Devon County Council & Mid Devon District Council

CULLOMPTON & TIVERTON LCWIP

Local Cycling and Walking Infrastructure Plan

Draft for consultation

001
OCTOBER 2023

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1. INTRODUCTION

BACKGROUND

This Local Cycling and Walking Infrastructure Plan (LCWIP) focuses on a core area encompassing Cullompton and Culm Garden Village. It also considers links in and around Tiverton, to Tiverton Parkway and towards Exeter (Figure 1.1).

Cullompton is a historic market town in Mid Devon, situated on the River Culm and surrounded by beautiful countryside. The population of Cullompton is 8,900 and is forecast to rise to 18,000 by 2033. This is partly due to planned housing development in North West Cullompton, and immediately to the east of Cullompton where there is potential to deliver up to 5,000 new homes, with jobs and community facilities.

Cullompton is adjacent to Junction 28 of the M5 motorway, approximately 5 miles south-east of Tiverton and 11 miles north of the vibrant city of Exeter.

These strengths make Cullompton an attractive place to live, and it is the focus for new development in Mid Devon. The proposed level of growth will be transformational; however, this growth will add pressure to the transport network. As such there is a need to substantially increase the number of people cycling and walking, combined with wider improvements in sustainable transport infrastructure.

The LCWIP considers strategic links south of Cullompton towards Exeter, connecting to existing connecting routes at the Killerton Estate. To the north, strategic links to Willand, Uffculme, Sampford Peverell, Halberton, and Tiverton are considered.

Tiverton is the largest market town in Mid Devon. It has a historic town centre with a range of attractions. The population of 22,400 is forecast to rise to 30,000 by 2033, including up to 2,000 dwellings at Tiverton's Eastern Urban Extension.

One of the main issues Cullompton and the surrounding areas face is traffic congestion, with regular queues through the town centre to M5 junction 28 currently preventing housing development coming forward. Census data shows that the car is by far the dominant mode of choice for travel in Cullompton. 79% of respondents to the Cullompton Neighbourhood Plan said that motor vehicle traffic should be far less dominant in town. An Air Quality Management Area (AQMA) has been declared. The historic town centre needs rejuvenation, with 75% of visitors rating the town centre variety of shops as poor or very poor. As with other similar areas, Cullompton also faces challenges including poor health, an ageing population, and responding to the climate crisis.

Investment in cycling and walking schemes can help address these challenges: helping to manage the transport impacts of growth; reducing congestion; supporting improved public health through active travel; providing access to centres of employment and learning; and, cutting carbon emissions.

LCWIP PROCESS

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying improvements required at a local level. Guidance on development of LCWIPs is provided by the Department for Transport. They enable a long-term approach to developing cycling and walking networks and are instrumental in leveraging funding from national and local funding streams. LCWIPs are intended to:

- Plan for cycling and walking using evidence and data on existing and future potential demand;
- Target investment where it can have the greatest impact;
- Identify cycling and walking infrastructure improvements in readiness for funding bids; and
- Plan cycling and walking networks that meet core design outcomes and the needs of users.

This process and the resulting outputs will represent an evidence-based approach to focus future investment over the next 10-20 years. The government has published guidance on the preparation of LCWIPs, setting out the following process:

- **Stage 1:** Determine the scope – establish the geographical scope and governance arrangements for preparing the plan;
- **Stage 2:** Gathering information – identify existing walking and cycling patterns and potential new journeys. Review existing conditions, transport and land use policies and programmes;
- **Stage 3:** Network planning for cycling – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required;

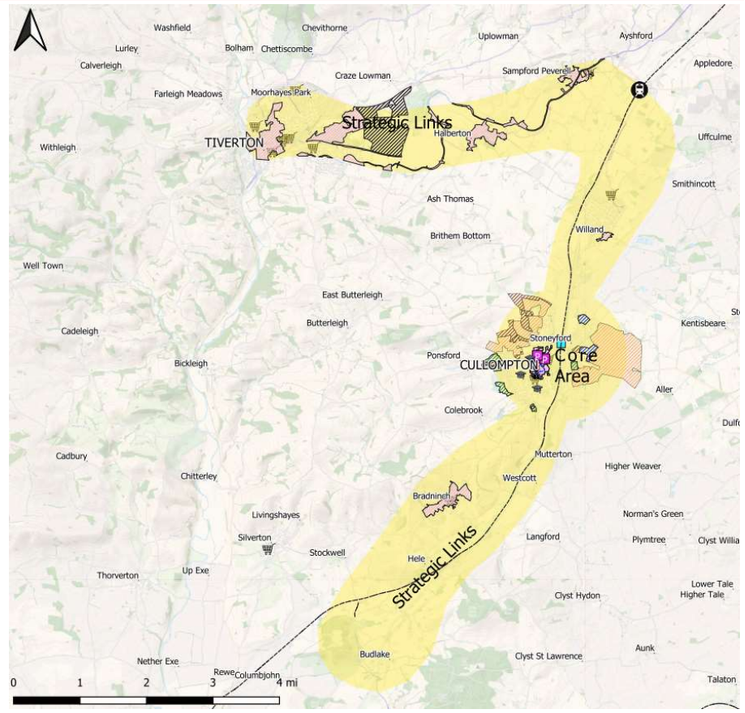


Figure 1.1 Geographical extent

- **Stage 4:** Network planning for walking – identify key trip generators, audit existing provision and determine the improvements required;
- **Stage 5:** Prioritising improvements – prioritise improvements to develop a phased programme for future investment; and
- **Stage 6:** Integration and application – integrate outputs into local plans, policies, strategies and delivery plans.

GOVERNANCE & ENGAGEMENT

The LCWIP forms part of a wider programme to deliver growth and infrastructure in the area. It has been informed by engagement with internal and external stakeholders, including: community stakeholders; council officers; local councillors, and; delivery partners including The National Trust and National Highways.

The remainder of this document details how the LCWIP was developed and sets out a prioritised programme for its delivery.

2. GATHERING INFORMATION

THE CASE FOR WALKING AND CYCLING

The Department for Transport's (DfT) Gear Change and Cycling and Walking Investment Strategy 2 (CWIS2) documents present a clear ambition to make cycling and walking the natural first choice for many journeys, with the aim for half of all journeys in towns and cities being cycled or walked by 2030. The benefits of achieving this outcome would be substantial, supporting public health and wellbeing, more vibrant towns and public spaces, and low carbon travel patterns becoming commonplace.

In 2020 the Government announced a £2 billion plan to boost cycling and walking, recognising that **spending on active travel is one of the best returns on investment decisions governments can make**.

Within the LCWIP area there are clear opportunities to better connect people and places with targeted investment in new and improved active travel infrastructure. Within new developments high quality cycling and walking infrastructure will be incorporated from the start, and developer funding should be secured to improve the quality of onward connections and existing routes.

Both Devon County Council and Mid Devon District Council share the CWIS2 ambition to provide more direct, convenient, safe and attractive options for local journeys.

Accommodating growth

There is a national shortage of housing, with not enough homes being built to meet our needs and the cost of new homes rising faster than wages. In Mid-Devon (2019) full time employees can typically expect to spend around 9.3 times their annual earnings on purchasing a home, higher than the England average ratio of 7.8[i]. As set out above, the proposed level of growth in the area will be transformational. The Local Plan is currently being reviewed to cover the period to 2043, and this growth will add additional pressure to the area's transport network. As such there is a need for a substantial shift to cycling and walking, combined with wider improvements to transport infrastructure.

Supporting health, wellbeing and access for all

Active travel can play a crucial role in supporting public health and wellbeing. **A lack of physical activity is the cause of one in six deaths in the UK, and costs the country an estimated £8.2bn per year.**[ii] In Devon, **61% of adults are overweight or obese**. This compares to 64% of adults in England and just 36% of adults in The Netherlands where cycling and walking levels are much higher than in England[iii]. Improving active travel networks can decrease these levels and make cycling and walking a common form of exercise for more people.

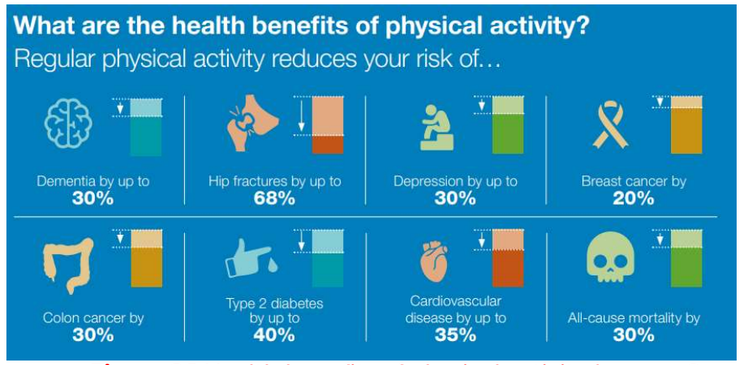


Figure 2.1 Health benefits of physical activity (source: Gear Change)

In addition, air pollution causes up to 40,000 deaths a year in the UK, as well an increased risk of chronic health conditions[iv].

Focussing on inclusive "All Ages and Abilities (AAA)" design and ensuring cycling is accessible for everyone are core design considerations when developing and delivering schemes through the LCWIP process.

Improving accessibility and social sustainability

It is important that all residents can access employment and education opportunities, key services, and facilities. Delivering improved active travel connections between key destinations will be important in this regard, particularly in areas with lower levels of car ownership. For example, 25% of households in the West Exe ward of Tiverton do not have access to a car.

Enabling people to cycle and walk increases the level of social interaction on streets and in neighbourhoods. This has been shown to have a positive impact on issues such as loneliness and builds improved levels of trust in communities.

Dedicated cycling infrastructure can also be used by people using mobility scooters, helping improve accessibility and routes available for disabled people.

Responding to the climate crisis

Both Devon County Council and Mid-Devon District Council have declared a climate emergency, and have signed the Devon Climate Declaration. **Transport contributes approximately 27% of Devon's greenhouse gas emissions (GHG), and is the sector with the largest GHG emissions across the county[v].** Reducing transport GHG will be essential to meet both national and local climate commitments. The Devon Carbon Plan identifies that reducing the need to travel and shifting to sustainable transport options such as cycling and walking the most important ways to tackle transport emissions.

Economic benefits & creating better places

DfT's Gear Change document states that cycling contributes £5.4bn to the economy per year and directly supports 64,000 jobs. A review of national and international studies showing the economic value of investing in cycling infrastructure[vi] found:

- Cycle schemes can achieve more for less, producing between £5 and £35 of benefit to the economy for every £1 spent;
- People cycling visit local shops more regularly, spending more than users of most other modes of transport;
- Per square metre, cycle parking delivers 5 times higher retail spend than the same area of car parks;
- Public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses;
- Neighbourhoods with cycle-friendly characteristics – low traffic volumes, walkable, close to off-road cycle paths – are more desirable or have higher property values; and,
- Cycle tourists on average spend 9% per head per trip more.

EXISTING TRAVEL PATTERNS

Introduction

As with many towns all over the country, both Cullompton and Tiverton are relatively car dependent. The national census provides the best source of data for local travel patterns, but is unfortunately limited to commute trips. Data from the 2011 census (Figure 2.2) shows that Cullompton had higher than average levels of car use for Mid-Devon, with relatively low levels of walking and cycling. Tiverton had lower than average levels of car use for Mid-Devon, and comparatively high levels of walking. The March 2021 census was heavily impacted by the covid pandemic, showing significant increases in working from home. The broad trends from 2011 are being re-established as travel patterns bounce back from covid.

In 2011, just 2-3% of residents travelled to work by cycle, lower than the average for urban areas in England. This high level of car dependency contributes towards many of the climate, health, and growth challenges facing the area. Without action and a change in travel behaviour, congestion will remain a significant issue and increase further in future with the growth of residential and employment sites.

Both Cullompton and Tiverton are reasonably compact towns that are potentially well suited to increased walking and cycling, with existing assets including the NCN3, Grand Western Canal, and a relatively well developed cycle network in Tiverton.

Cullompton

Car use dominates travel patterns in Cullompton, which has some of the highest levels of driving to work in Mid Devon, despite efforts to encourage sustainable behaviours and the designation of an Air Quality Management Area in the town centre.

The level of out-commuting is high, with 65% of working residents of Cullompton travelling to destinations outside of the town for work. Figures 2.3 and 2.4 shows the distribution of outbound commuting from Cullompton to several nearby areas. Half of those commuting from Cullompton travel within Mid-Devon, with Willand being both a key origin and destination, whilst just over a quarter (27%) travel south to Exeter and just over a tenth (11%) travel to East Devon.

Those travelling by car to Exeter are contributing to Exeter's significant congestion issues, with main routes into the city centre regularly experiencing queues and delays during peak hours. Data from Inrix 2022 rates Exeter as the 22nd most congested city in the UK, despite being the 80th largest city in population size.

Method of travel to work	2011			2021 (covid impacted)		
	Mid-Devon	Cullompton	Tiverton	Mid-Devon	Cullompton	Tiverton
Work from home	18%	8%	12%	30%	22%	22%
Driving a car or van	60%	64%	57%	53%	58%	57%
Passenger in a car or van	5%	7%	6%	4%	5%	5%
Public transport	4%	5%	3%	1%	2%	2%
Bicycle	2%	2%	3%	1%	1%	1%
On foot	10%	12%	18%	9%	9%	11%
Other	1%	2%	2%	2%	2%	2%

Figure 2.2 Method of travel to work (Census 2011 & 2021)

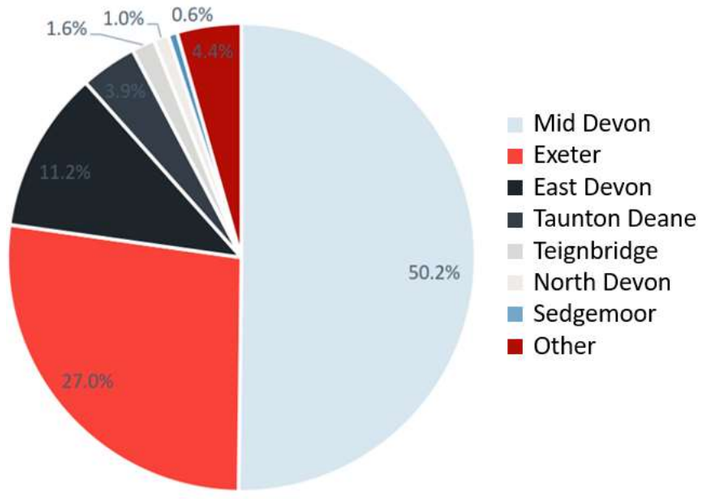


Figure 2.3 Cullompton Out Commuters (Census 2011)

Congestion is experienced within Cullompton, and particularly at M5 Junction 28 in peak periods. In the evening peak, this congestion can cause queues to develop on the northbound off-slip at Junction 28. An increase in traffic will exaggerate this problem and air quality problems further and could result in additional traffic queuing on the northbound M5 slip road and mainline.

It is clear that with existing levels of congestion on the local highway network, future growth in travel demand generated by housing development will need to be accommodated through alternative modes. A proposed new railway station, public transport, walking and cycling all playing a significant role in this.

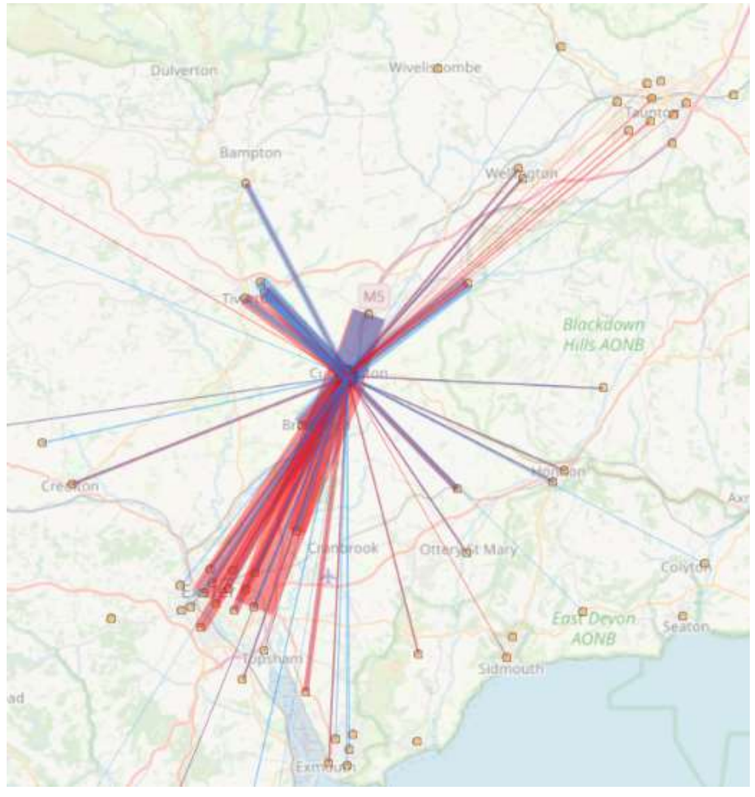


Figure 2.4 Cullompton commuter flows. Red = leaving, Blue = arriving (Source: datashine)

Tiverton

Tiverton is an attractive historic market town with a broad range of amenities including an active town centre, Petroc's college, a hospital and other significant employment areas including a business park. As such it has higher levels of self-containment than Cullompton with less out-commuting. While there are still some commuter flows to Exeter and Taunton, one of the largest commuter destinations outside Tiverton is Willand, likely due to employment sites including Pencarrie, Mid-Devon business park, and 2 Sisters Food Group employment sites (see Figure 2.5).

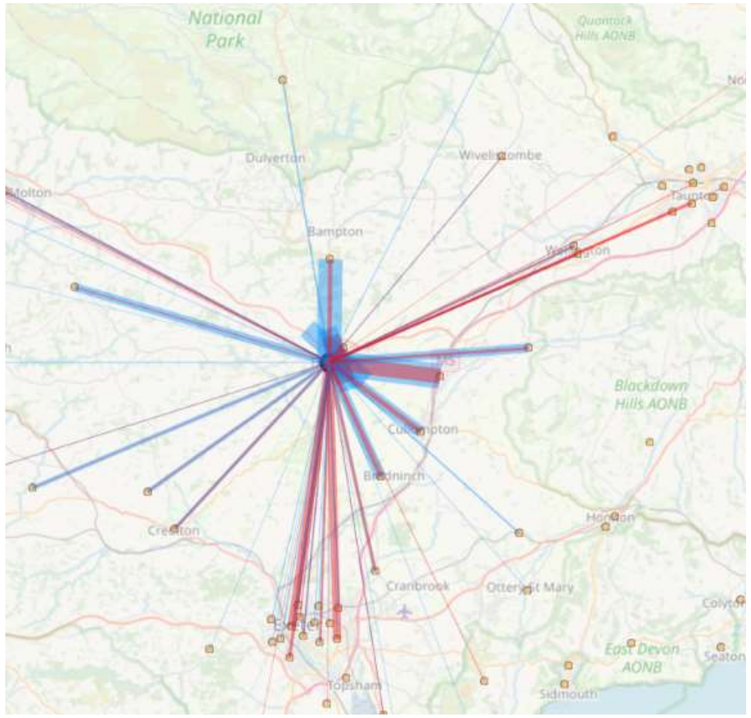


Figure 2.5 Tiverton commuter flows. Red = leaving, Blue = arriving (Source: datashine)

Tiverton benefits from a reasonably well-developed cycle network, comprising shared use paths, off road routes including a disused railway and canal path, and a network of quiet roads. National Cycle Network Route 3 connects Tiverton to the villages of Halberton and Sampford Peverell, Tiverton Parkway and beyond to Greenham and Willand. To the north of Tiverton are a range of recommended on-road cycle routes including the Exe Valley Cycle Route, NCN3 to Bampton, and Lowman Valley Cycle route. Due to the focus on growth areas and Cullompton in particular, this LCWIP does not consider the majority of these long distance leisure routes, but they still form an important part of the area's cycling offer.

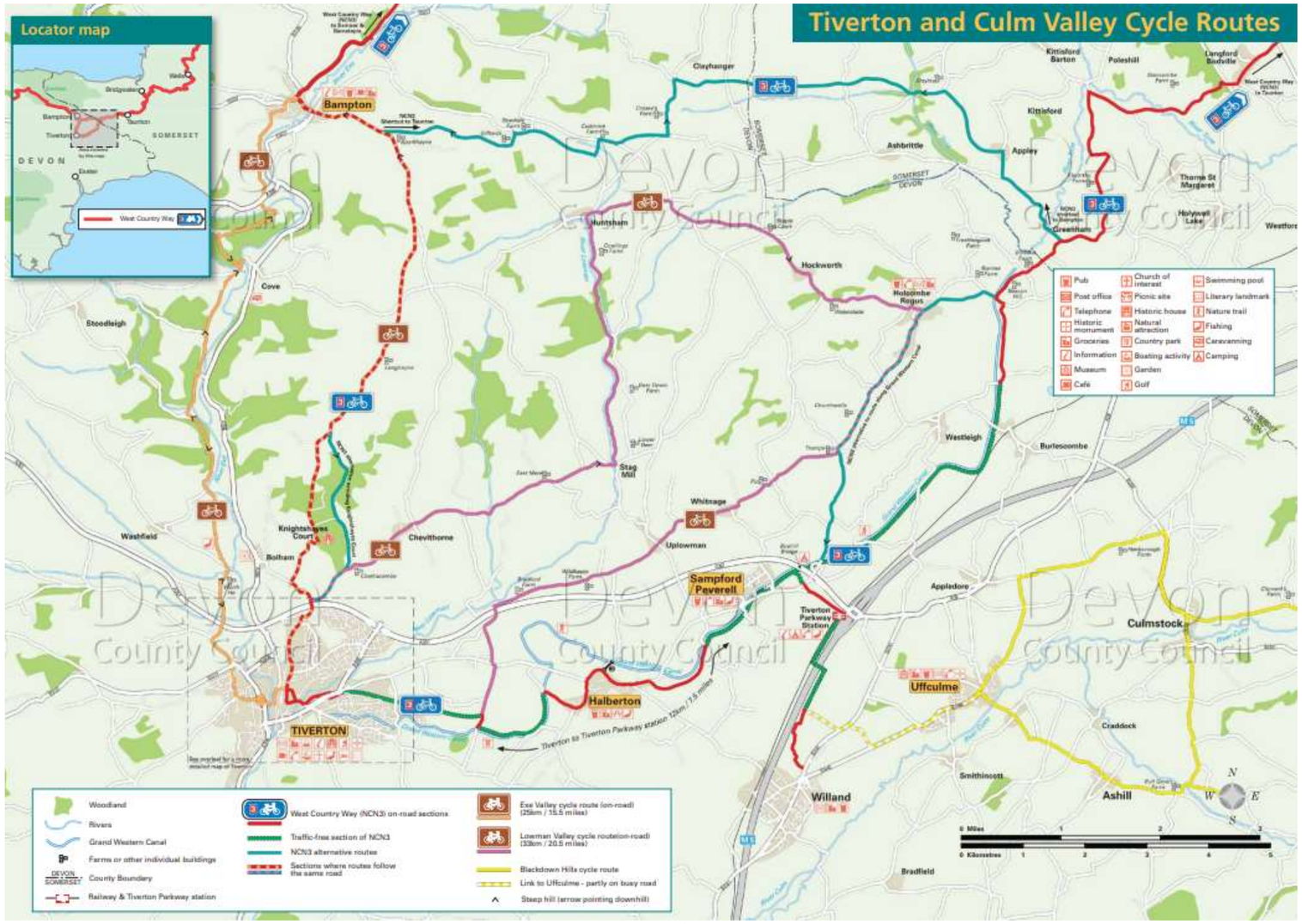


Figure 2.6 Tiverton and Culm Valley Cycle Routes (Source: DCC)

However, despite this infrastructure there is still only modest levels of cycling within Tiverton, with 3% of residents cycling to work before the covid pandemic, compared to a Mid Devon average of 2%. This may be because the majority of Tiverton is compact enough to walk for many commute trips, but also indicates there are still barriers to increased cycling within the town.

POLICY CONTEXT

There are clear opportunities to support environmental, health, social and sustainable mobility goals by better connecting people and places with targeted investment in active travel infrastructure. This is evident in both national and local policy that has guided and shaped this LCWIP process. A summary overview is provided below.

NATIONAL POLICY & PLANS

Decarbonising Transport: A Better, Greener Britain (2021)

The government has developed a plan to decarbonise the transport system in the UK and to meet the medium-term carbon reduction targets by 2035. Developing zero emission vehicles, decarbonising the railway, and enhancing walking and cycling are all included in these targets.

Gear Change: A bold vision for cycling and walking (DfT 2020)

Sets out Government's vision for delivery of far higher quality cycling and walking infrastructure, with local authorities being expected to deliver a step-change in the Level of Service for cycling and walking. It announced the establishment of Active Travel England, who will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design set out new ambitious cycle design standards.

Cycling and Walking Investment Strategy 2 (DfT 2023)

Reiterates governments commitment to making walking, wheeling, and cycling the natural choice for millions more journeys. It **recognises that active travel is one of the best return on investment decisions governments can make**, and outlines the total investment into active travel across government to 2025. This includes redesigning towns, cities and neighbourhoods to enable more active short journeys.

Garden Communities Prospectus (MHCLG 2018)

The Culm Garden Village is one of only 14 areas awarded Garden Village status by the Government. Mid Devon identified the potential to deliver up to 5,000 sustainable new homes in a country park landscape, with jobs, community and transport, all integrated with Cullompton itself. 1,750 of these homes are already planned at East Cullompton through the current adopted Local Plan for the period to 2033.

The Garden Communities Prospectus sets out Government's vision and expectations for high-quality place-making as part of garden communities. It calls on partner organisations, including local authorities, to build communities with local character, good employment opportunities, integrated and accessible transport, innovative uses of technology, and beautiful green spaces. **Garden communities should promote public transport, cycling and walking**, create healthy places, provide good quality green spaces, provide biodiversity net gain and enhance natural capital.

Future of Mobility: Urban Strategy (DfT 2019)

Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that "**walking, cycling and active travel must remain the best option for short urban journeys**".

Everybody Active, Every Day (Public Health England 2014)

Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote more liveable communities.

Clean Air Strategy (DEFRA 2018)

Outlines how achieving a shift away from the car is key to delivering reductions in air pollution and emissions. LCWIPs have a part to play through the delivery of walking and cycling options for journeys.

Inclusive Transport Strategy (DfT 2019)

An inclusive transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all people. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

LOCAL POLICY & PLANS

Local policy relating to cycling and walking is contained in a range of documents, outlined below. These **policy documents give strong support for cycling and walking**. Several documents, including the Local Plan, are currently being reviewed, making this an ideal time to bring forward and integrate further cycling and walking proposals.

Key local policy, plans, and schemes include:

- Devon County Council Plan 2021 -2025
- Devon Carbon Plan, 2022
- Devon and Torbay Local Transport Plan 3 (LTP3), 2011-2026
- Devon Transport Infrastructure Plan (V1.2)
- Devon Cycling and Multi-Use Trail Network Strategy, 2015
- Mid Devon Local Plan, 2013-2033 and Plan Mid Devon 2023-2043 Regulation 18 Issues Paper
- Cullompton Town Centre Masterplan, 2023
- East Cullompton Masterplan SPD, 2023
- North West Cullompton Masterplan SPD, 2022
- Tiverton Eastern Urban Extension Materplan SPD, 2018
- Exeter Transport Strategy 2020-2030
- Neighbourhood Plans, including Cullompton, Tiverton, and Willand Neighbourhood Plans

Key relevant themes emerging from local policy are set out on the following pages.

Policy support for cycling and walking

There are **strong levels of support for walking and cycling in existing local policy**.

- Devon County Council Plan aims to "prioritise sustainable travel and transport", and, "give people greater opportunities for walking and cycling to increase their physical activity".
- The Devon Carbon Plan identifies the need to reduce the need for travel, and the need for shifting to sustainable transport modes such as cycling and walking.
- The Mid Devon Local Plan 2013-2033 overall strategy is to manage development to, "reduce the need to travel by car, increasing the potential of public transport, cycling and walking".
- LTP3 Market and Coastal Towns Strategy, aims to "Make Devon the place to be naturally active" through investment in walking and cycling;
- Devon Transport Infrastructure Plan states, "Schemes will be supported where they achieve one or more of the following: modal shift towards public transport; modal shift towards active travel; increase in electrification; reduction in road capacity where this supports sustainable travel or improved air quality; and,

Growth areas and local plan designations

The Mid Devon Local Plan 2013-2033 sets out housing and employment growth areas, with 7,860 dwellings required in Mid Devon over the plan period, with large allocations at North-West

Cullompton, East Cullompton, and Tiverton Eastern Area Extension.

Each of these growth areas is covered by a Supplementary Planning Document (SPD) that guides the development of the sites and includes details of proposed transport links and improvements. Specific cycling and walking improvements proposed in the SPDs are detailed in section 3.

The **East Cullompton Masterplan Supplementary Planning Document (2023)** supports the development in East Cullompton, to provide around 1,750 homes, plus at least another 850 homes post 2033, community and commercial facilities, and public open space. East Cullompton is at the centre of what could become, in time, Culm Garden Village, with the potential to deliver up to 5,000 new homes. A Future Mobility Strategy (April 2021) has been prepared for the site, and other parallel work is ongoing into a proposed country park to the north of the development site.

The **North West Cullompton Masterplan SPD (2022)** sets out a detailed plan for the majority of the NW Cullompton Urban extension, which in total will deliver 1,350 homes and 10,000 sqm of employment space.

Finally, **Tiverton's Eastern Urban Extension Masterplan SPD (2018)** supports up to 2,000 homes and 130,000 sqm of employment floor space.

Mid Devon District Council are currently in the process of updating the Local Plan to cover the period 2023-2043. Consultation on the Regulation 18 Issues Paper took place in early 2022. This is the first stage in preparing a new Local Plan, with adoption of a new Local Plan expected in 2025.

Elsewhere, the **Cullompton Town Centre Masterplan (2023)** identifies a vision for Cullompton's town centre, setting out a spatial framework to guide future development and investment in the area. It's role is to provide realistic principles and overarching guidance to bring together the design and future delivery of development, public realm improvements and transport projects in Cullompton.

The Masterplan supports delivery of high quality cycling and walking links. It includes specific proposals including:

- Diverting motor traffic away from the town centre
- Giving pedestrians priority at side roads, and reducing junction widths at Bull Ring/St Andrews Road and Fore Street/Cockpit Hill.
- Reallocation of roadspace to cycling and walking at the Bullring
- Narrowing the carriageway of High Street, making it easier to cross
- Improving East-West pedestrian connectivity
- Improvements to Tiverton Road and Station Road
- A new cycling and walking bridge to link Cullompton town centre to Culm Garden Villages
- Upgrade of paths through CCA fields
- Cycle parking and making more of the largely residential courts and lanes off Fore Street, including regenerating space in front of the Methodist Church.

Major transport schemes

Several major transport schemes have been proposed in the area and are in various stages of development, including:

Reopening of **Cullompton Railway Station** could play an important role in enabling growth and sustainable travel around Cullompton, particularly for the high proportion out-commuting trips and education trips to Exeter. A Strategic Outline Case (SOC) for the station was submitted in 2021.

The **Cullompton Eastern Relief Road** seeks to relieve congestion and reduce air pollution in the town centre and reduce queuing through M5 Junction 28. The Relief Road has already secured planning permission and has been submitted for two unsuccessful funding bids to central government's Levelling Up Fund. While the Relief Road would remove some motor traffic from High Street, the volume of traffic remaining on the High Street is still forecast to be above the level recommended for cycling on-road in mixed traffic with 20mph limits in LTN1/20. The High Street would still be dominated by motor traffic and unattractive for on-road cycling without further measures to reduce traffic volumes, even with the Relief Road in place.

Devon County Council developing an SOC for **improvements to M5 Junction 28**, which could provide improvements for cycling and walking movements across the motorway. At the time of writing Government has made announcements regarding future funding which included strategic transport infrastructure improvements in this area, subject to successful business case approval. This LCWIP will help inform these emerging proposals.

The various developments and major transport schemes in Cullompton are shown in Figure 2.7.

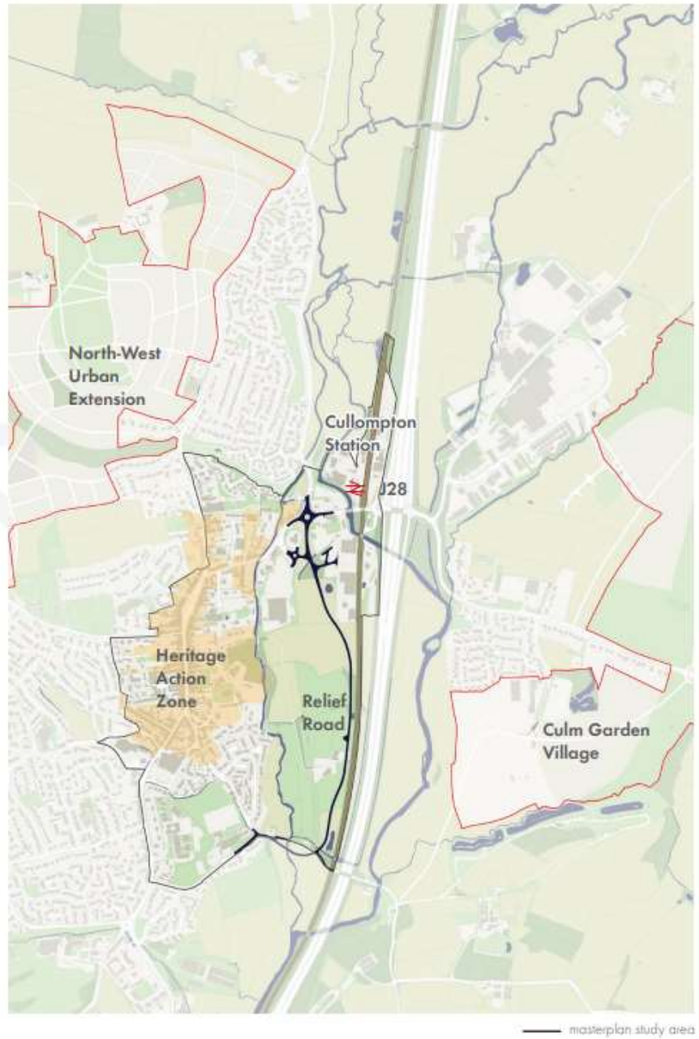


Figure 2.7 Developments and major transport schemes (Source: Cullompton Town Centre Masterplan)

CASE STUDY: BUILDING CAR DEPENDENCY

To respond to increased life expectancy, a growing number of one-person households, and an increasing population, there is a need to build more homes both locally and nationally. New developments offer the opportunity to integrate active travel from the outset. However, there is also a risk that, if not properly planned, these new developments could lock communities into car dependency for years to come, exacerbating existing issues including congestion, health, air quality, and the climate crisis.

The Building Car Dependency report by Transport for New Homes in 2022[vii] explores 20 large housing development sites across the country. Its findings are summarised below. It found that large-scale greenfield housing usually ends up being almost completely car based. There are exceptions to the rule, but these are rare and require that all involved are strongly motivated to construct the place according to an entirely different model. Poundbury in Dorset and Derwenthorpe near York were found to be the most visionary.

With few local facilities and small businesses built within new greenfield housing developments, a walking community was not established, leading to hardly any people about on the streets. Cranbrook in Devon is given as example where the community were still waiting for a promised high street, a children's centre and other community facilities to get going, a decade after the first people moved in.

The report makes a number of recommendations, which are summarised below:

- **Doing things differently.** We cannot go on as we have been, building thousands of new homes in places that are impossible to serve by sustainable transport, and actually promote more and more travel by car.
- **Location, location, location.** Where we build is absolutely key. Giving rural and semi-rural local authorities high housing targets when they have very limited public transport and a paucity of community provision or jobs in the area, makes little sense. Avoiding housing set apart from an existing large urban area is key. New homes must avoid locations that encourage new traffic onto our roads.
- **Design, density and layout of new-builds need to change.** At present nearly all large-scale greenfield housing is designed around the needs of the car. This needs to change. The report recommends:, improving walkability; providing less car parking limited to one space per home; make public transport a central theme; truly mixed development that attracts a daytime community; higher density with less space given to parking and roads and more space given to parks and green spaces; European style flats to cater for the large number of people looking for new homes that are single, old or retired; and a network of Dutch-style cycle routes.
- **Local public transport.** A shift away from new roads to the construction of better local public transport networks. New public transport infrastructure can bring people into town and city centre and provide opportunities for building attractive places not dominated by the car.

Figure 2.8 New developments visited to inform the Building Car Dependency report (Source: Transport for New Homes)

3. NETWORK PLANNING FOR CYCLING

EXISTING CYCLING TRIPS & ISSUES

According to the 2011 Census, just 2% of Cullompton residents and 3% of Tiverton residents travelled to work by cycle. However, 37% of commute trips in Cullompton and 52% in Tiverton were less than 5km, indicating there is potential for making cycling to work viable and attractive for short-distance journeys.

Figure 3.1 shows that rates of cycling across the study area are low, with none of the Census output areas (shown as the green shaded areas) containing more than 3% of residents cycling to work in 2021.

Cycle to work rates are likely to have increased since the 2021 census. The coronavirus pandemic saw reductions in the numbers of people cycling and walking to work, while cycling and walking for other reasons significantly increased. The study area benefits from some good existing cycle infrastructure, particularly around Tiverton, including NCN3, sections of shared use path and quiet road routes.

Nonetheless, the area faces significant challenges to increasing cycling use, including:

- Low current levels of cycling, particularly when compared to other urban areas in England;
- The relatively small size of the towns mean that walking, rather than cycling, may be the natural choice for many local trips. There is likely to be lower propensity for increased cycling than in larger, more urban areas in Devon and elsewhere, which may make attracting external funding for cycling through competitive bids such as the Active Travel Fund challenging. As such, developer contributions and other local funding sources are likely to be particularly important to deliver improvements;
- High levels of car dependency, with many streets and public areas dominated by cars and parking;
- Fragmented existing cycle network, with inconsistent provision of dedicated cycle routes;
- Lack of supporting facilities such as cycle parking, showers and changing facilities at workplaces in some areas;
- Hills in some areas are a significant barrier to increased cycling for many people, although the increased availability of electric bikes may be helping to overcome this; and
- Safety, coherence, and legibility of cycle routes.

Nationally, the Sustrans Cycling & Walking Index survey is the biggest assessment of cycling in urban areas in the UK and Ireland. For the 2021 report over 23,000 randomly selected respondents in 18 cities participate in the survey. Key findings are that safety is the biggest barrier to cycling, with less than 40% of respondents rating cycling safety as good. Traffic free cycle routes and quiet streets are consistently found to be the most likely forms of infrastructure to encourage more people to cycle.

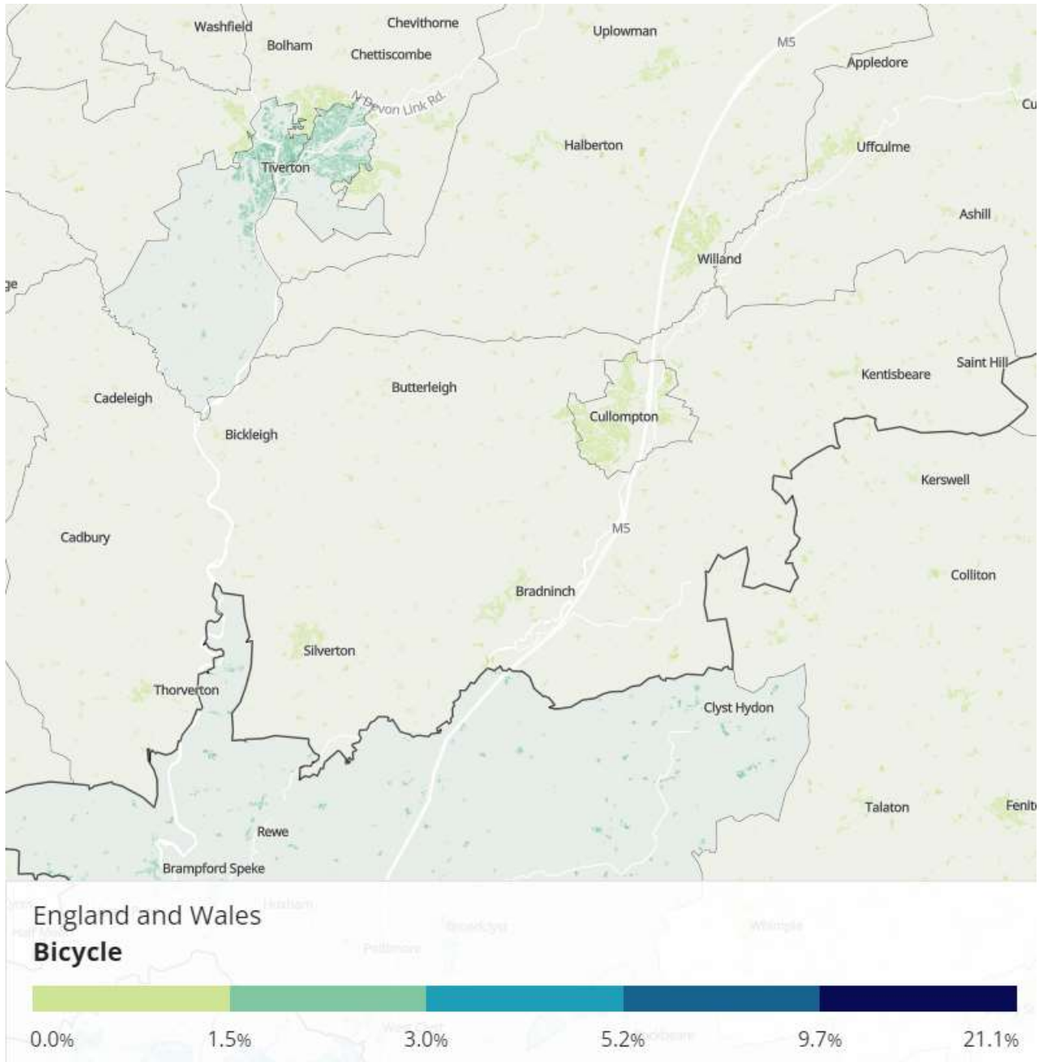


Figure 3.1: Residents that cycle to work 2021 (source: ONS)

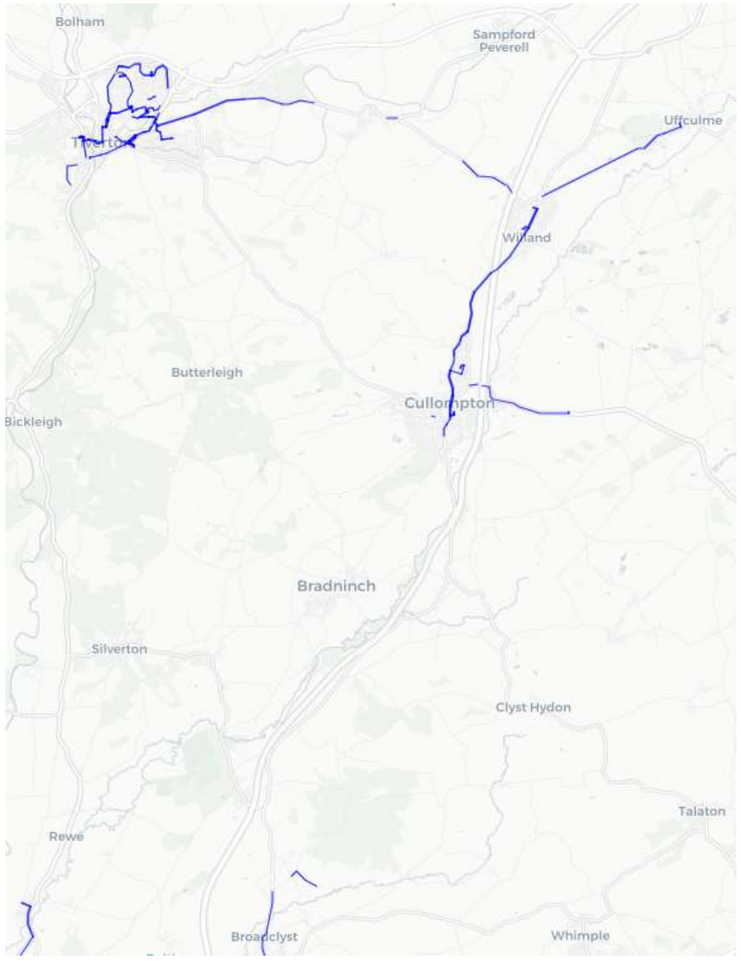


Figure 3.2. 2011 Highest commuter cycle flows. Increased line width represents increased usage (Source: Propensity to Cycle Tool)

Figure 3.2 shows the estimated routes taken by people cycling to work in 2011 (top 30% of cycle routes only). This highlights north-south cycle flows between Cullompton and Willand, with onward links to Uffculme and towards Tiverton. There were existing cycle flows on Honiton Road east of Cullompton, which are likely to significantly increase with the development of Culm Garden Village. Within Tiverton there was a more complex network of cycle flows. Some flows shown on Blundell's Road may in fact be using the old railway path and Grand Western Canal, neither of which are correctly identified by the PCT tool.

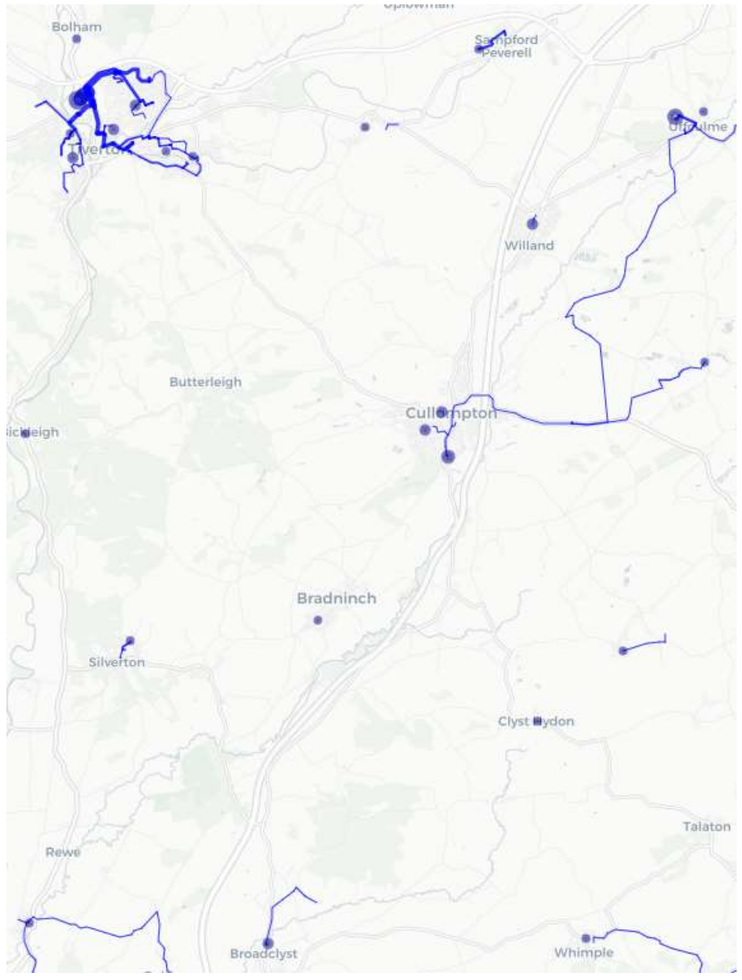


Figure 3.3. Highest school cycle flows. Increased line width represents increased usage. (Source: Propensity to Cycle Tool)

While commute trips are important they do not represent all frequent cycling journeys. Figure 3.3 shows estimated routes taken by children cycling to school in 2011 based on school census data. The data highlights that a significant number of school cycle journeys within Tiverton, particularly to the Petroc College. Within both Cullompton and Uffculme were also a smaller number of school cycle trips..

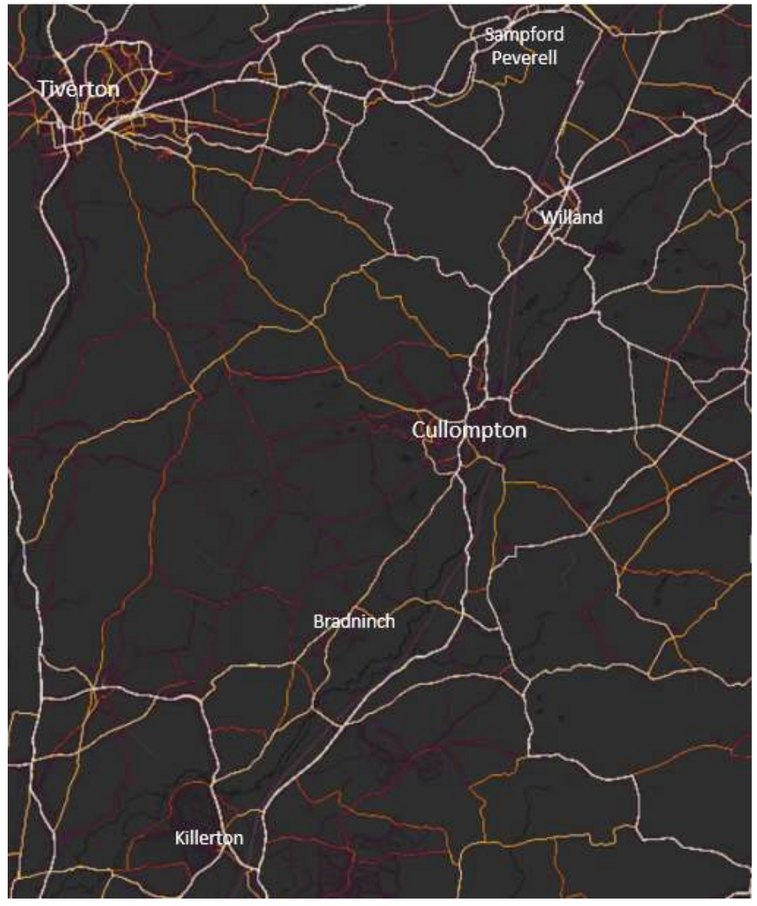


Figure 3.4. Strava cycle flows . Brighter colours = increased usage. (Source: Strava)

Finally, outputs from the Strava global heatmap (www.strava.com/heatmap) in Figure 3.4, show anonymised data collected from people cycling using the Strava mobile app. While Strava data is not necessarily representative of all cycling journeys made in the area, it supports the overall patterns seen in the PCT data, with a strong north-south movement between Cullompton and Willand, with onwards links to Uffculme and Tiverton. Within Tiverton there is a similar complex network of routes, with Blundell's road still showing prominently, but the old railway path and canal also visible. To the south of Cullompton, the most popular route for people cycling using Strava is along the busy, but flat, Exeter Road, rather than the quieter but hillier route through Bradninch.

Figure 3.5 shows the cycle and pedestrian casualties across the study area, as recorded by the Police. For every injury shown on the map, there are likely to be a large number of additional injuries and near misses that remain unreported.

Several cycling and walking casualties occurred in the centre of Cullompton, concentrated on Fore Street, Higher Street, and Tiverton Road. There was a serious cycle injury at the junction of Tiverton Road and Fore Steet. Outside of the town centre, a person cycling was tragically killed on Old Hill to the east of the motorway bridge.

In Tiverton, there were several groups of serious and slight injuries to people cycling and walking, including:

- Around the Great Western Way junction with Blundells Road.
- In the core of the town centre on Fore Steet, Bampton Street, and Barrington Street.
- Around Petrocs College on Lee Road and the A3126.
- At the entrance to the Business Park at the A396 junction with Lowman Way, where there is currently no signalised crossing.
- In West Exe, a string of pedestrian casualties along the A3126.

Many of these roads serve as primary cycling and walking links between the major commercial, employment and residential areas within the study area. Collisions were often recorded at junctions and roundabouts, including links to cycle routes and footpaths, highlighting the increased potential for collisions to occur in these places.

Figure 3.6 shows suggestions for cycle route improvements posted on the widenmypath.com website. These include:

- Requests for 20mph limits in Cullompton, Willand, Uffculme, and Tiverton.
- Within Cullompton, requests for a cycle path along Millennium Way.
- Requests for a cycling and walking route along the B3181 corridor linking Killerton, Cullompton, and Tiverton Parkway.
- Requests for a cycling and walking route along the old Exe Valley Railway line between Tiverton and Exeter (not within the scope of this project)
- Around Tiverton, requests for a cycle route on Post Hill to the east of the Tiverton Eastern Urban Extension site.

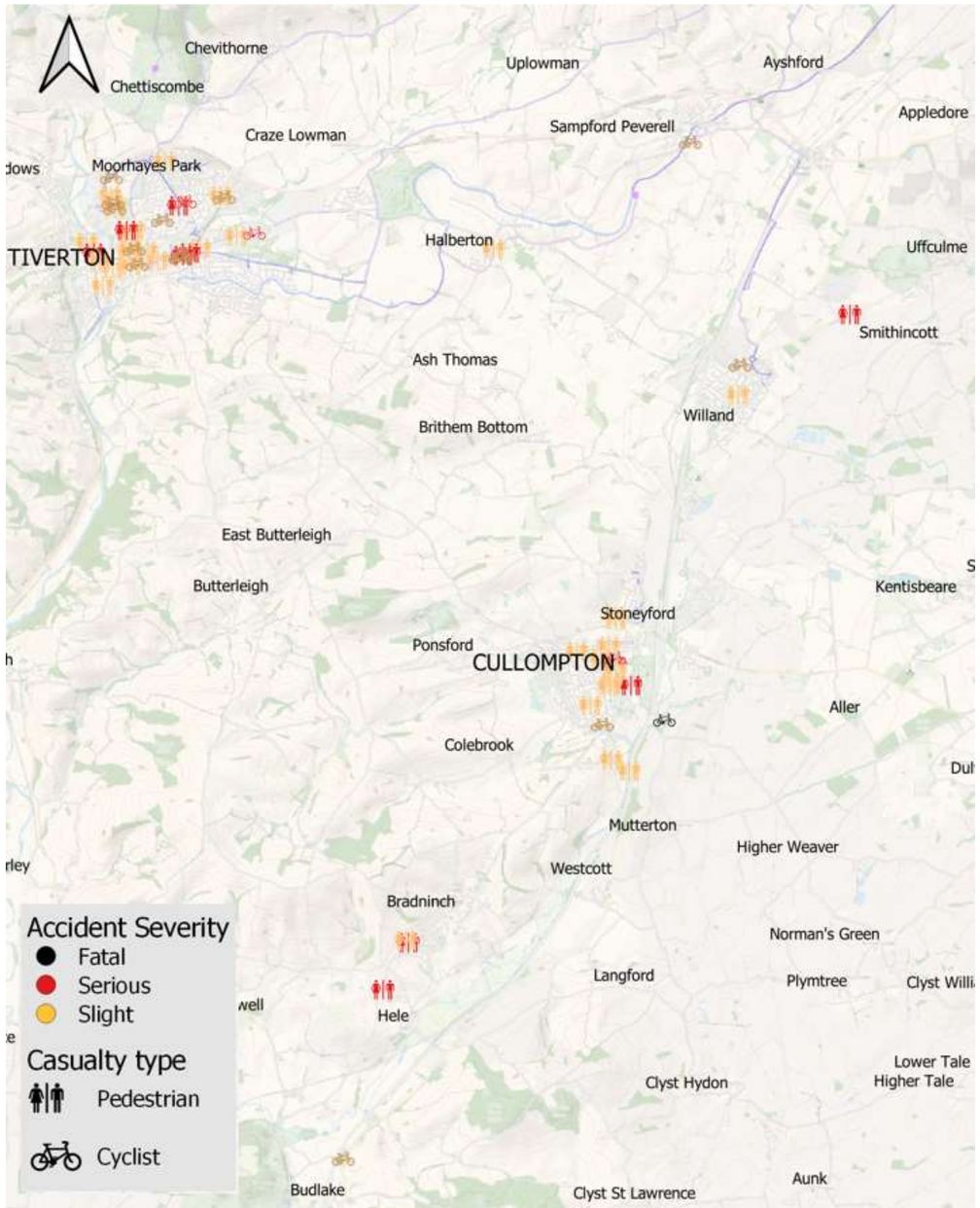


Figure 3.5. Traffic casualties, pedestrians and cyclists 2015-19

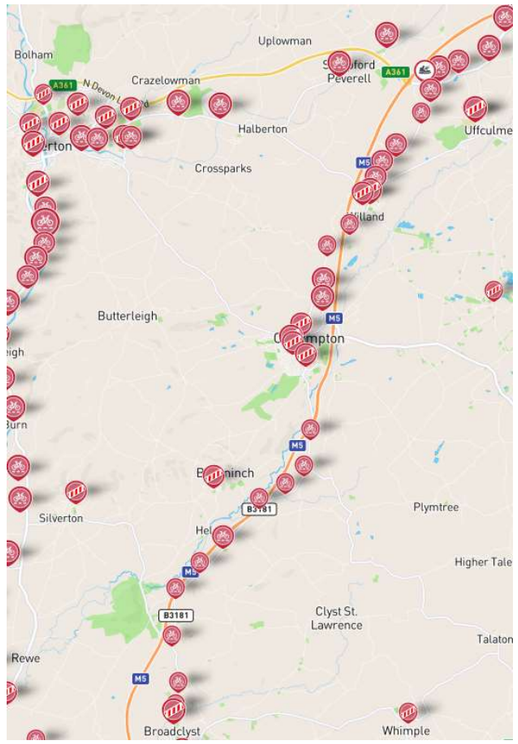


Figure 3.6. Public suggestions for cycle improvements (Source: Widenmypath.com)

ORIGINS & DESTINATIONS

The LCWIP Technical Guidance sets out that identifying demand for a planned cycle network should start by mapping the main journey origin and destination points.

In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. Additional origins and destinations were identified as shown in Figure 3.7, including:

- Future housing and employment sites in the adopted Local Plan;
- Core recreational areas and visitor attractions;
- Town, District, and Neighbourhood Centres as identified in the adopted Local Plan;
- The existing and proposed rail and bus stations; and
- Hospitals and secondary schools.

In addition, each of the datasets referred to in Section 4, including cycling to school data, Strava data, and road collision data, were considered when identifying potential cycle trips both now and in the future.

DESIRE LINES

Geographic Information Systems (GIS) software was used to locate and map the principal trip origins and destinations and determine direct desire lines for movement between them. Desire lines are indicative links between origin and destination points and do not, at this stage of the LCWIP process, need to link to existing roads or cycle routes. Specific routes are identified and assessed further on in the process.

Taking into account all of the previously discussed data, plans and policies, the priority desire lines shown in Figure 3.8 were identified for further development.

The priority desire lines identified are:

1. Cullompton & Culm Garden Village
2. Cullompton to Killerton
3. Cullompton to Tiverton Parkway
4. Willand/Tiverton Parkway to Tiverton
5. Tiverton
6. Links to Uffculme

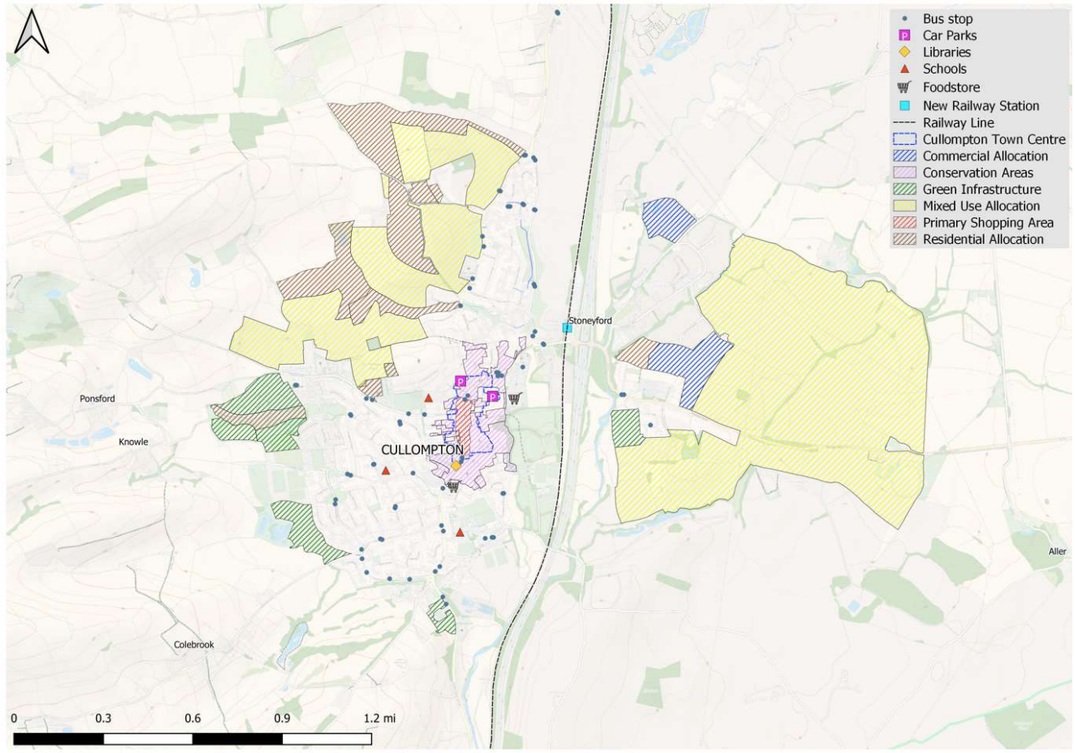


Figure 3.7. Origins and destinations in Cullompton

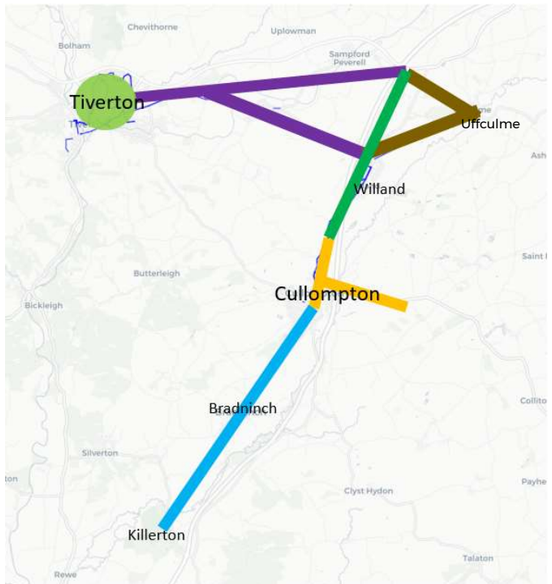


Figure 3.8. Priority Desire Lines (shown as thick coloured lines

ROUTE DEVELOPMENT PROCESS

Having determined the priority desire lines, the next phase of the process is to identify actual routes that can accommodate these desire lines. For example, via existing roads or paths, or identifying opportunities to create new routes.

A route auditing process was undertaken for each of the priority desire lines. Audits were undertaken by trained auditors carrying out site visits and the DfT's Route Selection Tool (RST) was applied consistent with the process shown in Figure 3.9. The main function of the tool is to assess the suitability of a route in its existing condition against the core design outcomes of being **coherent, direct, safe, comfortable and attractive**, then to undertake a comparison with the potential improved future condition. The process also considers the hilliness and gradient of the various route options. The process enables the easy comparison of alternative routes, should any be identified.

The first route audited is the most direct. If this is, or can be, made suitable for All Ages and Abilities cycling, then this is the preferred route option. If the most direct route cannot be brought up to a suitable standard, then the next most direct route is audited, and the process repeated. For the majority of routes, the most direct route was used as these can be brought up to the relevant design standards.

The following factors were considered when undertaking the audits and determining the potential route improvements:

- The quality of existing cycling provision / infrastructure;
- The potential of the route to connect other origins and destinations within the corridor;
- The potential for and feasibility of route improvements, based on any apparent constraints;
- Identification of critical junctions, to determine how these could be either avoided or enhanced to make the route more attractive, safe and direct for people cycling; and,
- The potential for integration with other proposed improvements identified through the policy review and engagement with officers, to add wider value.

A suite of plans showing the context of each corridor and the proposed improvements are shown on the following pages.

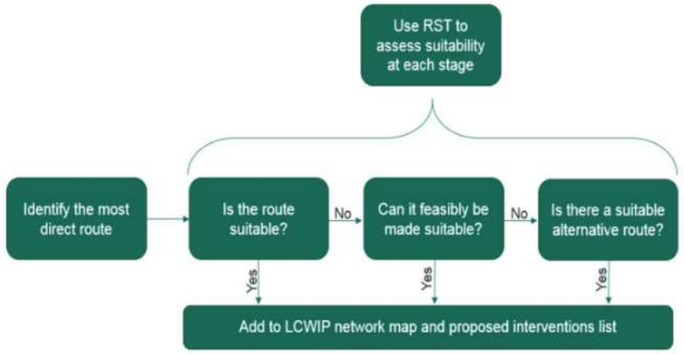


Figure 3.9. Route Audit Process (Source: LCWIP Technical Guidance for Local Authorities, DfT 2017)

TYPES OF IMPROVEMENTS

Improvements were developed according to the latest design standards, with key improvement types shown below[viii]

Protected cycle path

A cycle route, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway.

Continuous footway/cycleway crossing

A method of giving people cycling and walking priority over motor vehicle movements at side junctions. The footway material continues across the junction, giving a strong visual priority.

Contraflow cycle route

Allows people cycling to travel in the opposite direction to one-way motor traffic. Can be implemented with or without lane markings.

Parallel crossing

A crossing similar to a zebra crossing, which accommodates people cycling as well as walking.

Shared use path

A route, path, or part of any public space which people cycling and walking share, but where motor traffic is not permitted.

Modal filter

A modal filter typically consists of a bollard, planter, or other barrier that allows people cycling and walking (and occasionally public transport vehicles) to pass, but not other motor traffic. The Plan for Drivers 2023 implies that these schemes should only proceed where there is local support.

Public realm improvements

Measures that enhance the look and feel of an area, including tree planting, street art, paving, seating, and other features to make public spaces more attractive.

20mph limits/zones and traffic calming

Traffic calming includes features that physically or psychologically slow traffic. 20mph limits refers to 20mph areas enforced by signs only. 20mph zones refers to 20mph enforced by signs and traffic calming. Government announced in The Plan for Drivers 2023 that new guidance for 20mph limits/zones is being prepared.

Parklets

A small seating area or green space created for the public to enjoy on or alongside a footway.

Dropped kerb and tactile paving

A feature to allow non-stepped access, usually between a footway and carriageway. Tactile paving helps people with sight impairments understand the street and crossing points.

Wayfinding

Encompasses all of the ways in which people orient themselves and navigate from place to place.

CASE STUDY: MOTORWAY SEVERANCE

The M5 motorway at Cullompton between junctions 27 and 29 was originally built between 1967 and 1969 by Devon County Council as the A38 Cullompton Bypass, with the intention that it should become part of the M5. The section was upgraded to motorway standards and incorporated into the M5 in 1975[ix]. Cullompton town centre is just over 500 metres to the west of the motorway, and the Culm Garden Village development site begins approximately 300 metres to the east.

Combined with the railway and river, the motorway will cause significant severance between the two halves of the community. While improved crossings may help to mitigate this to an extent, experience from elsewhere suggests that this severance will continue to be an issue, particularly for people cycling and walking.

For example, the M32 in Bristol was completed in 1970. A BBC report from the time describes the M32 as a "dagger thrust into the heart of the city"[x], and it is still criticised for severing communities and spoiling the local atmosphere. Traffic noise can be as loud as 75 decibels in neighbouring estates[xi]. These issues led a Labour metro-mayoral candidate to call for the motorway to be buried in a tunnel in 2017[xii]. Other larger cities around the world including Boston[xiii] and Hamburg[xiv] have also recognised the serious issues caused by motorways and severance in urban areas and have buried them in tunnels at huge expense.

More broadly there are significant health impacts of living near a motorway, including the impacts of noise and air pollution. People who live within 500 metres of a motorway grow up with significantly reduced lung capacity, and are at increased risk of developing asthma. Reduction of exposure to traffic related air pollutants can lead to substantial public health benefits[xv].

While the M5 motorway is already in place and the impacts of severance, noise, and air pollution would be very challenging to address for existing residents, it is still possible to effectively plan where development takes place, and explore more innovative approaches to provide coherent cycling and walking networks. For example, Figure 3.11 shows a typical Dutch motorway junction. All the slip roads are on one-side, enabling the cycle track and footway to continue uninterrupted on one side. The cycle track has priority over any minor side roads and site access points, providing an attractive cycling and walking route through the motorway junction. This type of approach could be considered in any future M5 J28 upgrade works.

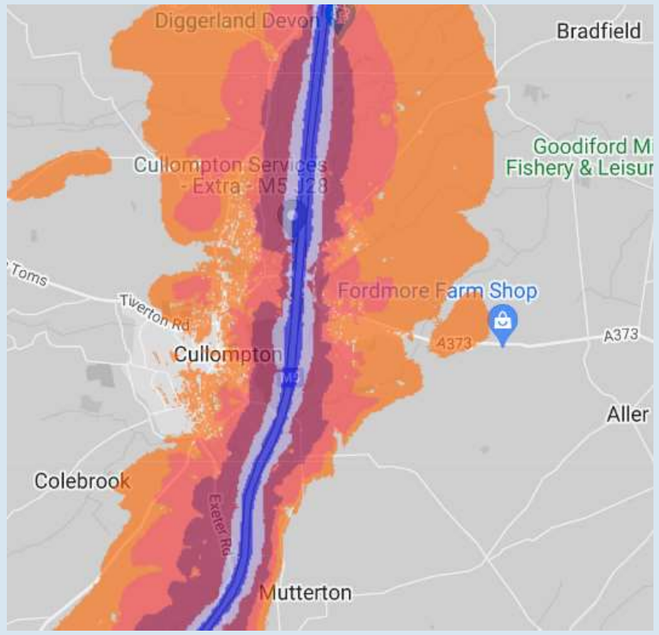


Figure 3.10 Motor traffic noise around Cullompton (Source: Extrium)

Figure 3.11 Typical Dutch motorway junction (Source: Google maps)

CASE STUDY: DUTCH COMMUTER TOWNS

The Netherlands has some of the highest levels of cycling in the world, and its commuter towns can provide inspiration.

Houten

A commuter town built in two phases from 1968, 9 miles southeast of Utrecht. It is known for its urban design that encourages people to travel by bike and train and now has a population of 50,000. There are direct walking and cycling links around the area, whereas motor vehicles have to go to the city ring road before they can go to another part of the city. There is an accessible railway station, and the main street from the new town centre to the railway station is only for people walking and cycling. No motor vehicles are allowed in the area. Across the town there are parks, lakes, and rivers for people to enjoy and cycle paths for all ages and abilities. Only 1.1 car parking spaces are provided per house. This has all culminated in 55% of trips made by walking or cycling and 11% by public transport.

Zundert

A historic market town and birthplace of Vincent van Gogh, that is otherwise fairly unremarkable by Dutch standards. It has a population of 22,000 and is 9 miles south-west of the city of Breda. Zundert is approximately twice as dense as Cullompton. Residential streets are typically set out in straight lines, with relatively high densities enabled by unallocated on-street parking. The main street with a historic church is now a bicycle street, where people cycling have priority over motor traffic.

CYCLE ROUTE RECOMMENDATIONS

Following the identification of key desire lines and the audit process, six groups of cycle route improvements are recommended as part of this report, including:

- Cullompton & Culm Garden Village
- Cullompton to Killerton
- Cullompton to Tiverton Parkway
- Willand/Tiverton Parkway to Tiverton
- Tiverton
- Links to Uffculme

The proposed improvements to these routes would represent a step-change in cycling infrastructure in the area, with over 35km of additional traffic free and low-traffic cycle routes, suitable for All-Ages and Abilities.

These routes will link up the key employment and residential areas that currently do not have suitable cycling provision. They will also create a long distance cycle route connecting the end of National Cycle Route 3 in Willand to Cullompton and Killerton, with onward links to Exeter. This predominately off-road route would open up new travel, leisure, and tourism opportunities for residents and visitors.

Further details of the routes and associated improvements are shown on the following pages.

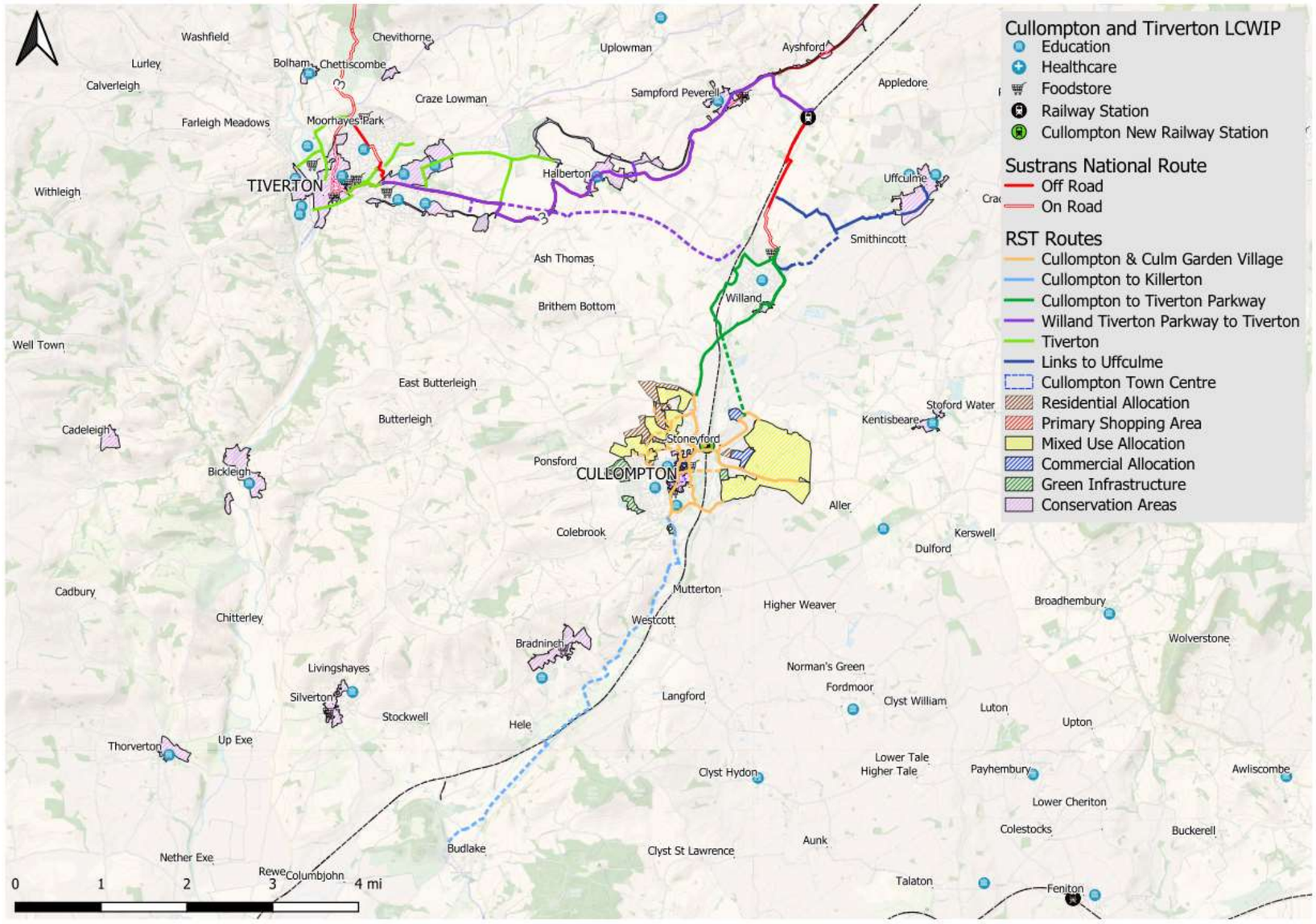


Figure 3.12. Overview of cycle route recommendations

CULLOMPTON & CULM GARDEN VILLAGE

As previously noted, Cullompton is a relatively compact town that is potentially well suited to increased active travel. All of Cullompton including the new development areas is within a 2km radius of the town centre and proposed rail station site (Figure 3.13).

The Cullompton Town Centre Masterplan sets out a hierarchy of motor traffic routes around the town (Figure 3.15). While an approach such as the one described in the Houten case study may be a step (or wheel) too far, further consideration should be given to this hierarchy and whether it is desirable to have relatively heavy motor traffic flows on all of the routes shown, including through the high street. As noted in section 2, even if the Relief Road is delivered, levels of traffic on High Street will still be relatively high without further measures to reduce traffic volumes.

A coordinated approach to place making and managing traffic flows in the town centre core should be considered. The recommendations on the following pages include potential options for individual roads, however, the final approach will need to be carefully considered bearing in mind that the town centre shops are likely to be at least partially reliant on passing trade from car drivers. This includes being mindful of existing and future bus routes, and it is likely to remain a desirable necessity to keep two-way buses on Fore Street, which may limit the amount of space that can be reclaimed for walking and public realm. Access and loading for businesses and the relatively large number of homes accessed via Fore Street/High Street would also need to be considered.

An area-wide 20mph limit across Cullompton and the Culm Garden Village could also be considered to encourage more walking, while reducing the number of motor vehicle collisions. (See 20mph limits case study on page 26). This would need to take into account forthcoming new guidance aiming to ensure 20mph schemes have local support, with areas considered on a road by road basis. The following sections include road specific 20mph recommendations that would be needed to comply with LTN1/20 guidance, regardless of whether an area wide scheme is introduced.

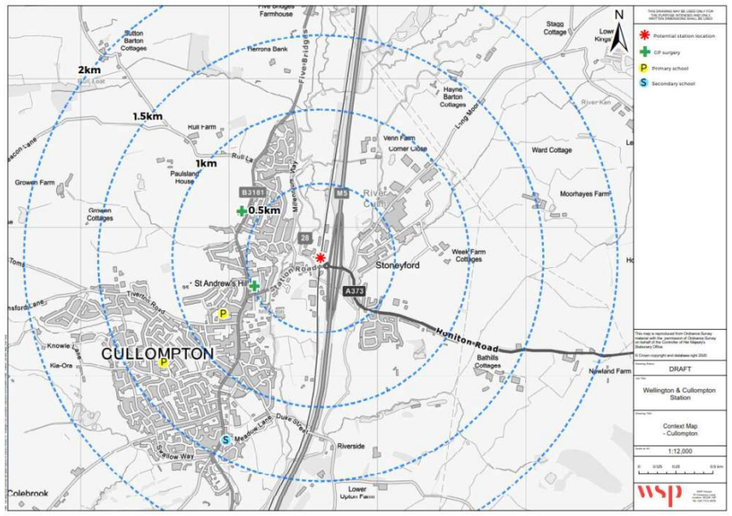


Figure 3.13. Size of Cullompton

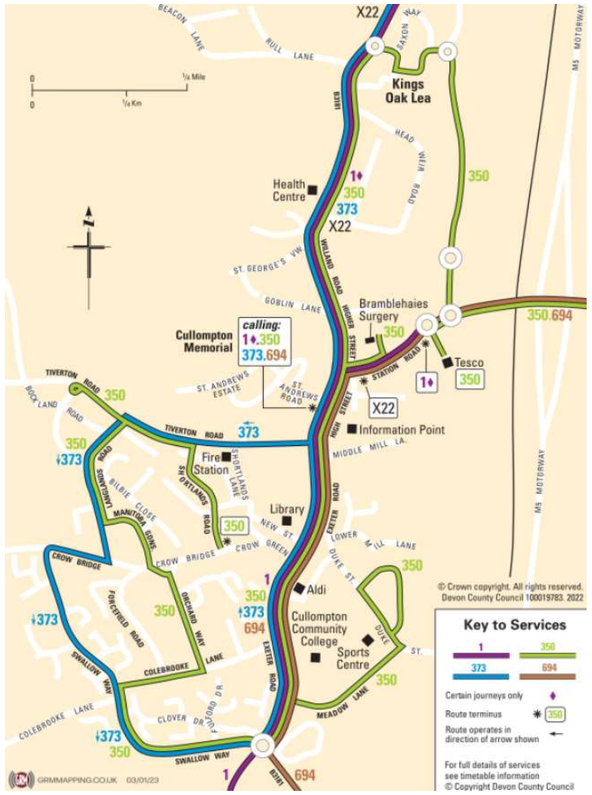
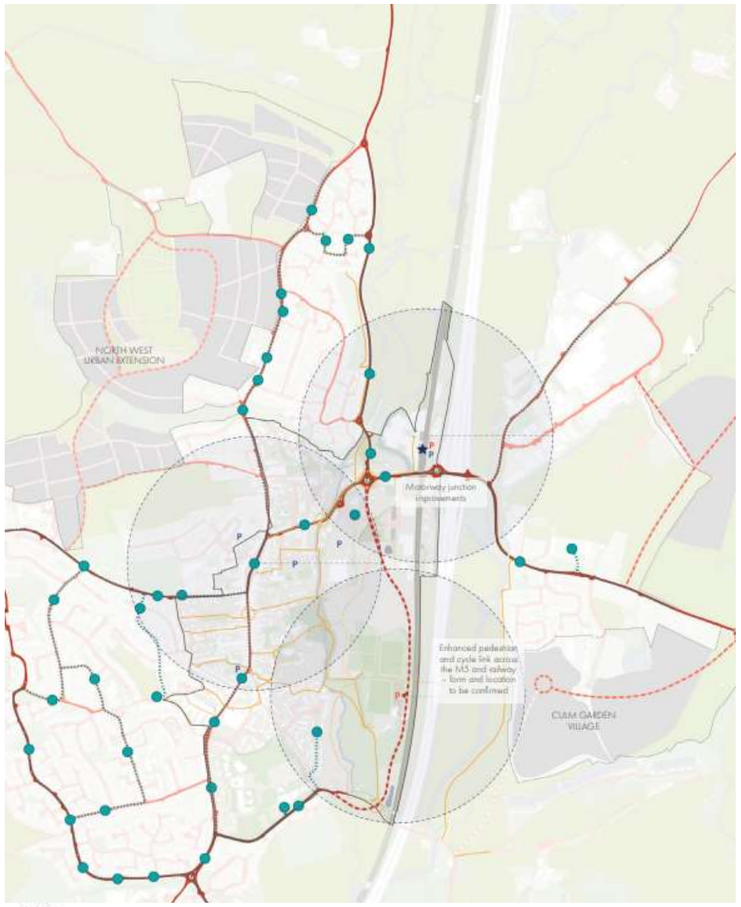


Figure 3.14. Bus routes (Source: DCC)



KEY

- Primary route
- Proposed primary route
- Secondary route
- Potential secondary routes
- Tertiary route
- Potential tertiary route (NW extension)
- Local route
- Potential local routes
- Bus stop
- Bus route
- Existing pedestrian route
- Proposed pedestrian route (subject to landowner agreement)
- Improved pedestrian crossing
- Potential movement of services
- Proposed development
- Primary travel node
- Existing public car park
- Proposed parking (associated with relief road and station proposals)

Figure 3.15. Hierarchy of motor traffic routes (Source: Cullompton Town Centre Masterplan)

CULLOMPTON & CULM GARDEN VILLAGE

Section 1: North

This section focuses on creating a network of cycle routes in the north of Cullompton, building on existing provision to create a coherent north-south route. East-west links connect the North-West Cullompton development site to the town centre and the proposed site of Cullompton rail station. The recommended improvements are:

1. Millenium Way: Improved crossing at B3181 roundabout. It is understood that developer contributions to provide a partial footway on Millenium Way have been secured. While the route through the housing estate should be the priority, consider upgrading to protected/shared use path (SUP), to provide an alternative route.

2. Tudor Grove: Replace barriers and "cyclist dismount" sign with bollard ensuring non-standard cycles and mobility scooters can access route.

3. Drake Close: New walking/cycling bridge over tributary of the River Culm, linking to existing footpath on south side of the river. Upgrade unsurfaced footpath to 3m+ SUP and tie in to Station Road.

4. B3181 Station Road: Create SUP on north side west of Millenium Way. Potential for public realm improvements on Station Road around historic walkway next to Leat. New controlled crossing adjacent to Leat Walk. Continue SUP on south side of Station Road. Tighten/continuous crossing of Forge Way junction.

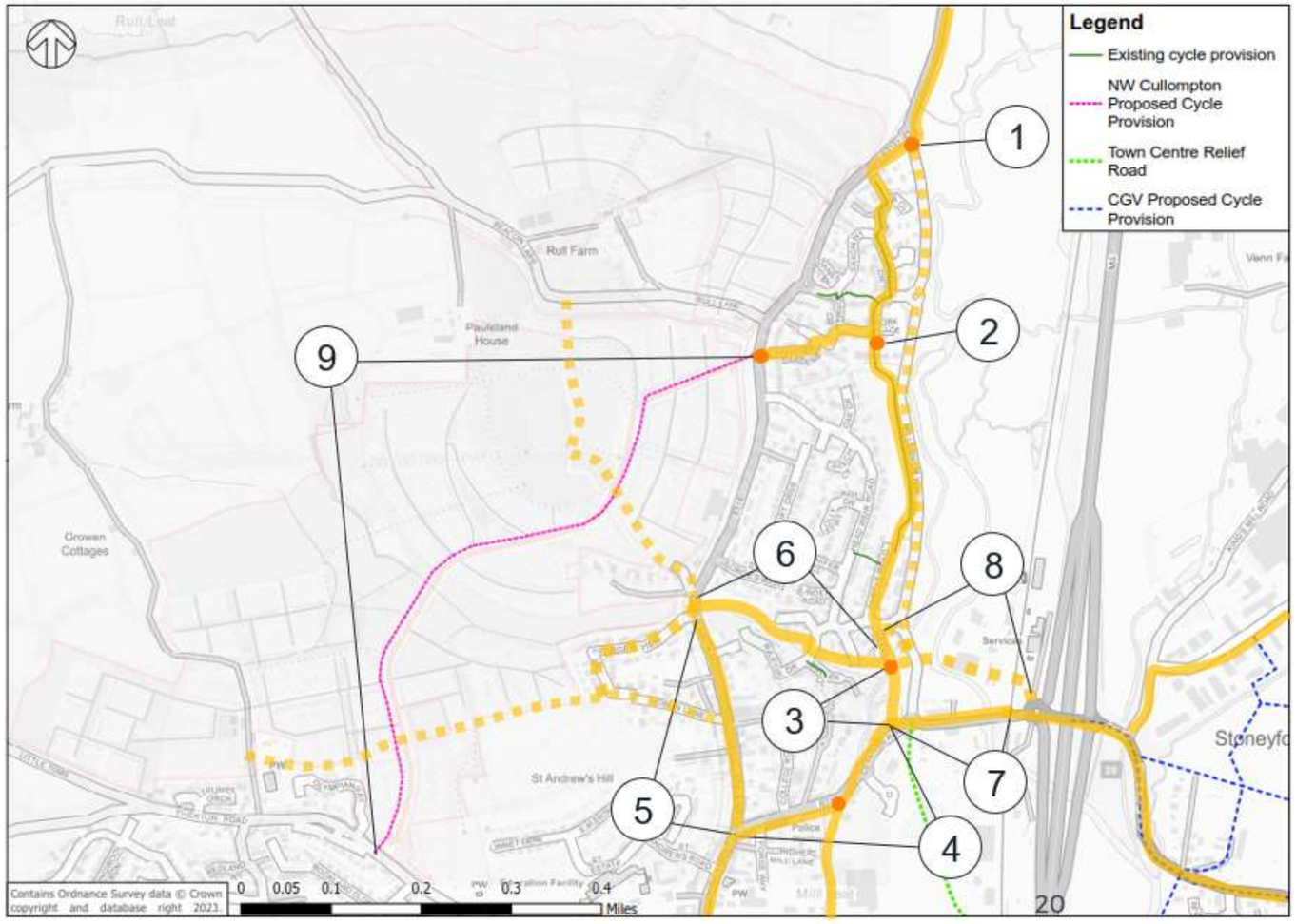
5. B3181 Higher Street: 20mph limits and traffic calming to create more attractive environment for cycling and walking. Consider restrictions for general traffic (e.g. one-way).

6. Millennium Way to Higher Street Path: Minor improvements/widening, formalise SUP and install new dropped kerbs. New crossing point to St George's View.

7. B3181 Station Road: SUP on north side linking to proposed rail station site. Ensure station provides ample covered and secure cycle parking.

8. Alexendra Industrial Estate link: Explore potential for protected route through industrial estate linking to proposed rail station site, to provide a high quality alternative to the constrained and highly trafficked Station Road. Would require new crossing of Millenium Way, new bridge over River Culm, agreement with private landowner, and potentially a new rail crossing.

9. NW Cullompton Links: Ensure new link road has off-road cycle provision. Tie-in new link road to existing cycle path. Consider resurfacing and lighting Goblin Lane PROW and PROW to the north to make these routes accessible for people cycling or using wheelchairs/mobility scooters.



CULLOMPTON & CULM GARDEN VILLAGE

Section 2: Town Centre

This section focuses on improving conditions for cycling (and walking) through Fore Street and the town centre, including considering opportunities to lock-in benefits of motor traffic reduction in the town centre. Alternative parallel quiet routes could be delivered along Leat Walk and the CCA fields. The designs for the Relief Road should continue to include dedicated off-road cycle provision and would provide an additional alternative route. The recommended improvements are:

1. B3181 Bull Ring: Public realm scheme, building on improvements under construction, including reallocation of space from parking to walking and cycling. Extend 20mph limit. Narrow and tighten junction of Bull Ring/St Andrews Road. Pedestrian priority on side road crossings. Arrange parking that remains to prevent southbound queueing.

2. B3181 Fore Street: Enforcement of peak hour loading ban to reduce southbound queueing. Consider restrictions for general traffic to increase the attractiveness of Fore Street for shoppers, with options potentially enabled by the Relief Road (e.g. Southbound one-way for general traffic (except bus/taxi/cycle).

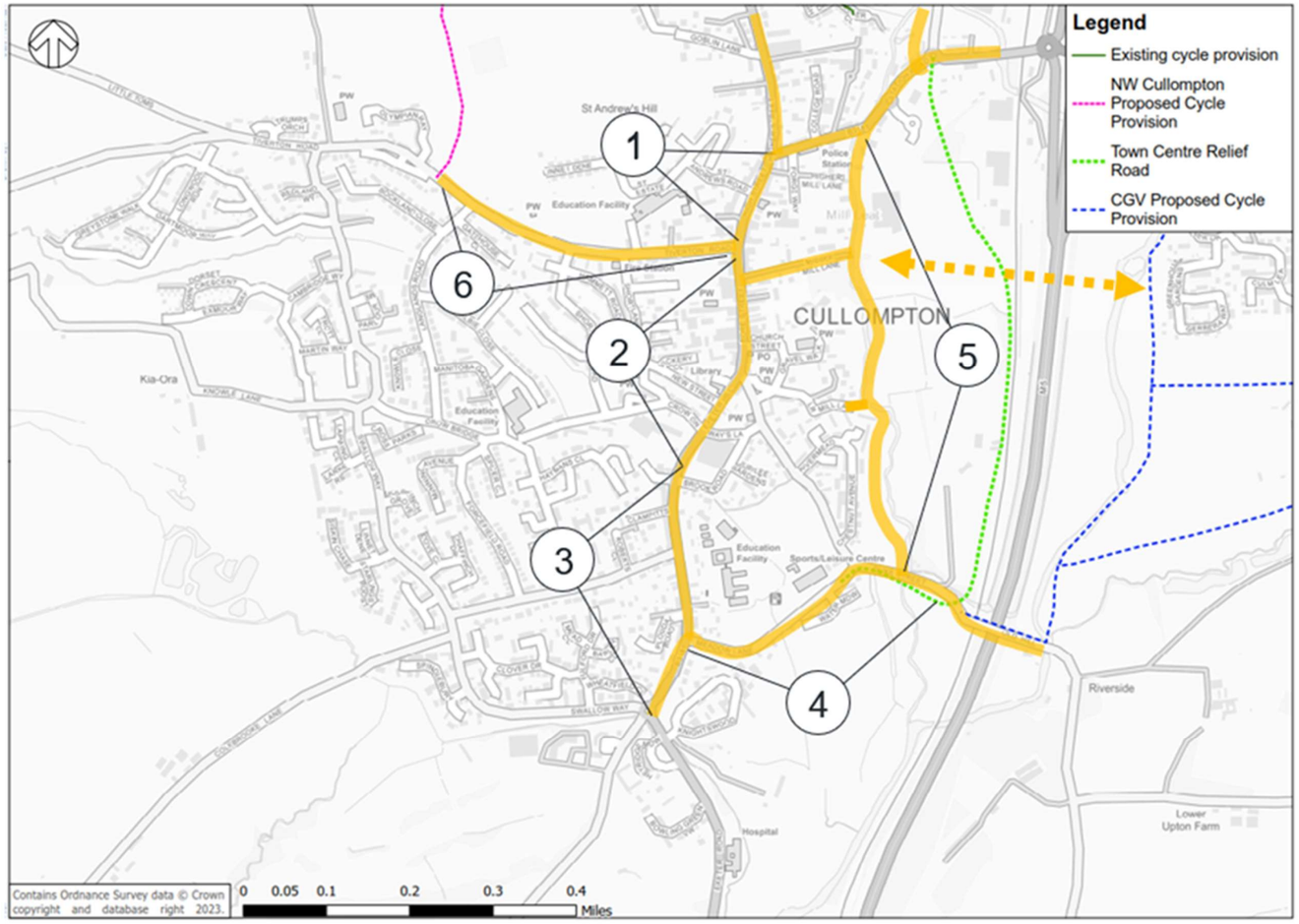
3. B3181 Exeter Road: South of Aldi, create new protected/SUP adjacent to southbound carriageway by widening footpath into verge.

4. Meadow Lane: SUP on north side.

5. Leat Walk and CCA fields:

- Improved entrance/gateway feature to Leat Walk from Station Road
- Maintain, widen and resurface Leat Walk and convert to SUP (may require land negotiation).
- Seek agreement with landowners to remove cycling prohibition signs from Middle Mill Lane.
- Replace/upgrade bridge on Lower Mill Lane to make it accessible for all.
- Resurface existing routes through CCA fields and explore creating more direct link south to Duke St.

6. Tiverton Road: 20mph limits and additional traffic calming. Consider one-way eastbound (except bus/cycle) east of Stoneleigh Gardens, to reduce queues and turning conflict on Fore Street, and to create safer crossing of Tiverton Road on Fore St.



CULLOMPTON & CULM GARDEN VILLAGE

Section 3: East

This section aims to connect the Garden Village to the rest of Cullompton by addressing the severance caused by the M5 motorway, railway, and river. The East Cullompton Masterplan sets out a comprehensive network of cycle routes (shown in blue dotted lines) that should be delivered to LTN1/20 standards, and are supplemented by the recommendations below:

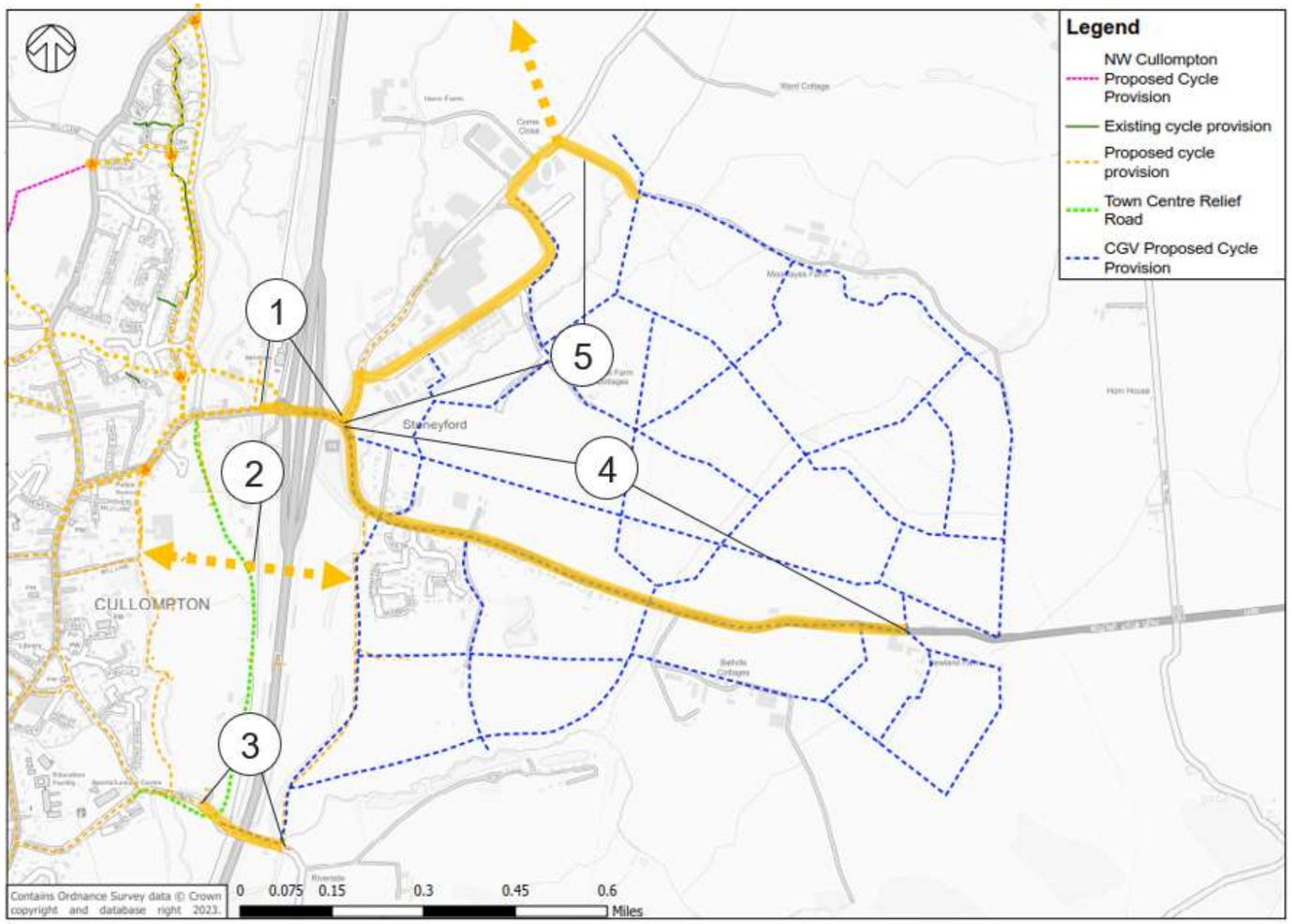
1. A373 Motorway bridge: The motorway junction already forms one of the most significant barriers to cycling and walking in the LCWIP area, with no dedicated crossing facilities on the western roundabout. This route will become increasingly important for cycling and walking as the Garden Village is built-out, and will be an increasingly important desire line linking housing to the town centre and the proposed rail station. Off-road cycle facilities and safe, controlled crossing points across this busy M5 junction are essential as part of any future M5 J28 works.

2. New cycling and walking bridge: There is an aspiration for a new bridge over the River Culm, M5, and railway linking the Garden Village to the rest of Cullompton. Proposals for improved M5 crossings will need to be considered in combination with future M5 J28 works. A location north of that shown in the masterplan documents may provide a more convenient and direct route. However, it would still suffer from poor natural surveillance and poorly serve key destinations such as the proposed railway station. The cost of the new bridge will be significant and the benefits it could provide should be weighed against the benefits of wider cycling and walking improvements achieved elsewhere with this level of spend.

3. Old Hill bridge: Subject to local support, create space for cycling, walking, and nature on by reclaiming road space over the existing bridge via a modal filter, one-way, or shuttle working. Or provision of dedicated cycling and walking provision on any replacement bridge in the area.

4. A373 Honiton Road: Protected/SUP adjacent to entire route from Kings Mill Road to furthest extent of development site.

5. Kings Mill Road and Saunders Way: New protected/SUP widening into existing verge. Improved side road crossings.



CULLOMPTON TO KILLERTON

There is the potential to create a high quality leisure focused route connecting Cullompton to Devon Valley Mill, Beartown, the Killerton Estate, with onward connections to Exeter and beyond. A separate LCWIP is in development in East Devon that is likely to include recommended improvements to connecting routes to Exeter, Cranbook, the Clyst Valley Trail, and proposed housing development sites and the new community proposed in the East Devon Local Plan Review.

This route could potentially form part of a new section of the National Cycle Network, connecting Exeter to National Cycle Network 3 in Willand. As demonstrated elsewhere in Devon, long distance multi-use trails like this can play an important role in supporting tourism and the wider economy.

A number of potential routes were considered including:

1. Via Bradninch (6.1 miles, 486ft elevation gain). This is a busy rural road, which is very hilly with steep inclines. It would be extremely costly and challenging to bring this route up to LTN1/20 standards.

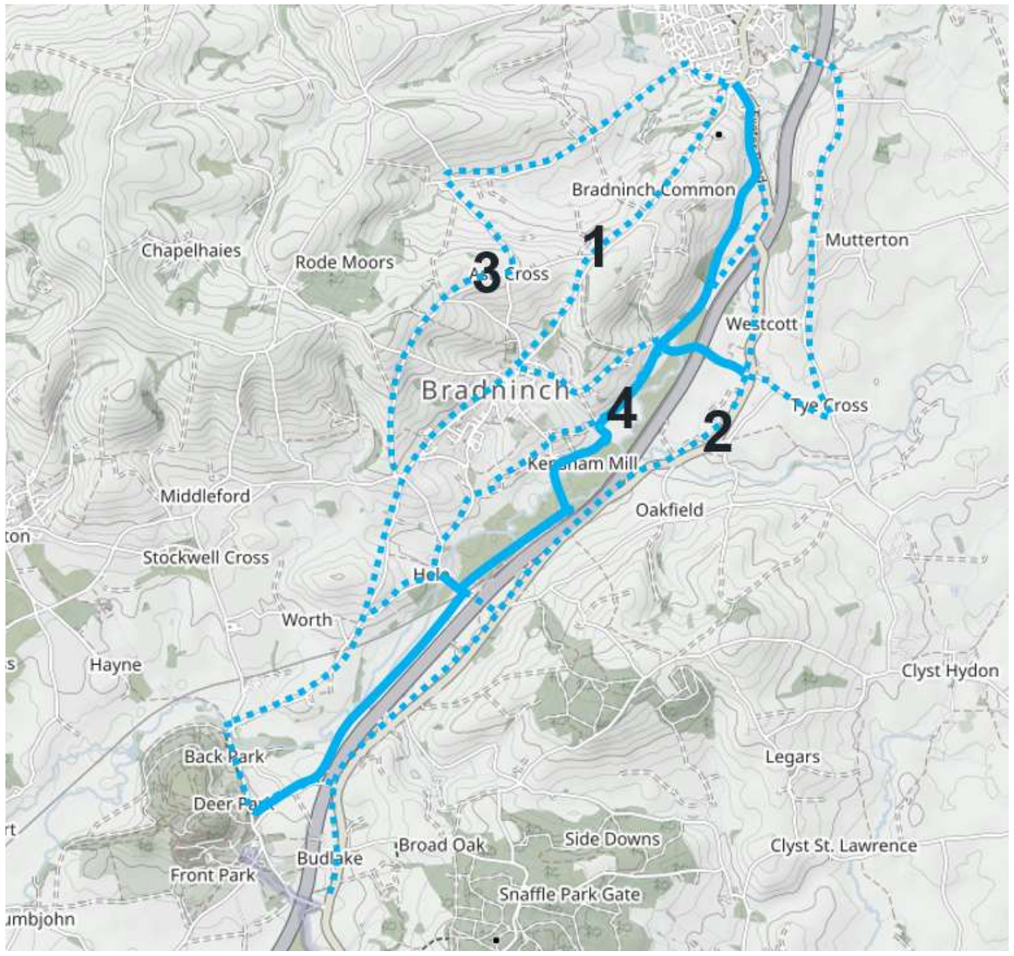
2. Via Exeter Road (6.2 miles, 70ft elevation gain) This is a very busy main road with fast moving traffic. It could potentially be improved by delivering a shared use path long the entire length, however this would be very costly and would still not be a particularly attractive route due to the close proximity to fast moving busy traffic.

3. Via Colebrook and Ash Cross (6.8 miles, 900ft elevation gain). Discounted due to indirectness and very steep gradients.

None of the existing on-road routes appear to offer an attractive potential route. As such, an alternative off-road route should be explored.

4. Off-road route following river Culm valley (5.0 miles, minimal elevation gain).

This option has the highest potential to provide a high quality, leisure and tourism focused route. It is by far the most direct option, and spurs connecting to Bradninch and other destinations could be developed in due course. Some sections could be relatively close to the motorway, but should be sufficiently far enough away to remain attractive for leisure use. The majority of land between Hele and Killerton is owned by the National Trust, who are supportive of the recommendations. Further feasibility work would be needed to confirm the route, which passes through large sections of private farmland and flood risk areas. The route would need to cross the railway, ideally using the existing bridge at Station Road, Hele.



CULLOMPTON TO TIVERTON PARKWAY

This section links Cullompton and the Garden Village to Willand and beyond. There are already a number of cycling trips being made from Cullompton to employment sites within Willand. Improvements are also included within Willand to provide better connectivity within the village itself. The recommended improvements are:

1. Five Bridges: Create protected/SUP by widening existing footway into verge. New crossing point in the vicinity of Spratford Stream bridge where the existing footway switches sides of the road. Improved side road treatment of Dean Hill Road.

2. Willand Old Village: Reduce to 20mph. The Willand Neighbourhood Plan includes a proposal for an improved crossing between the end of Jaycroft and the churchyard pathway, as well as providing safer cycling and walking access to the cemetery along Old Vig Road.

3. Jaycroft: Replace staggered barriers with bollards on existing route, ensuring it is accessible for non-standard cycles and mobility scooters.

4. Uffculme Road: Improved crossings at roundabout to link Uffculme Road to B3181(N).

5. B3181: Improve existing SUP, particularly across entrance to disused garage (potential to link to redevelopment of the site).

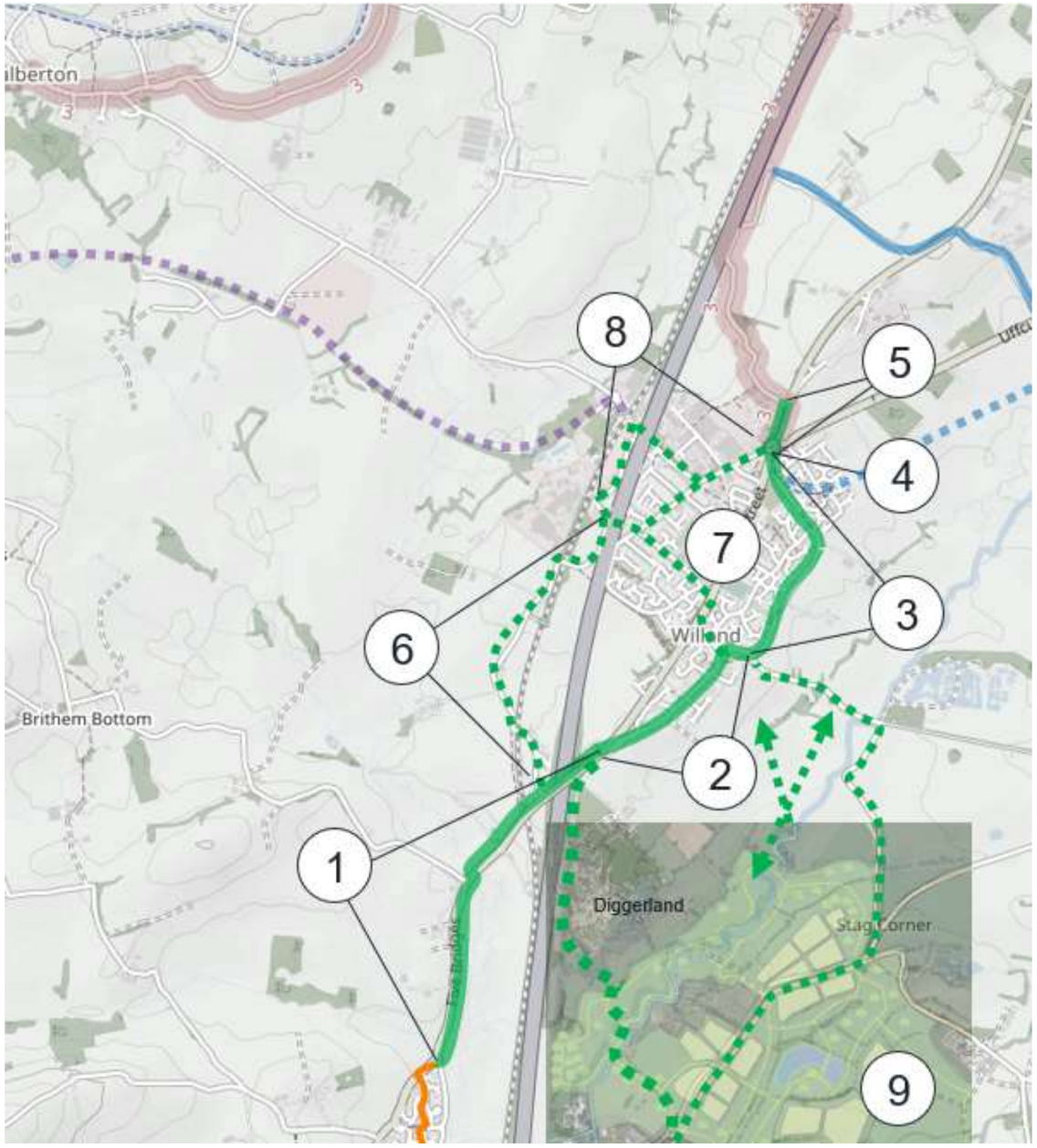
6. Dean Hill Road: Reduce to 20mph to help enable quiet on-road route.

7. Willand Old Village/Gables Road/Subway: Potential to improve route with small section of shared use alongside the B3181 and Meadow Park, with 20mph and traffic calming on Gables Road, and improved crossings on Silver Street. Remove cycling restriction under motorway subway and improve lighting and public realm surrounding the subway.

8. S View Road/Station Road/Lloyd Maunder Road: Potential to create 3m+ SUP by widening into the verge, to provide links to employment along roads with HGV traffic.

9. East Cullompton Country Park routes: There is an aspiration to deliver a country park between East Cullompton and Willand (indicative sketch shown to the right), that could provide a network of high quality off-road routes. A range of options should be explored as the proposals for the country park develop, including:

- Engaging with the owners of Diggerland to explore enabling a route through the site using existing access roads and car park, which would most likely provide the most direct and lowest cost option.
- An off-road route following the River Culm or through fields.
- An on-road route following sections of Long Moor and Old Vlg Road. Measures such as 20mph limits, traffic calming, and/or modal filters would be required to meet LTN1/20 standards.



WILLAND/TIVERTON PARKWAY TO TIVERTON

This section is already well served by National Cycle Network Route 3 (NCN3), which already connects Willand, Tiverton Parkway, the villages of Sampford Peverell and Halberton, and Tiverton. The majority of the route runs along the Grand Western Canal, with the section into Tiverton along a former railway path. The recommended improvements are:

1. Tiverton to Manley Bridge: The former railway track route offers a generally attractive off-road cycling and walking route. It would benefit from lighting and improved surfacing, particularly as there are likely to be an increased number of users due to the Tiverton Eastern Urban Extension. Explore opportunities to increase connections to local residential areas and to the Grand Western Canal. There is an aspiration to provide an off-road link between the railway path and canal adjacent to Manley Lane.

2. Halberton: Consider 20mph limits on all on-road sections including Crown Hill, Lower Town, Church Path, and Pond Hill. Improve signage for existing 20mph limits on High St and extend to beyond Willand to cover extent of existing NCN3 route.

3. High Street, Halberton link: Consider signing an alternative route via High Street (steep hill), which rejoins the canal path. This would avoid the long section of country lane, which although is generally suitable is one of the less attractive sections of the route. Careful consideration would be needed where High Street Hill meets High Street for people cycling downhill to give advance warning of the main road at the bottom of the hill.

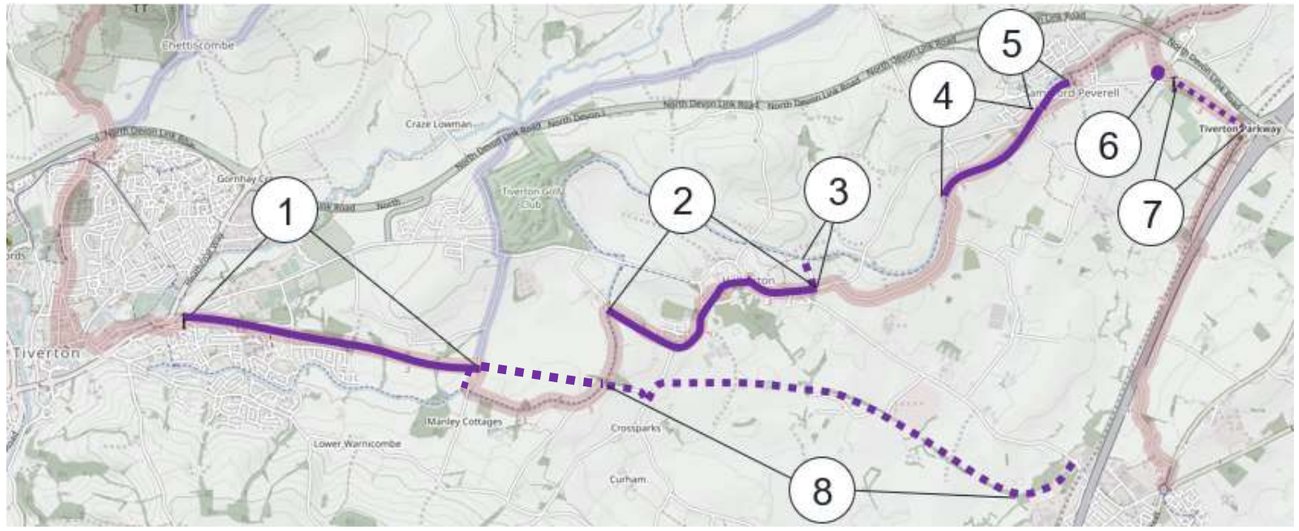
4. Grand Western Canal: Section of canal path between Swandhams Lane and Sampford Peverell has recently been resurfaced, but is extremely bumpy. Resurface when possible.

5. Sampford Peverell: Continue route NCN3 signage on the canal around Sampford Peverell to avoid the relatively heavily trafficked section through the village on "Lower Town". Alternative signage could direct people to the Village Hall and play area to continue to help draw visitors in to the village. Local Plan development on the edge of Sampford Peverell may provide additional opportunities to improve active travel links to Tiverton Parkway.

6. Lower Town, Sampford Peverell: New formal crossing, ideally signal controlled.

7. Station approach: Improve route to station, consider SUP by widening existing footway, or 20mph and traffic calming.

8. Willand to Tiverton dismantled railway route: There is the potential to create a pleasant off-road route that would cut the cycle distance from Tiverton to Willand from 7.7 miles via NCN3 to 5.2 miles, and from Tiverton to Cullompton from 11.6 miles to 7.7 miles, just within typical cycling range. This may also alleviate pressure on the Grand Western Canal route where there is potential for conflicts between people walking and cycling, particularly at the bridges along the route. Further feasibility work would be required and most, if not all, of the land is understood to be within private ownership. On some stretches the old track bed appears to be present, but on other stretches it has been replaced with open fields.



TIVERTON

Section 1: Town Centre

Tiverton town centre has a reasonably well developed cycle network, comprising shared use paths, off-road routes including the disused railway path and canal path, and a network of quiet roads. The recommended improvements focus on filling in gaps in the existing network, including improving links to the college and hospital, town centre, business park, and bringing NCN3 into the town centre more coherently. The recommended improvements are:

1. Tiverton 20mph limit: An area-wide 20mph limit across Tiverton would encourage more cycling and walking, while reducing the number of motor vehicle collisions. This would need to take into account forthcoming new guidance aiming to ensure 20mph schemes have local support, with areas considered on a road by road basis.

2. Lea Road: Improved side road crossings on existing path.

3. A3126 s/o Petroc entrance: Consider converting existing traffic island to formal crossing.

4. A3126 n/o Kennedy Way: New controlled toucan crossing.

5. Kennedy Way: Complete missing sections of shared use path. Improved side road treatments at Halfords and Hospital.

6. Park Hill: Continue SUP south (likely to be substandard due to width constraints). Consider adding wheeling ramp to stairs to People's Park.

7. West Exe One-Ways: Permit contraflow cycling where safe to do so, considering West Exe N, Wellbrook St, Church St, St Paul St, Brewin Rd.

8. A396 Great Western Way: Convert existing footpath to shared use, widening into verges

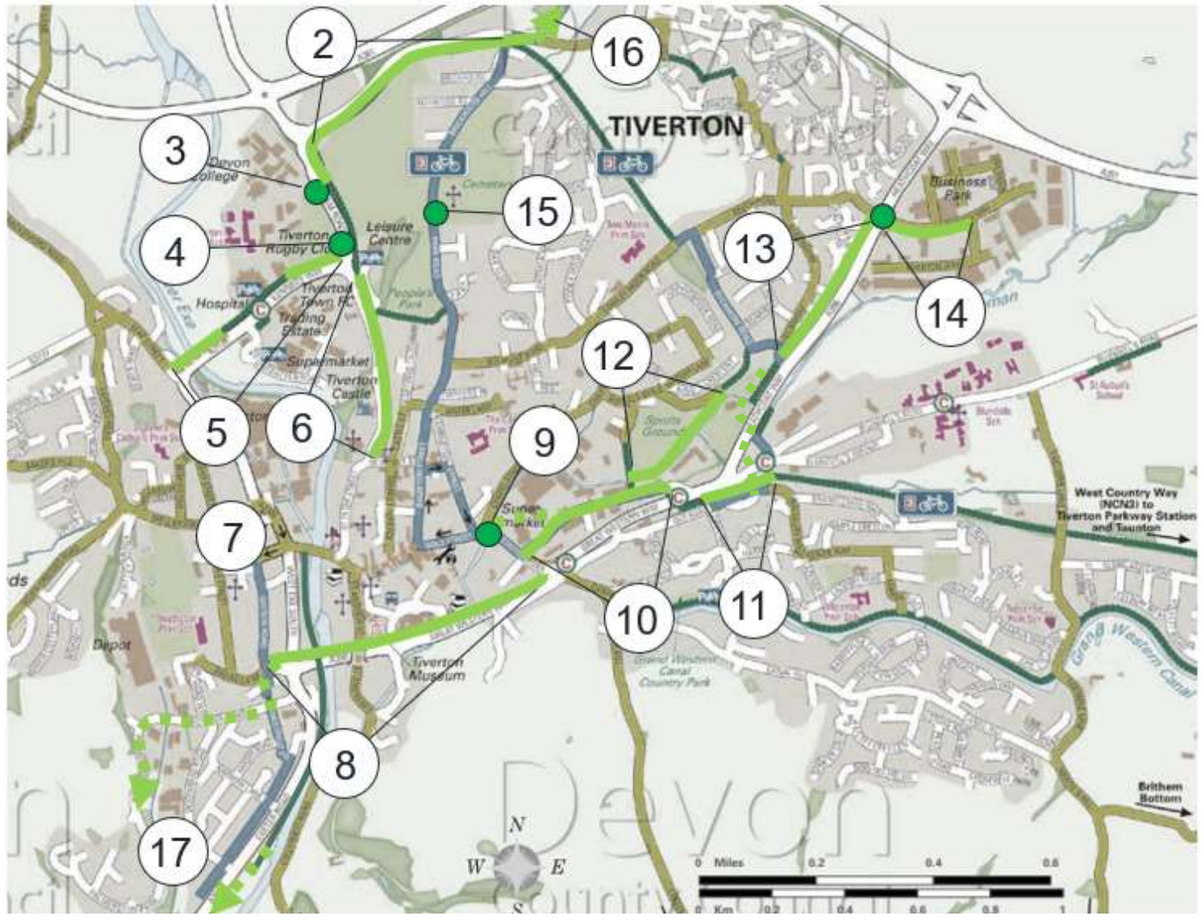
9. Station Road: Reduce width of Chapel St and Barrington St side road junction mouths. See River Lowman section for further recommendations for Chapel St.

10. Blundells Road (Town Centre section): New dedicated cycle provision, either by widening footway into verge/trees or conversion of Blundellls Road to one-way. Explore cycle route through Tesco car park, which would need to be fully segregated and protect users from manoeuvring vehicles.

11. Old Road: Create new off-road path and new crossing to create more coherent start to the disused railway route from the "Little Car Park".

12. Amory Park: Create segregated/shared path alongside River Lowman by widening existing path. Consider lighting and improving access into the park through the existing fencing.

13, A396 Heathcoat Way: Improve existing path to create shared use path, to include widening and lighting sections, and junction narrowing/improved crossing of Queensway. Lighting and public realm improvements on section to the south from Heatcote Way underpass to Blundells Road.



14. Lowman Way: Signalised crossing on southern arm of A396 roundabout. Widen existing path on Lowman Way to create shared use path.

15. Park Road: Consider modal filter if there is local support to remove through traffic, reducing noise for residents and creating a more attractive cycling and walking route.

16. Bolham Lane: A short distance to the north of Tiverton is Knighthayes Court. Traffic calming or modal filters could be considered on Bolham lane to provide a safe cycling and walking link to the attraction and nearby Cricket Club for Tiverton residents.

17. Palmerston Park and Ashley Rise: To the south-west of Tiverton there are a number of developments that are relatively isolated from the rest of the town. The two large roundabouts at the western end of Great Western Way act as a barrier to active travel. Consider rationalising the road layout here, enabling the provision of continuous and direct routes. For Ashley Rise, provision of high quality cycling and walking links will be extremely challenging given the constraints, however, a SUP could be considered on Exeter Road between The Walronds and Ashley Rise to provide a minimum level of provision for these residents.

TIVERTON

Section 2: Tiverton East

The Tiverton Eastern Urban Extension is allocated for up to 2,000 dwellings, employment, environmental protection and enhancement, and community facilities. The routes proposed as part of the development should all be delivered to the latest LTN 1/20 standards.

DCC Highways undertook a public consultation in February 2015 on proposals covering Blundell's Road, Tidcombe Lane, and surrounding roads[xvi]. Work on elements of the scheme began in 2016, including conversion to 20mph of the western section of Blundell's Road and the northern section of Tidcombe Lane, traffic calming, and widening of footways. However, the planned works have not yet been fully completed and the planned shared use path currently ends at Blundells Preparatory School.

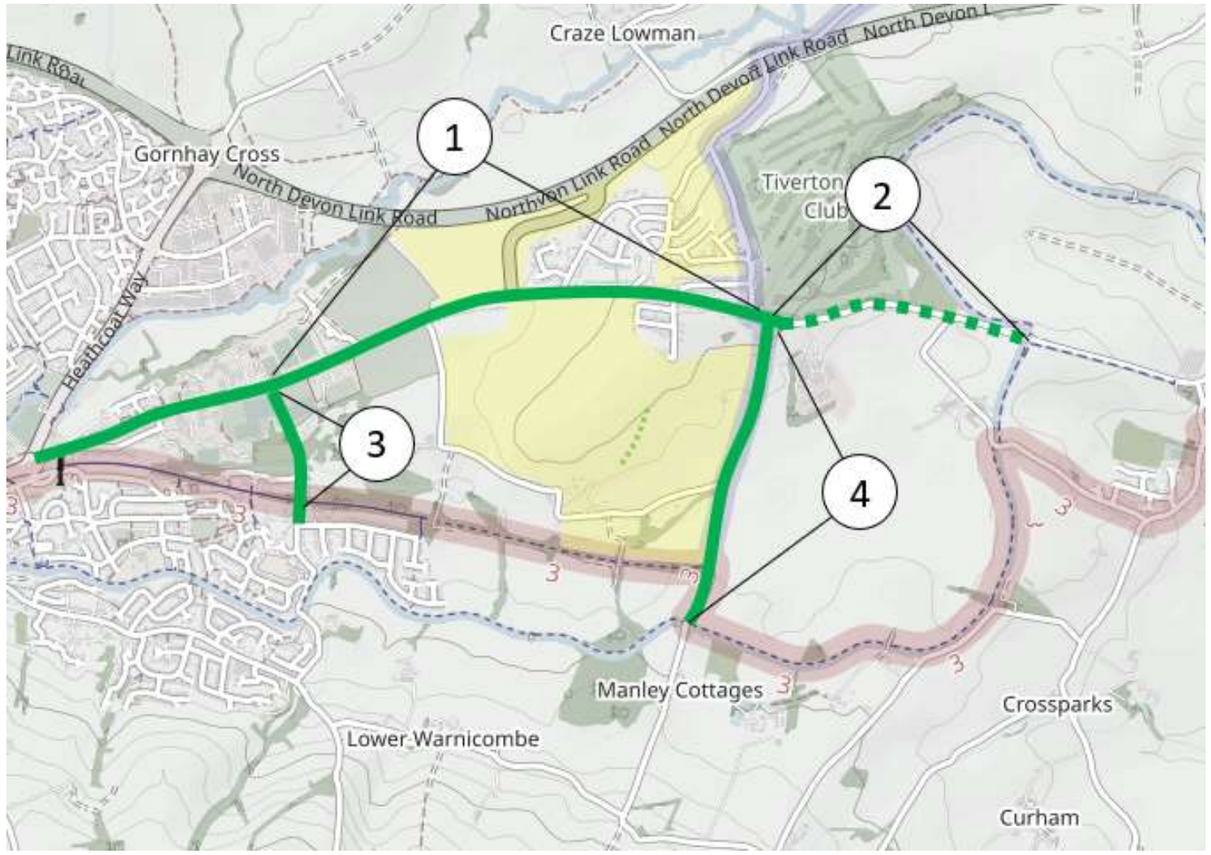
The recommended improvements are:

1. Blundells Rd: Continue SUP from Blundells Preparatory School eastwards to connect to Manley Lane. The previous designs show the SUP on the southern side of the carriageway and are currently being updated. Alternative options including a parallel route through the development site and a SUP on the north side of Blundells Road enabled by widening the existing footway should be explored.

2. Blundells Rd: A further extension of the SUP could provide more direct cycling and walking connections to the Great Western Canal and onwards links to NCN3 as well as an existing section of off-road path parallel to Post Hill that connects the canal to the edge of Halberton.

3. Tidcombe Ln: The new development and new A361 junction may induce more motor traffic on this route. Consider extending the existing 20mph limits at least until the NCN3 route and improve the access to the NCN3 from the Tidcombe Ln bridge. Consider a modal filter if there is local support north of the NCN3 to create a quiet cycling and walking route, which should also reduce the amount of traffic on Blundell's Rd. Exact details would need to be confirmed through further design and consultation.

4. Manley Ln: Similarly, while there are no direct access points from the extension area to Manley Lane, it may still experience an increase in motor traffic, making it less attractive for cycling and walking. Consider parallel routes through the development site and/or 20mph, traffic calming or modal filters if there is local support.



LINKS TO UFFCULME

The existing and future potential demand for cycle trips between Willand and Uffculme was identified through the Propensity to Cycle Tool. There is an opportunity to create a coherent cycle route linking Uffculme to NCN3 with relatively minor improvements, and in the longer term reinstating the former railway alignment for cycling and walking could be explored. Beyond Uffculme is the Blackdown Hills cycle route, which is a recommended route on the Devon cycle map. It does not appear to be signed on the ground, but this could be considered to encourage its use.

The recommended improvements are:

1. B3181: Maintenance/widening of existing bollard segregated path on north side of carriageway.

2. Hitchcocks Ln: Consider modal filter if there is local support to remove through traffic and create safer cycling and walking route.

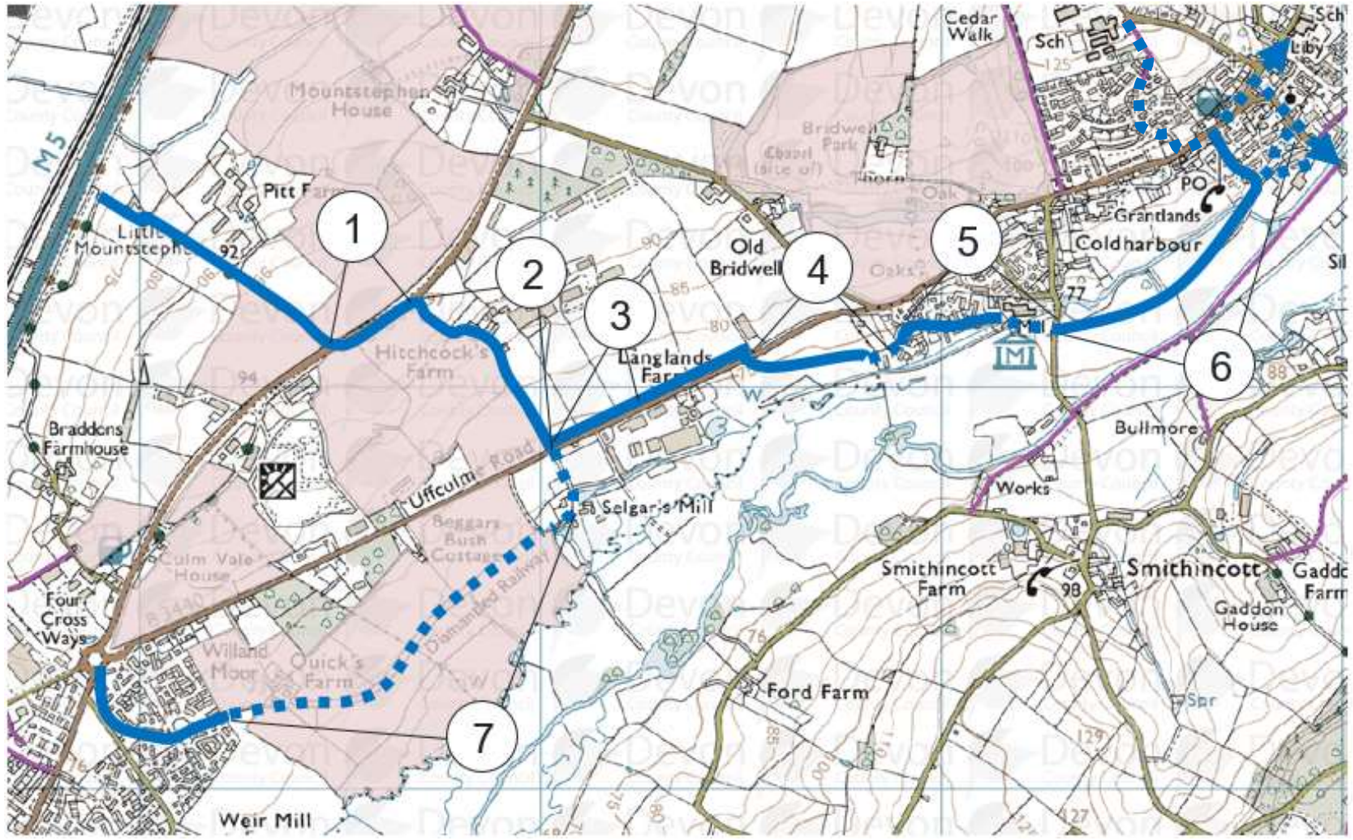
3. Uffculme Rd: New shared use path away from the carriageway (private land), linking Hitchcocks Ln to existing short section of shared use path.

4. Willow Dr/Bridewell Cres: Existing quiet roads. It appears feasible to connect Bridewell Crescent to Clarke Close via the existing nature walk and a small amount of land-take. Negotiations with landowners and further feasibility needed.

5. Clarke Cl/Culm Valley Way: Existing quiet roads. Negotiation with Coldharbour Mill landowners to create connecting route from Culm Valley Way to the Uffculme Railway Path.

6. Uffculme Railway Path: Barrier treatment, widening of path, and conversion to shared/segregated path. The eastern end of the path is narrow and constrained as it emerges next to Uffculme Village Hall and there would likely be a need for cyclists to dismount for a small section. Therefore, improve access from Uffculme Railway path to Markers Road, to link to Commercial Road, the village centre and school, and onwards connections to the Blackdown Hills cycle loop.

7. Dismantled Railway: Explore reinstating the dismantled railway between Willand and Selgars Mill as a cycling and walking route. The land ownership is unclear, but it appears that DCC may have an interest in the majority of the route. While no track-bed remains, hedgerows mark the former alignment.



4. NETWORK PLANNING FOR WALKING

INTRODUCTION

Most existing roads in built-up areas within the study area have footways for people walking, with minimum footway provision having been a core part of design guidance and scheme delivery for many decades. However, there is a still a need to continuously improve conditions for walking, helping to unlock increased walking rates.

Walking habits around the study area vary with 20% of residents in parts of Tiverton down to 3-4% in more rural areas (Figure 4.1). 9% of Cullompton residents walked to work in 2021, reflecting the limited local employment opportunities and high levels of out-commuting to Exeter and elsewhere.

IDENTIFYING CORE WALKING ZONES

The LCWIP guidance recommends Core Walking Zones are identified. These normally consist of walking trip generators that are located close together – such as town centres or business parks. An approximate five-minute walking distance of 400m is used as a guide to the minimum extents of the Core Walking Zones.

Based on the findings of the policy review, and considering potential funding sources, the following two Core Walking Zones have been identified:

- Cullompton town centre
- Tiverton town centre

This reflects the recognition in policy, including in existing and emerging town centre masterplans, of the need to improve the town centres and the developer funding opportunities available. The LCWIP presents an opportunity to support existing walking proposals set in the Cullompton town centre masterplan. Regeneration and improvements to the town centres is likely to attract significant public and private sector funding, some of which should be used to improve walking routes and the public realm.

IDENTIFYING & AUDITING KEY WALKING ROUTES

Walking routes within each Core Walking Zone were audited. The auditing methodology focuses on the five core design outcomes for walking infrastructure:

- Attractiveness;
- Comfort;
- Directness;
- Safety; and
- Coherence.

The assessment considers the needs of all people who use walking routes, including the elderly, people with visual, mobility or hearing impairments, with learning difficulties, people using wheelchairs or mobility scooters, and children.

The audit process identified small-scale measures such as improved crossing facilities, as well as larger walking and public realm schemes.

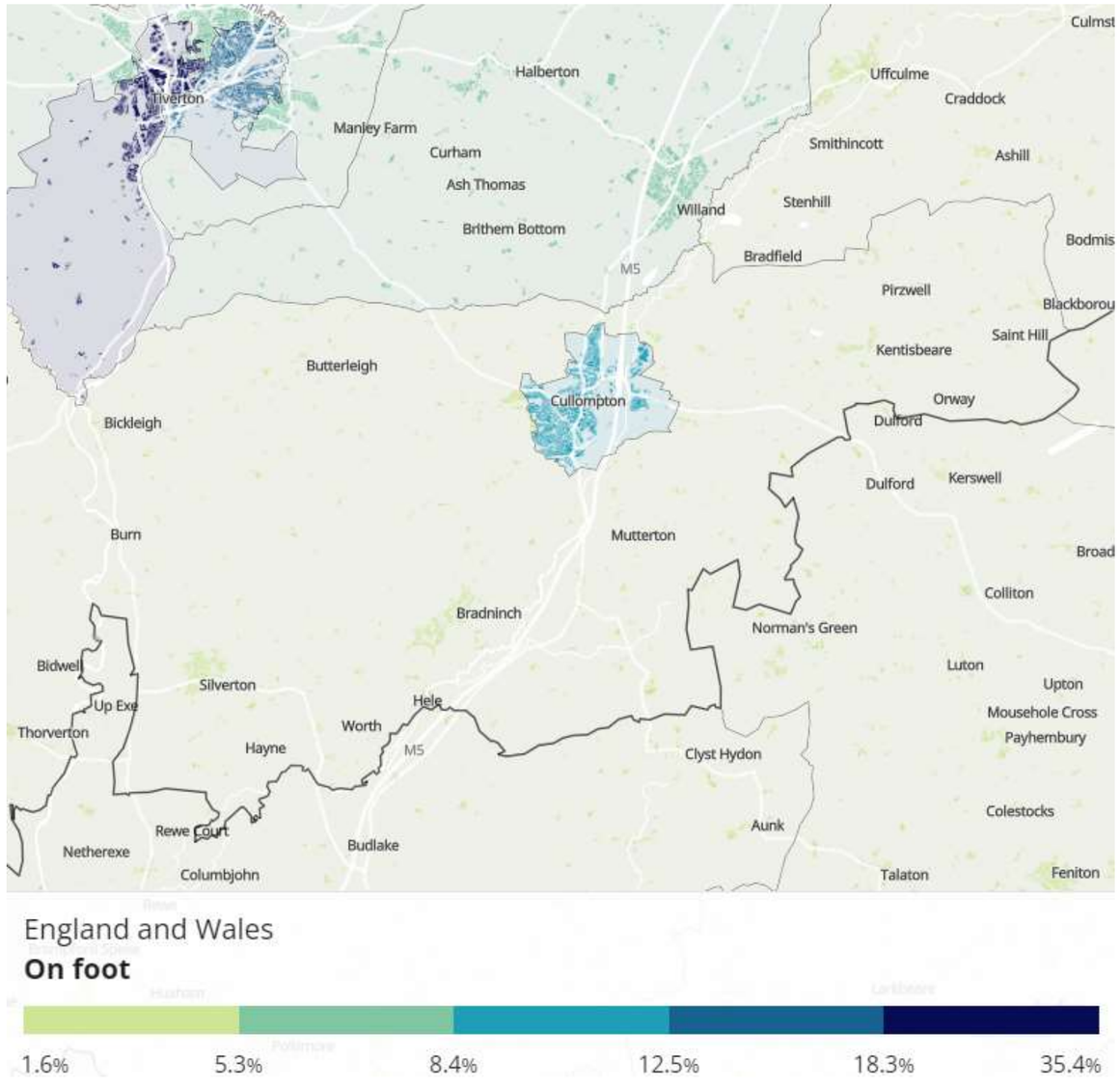


Figure 4.1. Residents that walk to work 2021 (Source: ONS)

CULLOMPTON

All of Cullompton, including the proposed development areas, are within a 2km radius of the proposed railway station. The town benefits from further strengths including a high amount of quiet streets, access to the River Culm and green space including the CCA fields, and an attractive historic core including listed buildings, the medieval St Andrew's Church, and historic mills. This should mean the town has a high potential to increase the number of people walking regularly. However, there are also a number of challenges caused by existing infrastructure:

- Very high levels of out-commuting and lack of local employment and amenities, reduces the number of trips within walking distance. 75% of visitors rated the town centre variety of shops as poor or very poor, which is likely to encourage residents to go shopping at other locations such as Exeter, Tiverton, and Taunton.
- Large amounts of Cullompton are comprised of late 20th century housing estates, which are typically low density meandering cul-de-sacs with limited permeability for cycling and walking. Low density, single use (i.e. residential only) developments encourage car use by increasing the distance between origins and destinations. Many of the developments are based around cul-de-sacs which can create longer routes for all journeys and can result in 5-10 minute walks just to see local neighbours (see Figure 4.2)
- Site visits highlighted widespread issues in walking infrastructure across the town, including intermittent or missing footways, excessively wide junction mouths, no dropped kerbs, and poor quality or inaccessible bus stops (see Figure 4.3).
- Within the housing areas there is often a lack of high-quality areas for children to play. Particularly in the existing housing in the north of Cullompton there are a high number of poor-quality play parks, which appear to have been only been delivered to satisfy minimum planning conditions at the time to provide space for recreation (see Figure 4.3).

Recommendations for how to tackle these issues and increase walking are:

A. Increase self containment: To increase walking, Cullompton needs to be more self-contained, with increased provision of local employment and amenities.

B. Get new development right: Continue to ensure new developments are planned to encourage walking and cycling, including higher densities, improved development form, and high-quality dedicated walking and cycling infrastructure.

C. Cullompton walking "bugbears" project: Seek dedicated funding for a project to crowd source and address smaller scales issues for people walking, using wheelchairs and mobility scooters across Cullompton. To include issues such as short sections of missing footway, improved dropped kerbs, and narrowing junction mouths.

D. Improve local recreation opportunities: Consider converting some poor quality, poorly used play parks to other uses such as pocket parks, community gardens, or mini nature reserves.

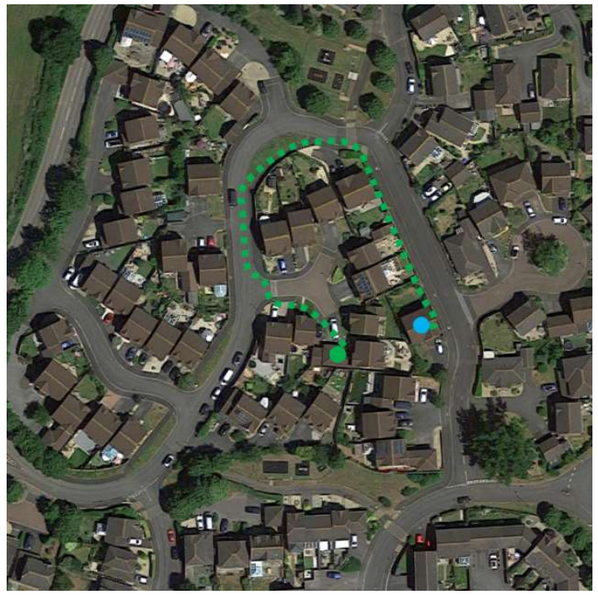


Figure 4.2 Example of development form in Cullompton (source: Google Maps)

Figure 4.3 Poor quality play area (top), missing footway (middle-left), poor quality and inaccessible bus stop (middle-right), and excessively wide junction mouth (bottom),

CULLOMPTON TOWN CENTRE

The town centre cycling route improvements identified in section 3 contain recommendations for walking improvements, drawing on the Cullompton Town Centre Masterplan proposals, and these are shown again here for completeness. This includes consideration of a wider area approach to remove through traffic from Fore Street, potentially enabled by wider highway improvement works. In addition, a number of further walking only improvements have been identified.

The key walking improvements already identified are:

1N4 B3181 Station Rd: Potential public realm improvements on Station Road around historic walkway next to Leat. New controlled crossing adjacent to Leat Walk. Tighten/continuous crossing of Forge Way.

1T1 B3181 Bull Ring: Public realm scheme, including reallocation of space from parking to walking and cycling. Narrow and tighten junction of Bull Ring/St Andrews Road. Pedestrian priority on side road crossings.

1T6 Tiverton Rd: Potential to tighten side road crossing if converted to one-way eastbound.

1T2 Fore St: Potential to reduce traffic volumes, improving walking/shopping experience

1T5 Leat Walk & CCA Fields: Improved gateway feature/entrance to Leat Walk, wider resurfaced paths, accessible bridge at Lower Mill Lane.

Key walking improvements in the wider area not shown on map:

1E1 A373 Motorway bridge: Safe, controlled crossing points across the busy M5 junction are essential as part of any future M5 J28 works. This route will be a key desire line for residents of Culm Garden Village to access the proposed station site and Cullompton.

1E2 New ped/cycle bridge: Aspiration for new walking and cycling bridge over the River Culm, M5, and railway.

Other walking only measures identified:

A. Fore St j/w Church St: Narrow junction mouth and create continuous footway crossing. Consider converting Church St to one-way.

B. Fore St j/w Cockpitt Hill: Narrow junction mouth width.

TIVERTON TOWN CENTRE

The town centre cycling route improvements identified in section 3 contain recommendations for walking improvements, and these are shown again here for completeness. The recommendations have also drawn on the emerging Tiverton Town Centre Masterplan proposals and wider aspirations including increasing the level of pedestrianisation on Fore Street, and public realm improvements to make the most of Tiverton's links to rivers.

The key walking improvements already identified are:

5T1: Tiverton 20mph limit: An area-wide 20mph limit across Tiverton would encourage more walking, while reducing the number of motor vehicle collisions. This would need to take into account forthcoming new guidance aiming to ensure 20mph schemes have local support, with areas considered on a road by road basis.

5T9 Station Road: Reduce width of Chapel St and Barrington St side road junction mouths.

Other walking only measures identified:

A. Clock tower area: Public realm scheme including review of access and parking arrangements to create more a more vibrant town square space and improving connections to the river. This could include considering access requirements for Chapel St, along with a review of the bus stop and disabled parking at the Edward the Peacemaker statue, to incorporate wider public realm improvements.

B. Old Blundell's School: Explore improving access and visibility to make the most of this great local asset.

C. Gold St: Consider converting existing loading/parking bays to "phantom" bays to increase footway width when not in use, potentially linked to loading time restrictions.

D. Fore St: Aspiration to increase the level of pedestrianisation, including creation of a single level surface, linked with encouraging more on-street seating and activity. In the short term, update signage to "Pedestrian and cycle zone" to make it clearer that cycles are permitted.

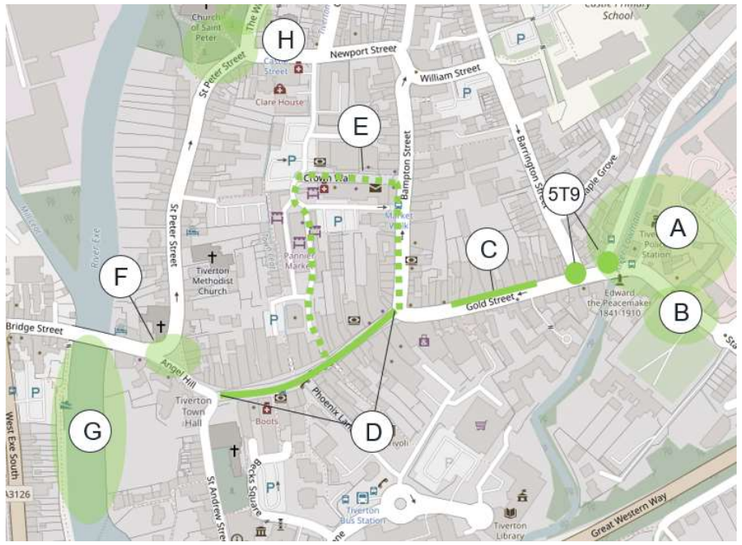
E. Market loop walk: Public realm improvements to market loop walk, potentially including rationalisation of parking around the market.

F. Bridge St/St Peter St: New public space and public realm improvements.

G. River walk: Public realm improvements to enhance river walk, along with encouragement of leisure uses to help draw people to enjoy the river.

H. Tiverton Castle: Explore public realm improvements around Tiverton Castle and St Peter's Church on Park Hill and St Peter Street, including rationalisation of parking and reallocation of space to people walking. There have also been requests for a new crossing in this vicinity.

I. Tiverton bugbears project: Similar to the recommendation for Cullompton and area wide project to crowd source and address small scale walking issues would be beneficial. Stakeholders have reported specific issues for disabled people and people in wheelchairs/mobility scooters, including lack of dropped kerbs, uneven and poorly maintained surfaces, and in some cases adverse cambers which are problematic for wheelchair users. Other issues raised via the Sustainable Tiverton group included: lack of seating; pavement parking; rubbish and dog mess; and, a need for more regular maintenance and gritting of footpaths. Another issue raised was a lack of toilets, which could be addressed by a community toilet scheme where local shops and businesses display stickers to show their toilets are available for public use.



CASE STUDY: 20MPH LIMITS

In September 2023 Wales became the first UK nation to introduce a default 20mph speed limit on most residential roads across the country. The change is expected to save up to 100 lives and 20,000 casualties in the first decade[xvii]. The decision to introduce 20mph limits across Wales was based on evidence from eight communities in Wales similar schemes across the UK.

For example, citywide 20mph speed limits were in introduced in Bristol in 2014 and 2015, following earlier successful pilot schemes. Over 80% of roads in the authority area are now 20mph including many A roads. The scheme aimed to improve health and well-being across the city, and also reduce traffic casualties.

The University of the West of England (UWE) conducted a comprehensive evaluation of the scheme[xviii], with key findings including:

- **94% of roads saw a reduction in speed**, with largest reductions on A and B roads that previously had the highest speeds;
- Cycling and walking across Bristol increased, both in terms of children travelling to school and adults travelling to work. Across the city, people walking to work increased from 17.5% to 18.9%, and **people cycling to work increased from 11% to 15%** between 2010 and 2015. People driving to work decreased from 53% to 44% over the same period;
- A reduction in fatal, serious, and slight injuries, with an estimated **2 child lives and 4 child serious injuries will be prevented every 3 years**;
- Despite some initial opposition, **a clear majority now support 20mph limits**, with 62% supporting limits on residential roads and 72% on busy streets.

The UWE evaluation concluded that the introduction of 20mph speed limits in Bristol offers a model for other towns and cities across the UK, who are seeking to reduce traffic speeds, cut road traffic casualties, and promote health and well-being.

RIVER LOWMAN

The River Lowan flows from the north-east of Tiverton, through the town centre, before joining the River Exe south of the A396 Great Western Way. Along with the River Exe, it gave Tiverton its name "Twy ford ton", or "the town on two fords". However, it is currently hidden or neglected in many places in the town, running for large sections in deep concrete channels, around the back of industrial units and supermarkets, or squeezed to the edge of Amory Park.

There is the potential to celebrate and enhance the River Lowman throughout Tiverton, with active travel, placemaking and recreation opportunities, increased land values, and wider regeneration and biodiversity enhancement along the river corridor. The mental health and wellbeing benefits of spending time near water – whether a sea, lake, or river – are also well documented[xix].

The Local Plan allocation TIV16 in between the River Lowman and Blundell's school is allocated for 200 dwellings, 8 hectares of green infrastructure, creation of additional floodplain, and active travel links. Through the current Local Plan review process and windfall development, there may be further opportunities to enhance and regenerate watercourses in Tiverton, including the River Exe and River Lowman corridors. Some initial recommendations are outlined below, which could be developed further through a multi-disciplinary "Love the River Lowman" masterplan project, encompassing development and regeneration opportunities, green infrastructure, tourism, heritage, and active travel among others.

A. Heathcote Way underpass to Business Park and potentially beyond: Walking & cycling route improvements, including surfacing. Connections south should be considered, along with integration with the green infrastructure and floodplain set out in the Local Plan.

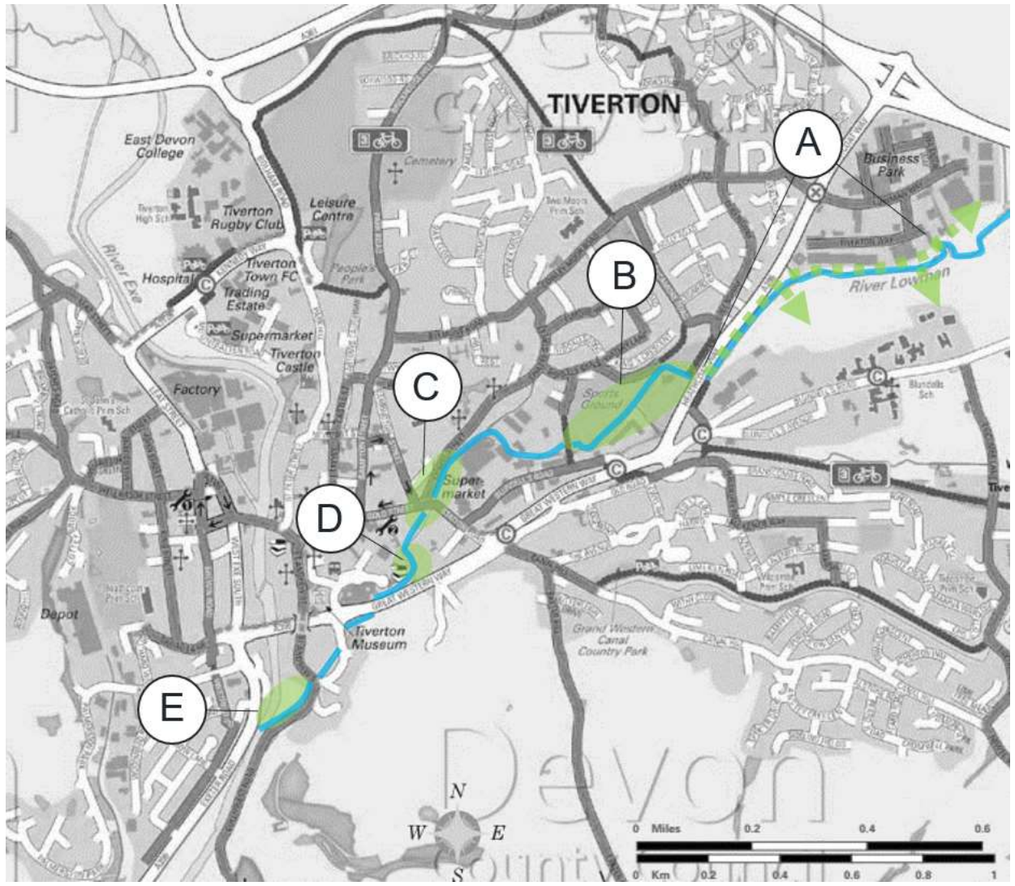
B. Amory Park: Widen path to create cycling and walking route, linked to wider improvements to create new habitats, public spaces, and recreation opportunities along the river. Consider "re-wiggling" the river here and at other locations in Tiverton.

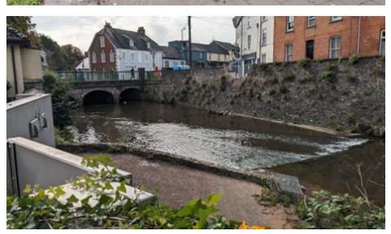
"Re-wiggling" refers to adding natural bends back into a watercourse that has been straightened artificially in the past, as is the case with sections of the River Lowman. The goals are typically to reduce flooding downstream, improve water quality, and boost biodiversity. A number of similar schemes have taken place across the country including Albany Park River Restoration in Enfield, Sheffield's ambitious Waterways Strategy, and more locally, a very large scale scheme to re-wiggle the River Otter at Budleigh Salterton, Devon.

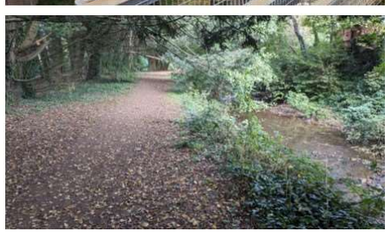
C. Clock Tower area: Potential for public realm improvements to enhance the role of the river in the town centre, encompassing the clock tower area, Edward the peacemaker statue area, strip of green space to the south of Station Road, and Chapel Street. Explore a modal filter at the southern end of Chapel Street if there is local support to improve the walking route between the clock tower and town centre, create a more attractive walking and cycling route on Chapel Street, and enable public realm enhancements on both sides of the river at this location. This would need to consider alternative bus routes and potential knock-on impacts of diverted motor traffic.

D. Tiverton Library area: Potential for opening up access and creating public space around the river in this location..

E. Confluence with River Exe: There is the potential to celebrate the area where the two rivers meet, for example, with a viewing area, public space, and habitat creation on the existing grassland area.



5. PRIORITISATION AND COSTS

The next stage of the LCWIP process is to prioritise cycling and walking infrastructure improvements and provide high level costing of schemes.

The guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle, and therefore the greatest return on investment. For this LCWIP, a large number of schemes are likely to be linked to major developments and the schemes will need to progress as the development comes forward. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link with other schemes.

Routes were prioritised by section due to the benefits of delivering a complete and coherent cycle route. The factors below were used to inform the priorities, with the results shown in Table 5.1.

- Potential increase in walking and cycling numbers
- Scheme deliverability
- Links to major developments, other schemes and projects

It is important to note that whilst routes are prioritised, there is a need to be flexible, and there may be opportunities to bring individual scheme elements within these wider packages as opportunities arise. The indicative timescales used are: Short: <5 years; Medium: 5-10 years, and; Long: >10 years

Indicative scheme cost estimates for each section have been developed based on unit and per metre costs. It should be noted that the schemes are at a very early stage of development and these costs will change as the scheme designs are developed further. Key costing assumptions include:

- Cost for schemes delivered purely as part of new development have not been included.
- Costs for new bridges and land costs have not been included. Further work would be needed to confirm design principles and confirm site conditions.
- Costs are presented as Q4 2023 prices, and will need to be adjusted for inflation once the delivery timescales are confirmed.
- Cost includes for preliminaries, preparation, supervision, and risk allowance costs.

Table 5.1 Scheme Priority & Cost

Priority	Improvement	Delivery Timescale	Indicative Cost	Key Dependencies & Links
Improvements dependent on major developments and schemes				
1	1. Cullompton & Culm Garden Village – Section 1: North	Short / Medium	£1.1m to £1.7m	NW Cullompton development, Relief Road/J28 improvements, Railway station.
1	1. Cullompton & Culm Garden Village – Section 3: East	Medium / Long	£2.1m to £3.1m	J28 improvements, East Cullompton development.
1	3. Cullompton to Tiverton Parkway (recommendation 9)	Medium / Long	Not costed	East Cullompton development
1	4. Willand/Tiverton Parkway to Tiverton (recommendation 1)	Short / Medium	£0.7m to £1.0m	Tiverton East Urban Extension
1	5. Tiverton – Section 2: Tiverton East	Short / Medium	£1.9m to £2.8m	Tiverton East Urban Extension
Other improvements				
2	3. Cullompton to Tiverton Parkway (recommendations 1-8)	Short / Medium	£1.9m to £2.9m	
2	4. Willand/Tiverton Parkway to Tiverton (recommendations 2-7)	Short / Medium	£0.7m to £1.1m	
2	5. Tiverton – Section 1: Town Centre & Tiverton Walking	Short / Medium	£2.0m to £3.0m	Tiverton town centre masterplan
2	1. Cullompton & Culm Garden Village – Section 2: Town Centre & Cullompton Walking	Short / Medium	£1.4m to £2.1m	Relief Road/J28 improvements
3	6. Links to Uffculme	Medium / Long	£1.1m to £1.7m	
3	2. Cullompton to Killerton	Medium / Long	£4.5m to £7.0m	Improved connections between Killerton & Exeter, Clyst Valley Trail.
3	4. Willand/Tiverton Parkway to Tiverton (recommendation 8)	Long	£3.1m to £4.5m	

More detail on the cost assumptions can be found in Appendix A

The schemes outlined in this document represents £20m to £30m investment in over 35km of high quality cycle routes, walking improvements, and public realm schemes. This would bring active travel spending up to levels seen in leading countries such as the Netherlands. As there is likely to be lower propensity for increased cycling in this area than in larger, more urban areas in Devon and elsewhere, it may be more challenging to attract external funding for cycling through competitive bids such as the Active Travel Fund.

Given current levels of funding for cycling and walking it is very unlikely that all schemes within this LCWIP could be funded, even over the 20 year period. However, it sets out a prioirtised network that can be delivered as and when funding does become available, enabling the eventual creation of a coherent joined up network.

Whilst a value for money appraisal has not been undertaken at this stage, benefits in terms of public health, the local economy and tourism, land value uplift, decongestion, road safety and carbon savings are likely to be significant. Most walking and cycling schemes represent very good value for money, providing sigificantly more benefit to society than the cost of the scheme.

While the costs are significant, they should be seen in the context of a major transport investment. Scheme costs should be compared to other major transport infrastructure such as the £950m Black Cat roundabout upgrade in Cambridgeshire including 10 miles of dualling a single lane carriageway. The scheme will reduce journey times for people driving by ten minutes in peak times on a one hour journey, reduce motor traffic on local roads, and “include safe crossing points for walkers, cyclists and horse riders, and reconnections for disrupted rights of way”,

The role of supporting infrastructure and measures, such as cycle parking, active travel information and mapping, and marketing will also need to be considered.

6. NEXT STEPS

INTEGRATION & APPLICATION

The final stage of the LCWIP process considers how the LCWIP should be integrated into local policy, strategies and plans, as well as practical applications of the outputs of the LCWIPs.

Mid Devon District Council and Devon County Council are currently reviewing the Local Plan and other major local policy documents and as such this represents an excellent opportunity to fully integrate the outputs from the LCWIP in to local policy. This will help ensure that emphasis is given to cycling and walking within both local planning and transport policies, strategies and delivery plans. Reflecting the LCWIP in local policy will also help to make the case for developer contributions and central government funding.

The LCWIP sets out the case for future funding for cycling and walking infrastructure. In addition, local funding contributions are likely to be available from other bids, and potentially contributions from limited local authority budgets.

Due to the nature of local authority funding, the majority of funding is likely to come from developer contributions and bids central government. The future funding streams are therefore unclear and it would be inappropriate to commit to exact delivery timescales. There will be a need to be flexible approach, adapting to changing circumstances and opportunities. For example, certain development sites with associated cycling and walking contributions may come forward sooner, or later, than anticipated, and scheme priorities may change to reflect this. There may also be opportunities to incorporate cycling and walking improvements as part of other transport schemes.

REVIEWING & UPDATING

It is envisaged that delivery of the LCWIP will need to be continuously reviewed and updated approximately every four to five years to reflect progress made with implementation.

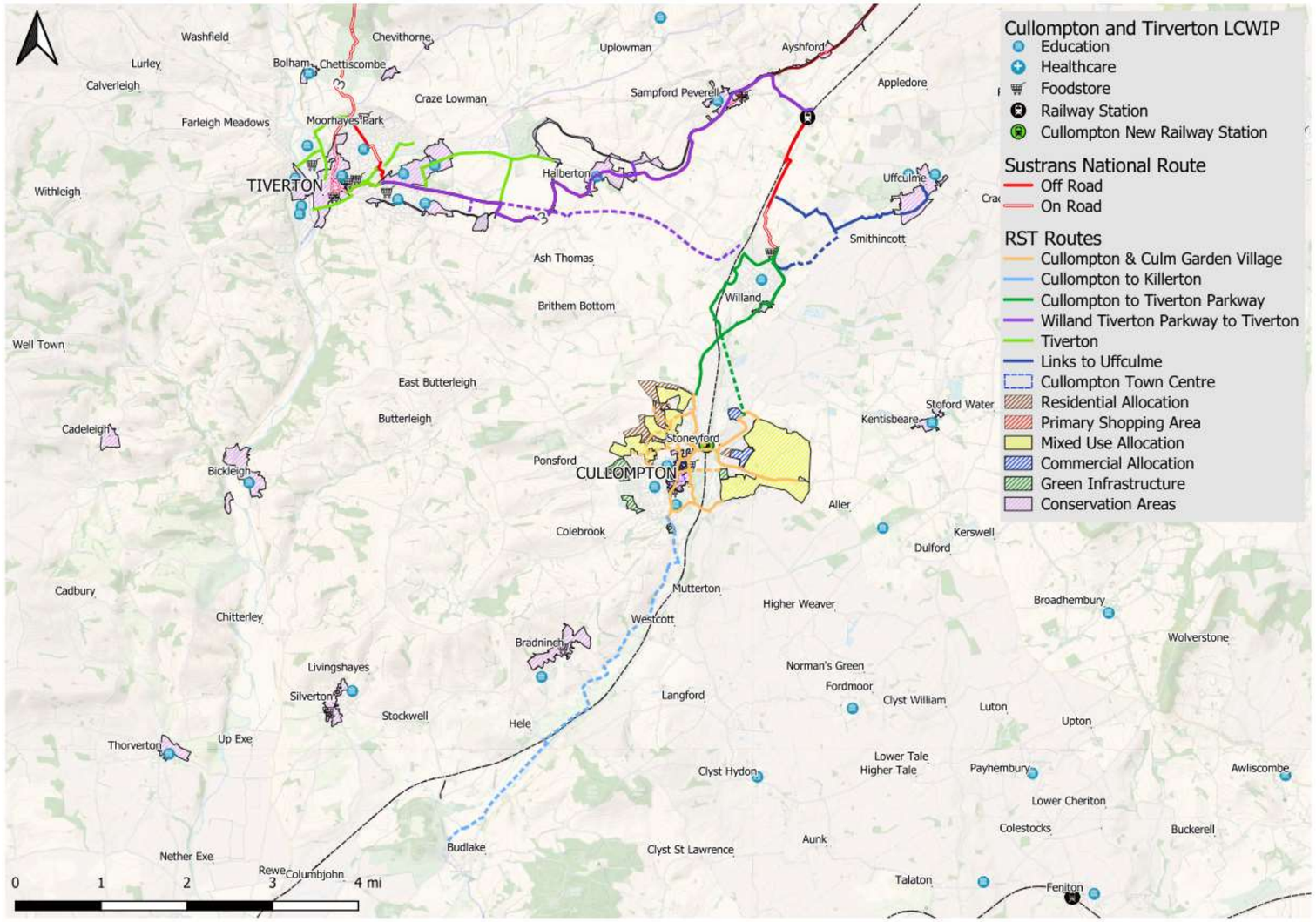


Figure 6.1. LCWIP routes overview

APPENDIX A: KEY COST ASSUMPTIONS

Overall assumptions

- Preliminaries allowance 50%
- Stats allowance 20%
- Professional fees allowance 20%
- Project Risk Allowance 40%
- Legal issues, Land Take, Inflation & VAT: Excluded

Scheme assumptions

Cost assumptions were estimated both "bottom-up" using a bill of quantities approach. At this early stage of scheme development, costs provided are indicative and further feasibility design work will be needed to confirm costs more accurately.

Costs for bridges have not been included at this stage due to the significant uncertainty and challenge of estimate bridge costs at this early stage of scheme development. Further investigation on site and feasibility designs are likely to be needed to confirm bridge costs.

Cost of land purchase has not been included due to the significant uncertainties about this.

Cullompton & Culm Garden Village – Section 1: North

- 1. Excludes cost of Millenium Way footway/cycleway
- 3. Excludes Drake Close bridge over tributary over River Culm
- 8. Excludes costs for this recommendation due to uncertainty over route alignment/works needed and bridge costs.
- 9. Excludes costs for this recommendation as this is entirely within the development site

Cullompton & Culm Garden Village – Section 2: Town Centre

- 1, 2, 5 (Leat Walk gateway only) – Between £0.8m to £1.2m allowance for public realm improvements.
- 5. Excludes cost of bridge replacement on Lower Mill Lane

Cullompton & Culm Garden Village – Section 3: East

- 1. Excludes cost for J28 improvements as this would be delivered as part of a wider J28 scheme
- 2. Excludes cost for new ped/cycle bridge
- Excludes costs of routes within Culm Garden Village development area

Cullompton to Killerton

- Cost of path only. Does not include land, groundworks, or bridges

Cullompton to Tiverton Parkway

- 9. Excludes costs for this recommendation – uncertain route through country park

Willand/Tiverton Parkway to Tiverton

- 8. Cost of path only. Does not include land, groundworks or bridges

Tiverton – Section 1: Town Centre

- 1. Excludes costs for area wide 20mph scheme due to uncertainties about extent and coverage of scheme
- 12. Includes cost of path through Amory Park only. Lighting and wider improvements excluded.
- 16&17. Excludes costs of these recommendations due to uncertainty.
- Excludes costs for improvements identified in Tiverton Town Centre walking and River Lowman improvements.

Links to Uffculme

- 6 & 7. Cost of path only. Does not include land, groundworks, or bridges

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