Devon County Council & East Devon District Council

CLYST VALLEY & NEW COMMUNITIES LCWIP

Local Cycling and Walking Infrastructure Plan

Final version

001
JANUARY 2025

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CONTENTS

1. INTRODUCTION	1
2. GATHERING INFORMATION	2
3. NETWORK PLANNING FOR CYCLING	8
4. NETWORK PLANNING FOR WALKING	18
5. PRIORITISATION AND COSTS	21
6. NEXT STEPS	22
APPENDIX A: KEY COST ASSUMPTIONS	24

1. INTRODUCTION

BACKGROUND

The River Clyst begins its journey south-east of Cullompton, flows to the east of Exeter, and enters the sea via the estuary at Topsham. The landscape is rolling, rising to a high point of 167 metres at White Down Copse, part ancient woodland. From this and other hills there are sweeping views of the valley below. The word "clyst" is thought to be derived from the Celtic word for "clear stream"[i]. South of Broadclyst, situated in the heart of the National Trust's Killerton estate, the river spills out into a broad floodplain and passes the villages of Clyst Honiton, Clyst St Mary, and Clyst St George.

Due to its location next to Exeter, the area surrounding the Clyst Valley in East Devon has seen considerable levels of development in recent years. This includes the sites of the Exeter and East Devon Enterprise Zone, and the first phases of Cranbrook new community. Further growth including expansion of Cranbrook and a second new community are also proposed, along with creation of the Clyst Valley Regional Park.

This Local Cycling and Walking Infrastructure Plan (LCWIP) covers the red line bounded area shown in Figure 1.1. It focuses on the areas identified for development in existing and emerging Local Plans, including The Cranbrook Plan and the preferred location for the second new community.

The first residents started moving to Cranbrook in 2012, and by the 2021 census the town had a population of 6,743. The town's amenities continue to grow with schools, a railway station, neighbourhood centre, an emerging town centre, and an extensive Country Park already in place. Cranbrook will grow to around 8,000 homes with a population of around 20,000 people, becoming the second largest town in East Devon.

Immediately to the north of Cranbrook lies the Killerton Estate covering 10 square miles. It is the National Trust's most popular house and garden in Devon, and work is in progress to further enhance the visitor experience and encourage sustainable travel, enhancing and expanding 52 kilometres of existing permissive rights of way on the estate.

To the south of Cranbrook, the draft Local Plan 2020-2040 proposes a second new community of 8,000 homes (2,500 by 2040) is developed to provide for the significant levels of housing growth identified for East Devon.

The proposed Clyst Valley Regional Park is half the size of Exeter. It will enhance the land surrounding the River Clyst and its tributaries, enabling people to visit the outdoors with a network of cycling and walking routes. It will play a valuable role in providing new open spaces near major growth areas.

As recognised in existing policy and plans for the area, investment in cycling and walking schemes can achieve these aims: 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 active travel improvements required at a local level. 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, 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;
- **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.

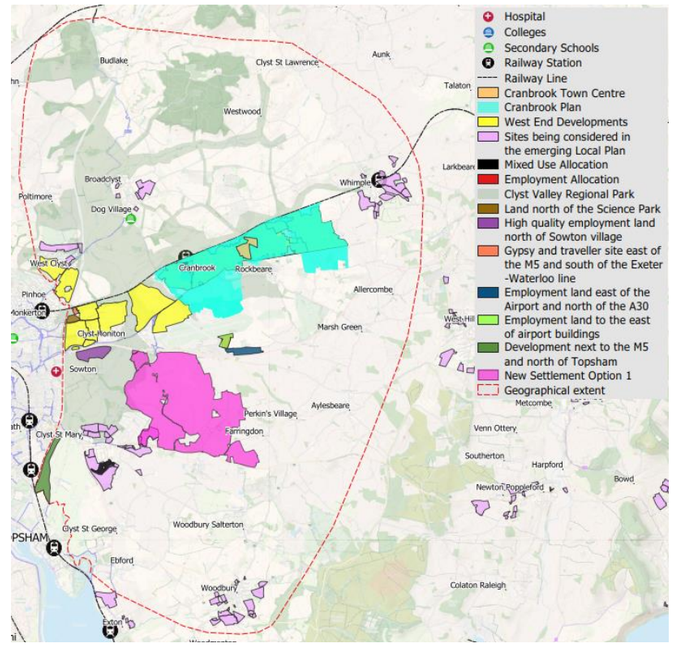


Figure 1.1 Geographical extent

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 stakeholders and a public consultation in 2024, with 77% of respondents supporting the LCWIP.

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 start, and developer funding should be secured to improve the quality of onward connections and existing routes.

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

Accommodating growth

Homes England state that housing is one of the defining issues of our time. The affordability pressures we're facing today have been decades in the making. The government aims to be delivering 300,000 homes a year on average across the country[ii]. As set out above, the proposed level of growth locally in the area will be transformational. The Local Plan is currently being reviewed to cover the period to 2040, 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.**[iii] 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[iv]. Improving active travel networks can decrease these levels and make cycling and walking a common form of exercise for more people.

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

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.

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.

Responding to the climate crisis

Both Devon County Council and East 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[vi].** 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[vii] 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 than other tourists. Cycle tourists are likely to stay for longer and disperse into smaller more peripheral and rural areas, bringing much needed economic development for local economies.

EXISTING TRAVEL PATTERNS

Introduction

As with many rural areas and new communities on greenfield land, both East Devon and Cranbrook are relatively car dependent. The national census normally provides the best source of data for local travel patterns and is unfortunately limited to commuter trips. However, the first residents didn't move to Cranbrook until 2012, one year after the 2011 census. The March 2021 census was heavily impacted by the covid pandemic, and shows significant increases in working from home and reductions in all other types of travel to work. Travel to work data from the 2011 and 2021 census is shown in Figure 2.2, including Exeter as a comparison.

The census data shows that the aspiration for the majority of journeys originating from Cranbrook to be made using sustainable transport is currently far from being achieved. While these figures were impacted by the pandemic, and may have increased since, just 2% of Cranbrook residents cycled to work in March 2021. This was the same as the East Devon average. Just 3% of residents walked to work, which is extremely low and significantly lower than the East Devon average. Rail patronage was particularly impacted by the pandemic, however, less than 1% of Cranbrook residents travelled to work by train in March 2021. In comparison to even peripheral areas within Exeter and other towns in East Devon, there is still a long way to go.

Levels of car commuting from Cranbook were significantly higher than the East Devon average. 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 in 2022 rates Exeter as the 22nd most congested city in the country, despite being the 80th largest city or city region in population size. An increase in traffic from the new communities in East Devon will exacerbate this problem further. It is clear that with these 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, with a public transport, cycling and walking all playing a significant role in this.

The reasons for these low cycling and walking rates are likely to be caused by a number of factors, including:

- current lack of jobs and self-containment within Cranbrook. This should improve as Cranbrook is built-out over the coming years;
- distance to job opportunities in Sowton (approx. 4 miles) and the centre of Exeter (approx. 7 miles). These distances are too far for most people to walk. Sowton is well within typical cycle commute distance, but can require traversing motorway junctions. Exeter city centre is at the upper end of the distance most people are willing to commute by cycle;
- travel times to Exeter are significantly faster by car than by cycle, despite congestion issues; and,
- inconsistent cycling and walking infrastructure between Cranbrook, job opportunities, and other locations, including within Exeter. As discussed in the following sections, the recent Exeter LCWIP and this LCWIP should help to address this in future.

Commuter origins and destinations from the Broadclyst area in 2011 are shown in Figure 2.1. This shows the vast majority of commute trips have a destination in Exeter, with trips to employment in the area having origins from a similar catchment. While the 2021 census travel commute flow data has not yet been released, it is reasonable to assume that commute patterns from Cranbrook and future new communities will have a similar strong relationship with Exeter.

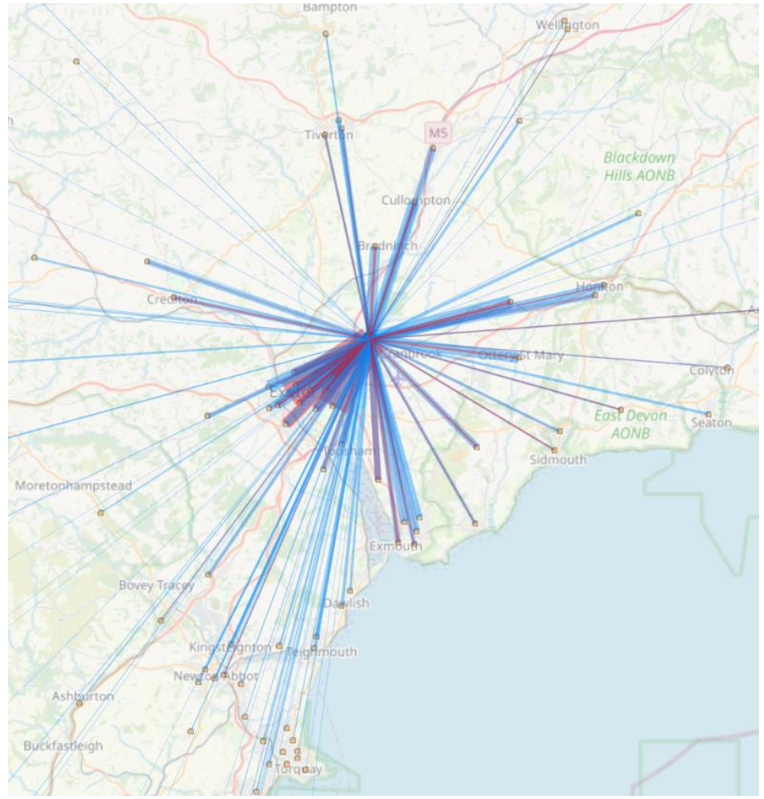


Figure 2.1 Broadclyst MSOA commuter flows. Red = leaving, Blue = arriving (Source: datashine)

Method of travel to work	2011			2021 (covid impacted)		
	Cranbrook	East Devon	Exeter	Cranbrook	East Devon	Exeter
Work from home	n/a	17%	8%	28%	30%	30%
Driving a car or van	n/a	58%	45%	58%	52%	37%
Passenger in a car or van	n/a	5%	5%	2%	3%	4%
Public transport	n/a	5%	11%	5%	3%	6%
Bicycle	n/a	2%	6%	2%	2%	5%
On foot	n/a	11%	22%	3%	9%	16%
Other	n/a	2%	3%	2%	1%	2%

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

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.

Future of Mobility: Urban Strategy (DfT 2019)

This sets out 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
- East Devon Local Plan 2013-2031
- Draft East Devon Local Plan 2020-2040
- The Cranbrook Plan (2013-2031)
- Cranbrook Infrastructure Delivery Plan, 2022
- Clyst Valley Regional Park Masterplan, 2021
- Neighbourhood Plans, including Bishops Clyst, Broadclyst, Clyst St George, Farringdon, and Rockbeare,
- Exeter Transport Strategy 2020-2030
- Exeter Local Cycling and Walking Infrastructure Plan, 2024

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 East Devon Local Plan 2013-2031 Strategy 5B states, "*development proposals should contribute to the objectives of promoting and securing sustainable modes of travel*", and development will need to be of a form and be at locations where it will encourage and all for walking and cycling.
- 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*".

Growth areas and local plan designations

The East Devon Local Plan 2013-2031 sets out housing and employment growth areas, with 17,100 homes required in East Devon over the plan period. Two thirds of this growth is within the LCWIP study area and by far the largest allocation was in the new town of Cranbrook. The Local Plan sets out proposals for the Clyst Valley Regional Park, as part of wider Green Infrastructure strategy for the area.

In 2022 the consultation **Draft East Devon Local Plan 2020 to 2040** was released. This proposes a continued focus for development in the LCWIP area, including expansion of the Clyst Valey Regional Park area, a second new town, and other major

strategic developments close to Exeter. 18,920 homes are required in East Devon over the plan period. A preferred site has now been identified north of the A3052. A land allocation is identified for around 8,000 new homes (up to 2,500 by 2040), jobs, a town centre, schools, and amenities. The Council will produce an Infrastructure Delivery Plan (IDP) that will set out key requirements recognising the need for improved transport links. Cycling and walking links will be prioritised, with cycle paths segregated from pedestrians. It is anticipated the first new homes will be completed around 2030.

Cranbrook will grow to around 8,000 homes with a population of around 20,000 people, becoming the second largest town in East Devon. **The Cranbrook Plan 2013-2031**[viii] will guide the future development of Cranbrook into the 2030s. It provides aims for health and wellbeing to be designed and integrated into all parts of the town, creating an active community. It aims for the majority of journeys originating from Cranbrook made using sustainable transport, with an excellent network of cycling and walking routes making active transport the first choice. The **Cranbrook Infrastructure Delivery Plan 2013-31** outlines the transport and other infrastructure required, including a comprehensive network of cycling and walking routes (see section 4).

The **Clyst Valley Regional Park 25 Year Masterplan** supports development of the park, which will enhance the land surrounding the River Clyst, with green corridors enabling people to visit the outdoors via cycleways and footways (see section 4). The Park will improve biodiversity, help reduce flooding, reduce pressure on other environmentally sensitive areas, and help conserve heritage assets.

There are a large number of **Neighbourhood Plans** in the study area, which aim to guide local development and also include recommendations for improved cycling and walking infrastructure, which have been incorporated in the LCWIP recommendations where appropriate to do so.

The **Exeter Transport Strategy 2020-2030** recognises that the city has grown rapidly. Exeter is now the second largest Travel to Work Area in the country (behind Cambridge). The growth in Exeter jobs has been filled by labour from outside the city leading to rising levels of inward commuting. The strategy proposes public transport, cycling, and walking measures to reduce the impact of in-commuting from Cranbrook. This includes:

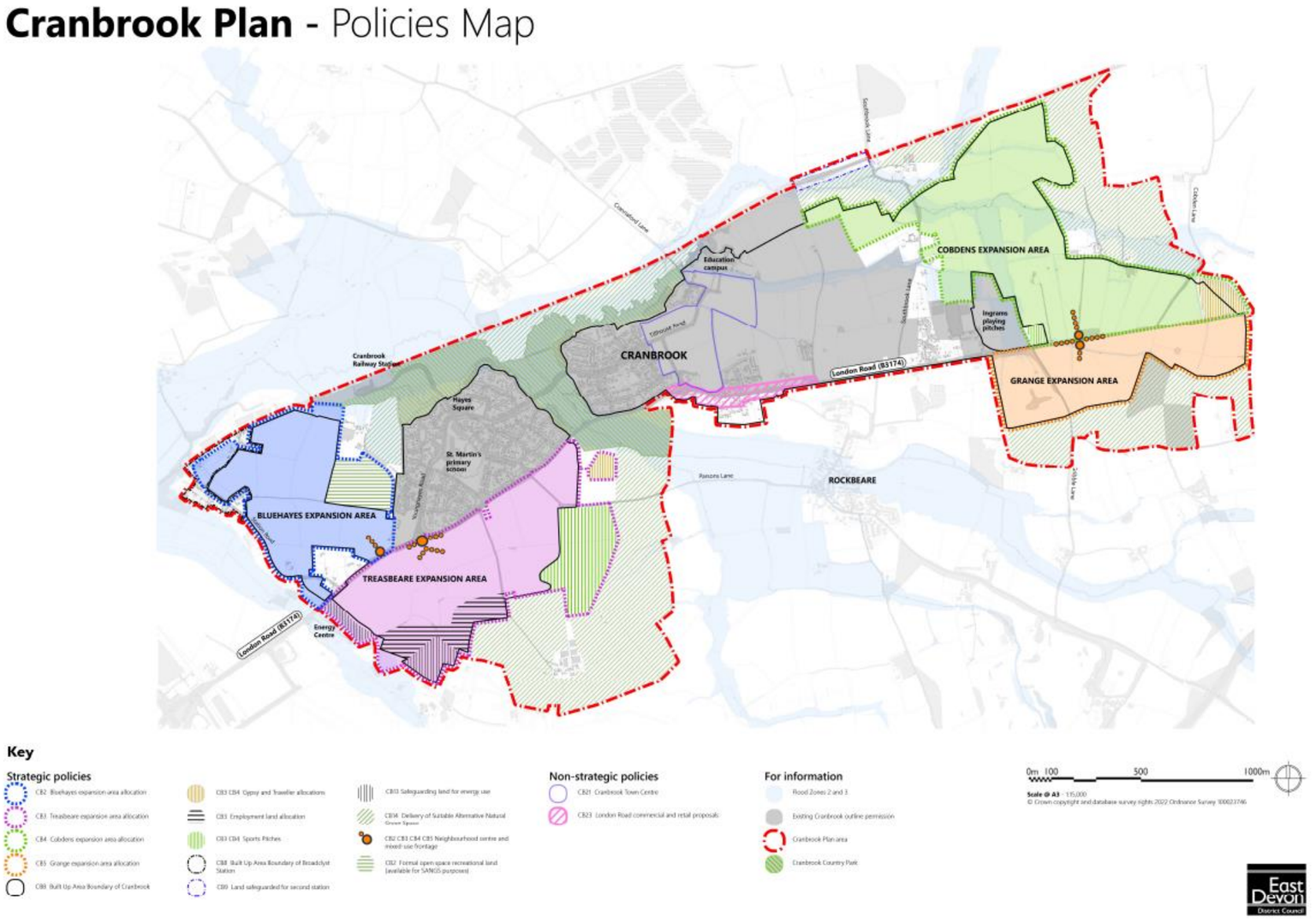


Figure 2.3 Cranbrook Plan – Policies Map (Source: The Cranbrook Plan)

- Clyst Valley Trail initial phases, and Cranbrook to Exeter multi-use trail, and improvements to E3 and E4 cycle routes 4 linking the city centre to the east of the city, and;
- Park & Change at Science Park (now delivered) and Pinhoe Park & Change.

In 2024 DCC adopted the **Exeter LCWIP**, which sets out the infrastructure measures required to help deliver the Exeter Transport Strategy ambition for 50% of work trips originating in Exeter to be made on foot or by cycle by 2030. It comprises a network of cycle routes across the city, with walking improvements focused on the city centre. The Exeter LCWIP proposals will provide a more coherent and attractive network of cycle routes within Exeter. A number of recommendations overlap with the study area of this Clyst Valley and New Communities LCWIP, including:

- E3/E4 City Centre to Cranbrook, including an alternative off-road cycle route from Tithe Barn Lane to Cranbrook away from the main road.
- E11 Pynes Hill Business Park to Westpoint Arena, including widening existing shared provision and providing buffers from fast moving traffic on the A3052.
- E13 Clyst St Mary to Topsham via Clyst Road, including direct off-road cycling and walking provision.
- An indicative alignment for the Clyst Valley Trail is also shown.

There is a need to consider in more detail improvements to existing and emerging growth sites to the east of Exeter, as set out in this LCWIP.

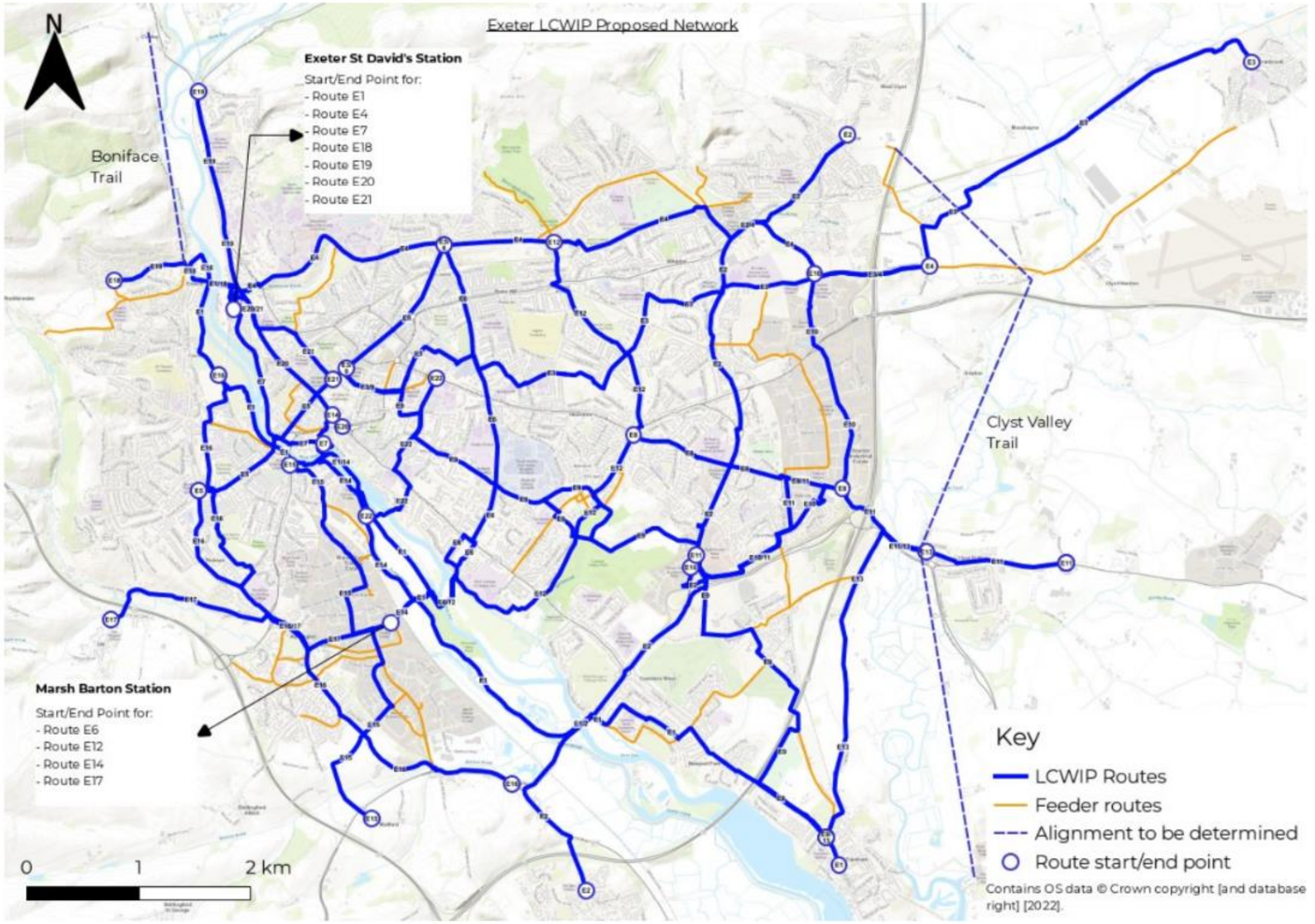


Figure 2.4 Exeter LCWIP recommendations overview

CASE STUDY: IS THE NEW COMMUNITY MODEL WORKING FOR WALKING AND CYCLING?

An inspiring vision

The original vision for Cranbrook was a freestanding new community supported by its own facilities. It was to be a "protype 'eco-town' new community". A "thriving, attractive and bustling new town" served by "high quality public transport links", with cycling providing an attractive alternative. It aims for most journeys originating from Cranbrook made using sustainable transport, with an excellent network of cycling and walking routes making active transport the first choice[ix].

Over a decade since the first residents moved in, is the approach taken at Cranbrook to support cycling and walking working? And does it provide a good model for other new communities in East Devon and elsewhere?

The journey so far

The first residents started moving to Cranbrook in 2012, and by 2021 the town had a population of 6,743. The town's amenities continue to grow with schools, a railway station, neighbourhood centre, and Country Park already in place. Work is now beginning on the town centre. Cranbrook will grow to around 8,000 homes with a population of around 20,000 people, becoming the second largest town in East Devon. Between 2016 and 2019, Cranbrook was one of ten NHS England Healthy New Towns, aiming to embed health and wellbeing in the build environment. In 2017, Cranbrook was selected as one of twelve Sport England Local Delivery Pilot sites, aiming to tackle inactivity focusing on groups who are lease likely to participate in at least 30 minutes of moderate exercise per week.

Is it working?

By many measures Cranbrook is already a great success. The development has won numerous awards. The residents survey suggests a strong community spirit exists. 90% of Cranbrook residents have moved from within Devon, successfully providing affordable new homes for local people. Cranbrook is also very young town, attracting young families and starter homes. 30% of the population is under 16, compared to 15% for both East Devon and Exeter. 11% are under 5, 14% aged 5-10, 6% aged 11-16. Just 3% of the population are over 65, compared to 30% for East Devon and 17% for Exeter. The train station is open and running an hourly service, with plans to increase this, and a commercially viable 15 minute bus frequency is now in operation to Exeter.

However, as detailed above, there is a still a very long way to go to achieve the aim to make cycling and walking the first choice. Just 2% of Cranbrook residents cycled to work in March 2021 and only 3% walked. Levels of car commuting from Cranbook were significantly higher than the East Devon average. Those travelling by car to Exeter are contributing to Exeter's significant congestion issues. After over a decade, Cranbrook is still waiting for its town centre and other community facilities, the very things that make a town vibrant and bustling. The children that first started at the newly opened St Martin's Primary School in 2012 are now nearing the end of their secondary education, having grown up with limited local amenities.

As detailed previously, these travel patterns may improve as the town grows and self-containment increases, combined with planned infrastructure improvements. However, based on evidence from around the country, it appears much more needs to be done to achieve the active travel aims.

Good small towns for cycling and walking

WSP compared cycling and walking rates in settlements with a population between 18,000 and 20,000 people in England and Wales. The best performing towns were Bangor in Gwynedd and Devizes in Wiltshire. In these towns between 14-17% of commuters walk and 2-3% cycle, with 47% driving a car or van. For a small town, the eventual size of Cranbrook, this is the best currently achieved in England & Wales. On average, towns of this size achieved just 8% walking to work, 1% cycling, and 54% driving a car or van.

Bangor and Devizes share several common characteristics. Both towns:

- Are "Islands": a significant distance from the nearest large urban area, which increases self-containment. The local town centre is boosted by visitors from the surrounding rural areas.
- Are historic: all of the small towns in the top ten for active travel, including Bideford in Devon which scores well for walking, are historic settlements dating back at least 1,000 years. Bangor is a historic cathedral city and Devizes is a market town built around a castle.
- Have a strong retail offer: Bangor has the longest high street in Wales, and Devizes has a regular market and 70 independent retailers.
- Have a variety of local amenities and attractions: This includes a cathedral and churches, theatres, cinemas, schools, a university, hospitals, local arts festivals, and local football and rugby clubs.

While Cranbrook cannot change its location or age, taking lessons from historic settlements that were originally built for walking can provide lessons for modern developments. In addition, building a retail offer, local amenities and attractions, is highly likely to boost cycling and walking levels.

Density

Cranbrook is relatively dense for a modern greenfield development. It has a net density of over 40 dwellings per hectare (dph), which is higher than both Bangor and Devizes. Density is an important part of creating vibrant walkable communities, ensuring origins and destinations are within easy reach. Increasing density from less than 10 dph to more than 40 dph has been found to cut the likelihood of driving by a factor of three.

There's evidence that minimum housing densities should be around 100 dph to support high quality public transport. These densities can be achieved with building 3-6 storeys high in attractively designed developments, with green space[x]. Increasing density also minimises the land needed for housing development, allowing more greenfield land to remain.

A model for development in East Devon and elsewhere?

At present, Cranbrook is a long way from meeting its aims for cycling and walking, and it's likely that a more ambitious and transformational approach is needed to achieve them.

Any new community adopting the Cranbrook model will most likely have very low cycling and walking rates for at least 10-20 years, if not longer. The new community options identified in the Local Plan Review are slightly closer to Exeter than Cranbrook, which may support active travel. However, they will face similar challenges to Cranbrook, do not have the potential for a rail station, and cover more challenging and hilly terrain.

Key interventions could include fast tracking the delivery of employment and amenities in Cranbrook; better integrating the station with the town; increasing density; lower parking standards; and a generally more ambitious and radical approach to the design of the expansion areas not already committed in planning, including delivery of the LCWIP recommendations.

3. NETWORK PLANNING FOR CYCLING

EXISTING CYCLING TRIPS & ISSUES

According to the 2021 Census, just 2% of residents in the study area travelled to work by cycle. 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.

Since 2021, cycling rates in the area are expected to have increased, recovering from the drop in cycle commuting recorded in the March 2021 census due to the coronavirus pandemic. The study area has inconsistent provision of cycle infrastructure, with some excellent sections such as the E3/E4 route via Redhayes Bridge between Exeter and Cranbrook, and poorer sections such as the E2 route between West Clyst and Broadclyst comprising a poorly maintained shared use path.

The area faces significant challenges to increasing cycling use, including:

- Low current levels of cycling, particularly when compared to urban areas in England;
- Rural nature of many routes, separated from the main urban areas, sometimes with no lighting or a lack of natural surveillance, means they may be less attractive to use for some people;
- High levels of car dependency across the study area;
- Fragmented existing cycle network, with inconsistent provision of dedicated cycle routes;
- Hills in some areas are a significant barrier to increased cycling for some 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.

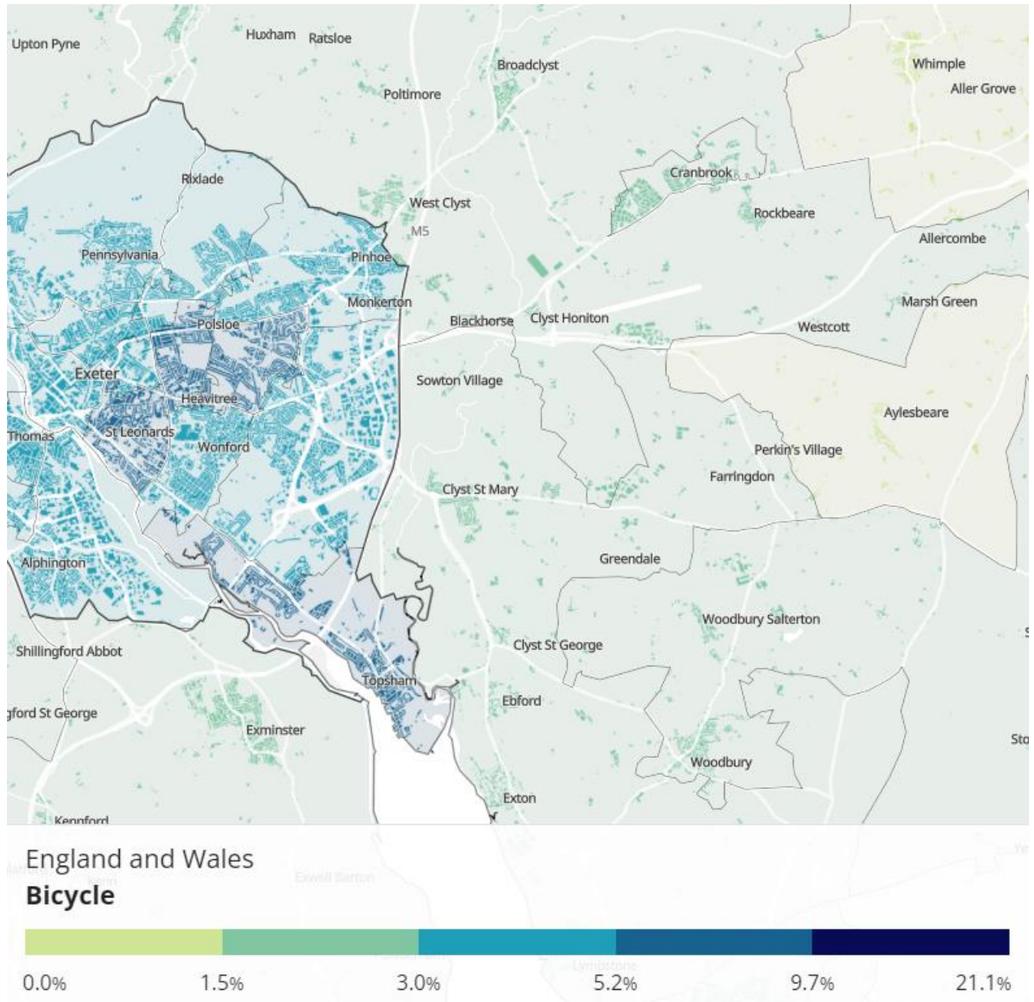


Figure 3.1 Residents cycling to work 2021 (Source: ONS)

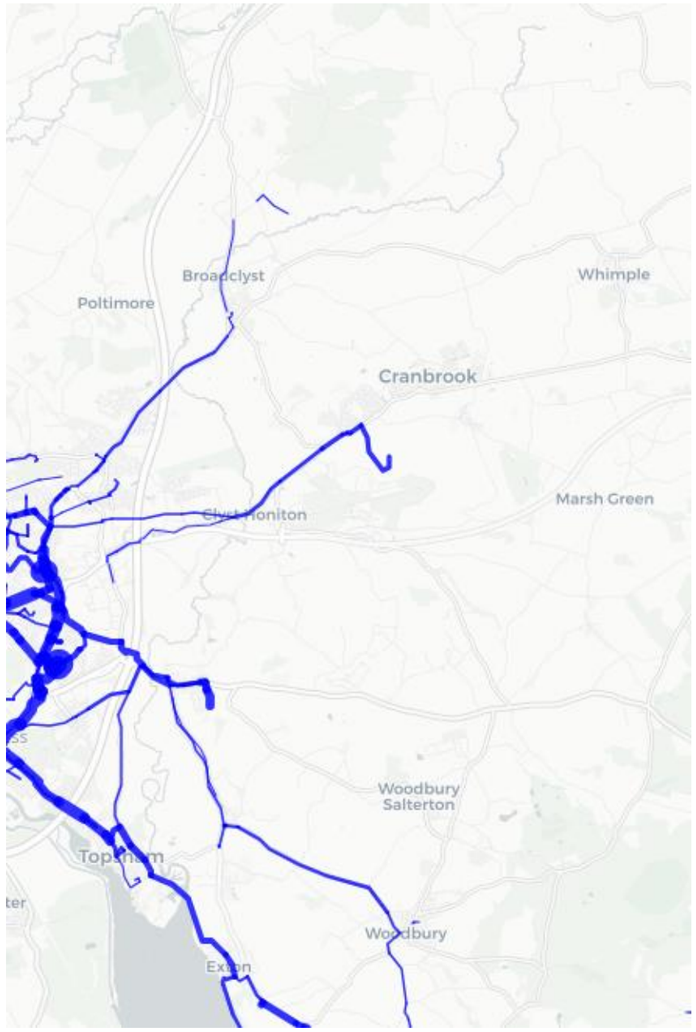


Figure 3.2. 2011 Highest commuter cycle flows. Increased line width = increased usage (Source: Propensity to Cycle Tool)

Figure 3.2 shows the estimated routes taken by people cycling to work in 2011 (top 30% of most popular cycle routes only). While this pre-dates development at Cranbrook, there are clear radial routes emanating from Exeter. This includes the E2 route to Broadclyst, E3/E4 to Cranbrook, and routes to Clyst St Mary and Woodbury.

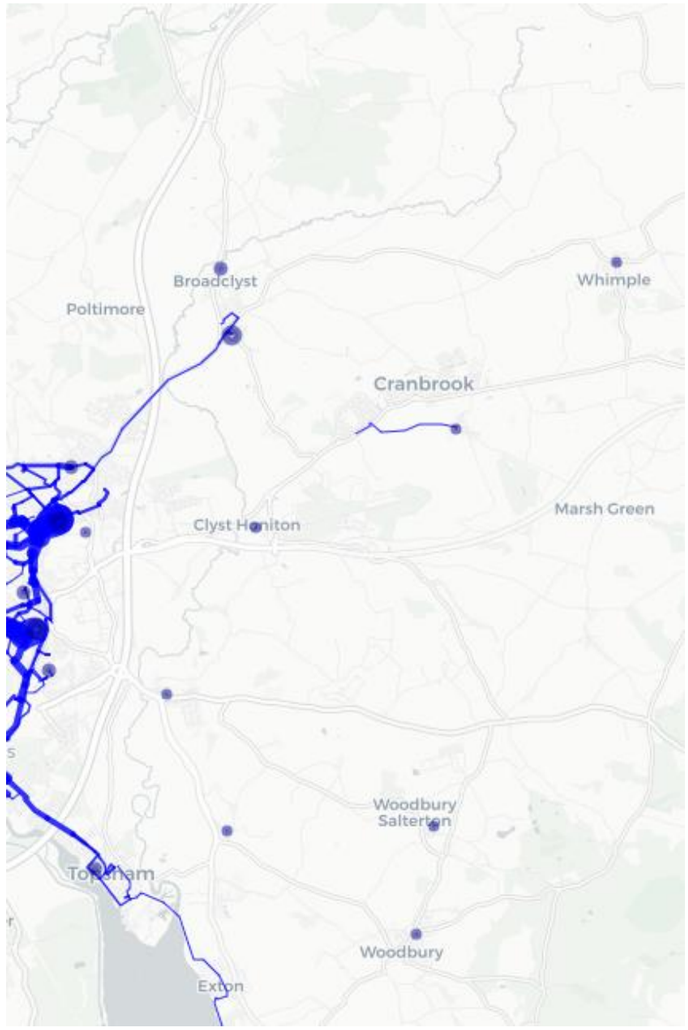


Figure 3.3. Highest school cycle flows. Increased line width represents increased usage. (Source: Propensity to Cycle Tool)

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 school census has since been discontinued by central government). The data highlights the E2 route from West Clyst to Broadclyst as the main cycle to school route in the study area, pre-Cranbrook.

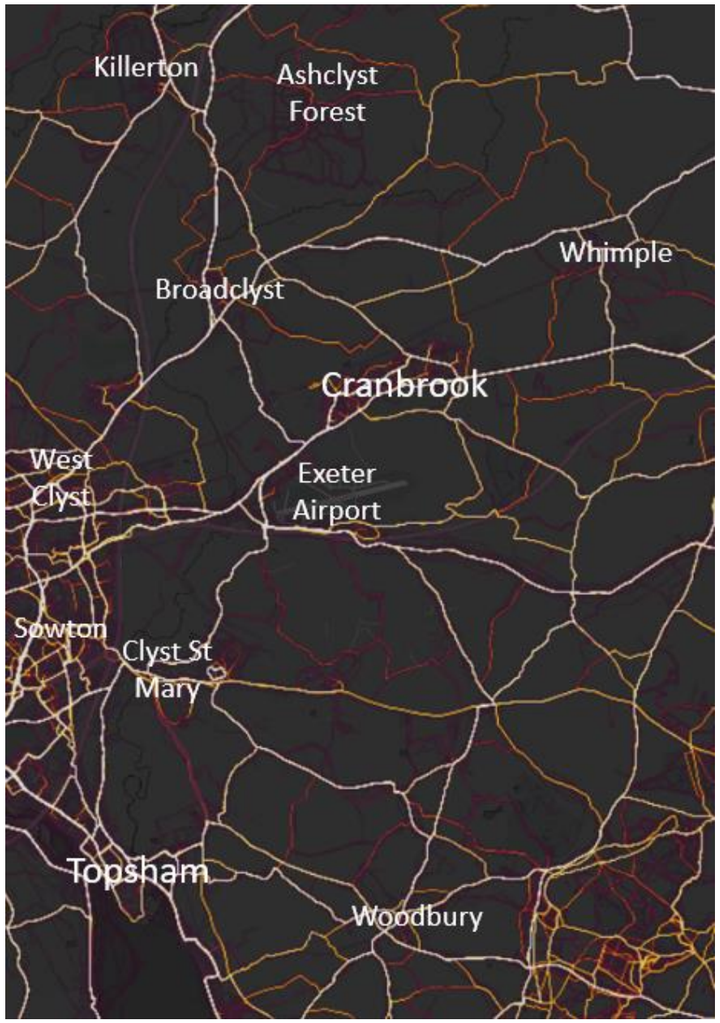


Figure 3.4. Strava cycle flows . Brighter colours = increased usage. (Source: Strava)

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 provides a useful, more recent, data source. This highlights routes within Cranbrook to Exeter, and the E2 route to Broadclyst. There is a notable lack of Strava cycling around Ashclyst Forest which sits on a large hill. Around Cranbrook, Station Road and Bishops Court Lane have relatively high flows, as does Clyst Road near Topsham.

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.

The collision data helps show where issues are, but also where people are cycling and walking. This reflects the broad trends seen in the census and Strava data, with a number of cycling and walking injuries including:

- E2 route between West Clyst and Broadclyst;
- E3/E4 route between Exeter and Cranbrook
- A30 junctions;
- A3052 Sidmouth Road; and,
- A376 near Clyst St George.

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:

- Improved maintenance and improvements to the E2 route between West Clyst and Broadclyst, and cycle path on B3181 through Broadclyst.
- Requests for 20mph limits in Broadclyst, Cranbrook, and Whimple.
- Around Cranbrook, an extended cycle route on London Road and a route to Rockbeare along Parsons Lane. There were positive comments about the shared use path on London Road/Old Honiton Road through Clyst Honiton.

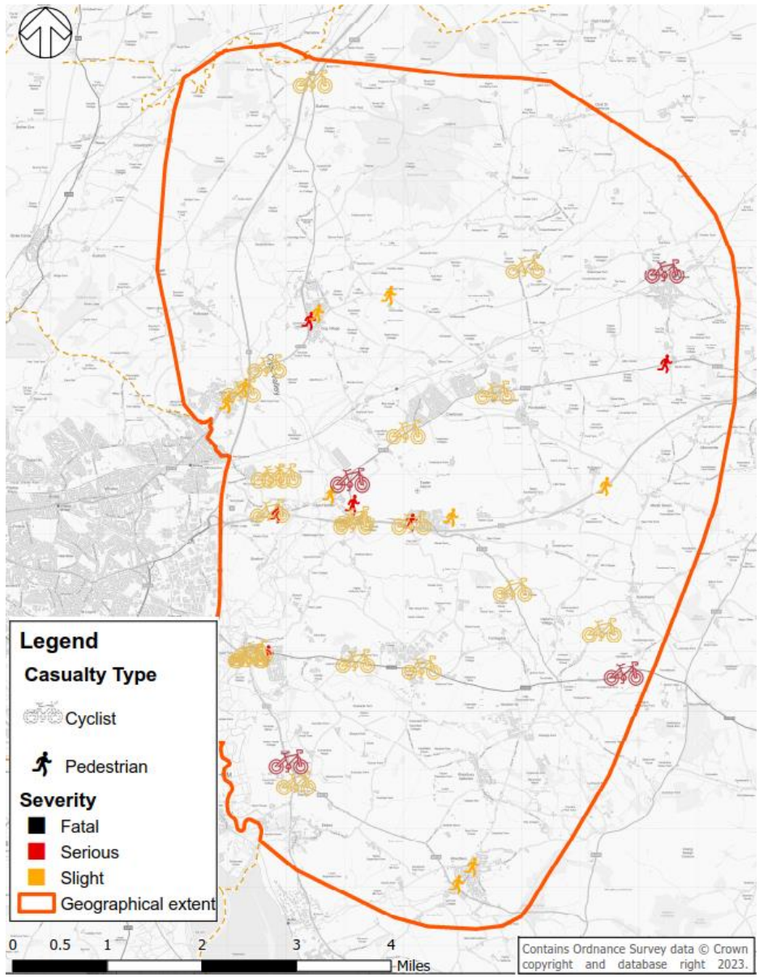


Figure 3.5. Traffic casualties, pedestrians and cyclists 2015-19

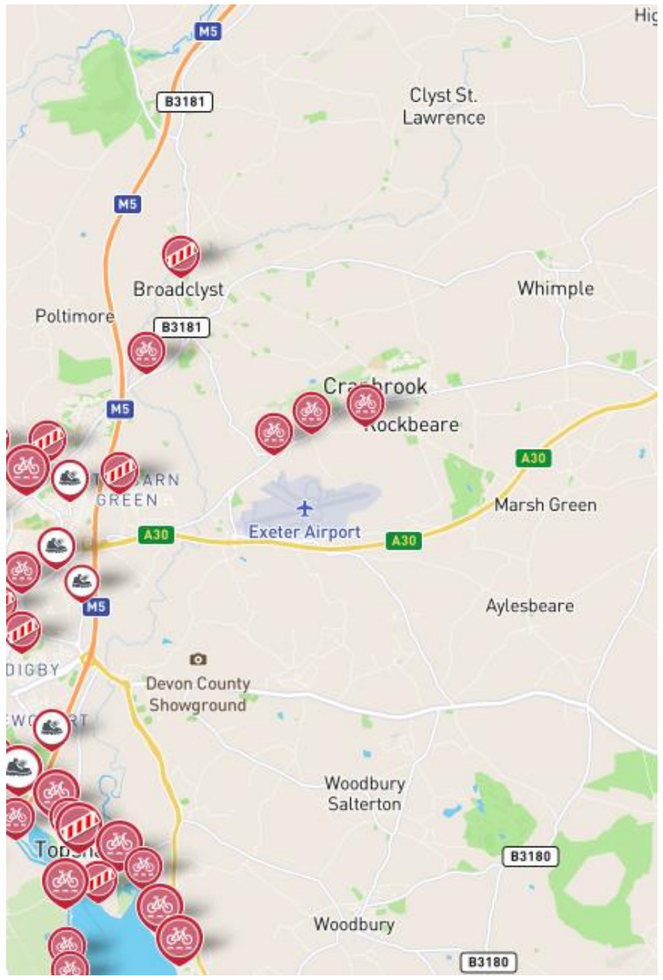


Figure 3.6. Public suggestions for cycle improvements (Source: Widenmypath.com)

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.

Given the lack of representative census data in this area, the focus was to connect existing and proposed communities within the study area (see Figure 3.7). Origins and destinations identified included:

- Existing settlements, rail stations, hospitals, and secondary schools;
- Future housing and employment sites in the adopted Local Plans and emerging Local Plan.

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

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.

Considering all of the previously discussed data, plans and policies, the priority desire lines shown in Figure 3.8 were identified for further development. These desire lines focus on the routes with the highest propensity for increased levels of cycling, linking the key origins and destinations identified.

The groups of priority desire lines were identified are:

1. **Clyst Valley Trail**
2. **Killerton & Broadclyst**
3. **Cranbrook**
4. **Local Plan 2020-2040 new settlement**

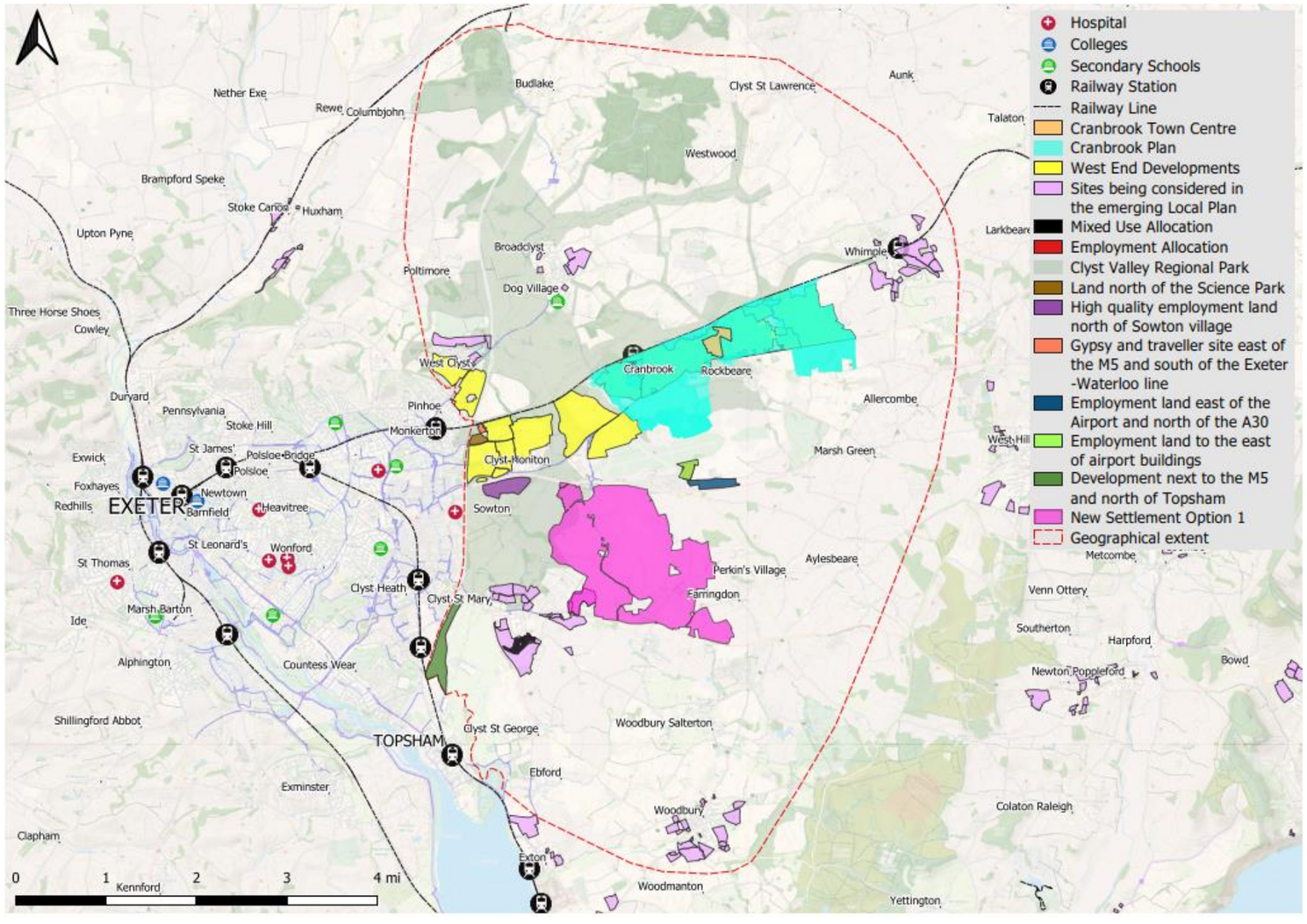


Figure 3.7. Existing and new communities

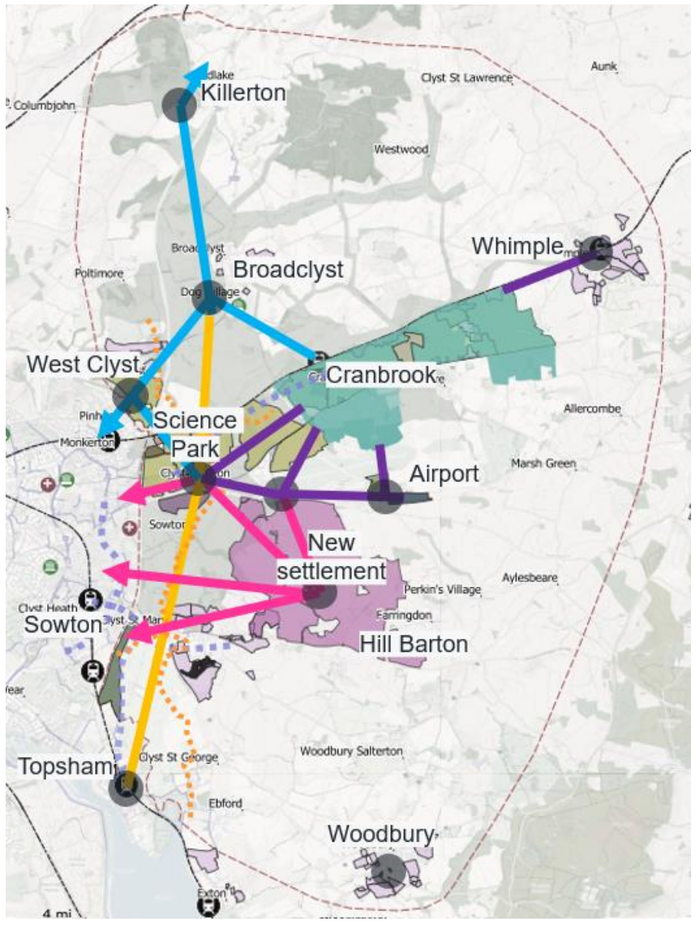


Figure 3.8. Priority Desire Lines (shown as thick coloured lines

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 3.7. 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 serving the desire line. 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.

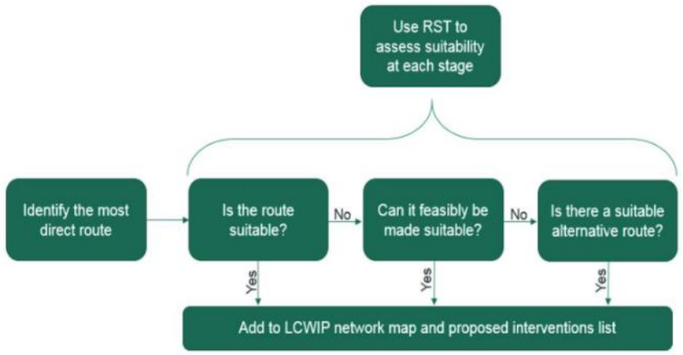


Figure 3.7. Route Audit Process (Source: LCWIP Technical Guidance for Local Authorities, DfT 2017)

TYPES OF IMPROVEMENTS

Improvements were developed according to the latest LTN 1/20 design standards, with key improvement types shown below[xi]

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. "Dutch kerbs" provide an alternative to dropped kerbs for driveways to provide a flat surface for people cycling, walking, and wheeling.

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. This LCWIP recommends a number of 20mph limits for specific roads in order to meet the standards set out in LTN 1/20 guidance.

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.

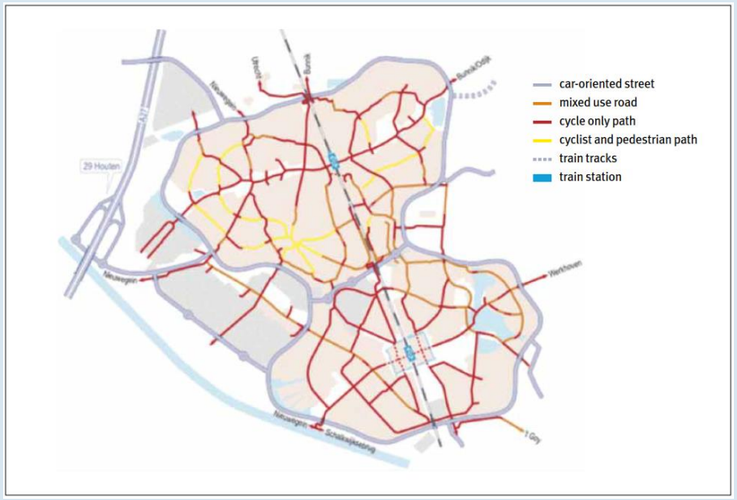
CASE STUDY: HOUTEN

Houten is a commuter town built in two phases from 1968, 9 miles southeast of Utrecht in the Netherlands. It is known for its urban design that prioritises people cycling and walking and now has a population of 50,000. No motor through-traffic is permitted within the town, with motor vehicles having to go to the city ring road before they can go to another area. 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. Across the town there are parks, lakes, and rivers for people to enjoy and cycle paths for all ages and abilities. Only 1.1 parking spaces are provided per house. This has all culminated in 55% of trips made by walking or cycling and 11% by public transport.

As noted in a ITDP Europe case study[xii], the innovative traffic layout was a departure from the norms of the time when it was developed in 1968. The design limited car use and gave priority to traffic safety for people walking and cycling. Core design features include narrow roads, traffic calming, and separation of cycle paths from car traffic whenever possible. From 1994 Houten was expanded with the creation of South Houten, with a further ring road and train station. The design is centred on the train stations and there are 129 km of cycle paths, all coloured red to be easily identified.

In the core of both parts of Houten is a train station, so that no one lives no more than 2km from a station. Next to each station is a plaza with shops, cafes, and other amenities. The plazas are often used for public markets, making them bustling activity centres. Housing is arranged around these central areas. This style follows the classic layout of a transit-oriented development, with housing and retail focused around a central transit station, maximising access for all residents. The majority of schools and important buildings are located along the main cycle route, which runs through the centre of Houten, providing easy access to important destinations by bike. A business park is located close to the centre, providing easy accessible job opportunities to residents.

The result is the residents of Houten cycle far more and drive far less than their neighbours, and much less than their counterparts in the UK. This helps create a vibrant and active place, and contributes to improved health, improved accessibility, and reduced carbon.


car-oriented street
mixed use road
cycle only path
cyclist and pedestrian path
train tracks
train station
29 Houten
Houten
Houten

CYCLE ROUTE RECOMMENDATIONS

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

1. Clyst Valley Trail
2. Killerton & Broadclyst
3. Cranbrook
4. Local Plan 2020-2040 new settlement

The recommended improvements to these routes would represent a step-change in cycling infrastructure in the area, with over 50km of additional traffic free and low-traffic cycle routes, suitable for All-Ages and Abilities.

These routes will link up existing and proposed settlements, helping to enable more active lifestyles at Cranbrook at the second new community, and help to reduce the motor traffic impacts on the congested city of Exeter.

The Clyst Valley Trail will provide a largely traffic free route connecting the Exe Estuary Trail with Killerton House, all through the attractive setting of the Clyst Valley Regional Park. In the longer term, there is potential for longer distance connections to Cullompton and beyond to connect with National Cycle Network Route 3.

To the south of Cranbrook, recommendations are linked to the proposed new community set out in the draft Local Plan. These recommendations will need to be further developed as planning for the new community continues, and should help to inform the eventual Infrastructure Development Plan for the site.

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

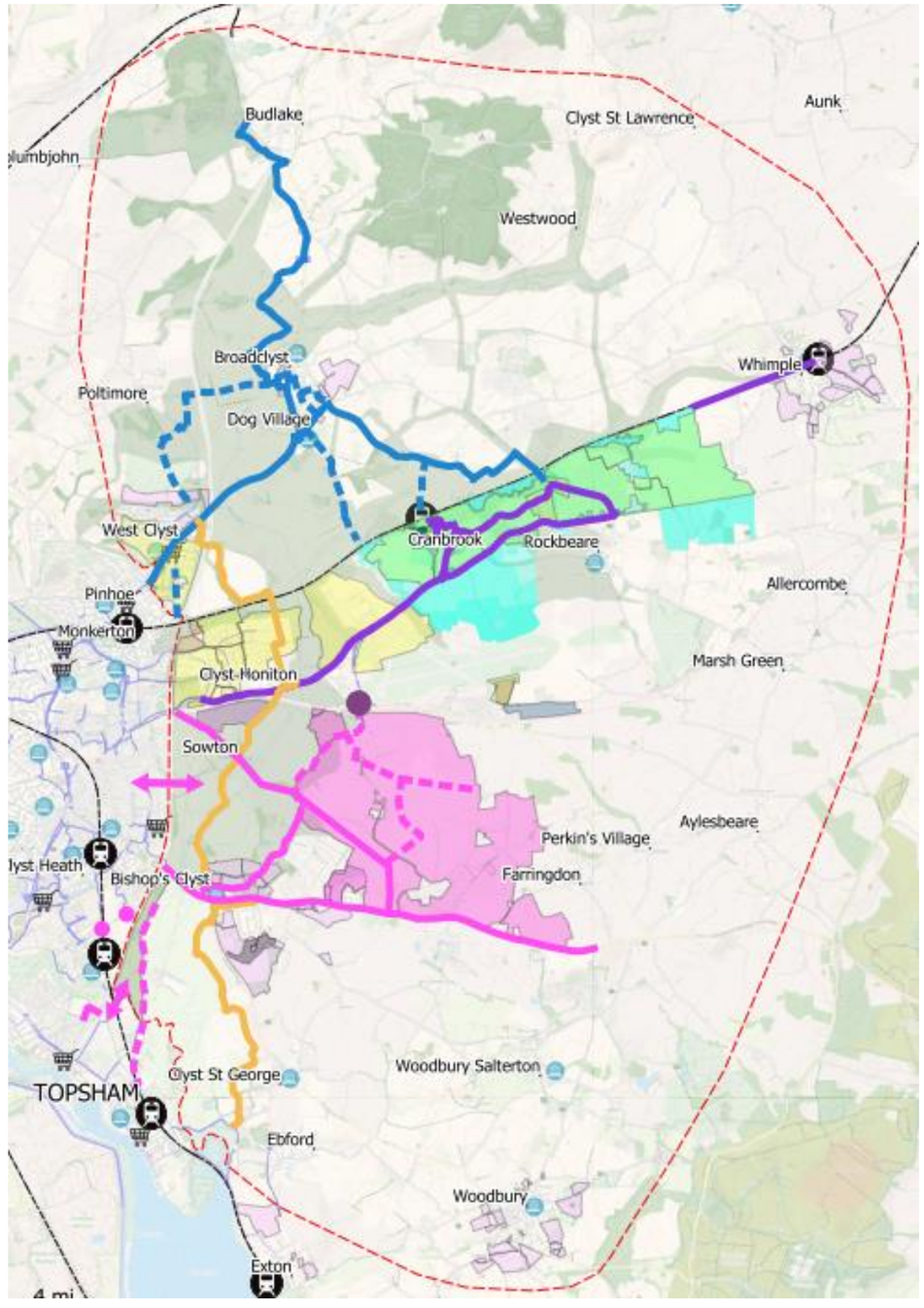


Figure 3.11. Overview of cycle route recommendations

1: CLYST VALLEY TRAIL

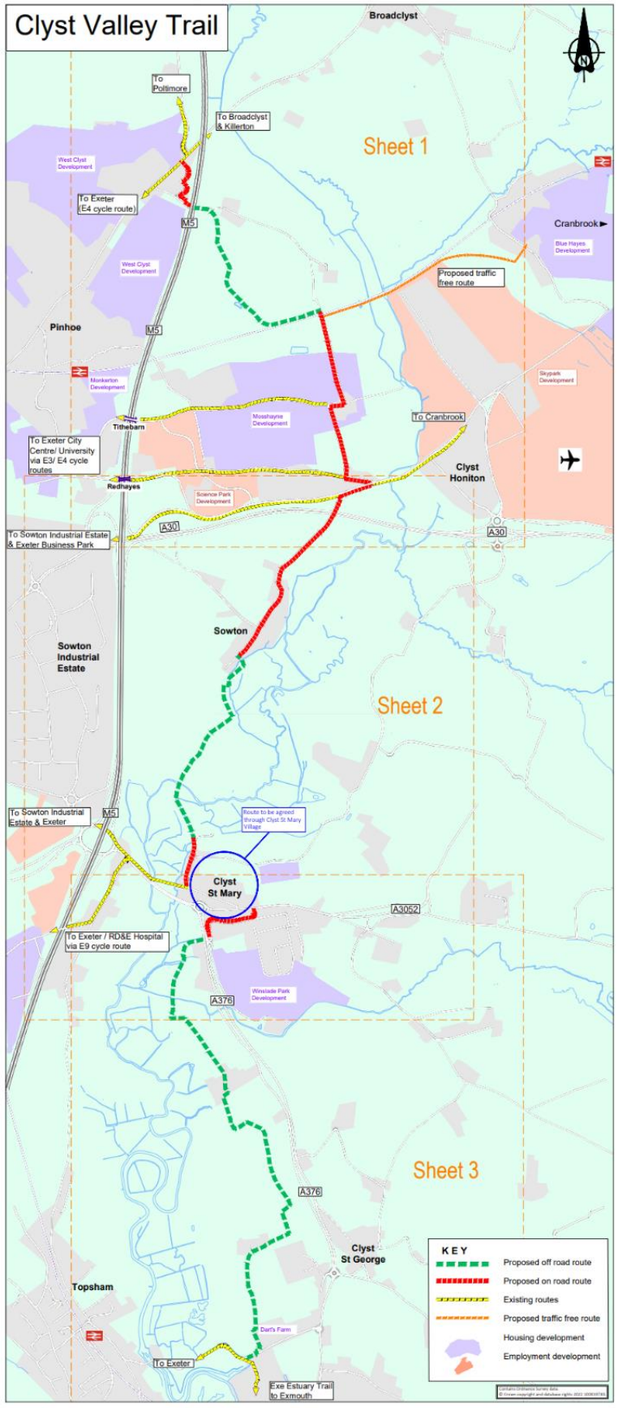
The Clyst Valley Trail is listed as a high-priority route for delivery in DCC's multi-use trail strategy. The 13km (8 mile) route will link 12,000 new homes and 10,000 new jobs in Exeter and East Devon.

The route will be a recreational trail for people walking, cycling, wheeling, and where feasible, horse riders. As well as allowing people in and around Exeter to enjoy and value the wonderful countryside of the new Clyst Valley Regional Park and East Devon, it will also provide an attractive commuter route between towns and villages along the River Clyst and Exeter, Cranbrook and surrounding employment areas in the Exeter and East Devon Enterprise Zone.

The Clyst Valley Trail will be delivered in three sections. Devon County Council and East Devon District Council have been working together to establish the final route for the trail. A consultation on sections 1 to 3 (West Clyst to Exe Estuary Trail – shown in Figure 3.12) was held in 2022. Revisions to the alignment are being developed by DCC and EDDC to incorporate this feedback. Negotiations with landowners for section 4 continue.

Due to the importance of the route to the area, the proposals for the Clyst Valley Trail are shown in this LCWIP. However, the LCWIP is not proposing any changes to the Clyst Valley Trail, as this work is being undertaken separately. **The alignment shown to the right and throughout this document is the alignment consulted on in 2022 and may change to incorporate the feedback to that consultation.**

The Clyst Valley Regional Park Masterplan also includes indicative proposals for wider improvements to the cycle network, which have been incorporated in the recommendations in this LCWIP where appropriate to do so.



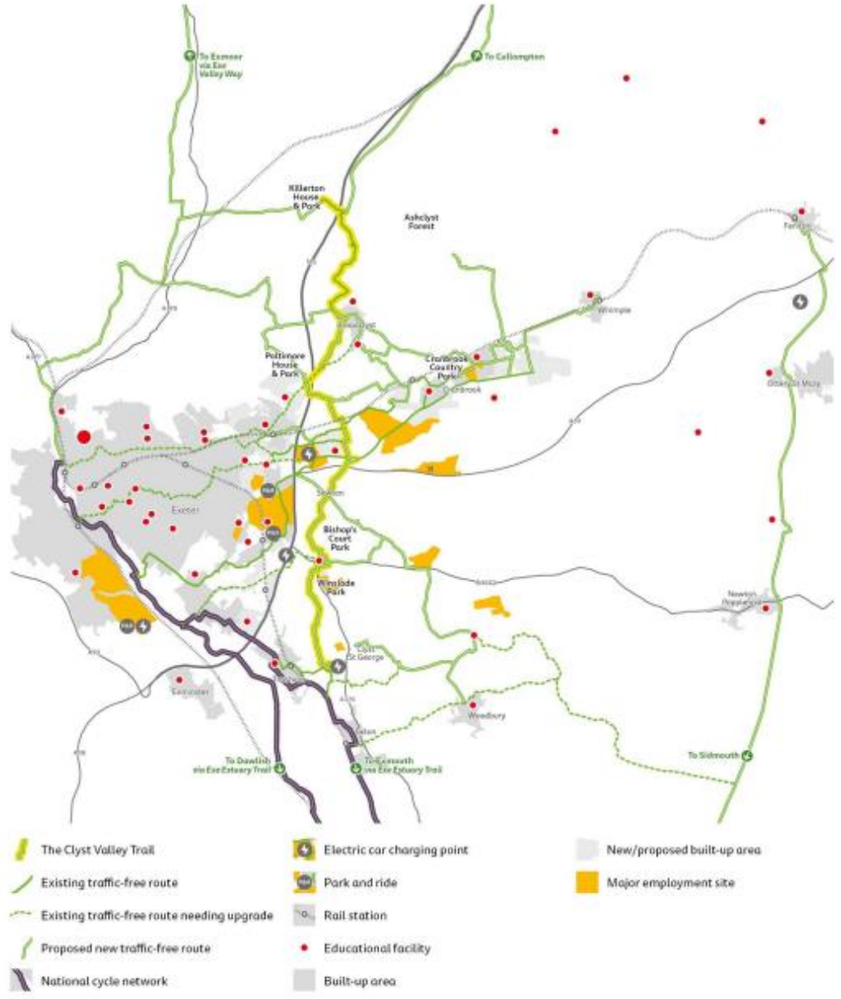


Figure 3.13. Clyst Valley Park Masterplan – Cycle Routes (Source: EDDC)

Figure 3.12. Clyst Valley Trail 2022 consultation alignment (Source: DCC)

2: KILLERTON & BROADCLYST

This section focuses on the north of the area from Killerton to Cranbrook. Proposed quiet routes from Broadclyst Neighbourhood Plan are shown in yellow. The recommended improvements are:

1. Killerton Estate: Explore with National Trust potential for off-road route through estate to avoid on-road sections. Potential to connect to onward links contained in the emerging Cullompton & Tiverton LCWIP.

2. Existing Killerton to Broadclyst route: Widening and resurfacing. Improve gates to make the route accessible for all, including the southernmost gate which is broken and can't be opened.

3. B3181: New toucan crossing adjacent to Sunnyfield. Convert B3181 footway to Shared Use Path (SUP) by widening into carriageway or verge. Use Old Coach Road to avoid particularly narrow section. Consider modal filter on Old Coach Road if there is local support.

4. Broadclyst quiet routes on Holly Close, Woodland Road, and Maple Road: Could be enabled with minor widening to the existing path to the north of Holly Close and adding "except cycles" to existing no entry sign on the lane past the post office.

5. Dog Village: Extend 20mph limit to Elbury Farm Lane, with further traffic calming and/or on-road cycle lanes. Create shared use path on Station Road linking to College and Leisure Centre.

6. B3181 (E2 route): In the short term, maintenance and hedge cutting to increase width of existing SUP. Improved side road crossings, including at Poltimore Road, Parkside Road and Park Lane. Install "dutch kerbs" across driveways along the entire route to provide a consistent flat surface. In the longer term a new route parallel to the B3181 away from the highway should be investigated east of the M5. This would provide a more attractive route for all users including school pupils travelling from Exeter to Clyst Vale Community College. This would require negotiation with landowners and land acquisition.

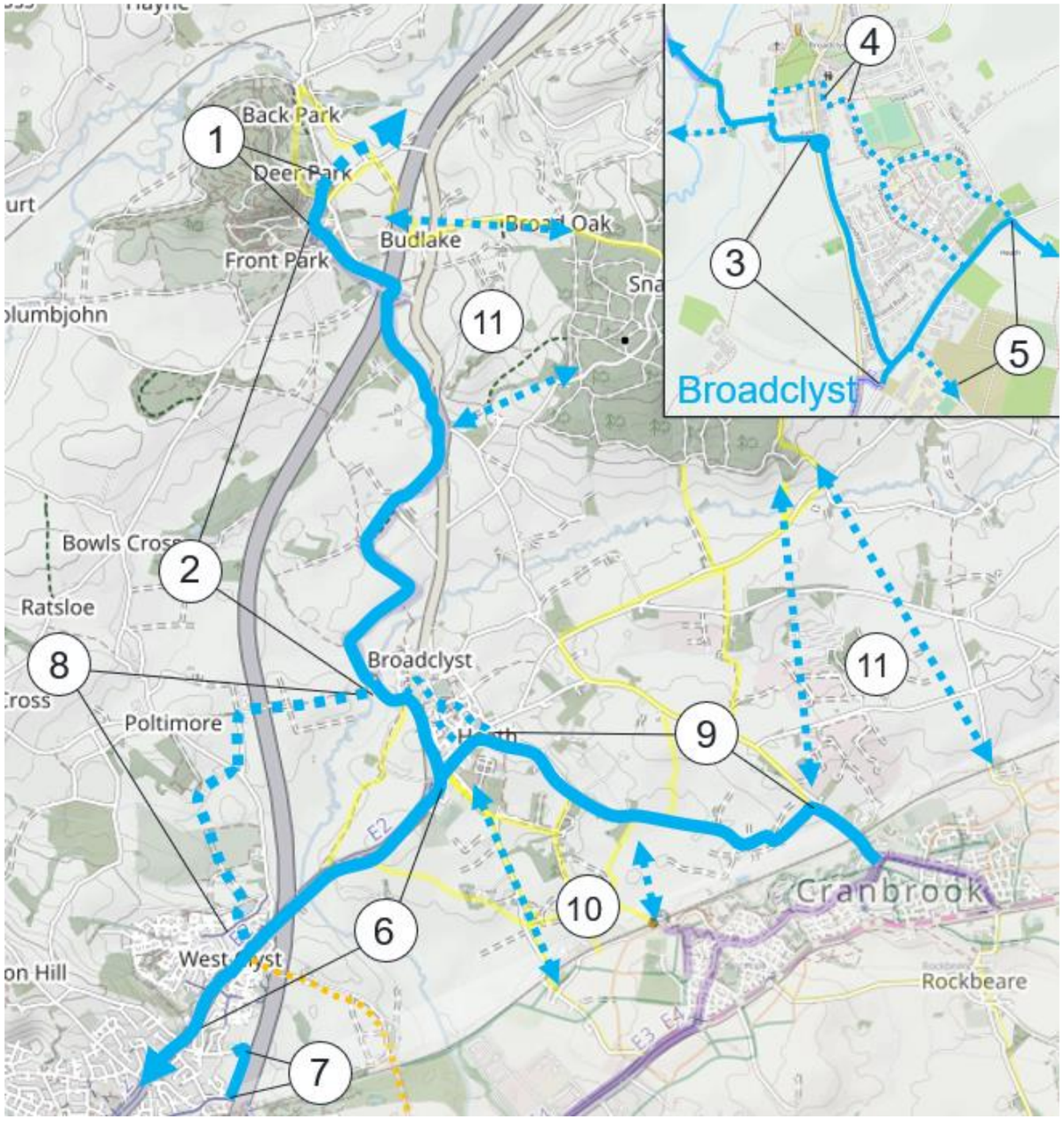
7. Pinncourt Lane: Deliver new route between development site and Langaton Lane.

8. Poltimore alternative route: Potential to create an attractive off-road route, upgrading the existing path through the former Poltimore deer park, Wilton Bradley access road (currently private no access), and upgrading the existing PROW over the M5 and fields. Engagement and agreement with private landowners required.

9. Elbury Farm Lane: 20mph limit and sign as access only or modal filter if there is local support.

10. Cranbrook Station to Broadclyst: There is an aspiration (e.g. Broadclyst Neighbourhood Plan & Clyst Valley Park Masterplan) for a new off-road route, either parallel to Station Road (most direct, but complex) or connecting to Elbury Farm Lane (less direct, simpler and lower cost). However, both options would likely require a new railway crossing and would entail high costs with limited potential demand. It is understood that few pupils from Cranbrook attend Clyst Vale Community College as Cranbrook is not in the catchment area.

11. Links to Ashclyst Forest: There is an aspiration to improve cycle links to the forest, with the National Trust aiming to create a new visitor hub at Ashclyst Farm. Potential options that could be explored further include routes via Southbrook Ln/Crannaford Ln and upgrades to existing public bridleways. However, the forest sits on top of a steep hill and there appears to be very low existing demand for cycling here.



3: CRANBROOK

A **comprehensive network of routes** is set out in the Cranbrook Plan and other documents that should be delivered to LTN1/20 standards with protected cycle routes and priority crossing points.

As detailed above, there is a need to be more ambitious with cycling and walking in Cranbrook. The recommended improvements are:

1. Honiton Road / London Road: In the short term, improved maintenance and treatment of side road crossings, particularly at Station Road and Tithebarn Way. In the longer term, add buffer area to highway with planting and widening existing path to provide a higher quality and more attractive protected cycle route to the Skypark, Logistics Park, Science Park, and beyond to Exeter.

2. A30 j/w B3184: In the short term, new signalised crossing on the Clyst Honiton Bypass arm. See next page for further upgrades linked to new settlement options.

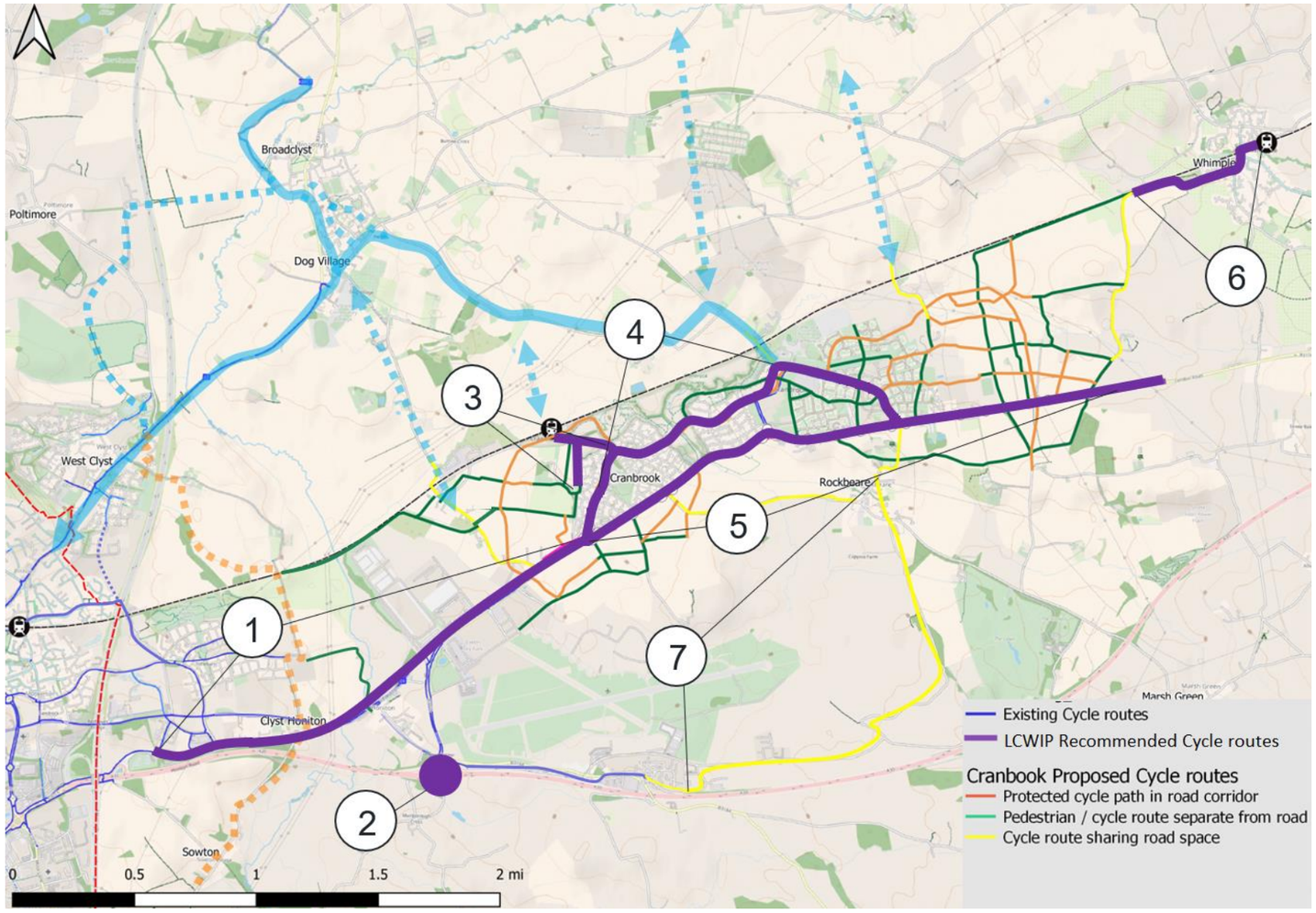
3. Cranbrook Station: Create more direct walking and cycling route to station from Cranbrook Dog Park and Best Park. Shelters for cycle parking at the station has been removed due to vandalism, leaving only uncovered, unsecure cycle parking in a location with poor natural surveillance. Explore providing secure cycle lockers and/or a secure cycle parking compound.

4. Younghayes Road & Tillhouse Road: In the short term, existing SUP need to be signposted and marked. In the longer term as Cranbrook is built out, cycling and walking flows on these roads will increase. Explore upgrading existing SUP to a protected path or, alternatively, a more transformative approach could be considered to install a bus gate on Tillhouse Road where it crosses the Country Park.

5. London Road: Provide dedicated cycle provision along London Road through Cranbrook. Feasibility work aiming to change the character of this section of London Road, from a distributor road to local road with frontage, is also underway.

6. Cranbrook to Whimple Station: Consider modal filter if there is local support to create walk/cycle route. Widen existing footpath to station where possible, change of barriers and add dropped kerbs, to convert to SUP.

7. Silver Lane: Explore green lane treatment (e.g. 20mph, access only or green lane signage) to improve conditions for on-road cycling. To include resurfacing to fix potholes and minor widening in places to provide passing places for people cycling. It is understood that the road occassionally floods.



4: LOCAL PLAN 2020-2040 NEW SETTLEMENT

There will be a need to provide a comprehensive network of active travel routes in the new settlement area to LTN1/20 standards, providing protected cycle routes wherever possible.

1. Consider new ped/cycle crossing of M5: There will be significant numbers of people travelling to Exeter. The current options via A30 Honiton Road or A376 Sidmouth Road involve traversing busy motorway junctions, some of which have uncontrolled crossings. A new bridge could connect to improved routes through Sowton Industrial Estate and to Digby & Sowton rail station. There appears to be an existing underpass in this vicinity for a leat, but this is unlikely to be suitable.

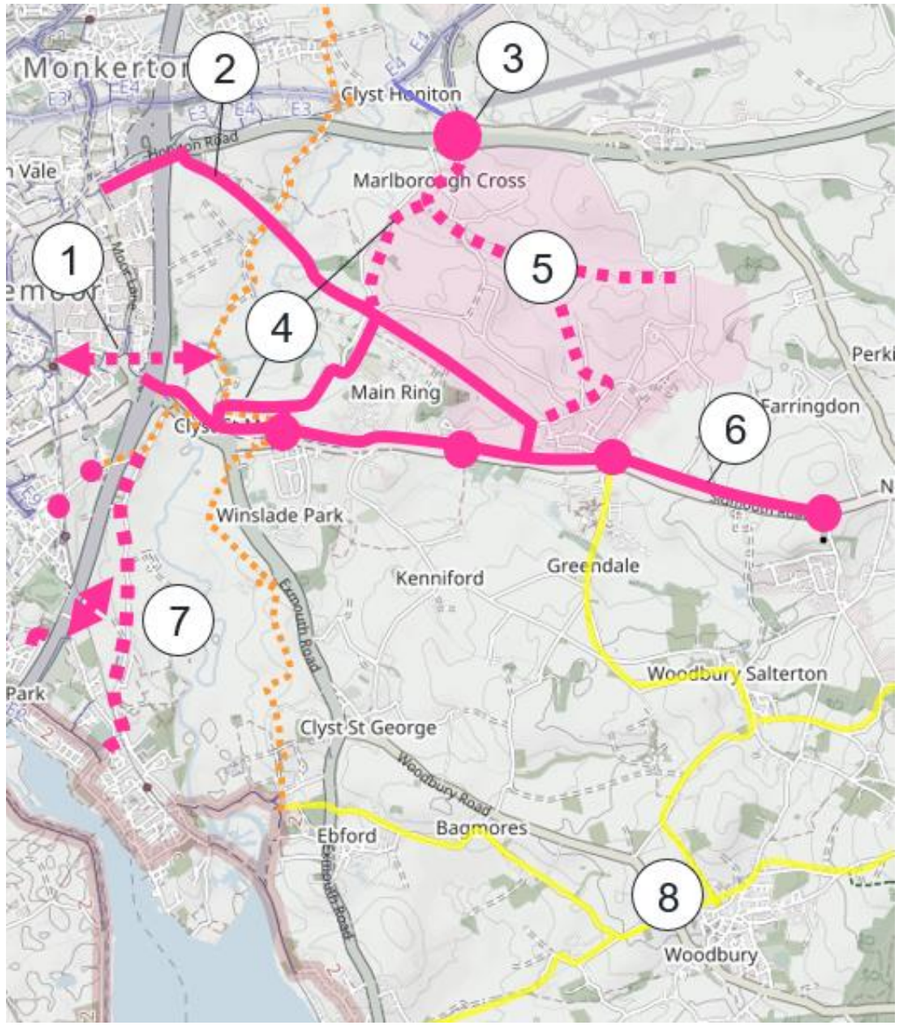
2. A30 Honiton Road & Sowton Lane: Upgrade existing SUP on A30 Honiton Road between Moor Lane and Sotwon Lane to a protected route with a buffer to the carriageway. Upgrade existing PROW east of Sowton Village to all weather surfaced path, continuing the route to Hill Barton Business Park. Requires engagement with and agreement from landowners.

3. A30 j/w B3184: The new settlement will increase the number of people cycling north-south through this junction. By then, Cranbrook should be an attractive employment and shopping destination, with regular trains to Exeter and London. North-south cycle routes through the junction should be widened with signalised crossings. Alternatively, a new active travel bridge could avoid the junction entirely. Upgrades to the route on Clyst Honiton Bypass should also be considered.

4. Bishops Court Road: Explore creation of route on or adjacent to Bishops Court Road, potentially through negotiation with Westpoint Arena. Potential development north of Church Lane could deliver a new vehicular route between the A3052 and Bishops Court Lane, allowing a modal filter to be installed north of Clyst St Mary to remove through traffic from the village.

5. Routes within new settlement site: Active travel routes within the new settlement will be progressed as part of the planning process. The development form of the new settlement and active travel routes should make walking and cycling the first choice for local journeys, linking local origins and destinations within the new settlement. Strategic routes alongside water courses could provide attractive options in this hilly area.

6. A3052 Sidmouth Road: There are key destinations on this route including Westpoint Area, Hill Barton Business Park, Crealy Theme Park & Resort, Greendale Farm Shop and Business Park, with this route identified in the Exeter LCWIP. All new settlement options in this area would further increase demand on this route. A high-quality protected route, separated from the carriageway by a buffer should be delivered between Clyst St Mary and Greendale. To include crossing points (e.g. signalised crossings) for the Clyst Valley Trail, Cat & Fiddle, Crealy, and Greendale. This would require engagement and negotiation with landowners.



7. Clyst Road Area: Development is coming forward in the Clyst Road area. The following interventions would help improve connectivity in the area:

- New surfaced path linking the south end of Newcourt Road to Ronald Gardens
- Consider a new railway crossing (bridge or underpass) connecting Newcourt Road to the fields to the north if development comes forward in this area.
- Create a ramp, accessible for all users including people cycling and using mobility scooters, where there are currently steps where the path north of Newcourt Station meets Old Rydon Lane.
- Consider a modal filter on Old Rydon Lane to improve conditions for cycling and walking.
- Deliver the Exeter LCWIP route E13 along or parallel to Clyst Road.

8. Woodbury Quiet Lanes: Several quiet routes linking Woodbury to nearby destinations were proposed by stakeholders and are shown in yellow. While there are housing sites identified in Woodbury in the current Local Plan, the absence of a major new settlement in the immediate vicinity would make securing funding for significant cycling infrastructure in this area challenging. The quite lanes could be progressed at relatively low cost through use of wayfinding and minor works to reduce motor traffic volumes and speeds to improve conditions for active travel.

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 only 3% of residents in Cranbrook walking to work, rising to 11% in the Clyst, Exton & Lympstone area. By comparison, 27% of residents walk to work in Central Exeter.

IDENTIFYING CORE WALKING ZONES

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

However, the LCWIP area does not lend itself to a CWZ because it is currently predominantly rural with small villages, and because larger settlements are recent (e.g. Cranbrook) or do not exist yet and are therefore built to the latest design standards.

Following discussion with DCC and EDDC, it was therefore decided that walking improvements in the LCWIP should be focused on:

- West Clyst to Broadclyst, which was identified by DCC, EDDC, and stakeholders as an important walking route. The two settlements are only one mile apart, and there are a significant number of school children that travel from Exeter to Clyst Vale Community College.
- Incorporating walking improvements across all routes. For example, the Clyst Valley Trail will be a multi-use trail suitable for cycling, walking, wheeling, and horses.

AUDITING FOR WALKING

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.

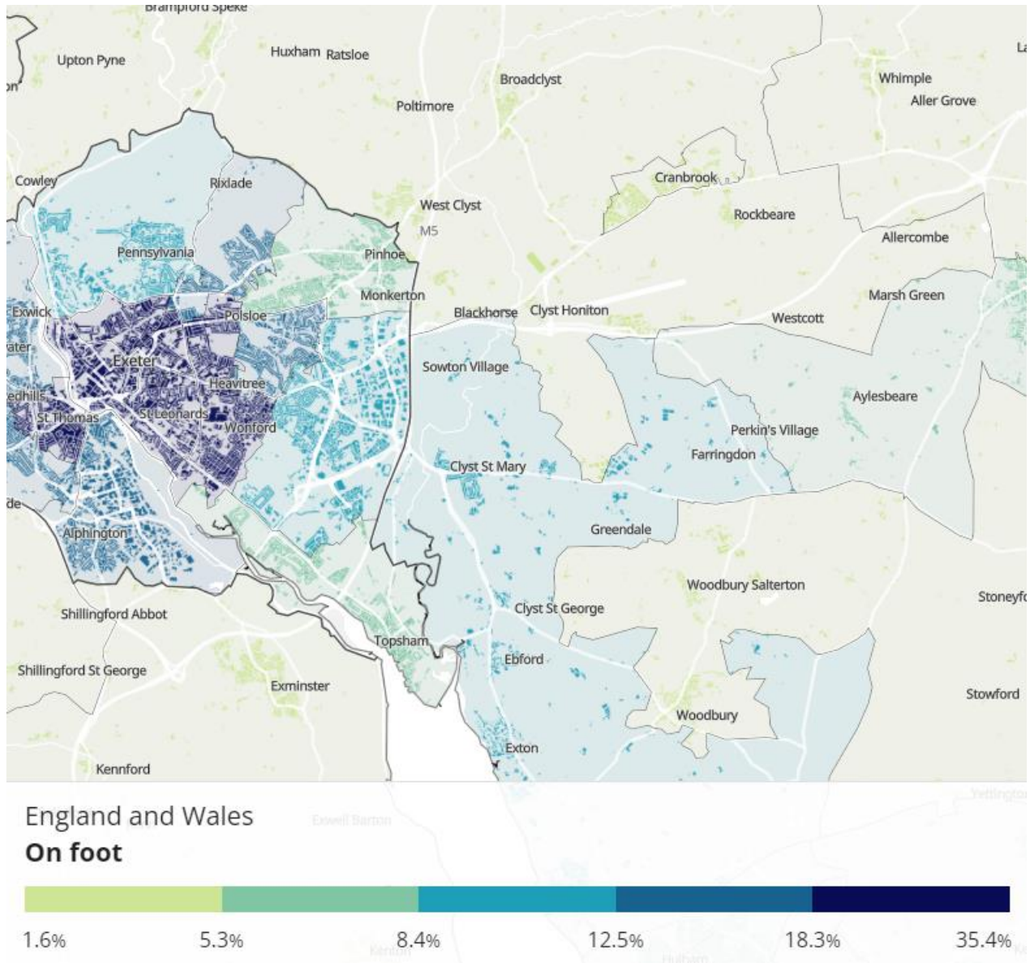


Figure 4.1. Residents that walk to work 2021 (Source: ONS)

WALKING IMPROVEMENTS

This section sets out some broad themes for encouraging walking in the area and summarises the walking improvements already identified. The recommended improvements are:

A. Increase self-containment: To increase walking, Cranbrook needs to be more self-contained, with increased provision of local employment and amenities. This should be achieved through the delivery of the town centre, employment, and supporting amenities.

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

C. Cranbrook walking "bugbears" project: While Cranbrook should be delivered to the latest standards, stakeholders raised concerns about missing dropped kerbs, including to access bus stops on Yonder Acre Way and elsewhere. A lack of crossing point at St Martin's School was also raised. These issues could be tackled by seeking dedicated funding for a project to crowd source and address smaller scale issues for people walking, using wheelchairs and mobility scooters across Cranbrook.

A focus on West Clyst to Broadclyst

2-7: B3181 (E2 route): Maintenance and hedge cutting to uncover existing SUP. Improved side road crossings, including at Poltimore Road, Parkside Road and Park Lane. Consider replacing dropped kerbs at driveways with "dutch kerbs" along the entire route to provide a consistent flat surface for people walking and cycling. In the longer term a walking and cycling route parallel to the B3181 away from the highway could be investigated east of the M5. This would require negotiation with landowners and land acquisition.

Summary of other key walking improvements outlined in cycling section:

1. Clyst Valley Trail: multi-use trail, including for walking.

2-2 Killerton to Broadclyst: accessible gates, resurfacing and widening.

2-3 B3181: new toucan crossing and modal filter.

2-5 Dog Village: extension of footways.

2-6 Poltimore alternative route: multi-use trail.

2-8 Elbury Farm Lane: Removal of motor vehicles will create more attractive walking route.

3-1 Honiton Road (E3/E4): improved maintenance and side road treatments.

3-3 Cranbrook station: more direct walking routes to the station.

3-4 Cranbrook to Whimple Station: Removal of motor traffic will create more attractive walking route.

3-6 Rockbeare: Improved walking route.

4-1 A30 jw/B3184: Improved pedestrian crossings.

4-2 Sowton Lane: Upgrade of existing PROW.

4-3 M5: New pedestrian crossing.

4-4 A3052 Sidmouth Road: New pedestrian crossings and extension of footpath.

4-7 Clyst Road Area: New pedestrian crossing of railway line and walking links .

Figure 4.2. West Clyst to Broadclyst walking corridor overview (Source: Google Maps)

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 or support delivery of housing and employment.

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
- 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 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.
- Costs includes prelims (50%), Stats allowance (20%), professional fees (20%), and risk/contingency (40%). Excludes legal issues, VAT, and land take.

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

Table 5.1 Scheme Priority & Cost

Priority	Improvement	Delivery Timescale	Indicative Cost	Key Dependencies & Links
1	Clyst Valley Trail	Short/Medium	n/a	Clyst Valley Regional Park
2	Killerton & Broadclyst: Recommendation 6 (E2 improvements)	Short/Medium	£1m to £2m	
2	Cranbrook	Short/Medium	£3.2m to £4.7m	Linked to development progress at Cranbrook
3	Killerton & Broadclyst: Recommendations 1 to 5 and 7 to 10	Short/Medium	£2.3m to £3.7m	
4	Local Plan 2020-2040 New Settlement	Medium/Long	£8.5m to £12.5m	Local Plan and development site progress
5	Killerton & Broadclyst: Recommendation 11	Medium Long	Not costed	Creation of National Trust visitor centre and proposals to increase visitors to Ashclyst Forest

The schemes outlined in this document represent at least £15m to £23m investment in over 50km 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, and leading cities in the UK. This will be highly dependent on successfully securing developer contributions and local contributions.

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",

Back in the Clyst Valley & New Communities area, the role of supporting infrastructure and measures, such as cycle parking, active travel information and mapping, and marketing will also need to be considered alongside this LCWIP to support use of the infrastructure delivered.

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.

East 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 into 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 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 to 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.

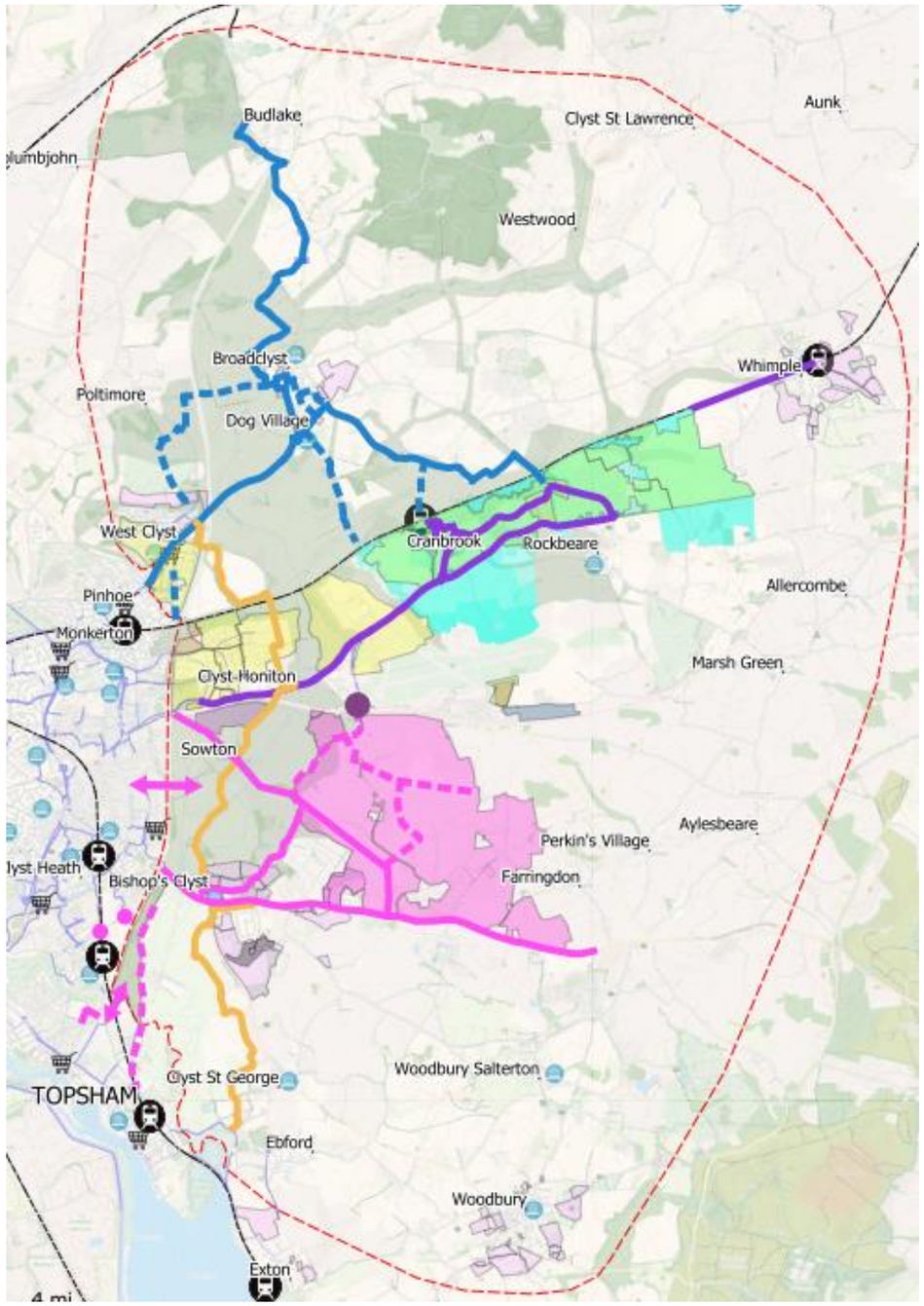


Figure 6.1. LCWIP routes overview

APPENDIX A: KEY COST ASSUMPTIONS

Overall assumptions

- Costs includes prelims (50%), Stats allowance (20%), professional fees (20%), and risk/contingency (40%). Excludes legal issues, VAT, and land take.

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.

1. Clyst Valley Trail

- The Clyst Valley Trail has not been costed as these costs will be prepared by DCC and EDDC as part of the ongoing development of the trail.

2. Killerton & Broadclyst

- 1. Killerton Estate: Costs excluded as upgrades would likely occur as part of wider improvements to the estate.
- 10. Cranbrook to Broadclyst: Costs excluded due to uncertain route alignment.
- 11. Links to Ashclyst Forest: Costs excluded due to uncertain route alignment
- Does not include costs for potential quietway routes.

3. Cranbrook

- 1. Honiton Road/London Road: Includes cost for longer term scheme to add buffer and widen path.
- 4. Younghayes Road & Tillhouse Road: Includes costs for signage improvements only. Excludes costs for upgrading path with protected cycle route or modal filter due to uncertainty of solution
- 5. London Road: Excludes costs of cycle provision on London Road through Cranbrook development site due to uncertainty of solution that will be linked to wider improvements to this section of London Road.
- Does not include costs for routes being delivered by developers in Cranbrook.

4. Local Plan 2020-2040 New Settlement Options

- 1. Consider new/ped cycle crossing of M5. Costs excluded.
- 3. A30 j/w B3184: Costs excluded due to uncertainty and possible need for a bridge.
- 4. Bishops Court Road. Includes costs for cycle route only south of Sowton Lane. Costs north of Sowton Lane to the A30 are excluded due to uncertainty.
- 5. Routes within new settlement. Costs excluded due to uncertainty.
- 7. Clyst Road Area: cost for railway crossing and ramp are excluded.
- 8. Does not include costs for potential quietway routes.

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