuable salt-marsh habitat. The road is currently single track with passing places, a continuous path wide enough for single-file pedestrians might be squeezed in, but only by removing the passing places or allowing cars to draw onto the path to pass. Traffic on this road travels slowly (at cycling speeds) due to the spacing and visibility of passing places. Under these circumstances it seems better to provide a dedicated path for pedestrians and keep cycles on the road.</p> <p>Bideford, East-the-Water, Appledore, and Westward Ho! are generally hillier than the Yelland/Fremington/Barnstaple area, so far less convenient for cycling. None of the proposed cycling routes are, therefore, likely to be particularly accessible to the average elderly cyclists. Making existing pedestrian routes mixed use will, if heavily or inconsiderately used by cycles, make them less accessible for older folk, for whom walking is often their primary form of active exercise.</p>	
<p>Comments from Torridge District Councillor</p> <p>Appledore to Bideford</p> <p>Generally excellent that a route is being proposed. However ref 3 on the so called quiet route from Westward Ho! this gets quite busy with cars. I think there should be a dedicated cycle route, starting off at the central car park and then through Westward Ho! Park to join a cycle track alongside Golf Links Road (the verges are</p>	<p>Appledore to Bideford</p> <p>The idea of a route through Westward Ho! park is outside of the scope of this route, but could be considered with other plans for the</p>

<p>wide enough to accommodate this). Consideration should also be given to an alternative route from Westward Ho! along the unsurfaced road by the Pebble Ridge to then turn right at the RNLI hut along the road to join Long Lane to Appledore.</p> <p>I don't think Broad Lane is a great route due to steepness but going along Staddon Road and down to Appledore from a cycle track on Churchill Way would be feasible.</p> <p>Regarding 1 along The Quay, Appledore there is local concern about a route possibly displacing parking spaces. Possibly cyclists could ride along off the road on the Quay wall if there was sufficient width and demarcation.</p> <p>Ref 3 along Wooda Road I suggest there is scope for a dedicated cycle lane up this road, particularly as it is going to get busier with Pitt Lane housing estate traffic, shipyard traffic and traffic to the proposed Maritime Centre at Middle Dock.</p> <p>Great to have a dedicated track along Churchill Way (subject to funding!)</p> <p>Ref 4 I am not convinced a cycle route through The Square is feasible given the site is a traffic nightmare.</p> <p>Regarding 5 I don't see why the existing cycle traffic needs widening given funding constraints but there should be better signing and road crossings, particularly at the A39. However, I thought the agreed Heywood Roundabout changes involve putting the cycle path on the other side of Heywood Road. This in my view is a mistake as it will involve several crossings of roads.</p> <p>Ref 7 as TDC favours the Victoria Park route this may be the one to go for.</p> <p>As to 8 I concur with the concerns of NDCC (see Teresa Tinsley's comments) that the route proposed is not the safest one.</p> <p>West Bideford to East the Water</p> <p>Ref 1 and 2 I am doubtful about the feasibility of providing shared paths on the roads suggested. More detailed work needed, including looking at routes off the main roads. From memory there could be scope for a path at Moreton Park (ref 3).</p> <p>Similarly ref 4 more detailed work is needed as it is not immediately obvious which are the quieter streets in Bideford!</p> <p>A crossing over the Torridge to join The Quay in Bideford (5) would be marvellous if achievable (e.g. making the Long Bridge one way with a cycle track on one side?) Also there should be a cycle track over the High Level Bridge running from Heywood Roundabout and then down to Barnstaple Road and Across to the Tarka Trail. Just look at how well used the cycle track is across Barnstaple High Level Bridge.</p> <p>Good to have a link with the Tarka Trail at Ethelwynne Brown Close proposed (see 6) and a route at front of Brunswick Wharf.</p> <p>Ref 7 I agree it is important to provide a proper dedicated cycle/walking link all the way to the Tarka Trail, with suitable width to separate cyclists from pedestrians.</p> <p>On 8 I wonder whether a shared path is feasible.</p> <p>Ref 9 I agree for need for better signage and access to Manteo Way cycle/pedestrian path.</p>	<p>Bideford to Westward Ho! (Kenwith Valley) route.</p> <p>Detailed consideration regarding changes to parking or cycling along the quay itself are a detailed matter for consideration as designs for specific parts of the routes progress.</p> <p>Route through Northam Square would be subject to detailed design, and for consideration after the new road from Atlantic Way to Golf Links Road through housing development is open.</p> <p>Preference regarding Victoria Park is noted.</p> <p>West Bideford to East the Water Comments noted.</p> <p>The A39 Torridge Bridge has not been included within the LCWIP study area. Data indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area.</p>
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<p>Ref 10 I don't think Torrington Street is safe and will be even less so when the development behind Jewsons is built. The Sunnyside access is a better (and probably achievable) idea, joining the Tarka Trail.</p> <p>Walking Westward Ho! Some good proposals here. Ref 4 it is quite dangerous for pedestrians walking along Atlantic Way due to the narrowness and busyness of the road. Traffic calming would help. Ref 5 the proposed block of flats in the centre of Westward Ho! would have an adverse effect on pedestrians due to conflict with vehicles accessing the development. Ref 6 making the footway wider is vital and maybe putting in traffic calming.</p> <p>Bideford Ref 2 more detailed work needed . Ref 3 there is huge scope to make the river walk more attractive, subject to not impacting on harbour and parking uses. Cafés for e.g.? Proposal at 4 for Bridgeland Street is worth investigating, I agree. Ref 5 I agree need for better pedestrian crossings at Quay and opposite Victoria Park. Ref 6 I agree crossing should be made safer but not sure how!</p> <p>General Comments I haven't commented on the Barnstaple routes due to lack of knowledge of them. HORSE RIDERS have been left out in the proposals. Scope particularly for inclusion in the Appledore/Bideford proposal and parts of the West Bideford/East the Water? Where's the funding going to come from is the obvious question! Given this, careful consideration should be given to quick, viable gains at low cost.</p>	<p>Walking Westward Ho! Traffic on Atlantic Way likely to decrease after new road from Atlantic Way to Golf Links Road through housing development is open.</p> <p>Bideford Comments noted.</p> <p>General comments The LCWIP is not focused on multi-use trails or horse riders, but walking and cycling and getting 50% of short trips to be by these modes. Trips to school and work are unlikely to be by horse. However, the LCWIP does include information regarding equestrian use: Equestrian Use While routes passing through busy urban environments, such as Barnstaple and Bideford town centres, would likely be unsuitable for equine use due to the high volumes of pedestrian footfall, some sections of routes along the six identified desire lines pass through rural environments and may be suitable for multi-use. Consideration as to whether sections of route would be suitable for equine use alongside pedestrians and cyclists should be taken on a case-by-case basis at the early stages of the design</p>
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	<p>process, with consultation between local interest groups such as the British Horse Society, to determine whether a mixed-use environment would be suitable. Where this multi-use is considered appropriate the materials used in the new infrastructure will need to be carefully designed to include horse riders safely.</p>
<p>Comments from Tarka Rail Association - ACE Rail lead I wish to make you aware that there is a live Initial Business Case consultation for a fast rail link to be extended back to Bideford from the existing Tarka branch line.</p> <p>Motions of support have been jointly passed by North Devon Council and Torridge District Council [link removed]</p> <p>As well as motions of support for the railway line to be restored from Bideford Town Council [link removed]</p> <p>Tawstock parish council [link removed]</p> <p>Crediton Town Council [link removed]</p> <p>The independent railway consultant is set to report to the various councils, local authorities, transport authorities and main funders by March 2023</p> <p>We wish to see the detailed designs for the proposed cycling improvements developed in tandem with emerging proposals for a new railway line between Bideford and Barnstaple, respecting the need for a continuous Tarka Trail alongside the new line as seen for example with the Exe Trail and the Granite Way. We foresee particular issues arising in Section A: Yelland to Fremington, Section B: Fremington to Bickington, and Section C: Bickington to Barnstaple on pages 27-31. There is a great potential here for a newly restored sustainable public transport system to run parallel to the LCWIP (in places) making it highly desirable and transformational.</p> <p>Further to my recent email (attached below) We wish to see the detailed designs for the proposed cycling improvements developed in tandem with emerging proposals for a new railway line between Bideford and Barnstaple, respecting the need for a continuous Tarka Trail alongside the new line as seen for example with the Exe Trail and the Granite Way. We foresee particular issues arising in Section B: Longbridge to East-the-Water on pages 51 and 53.</p>	<p>Comments noted. Consideration will be given to any approved train line restoration within the detailed design stage of LCWIP proposals.</p>

<p>We wish to see the detailed designs for the proposed cycling improvements developed in tandem with emerging proposals for a new railway line between Bideford and Barnstaple, respecting the need for a continuous Tarka Trail alongside the new line as seen for example with the Exe Trail and the Granite Way. We foresee particular issues arising in Section B: Pilton Park to Sticklepath Hill on pages 33 and 36.</p> <p>As stated above, we wish to see the detailed designs for the proposed cycling improvements developed in tandem with emerging proposals for a new railway line between Bideford and Barnstaple, respecting the need for a continuous Tarka Trail alongside the new line as seen for example with the Exe Trail and the Granite Way. While we foresee particular issues arising at a number of locations, as high-lighted above, we do not regard them as insuperable and, notwithstanding that precise alignment details for the new railway line are as yet some years away, we wish to establish collaborative working relationships at the earliest opportunity in order to maximise mutual understandings and a shared approach to each project's development.</p>	
<p>Comments from local resident</p> <p>Objection to the proposed deliverance of a traffic free cycle route along the Longbridge Barnstaple. Any variation to the access both ways by vehicles across this bridge is objected to. Previous indications of this intent by Devon county Council during Covid were met by objections from various sources and this is still maintained to this day.</p> <p>when original plans to develop the Shapland and Petter site were submitted it was the intention to include a walking and cycling bridge across the river.</p> <p>This needs to be enacted as soon as possible thus preventing any interaction with vehicles and people. Cycling for access to the Railway station and both Seven Brethren estates is already possible utilising the defunct railway bridge at Rock Park. This access route allows cyclists to utilise the tarka trail without any interference from traffic.</p> <p>I therefore object to this plan</p>	<p>Objection noted.</p> <p>A new bridge for pedestrians and cyclists across the River Taw has been investigated and found to not be possible. Proposals to alter the Longbridge are being drawn up, which would aim to widen the bridge to add additional room for segregated cyclepaths.</p> <p>The alternative route via the Iron Bridge is some 2.5km further than crossing the Longbridge.</p>
<p>Comments from resident of Bickington</p> <p>I have just been informed that the council are intending to install a cycle way and pedestrian path into the end of our dead end road! The reason we moved there was because it was quiet and a great place to bring up kids with no through traffic of any kind. This will make the road busier and with the old barn pub in close proximity a cut through for the drunks late on Friday and Saturday nights. This also combined with making the area more suitable for budgerlars as they will have an easy escape route!</p> <p>With the new school at Roundswell open I can also see our street being used as a parking lot for parents so that can walk the kids down Tews lane! This will increase pollution in our street that my children will breathe in.</p> <p>This is totally unacceptable and will have an adverse affect on our property prices!</p>	<p>Proposals to open up Shieling Road would require consent / agreement with the land owner of the road and be subject to further detailed design.</p> <p>This is not on a desire line that is shorter than other routes for many people leaving the Old Barn Inn.</p> <p>Being open to pedestrians and cyclist passing can provide added security as those people would see burglars, this would be a</p>

<p>I hope you are able to do something about this?</p>	<p>matter for the Police Architectural Liaison Officer to consider.</p> <p>Access to the Roundswell school by children being driven to Shielling Road would be minimal as children in Fremington are more likely to attend Fremington School. Providing the new link would provide safe opportunities for children to walk, cycle or scoot to school.</p> <p>The LCWIP will be updated to better highlight the preferred route to the south as outlined in the Local Plan.</p>
<p>Comments from resident of Bickington</p> <p>As a resident of Sheiling Road I am against this section of the proposal and am very unsure about the formal access point at the shrubbery at the end of our road, for pedestrians and cyclists.</p> <p>Also I believe the road on the other side of the shrubbery is private so how would you be able to do this?</p> <p>This is a very quiet road with a dead end, a road where there are vulnerable elderly and young children who are safe to play outside. Opening a cycling and pedestrian route could unsettle the vulnerable elderly residents and also bring strangers and fast cycling through a safe area where my 3 children (under 7) enjoy playing on their bikes and amongst themselves safely. I know keen cyclists and they don't use these cycle paths that are created - they prefer roads on their road bikes.</p> <p>I also think the proposed idea would attract cars and traffic as people would park here to walk their children via Tews lane to cut through to the Roundswell primary school.</p> <p>Elmfield road is very narrow and the corner is tight. I am certain a cyclist would be hit by a car on the corner as cars park there and its a very tight bend.</p> <p>I think it would make more sense and money to mark a safe cycling route up tews lane and along the Bickington road. That's the way we go and its fine for us.</p> <p>It's said that this proposal is meant to be better for the environment. Yet they continue building more and more homes attracting more people and more cars. It makes no sense. If you want a greener and less</p>	<p>See response above</p>

<p>congested area stop building new homes. But as always making money trumps the environment. Which I find a big shame.</p> <p>I would gratefully appreciate a response to my concerns and questions. It would be nice to have them considered when consulting the ideas you have put to public.</p>	
<p>Comments from resident of Bickington This proposal has a dotted line going through Sheiling Road and the private road on Tews Lane.</p> <p>There is no detail about how will this will be achieved full stop, there is no mention or proposal of how wear and tear would be accounted for with the additional usage.</p> <p>In summary unless im missing it, i have been able to garner no information from the documentation now that this has been brought to our attention.</p>	<p>See response above</p>
<p>Comments from resident of Bickington Devon county council proposed cycling route from Bickington Road down Elmfield Road to Tews lane Whose stupid idea was this. to bring cyclist of all abilities down Elmfield road which has a steep in gradient for some 2-300 yards meeting the junction with Sheiling Road meaning a 90% left turn around a blind junction. this is the only road from Barnstaple to Fremington that is a 30mph road All other roads have a 20MPH SPEED limit now you proposed to bring more traffic problems not just to the local residents of this section. IT is already one of the busiest roads in north Devon as it is the only access to and from this enormous CU-DE-SAC with hundreds of vehicles in and out EVERY day as a resident of this section not only do I see the dangers to cyclists but to increase danger to the the bungalows occupied by the majority of elderly people.</p> <p>For a large variety of reasons not just the afore mentioned but for this ridicules' proposal we object most strongly to this proposal and if this proposal is given the go ahead then we and the other effected owners will appeal for a MASSIF rate reduction and compensation for loss of property value we did not buy a retirement bungalow in a residential road to be plagued by extra cyclists as we understand that this will require cycle lanes in each direction making the already narrow road by some 2 metres leaving about 2metres for all other traffic, what is the next stupid idea - put cycle lanes along the M5 motor way.</p> <p>Please re-consider this madness and help save lives not put them at risk</p>	<p>See response above</p>

<p>Comments from resident of Bickington I object very strongly to your idea of opening the road to make a cycle /walking route through to Sheiling road. Not only would this be dangerous to the elderly residents but I understand you intend to do this by removing the hedge in between Tews lane and Sheiling road, which is a hedge that belongs the residents of Tews Lane (South view estate)</p> <p>Please note, this is <u>a private road</u>.</p> <p>Was the fact that this is a private road the reason you do not appear to have shown even a degree of courtesy to the residents by informing them by letter, email or telephone of your intentions, leaving us to find out by word of mouth this morning - on the day the consultation ends?</p>	<p>See response above</p>
<p>Comments from a resident of Bickington After speaking to so many residents who are against this proposal of opening the end of shielings rd.</p> <p>We will fight this i will not let yous take away the freedom for my children to go out and play and to be safe. Where there is no strangers coming thru we won't let this happen.</p> <p>This is awful why would yous want to take this away from children and families who just want to be safe.</p> <p>V very upset by this.</p>	<p>See response above</p>
<p>Comments from a resident of Bickington I'd like to submit an objection to a section of the proposed Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (BBN LCWIP). I understand from my NDC councillors (CC'd) that the consultation end date has been extended to today given that we were not even told about these plans.</p> <p>As residents of Tews Lane we were shocked to have a visit from our district Councillors explaining that a cycle pathway was proposed to be put right next to our house (Section B, the new access point joining Sheiling Road and Tews Lane) accessing our private road which we, the residents, pay to maintain. I do hope DCC will be taking on the maintenance costs of this road if it is diverting foot and cycle traffic down it?</p> <p>Since the council decided to plonk a school in our backyard (despite having a much better alternative site) we have seen an increase in footfall, in traffic, in litter, in antisocial behaviour, we even now have kids smoking drugs and having sex on the 'footpath to nowhere' the council has made right behind our house. Now you want to plonk another footpath in front of it, completely surrounding us. This used to be a quiet private road. This will be the end of this.</p> <p>Most upsetting is that we have had NO notice of this at all. No letters. No emails. No phonecalls. No visit from</p>	<p>See response above</p>

<p>our county councillor. Just an advert in the free paper which doesn't even get delivered to any of the residents in this section of the plan...</p> <p>I also fear for diverting cyclists and pedestrians out onto the main Tews Lane road from a private road where drivers do not expect it. I have had a number of near misses trying to drive out of our road when people are using it as a cut-through to beat the morning traffic. They are always far exceeding the 20mph speed limit but of course this is never regulated, so why should they bother driving at the speed limit? Why not mow down all the new pedestrians and cyclists as well. I'm sure these comments don't even matter because, after my many years experience working on a local paper, I know you'll just plough ahead with it anyway.</p> <p>I often park my car next to our house on our private road, but does this mean to say I will no longer be able to park outside my house because it will be blocking there this new pathway will go?</p> <p>As a whole I fully support the idea of a better cycle infrastructure and I would love to see the cycle and pedestrian links improved across the district. What is most upsetting is the sheer lack of communication on this matter and there has been no effort to contact the residents directly affected by this.</p>	
<p>Comments from a resident of Bickington</p> <p>a) extending the cycle route down Elmfield Road, and Sheiling Road, is good, gets people out of their cars.</p> <p>b) However, the gap to allow cycles through the current hedge, should be just that. If it is made big enough for cars to drive through, Elmfield Road will just become a rat run.</p> <p>c) The proposal to make a new cycle path from Tews Lane, behind the houses of Elmfield Road, we have concerns that the trees behind the stream (even though there are tree preservation orders on them all) will be removed. We would also like to know if such a cycle track would be fenced, so protecting the security of all the properties along this stretch.</p> <p>Thank you for your kind attention to these matters.</p>	<p>Comments of support noted.</p> <p>Any route through the hedge or shrubbery in this area would lonely allow pedestrians and cyclists, not vehicles.</p> <p>Consideration of ecology and security issues including TPOs and fencing will be for the detailed design stage.</p>
<p>Comments from resident of Appledore</p> <p>I have reviewed the Bideford and Northam parts of the plan. I became aware of the plan thanks to the insert in the North Devon Gazette.</p> <p>I note on the website that the consultation does not include various schemes apparently already included in existing plans. I would however put on record my strong support for the following two schemes from that list:</p> <ul style="list-style-type: none"> • Bideford to Northam cycle under the A39. • Kenwith Valley cycle link along the old Bideford to Appledore rail line. 	<p>Comments of support noted.</p> <p>Existing proposals are discussed under the heading 'Planned Cycling Infrastructure Schemes' and table 3-2 on page 23 of 80 in the 'Draft for Cabinet' report. They are shown on figure 3-7 and 7-1.</p> <p>The A39 Torridge Bridge has not been included within the LCWIP study area. Data</p>

<p>Particularly the need for a cycle way under the A39, at the moment I have to get off my bike and walk a section under the bridge when cycling from Appledore to Bideford.</p> <p>I am also disappointed not to see anything in the plan about improving cycle (and pedestrian) infrastructure across the A39 bridge itself. This would enable easy access for people from Northam (including Appledore and Westward Ho!) to the Tarka Trail which would be extremely beneficial.</p> <p>Within the LCWIP I would like to strongly support the proposals for Cycling: Appledore to Bideford and am pleased to see part of this as priority #2.</p> <p>(Point 2) A new shared use path along Churchill Way would be very helpful, especially at the narrow section through Northam where cars park on one side making the road single lane only in places. (Point 3) I'm not sure that Long Lane is really a quiet route - quite a number of cars travel along there and the lane is very narrow in places to pass a cycle. Proposals under points 6 & 7 will be very beneficial in encouraging more people to cycle into Bideford.</p> <p>I also support the proposals to make cycling within Bideford and East-the-Water easier, safer and more pleasant.</p> <p>I support the Walking proposals for Westward Ho! particularly making the pavements (footways) wider to accommodate the number of pedestrians using the area in the busy summer season.</p>	<p>indicates that there would be low levels of cyclist use between Northam and Barnstaple due to the distance involved and routes within the LCWIP are based on the evidence based approach set out in the report which join areas of highest demand for cycling with new paths. Designs compliant with cycling standard LTN1/20 for a cycleway on the A39 bridge would require measures that would be at odds with the strategic function of the A39, for which we have no cycleway or paths alongside throughout the area</p>
<p>Comments from Barnstaple Town Council</p> <p>The committee discussed it at length and the official resolution was as follows:</p> <p>RECOMMEND: The committee support the Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (BBN LCWIP). The committee also wished to note their support of the response submitted by the North Devon Cycling Campaign. Approval (NC).</p>	<p>Comments of support noted.</p>

5.2. Appendix 2 – Frequency and Purpose along proposals

Westward Ho! - walking

11. Would you use the proposed walking improvements, and if yes, how often?

[More Details](#)

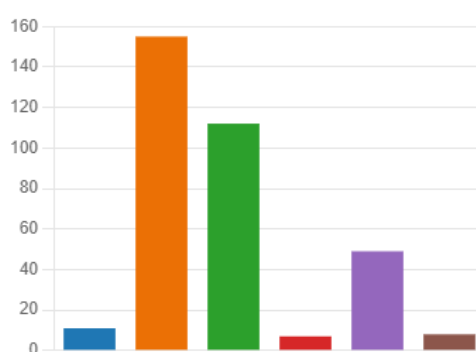
Yes - Daily	27
Yes - Weekly	78
Yes - Monthly	43
No	5
Unsure	23



12. For what purpose would you use the proposed walking improvements? (select all that apply)

[More Details](#)

Commuting	11
Leisure	155
Exercise	112
Education	7
Shopping	49
Other	8



Bideford - walking

16. Would you use the proposed walking improvements, and if yes, how often?

[More Details](#)

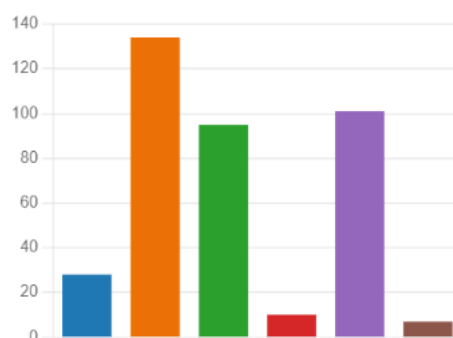
Yes - Daily	36
Yes - Weekly	68
Yes - Monthly	38
No	7
Unsure	15



17. For what purpose would you use the proposed walking improvements? (select all that apply)

[More Details](#)

Commuting	28
Leisure	134
Exercise	95
Education	10
Shopping	101
Other	7



Alexandra Street - walking

21. Would you use the proposed walking improvements, and if yes, how often?

[More Details](#)

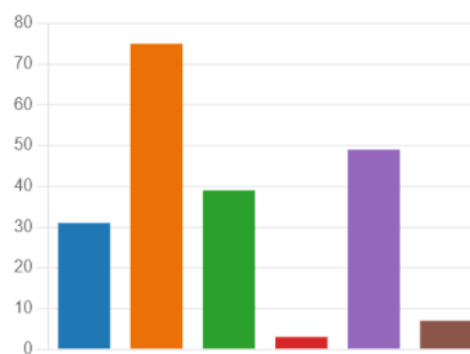
Yes - Daily	16
Yes - Weekly	30
Yes - Monthly	35
No	9
Unsure	15



22. For what purpose would you use the proposed walking improvements? (select all that apply)

[More Details](#)

Commuting	31
Leisure	75
Exercise	39
Education	3
Shopping	49
Other	7



Barbican Road and Queen Street - walking

26. Would you use the proposed walking improvements, and if yes, how often?

[More Details](#)

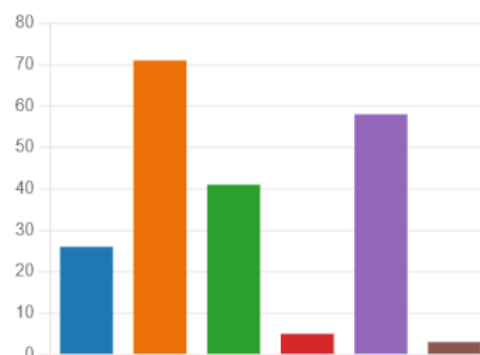
Yes - Daily	12
Yes - Weekly	32
Yes - Monthly	39
No	6
Unsure	14



27. For what purpose would you use the proposed walking improvements? (select all that apply)

[More Details](#)

Commuting	26
Leisure	71
Exercise	41
Education	5
Shopping	58
Other	3



Appledore to Bideford - cycling

31. Would you use the proposed cycling improvements, and if yes, how often?

[More Details](#)

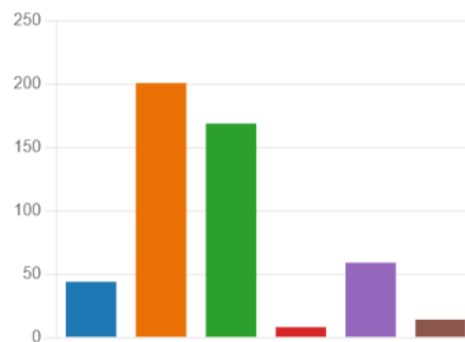
Yes - Daily	42
Yes - Weekly	86
Yes - Monthly	61
No	21
Unsure	24



32. For what purpose would you use the proposed cycling improvements? (select all that apply)

[More Details](#)

Commuting	44
Leisure	201
Exercise	169
Education	8
Shopping	59
Other	14



West Bideford to East the Water - cycling

36. Would you use the proposed cycling improvements, and if yes, how often?

[More Details](#)

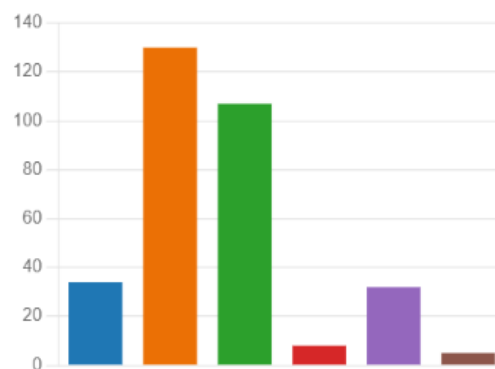
Yes - Daily	25
Yes - Weekly	52
Yes - Monthly	43
No	12
Unsure	22



37. For what purpose would you use the proposed cycling improvements? (select all that apply)

[More Details](#)

Commuting	34
Leisure	130
Exercise	107
Education	8
Shopping	32
Other	5



Yelland to Barnstaple - cycling

41. Would you use the proposed cycling improvements, and if yes, how often?

[More Details](#)

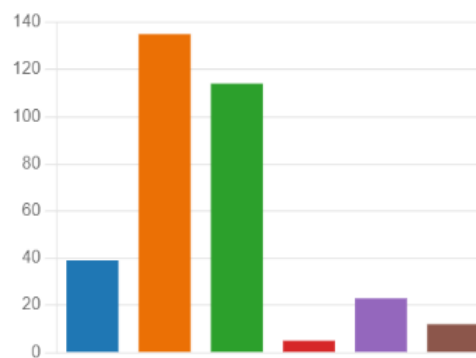
Yes - Daily	16
Yes - Weekly	53
Yes - Monthly	51
No	31
Unsure	20



42. For what purpose would you use the proposed cycling improvements? (select all that apply)

[More Details](#)

Commuting	39
Leisure	135
Exercise	114
Education	5
Shopping	23
Other	12



Roundswell to Pilton - cycling

46. Would you use the proposed cycling improvements, and if yes, how often?

[More Details](#)

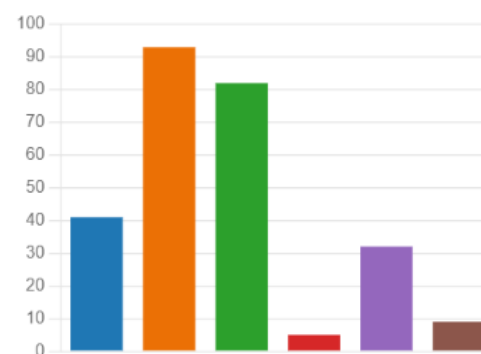
Yes - Daily	28
Yes - Weekly	36
Yes - Monthly	35
No	15
Unsure	15



47. For what purpose would you use the proposed cycling improvements? (select all that apply)

[More Details](#)

Commuting	41
Leisure	93
Exercise	82
Education	5
Shopping	32
Other	9



Whiddon Valley to Barnstaple - cycling

51. Would you use the proposed cycling improvements, and if yes, how often?

[More Details](#)

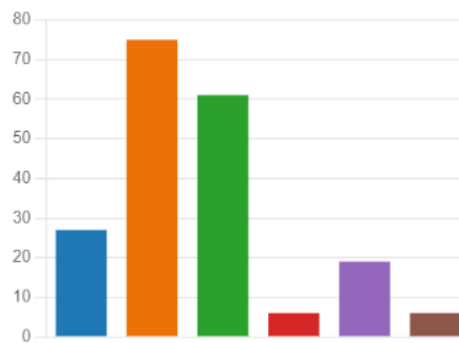
Yes - Daily	15
Yes - Weekly	27
Yes - Monthly	31
No	8
Unsure	19



52. For what purpose would you use the proposed cycling improvements? (select all that apply)

[More Details](#)

Commuting	27
Leisure	75
Exercise	61
Education	6
Shopping	19
Other	6



Landkey to Barnstaple - cycling

56. Would you use the proposed cycling improvements, and if yes, how often?

[More Details](#)

Yes - Daily	30
Yes - Weekly	49
Yes - Monthly	44
No	10
Unsure	21



57. For what purpose would you use the proposed cycling improvements? (select all that apply)

[More Details](#)

Commuting	50
Leisure	120
Exercise	109
Education	15
Shopping	35
Other	8

