

## Question 23 - Promoting accessibility by walking and cycling

Chapter 11 of the Issues and Options report sets out the issues for promoting sustainable transport. Question 23 sought views on how important you think it is that new development is sited so that it is within walking distance of services and facilities.

**Option 1** - Focus new development as small clusters of growth in locations within easy walking or cycling distance of existing services and facilities

**Option 2** - new development on a small number of growth areas where the large scale development will support the delivery of new accessible services and facilities

**Option 3** - A combination of 1 and 2

**Option 4** - Do not require facilities and services to be within walking distance of new development but require them to be available within the settlement

**Option 5** - None of the above

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FS-Case-297785613	Kim Sankey Angel Architecture Ltd	option3	There are not enough safe cycling and walking areas, and where there are these are not lit. Perhaps a combination of cycle lanes on roads and bound gravel paths would enable walkers and cyclists to exist alongside each other without conflict.
FS-Case-297949549	Martin Thurgood	option3	BUT the key issue is the development of walking/cycling routes between existing settlements. The policy objective will ne be achieved by simply limiting positive changes to new developments.
FS-Case-299861217	Heath Nickels Exmouth Wildlife Group	option3	This question goes back to a fundamental INITIAL policy decision for this Local Plan (i.e) using the Housing and Economic Land Availability Assessment (HELAA) to define the Future Housing Needs (Obj. 3 ) and thus developing a spatial strategy: Distribution of development (Chap. 13)  Thus, "...new development can be designed to promote walking, cycling and public transport by incorporating attractive and easy to use routes within sites" has to reflect the distribution of development resulting from the HELAA and so Option 3 seems to summarise best the scenario
FS-Case-300714787	Blank - No Name	option5	All are not optimal. Option 2 is the worst. It feels as if I am being led to support what is already being preferred...hope I am wrong. Walking/cycling is important. However there are never enough facilities e.g. doctor surgeries and dentists, libraries, community centres, advice etc. Large developments will always create traffic. Long distance cycle lanes and priority measures are needed.
FS-Case-300872971	Ian Wasson	option3	Walking is important but this must be supported by footpaths on roads, so it is NOT necessary to walk on roads in and out of towns with no footpath. Exmouth Rd Budleigh is a good example, but resolved by removing the area west of Links Rd from the BUAB to open countryside.
FS-Case-301179421	Mark HUMPHRIES	option1	no development where there is not an existing public transport infrastructure that can cope with the additional development. Too much development is in inappropriate locations with poor roads/narrow lanes not suitable for the existing developments
FS-Case-301424628	ERIC BOWMAN	option1	THIS IS A NO BRAINER..... I WOULD LIKE TO SEE ALL SORTS OF CYCLING MACHINES BEING UTILISED EG POWER ASSISTED 3 WHEELERS TO CARRY PASSENGERS - COULD E A CLEAN OPTION BUSINESS OPPORTUNITY. WALKING WITH REST AREAS / CAFES - AGAIN ANOTHER BUSINESS OPPORTUNITY
FS-Case-302912562	Paul Gamble	option4	Small developments where access by foot and cycle to recognised services/facilities in rural villages should be supported e.g. a minimum of four of the following recognised services: School, Village hall, Public transport, Pub, Shop/post office, Doctors surgery, Place of worship, Sports fields. Priority could be given to villages that have access to public transport within the suggested approx 800m comfortable walking distance, which has routes to larger towns and cities to access larger facilities and services.
FS-Case-302971165	Richard Thurlow Sid Vale Association	option3	Accessibility by foot or cycle is important

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FS-Case-305076755	Jeff Powley	option1	Why combine walking and cycling, it has become very dangerous to walk in many areas due to the preference given to cyclists and this is discouraging walking - the Exe estuary trail being an example of this and the routing of the cycle lane along the seafront in Exmouth. Cycling and walking needs to completely separated in this local plan.
FS-Case-305122809	Mike Green	option3	If you want our need a new town or city it should be based on a cluster of cells or villages that have a green belt between them - give people a sense of place and feeling of belonging
FS-Case-306256851	Simon Rennie		no comment see objective 10 section 12 questions
FS-Case-306274820	Olivia Cooper	option5	I'd support a mix of option 1 and 2, but this isn't always possible or realistic and can divert money into ridiculous cycling pathways (as has been seen in Exeter) where the money could have been better spent on supporting local businesses and public transport. In a rural area car use will always be essential, so encourage more environmentally friendly vehicle options rather than insisting everyone walk or cycle within towns.
FS-Case-306915743	Catherine Kingham	option3	Walking and cycling amongst people living in villages and small towns has increased dramatically during the past year, due to people discovering the joys of not always having to take a car! One good thing brought about due to the Pandemic. I think that we should be encouraging people to cycle/walk locally, increasing their wellbeing and good health, purchasing their food locally (say, from farm shops etc.) and live more sustainably.
FS-Case-307126895	Daren Richards	option5	It is not practical to try and reduce transport Evey one needs transport to go from a to b so trying to reduce transport would not work as I'm sure you drove to work today like everyone else does
FS-Case-307482014	G. Millard	option3	There does'nt appear to be any 'linked up' planning . . . e.g. Existing services & facilities cannot seem to cope with any influx of new developments. Further development should only be started AFTER services have been provided and have sufficient capacity . . . not 'promises' that they will be provided at a later date.
FS-Case-307683611	Dan Lakeman	option5	Don't build
FS-Case-307991316	Susan Cooper	option5	Options 1 and 2 where it relates to the West End and Cranbrook, existing towns and to the creation of New Towns and 'garden' village(s). This should not include villages in the AONB.  Walking and cycling is extremely important but villages will never have the level of facilities/bus services required to prevent frequent car journeys. People travel on a regular basis and very frequently to workplaces, banks, cash points, post offices, chemists, libraries, medical facilities, vets for larger food shops and fresh food providers (even when they have a small community shop), to access a wider range of shops to get items small community shops cannot provide. Only towns and newly built settlements are of a size likely to have these facilities. The level of growth needed in a small settlement of less than a 1500 people would be so large it would be environmentally unacceptable particularly in the AONB. In fact development in these settlements would generate even more car journeys.
FS-Case-308052405	Derek Fish	option3	Ensure a sensible balance between the two options and not allow a predominance of option two to result.
FS-Case-308071816	Gillian Cameron-Webb n/r	option1	I might have selected option 2 but it depends where the large scale of development is located. My overall desire would be to keep villages as villages so Option 2 would not be desirable in those locations but would be desirable in large developments like Cranbrook. Those sort of large developments should be self sustaining, they must have their facilities an services built into them rather than creating dormitory towns where residents have to travel to outside facilities.
FS-Case-308072238	Robert Cooper	option1	I was a cyclist and a runner for most of my active life. I also used to teach Bikeability when I lived in Surrey. Since moving to East Devon I would not venture on the roads on a bike as I do not yet have a death wish. The roads are far too dangerous. There is no provision for cycling on the roads. I have witnessed some council meetings when councillors have ridiculed the thought of consideration towards cyclists. The councillors were old, overweight and probably could not get on a bike if they wanted

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			to. Devon could be a mecca for cycling with the right approach sadly cycling and walking is simply not promoted or encouraged.
FS-Case-308168070	Norman Reeder	option4	Encouraging access by foot/cycle may be appropriate to the younger generations, however some areas (e.g. Sidmouth) have a very high concentration of elderly people for whom a car is essential as many are infirm or unable to walk more than a short distance
FS-Case-308177703	Judith Ferrier	option5	I am very much in favour of walking or public transport but NOT of increased cycling until either dedicated cycling lanes are built which MUST be used, or cyclists are taught to use the road properly, obey the rules of the road and MUST take out insurance and be penalised for not obeying - basically all this to ensure that they are not a danger to themselves or car users
FS-Case-308210121	Cariad Eccleston	option3	I'm not able to drive, so I rely on public transport to get me places. When public transport doesn't go where I need to be -- for a job interview, for example -- then I miss opportunities. Walking and cycling access is essential to me!
FS-Case-308256653	Della Cannings	option3	Not just about walking and cycling but also for wheelchair usage
FS-Case-308288718	Emily Davis	option3	People have not been using busses because they were told specifically not too. That isn't an indication of what's wanted, though. If I could get the bus to Sidmouth once an hour then i would go regularly. I have used the bus to Exeter less and less prior to COVID as the prices were increasing far too much.
FS-Case-308324058	Jack Slim	option2	See my remarks about the large scale housing developments on the periphery of Ottery St Mary above, Basic Service and facilities should be within the settlement.
FS-Case-308326362	Peter Eastwood N/A	option3	Better thought and consideration should be given where cycling and walkers at present have to co-exist. For e.g. the present arrangements for cyclists and walkers on the Exmouth sea front is unsatisfactory. Cyclists do not give way to pedestrians, as they should and often do not observe the 'No cycling' signs. Cyclists should be on the road and pedestrians on the pavements. The sea front should be a one way system, cutting down the air pollution, noise and unsociability not to mention safety issues.
FS-Case-308433805	Kerry Carr	option3	Please also consider new cycle paths between towns& villages & the funding to support these. It has long been discussed having a route between Ottery & Sidmouth, that would be great. It would be fab to see a safe cycle network of cycle paths linking up East Devon.
FS-Case-308520714	Peter Brain	option3	As a recreational cyclist I appreciate the effort already put into existing trails and designated quieter roads. I support both 1 and 2.
FS-Case-308527556	Kevin Staddon	option5	See Q5
FS-Case-308638086	Robin Barker	option2	Option 2 is the closest - we want far better public transport and cycle routes. EG 3 trains an hour from Whimple to Exeter (not 1 every 2 hours). Circular walks. A safe cycle route from West Hill to Ottery - and so much more
FS-Case-308655667	Jan Gannaway Exmouth Wildlife Group + Active Travel Exmouth	option3	Where possible residential areas should be designed as low-traffic neighbourhoods so that all through traffic is discouraged. Evidence shows that LTN's in Waltham Forest resulted in significantly increased walking and cycling, use of local services and facilities and also resulted in 6% fewer cars registered and less crime. Electric cars, while useful in reducing air pollution, do not solve the problems of congestion or of pollution of rivers and marine environments from tyre and brake wear so we must work toward reducing the need for road travel.
FS-Case-308685349	Carol Wheeler Company Name (optional)	option4	If someone is older, disabled or carer, or a parent, they need to take car to carry shopping, even if not a great distance because it is too heavy.
FS-Case-308930499	Lisa Bowman Exmouth Town Council	option3	One size does not fit all. Remote villages will have different options in respect of sustainable transport compared to urban areas.
FS-Case-308982711	Amy Roberts Bell Cornwell	option4	Please see attached sheet.
FS-Case-309216926	Ivor Sims	option5	Stop wasting other peoples money. People want to use their cars - let them. Little bits of unconnected cycleways will never be joined up so what's the point.

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FS-Case-309254127	J Nickels	option3	Promote walking, cycling and public transport by incorporating attractive and easy to use routes within sites, as part of the application.
FS-Case-309293778	Paul Smith	option3	Whilst the existence of services and facilities within walking and cycling distance can be desirable, the rise of internet shopping/home delivery service has been embraced by many young busy working families, and members of the older generation with limited mobility. Routes for walking and cycling primarily provide safe/beneficial options for leisure, healthcare and well being, and inter connectivity with adjoining communities or modes of transport to places of employment, as alternatives to vehicular transport..
FS-Case-309401093	Philip Jordan	option3	I know this is very personal and possibly caused by Corvid, but we have got rid of a car and now do our shopping in the local town by cycling. Also the local council is actively trying to develop cycle paths or 'green' lanes which I think is a excellent idea.
FS-Case-309414876	Ross Hussey	option3	I think reduction in car use is a worthwhile objective, even if cars are no longer powered by fossil fuels, because traffic levels and congestion affect quality of life and are worth reducing in their own right. We should avoid repetition of new development which is difficult to access without a car (such as the Liverton Business Park extension in Exmouth).
FS-Case-309425268	Pamela Dean	option3	New services to include safe crossing of major roads with traffic calming or pedestrian lights.
FS-Case-309456508	Ian Birch	option4	Given the elderly profile of the East Devon population, I think this objective will be harder to meet than elsewhere - many won't be up for cycling in narrow lanes with no dedicated cycle lane. May be better to focus on improving public transport, particularly more frequent bus services in rural areas. At present they are not usable (1hr frequency is too little).
FS-Case-309478869	Rosemary Birch	option3	I like walking and would be happy to walk to facilities for a small shop, or library visit, or doctor surgery. A large weekly shop would be impossible on foot, carrying bags. Likewiae if cycling. I don't cycle as roads are (before Covid19) too busy, windy and hilly. So unless ther are designated cycle paths well away from roads, I would not be encouraged to cycle. But new developments should have accessable, safe pathways into a village or town if they are on the outskirts. We have an example of a small housing development being built on the outskirts of our village. There is no footpath from the entrance to the site to the village for around 150m. Yet we have a school, a pub, a shop and a cafe that residents can walk to. From this site, they walk with their buggies and children into a narrow, quite busy road to then access the village! So I would say making safe provision for walking to existing facilities is essential!
FS-Case-309588076	Carol Jay Transition Exmouth	option3	Walking and cycling routes to be combined with Green Corridors for wildlife , and extended into existing centres to replace the presumption that transport = personal cars. This question goes back to a fundamental INITIAL policy decision for this Local Plan (i.e) using the Housing and Economic Land Availability Assessment (HELAA) to define the Future Housing Needs (Obj. 3 ) and thus developing a spatial strategy: Distribution of development (Chap. 13) Thus, "...new development can be designed to promote walking, cycling and public transport by incorporating attractive and easy to use routes within sites" has to reflect the distribution of development resulting from the HELAA and so Option 3 seems to summarise best the scenario
FS-Case-309614514	DAVE LEWIS	option3	We should also be forcing public transport providers to work together to meet transport needs and connect with other services and service providers.
FS-Case-310194190	WAYNE SUMMERS	option1	build small developments locally by local need not in big clumps
FS-Case-310214396	Karan Bennett Bishops Clyst Parish Council	option3	Planning should encourage multiple different approaches to meet local needs. It is also essential that local services and facilities are upgraded to cope before any development is approved, This includes traffic and the road network improvements.
FS-Case-310327426	Amy Roberts Bell Cornwell LLP	option4	East Devon is a rural district and opportunities to access developments by walking, cycling and public transport are going to be far more limited than in cities and urban areas. Opportunities will also vary across the district. This should not prevent good development sites coming forward. Future development management policies must reflect national planning policy and guidance, which is clear plan-making and policies should take into account that 'opportunities to maximise sustainable transport solutions will vary between urban and rural areas' (NPPF para. 103) and 'sites to

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			meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport' (NPPF para. 84).
FS-Case-310675340	Bec Davey Axmouth Parish Council	option5	The walking and cycling provision for the current village is inadequate and should be improved even before any possible future development should be considered.
FS-Case-311300471	David Gill	option1	But you have not provided any cycling lanes so far. Do that first.
FS-Case-311663485	Gordon Taylor	option3	Ensure a comprehensive risk assessment is carried out on cycling/walking pathways as most existing pathways are dangerous e.g. no demarkation or speed limits.
FS-Case-311676977	Rosalind Fox	option3	Walking, cycling and running are very important ways of keeping healthy, not only physically but mentally whilst driving to work can be very stressful as well as causing pollution so in an ideal world everybody would be able to commute on foot or bicycle. The downside of this is that if there are lots of other people driving or using public transport the traffic fumes may have a negative impact on health.
FS-Case-311693209	Jeremy Woodward Vision Group for Sidmouth	option3	<p>The Sid Valley NP asks for shared use paths for pedestrians and cyclists in new housing developments.</p> <p>Any such development should be accompanied by comprehensive plans on how to ensure that walking and cycling are the most common modes of transport.</p> <p>This could mean:</p> <ul style="list-style-type: none"> <li>- A realisation of low-traffic neighbourhoods – which should be carried out only with sensitive consultation with communities: <a href="https://tinyurl.com/ywvr76re">https://tinyurl.com/ywvr76re</a></li> <li>- The promotion of the 15-minute neighbourhood – because if walking and cycling are to become the norm, then services must be truly accessible: <a href="https://tinyurl.com/uzr675y5">https://tinyurl.com/uzr675y5</a></li> </ul> <p>These policy initiatives could also apply to development in established areas.</p>
FS-Case-311868155	Martin Dowse	option4	Cycling and walking in rural and urban areas is a case of taking your life into your own hands. In other words dangerous. The roads are too old and narrow for pavements and cycle lanes. Hills are very prevalent. Look at the age demographics of East Devon. You will need monster amounts of cash to provide cycle routes and those that are proposed are never progressed. I for one do not look good in Lycra, have you seen some of the sights? The 23 million pound bridge over the M5 at Redhayes what is the real footfall in its use. You need a smart and efficient and affordable public transport network rather than pandering to the Sweaty Lycra Brigade. They pay no road fund licence, are not insured and can be very rude.
FS-Case-312095051	Terry Darrant	option5	Cycling and walking, as a leisure pursuit, have greatly increased in recent years and whilst the minority may wish to walk to the supermarket by far the majority use a motor vehicle to access their local superstore as few relish the idea of carrying heavy shopping over long distances. This is the reality of human behaviour and cannot be ignored with superfluous ideas of an ideal world where the car is redundant to orienteers and cyclists!
FS-Case-312184112	Linda Lowes N/A	option3	We have a wealth of narrow country lanes and farm tracks, that are not safe to use because of the number of vehicles, particularly trade vans, that use them as short cuts and drive far too fast. Cars should be kept to main roads so that we can walk and cycle safely.
FS-Case-312235817	Amy Roberts Bell Cornwell	option4	East Devon is a rural district and opportunities to access developments by walking, cycling and public transport are going to be far more limited than in cities and urban areas. This should not prevent good development sites coming forward. Future development management policies must reflect national planning policy and guidance, which is clear that plan-making should take into account that 'opportunities to maximise sustainable transport solutions will vary between urban and rural areas' (NPPF para. 103) and 'sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport' (NPPF para. 84).
FS-Case-312251067	Neal Jillings Place Land Ltd	option3	no comment
FS-Case-312255566	Stephen sadler	option1	Unfortunately, what local residents are finding is that developments created without car parking spaces 'as the new owners will be encouraged to walk and cycle' do not live up to this. The circumstances of the owner may change (no longer work locally

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			after a job change) and we also find that the school run is still alive and includes parents from new housing developments even though they maybe under a mile to the school. Also if you want to encourage walking and cycling then in existing towns there will need to be improved roads (how are cyclists supposed to avoid all the pot holes) or cycle paths and pavements need to be made wider and cleaner (dog mess is on most high streets)
FS-Case-312317917	Steven Walton	option1	Providing new developments are within the current major urban areas and do not become spread throughout the area
FS-Case-312449388	George Williams Greenslade Taylor Hunt	option1	As covered earlier in this consultation response, there are a myriad of benefits of allowing smaller-scale development. As such, we object strongly to option 2. Sites within around 800 metres of village amenities should be considered, for the most part, as being walkable. Such sites should form the basis for the district's housing delivery. Accordingly, support should be given to option 1. The land at Woodbury offers a genuinely sustainable development option for the council, within easy walking distance of an array of services and amenities in the village. Furthermore, there is a local school and some employment opportunities within walking distance.
FS-Case-312482944	Peter Bowler NA	option5	Distances in the countryside are too great to promote other than recreational local walking and cycling. Cycling on these busy small roads is extremely dangerous and should not be promoted.
FS-Case-312788353	Rosemary Walker	option3	Living in a rural area is difficult without a car. People need to be encouraged to buy electric cars. Cycling is dangerous in East Devon as there are few cycle paths and the main roads are busy.
FS-Case-312793696	Margaret Hall West Hill Parish Council	option3	All types of disabled access should also be considered.
FS-Case-312834131	Robert Dunn	option3	Although most are able bodied enough to walk or cycle to a service or facility, not all can. But the default, most convenient and clearest route should be by these sustainable methods. As not all development will be possible with Option 1 I'm happy in principle with Option 2 as well, but the services and facilities need to be in place at the start, not the end. In the example of Cranbrook, the station was years late, so (pre COVID) many were in the habit of commuting by car; the town centre is still being discussed, and the other shops and facilities only opened many years after the first occupants moved in. These should be opened and available much earlier, linked in advance to the number of occupied properties.
FS-Case-313155665	Catherine Dandridge	option3	Given nature of small villages in East Devon a combination of options 1 & 2 seem most realistic & achievable. It is essential to consider footpaths from housing estates that are able to accommodate both walkers & cyclists to ensure safe use thus encourage greater use.
FS-Case-313233811	Phil Golder	option1	Access via walking and cycling is definitely a concern. Not only should it be considered with regard to new developments, but facilities should also be improved in and around existing developments
FS-Case-313343575	Joanna Burkey	option1	I think it is important that we reduce our need for the motor car and transport fuelled by fossil fuels as a whole, therefore it makes sense that all new developments where possible are built where people can either walk or cycle to facilities. If you build a lot of houses somewhere where the majority have to jump in the car to go anywhere, then the local road system gets completely clogged. The East Devon road infrastructure is not designed for high levels of traffic as the majority of roads are narrow and in a lot of areas single track. The road closure in Ottery St Mary this week highlighted this problem as the traffic from Kings School was using the narrow lanes around Taleford, Fairmile resulting in huge snarl ups. If we continue to build in areas where the traffic has to use these lanes, it is going to get unbearable. My 2 sons cycle from Feniton to Kings, I only started to allow this when they started 6th form as I think the roads between Feniton and Ottery are dangerous.
FS-Case-313428092	John Cooper	option5	Options 1 and 2 where it relates to the West End and Cranbrook, existing towns and to the creation of New Towns and 'garden' village(s). This should not include villages in the AONB.

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			Walking and cycling is extremely important but villages will never have the level of facilities/bus services required to prevent frequent car journeys.  Only towns and newly built settlements are of a size likely to have these facilities. The level of growth needed in a small settlement of less than a 1500 people would be so large it would be environmentally unacceptable particularly in the AONB. In fact development in these settlements would generate even more car journeys
FS-Case-313468624	Caroline Dartnall	option3	there needs to be a holistic view with all new developments to reduce car use, it will not be eradicated but if more people can walk/cycle this benefits everyone.
FS-Case-313498279	John Manser CSG Councillor (not views of the Council)	option3	Access to facilitates should not be dependent on car use, however powered.
FS-Case-313521454	JOHN BROOKS	option5	My opinion is that if there is a genuine move to zero emission vehicles as there seems to be, I don't see a problem with maintaining car based access alongside walking and cycling. It seems to me to be often one or the other.
FS-Case-313521692	Louise Dean	option3	People need to stop using cars and walk ...if facilities shops and leisure were all in walking distance then more people would walk It is a mis conception that everyone drives which can lead to residents feeling cut off or using on line deliveries rather than supporting local services within walking distance
FS-Case-313542858	Judith Heathcock	option1	Accessiility by walking and cycling are important but NOT TO SERVICE NEW DEVELOPMENTS!
FS-Case-313560398	Elaine Tant	option3	If we are going to encourage cycling we need dedicated cycle routes, not pavements with shared use which are dangerous.
FS-Case-313613307	Madeleine Blu	option5	The cycling and pedestrian pathways must be kept separate; the seafront is an example of the constant collision between the two. There should be pavements and cycle tracts everywhere that humans are. Some humans are fit and could cycle or walk to Exeter or further and back again. Others are elderly, frail or handicapped in some way, they could be pregnant or need wheelchairs. Wheelchairs, prams and push chairs have to be accommodated along with buses. Where it is not possible to put in cycle and pedestrian pathways large car parks should be available at train, airport and bus stations; Evergreen trees should be planted in them. We need places to walk the dog and places for cats. Cats are always being killed by cars. We need to protect children from cars. Cars are changing and moving to electric and they appear smaller. Medical experts recommend walking half an hour a day but not through car fumes! Walk or cycle near sea air and green spaces.
FS-Case-313672954	Brian Ward	option1	Where facilities are provided for walking and cycling, they should be segregated.
FS-Case-313678330	june glennie	option1	combine exercise with shopping etc
FS-Case-313694058	Joseph Williams	option3	This is a critical concern. Reduced car dependence gives fewer cars on the road, fewer parked cars littering our neighbourhoods, more space for nature, lower carbon emissions, better mental and physical health, and so on.
FS-Case-313698487	Craig Daley	option2	As per previous response, I think that we should be working towards linking towns together through footpaths and cycle paths away from major traffic routes. This would put us in a world beating position, and open up so many areas to tourism and new spend
FS-Case-313710620	Jacqueline Cox	option3	prioritise policies that limit commuting
FS-Case-313712377	Susan Mackie	option5	think of the area attractive to those of a certain age. roads too dangerous to walk or cycle on i for example cannot get to a bus stop despite being 2 miles from Axminster 'too dangerous for bus to stop'.....to dangerous for me to get to a bus stop!!!!
FS-Case-313718525	Robert Maynard	option2	The Plan should promote Sustainable Transport by: a) Reducing the need to travel, especially by private dwellings b) Promoting the use of alternatives to car travel such as public transport, walking

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			and cycling c) Guide new development to locations that can be served by a choice of transport modes d) Avoid the dispersal of new development provision - in order to reduce the need to travel and maximise accessibility to facilities and services
FS-Case-313771026	John Connolly	option3	Major new towns such as Cranbrook can design sustainable transport into their infrastructure. Locally this is much more difficult. For example almost any new development in Exmouth is on the town outskirts which are significant higher elevation than the town centre. Walking and cycling from Dinan Way to the train station is likely to appeal to very few as a daily routine - it is an hour walk (downhill - more coming home) and massively uphill return for cycling. Most residents of these new developments will simply drive.
FS-Case-313780058	Megan Lowe	option1	Improve walking and cycling routes between settlements?
FS-Case-313812606	Richard Bates		Cycling along the A376 is highly risky because the local authorities are apparently in denial of the need to improve this road
FS-Case-313840169	Alan Hughes	option3	It should be recognised that with the demographics of certain areas, e.g. Exmouth car travel is necessary because residents are unable to walk or use public transport because of a disability
FS-Case-313846023	Paul Garnham	option1	For any large developments, the local infrastructure (including public transport) should be considered *before* any housing is approved and the services & facilities should be built at the same time as the housing. At the moment, the policy seems to be to build as many houses as possible first and only worry about local infrastructure afterwards.
FS-Case-313857211	Linda Johnson	option4	Walking and cycling are preferable transport options however in rural areas unfortunately cycling is not seen as safe by many in our narrow country lanes and the hilly nature of the landscape is a challenge, this should not be a limiting factor in small scale village development. Again, these kind of questions have different answers for considering the difference between large developments close to Exeter and those in smaller towns and villages.
FS-Case-313969913	colin rundle	option3	Charging points for electric bikes will be required on arterial cycle routes in the future.
FS-Case-313997024	Richard Holman	option4	If cycling and walking can be encompassed that is a bonus but if not developments should not be disregarded or viewed badly because of it.
FS-Case-314122774	Roger Rowe n/a	option3	Co-ordinate walking and cycling plans with the EDDC Clyst Valley plan which is very detailed in this regard. Current access to Exeter from East Devon - walking and cycling - is currently very patchy. It could be massively improved as I have pointed out in my response to the Clyst Valley plan.
FS-Case-314133727	Ian Jewson Walsingham Planning Ltd	option5	It is important that a range of scenarios are considered as part of the new local plan. New development proposals will have the opportunity to establish new access links and enhance existing routes.
FS-Case-314221267	Brian Lowing	option5	Restore public transport which has been eroded over recent decades.
FS-Case-314526176	Terry Sneller Dorset Council		Access to facilities and services is an important factor when deciding where development should be focused. Focusing development on locations that have good access to facilities helps to reduce reliance on car travel which in turn minimises air pollution, congestion in these centres and reduces greenhouse gas emissions. Promotion of cycling and walking then enables healthy lifestyles through ease of access to active travel modes. When considering suitable locations for development, it is important that settlements such as Lyme Regis, outside of the plan area are considered as these can often have a range of services and facilities that enable easy access to areas within the plan area.
FS-Case-314568421	JILL SHELDON	option1	In addition, and possibly even more importantly, it would be desirable to positively discourage use of cars. The question is though, just how do you do this? The revelation that many journeys are less than 2 miles is truly shocking. This also causes dangerous air pollution. It was very noticeable during the first COVID lockdown just how much fresher and cleaner the air had become.



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FS-Case-314607825	Mary Brooks	option5	If there is a genuine move to zero emission vehicles as there seems to be, I don't see a problem with maintaining car based access alongside walking and cycling.
FS-Case-314622730	Timothy Legg	option1	Just ensure that car use is minimised. Need two trains an hour Honiton to Exeter etc.
FS-Case-314731257	Fiona Lawson	option5	I think more cycle paths. Every new road should have one. New cycle paths between Ottery at Mary and Sidmouth. Sidbury and sidford. Kilmington and Seaton. Off road paths built to encourage people to cycle away from traffic.
FS-Case-314758581	Peter Ball Kilmington Parish Council		Option 6 A mix of all of the above as different groups of residents (mobile affluent retired & reasonable income families; Elderly & low income without personal transport; tourist visitors; etc.) all have different requirements. Also different styles of developments (villages/towns) have varying requirements. Electric Vehicles are quieter so pedestrians don't hear them coming. Speed limits within BUABs need to be reduced to 20mph or accident rates will likely increase and cyclists and pedestrians will not want to walk on roads.
FS-Case-314782794	Nicola Daniel	option1	Options 2,3,and 4 are unsustainable.
FS-Case-314832307	Anthony Carthy James Carthy and Company Limited	option5	Emphasis should be on providing services and development usually brings additional services with it.
FS-Case-314852216	Jenny Ashmore	option1	But to be very sensitive to not building on any AONB areas, flood plains, and where there is an impact of the natural world to the detriment of the area.
FS-Case-314877392	Susan Mills	option4	Increase the walking distance to facilities from 800 meters to 2000 meters which would tie into the health and wellbeing policy.
FS-Case-314894688	John Colby	option3	Specially designated environmental areas should be protected
FS-Case-314937410	Eleonore Pang	option4	Definitely not options 4 and 5.
FS-Case-315126013	George Williams Greenslade Taylor Hunt	option1	As covered earlier in this consultation response, there are a myriad of benefits of allowing smaller-scale development. As such, we object strongly to option 2. Sites within around 800 metres of village amenities should be considered, for the most part, as being walkable. Such sites should form the basis for the district's housing delivery. Accordingly, support should be given to option 1. The land at West Hill offers a genuinely sustainable development option for the council, within easy walking distance of an array of services and amenities in the village. Furthermore, there is a local school and some employment opportunities within walking distance.
FS-Case-315148483	Sara Arthur	option3	If new developments cannot be sited within walking/cycling distance of existing services and facilities, then services etc should be provided within the development.
FS-Case-315184341	Richard Pratt	option3	For all the encouragement provided for walking and cycling, there are too many other factors affecting a person's decision as to whether they do so: fitness levels, time availability, distance to travel, children to drop off at school, weather conditions. This suggests that car use will still be prevalent wherever development takes place, so is this a realistic measure to determine site allocation? It should be factored in for local connectivity but you can't dictate where a person will work, or wish to shop or use other facilities.
FS-Case-315216760	Elizabeth Campbell	option3	Local accessibility is essential. During lockdowns - particularly the 1st - people used cars much less and accessed local shops more. Public transport did suffer but probably because people were not going anywhere. However, considerable amount of development is required in terms of building many more cycleways. As an example, the Estuary trail is so well used it becomes hazardous at times with so many cyclists and pedestrians competing for the space. If there is a genuine desire to increase cycling then more provision is required on the road network to separate cyclists from cars/lorries/vans/buses.
FS-Case-315275424	Rob Phillips Broadhembury Neighbourhood Community	option5	We have selected option 5 – this is not because we do not think access to services and facilities is not important. Instead, it is because: (1) We recognise that some people wish to live in a rural setting for their own wellbeing, or for the support of family or others they have a close connection with who reside in those places. (2) A greater recognition that online activity is rising in proportion to travel, and will

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	Land Trust (BNCLT)		continue to do so. This, together with the delivery of goods to the door, reduces the extent to which travel is becoming important. (3) The travel that remains will be by ever increasing low carbon means – not just electric cars and bikes, but also by other upcoming means.
FS-Case-315287680	Jennifer Hiley-Payne N/A	option3	A compromise may be the best option
FS-Case-315320410	Richard Power Diocese of Exeter	option3	Development should enable the rebuilding or resiting village schools to locations where the children are/live rather than relying on car journeys from centres of population out to local village schools (where they may be very few children).
FS-Case-315449037	Darren Roberts East Devon District Council, Central Planning	option3	Mobility hubs can be used for both villages and towns- having space for cycle parking, car charging, bus dropping off and car sharing/ pooling. See <a href="https://como.org.uk/shared-mobility/mobility-hubs/what/">https://como.org.uk/shared-mobility/mobility-hubs/what/</a>
FS-Case-315455012	Rachel Hughes	option3	Electric charge points are essential. And there is a need for public transport - but it has to be sufficiently financed so that it is frequent enough and reliable.
FS-Case-315476876	Graham Long Upottery Parish Council	option4	Only allowing development where facilities already exist forces those that already have facilities to become growth hubs and prevents any development in parishes like Upottery which are considered unsustainable by the current Local Plan. The new plan must allow people choice to live where facilities and service are not available a walk or cycle ride away. If the current sustainability rules had been in place for the last 1,000 years our three villages of Upottery, Rawridge and Smeatharpe would not exist today, but they are and they must be allowed to develop and not stagnate. (Note: The growth in online home delivery services during the ongoing pandemic challenges the assumption that facilities and services need to be within walking/cycling distance of homes and Amazon's switch to all electric vehicles suggests that small van delivery need not increase carbon emissions)
FS-Case-315516791	Mary Truell None	option1	Walking and cycling facility excellent but in small settlements, already built, eg village shops etc No new small or large settlements are needed outside towns. Building to facilitate any further accommodation must be from conversion or renovation or use of abandoned old build eg offices, shops within towns where easy access is already established.
FS-Case-315539551	Gary Parsons Sport England	option3	Sport England encourages good design that should contribute positively to making places better for people, to create environments that make the active choice the easy and attractive choice for people and communities. The creation of healthy places, which promote and enable participation in sport and physical activity, requires the collaborative input of many different partners through many disciplines including planning, design, transport and health, along with developers working with local communities. Active Design is a key guidance document intended to help unify health, design and planning by promoting the right conditions and environments for individuals and communities to lead active and healthy lifestyles.
FS-Case-315542900	Joanna Boyce	option1	Walking and cycling on our roads is not safe.
FS-Case-315550412	Iain Fairbairn	option3	Residential developments should be linked to the provision of employment opportunities, preferably close by. We currently have a shortage, for instance, of high-quality offices/light industrial premises, which should be provided within a minimum radius (say one mile) of new housing.
FS-Case-315622017	Robert Martin Clyst Honiton Parish Council	option5	It is acknowledged that Cranbrook will be built out with the providing only limited facilities. This should not be repeated or expanded, as villages are already feeling overwhelmed. The whole exercise will have to be viable, but building large swathes of housing with facilities just for those houses (as in Cranbrook) does not improve lives anywhere else, and the increased traffic, pollution and noise has a seriously detrimental effect. Far better to build where the new facilities will provide benefit for current residents as well as those in the new houses. There is a need for walking and cycling facilities whatever the situation is, especially with the expanding use of electric bikes and for healthy lifestyles. The optimum is for facilities and services to be within walking or cycling distance, but still ok if it requires them to be available within or near the settlement involving short distance e-travel. The use of low emission vehicles/electric cars and bikes will be necessary

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FS-Case-315678300	George Williams Greenslade Taylor Hunt	option5	Option 5 is preferable as the Council has not provided an option to support new housing in unison with employment development. Commuting to and from work results in more vehicle movements than to and from the shops for example. Providing mixed use developments means that there are genuine opportunities to live and work in close proximity, significantly cutting down the need to travel via private vehicle. The aforementioned site at Sowton not only offers this opportunity but is also closely related to other key services and benefits from means of sustainable transport.
FS-Case-315678845	Paul Hayward Newton Poppleford and Harpford Parish Council	option1	The Parish Council dislikes the way this question was worded. What is "easy" to one resident is certainly "not easy" for another. Very subjective and allows for poor planning decisions if not quantifiable.
FS-Case-315690761	Naome Glanville		The reality is that any further development in East Devon towns will end up being on the outskirts of the town. If you live on a new development on the edge of Ottery St Mary, it is too far to carry heavy bags of shopping on foot or on a bike from Sainsburys in the centre of town. So pretty much all people going shopping will be using cars. Small country lanes mean that it is not always safe to cycle or walk as visibility is poor. We need better, more frequent public transport. Access to facilities relies not on where new developments are, but money being available to provide new facilities. eg Ottery St Mary GP surgery is already over-subscribed and I'm not aware of any new surgeries being planned. The RD&E is fast becoming the only hospital available - you have to get to it in a car. There are no new bus services in the pipeline. So the above options do not speak to the real situation. E. Devon's facilities and infrastructure are already insufficient, and can't take on more.
FS-Case-315697980	Terrence Blackler	option3	Many residents of East Devon are elderly for which cycling and lengthy walking are not options. They will increasingly rely on public or private transport. Policy should not dictate that East Devon residency is not an option for the elderly.
FS-Case-315804855	Sophie Minter	option1	By only building on existing brownfield sites, converting unused retail units, refurbishing upper storeys, adequate numbers of residential homes could be made easily within walking and cycling distance of amenities whilst at the same time supporting high streets and enhancing communities.
FS-Case-315937332	Fiona Anderson	option3	Our small towns and villages particularly along the coast suffer from bad air pollution from tourist cars in the summer and all year round from lorries. In light of the COVID pandemic making people less willing to use public transport and use their cars more, we must encourage people to start using public transport more. That won't be by running a bare bones service with old worn out buses (and worn out drivers!). Charge high parking fees in the hot spots like Sidmouth and have Hopper buses running from out town car parks. Sorry this should be in public transport I suppose!
FS-Case-315939416	linda aucott	option1	Disperse development is more sustainable in the long term and will protect existing communities and make a stronger East Devon community in the long term. Managed pace of growth will enable facilities to adapt on the basis of need.
FS-Case-315947650	Rosalind Rapley	option1	I think development should be within towns and villages on brown sites as much as possible and that people will continue to work from home where they can. So focus should be improvements for pedestrians and cyclists within those areas; better footpaths, better awareness of cyclists and perhaps shared space signage in towns, even giving priority to people rather than vehicles.
FS-Case-315961800	David & Mrs Wendy Lewis	option3	We absolutely believe that accessibility by walking or cycling is a relevant issue.
FS-Case-315963133	George Koopman	option3	As an example of poor planning control, the Hayne Farm development in Honiton(several hundred houses) can only accessed by a one way lane under a narrow railway bridge. How could this be allowed?
FS-Case-315967632	David Daniel	option1	The other options are unsustainable
FS-Case-315972159	Monica Bell	option1	Add in cycle paths from Tipton St John to local towns and villages (off road).
FS-Case-315984133	Daphne CURRIER	option3	Some flexibility of approach will be required to make the most of what is available and possible.
FS-Case-315991192	Susan Clarke		Just make provision for cars. People will always use cars. Cloud cuckoo land to think a mum of 2 or more will cycle to get the shopping.

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FS-Case-316012231	Terry Sweeney	option3	This is to accord with my preference for relatively small scale development in existing settlements, and the focus on new settlements.
FS-Case-316023654	lauren allan		<p>I would support a combination of option 2 and 4. The car is here to stay albeit using electricity in the future. The problem in Devon is the combination of walkers, cyclists, cars, lorries and farm vehicles on lanes with passing places.</p> <p>Public money for public good may help provide the land needed for separation of the current road users and some extra hedgerow of a size that birds would actually nest in.</p>
FS-Case-316035390	Daniel Lazar Membury Parish Council	option5	Mobile shops will reduce car use, and many people are now getting many goods delivered anyway. Going back to the days when a doctor used to set up at the village hall on a weekly or monthly basis would be great. Local schools should be preserved wherever possible.
FS-Case-316036693	Philip Wragg none	option3	<p>The proposed Cycle path and Footpath link between Sidford and Sidbury is long over due. The Paris idea for the '15 minute city' is a great idea of the benefits of post Covid providing all local services within easy reach to minimise the need for car travel.</p>
FS-Case-316053199	Ben Evans	option1	At present you seem to be allowing new developments in areas that are within easy walking or cycling distance of existing services and facilities but the existing infrastructure is so poor and sometimes downright dangerous, that people are not encouraged to use it.
FS-Case-316056741	Helene Jessop RSPB		The RSPB supports sustainable travel infrastructure provision to encourage and enable more journeys between home and work, local facilities and local greenspaces etc to be by walking or cycling, and public transport in preference to car use. We recommend that proposals for improvements to existing and development of new walking and cycling routes etc are subject to an appropriate level of ecological impact assessment to avoid adverse impacts on important sites for nature and priority species and habitats, and mitigation and compensation measures put in place where impacts cannot be avoided.
FS-Case-316091613	Malcolm Dicken Torbay and South Devon NHS Foundation Trust		<p>In the summary Health has been excluded as an example of accessibility difficulties for those who do not own a car. There will be many examples whereby the local population will have better access to a local shop or education facility than to their GP, Minor Injury Unit or local hospital.</p>
FS-Case-316135438	George Williams Greensalde Taylor Hunt	option2	As covered earlier in this consultation response, there are a myriad of benefits of allowing smaller-scale development. As such, we object strongly to option 2. The land at Down Close offers a genuinely sustainable development option for the Council, within easy walking distance of an array of services and amenities in the village. The Post Office, public house, place of worship, and Primary School and more are within reasonable walking distance of the land at Down Close.
FS-Case-316136353	Bill Horner Historic Environment Team, Devon County Council		No comments
FS-Case-316158325	Paul Hayward Personal View only	option3	Again, something that has to be determined on a site-by-site basis. What is easy walking distance for one resident, is not for another. Always cautious of such blanket statements that inevitably get used to “prove” a policy down the line, much to everyone’s dismay
FS-Case-316159794	George Williams Greenslade Taylor Hunt	option1	<p>Sites within around 800 metres of village amenities should be considered, for the most part, as being walkable. Such sites should form the basis for the district’s housing delivery. Accordingly, support should be given to option 1. The land at Whimple offers a genuinely sustainable development option for the council, within easy walking distance of an array of services and amenities in the village. Furthermore, there is a local school and some employment opportunities within walking distance.</p>
FS-Case-316166919	Sheila Dorsett	option3	Government are promising new buses!

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FS-Case-316188495	George Williams Greenslade Taylor Hunt	option1	Sites within around 800 metres of village amenities should be considered, for the most part, as being walkable. Such sites should form the basis for the district's housing delivery. Accordingly, support should be given to option 1. The land at Offwell, Nr. Honiton offers genuinely sustainable development options for the Council, within easy walking distance of an array of services and amenities in the village. Furthermore, there is a local school and some employment opportunities within walking distance.
FS-Case-316240170	George Williams Greenslade Taylor Hunt	option1	Sites within around 800 metres of village amenities should be considered, for the most part, as being walkable. Such sites should form the basis for the district's housing delivery. Accordingly, support should be given to option 1. The land at Chardstock offers genuinely sustainable development options for the Council, within easy walking distance of an array of services and amenities in the village. Furthermore, there is a local school and some employment opportunities within walking distance.
FS-Case-316333576	Rosalind Leveridge	option1	Walking and cycling are most important, but we should not need high levels of development in order to provide them. Provision should always be part of any new development.
FS-Case-316334732	K A Pearcey	option4	Accessibility by walking or cycling may be good for some but should not be exclusive as it may exclude some individuals
FS-Case-324952647	Lawrence Turner Boyer Planning	option3	Please refer to submitted representations.
FS-Case-324964822	Sarah Jackson	option3	Sadly, in isolation, neither of these are realistic. There is no "one size fits all" here. We must strive to see development that includes safe cycling and walking routes wherever possible, but between areas of habitation often the only routes available are not served by safe roads, footpaths and cycle paths, and in many cases too far to walk or cycle by road. In addition, the provision for public transport links is not a commercially viable option without subsidy. That said, wherever possible we should be requiring developments to deliver such things. In addition, the Sports England guidance may not adequately consider the demographic of East Devon where much of our population are older and less physically able. In addition, we live in a very hilly part of the country with poor road surfacing, dangerous fast country roads and a lack of safe inter-town cycling and walking routes. Therefore, these distances may not be realistic.
FS-Case-324977684	Simon Collier Collier Planning	option3	No comments at this stage.
FS-Case-324988465	Simon Collier Collier Planning	option3	No comments at this stage.
FS-Case-324999075	David Morgan Not Applicable	option4	Please refer to submitted representations.
FS-Case-325037488	Ed Salter LDA Design	option3	Please see attached letter
FS-Case-325041454	East Devon and Tiverton & Honiton CLPs	option3	<ul style="list-style-type: none"> <li>· Ensure there is proper provision of cycle lanes and footpaths into towns and local facilities</li> <li>· We recognise there will always be the need for larger developments (more than 50 houses).</li> <li>· We think that up to 25% of new developments should be built on small sites.</li> </ul>
FS-Case-325070883	Emma Russell	option3	If we want people to walk and cycle more we need to provide toilets enroute, water fountains and employers setting up new facilities should be installing showers and drying facilities. If I cycle 10 miles to work in the rain I will need a shower and a place to change and dry off my cycling gear for the way home, As a woman I will need to feel safe on all walking and cycling facilities in both daylight and in the dark, In the summer I will need shade along the route.
FS-Case-325077531	I.G. Cann Exmouth Civic Society	option3	Please see attached submission.
FS-Case-325085151	Matthew Kendrick Grass Roots Planning	option1	See Separate Representations Document

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FS-Case-325107229	George Williams Greenslade Taylor Hunt	option1	Please refer to submitted representations.
FS-Case-325124589	Glynnis Poole LiveWest	option3	Please refer to submitted representations.
FS-Case-325156112	Peter Dobbs	option3	Please refer to submitted representations.
FS-Case-325170882	Dorothy Taylor Exmouth Mental Health St John's Court Carers' Group	option1	Please refer to submitted representations.
FS-Case-325549089	Ken Pearson Stockland Parish Council	option3	Active transport is part of the solution to reduce GHG's and keeping extra facilities close by to populations improves their uptake.
FS-Case-325726521	Simon Coles Tetra Tech Planning	option3	Under 3 above, the focus should be on directing most housing growth to main towns with existing transport connections such as Axminster, rather than relying on the delivery of new transport infrastructure which may impact on development viability and programme.
FS-Case-325731054	Andrew Ardley South Western Railway	option3	Focus shouldn't just be on walking and cycling to minimize distance traveled - people will still need to travel for employment etc. and its really important this is done by focusing development on sustainable corridors such as railway lines.
FS-Case-325752618	Stephen Morgan-Hyland Maddox Planning	option3	Please see accompanying letter.
FS-Case-325812938	Nick Matthews Savills	option2	See attached.
FS-Case-325829612	Dan Yeates Savills	option3	Please refer to submitted representation.
FS-Case-325831870	Cem Kosaner Lichfields	option3	N/A
FS-Case-325838141	Dan Yeates Savills	option3	Please refer to submitted representations.