

**Teignbridge District Council**  
**Committee name: Executive Committee**  
**Meeting date: 6<sup>th</sup> June 2023**  
**Part i**

**Report Title**  
**Ogwell Strategic Link, phase 1 delivery**

**Purpose of Report**

To enable delivery of phase 1 of the Ogwell Strategic Link using £190,000 externally awarded funding from Homes England (available for spend during the 2023/24 financial year only). Phase 1 focuses on the Baker's Park area.

**Recommendation(s)**

**The Executive approval for the following:**

- (1) To approve implementation of phase 1 of the Ogwell Strategic Link cycle and pedestrian route using £190,000 government grant funding; and
- (2) To delegate authority to the Head of Place & Commercial Services to finalise agreements with Devon County Council as necessary to secure delivery of the project.

**Financial Implications**

The financial implications are detailed in Section 3.1.

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**Legal Implications**

See section 3.3

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**Risk Assessment**

The project delivery process includes safety assessment/risk assessment process.  
See Section 4 below

Also see Equality Impact Assessment summary (paragraph 3.4.2), and the full EqIA in Appendix 4.

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## **Environmental/ Climate Change Implications**

See section 3.5 below.

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## **Executive Member**

Cllr Gary Taylor, Executive Member for Planning and Building Control

## **Appendices/Background Papers**

*Appendix 1 – National Cycle Network map (in & surrounding Newton Abbot)*  
*Appendix 2 – illustrative alignment plan, Ogwell Strategic Link (phase 1 highlighted)*  
*Appendix 3 – illustrative general arrangement plan for phase 1, Ogwell Strategic Link*  
*Appendix 4 – Equality Impact Assessment for Ogwell Strategic Link*

## **1. Introduction/Background**

- 1.1 The Ogwell Strategic Link project objective is delivery of a shared off-road bicycle and walking route between Newton Abbot and Ogwell, to enable significantly more appeal and safety for cycling. This would be done via predominantly off-road provision, as an alternative to on-road travel along the busy and constrained Totnes Road A381.
- 1.2 Devon County Council and Teignbridge District Council work closely together on delivery of strategic active and sustainable travel projects within Teignbridge. Devon County Council was granted conditional planning permission for the Ogwell Strategic Link in January 2019. Teignbridge Highways and Traffic Orders Committee (HATOC) approved the overall route delivery in November 2019.
- 1.3 In 2019, the Council declared a Climate Change Emergency, became a signatory of the Devon Climate Emergency, and is producing a Teignbridge Carbon Action Plan. The delivery of active and sustainable travel improvements is recognised as one of the important responses to the Climate Emergency, with transport being the largest sector of greenhouse gas emissions in Teignbridge.

- 1.4 Supporting high-quality active journeys also aligns with core Council strategic objectives:
- Moving up a Gear
  - Out and About and Active
  - Action on Climate
  - Great Places to Live & Work
- 1.5 The Ogwell Neighbourhood Plan (Policy TP01) recognises the need to better connect between Ogwell and Newton Abbot with safe paths and cycleways. Ogwell Parish Council were not in objection to the planning application. They noted the need for particular consideration in relation to Bunting Close to support safe shared-use with off-road width constraints and to ensure safety when joining on-road. This will be delivered via a following phase and the detailed design will include appropriate safety review process.
- 1.6 The Newton Abbot Neighbourhood Plan recognises the benefits of appealing and safe connectivity for on-foot and bicycle travel with local residents highlighting the need to make the town 'greener' by improving access to cycleways. Newton Abbot Town Council were not in objection to the planning application. They raised a concern about visibility and user safety at the upper (southern) end of Steppes Meadow where it joins Totnes Road A381. As part of the project delivery, the County Council (in 2021) adapted the alignment of the junction markings at Steppes Meadow and Totnes Road A381 junction, to improve safety (in particular for more vulnerable users).
- 1.7 The Heart of Teignbridge Local Cycling and Walking Infrastructure Plan (LCWIP) was produced during 2021 to 2022 and included a formal public consultation in autumn 2021. The consultation showed good overall support for the proposals. The LCWIP recognises the route needs that are already in progress, including Ogwell Strategic Link with potential future links to the development areas of Wolborough.
- 1.8 The Newton Abbot and Kingsteignton Garden Community status was awarded by Homes England in 2019, to help revitalise neighbourhoods and shape significant developments and facilities for local communities. Homes England has awarded £190,000 capital funding towards Ogwell Strategic Link, for use in 2023/24. The Garden Community website includes information about the route as well as other active travel priorities and recent progress: [Local Cycling and Walking Infrastructure Plan \(LCWIP\) \(arcgis.com\)](https://arcgis.com)

## **2. Report Detail**

### **2.1 Overall route alignment & existing/future potential connectivity**

- 2.1.1 Appendix 1 shows the sections of National Cycle Network (NCN) routes in and surrounding Newton Abbot (orange lines are off-road provision and blue lines are on-road provision). The Ogwell Strategic Link will help to enable the following existing and proposed future connections:

- Linking Ogwell into the Newton Abbot town centre and railway, which is accessible via the National Cycle Network Route 2 (NCN2).
- Linking Ogwell (via Newton Abbot and Kingsteignton) into the National Cycle Network Route 28, Stover Trail and Wray Valley Trail.
- Possible future connectivity from NA3 growth areas into Newton Abbot town centre, by linking into the Ogwell Strategic Link at Bradley Road / Beverley Way.
- Future delivery proposals (NCN2), Teign Estuary Trail between Newton Abbot/Kingsteignton, Teignmouth and Dawlish, connecting into the existing Exe Estuary Trail to Exeter and Exmouth.
- Future delivery proposals, to link into Torbay into the from Newton Abbot, extending the NCN2 or NCN28.

2.1.2 Appendix 2 shows the illustrative alignment of the Ogwell Strategic Link, with Steppes Meadow and Baker's Park at the eastern extent and Bunting Close at the western extent. Phase 1 focuses on the Baker's Park area including formalising ownership of Steppes Meadow (subject to due process) and delivering the stretch of route past the tennis courts (see phase 1 highlighted in Appendix 2). Subsequent phases will be required prior to fully opening the route for use, which will be to connect into Beverley Way and onward via Bunting Close into Ogwell. However, upfront benefits from phase 1 will be formalising the maintenance for Steppes Meadow (subject to due process), which is currently unregistered land.

## **2.2 Local Input, byelaw process & route design information**

2.2.1 There is currently a byelaw in place against bicycle riding in Baker's Park and four other local parks in Newton Abbot (Courtenay, Forde, Osborne, Powderham). Full Council in February 2022 approved following the process to consider amending the byelaw to enable bicycle riding suitable future routes. The byelaw amendment process is subject to public consultation and approval by the relevant government department.

2.2.2 The public consultation was held during December 2022 and January 2023, and the public consultation feedback report is available on the Council website (consultations pages) and on the Newton Abbot Garden Community website. There was good overall support for amending the byelaw, with a focus on how future routes are designed (either segregating walkers and bicycle riders or ensuring sufficient width, visibility and promotion of respectful behaviour on shared routes). There were multiple comments from respondents about the need for a safe bicycle route between Ogwell and Newton Abbot, flagging the risk of using the Totnes Road A381.

2.2.3 The illustrative general arrangement plan for phase 1 can be seen in Appendix 3. The shared-route will follow the southern path through Baker's Park, which has fairly low levels of footfall, whereas the northern path is well used by dog-walkers and other walkers such as family groups. The width will be 3m minimum. There will be signage to promote respectful behaviour and to

encourage low speeds on-bicycle (signage install timing is likely to be once the route is fully opened).

- 2.2.4 The footbridge over the River Lemon (see this labelled in Appendix 2) that connects into Steppes Meadow and Baker's Park is below a suitable width for riding a bicycle and the railings are too low for formal safety of riding a bicycle over the footbridge. Dismounting and pushing bicycles over the bridge is not ideal, and so there has been an initial feasibility and broad cost estimate in the region of £150,000 for a replacement bridge of 4m usable width (this allows for investigation of ground conditions but does not allow for meeting any challenging ground conditions that may be encountered, nor does it allow for any land agreements or permits).
- 2.2.5 There is a vehicular access permitted for No.4 Totnes Road, for access to No.4 via Steppes Meadow and the southern path through Bakers Park. However, vehicular trips are likely to be, and remain, low in volume and speed. The Council could consider further measures to control misuse of this access if the need arose at a later stage.

### **3. Implications, Risk Management and Climate Change Impact**

#### **3.1 Financial**

- 3.1.1 Steppes Meadow is currently unregistered and there is not any maintenance responsibility on either Teignbridge District Council or Devon County Council. However, in the interests of the Ogwell Strategic Link delivery and ongoing maintenance, Devon County Council will take steps to formally register Steppes Meadow as Highway Maintainable at Public Expense (HMPE).
- 3.1.2 Devon County Council will complete a Deed of Dedication with Teignbridge District Council, for the new stretch of route alongside the tennis courts in Bakers Park. Devon County Council will then maintain that new stretch in Bakers Park. There is anticipated to be fairly minimal changes to the lifespan and maintenance needs of the existing southern path via Bakers Park, as bicycles are lightweight vehicles. This will remain under Teignbridge District Council maintenance.
- 3.1.3 The Ogwell Strategic Link is a Teignbridge District Council capital project. Phase 1 will be delivered using external funding of £190,000, which have awarded for this purpose by Homes England. This is a Garden Communities Funding Allocation 'infrastructure funding' and the funds are held by Teignbridge District Council. The spend by date is 31<sup>st</sup> March 2024.
- 3.1.4 Further funding will be required for future completion of the overall route link. This will be sought by the County Council, with relevant officer support from Teignbridge District Council. The County Council, as Highway Authority, is the lead on the delivery of the project.

## 3.2 Economic opportunities

- 3.2.1 There are economic benefits that can be generated from provision of high-quality active travel provision, in particular goods and services demand from high-quality multi-user trails, which can benefit the towns and villages linked to those trails. See the link below, which evidences positive goods and services benefits related to multi-user trails in Devon. Ogwell is currently fairly isolated in terms of ease of access to safe bicycle routes, for example linking into the National Cycle Network.

[https://www.northdevonbiosphere.org.uk/uploads/1/5/4/4/15448192/sqw\\_devon\\_cycling\\_and\\_walking\\_trails\\_economic\\_impact\\_report.pdf](https://www.northdevonbiosphere.org.uk/uploads/1/5/4/4/15448192/sqw_devon_cycling_and_walking_trails_economic_impact_report.pdf)

- 3.2.2 In the public consultation held in 2019, on the National Cycle Network Route 2 (NCN2) Improvements in Newton Abbot central vicinity (66-respondents), just shy of 25% of respondents already use their bicycle for shopping trips in town, and a total of 60% of respondents said they would use their bicycle for shopping trips in town if the improvements to NCN2 were carried out. This does not include Ogwell but indicates some of the potential benefits that may be realised, alongside important wellbeing and environmental benefits. indicates similar benefits from wider connectivity improvements to the NCN2. For further information, please see [National Cycle Network Route proposals - feedback - Teignbridge District Council](#)

## 3.3 Legal

- 3.3.1 There is the need to complete the byelaw amendment process, in relation to which all necessary committee decisions have been made. A report is due to be submitted to the relevant government department in May 2023 and the response should be received by July 2023. There is a low risk of refusal based on the predominantly positive public consultation response and the safety benefits of an alternative route by bicycle away from Totnes Road A381, via the shared off-road provision. Phase 1 construction works would not commence until late in 2023.

## 3.4 Risks

- 3.4.1 As with any public provision, suitable design is important, and respectful behaviour by users is also particularly important. Route signage will function as a visual reminder of the expectation of respectful use by all. Ongoing feedback on route outcomes will be requested via the Teignbridge Cycle Forum, which is held biannually and is open to anyone interested in local active and sustainable travel.

Risks related to practical aspects of delivery are weather and ground conditions. This is mitigated by building relevant contingency into the delivery timeframe to allow for any unavoidable slippage. This will reduce risk of slippage beyond the spend date of 31<sup>st</sup> March 2024. In terms of finances, inflation pressures may continue to notably affect costs of project delivery, and this is mitigated by building relevant contingency into the cost estimate to allow for continued high levels of inflation. The adoption of Steppes Meadow



involves a low risk, as the process includes advertising a public notice and any representations will be properly considered.

- 3.4.2 An Equality Impact Assessment form has been completed and is in Appendix 3. A brief summary of this is below:

<b>Summary of significant negative impacts and how they can be mitigated or justified:</b>
The byelaw consultation feedback noted the importance of ensuring good quality design and encouraging respectful behaviour by all users (such as clear and appropriate signage), to limit risk of impact on more vulnerable pedestrians on shared-use provision (ie – shared provision by those on-foot and on-bicycles).
<b>Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:</b>
Provision of safe off-road routes for those on-bicycles and on-foot often encourages increased levels of uptake and uptake by a greater diversity of local communities and visitors. The byelaw consultation feedback noted the challenges of on-road travel using the busy and constrained Totnes Road A381, and the lack of safe and appealing connectivity for those on-bicycle to travel between Ogwell and Newton Abbot.

### 3.5 Environmental/Climate Change Impact

- 3.5.1 The project aligns with various objectives within the Devon Carbon Plan and emerging Teignbridge Carbon Plan. A cohesive active travel network can support a significant improvement in health and wellbeing for the individuals taking part in active travel as well as for the wider local community via environmental benefits. There is a certain amount of embedded carbon at any scale of new or improved provision but as phase 1 is being delivered utilising the existing provision and a relatively short stretch of new provision with some Cell-web (not impermeable tarmac) surfacing there will be a reduced level of embedded carbon.

## 4. Alternative Options

- 4.1 An alternate option was considered via the Bradley Manor grounds, which is managed by National Trust. However, due to the volume of pedestrian usage this was not considered feasible by the Trust.
- 4.2 The funding was originally dedicated by Homes England towards the Bradley Lane Bus Link project. Following public consultation on this project in Autumn 2022, we informed Homes England that we would not be able to take this project forward. Officers worked closely with Homes England to explore the potential for other unfunded active/sustainable travel schemes to benefit from the funding instead. Homes England were amenable to this on the basis that schemes should benefit from local support, could be implemented immediately and would benefit the Newton Abbot and Kingsteignton Garden Community area.

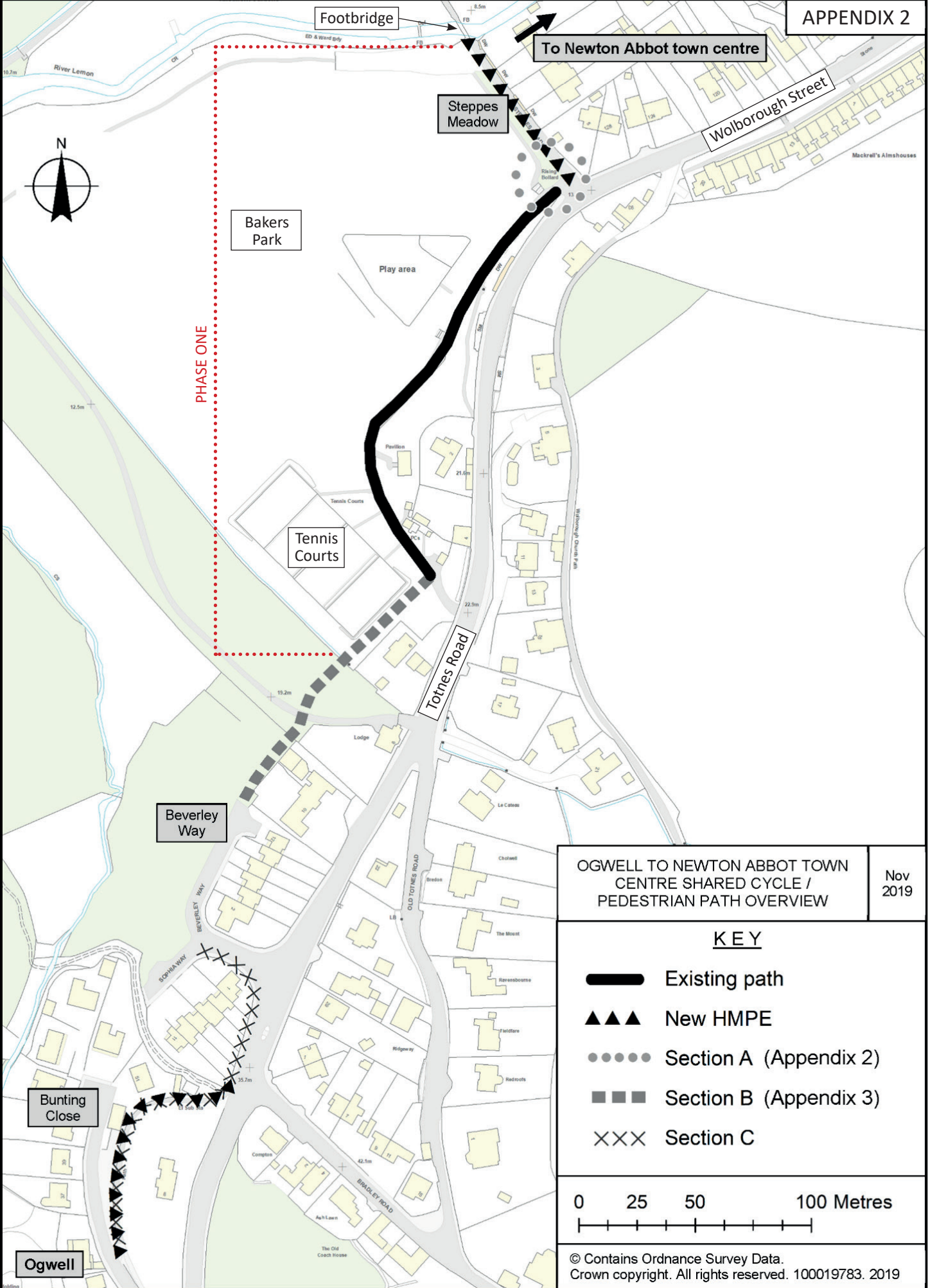
- 4.3 The Jetty Marsh link was identified as a possible option that might free up funds for other projects like the Ogwell Strategic Link. However, Homes England's preference was for the funds to be directed straight to the Ogwell Strategic Link. No other relevant schemes are ready for immediate implementation. Ogwell Strategic Link has planning permission, has formed part of multiple public consultations (planning application consultation, Heart of Teignbridge Local Cycling and Walking Infrastructure Plan consultation, and Newton Abbot bicycle riding and parks byelaw consultation), and already has Devon County Council approval for delivery.
- 4.3 No action would result in no safe route for bicycles between Ogwell and Newton Abbot.

## **5. Conclusion**

- 5.1 The Ogwell Strategic Link will support safe and appealing bicycle travel between Ogwell and Newton Abbot town centre, railway and onward leisure routes that are nationally recognised.
- 5.2 The external funding from Homes England for Phase 1 of the Ogwell Strategic Link is available for spend during 2023/24 financial year only. Positive and timely delivery of external funding is important, so funders see evidence that funds awarded for improvements to benefit communities in the Heart of Teignbridge will be used accordingly.





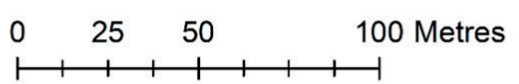


OGWELL TO NEWTON ABBOT TOWN CENTRE SHARED CYCLE / PEDESTRIAN PATH OVERVIEW

Nov 2019

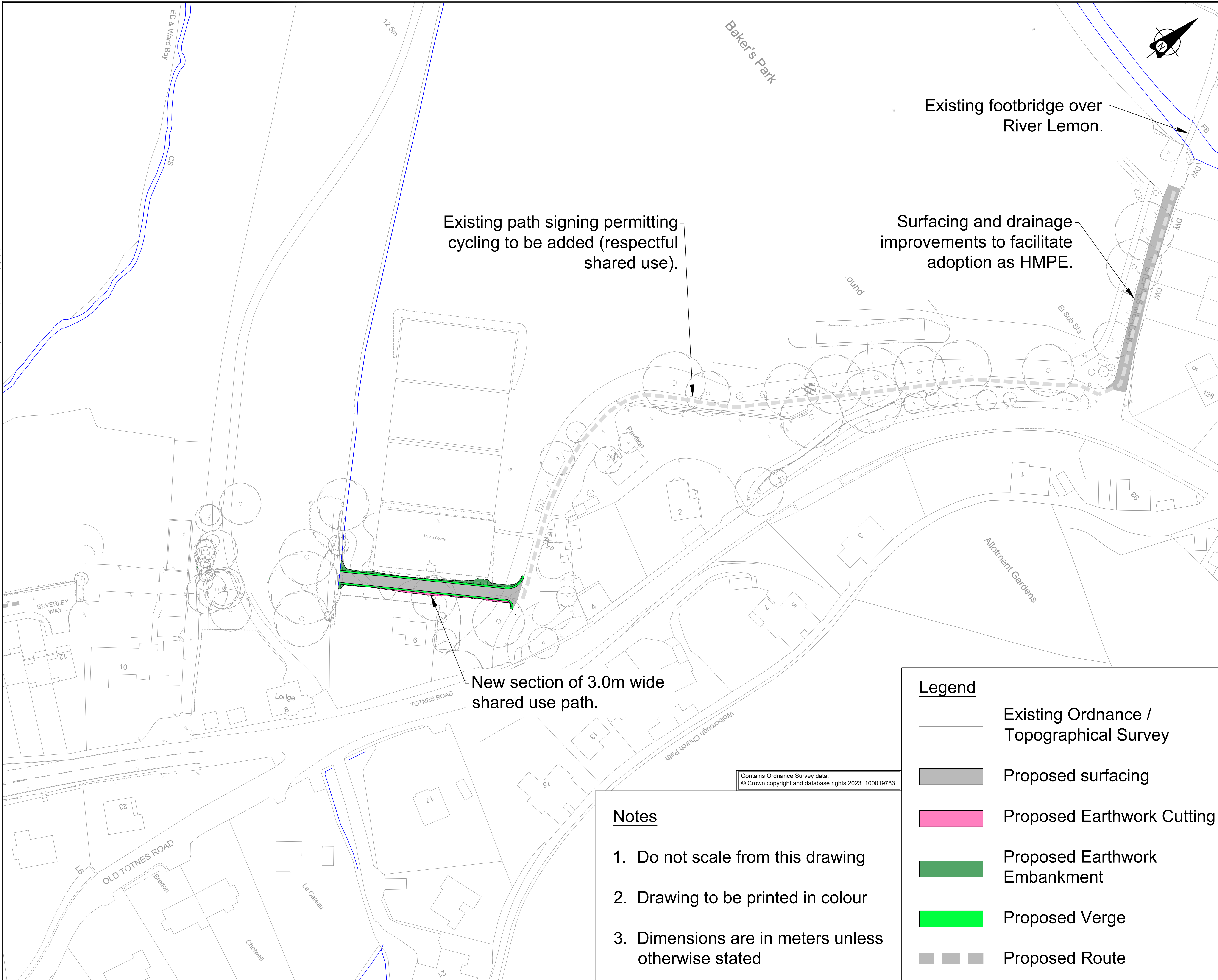
KEY

- Existing path
- New HMPE
- Section A (Appendix 2)
- Section B (Appendix 3)
- Section C





File name: \\UK\WSPGROUP\COMMON\DATA\PROJECTS\70107340- OGWELL TO NEWTON ABBOT\03 WIP\3G DOCS RECEIVED\SCHEMATIC INFORMATION FROM RICHARD K\WORKING DRAWINGS\CD\CD\DRAWINGS\ACAD\70107340-WSP-HGN-SC-100-DR-01.DWG, printed on 16 May 2023 10:12:16, by Open, Laura



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CLIENT:

PROJECT:

OGWELL STRATEGIC LINK

TITLE:

GENERAL ARRANGEMENT PLAN  
PHASE 1

SCALE @ A1:	1:500	CHECKED:	RP	APPROVED:	MM
PROJECT NO:	70107340	DESIGNED:	BM	DRAWN:	GR
				DATE:	May 23
DRAWING No:	70107340-WSP-HGN-SC-100-DR-01				REV:
					P01

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- Notes
1. Do not scale from this drawing

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Legend

Existing Ordnance / Topographical Survey

Proposed surfacing

Proposed Earthwork Cutting

Proposed Earthwork Embankment

Proposed Verge

Proposed Route

# Equality Impact Assessment



Assessment Of: National Cycle Network Route 2 improvements project (Newton Abbot central area)	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input checked="" type="checkbox"/> Service <input checked="" type="checkbox"/> Other [please state] Infrastructure provision	<input type="checkbox"/> New <input type="checkbox"/> Already exists / review <input checked="" type="checkbox"/> Changing
Directorate: Place and Commercial Services	Assessment carried out by: Estelle Skinner
Service Area: Spatial Planning	Job Role: Green Infrastructure Officer
Version / Date of Sign Off by Director:	05-05-2023

## Step 1: What do we want to do?

*This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the Policy Officer early for advice.*

### 1.1 What are the aims and objectives/purpose of this proposal?

*Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.*

The objective of the Ogwell Strategic Link is to provide a safer and more appealing bicycle route (as a shared bicycle and walking route) from Ogwell to Newton Abbot town centre, enabling access to shops, the railway station, and onward leisure routes that are of national status. The Ogwell Strategic Link will offer an alternative to on-road travel, for which the primary route is the busy and constrained Totnes Road A381.

### 1.2 Who will the proposal have the potential to affect?

<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community	<input checked="" type="checkbox"/> Teignbridge workforce
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### 1.3 Will the proposal have an equality impact?

*Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standard of living etc.?*

*If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by your manager.*

*If 'Yes' complete the rest of this assessment.*

<input checked="" type="checkbox"/> <b>Yes</b>	<input type="checkbox"/> <b>No</b>	[please select]
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The provision of the Ogwell Strategic Link it's anticipated will support following outcomes:



- Higher volumes of bicycle trips, and broader diversity of users, from Ogwell to Newton Abbot town centre, offering access to shops, the railway station, and onward leisure links that are of national status.
- More bicycle trips into the Newton Abbot town centre can benefit local businesses and the market, and may also benefit towns and villages along wider leisure routes: [https://www.northdevonbiosphere.org.uk/uploads/1/5/4/4/15448192/sqw\\_devon\\_cycling\\_and\\_walking\\_trails\\_economic\\_impact\\_report.pdf](https://www.northdevonbiosphere.org.uk/uploads/1/5/4/4/15448192/sqw_devon_cycling_and_walking_trails_economic_impact_report.pdf)
- Feedback from the public consultation for amending the byelaw against bicycle riding in five Newton Abbot parks (including Baker's Park) was predominantly favourable and there were multiple comments with regard to the need for a safe bicycle option between Ogwell and Newton Abbot, in particular to a wider range of users who would not travel on the busy and constrained Totnes Road A381.
- The consultation feedback did also note the need to promote respectful behaviour of all users on pedestrian & bicycle shared routes, to reduce risk of users with reduced mobility, or hearing/sight difficulties, and other relevant health conditions, from being disadvantaged.
- There are various local examples of popular, well-functioning shared routes, including on the Stover Trail, Wray Valley Trail, and Exe Estuary Trail.
- In general, there are wellbeing benefits of regular bicycle riding and/or walking, both mental and physical.
- In general, there are environmental benefits of bicycle riding and walking, where these modes of travel may replace some car/van journeys, particularly for local trips into the town.

## Step 2: What information do we have?

### 2.1 What data or evidence is there which tells us who is, or could be affected?

*Please use this section to demonstrate an understanding of who could be affected by the proposal. Include general population data where appropriate, and information about people who will be affected with particular reference to protected and other relevant characteristics (listed in 2.2).*

*Use one row for each evidence source and say which characteristic(s) it relates to. You can include a mix of qualitative and quantitative data - from national research, local data or previous consultations and engagement activities.*

*Outline whether there are any over or under representation of equality groups within your service - don't forget to benchmark to local population where appropriate.*

*For workforce / management of change proposals you will need to look at the diversity of the affected team(s) using available evidence such as the employee profile data. Identify any under/over-representation compared with Teignbridge's economically active citizens for age, disability, ethnicity, gender, religion/belief and sexual orientation.*

Data / Evidence Source <i>[Include a reference where known]</i>	Summary of what this tells us
Public consultation on the amendment to the byelaw against bicycle riding in five Newton Abbot parks (including Baker's Park). See consultation report via the Teignbridge District Council consultation webpages and on the Newton Abbot & Kingsteignton Garden Community website (parks & green spaces section).	Feedback is predominantly supportive of enabling suitable provision for bicycle riding within Newton Abbot parks. It was recognised that this would be likely to support a wider range of potential users. The design of routes was raised as particularly important, to support respectful behaviour of all users, most notably on routes shared by those on-foot and on-bicycle, and to reduce risk of negative impact on pedestrians with limited

	mobility, sight/hearing difficulties, and any other relevant health conditions.
The Heart of Teignbridge Local Cycling and Walking Infrastructure Plan (LCWIP) identifies the need to improve links within and to the Heart of Teignbridge, to support use by all ages and abilities. <a href="#">Heart of Teignbridge Local Cycling and Walking Infrastructure Plan - Have Your Say (devon.gov.uk)</a>  <a href="#">Local Cycling and Walking Infrastructure Plan (LCWIP) (arcgis.com)</a>	New and improved active travel delivery can broaden uptake by offering routes to appeal to a wider range of ages and abilities.

## 2.2 Do you currently monitor relevant activity by the following protected characteristics?

<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender Reassignment
<input type="checkbox"/> Marriage and Civil Partnership	<input type="checkbox"/> Pregnancy/Maternity	<input type="checkbox"/> Race
<input type="checkbox"/> Religion or Belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual Orientation

## 2.3 Are there any gaps in the evidence base?

Where there are gaps in the evidence, or you don't have enough information about some equality groups, include an equality action to find out in section 4.2 below. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. If you are unable to fill in the gaps please state this clearly with a justification.

For workforce related proposals all relevant information on characteristics may need to be sought from HR (e.g. pregnancy/maternity). For smaller teams diversity data may be redacted. A high proportion of not known/not disclosed may require action to address and identify the information needed.

We monitor volume of use of certain routes (via cycle counters) but we do not specifically monitor usage across the protected characteristics. However, we receive local input via the Teignbridge Cycle Forum (which includes stakeholders for walking and accessibility as well as cycling) and via local consultations.

The feedback indicates there are key barriers to uptake of walking and cycling, and those barriers include the quality and perceived safety of provision, the need for more dedicated provision, and the need for better connected provision. This correlates with national survey research and the recent Newton Abbot parks byelaw consultation: [Cycling Factsheet, England 2020 \(publishing.service.gov.uk\)](#)

## 2.4 How have you involved communities and groups that could be affected?

You will nearly always need to involve and consult with internal and external stakeholders during your assessment. The extent of the engagement will depend on the nature of the proposal or change. This should usually include individuals and groups representing different relevant protected characteristics. Please include details of any completed engagement and consultation and how representative this has been of Teignbridge's diverse communities.

Include the main findings of any engagement and consultation in Section 2.1 above.

If you are managing a workforce change process or restructure please refer to HR for advice on how to consult and engage with employees. Relevant stakeholders for engagement about workforce changes may include e.g. staff-led groups, trades unions as well as affected staff.



We host the Teignbridge Cycle Forum biannually and this includes a wide range of stakeholders with interests in cycling, walking and accessibility, as well as sustainable transport. There has also been public consultation on the Newton Abbot parks byelaw, and on the Heart of Teignbridge Local Cycling and Walking Infrastructure Plan.

## 2.5 How will engagement with stakeholders continue?

Explain how you will continue to engage with stakeholders throughout the course of planning and delivery. Please describe where more engagement and consultation is required and set out how you intend to undertake it. Include any targeted work to seek the views of under-represented groups. If you do not intend to undertake it, please set out your justification. You can ask the Consultation Officer for help in targeting particular groups.

Communication will continue via these means:

- Teignbridge Cycle Forum
- Newton Abbot and Kingsteignton Garden Community website
- Teignbridge District Council website
- Resident's newsletter updates
- Social media

## Step 3: Who might the proposal impact?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered above and the characteristics protected by the Equality Act 2010. Also include details of existing issues for particular groups that you are aware of and are seeking to address or mitigate through this proposal.

### 3.1 Does the proposal have any potentially adverse impacts on people on the basis of their protected or other relevant characteristics?

Consider sub-categories (different kinds of disability, ethnic background etc.) and how people with combined characteristics (e.g. young women) might have particular needs or experience particular kinds of disadvantage.

Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 4.2 below.

<b>GENERAL COMMENTS</b> (highlight any potential issues that might impact <b>all or many groups</b> )	
<b>PROTECTED CHARACTERISTICS</b>	
<b>Age: Young People</b>	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Likely to see increased uptake of bicycle riding from Ogwell to Newton Abbot (particularly young families).
Mitigations:	n/a
<b>Age: Older People</b>	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Likely to see increased uptake of bicycle riding from Ogwell to Newton Abbot.
Mitigations:	n/a

<b>Disability</b>	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Likely to see increased uptake of bicycle riding from Ogwell to Newton Abbot (the route design will seek to avoid physical barriers for modified bicycle equipment). Important to design for and promote respectful behaviour by all route users (and recognition of personal responsibility when sharing routes with other users), to limit risk of disadvantaging those with reduced mobility, sight/hearing difficulties, and any other relevant health conditions.
Mitigations:	n/a
<b>Sex</b>	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Likely to see increased uptake of bicycle riding from Ogwell to Newton Abbot (female uptake is often lower for cycling on routes that are not good-quality and are lacking dedicated provision and/or lacking a good perceived level of safety).
Mitigations:	
<b>Sexual orientation</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Pregnancy / Maternity</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Gender reassignment</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Race</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	n/a
<b>Religion or Belief</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Marriage &amp; civil partnership</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Potential impacts:	
Mitigations:	

## OTHER RELEVANT CHARACTERISTICS

<b>Socio-Economic (deprivation)</b>	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Between 20 – 25% of households in Newton Abbot do not have access to a private car/van, and so rely on other modes of transport.
Mitigations:	n/a
<b>Other group(s)</b> Please add additional rows below to detail the impact for other relevant groups as appropriate e.g. Asylums and Refugees; Rural/Urban Communities, Homelessness, Digital Exclusion, Access To Transport	
<b>Homelessness</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Digital Exclusion</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Asylums/refugees</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	

### 3.2 Does the proposal create any benefits for people on the basis of their protected or other relevant characteristics?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group
- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't
- ✓ Foster good relations between people who share a protected characteristic and those who don't

See section 1, 2.1 and 3.1 for identified impacts which are likely to have relevant outputs for the stated protected characteristics.

## Step 4: Impact

### 4.1 How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This content should be used as a summary in reports, where this full assessment is included as an appendix.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary and appropriate despite this.

#### Summary of significant negative impacts and how they can be mitigated or justified:

Many byelaw consultation respondents noted the need to design for and promote respectful behaviour by all route users, to reduce risk of anti-social behaviour and possible impact on pedestrians with limited mobility, hearing/sight difficulties, and any other relevant health conditions. Route design process, as standard, seeks to ensure the most appropriate provision on a site-by-site basis, in terms of type of route, width, directness, gradient and other considerations. Signage will be installed as part of route delivery, to promote respectful use of the route and to remind users of personal responsibility to others. There are good examples of well-functioning shared route provision locally, including on the Stover Trail, Wray Valley Trail and Exe Estuary Trail.

#### Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:

The Ogwell Strategic Link project delivery is likely to encourage more bicycle riding between Ogwell and Newton Abbot, by a wider diversity of users, particularly those who are less experienced/confident, enabling more local people to benefit from associated wellbeing and environmental outcomes.

### 4.2 Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Responsible Officer	Timescale

### 4.3 How will the impact of your proposal and actions be measured?

*How will you know if have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective and your approach is still appropriate. Include the timescale for review in your action plan above.*

Teignbridge Cycle Forum update/input sessions (biannually) Newton Abbot and Kingsteignton Garden Community website
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### Step 5: Review & Sign-Off

*EIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek review and feedback from management before requesting it to be signed off. All working drafts of EIAs and final signed-off EIAs should be saved in G:\GLOBAL\EIA. Once signed-off please add the details to the 'EIA Register' of all council EIAs saved in the same directory.*

<b>Reviewed by Service Manager:</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Fergus Pate Date:	<b>Strategic Leadership Team Sign-Off:</b> Neil Blaney, Head of Place & Commercial Services Date:
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