

Clyst Road & Newcourt Road Transportation Access Strategy

September 2025

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1. Introduction

1.1. Purpose of this Report

- 1.1.1. This report has been prepared as a framework for future discussions between the public, developers, local planning authorities and the highways authority relating to development in the vicinity of Clyst Road and Newcourt Road.
- 1.1.2. The focus of this report is on the area north of the Topsham-Exeter Road, east of the M5, south of the Exeter-Sidmouth Road and west of the River Clyst. This area has been subdivided into segments, the 'Clyst Road Area' (shown in red below) and 'Newcourt Road Area' (shown in green), north and south of the Avocet railway line, and the Sandy Park area to the west of the M5 and north of the railway line (shown in yellow). However, the sustainability of development in these areas (shown indicatively in **Error! Reference source not found.** below) will also be impacted by transport infrastructure provision west of the M5, particularly around Sandy Park and Newcourt.

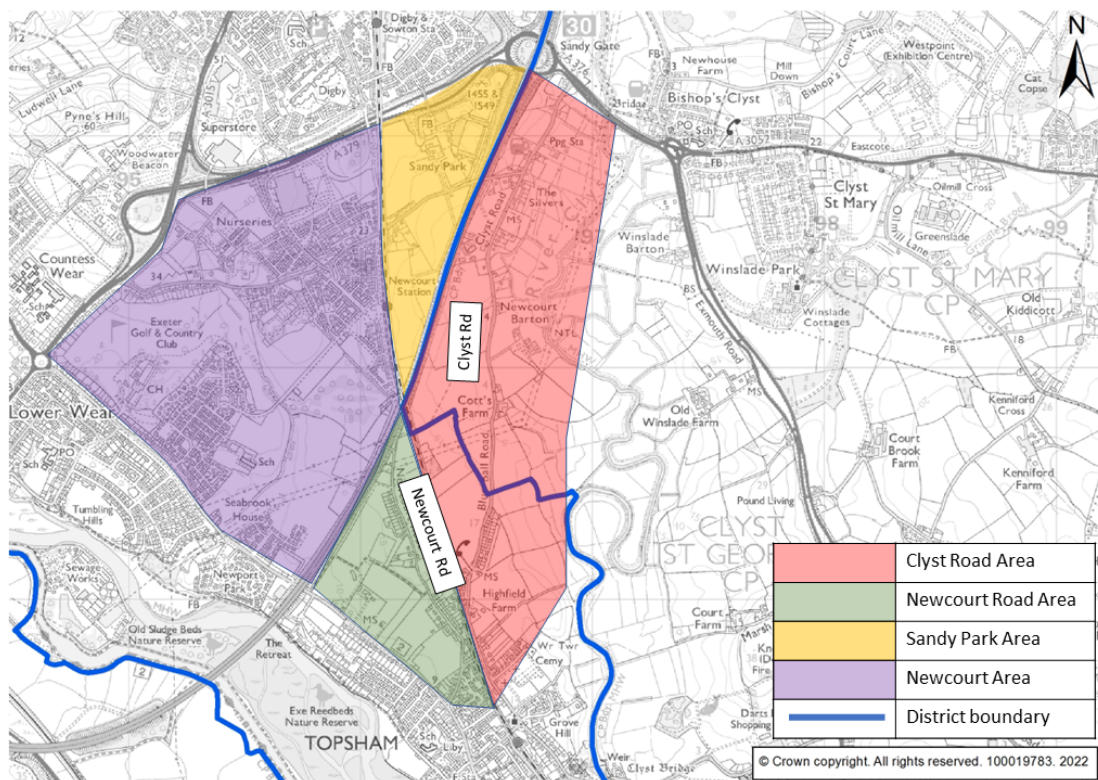


Figure 1: Clyst Road and Newcourt Road areas in relation to Sandy Park and Newcourt.

- 1.1.3. There is a history of developments in the area being approved through planning decisions, without an overarching transport strategy. The purpose of this report is to set out the likely transportation improvements that would be needed to accompany any further applications, both in Exeter City Council (ECC) and East Devon District Council (EDDC) administrative boundaries, particularly those within emerging Local Plan allocations.
- 1.1.4. This transportation access strategy seeks to identify a range of measures providing attractive sustainable transport choices that are needed to support growth, minimise vehicular trips and distribute traffic away from sensitive and unsuitable junctions on the local highway network and the Strategic Road Network.
- 1.1.5. In some instances, one developer may entirely fund an improvement, whilst in others (particularly in relation to larger interventions), financial contributions may be sought from several developers. Alternatively, developers may be required to safeguard land for infrastructure to be delivered by the highway authority.
- 1.1.6. The report seeks to provide an overarching approach to sustainable transport provision across the area. This is necessary to comprehensively plan a transportation strategy which would address existing issues and support sustainable development in the context of local and national policy commitments to move towards carbon net zero.

1.2. Planning Context

Previous Planning Applications

- 1.2.1. Land in the vicinity of Clyst Road/Newcourt Road is not allocated in the current Exeter or East Devon Local Plans. However, some 500 dwellings have been approved in the area in recent years, including:
- 170 dwellings at Clyst Road (155 under application 17/1148/OUT and 20/0849/RES and 15 under application 21/0401/FUL), currently under construction;
 - 100 dwellings at Land on the West Side of Clyst Road (applications 21/0894/OUT and 24/0253/RES);
 - 61 dwellings at Broom Park Nurseries and Five Acres, Exeter Road (application 20/0321/FUL), currently under construction;
 - 54 dwellings north of Exeter Road (applications 14/2066/OUT and 17/1091/RES), largely complete;
 - 30 dwellings at land adjacent to Newcourt Road (applications 21/1940/OUT and 23/0885/RES);
 - 27 dwellings north-east of Newcourt Road (application 20/0437/FUL), largely complete; and
 - 24 dwellings north of Exeter Road (applications 19/1465/OUT and 21/1435/RES).
- 1.2.2. For details of the area's application history, see Appendix A.

- 1.2.3. Much of the wider area was put forward by landowners in the [Greater Exeter Strategic Plan](#) (GESP) call for sites. This suggests a high likelihood of further applications to develop this land in the future, even though the GESP is no longer being progressed.

Exeter and East Devon Draft Local Plans¹

- 1.2.4. The [Exeter Plan: Publication Plan \(Regulation 19\)](#), covering the period 2020-2040, includes several allocations in the vicinity of Newcourt Road:
- Site 91 – 69 dwellings at Land at Newcourt Road
 - Site 94 – 56 dwellings at Land to the west of Newcourt Road
 - Site 95 – 54 dwellings at Land at Topsham Golf Academy
 - Site 153 – 45 dwellings at Land to the east of Newcourt Road (2)
- 1.2.5. It also includes several allocations within the wider Newcourt and Sandy Park areas:
- Site 83 – 350 dwellings at St Bridget Nurseries
 - Site 90 – 357 dwellings at Land at Old Rydon Lane
 - 7 hectares of employment development at Land adjacent to Sandy Park
 - 4 hectares of employment development at Land adjacent Ikea

¹ This section is based on the Draft Local Plans at the time of writing this Access Strategy. It may therefore not reflect the content of subsequent drafts or the adopted Local Plans.

1.2.6. The Regulation 19 Publication Draft of the East Devon Local Plan, covering the period 2020-2042, includes an allocation of around 596 dwellings and 2.4 hectares of employment land in a mixed-use development immediately east of the M5 and north of Topsham.

1.2.7. These allocations are shown indicatively in Figure 2 below.

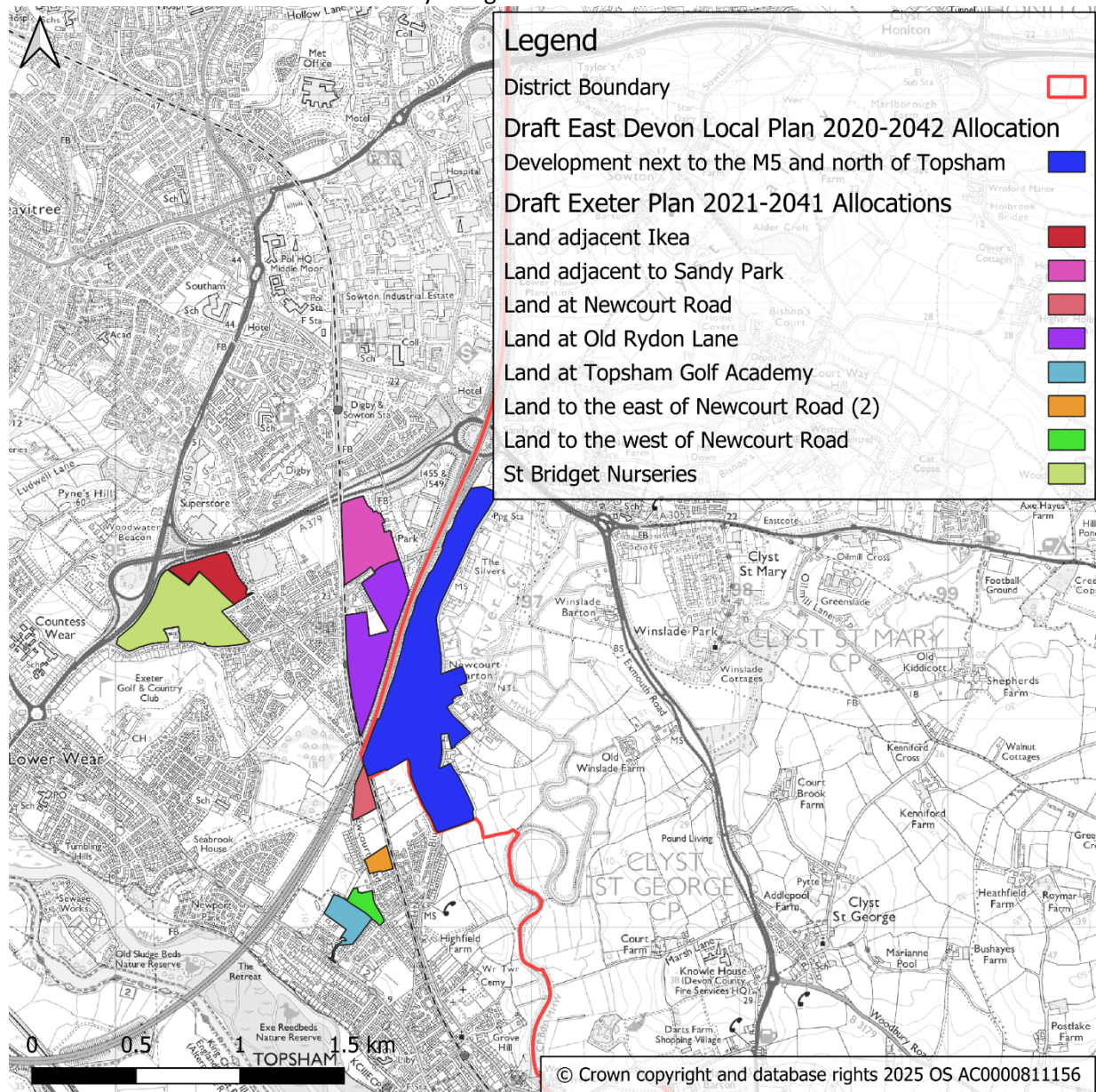


Figure 2: Allocations in draft East Devon District Council (EDDC) and Exeter City Council (ECC) Local Plans

1.2.8. Both the Exeter and East Devon draft Local Plans also contain overarching policies relating to sustainable transport and communications, which would apply to applications for development in the Cyst Road and Newcourt Road area (depending on which district the affected land is within), as summarised in Table 1 and Table 2 below.

Policy	Implications
STC1: Sustainable movement (Strategic policy)	Planning decisions and joint working should: - Support development in locations which minimise the need to travel - Maximise walking, cycling, wheeling and public transport - Provide for mixed-use development which enables communities to access needs on foot - Deliver a prioritised and integrated network of active, inclusive travel links - Achieve a reliable, low carbon, frequent and attractive standard of public transport - Enhance transport choices for all, including by requiring provision/contributions for shared mobility in all major developments, and by significantly increasing provision for electric vehicles - Support opportunities for sustainable waterborne transport - Protect and enhance the function of Exeter as a strategic transport hub - Maintain the transport function of the Exeter Ship Canal - Ensure safe travel
STC2: The transport hierarchy (Strategic policy)	Development will be required to make high-quality provision for the following (in sequential order); - Active travel - Public transport and shared mobility - More sustainable forms of car use and electric vehicles Highway enhancements will only be supported in limited circumstances
STC3: Supporting active travel (Strategic policy)	The City Council will support the extension of a comprehensive active travel network, including through improvements to the Clyst Valley Trail and strategic routes included within the Exeter Local Cycling and Walking Infrastructure Plan. Major development proposals must: - Prioritise a dense and permeable network of active travel routes connecting into the wider active travel network - Be designed so early phases are as close as possible to existing active travel routes and facilitate active travel - Consider the potential to reinstate historic street patterns in the design of active travel routes - Provide secure, enclosed parking or storage to accommodate cycles (including adapted cycles and electric bikes) Parking for active travel modes must be located in easily accessible locations and must be prioritised over car parking (except for disabled parking)
STC4: Supporting public transport (Strategic policy)	The City Council will support bus and coach provision through service, infrastructure and vehicle improvements on various corridors, and support the enhancement of rail provision. Major development must provide densities, layouts and designs which facilitate high-quality public transport services to, and where relevant, within, the site. Large scale development proposals (100+ homes, major commercial development) must: - Be located where high quality public transport is or can be provided - Deliver appropriately located bus stops with raised kerbs, high quality shelters, and real time information

Policy	Implications
	- Provide new local multi-modal transport hubs and interchanges
STC5: Supporting more sustainable forms of car use	Development will be required to make specific provision for electric vehicles and shared mobility. Parking for car club vehicles must be provided at accessible locations in all major developments. Levels of car parking should be provided in accordance with the indicative standards in the adopted Sustainable Transport Supplementary Planning Document and any subsequent replacement.
STC6: Travel Plans	All developments which generate significant transport impacts should be accompanied by a Travel Plan, identifying measures to minimise car travel.
STC7: Safeguarding transport infrastructure (Strategic policy)	Key transport sites and routes are to be protected from development, including the embankment under the Exmouth branch line on Sidmouth Road for improved pedestrian and cycle access.
STC8: Motorway service area (Strategic policy)	Subject to the provision of an appropriate replacement, the City Council supports the principle of redeveloping the service area at M5 J30 for employment uses.
STC9: Digital communications (Strategic policy)	All new residential, employment and commercial development will be required to have access to high-speed digital infrastructure, and incorporate digital infrastructure as one of the essential utilities.

Table 1: Summary of policies relating to transport and communications in draft Exeter Plan.

Policy	Implications
Strategic Policy TR01: Prioritising walking, wheeling, cycling, and public transport	Walking and cycling routes must be prioritised in new development Proposals for walking and cycling routes should be aligned with Local Cycling and Walking Infrastructure Plans and the Local Transport Plan Development should facilitate access to high quality public transport, and be aligned with the Bus Service Improvement Plan Development should provide or make contributions to the delivery of mobility hubs
Strategic Policy TR02: Protecting transport sites and routes	Key transport sites and routes are to be protected from development, including: - Clyst Valley Trail - Bus priority route at A3052/A376 to M5 Junction 30 - Alterations/improvements to Clyst St Mary Roundabout (A3052/A376) Development should aid the delivery of routes in relevant strategies
Policy TR03: Travel plans, transport statements and transport assessments	For significant developments, planning applications should be supported by a transport statement or transport assessment, and subsequent travel plan, that identifies measures to secure new sustainable travel arrangements
Policy TR04: Parking standards	By default, new residential development should provide at least 1.7 car parking spaces per dwelling, 1 (secure and undercover) cycle parking space per bedroom All new parking must include electric vehicle and cycle charging

Policy	Implications
	facilities
Policy TR05: Aerodrome safeguarded areas and Public Safety Zones	Within aerodrome safeguarded areas and the Public Safety Zones for Exeter Airport, development must not prejudice the safe operation of these facilities No new or replacement dwellings will be permitted within a Public Safety Zone
Policy TR06: Digital connectivity	Development should provide access to superfast broadband and high-quality communications
Policy TR07: Wireless connectivity and telecoms infrastructure	Proposals for wireless connectivity and telecoms infrastructure will only be permitted where they accord with the principles of good practice for wireless network development

Table 2: Summary of policies relating to transport and communications in draft East Devon Local Plan.

2. Policy Context

2.1. National Policy Context

National Planning Policy Framework

- 2.1.1. The [National Planning Policy Framework \(NPPF\)](#) sets out the government's planning policies for England and how these are expected to be applied.
- 2.1.2. The NPPF recognises the importance of sustainable transport provision in facilitating sustainable development, noting (para. 109) that "transport issues should be considered from the earliest stages of... development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places". It states that this should involve "ensuring patterns of movement... are integral to the design of schemes", "addressing the potential impacts of development on transport networks" and "pursuing opportunities to promote walking, cycling and public transport use".
- 2.1.3. It also states (para. 110) that "the planning system should actively manage patterns of growth in support of these objectives" with significant development "focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes".
- 2.1.4. Para. 115 of the NPPF states that in assessing applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 2.1.5. In this context, applications for development should (para. 117) "give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and second... to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services".

Manual for Streets

- 2.1.6. The Department for Transport's Manual for Streets suite of documents, in conjunction with Devon County Council's Design Guide, provides guidance on how to design, construct, adopt and maintain new and existing residential streets. The Manual has been formally adopted by Devon County Council's Development Management committee, and is used by the Council's Highways Development Management officers when providing comments on planning applications.

- 2.1.7. The Manual explains the need to consider the ‘place’ function of residential streets, i.e. how they create a richer and more fulfilling environment, for example in the use of distinctive surface materials. Streets should not just accommodate the movement of motor vehicles, but also support pedestrians and cyclists.
- 2.1.8. According to the Manual, the design of streets should follow a hierarchy of users, whereby pedestrians are prioritised over all other users, followed by cyclists, public transport users, specialist service vehicles and other motor traffic.
- 2.1.9. The Manual also explains the concept of a ‘walkable neighbourhood’, which have a range of facilities within a reasonable walking distance of residential areas. Making developments convenient and attractive to walk around can enhance the vibrancy of a community and reduce reliance on motor transport.

Transport Decarbonisation Plan

- 2.1.10. The [Transport Decarbonisation Plan](#) sets out the government’s plan to decarbonise the entire transport system in the UK. It sets out the pathway to Net Zero transport, the wider benefits Net Zero transport can deliver, and the principles underpinning the government’s approach to delivering Net Zero transport.
- 2.1.11. Priority 1 within the Plan is “accelerating modal shift to public and active transport” by
- Making public transport and active travel the natural first choice for daily activities;
 - Providing a cohesive, widely available, net zero public transport network; and
 - Using cars differently and less often, with new technology creating opportunities for people to travel actively.
- 2.1.12. The Plan aims for at least 50% of journeys in towns and cities to be cycled or walked by 2030.
- 2.1.13. The Plan also sets out the need to decarbonise road vehicles, and decarbonising freight, with the ‘last mile’ decarbonised through new delivery models. Place-based solutions will make the best use of space to enable active travel, and support positive behaviour change.

Gear Change: A Bold Vision for Cycling and Walking

- 2.1.14. The [Gear Change](#) plan sets out a vision to make England “a great walking and cycling nation” by:
- Creating “better streets for cycling and people”;
 - Putting cycling and walking “at the heart of decision making”;
 - “Empowering and encouraging” local authorities; and
 - “Enabling people to cycle, and protecting them when they do”.
- 2.1.15. The plan sets out key design principles for cycling infrastructure, which should be followed to ensure routes cater for large numbers of cyclists, of all abilities and disabilities:
- Cyclists must be separated from volume traffic and pedestrians;

- Cyclists must be treated as vehicles, not pedestrians;
- Routes must join together, feel direct and logical and be understandable by all road users;
- Routes and schemes must take account of how users actually behave;
- Purely cosmetic alterations should be avoided;
- Barriers, such as chicane barriers and dismount signs, should be avoided; and
- Routes should be designed by those who have experienced the road on a cycle.

2.1.16. The Gear Change plan is complemented by the government's [Cycle Infrastructure Design guidance \(LTN 1/20\)](#), which provides guidance for local authorities on designing high-quality, safe cycle infrastructure, and supporting national policy objectives.

2.2. Local Policy Context

Newcourt Transportation Access Strategy

- 2.2.1. The 2011 Newcourt Transportation Access Strategy (NTAS) set out the transport improvements considered necessary to facilitate development at Newcourt, a strategic employment and residential growth area bounded by the A379, M5 and Topsham Road.
- 2.2.2. As this area is immediately west of the Clyst Road area, the proposals in the NTAS could influence the accessibility of the Clyst Road area. Of particular relevance are proposals for the Sandy Park area, i.e. the area south of the A379, west of the M5 and east of the railway line.

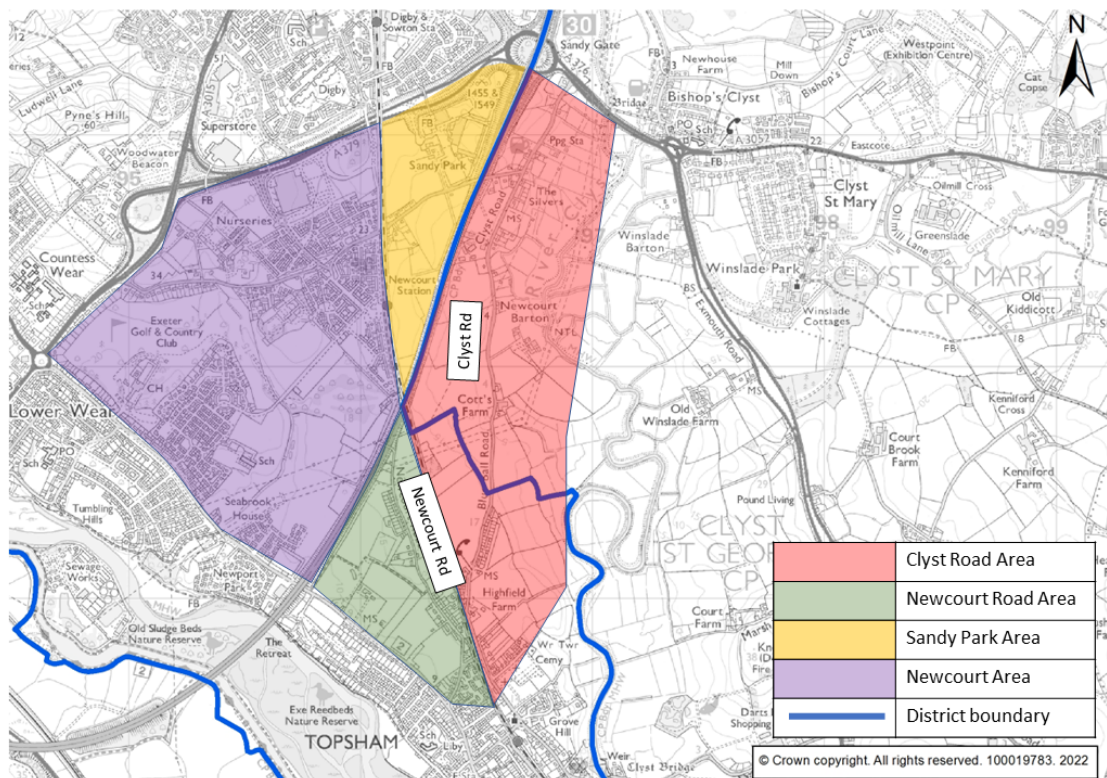


Figure 3: Clyst Road and Newcourt Road areas in relation to Sandy Park and Newcourt.

- 2.2.3. Several of the measures within the NTAS, including a new railway station, widening of the A379 Bridge Road and improvements to the A379 Sandy Park junction, have already been delivered. However, further improvements are needed to accommodate planned development south of Old Rydon Lane, including a link road between Old Rydon Lane and Sandy Park.

Local Transport Plan 4

- 2.2.4. [The Devon and Torbay Local Transport Plan 4 \(LTP4\)](#) sets out Devon County Council and Torbay Council's priorities for improving transport in the period 2025-2040. The central Vision is that "Transport will facilitate sustainable growth and support reaching net zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport will improve travel choice and benefit the health and wellbeing of everyone."
- 2.2.5. Underpinning the Vision are six objectives:
- **Decarbonisation:** Reaching net zero carbon emissions by 2050, and a 50% reduction against 2010 levels by 2030, by reducing the need to travel, increasing digital access and shifting trips to sustainable transport and fuels.
 - **Reliability and resilience:** Protecting and enhancing the reliability, resilience and safety of the local transport network and the strategic road and rail links that connect Devon and Torbay to the rest of the country.
 - **Easier travel:** Increasing bus and rail patronage by providing well-integrated, inclusive and reliable transport options for residents and visitors in both rural and urban communities.
 - **Unlocking development:** Supporting delivery of clean growth and regeneration by improving transport choices and use of technology to ensure new housing and employment developments are well connected.
 - **Greater places for people:** Enhancing the attractiveness and safety of the built, natural and historic environment by improving air quality, public realm and reducing the number of people harmed on our roads.
 - **The place to be naturally active:** Enabling people to be more active with improved public health outcomes by expanding the multi-use trail network, delivering a network of quiet lanes and improving facilities and safety in urban areas.
- 2.2.6. The LTP4 sets out four place-based strategies, with the strategy for Exeter encompassing growth areas east of the city. Of particular relevance are the following elements of the strategy:
- Deliver infrastructure to unlock Exeter Local Plan sites and sustainable development in East of Exeter area.
 - Bus priority on A3052/A376 towards M5 Junction 30.
 - Strategic active travel routes to Cranbrook and along the A3052 corridor.
 - Enhanced bus to rail interchange at Digby & Sowton station.

- New strategic walking, wheeling and cycling trails connecting surrounding towns to Exeter.

2.2.7. The Exeter action plan within the LTP4 identifies the following measures:

- Delivery of Cranbrook to Exeter multi-use trail and staged delivery of Clyst Valley Trail.
- Quiet lane on Bishops Court Lane.
- Bus priority and enhanced cycle facilities on A3052/A376 approach to M5 J30.
- 15-minute (rail) service frequency to Digby & Sowton/Newcourt.
- Relaunch on-street cycle hire and car club with new operator(s).
- Delivery of on-street electric vehicle charging facilities.

Exeter Transport Strategy

2.2.8. Prior to developing the LTP4, Devon County Council adopted the [Exeter Transport Strategy 2020-2030](#), a statement of transport policy for Exeter and surrounding areas, with a significant emphasis on decarbonisation, technological advances and supporting active travel.

2.2.9. The Strategy was devised to enable the city to accommodate further growth sustainably, supporting the city's economic vitality and improving residents' quality of life whilst aiding the transition towards carbon Net Zero. It has three key themes:

- Greater Connectivity – improving public transport services and active travel routes connecting Exeter to surrounding areas, whilst ensuring the reliability and resilience of strategic road and rail connections;
- Greater Places for People – encouraging active travel within Exeter, with a target for 50% of commuting trips to be made on foot or by cycle, delivering people-focused design interventions to improve public health, and increasing the attractiveness of the urban bus network; and
- Greater Innovation – implementing technological solutions to help Exeter's transport networks operate more efficiently, and delivering seamless multimodal travel through a single ticketing platform.

2.2.10. The Strategy includes the adoption of new Street Design standards, to give greater emphasis to sustainable travel users, a recent example of which is LTN 1/20. It also includes supporting the expansion of car clubs and cycle hire schemes through new development policy.

2.2.11. Along with maintaining the existing 30-minute rail frequency between Exmouth and Exeter, via Topsham and Newcourt, the Strategy proposes a 15-minute bus service on the corridor, which would represent an uplift on the existing 20-minute service.

Exeter Local Cycling and Walking Infrastructure Plan

- 2.2.12. The [Exeter Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) sets out the strategic approach for long-term improvements to enable more cycling and walking in and around Exeter. It is designed to inform future funding bids and ensure cycling and walking infrastructure is delivered through development.
- 2.2.13. The focus of the LCWIP is on infrastructure within the Exeter city boundary, however it also considers connection to neighbouring districts, such as East Devon. As shown in the map below, the LCWIP includes several routes in the vicinity of the Clyst Road/Newcourt Road area:
- E1 – Exeter St Davids Station to Topsham
 - E9 – Topsham/Newcourt to City Centre, via Wonford and St Leonards
 - E11 – Pynes Hill Business Park to Westpoint Arena
 - E13 – Clyst St Mary to Topsham, via Clyst Road
- 2.2.14. In addition, Newcourt Road and Old Rydon Lane are identified as feeder routes, linking residential areas to primary LCWIP routes.

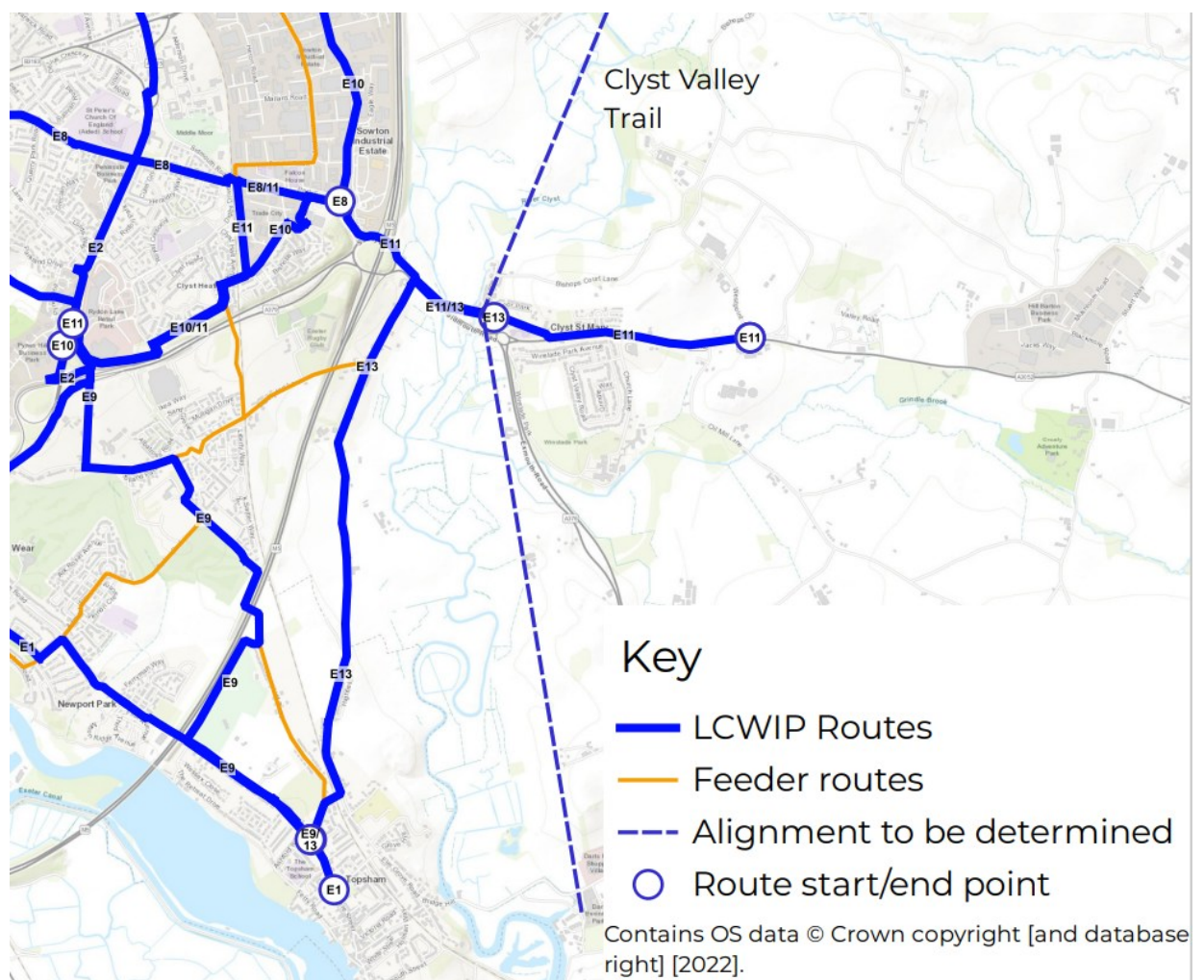


Figure 4: Part of Exeter LCWIP network, including E13 route on Clyst Road

- 2.2.15. In relation to routes E1 and E9, the LCWIP proposes upgrades to the existing provision (shared-use paths) on Topsham High Street, between Ashford Road and Topsham Rugby Football Club. Additionally, on route E9 (shown in Figure 5 below), the LCWIP proposes two sections of new provision, between Blakeslee Drive and Omaha Drive and between Old Rydon Lane and Rydon Lane.

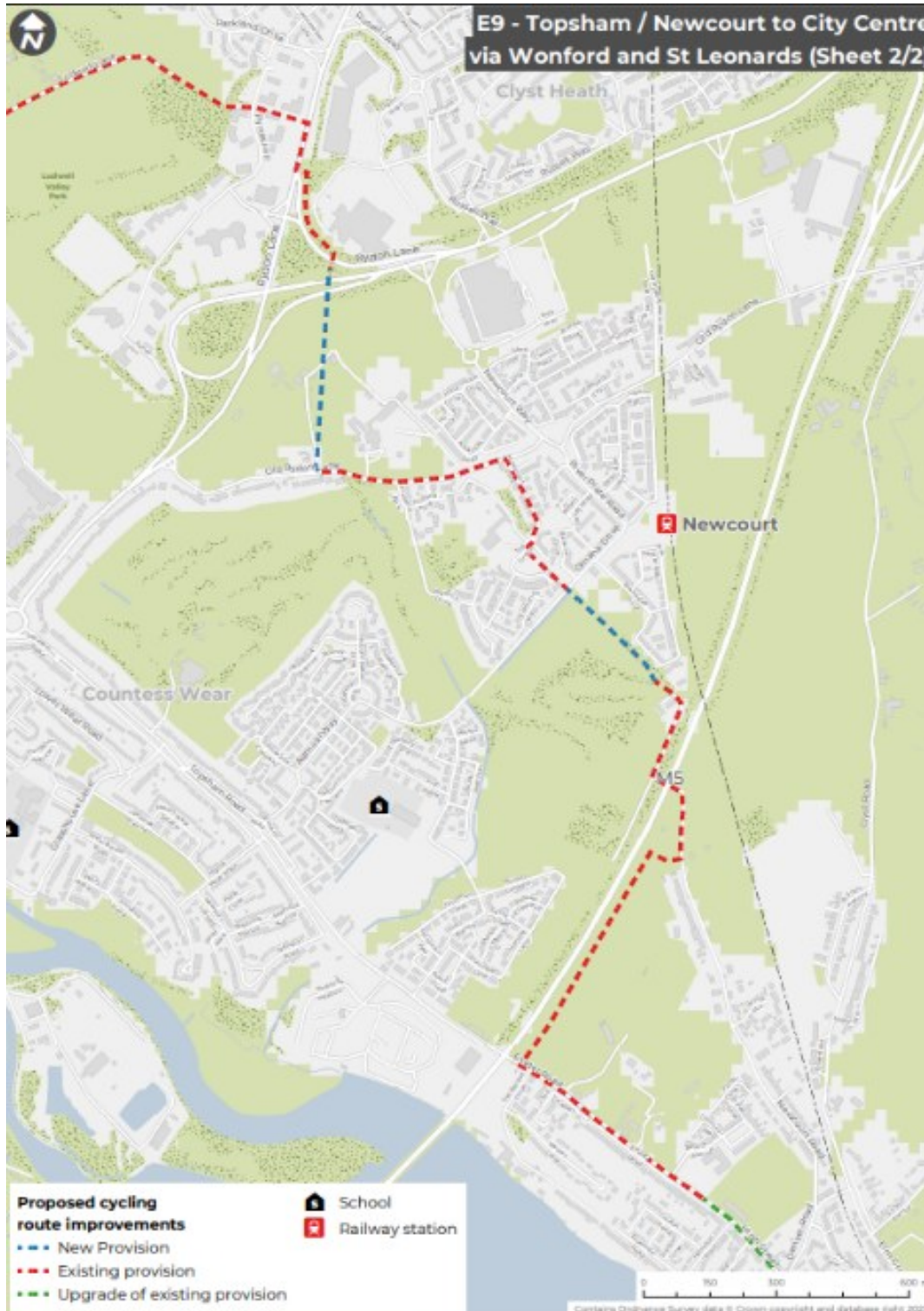


Figure 5: Map of proposed E9 LCWIP route.

2.2.16. In relation to route E13 (shown in Figure 6 below), the LCWIP notes that:

“Development is taking place on Clyst Road, and further development is likely to take place in this area of East Devon. In addition, the Exeter Chiefs rugby ground at Sandy Park is an important trip attractor on match days

There is currently no dedicated walking and cycling provision on Clyst Road and it is likely to become increasingly busy with traffic.

Direct off-road cycling and walking provision is recommended in this area as well as ensuring consistent speed limits are in place.”



Figure 6: Map of proposed E13 LCWIP route.

2.2.17. No enhancements to route E11 are proposed as part of the Exeter LCWIP.

Clyst Valley and New Communities LCWIP

- 2.2.18. The Clyst Valley and New Communities LCWIP sets out a range of potential improvements to cycling and walking networks across the West End of East Devon. This includes sections relating to the Clyst Valley Trail and the proposed new community near Clyst St Mary between the A30 and A3052.
- 2.2.19. The [Clyst Valley Trail](#) is a proposed active travel route between West Clyst and Topsham, via Clyst St Mary. As well as allowing people in and around Exeter to enjoy the countryside of the new Clyst Valley Regional Park, it would also provide an attractive, safe, and direct commuter route from towns and villages along the River Clyst to Exeter, Cranbrook and surrounding employment areas in the Exeter and East Devon Enterprise Zone.
- 2.2.20. As shown in Figure 7 below, the Clyst Valley Trail would be accessible from the northern end of Clyst Road, via the existing signalised crossing on the A376 and Clyst St Mary Bridge. During a 2022 public consultation, it was proposed that the trail head north from Clyst St Mary to Sowton via Sowton Footpath 3, whilst heading south it was proposed to cross the A3052 to access Winslade Park Avenue, then cross the A376 at a new signalised crossing and continue to Dart's Farm.
- 2.2.21. However, the alignment of the trail may be subject to change, to incorporate feedback to the previous consultation and to address delivery challenges, such as in relation to flooding.

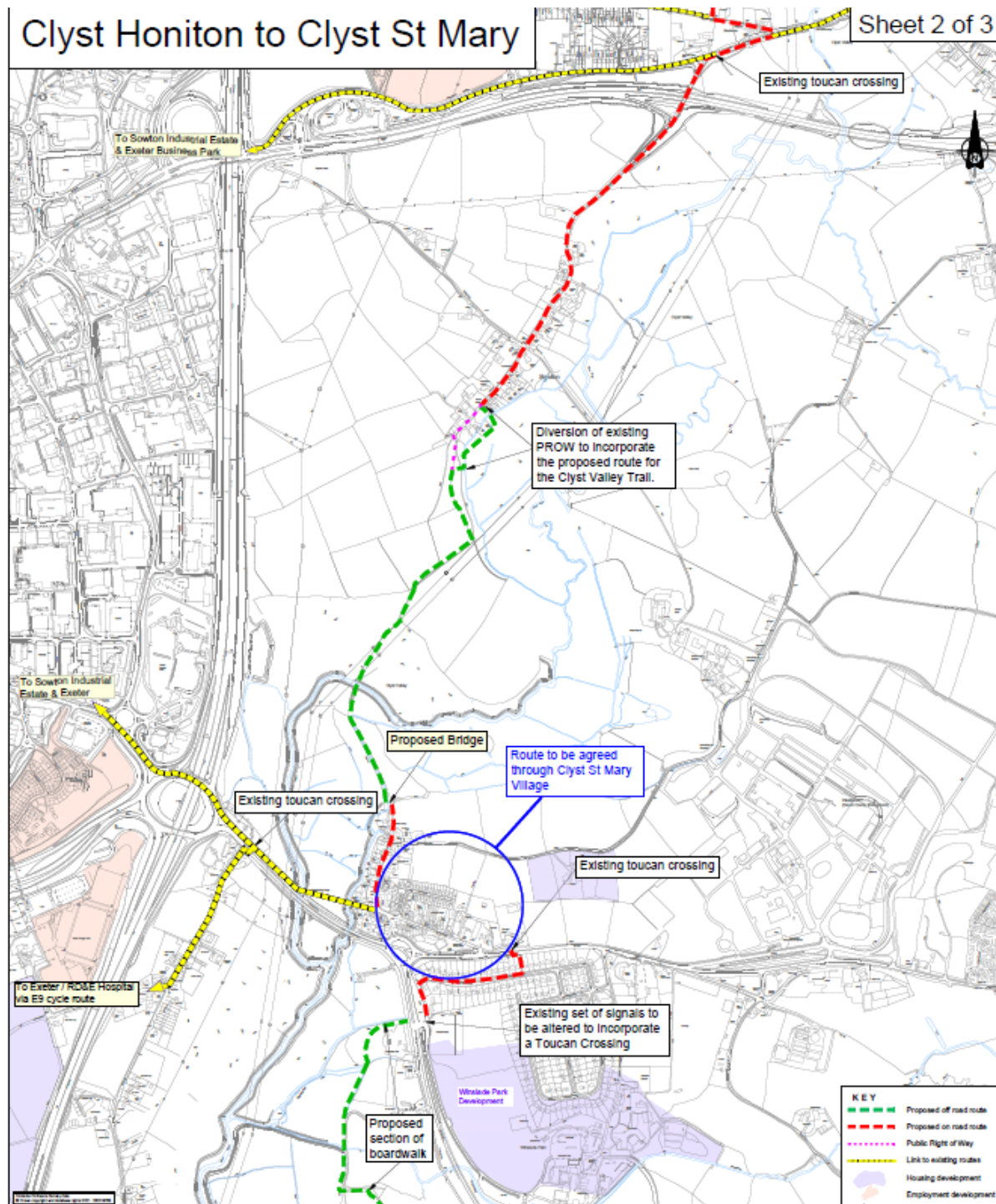


Figure 7: Clyst Valley Trail alignment proposed in 2022 public consultation.

2.2.22. In the section relating to the New Community, the LCWIP proposes a range of measures in the Clyst Road 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.

Bus Services Improvement Plan

- 2.2.23. Devon County Council's [Bus Services Improvement Plan \(BSIP\)](#) outlines the Council's ambitions to improve bus service levels and punctuality, bus priority infrastructure, vehicle fleets and ticketing. By doing so, the Council aims to better connect communities and deliver modal shift to bus, especially from the private car.
- 2.2.24. The 2025-2026 BSIP Delivery Plan sets out plans including enhancements to signage and infrastructure at Exeter Park & Ride sites, and technology improvements to bus priority on key corridors. It also highlights the Council's existing initiatives to increase bus use at new developments, including:
- Using S106 funding to support bus links to new developments from the outset, with the intention that these become self-sustaining as occupations increase;
 - Provision of Travel Information Packs and sustainable travel vouchers, to encourage residents of new developments to use bus services; and
 - Ensuring new road layouts cater for buses, where it is intended for buses to serve these roads.

3. Existing Transport Provision

3.1. Site Overview

- 3.1.1. The Clyst Road area is bounded by the M5 corridor to the west, the A376 to the North, River Clyst to the east and Topsham to the south. The area includes land south of the railway either side of Newcourt Road as well as a significant area to the north. This area is shown indicatively in Figure 8.
- 3.1.2. As shown in Figure 8, the nearest centre of Topsham has a range of services and facilities, including a school, doctor's surgery, shops and public houses. Topsham town centre is within 1km of the land south of the railway and up to 2.5km from the northern parts of Clyst Road.
- 3.1.3. A more limited range of facilities, including a school, shop and public house, are available in Clyst St Mary, a village close to the northern end of Clyst Road.
- 3.1.4. The Sandy Park area, to the northwest of the Clyst Road area, contains a hotel and sports ground. There is likely to be further development in the area, including a business park.

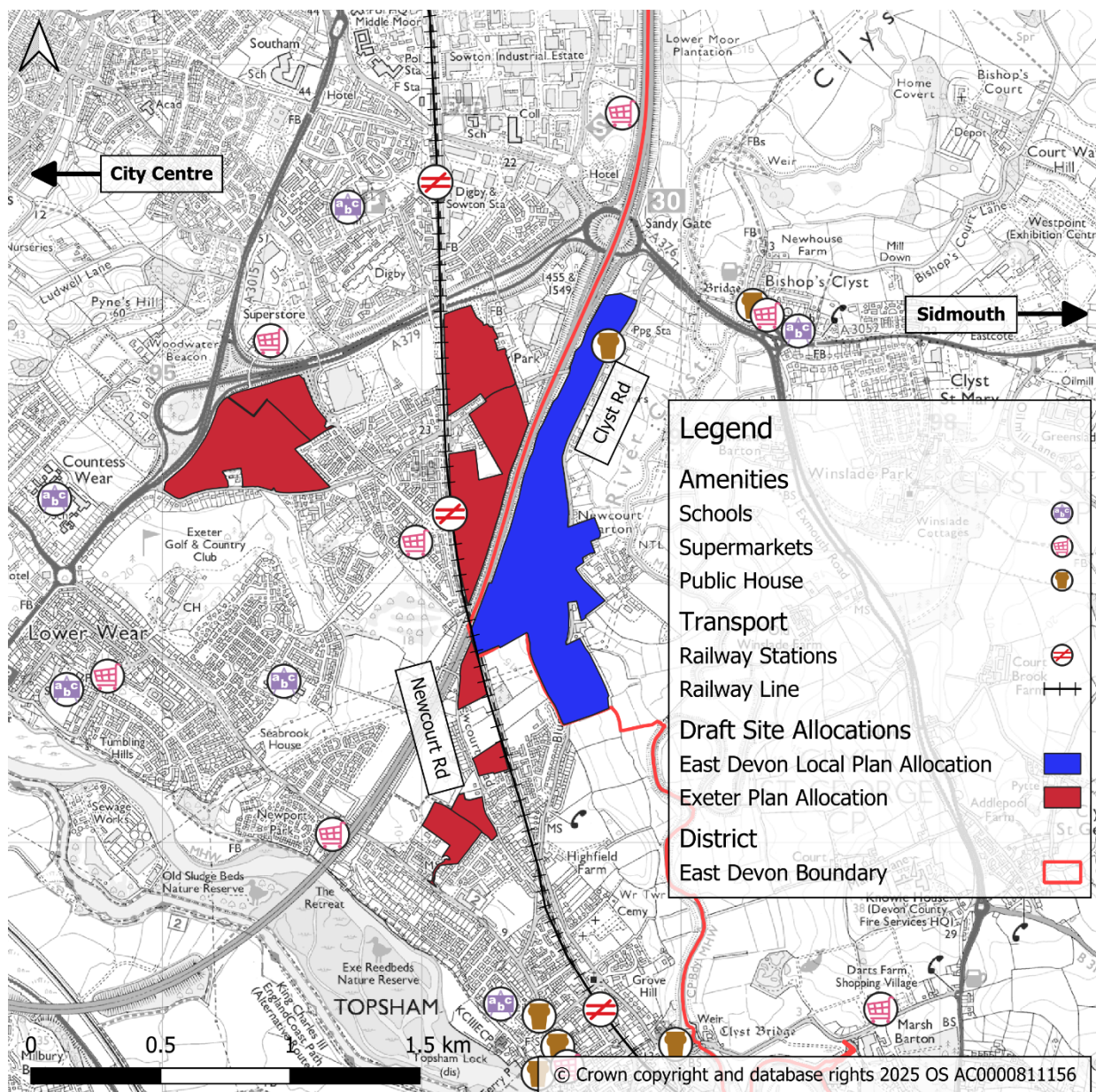


Figure 8: Local services in Clyst Road area

- 3.1.5. Although there are existing rail stations and bus services at nearby areas of Topsham, Newcourt and Clyst St Mary, there are no public transport facilities directly serving Clyst Road.
- 3.1.6. However, given suitable infrastructure, the area would be within cycling distance of all of Exeter and Topsham, and parts would be within walking distance of Topsham and Clyst St Mary. Such infrastructure would improve access to rail (via Topsham and Newcourt stations) and high-frequency bus corridors such as Exeter Road and the A376 near M5 J30.
- 3.1.7. A more detailed overview of the existing transport provision in the Clyst Road area is provided below.

3.2. Existing Road Network

- 3.2.1. As shown in Figure 9 below, Newcourt Road and Clyst Road are the two existing routes through the area.

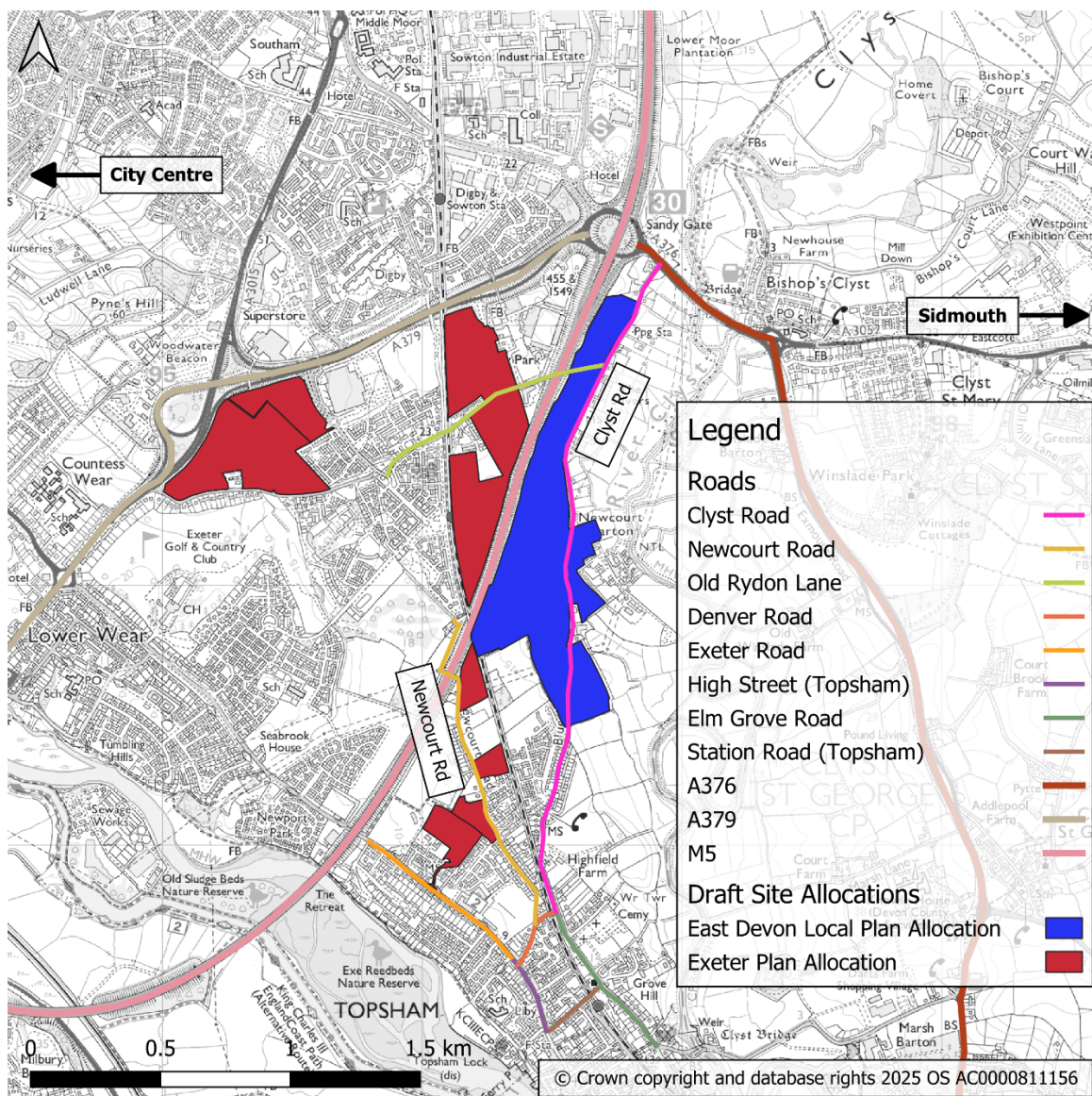


Figure 9: Road network in Clyst Road area

- 3.2.2. Newcourt Road stretches from Denver Road in the southeast to the M5 motorway in the northwest. Much of the road is lined with housing on one or both sides, although to the northwestern end there is less existing housing. Newcourt Road has a number of sections of less than 4.0m in width, although some other sections are around 5.0m in width. The speed limit is 20mph throughout.
- 3.2.3. At the southeastern end, Denver Road provides an onward route to Topsham High Street and the wider road network, and to Clyst Road (passing underneath the railway bridge). At the northwestern end, Newcourt Road passes over the M5 on a bridge, with spurs then heading north and south to housing and an area of woodland, respectively. However, there is no onward route for vehicular traffic.
- 3.2.4. Clyst Road stretches from Tophayes/Elm Grove Road in the south to A376 Sidmouth Road in the north. Much of the road is currently bounded by farmland, and there is limited existing housing with frontages on Clyst Road, although Clyst Road provides access to some residential streets, such as Towerfield and Highfield. The width of Clyst Road varies between 4.2m to 6m, with the narrowest section at a point approximately 200m to the south of the entrance to Newcourt Barton Industrial Estate. At the southern end of the road, the speed limit is 20mph, increasing to 40mph north of Apsham Grange, and dropping to 30mph north of the access to Newcourt Barton Business Units.
- 3.2.5. A section of Clyst Road (approximately 260m in length) has recently been closed to through vehicular traffic using bollards, with through traffic being re-routed via Artillery Avenue (at the eastern edge of the Apsham Grange development). This has enabled the historic Clyst Road alignment to serve as a green lane for people walking and cycling, potentially forming part of a continuous north-south route along Clyst Road.
- 3.2.6. At the southern end, Elm Grove Road provides an onward route towards the A376 at the St George & Dragon roundabout (for Exmouth), whilst Denver Road provides a connection to Topsham High Street and Exeter Road. At the northern end, Clyst Road meets the A376 Sidmouth Road (between the Clyst St Mary and Sandygate/M5 J30 roundabouts) at a 'left turn in, left turn out' signalised junction. Additionally, near its northern end, Clyst Road intersects with Old Rydon Lane, which provides a link (eastbound only for vehicular traffic) to/from Newcourt and the A379 at Ikea.
- 3.2.7. Figure 10 summarises existing traffic flows in the Clyst Road area during the AM Peak, based on Devon County Council Automatic Traffic Counts and Manual Classified Counts. It can be seen that flows on Clyst Road range from approximately 170 vehicles per hour at the southern end (at the Denver Road/Elm Grove Road junction) to approximately 280 vehicles per hour at the northern end (at the A376 Sidmouth Road junction). Much higher flows, of approximately 4,000 vehicles per hour, were recorded on A376 Sidmouth Road, approaching M5 J30.

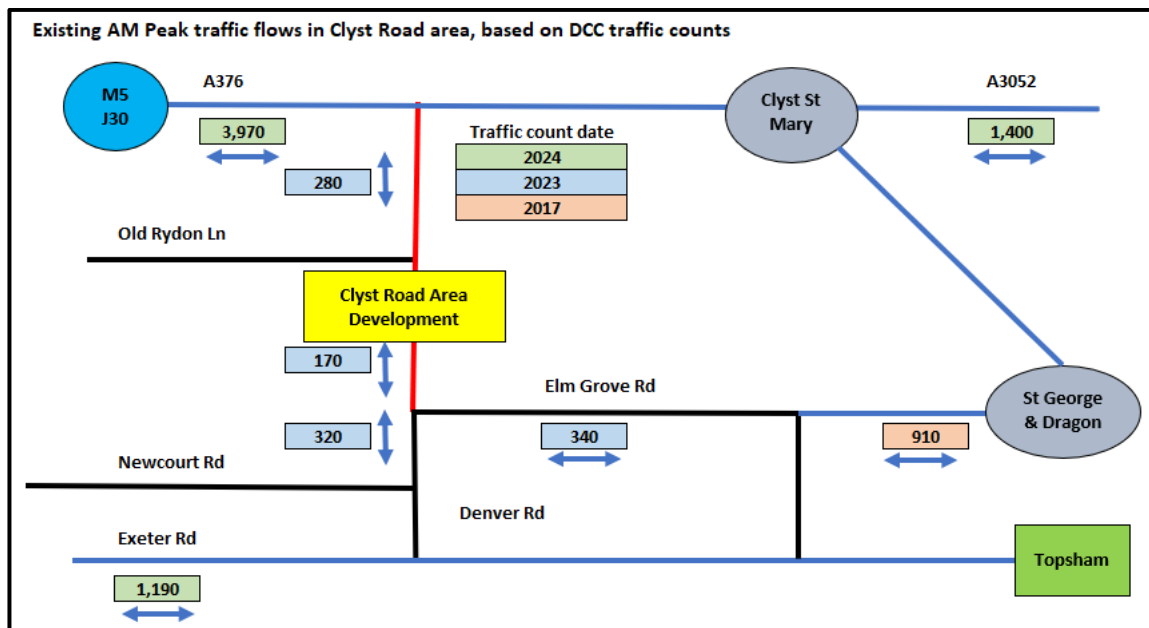


Figure 10: Existing traffic flows in the Clyst Road area, based on DCC traffic counts.

3.3. Existing Active Travel Routes

3.3.1. Existing active travel routes in the area are summarised in Figure 11 below.

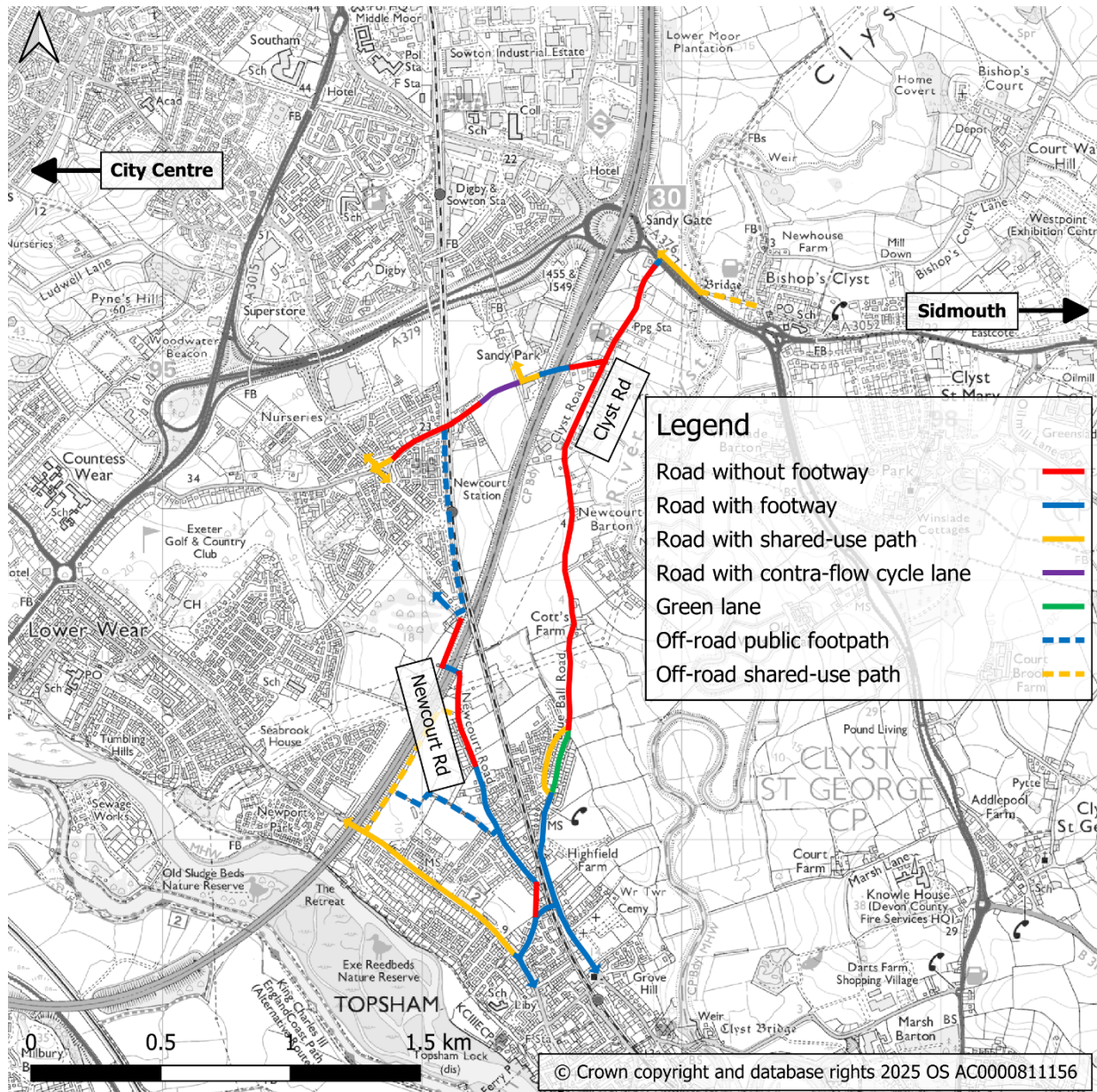


Figure 11: Existing active travel routes in Clyst Road/Newcourt Road area.

- 3.3.2. At the southern end of Clyst Road, there is a footway on the western side of the road, which previously terminated at Highfield Farm/Towerfield. However, in connection with the Apsham Grange development, this is being widened and extended further north, partially using the existing verge on Towerfield.
- 3.3.3. Through the Apsham Grange development, a shared-use path is being delivered alongside Artillery Avenue. People walking and cycling can also utilise the historic Clyst Road parallel to Artillery Avenue, which has been closed to through vehicular traffic using bollards.
- 3.3.4. North of Apsham Grange, there is currently no footway or cycleway on Clyst Road, except for a short section immediately south of the A376 Sidmouth Road junction.
- 3.3.5. On Newcourt Road, there is no footway between the Denver Road junction and 4 Newcourt Road. There is then a footway on the northeastern side of Newcourt Road, which historically terminated at 44 Newcourt Road, but is being extended in conjunction with development on Newcourt Road, to terminate at the Yeoman Gardens development.
- 3.3.6. From the northern end of Newcourt Road (west of the motorway), there is a cut-through to Newcourt (Blakeslee Drive) usable by people walking and cycling. Additionally, Exeter Footpath 19 provides a link from the northern end of Newcourt Road to Old Rydon Lane, via Newcourt station.
- 3.3.7. Another Public Footpath, Exeter Footpath 60, provides a link between Newcourt Road (near 44 Newcourt Road) and Exeter Road (immediately west of the University of Exeter sports ground). This partially overlaps with the off-road shared-use path between Newcourt Road (near Rushmore Nursery) and Exeter Road. On Exeter Road, there are shared-use paths (forming part of the Exe Estuary Trail), providing onward links towards Countess Wear and Exeter city centre.
- 3.3.8. Old Rydon Lane provides a relatively quiet on-road walking and cycling route from the northern end of Clyst Road to Sandy Park, Newcourt and Ikea, linking into the E9 strategic cycle route towards Exeter city centre. North of Clyst Road, there is a shared-use path on the northern side of the A376 Sidmouth Road, which provides links towards Exeter in the west and to Clyst St Mary and Westpoint in the east.

3.4. Existing Public Transport Facilities and Services

- 3.4.1. At the present time, no public bus services use Clyst Road or Newcourt Road, partly due to their limited width and limited existing development. The principal services which pass close to the area are as follows:
 - Services 9/9A (Honiton/Seaton – Sidmouth – Exeter), which provide a half-hourly service along A376 Sidmouth Road to the north of Clyst Road. These services serve the eastbound ‘M5 Services’ stop near the Clyst Road/Sidmouth Road junction, but **do not** serve the westbound ‘Clyst Road’ stop, as this would require buses to cross multiple lanes of traffic on the approach to the Sandygate (M5 J30) roundabout. These services continue to Exeter Bus Station via Moor Lane, Honiton Road and Heavitree Road, serving Sowton Industrial Estate, Honiton Road Park & Ride, Heavitree and St Luke’s Campus of the University of Exeter.
 - Service 58 (Exmouth – Woodbury – Exeter), which provides 5 daily journeys along the A376 Sidmouth Road to the north of Clyst Road. This services serves both the eastbound and westbound stops near the Clyst Road/Sidmouth Road junction.

These services continue to Exeter Bus Station via Sidmouth Road, Honiton Road and Heavitree Road, serving Sowton Industrial Estate, Sowton Park & Ride, Heavitree and St Luke's Campus of the University of Exeter.

- Service 57 (Exmouth – Topsham – Exeter), which provides a service every 20 minutes along Exeter Road, Topsham High Street, Station Road and Elm Grove Road to the south and east of Newcourt Road and Clyst Road. Bus stops in the vicinity of the Clyst Road/Newcourt Road area include the 'Fairway', 'Hamilton Road' and 'Denver Road' stops on Exeter Road, the 'The Nelson' stops on Topsham High Street, and the 'Railway Station' stops on Station Road. This service continues to Exeter Bus Station via Topsham Road, Barrack Road and Heavitree Road, serving Countess Wear, the Royal Devon and Exeter Hospital (Wonford) and St Luke's Campus of the University of Exeter.
- Service T (Woodbury – Topsham – Exeter), which provides 3 daily journeys and follows a similar route to the 57 in the vicinity of the Clyst Road/Newcourt Road area. However, this additionally serves Topsham Quay, via Holman Way. This service continues to Exeter High Street via Topsham Road, Holloway Street and South Street, serving Countess Wear and County Hall.
- Services I/J (Digby – Whipton – City Centre – Countess Wear – Digby and vice versa), which provide a service every 20 minutes along Omaha Drive to the northwest of Newcourt Road (which could be accessed using the cut-through between Newcourt Road and Blakeslee Drive). These services serve stops in Newcourt including the 'Omaha Drive' bus stops near the Omaha Drive/Blakeslee Drive junction. These services operate a circular route, serving IKEA, Digby Retail Park, Exeter High Street and County Hall among other destinations.

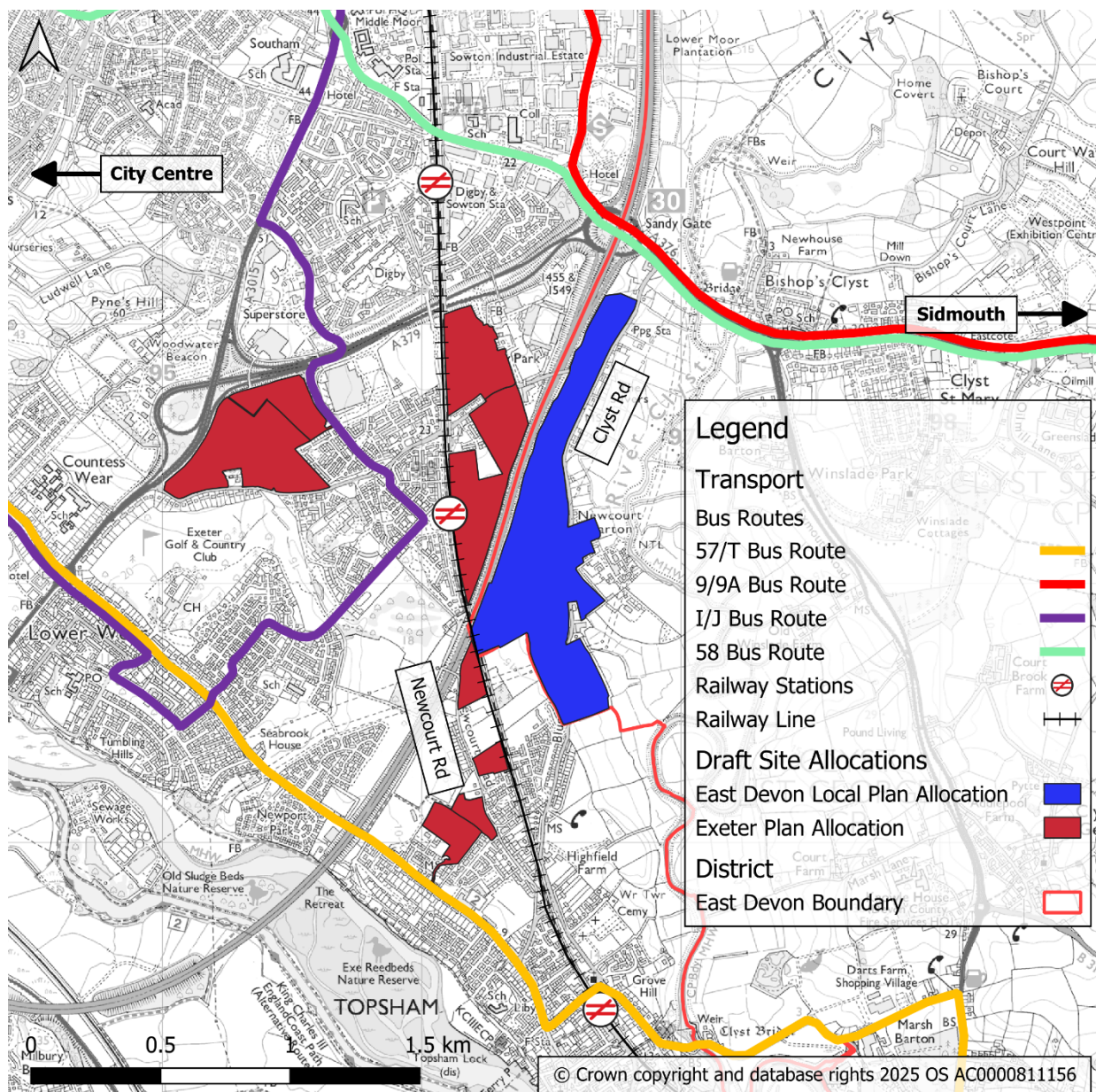


Figure 12: Existing bus services in vicinity of Clyst Road and Newcourt Road areas

- 3.4.2. The closest railway station to the Newcourt Road area and southern parts of the Clyst Road area is Topsham. Northern parts of the Clyst Road area are closer to Newcourt station, however (as noted further below) routes to this station are indirect, due to the severance caused by the M5 and railway.
- 3.4.3. Both stations are on the Avocet line, the Exeter – Exmouth branch line. This line is typically served by two trains per hour in each direction, with most of these trains continuing beyond Exeter St Davids to Dawlish, Teignmouth, Newton Abbot, Torquay and Paignton.
- 3.4.4. The location of bus stops and rail stations and associated typical catchments of 400m for bus and 800m for rail are illustrated in Figure 13 below. Although Newcourt Rail Station is within 800m of Clyst Road, as the crow flies, the limited bridging points of the M5 means walking distances are significantly longer at between 1- 2km.

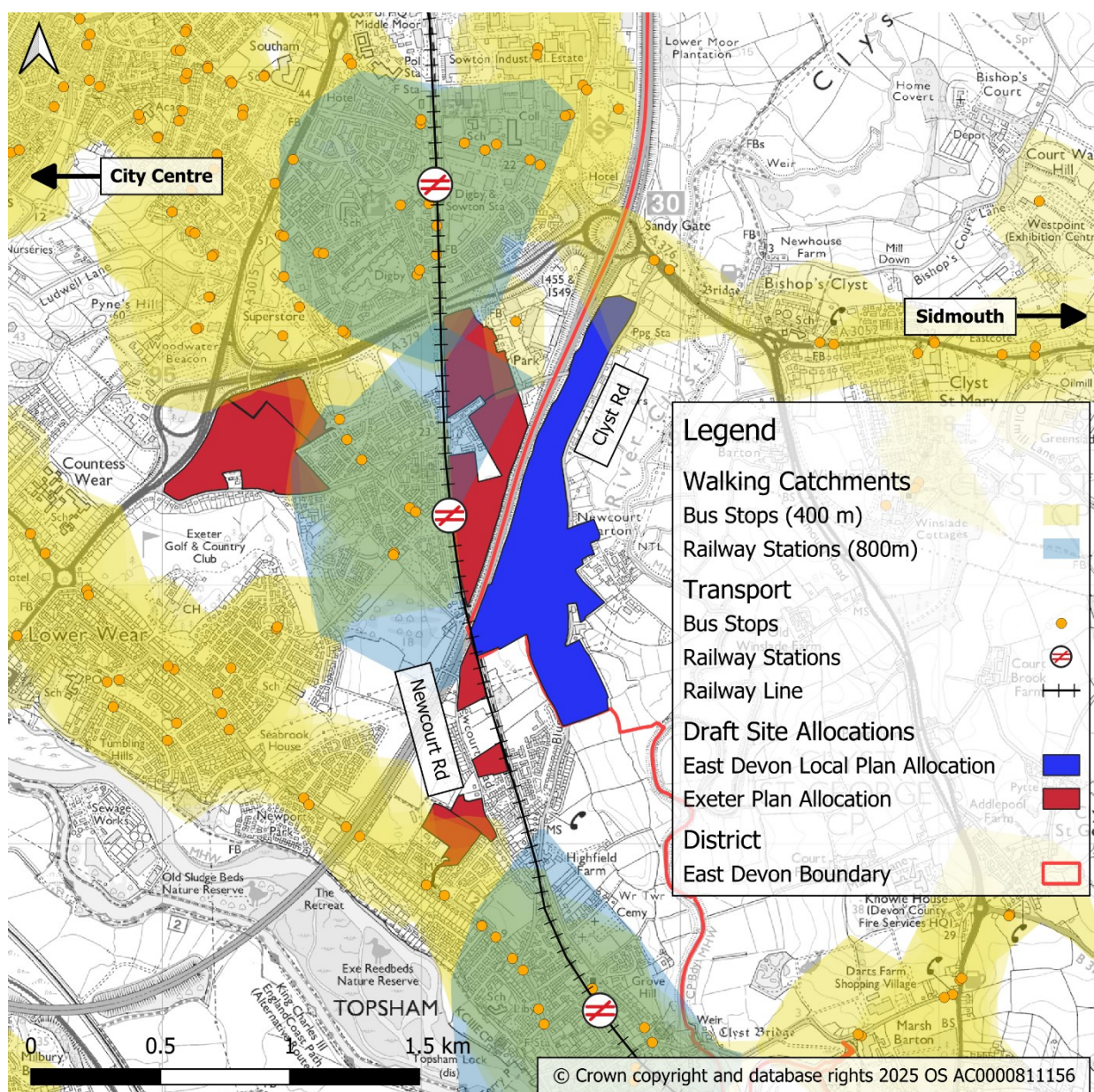


Figure 13: Clyst Road Area Public Transport Catchments

3.5. Constraints and Pressures

- 3.5.1. Onward active travel routes from Clyst Road west towards Exeter are **restricted by the location of crossing points of the railway line and M5 corridor**. In particular, three of the crossings of the M5 motorway, (Old Rydon Lane, Exeter Road, Newcourt Road) are at the northern and southern ends of the area of search. As shown in Figure 14, trips west towards Exeter or Newcourt would require a significant diversion and doubling back. This lack of a direct route would be a barrier to active travel.

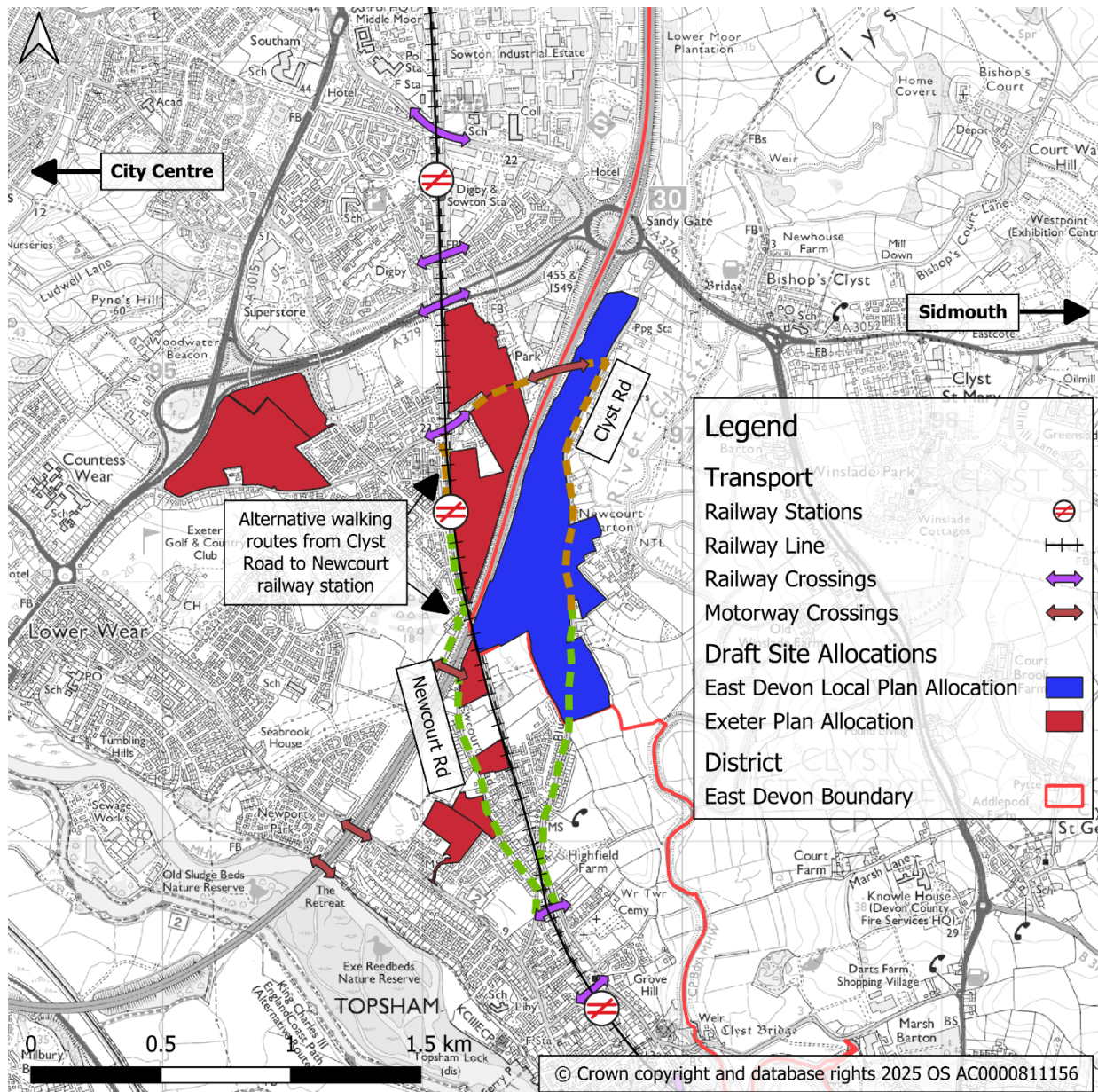


Figure 14: Railway and motorway crossings around Clyst Road area

- 3.5.2. The Newcourt Road area south of the railway line is within a suitable distance of existing bus services on Exeter Road and less than a kilometre from Newcourt and Topsham rail stations. However, with no bus stops within 400m and indirect lengthy routes to the existing rail stations the **land around Clyst Road has limited access to existing public transport services.**
- 3.5.3. Although Clyst Road can accommodate two cars passing each other, in many places a larger vehicle is unable to pass another car or HGV and in its current form **could not accommodate a public transport route.**



Figure 15: Existing Clyst Road, north of Apsham Grange development.

- 3.5.4. To the north, Clyst Road connects to the A376 (Sidmouth Road) via a signalised left turn only junction towards M5 J30. Junction 30 provides the main access point to the city from East Devon and is the most heavily trafficked junction in the Exeter area, with the A376 carrying approximately 44,000 vehicles per day. As a result, the exit from Clyst Road onto the A376 is

given very limited green time within the signal cycle. Consequently, the **Clyst Road /A376 junction is unlikely to be suitable to accommodate a significant increase in peak hour vehicle flows.**

- 3.5.5. Additionally, due to the restrictions on permitted turning movements at the Clyst Road/Sidmouth Road junction, **traffic** travelling from Exeter to Clyst Road or from Clyst Road towards Sidmouth/Exmouth **must double-back**, at the Clyst St Mary and Sandygate Roundabouts, respectively. Therefore, increases in flows on Clyst Road may impact the operations of the Clyst St Mary and Sandygate roundabouts, by increasing demand on these roundabouts.
- 3.5.6. The **junction of Denver Road/Exeter Road** is also constrained, with limited visibility to the right for traffic emerging from Denver Road. Additionally, Denver Road has a restriction prohibiting vehicles over 14ft in height (due to the railway bridge), so higher vehicles approaching from the south must instead use Elm Grove Road and Station Road. At the railway bridge, the **footway widths** on Denver Road are also constrained.
- 3.5.7. As noted above, there are **no footways on parts of Clyst Road and Newcourt Road**, and no dedicated cycle facilities on any part of Clyst Road or Newcourt Road (excluding the shared-use path alongside Artillery Avenue through the Apsham Grange development). This is likely to deter people from walking and cycling on these roads, particularly as development progresses and traffic flows increase.
- 3.5.8. Additionally, there is **no footway on Old Rydon Lane** between the M5 overbridge and the Clyst Road junction. Due to the proximity of building frontages to the road, constructing a footway alongside this section of Old Rydon Lane would require narrowing the carriageway, meaning its ability to accommodate vehicular traffic would be severely constrained.

4. Potential Transport Impacts of Development

4.1. Overview

- 4.1.1. This section provides an indication of the potential transport impacts of development along Clyst Road, based on trip rates from previous developments on the edges of Exeter. However, it should be noted that the provision of sustainable transport measures (as outlined in Section 5 below) in the Clyst Road area may help reduce the demand for car travel, thus reducing trip rates. Additionally, it should be noted that the surveys used to estimate the trip rates were undertaken in 2013, 2016 and 2017, hence will not reflect changes in travel patterns following the COVID-19 pandemic.

4.2. Development Traffic

- 4.2.1. Suitable AM peak residential trip rates have been identified from trip counts from a range of similar sites on the edge of Exeter, these include
- **Garland Close**, in Exwick on the periphery of Exeter approximately 3-6km from many of Exeter's city centre amenities and employment sites.
 - **Blakeslee Drive** part of Newcourt Strategic Allocation. Adjacent to Clyst Road area, albeit site within 400 metres of rail station and existing bus route.
 - **Central Avenue** off Beacon Lane. Northern part of Exeter, approximately 3km from Sowton and city centre.
- 4.2.2. The aggregated trip rate per dwelling from the three sites is shown below. The resultant trips rates indicate that a slight majority of trips were made by vehicles (i.e. cars/vans), albeit with a significant proportion using sustainable modes of transport (i.e. walking, cycling, bus and rail).

AM Peak Hour - 08:00 to 09:00				
Mode	Arrivals	Departures	2-way	Mode Split
Vehicles	0.09	0.37	0.46	56%
Sustainable Modes	0.04	0.32	0.36	44%

Table 3: Trip Rates from Edge of Exeter developments.

- 4.2.3. PM counts were also undertaken at Garland Close where the magnitude of trips was found to be very similar, albeit with the arrivals and departures reversed.
- 4.2.4. The distribution of vehicular trips from the Clyst Road area was derived from the 2011 Census, using Travel to Work data from the Exeter 015 (Countess Wear & Topsham) Middle-Layer Super Output Area, which contains much of the Clyst Road area. This trip distribution is summarised in Figure 16 below.

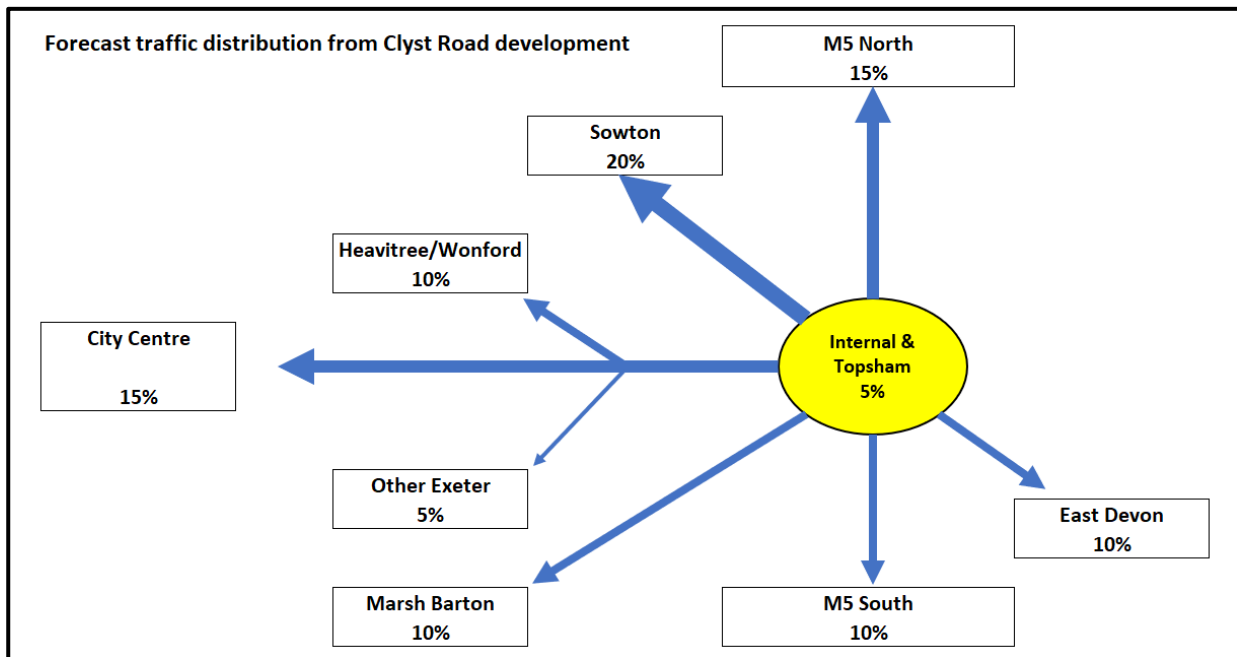


Figure 16: Vehicular trip distribution from Clyst Road area.

- 4.2.5. The distribution of vehicular traffic has then been assigned onto the likely routes using local knowledge and an online route planner. The results of this are summarised in Figure 17 below – note that due to rounding errors, figures may not sum to 100%.

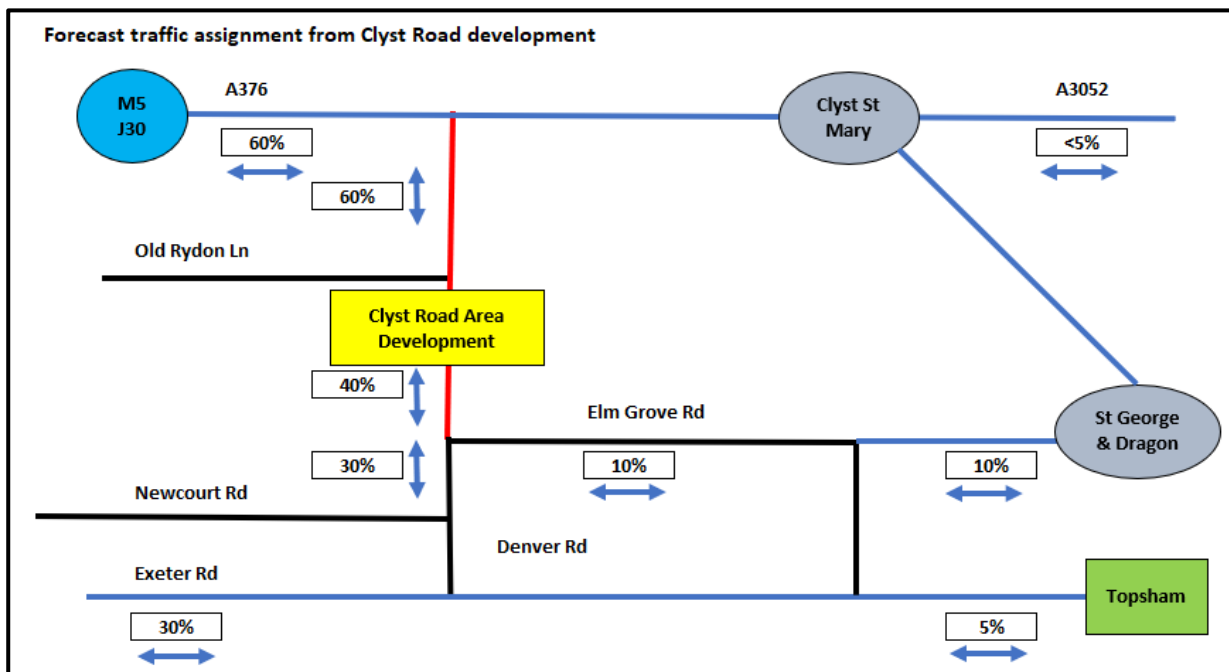


Figure 17: Vehicular trip assignment from Clyst Road area.

- 4.2.6. The A376 Sidmouth Road/M5 Junction 30 provides the shortest journey times to central and northern destinations in Exeter, as well as destinations further afield via the M5, A30 and A38. Traffic heading east on the A3052 from Clyst Road must also travel via J30, as traffic cannot turn right out of Clyst Road onto the A376. Therefore, some 60% of vehicular traffic from the Clyst Road area would likely travel via J30, in the absence of any changes to the local road network.
- 4.2.7. The remaining 40% of traffic is expected to head south towards Topsham, the majority via Denver Road and the remainder via Elm Grove Road. Although the absolute increases in flows on these roads may be lower than on the A376, the relatively low existing flows on these roads and the constrained widths of these roads means the proportional impact may be even greater, in the absence of mitigation.
- 4.2.8. Completion of the consented development at Apsham Grange and delivery of the full North of Topsham allocation within the draft East Devon Local Plan would mean a total of some 866 dwellings being delivered on Clyst Road. If the vehicular trip rates from these developments were similar to those in Table 3 above, this would result in some 240 additional vehicular trips using the Clyst Road/Sidmouth Road junction, and some 120 and 40 trips using Denver Road and Elm Grove Road, respectively, in the AM Peak.

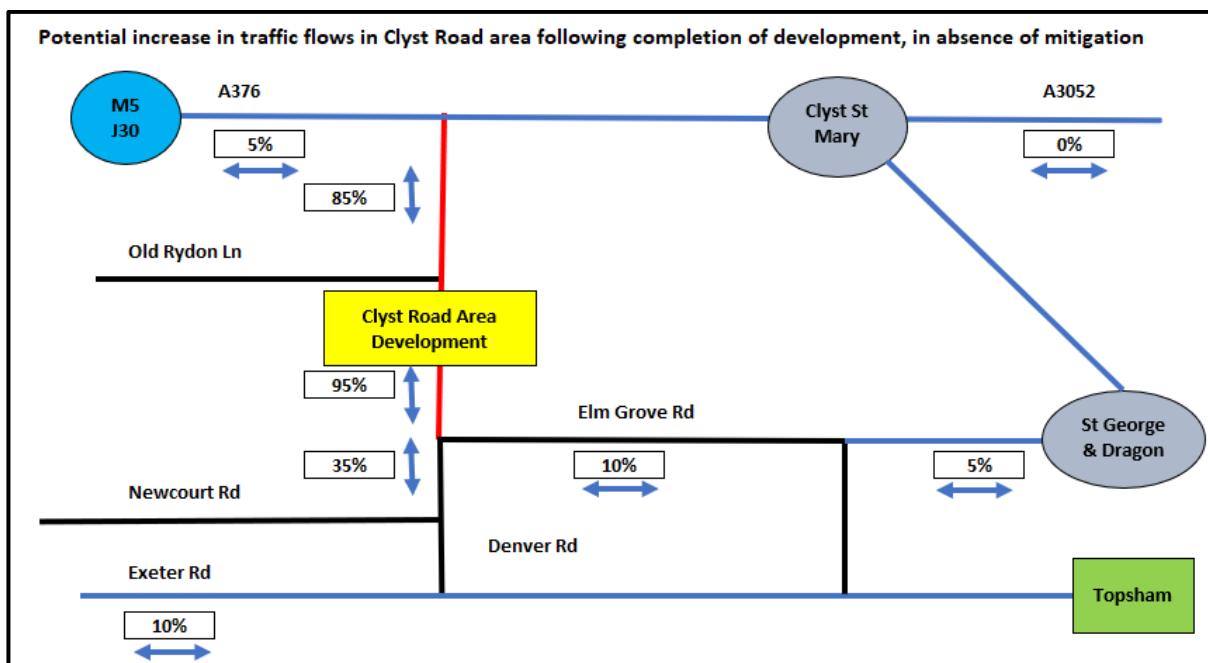


Figure 18: Potential increase in traffic flows in the Clyst Road area, in the absence of a strategy to mitigate the transport impacts of development.

- 4.2.9. Therefore, unmitigated, the proposed development would likely have a material impact on the junction of Clyst Road and the A376 Sidmouth Road. This may lead to additional queuing on the Clyst Road approach, in addition to routing further traffic through M5 J30, which already experiences AM peak congestion on the A376 approach.
- 4.2.10. Consequently, to help reduce the impact of this development, it is proposed to implement a range of measures to enable and encourage the use of sustainable modes of transport, i.e. walking, cycling and bus, for trips into Topsham. These are summarised in Section 5 below.

5. Transport Access Strategy

5.1. Overview

- 5.1.1. A number of options have been considered to help mitigate the impact of development in Clyst Road area and maximise the uptake of sustainable transport modes.
- 5.1.2. This strategy follows the user hierarchy set out in the Manual for Streets (see Section 2.1 above), prioritising provision for people walking and cycling, followed by public transport users, followed by private vehicle users. By doing so, it aims to make active and shared transport modes as or more attractive than the car for many journeys, minimising the adverse environmental and social impacts of traffic.
- 5.1.3. However, it also recognises that longer journeys may not be feasible to walk or cycle, and that public transport services will only serve a finite range of destinations. Therefore, there is likely to remain a residual demand for car travel from development.
- 5.1.4. Across the area, all transport provision **should comply with the Department for Transport's [Inclusive Mobility guidance](#)**, in order to ensure the facilities are usable by the widest possible range of people. By doing so, it will reduce disadvantages experienced by disabled people, including both existing residents and residents of new developments.
- 5.1.5. The following sections outline the mitigation measures required to facilitate sustainable growth in more detail. The main strands to this strategy are:
- Improving active travel options;
 - Improving public and shared transport options;
 - Travel planning; and
 - Local traffic management.

5.2. Improving Active Travel Options

- 5.2.1. To encourage short distance trips to be made on foot or by cycle, and in accordance with Manual for Streets design principles, the **internal layouts of developments must be designed with permeable routes for people to easily move around on foot or by cycle**, both within individual sites and between neighbouring sites. They must also ensure that **frequent access points onto the strategic cycle network routes are provided**.
- 5.2.2. Any new development along Clyst Road will also need to support delivery of the E13 strategic cycle route proposed in the Exeter LCWIP. This would require providing a **suitable, coherent walking/cycling link heading north towards Old Rydon Lane and the A376**, for onward connections towards Exeter and Clyst St Mary. The walking/cycling link should be **as direct or more direct than vehicular routes**, in order to make walking and cycling attractive alternatives to the private car.
- 5.2.3. The route may comprise sections of paths alongside roads through new developments. Alternatively, in some cases (as at Apsham Grange) roads through the new development parcels may become the new route for through vehicular traffic, with sections of Clyst Road itself downgraded. In the latter case, **modal filters** should be installed at appropriate locations on Clyst Road, to ensure the road can function as a quiet lane for walking and cycling.
- 5.2.4. Additionally, as noted above, although there are a number of amenities within walking and cycling distance of the Clyst Road area, routes west (towards Newcourt and Exeter) are indirect due to the limited number of crossing points of the Avocet Railway Line and the M5 corridor.
- 5.2.5. Therefore, to reduce pedestrian/cycle journey times a **new pedestrian/cycle crossing of the railway line** should be considered, in line with the recommendations of the Clyst Valley and New Communities LCWIP.
- 5.2.6. Furthermore, a new **walking/cycling link from Clyst Road to Newcourt Railway Station** would make rail a significantly more attractive alternative to car-borne trips to a range of local and longer distance destinations. This could utilise the abovementioned new crossing of the railway line, before using the existing Newcourt Road motorway bridge. However, a more direct route would be facilitated by constructing a new motorway bridge north of the railway, and a bridge over the railway at Newcourt station.
- 5.2.7. An additional **walking/cycling link from the southwestern spur of Newcourt Road** (adjacent to Topsham Millennium Woodland) **to the Seabrook Orchards residential development** would improve access from Clyst Road to the western end of Exeter Road. This would improve access to the school and local services at Countess Wear, Topsham Road (for County Hall, a major employment site) and the Exe Estuary Trail, a long-distance walking/cycling trail. Therefore, as well as encouraging walking and cycling to school and work, this would encourage recreational exercise, with associated health and wellbeing benefits.

- 5.2.8. Alongside this, **enhancements** will be sought to ensure **Newcourt Road provides an attractive walking and cycling corridor**. This would include addressing the existing pinchpoint immediately north of the Denver Road junction, where there is currently no footway, and providing additional footways towards the northern end of Newcourt Road. Enhancing this section of Newcourt Road would improve links to the E9 Newcourt to City Centre cycle route for onward travel to destinations in Exeter, such as the Royal Devon & Exeter Hospital (Wonford).
- 5.2.9. Immediately west of the Old Rydon Lane railway bridge is a staircase (with a cycle wheeling ramp) giving access to a walking/cycling path to Newcourt station. However, this is not suitable for wheelchair, pushchair or mobility scooter users, necessitating a detour of approximately 500m. This could present a significant deterrent to using rail and walking/cycling for multi-modal journeys from Clyst Road, hence it is proposed upgrade to a **ramp to provide access for all onto the walking/cycling path**.
- 5.2.10. Additionally, in view of the proposed link road between Old Rydon Lane and Sandy Park, **changes on Old Rydon Lane** itself (in addition to the existing one-way restriction west of the Courtyard Hotel) may be needed to ensure it **continues to be a suitable route for walking and cycling**, particularly as it provides a link from Clyst Road to the E9 strategic cycle route. The Clyst Valley and New Communities LCWIP recommends considering a modal filter on this road, however this would be subject to consultation with residents and stakeholders.
- 5.2.11. Developers may also be expected to provide **financial contributions for improvements to existing active travel routes** in the vicinity of their site, for example to improve comfort, safety or security for users, to help maximise the potential for people to walk and cycle from their development.
- 5.2.12. Across the area, new cycle facilities **should be compliant with the latest government standards in LTN 1/20**, in particular the requirement that routes should be coherent, direct, safe, comfortable and attractive. Walking provision should comply with guidance set out in Manual for Streets and any relevant subsequent guidance.

5.3. Improving Public and Shared Transport Options

Enhancements to Bus Services

- 5.3.1. As noted above, whilst roads on the boundary of the Clyst Road and Newcourt Road areas (specifically A376 Sidmouth Road and Exeter Road/Topsham High Street) are served by buses, Clyst Road and Newcourt Road themselves are not currently served by public bus routes. Therefore, in the absence of intervention, development in this area would be a significant distance from public transport services, deterring people from using these services.
- 5.3.2. To provide a suitable bus service into the site, there are two potential options:
- Extending the C Park & Ride service, which currently terminates at Sowton, to access the site from the A376 Sidmouth Road. As per the current C route, this would continue to Exeter High Street via the B3183 (Honiton Road/East Wonford Hill/Fore Street/Heavitree Road), and thence to Matford Park & Ride.
 - Introducing a new service, which would access the site from Topsham High Street and Denver Road. This would continue to South Street (and, resource permitting, Exeter High Street) via Exeter Road and Topsham Road.

- 5.3.3. Both options would require additional vehicles, hence **developer contributions would be needed to establish the service** until development is sufficiently built-out. However, it should be noted that the C has also been proposed to serve the New Community between the A3052 and A30, so the second option above (introducing a new service to serve development on Clyst Road) may be preferable, as it would not be feasible to serve both the New Community and Clyst Road with the same bus.
- 5.3.4. A **higher standard of road**, either new or by upgrading Clyst Road, incorporating appropriate turning heads, would also be required to enable a new bus service.

Shared Mobility Services

- 5.3.5. In line with policies STC4 and STC5 of the draft Exeter Plan and policy TR01 of the draft East Devon Local Plan, development should **provide or otherwise make contributions to the delivery of mobility hubs**. These should enable people to easily change between active transport modes (i.e. walking and cycling) and shared transport modes (i.e. bus services and car club vehicles), incorporating facilities such as secure cycle parking and covered waiting areas.
- 5.3.6. Such mobility hubs should be located where there is likely to be high footfall (e.g. near community and educational facilities), to maximise the attractiveness of sustainable transport modes. The level of provision (e.g. in relation to the number of car club vehicles to be provided) should meet or exceed levels stipulated in the relevant Local Plans.
- 5.3.7. Electrifying mobility choices is identified in the Exeter Transport Strategy 2020-2030, Devon and Torbay Local Transport Plan and Devon Carbon Plan, and is an important part of the transition to a lower carbon transport system. Development would therefore need to include sufficient provision for **local shared mobility and electric vehicle charging hubs**.

5.4. Travel Planning

- 5.4.1. National Policy places a strong emphasis on the importance of Travel Plans, which help to raise awareness, promote and provide incentives for travelling by non-car modes. Accordingly, **area-wide travel planning** will be required for the Clyst Road/Newcourt Road area, to encompass:
- Travel information packs, advising new community residents of the sustainable travel options available (including potential routes to key destinations)
 - Sustainable travel vouchers, such as vouchers for use on local buses and trains and/or at local cycle shops, to encourage residents to try more sustainable travel options by reducing the initial cost of these options
 - Provision of bespoke travel advice, through in-person consultation with transport professionals and/or online channels
 - Support for local employers to encourage their workforce to commute sustainably.

5.5. Local Traffic Management

- 5.5.1. With Newcourt Road and the junction of Newcourt Road and Denver Road unsuitable for any significant increase in vehicular traffic, a **new vehicular access onto Exeter Road** will be

required to serve land south of the railway and minimise the impact on the pinch point on Denver Road.

- 5.5.2. **The planned link road between Sandy Park and Old Rydon Lane** would provide an alternative access to northern sections of Clyst Road. However, the existing one-way restriction on Old Rydon Lane means it would not currently provide a vehicular route from Clyst Road to the A379. Although removing this restriction would increase the route choice available to Clyst Road residents, this may also have an adverse impact on people walking and cycling on Old Rydon Lane and Clyst Road, by increasing through traffic using these roads. It is therefore recommended that this restriction is retained, but that ongoing monitoring of traffic and pedestrian/cycle flows in the area is undertaken, to inform consideration of potential future changes, including removal of the one-way restriction and/or installing a modal filter west of the planned link road.
- 5.5.3. As noted above, it is also recommended to **upgrade Clyst Road** to facilitate its use by bus services, or provide **suitable alternative parallel roads** through new developments.
- 5.5.4. Finally, it is also recommended to consider installing a **modal filter on Newcourt Road**, north of the Denver Road junction, following the provision of the abovementioned vehicular access from Newcourt Road onto Exeter Road. This is because, as outlined in paragraph 5.2.8, Newcourt Road could provide a useful link from Clyst Road and Topsham to the E9 strategic cycle route, however the lack of footways/cycleways at the southern end means that people must walk or cycle on the road. Therefore, reducing traffic on this section of the road could significantly improve its attractiveness as a walking and cycling route.

5.6. Phasing

- 5.6.1. Improvements to walking, cycling and public transport networks should be delivered as early as practicable, so as to help embed sustainable travel habits in residents of new developments from occupation.
- 5.6.2. The potential modal filter on Newcourt Road would be dependent on the provision of a new access onto Exeter Road, to maintain vehicular access to properties west of the potential modal filter.

6. Conclusion

6.1. Summary

- 6.1.1. Clyst Road and Newcourt Road are located north of Topsham on the eastern fringes of Exeter (with Clyst Road being partially within East Devon), in close proximity to the Avocet (Exeter-Exmouth) railway line and M5.
- 6.1.2. Numerous planning applications have been approved in the area in recent years, and additional land in the area is proposed for development in the draft Exeter and East Devon Local Plans. This framework has therefore been prepared to identify transportation improvements required to deliver sustainable growth for land either side of the railway.
- 6.1.3. The area south of the railway is within reasonable distance of sustainable transport facilities, such as bus stops and railway stations, although vehicular access is constrained and would need improvement. However, current provision for sustainable transport (particularly walking and cycling) for the land to the north of the railway line is inadequate. Unmitigated, this is likely to generate an unacceptably high car-dependent modal split with limited sustainable alternatives.
- 6.1.4. Local traffic management changes can reduce the impact of additional traffic on the most sensitive locations and support active travel. Furthermore, employment in the east of Exeter is within potential walking distance and the city centre and several large employment sites are within cyclable distance. If safe and convenient active travel links and access to public transport can be provided, then a high level of sustainable travel use could be achieved.
- 6.1.5. The full program of proposed transport measures is outlined in the table and figure below. The table also highlights which developments could be expected to contribute to which improvements.

		Map No.
Improving Active Travel Options	A new pedestrian/cycle crossing of the railway line, linking Clyst Road to Newcourt Road to provide a more direct route towards Exeter and key services and amenities	1
	New pedestrian/cycle crossing of the M5 east of Newcourt Station	2
	New pedestrian/cycle crossing of railway at/near Newcourt station	3
	New walking/cycling path from southwestern spur of Newcourt Road to Seabrook Orchards, to improve links to Topsham Road and Exe Estuary.	4
	Continuous walking and cycling facility on Clyst Road from A376 Sidmouth Road to Topsham	5
	Enhancing environment on Newcourt Road for pedestrians and cyclists as part of extension of E9 Newcourt to City Centre Cycle Route	6
	Enhancing environment on Old Rydon Lane to improve links between Clyst Road and E9 Cycle Route	7
	Ramp from Old Rydon Lane to existing shared-use path to Newcourt station, eliminating approx. 500m diversion for wheelchair users	8
Improving Public and Shared Transport Options	Provision of a frequent bus service on Clyst Road, providing a direct link to Exeter city centre	9
	Shared mobility hubs, including shared bikes and shared cars, within developments	N/A
Travel Planning	Area wide Travel Planning and travel vouchers	N/A
Local traffic management	Road link between Newcourt Road and Exeter Road to avoid Denver Road/Exeter Road junction	10
	Road link connecting Old Rydon Lane and Sandy Park, usable by eastbound traffic travelling towards Clyst Road	11
	Enhancement of Clyst Road to suitable standard for two-way bus route	12
	Consider installing a modal filter on Newcourt Road	13

Table 4: Summary of the Key Transport Mitigation Measures

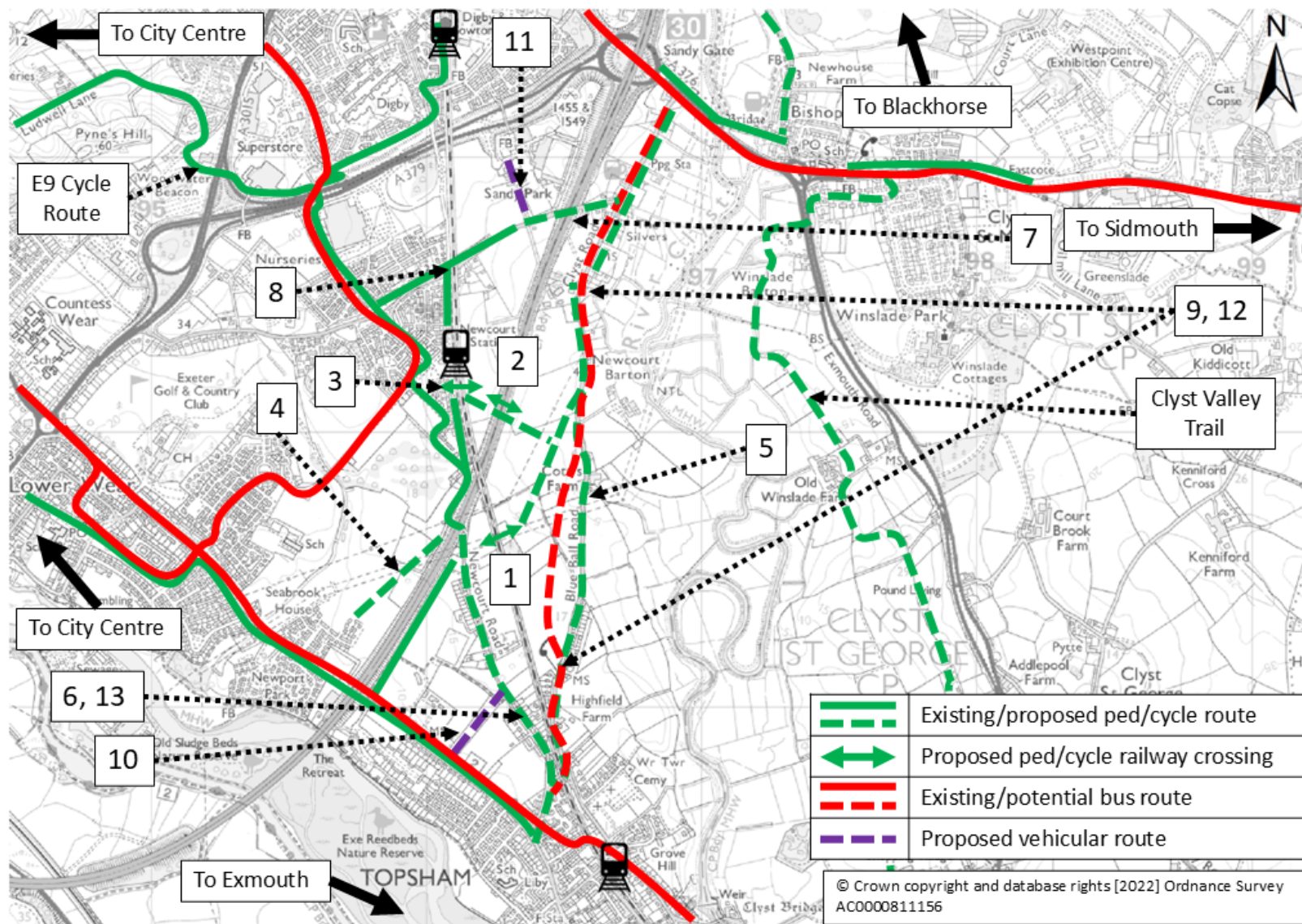
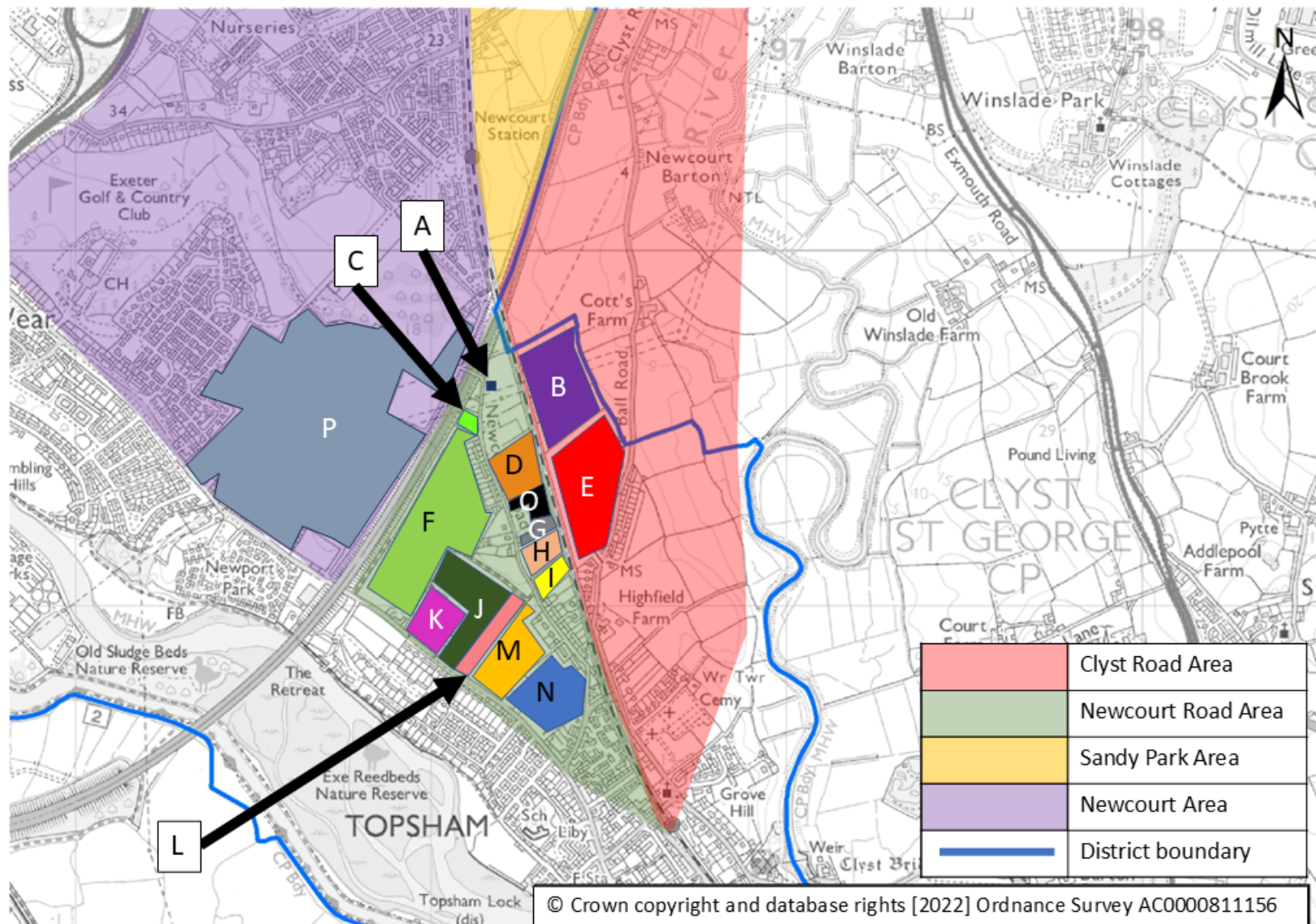


Figure 19: Map of the Key Transport Mitigation Measures

7. Appendix – Clyst Road/Newcourt Road Area Application History



Code	Location	Planning App	Development	Status
A	Land Off Newcourt Road	18/1204/FUL	Car parking	Approved but expired
B	Land On The West Side Of Clyst Road	21/0894/OUT, 24/0253/RES	100 dwellings	Approved on appeal
C	Topsham Community Orchard	N/A	N/A	N/A
D	Land Adjacent To Newcourt Road	21/1940/OUT, 23/0885/RES	30 dwellings	Approved, under construction
E	Land At Clyst Road	17/1148/OUT, 20/0849/RES, 21/0401/FUL	170 (155 + 15) dwellings	Approved, under construction
F	University of Exeter Sports Ground	22/0379/FUL	Construction of floodlights	Withdrawn
G	Yeoman Gardens Newcourt Road	22/0269/FUL	16 dwellings	Approved, complete
H	Land Off Newcourt Road	20/0437/FUL	27 dwellings	Approved, complete
I	Land North Of 46 Newcourt Road	18/1120/OUT, 20/0121/RES	7 dwellings	Approved, largely complete
J	Topsham Golf Academy, Exeter Road	24/0785/FUL	54 dwellings	Pending consideration
K	Land At Broom Park Nurseries And Five Acres Exeter Road	20/0321/FUL	61 dwellings	Approved, complete
L	Land Adjoining Exeter Road	19/1465/OUT, 21/1435/RES	24 dwellings	Approved, complete
M	Land North of Exeter Road	14/2066/OUT, 17/1091/RES, 17/1106/RES, 21/0882/FUL	54 dwellings, care home, 47 assisted living units	Approved, complete
N	Topsham Rugby Football Club	18/0913/FUL	Construction of floodlights	Approved
O	Land Off Newcourt Road	24/1425/FUL	23 dwellings	Pending consideration
P	Seabrook Orchards (formerly Land to North of Topsham Town	11/1291/OUT, 14/2141/RES,	Up to 700 dwellings, primary school, community building, healthcare facilities,	Approved, under construction

Code	Location	Planning App	Development	Status
	AFC Ground) Topsham Road	15/0433/RES, 18/1849/RES, 19/0280/RES, 23/1237/RES	local store etc.	