

## Appendix 4 - Change log for the post consultation versions of the Torbay Local Transport Action Plan 2021-2026 and the Torbay Local Cycling and Walking Infrastructure Plan

The following tables detail the changes made to the consultation versions of the Local Transport Action Plan and the Local Cycling and Walking Infrastructure Plan documents, respectively and that have been incorporated into Appendix 1 (Torbay Local Transport Action Plan) and Appendix 2 (Torbay Local Cycling and Walking Infrastructure Plan). Further intended changes to Appendix 2, which have not been incorporated in this version as yet, are detailed within a separate table and will appear within a final published version of the plan on the Council’s website, pending approval at Cabinet. Note that further, minor changes to the plans, not covered within this change log may be incorporated prior to publication on the Council’s website.

### Local Transport Action Plan (as detailed within Appendix 1)

Page	Section Heading	Change Description	Change
Page 7	Climate Emergency	Addition of text to the first paragraph	“, but at the same time we must recognise the need to being taking actions now.”
Page 7	Climate Emergency	Addition of text after the first paragraph	“Torbay Council Cabinet have approved a 2021/22 Climate Action Plan that sets out a number of transport commitments that have been imported into this action plan.”
Page 7	Climate Emergency	Amend text to reflect radically reducing carbon emissions in interests of consistency	“radically reducing carbon emissions”
Page 7	Climate Emergency	Addition of text in first paragraph	“to meet its own commitments to carbon neutrality by 2030”
Page 7	Climate Emergency	Addition of final paragraph to reflect local evidence base and approach to continuous monitoring and review in light of carbon neutrality targets	“The local evidence base suggests that to achieve carbon neutrality in Torbay by 2030, a number of transport sector interventions will need to be accelerated, including achieving a 10% shift to walking, cycling and public transport and widespread deployment of ultra-low emission vehicles. Work will be undertaken during the timeframe of the delivery of this plan to further quantify and understand the role actions across transport planning are playing in terms of reducing carbon emissions and, as necessary, reflect this in terms of the development of further/alternative actions relevant to this plan and related plans.”

<b>Page 9</b>	Delivery	Title change to reflect that the text is past delivery not future	“Recent Delivery”
<b>Page 10</b>	Public Engagement	Updated text under the heading “Engagement on this Plan”	
<b>Page 13</b>	Proposed Schemes – Healthy Mobility	Replace “In 2020 Government published “Gear Change, A bold vision for cycling and walking” which sets out the intent of Government.” with	“In 2020 “Gear Change, A bold vision for cycling and walking” was published which sets out the intent of Government.”
<b>Page 14</b>	Proposed Schemes – Healthy Mobility	Addition of text as clarification in second paragraph under Active Travel Fund sub heading	“on Marine Drive”
<b>Page 15</b>	Proposed Schemes – Healthy Mobility	Removal of text to reflect completed consultation under Local Cycling and Walking Investment Plan sub heading	“will be published for consultation in January 2021 and once feedback has been received and the final document approved, will”
<b>Page 15</b>	Proposed Schemes – Healthy Mobility	Editorial change	Change title to ‘Local Cycling and Walking Infrastructure Plan’
<b>Page 16</b>	Proposed Schemes – Public Transport	Addition of text to reflect release of National Bus Strategy	“and now backed by the publication of the National Bus Strategy, Bus Back Better.”
<b>Page 16</b>	Proposed Schemes – Public Transport	Correction	Replaced Edginswell Train Station, with Edginswell Railway Station
<b>Page 16</b>	Proposed Schemes – Public Transport	Additional text under Edginswell to clarify delivery process and programme.	“To enable delivery of this project we will work closely with Network Rail and the Train Operating Company (Great Western Railway) throughout. Network Rail have a Governance process to follow and Edginswell has achieved the “GRIP” (Governance of Rail infrastructure Projects) stage 3. It is expected that GRIP 4 will be completed in 2021/22 with detailed design and construction commissioned thereafter. The station is expected to open by March 2024.”
<b>Page 17</b>	Proposed Schemes – Public Transport	Removal and replacement of all text under the sub heading Buses, reflecting updated position with regards to National Bus Strategy and expectations of future commitments	“Buses are an affordable, accessible transport choice, with the ability to reduce congestion and improve air quality, and bring economic benefits to the places they serve. On 15th March 2021 the Government published the National Bus Strategy, ‘Bus Back Better’. This strategy applies to England and sets out a vision for improving bus services nationally. It recognises the need to act quickly,

			<p>whilst acknowledging that the industry will need ongoing support for some time to recover from the consequences of Covid-19. The aim now is to re-establish patronage at pre-covid levels and then the exceed them. To do this buses must be a practical and attractive alternative to the car. The strategy makes it clear that funding will be made available to Local Authorities who pursue this vision and seek to make the improvements to their services and network. This has clear direct benefits to the Local Authority, not least in respect of accessibility for the community and supporting the carbon neutrality aims. To do this as a Local Authority we must firstly agree to set up an Enhanced Partnership with operators, a method of collaboration that was introduced through the Bus Services Act 2017. Without a formal partnership from April 2022, further funding will also not be made available to us.</p> <p>By the end of October 2021, we must have a Bus Service Improvement Plan in place. This document will form the basis of the partnership requirements but can go beyond and state what we aim to achieve. The plan should be produced with involvement from the authority, the operators, the community (users and non-users), businesses and others. Any highway improvements must be achieved alongside the LCWIP proposals. It is expected that in 2021-22 we will work with operators to maximise services provided; agree the Bus Services Improvement Plan; explore innovative approaches to service provision such as Demand Responsive networks; and deliver noticeable improvements for passengers (particularly around bus priority measures, information provision, and fares).”</p>
<b>Page 17</b>	Proposed Schemes – Public Transport	Funding changed	Increased from £250,000 to £500,000 in addition to the £1.5m for Edginswell Station.
<b>Page 17</b>	Proposed Schemes – Public Transport	Addition of text under complimentary funding	“and additional Government”
<b>Page 18</b>	Proposed Schemes – Public Transport	Use correct terminology in respect of tackling climate change aims	Replace ‘net zero’ with ‘carbon neutrality’
<b>Page 20</b>	Electric Charging	Grammar, editorial change within second paragraph.	Changed “but” to “however” and begun new sentence. Change ““however” to “nonetheless” at start of next sentence.

<b>Page 20</b>	Electric Charging	Use correct terminology in respect of tackling climate change aims	Replace 'net zero' with 'carbon neutrality'
<b>Page 21</b>	Proposed Schemes – Other Key Investment Areas	Alteration to bullet points.	Combined “Unlocking employment sites” and “Supporting the Town Deal, Regeneration and Future High Street proposals” into “Supporting Town Centre Regeneration and Economic Growth”
<b>Page 21</b>	Proposed Schemes – Other Key Investment Areas	Removal and replacement of text against final bullet point for clarity	Now reads: “Development Funding for design and business cases to support junction and route improvements. It includes (but isn’t exclusive to) Abbey Gates, Westhill Road to Lowes Bridge, Kings Ash Road, and Clennon Valley (note these will be development funding only with a view to establishing proposals and full business cases ready for delivery)”
<b>Page 21</b>	Proposed Schemes – Other Key Investment Areas	Funding changed to reflect increase in funding for public transport	Decreased from £465,000 to £215,000
<b>Page 22</b>	Summary Table	Public Transport funding level changed as above	Increased from £1,750,000 to £2,000,000
<b>Page 22</b>	Summary Table	Other Key Investment Areas funding level changed as above	Decreased from £465,000 to £215,000

### Local Cycling and Walking Infrastructure Plan (as detailed within Appendix 2)

Page	Section Heading	Change Description
<b>Page 2</b>	Active Travel Context	Added a short summary of the public consultation findings and referenced the public consultation report.
<b>Page 3</b>	National and local policy context	Added text to Gear Change summary. It states, "Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030"
<b>Page 11</b>	Best practice	20mph case study, added additional detail to first bullet on average speeds. Newton 20mph trial is already mentioned.
<b>Page 12</b>	Best practice	Added text and link to DCC "Share this Space" campaign
<b>Page 16</b>	Route development process	Added reference to need for dropped kerbs by people with mobility issues, wheelchairs and mobility scooters.
<b>Page 17</b>	Bay Trails	Text added on GI, SUDS etc.. Through these further engagement and design stages, opportunities should be explored to incorporate tree planting and Green Infrastructure, Sustainable Urban Drainage Systems (SUDS), playspace, and help to deliver wider Council objectives and schemes.

<b>Page 18</b>	Beaches Trail	Added text on LTN1/20 principles of segregating where possible and careful design and management of shared use paths where it isnt
<b>Page 19</b>	Beaches Trail (North)	Removed the recommendation on Victoria Parade to "consider (part time) access for people walking and cycling only...". The recommendation now reads "Deliver new segregated cycle route. Through further engagement with the community and stakeholders, consider opportunities to further improve the public realm, providing enhanced spaces for people to enjoy the harbourside views and visit local retailers and businesses."
<b>Page 19</b>	Beaches Trail (North)	Improved/expanded reference to The Strand Townscape Improvements scheme
<b>Page 19</b>	Beaches Trail (North)	Amended text relating to Princess Gardens, including the need for further engagement with the community and stakeholders.
<b>Page 19</b>	Beaches Trail (North)	Rathmore Road Roundabout. Expanded text to clarify that the Rathmore Road roundabout scheme is in development, and will be subject to further engagement and design including road safety audits
<b>Page 20</b>	Beaches Trail (North)	Torbay Road right turn to Cockington lane. Confirmed movement is still possible with right turn lane removed. Stated further junction design work is needed to confirm the most suitable approach.
<b>Page 22</b>	Beaches Trail (South)	Point 1. Added. "Improve the quality and legibility of the cycle route connection between Eastern Esplanade and Roundham Road."
<b>Page 24</b>	Beaches Trail (South)	Point 1 Bascombe Road. Included reference to use by horse riders.
<b>Page 28</b>	Hospital Trail	Point 8. Hospital crossing text updated to... "Tiger crossing on hospital access road, linking to existing cycle route, with detailed design considering the need for ambulances to quickly access and egress the site."
<b>Page 33</b>	Torquay Town Trail	Added additional information about suitability of on-road contraflow cycling, which is typically acceptable where speeds are less than 20mph and traffic flows less than 1,000 per day.
<b>Page 41</b>	Integration and next steps	Text refreshed to reflect on consultation, status of walking and cycling group and next steps.
<b>Page 42</b>	Securing funding and delivery	Delivery of the LCWIP schemes should be continuously reviewed as part of existing governance and delivery structures within the Council, including by the walking and cycling officer group.

Local Cycling and Walking Infrastructure Plan (intended to be incorporated into version detailed within Appendix 2, prior to final publication)

Page	Section Heading	Change Description
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<b>Page 1</b>	Introduction (Public consultation)	Add text to reflect that consultation on the LCWIP was carried out in combination with the investment plan for transport more generally, for 2021-2026.
<b>Page 19</b>	Beaches Trail (North)	Add text to paragraph numbered 4, with 'The preference is to deliver a new segregated cycle route along Torbay Road (exact route to be confirmed) which would reduce conflict with people on the promenade.' Reflect this preference within map as swapping of bold and dotted yellow lines at section 4.
<b>Page 19</b>	Beaches Trail (North)	Para 6 delete text after second sentence, beginning from 'alternatively' to '9).'
<b>Page 21</b>	Beaches Trail (North)	Add sentence to mention clearer signing regarding cycle route, together with provision of cycle parking
<b>Page 21</b>	Beaches Trail (North)	Change paragraph on point 4 to reflect a widening of the footway and need to improve links to existing cycle route provision in Preston and Eastern Esplanade and consideration of 20mph zone.
<b>Page 24</b>	Beaches Trail (South)	Add text to highlight need for further engagement and development with the community
<b>Page 24</b>	Beaches Trail (South)	Add text to highlight that bridge route could be considered from Bridge Road
<b>Page 24</b>	Beaches Trail (South)	Add text to highlight that Park and Ride could link from the rear of the site to the railway line with appropriate ramp connections
<b>Page 25</b>	Zoo trail	Change first sentence to reflect that existing route is not largely off carriageway currently in both directions but future plans will seek to achieve this
<b>Page 26</b>	Zoo trail	Add text on para 5, to make clear it is about removing or reducing traffic through prevention on through trips
<b>Page 26</b>	Zoo trail	Add text to reflect previous point above, also in para 7
<b>Page 28</b>	Hospital trail	Add text to state 'and in any case improve the transition from the existing route onto the network within Torbay'
<b>Page 28</b>	Hospital trail	Add at para 8 consideration of traffic modelling to reduce number of lanes at junction of hospital and Newton Road in order to provide safer, easier crossing and more direct access
<b>Page 31</b>	Torquay Town Trail	Add at para 1, consideration of better pedestrian/cycle linkages across the roundabout junction at Abbey Road, Union Street/Fleet Street
<b>Page 32</b>	Torquay Town Trail	Add text to reflect that option for cycling at Lymington Road/Parkfield Road should still be considered and explored based on evidence of use and further engagement
<b>Page 33</b>	Torquay Town Trail	2 <sup>nd</sup> bullet point, change to 'Union Street – East of Upton Road at Brunswick Square' for clarity
<b>Page 35</b>	Network Planning for Walking	Add reference to dropped kerb crossing points
<b>Page 35</b>	Network Planning for Walking	Add text to reflect that whilst the focus of the LCWIP is on core walking zones, there is a general awareness of the need across the network to continually improve the walking experience, such as with suitable footways and crossing points
<b>Page 36</b>	Torquay	1.1 – change text to reflect emphasis on improved environment for walking and cycling and consider additional space for these modes if appropriate. 1.5 – Add 'or adjacent to' Princess Gardens

		1.6 – Reflect better coverage of desire lines
<b>Page 37</b>	Paignton	1.2 - Add 'or modal filter' 1.5. – Add 'removal or reduction' 1.7. – Add 'removal or reduction'
<b>Page 38</b>	Brixham	Add 'Also consider onward connectivity improvements to Shoalstone Pool'