

East Devon Local Plan – Duty to Co-operate

Draft Statement of Common Ground on Transport

Second Regulation 19 consultation version 01



December 2025

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Cover photo: Tithe Barn link road

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V.01	EDDC	10/12/25	Draft for SoCG bodies to review with 2 nd Reg. 19 Local Plan

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1 Introduction

- 1.1 This is a Statement of Common Ground (SoCG) on transport matters that has been produced to support the second Regulation 19 version of the East Devon Local Plan 2020 to 2042. It is supported by and should be read together with the Statement of Compliance with the Duty to Co-operate¹.
- 1.2 Two other SoCGs have been prepared: Site allocations, Housing and Employment; and Environment and Infrastructure. Transport issues associated with the North of Topsham allocation are considered in the Site allocations, Housing and Employment SoCG.
- 1.3 This SoCG is structured so that the parties involved are listed, followed by a map and text describing the relevant strategic geography. Each strategic matter is summarised, together with a list of the evidence base, where agreement has been reached, and any need for ongoing co-operation.

¹ [Evidence and Examination Library - Key Supporting Documents \(KSD\) - East Devon](#)

2 List of parties involved and signatures

- 2.1 This Statement of Common Ground (SoCG) confirms areas of agreement and outstanding issues between the parties below and East Devon District Council (EDDC) in relation to the emerging East Devon Local Plan 2020-2042. This is a draft SoCG that will be reviewed prior to the submission of the local plan for examination so no signatures are required at this stage.
- 2.2 The bodies that are relevant to this SoCG are:
- East Devon District Council (EDDC)
 - Mid Devon District Council (MDDC)
 - Exeter City Council (ECC)
 - Teignbridge District Council (TDC)
 - Devon County Council (DCC)
 - National Highways (NH)
 - Network Rail² (NR).
- 2.3 This SoCG covers the following matters:
- T01 'Transport impact of development in the Greater Exeter area'
 - T02 'Rail infrastructure'
 - T03 'Walking, Wheeling, Cycling and Bus links between the West End of East Devon and Exeter'

² Note that the Office of Rail and Road are the Duty to Co-operate 'body' listed in the regulations, but Network Rail submitted Local Plan representations and are leading work on rail infrastructure improvements in East Devon.

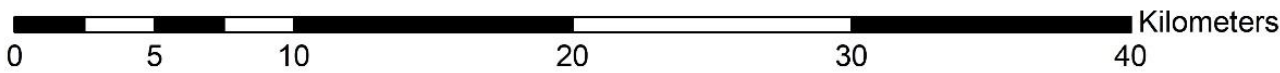
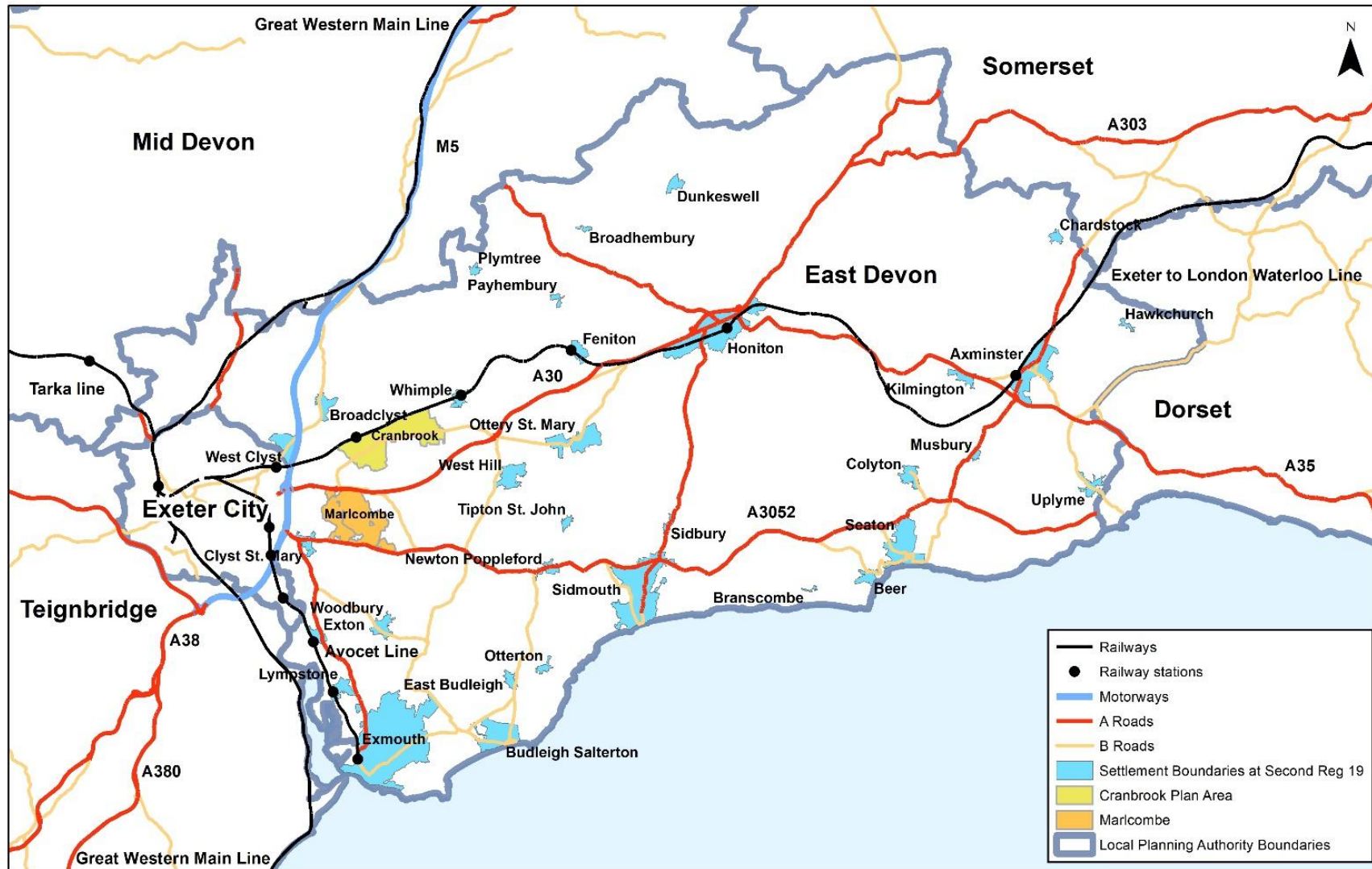
2.4 Table 1 indicates which bodies are involved in the matters considered in this SoCG.

Table 1 – Bodies relevant to each Strategic Matter			
Body	Strategic Matter		
	T01	T02	T03
MDDC	X		
ECC	X		X
TDC	X		
DCC	X	X	X
NH	X	X	X
NR		X	

3 Strategic Geography

- 3.1 East Devon is in a two-tier local authority area, where Devon County Council is the Local Highway Authority responsible for transport on the local road network. National Highways are responsible for the Strategic Road Network of motorways and major A roads. The Government has announced proposals for local government reorganisation in Devon that will result in the formation of one or more unitary councils in April 2028.
- 3.2 East Devon lies in the south east of Devon and has borders with Exeter City, Teignbridge, Mid Devon, Dorset and Somerset. East Devon is primarily a rural area but the close proximity of Exeter to the west has helped to fuel demand for significant levels of development in the last two decades.
- 3.3 There are two railway lines with stations in East Devon. The 'Avocet Line' runs along the Exe Estuary from Exeter and terminates at Exmouth. It provides a half hourly service with East Devon stations located at Exton, Lypstone Commando, Lypstone, and Exmouth. The London Waterloo to Exeter railway line provides an hourly service to the towns of Cranbrook, Honiton and Axminster, and a two hourly service to the villages of Feniton and Whimple.
- 3.4 Bus services across East Devon vary, with a relatively regular service within and between the main settlements (including links to Exeter), but less frequency at some villages and rural areas. There are some high quality active travel routes in East Devon, most notably at the West End of the district and the Exe Estuary Trail, but also including the South West Coast Path for recreation.
- 3.5 The Strategic Road Network in East Devon comprises the M5 motorway running north/south to the west of the District, the A30 and A303 travelling east to west, and the A35 branching off to the south east from Honiton towards Axminster and beyond to Dorset. M5 Junctions 29 and 30 are on the boundary between East Devon and Exeter. The local road network comprises a series of 'A' roads that provide important links across the district (including the A3052, A373, A375 and A376) along with 'B' and unclassified roads.
- 3.6 Figure 3.1 below illustrates key aspects of the strategic geography relevant to transport, including the key transport routes, neighbouring local authorities, main settlements in East Devon, and the New Community of Marlcombe.

Figure 3.1 Strategic Transport context



4 Strategic Matter – Transport impact of development in the Greater Exeter area

Summary of issues

- 4.1 The emerging East Devon Local Plan 2020 – 2042 allocates a significant amount of development in the West End³ of East Devon. This includes a New Community ('Marlcombe') site allocation for 8,000 dwellings (of which 3,300 will be delivered in the Local Plan period up to 2042), set in a longer term vision for 10,000 dwellings in total. Key parts of the Local Plan that facilitate this growth are set out in chapters on the Spatial Strategy (Strategic Policies SP01, SP02, SP04) and Development at the West End (Strategic Policies WS01 to WS15).
- 4.2 Proposed development in the emerging East Devon Local Plan and in other nearby local authorities, alongside 'background' traffic growth, is forecast to have impacts on the road network in the Greater Exeter area and will require significant mitigation measures to make these impacts acceptable.
- 4.3 In consultation responses to the first Regulation 19 Publication Draft Local Plan (February-March 2025), National Highways objected due to significant impacts on the strategic road network (M5 and A30); Devon County Council stated that the potential transport impacts of the new community are significant due to its scale and proximity to parts of the transport network which are already under significant pressure; and Exeter City Council noted the development allocations will have implications on the transport network that will be felt at Exeter given its strategic role. All these organisations noted the joint work on traffic modelling and mitigation measures that form the emerging Greater Exeter Transport Study and supported the continued collaboration on this project.

Partnership working

- 4.4 The four local planning authorities of East Devon District Council (EDDC), Exeter City Council (ECC), Teignbridge District Council (TDC) and Mid Devon District Council (MDDC), along with Devon County Council (DCC), are collaborating on a 'Greater Exeter Transport Study' and have commissioned the consultants WSP to undertake much of the work. National Highways

³ The West End is not defined by a line on a map but refers to development proposals and sites in the area to the east of Exeter, set out in Local Plan Chapter 4. Development at the West End.

(NH) also form part of the project team. There have been scheduled meetings of the project team every three weeks since mid-2024.

- 4.5 The Greater Exeter Transport Study comprises a series of reports, with more to come, that contain the findings of traffic modelling, and transport mitigation measures.

Evidence base

- 4.6 A series of traffic modelling studies have been prepared since 2023. Strategic SATURN modelling has assessed the traffic impacts across Exeter and its immediate surrounds. This has been supplemented by more detailed Vissim microsimulation modelling, held by National Highways, covering M5 Junctions 29 and 30, A30 Airport roundabouts, Clyst St Mary roundabout, and other routes and junctions close to the M5.
- 4.7 Traffic modelling reflects proposed development across the four administrative areas of East Devon, Exeter, Teignbridge and Mid Devon up to a forecast year of 2040, broadly aligning with the end dates of emerging Local Plans, alongside background traffic growth.
- 4.8 A series of mitigation measures have been identified, focused on enhancing sustainable travel, with defined car trip reductions that have been reflected in the modelling. Some of the most significant mitigation measures include a new passing loop on the Exeter – London Waterloo railway line that will enable one additional train per hour, bus priority measures along key routes into Exeter, and walking and cycling routes in the West End of East Devon travelling into Exeter.
- 4.9 Whilst the mitigation measures resulted in car trip reduction, SATURN modelling shows traffic flow increases across the road network, including along the M5 and A30. Several junctions are forecast to be over capacity, including M5 Junctions 29 and 30, the A30 Airport roundabouts, and Clyst St Mary roundabout. Modelled improvements at the A30 Airport roundabout and Clyst St Mary roundabout alleviate congestion, but the SATURN modelling report recommends more detailed modelling to more accurately assess these junctions.
- 4.10 This more detailed, microsimulation modelling is reported in Greater Exeter Local Plan Growth – Vissim modelling (November 2025), prepared by WSP on behalf of National Highways. This report presents model findings for M5 J29, M5 J30, and the A30 Airport roundabouts, focussing on traffic flow changes, slip road queues, journey time changes, and merge and diverge performance. Five forecast scenarios have been modelled, covering different scales of development at the New Community, a link road from A3052 to the A30, background growth, and highways mitigation. The modelling shows significant flow increases for selected slip roads/time periods, with consequent impacts on junction capacity and journey times in the area.

- 4.11 Marlcombe Transport Vision (November 2025) sets out a narrative around the phased delivery of housing, employment, and community facilities at the New Community, and the parallel delivery of transport infrastructure to support its delivery and ensure sustainable travel habits among residents from the start. New homes should be delivered in step with employment land, community facilities such as schools and leisure, shops, open space and sustainable travel opportunities, to minimise out-commuting and build a self-contained community from the outset.
- 4.12 The following reports form the key parts of the evidence base covering the transport impact of development in the Greater Exeter area:⁴
- Marlcombe Transport Vision, November 2025 [Evidence library ref. NWC-003]⁵.
 - Greater Exeter Transport Study Scenario 2 – Supplementary Report, WSP for DCC, September 2025 [Ref. TRI-028].
 - Greater Exeter Transport Study Scenario 2 Stage 1 – Assessment Updates, Technical Note 1, and Multi-criteria Assessment Framework, WSP, August 2025 [TRI-030 and TRI-030a].
 - Greater Exeter Further Modelling Technical Note, WSP (with Appendices A – D), December 2024 [TRI-024].
 - Greater Exeter Mitigation Modelling – Scenario 2, WSP, September 2025 [TRI-029].
 - Greater Exeter Local Plan Growth – Vissim modelling, WSP for National Highways, November 2025 [TRI-033].
 - East Devon Local Plan 2020-2042 Infrastructure Delivery Plan [KSD-001].⁶

Areas of agreement

- 4.13 The five councils (EDDC, ECC, MDC, TDC, DCC) and National Highways support the delivery of sustainable travel mitigation measures set out in Greater Exeter Transport Study Scenario 2 – Supplementary Report, September 2025; and the related Greater Exeter Transport Study Scenario 2 Stage 1 – Assessment Updates, Technical Note 1, August 2025.

⁴ Available at [Evidence and Examination Library - Transport and Infrastructure \(TRI\) - East Devon](#)

⁵ Available at [Evidence and Examination Library - New Community \(Marlcombe\) \(NWC\) - East Devon](#)

⁶ Available at [Evidence and Examination Library - Key Supporting Documents \(KSD\) - East Devon](#)

4.14 The forecast impacts in the traffic modelling on the four key junctions (M5 J29, J30, A30 Airport roundabouts, Clyst St Mary roundabout), along with the tasks required to further investigate these impacts, are summarised in the following table (figure 4.1).

Figure 4.1 Summary of forecast traffic impacts and future tasks

Junction	Summary of forecast impacts	Tasks to investigate forecast impacts
M5 Junction 29	<p>Little change in slip road traffic demand for 3,300 dwellings at the New Community, but more significant increases for the full New Community of 8,000 dwellings.</p> <p>No issues with the southbound off-slip.</p> <p>Northbound off-slip and south-bound on-slip roads are approaching or already at their theoretical capacity in the base year (2022), with no Local Plan development.</p> <p>There is a need to ensure that queues from Moor Lane roundabout do not extend back to block the M5 J29 slip roads.</p>	<p>National Highways (NH) to do more work to understand demand, including a drone survey and further modelling work to assess alternative growth scenarios, which could alter assessment findings where traffic reductions are currently assumed for journeys into Exeter.</p> <p>NH to do more work on options solutions, and will work with local authorities on this, noting that the small distance between J29 and J30 limits potential solutions.</p> <p>Any agreed junction improvements will be captured and reflected in an update of the Vissim modelling carried out by NH.</p>
M5 Junction 30	<p>Little change in slip road traffic demand for 3,300 dwellings at the New Community, but more significant increases for the full New Community of 8,000 dwellings.</p> <p>Initial modelling showed queues extend onto the M5 mainline from the northbound off-slip in the initial phase of 3,300 dwellings at the New Community. A concept improvement that allows traffic on the north-bound off-slip right turn to use both lanes three and four of the slip road (rather than the single lane as marked on-street) has been</p>	<p>National Highways to further investigate the modelled concept improvement.</p> <p>At the present time, NH has no proposals to deliver its own improvements at J30, and the scope for further capacity improvements (over and above the modelled concept improvement), is currently uncertain.</p> <p>DDC and EDDC to investigate the scope of highway capacity improvements necessary to accommodate Local Plan growth,</p>

	<p>modelled – this avoids mainline queuing from the northbound off-slip for the initial phase of 3,300 dwellings at the New Community, but the full 8,000 dwellings results in the return of mainline queuing on the northbound off-slip and the extension of queues on the south-bound off-slip.</p> <p>The (limited) capacity of the A376 Sidmouth Road approach limits flow into the junction.</p> <p>In general terms, this junction operates with extensive queues on all approaches and is likely to require improvement to accommodate the full level of planned development.</p>	<p>alongside proposals in the Marlcombe Transport Vision for bus priority and improved active travel connections.</p> <p>DDC and EDDC will discuss potential improvements with NH.</p> <p>Any agreed junction improvements will be captured and reflected in an update of the Vissim modelling carried out by NH.</p>
A30 Airport Roundabouts	<p>The eastbound and westbound off-slips and the westbound on-slip all experience material increases in traffic flow associated with the New Community, with peak queues extending onto the mainline in selected scenarios.</p> <p>A concept scheme involving partial signalisation of both roundabouts, expansion of the southern roundabout, and widening of the slip roads to two lanes has been included in the modelling – despite this, the model shows significant queues form on the local road approaches, with traffic queuing back into the New Community.</p> <p>It is not possible to definitively say at what point in the build-out of the New Community improvements would be required, but the existing single-lane slip roads and limited</p>	<p>Further work is required to show the concept scheme included in the modelling is feasible and deliverable.</p> <p>DCC and EDDC will work together to review the scope of required junction improvements, including provision for active travel modes and existing slip road constraints, and then discuss with NH.</p> <p>Any agreed junction improvements will be captured and reflected in an update of the Vissim modelling carried out by NH.</p>

	<p>roundabout size are likely to provide a constraint to meaningful development at the New Community.</p> <p>The River Clyst bridge structure may impact upon the deliverability of mitigation measures on the westbound on-slip and eastbound off-slip.</p>	
<p>Clyst St Mary Roundabout</p>	<p>Early model runs identified this roundabout would be a significant constraint, with traffic backing into the New Community site from the A3052 eastbound approach to the roundabout. Therefore, a concept scheme consisting of signalisation/widening of the roundabout has been included in the subsequent modelled scenarios.</p> <p>Strategic SATURN modelling shows this roundabout operating at larger than 95% on the west approaches in both AM and PM peaks; whilst Vissim modelling shows traffic will be held back from J30 by this roundabout.</p>	<p>Further work is required to show the concept scheme included in the modelling is feasible and deliverable.</p> <p>DCC will work with EDDC to consider mitigation required at this junction, in discussion with NH. It will be important to ensure that the future operation of the junction does not result in eastbound queues on the A376 stretching back to M5 J30 where they would restrict the flow of traffic off the M5 mainline.</p> <p>Any agreed junction improvements will be captured and reflected in an update of the Vissim modelling carried out by NH.</p>

- 4.15 The tasks highlighted in the table will be undertaken from late 2025 until Spring 2026, and will inform the Submission of the Local Plan in Spring 2026.
- 4.16 The East Devon Local Plan makes clear that EDDC will continue to work with key partners on the delivery of the emerging Greater Exeter Transport Study. The Local Plan includes appropriate text on the delivery of transport infrastructure with policies that support the delivery of infrastructure alongside new development (Strategic Policies SP07, SP08), and paragraph 3.43b specifically recognising the considerable amount of transport infrastructure that will be required, informed by the emerging Greater Exeter Transport Study. Development across the Greater Exeter area will contribute to the delivery of transport infrastructure as appropriate, but it is likely that additional public funding will be necessary.
- 4.17 Strategic Policy WS01 relating to Marcombe, the New Community, includes the delivery of on and off-site transport infrastructure, with supporting text making clear that development at Marcombe should make appropriate contributions to the delivery of transport infrastructure, alongside public funding. These include improvements to the A30 Airport Roundabouts, Clyst St Mary Roundabout, and M5 Junctions 29 and 30. The Local Plan (paragraph 17.2) states there will be on-going monitoring of the emerging Greater Exeter Transport Study to ensure sustainable transport measures are performing as expected, or identify whether further action is required to achieve modal shift. A governance body will oversee the implementation of the Marcombe Transport Vision, including a monitoring framework that will inform future reviews of the Local Plan and associated infrastructure planning.
- 4.18 In addition, East Devon Local Plan Strategic Policy TR02 protects the following road schemes from other development that would preclude their delivery:
- Alterations/improvements to Clyst St Mary roundabout (A3052/A376).
 - Alterations/improvements to A30 Airport Junction.

Areas of disagreement

- 4.19 None.

Active and ongoing co-operation

- 4.20 East Devon District Council will continue to work with the authorities of Exeter City Council, Teignbridge District Council, Mid Devon District Council, and Devon County Council, together with National Highways, on the Greater Exeter Transport Study. This will entail further work on traffic modelling, sustainable travel mitigation measures, and options for physical
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improvements to the road network. Figure 4.1 identifies the upcoming tasks, to be undertaken in advance of Local Plan submission in spring 2026, in relation to the four key junctions.

- 4.21 Infrastructure requirements that arise from the tasks above will need to be accounted for in the Infrastructure Delivery Plan that supports the East Devon Local Plan. The Submission of the Local Plan in Spring 2026 will be accompanied by, and based on, proportionate evidence, as required by national policy. Ultimately, the evidence should show there is a reasonable prospect of funding being identified and available to ensure the necessary physical improvements to the road network will be delivered in the right place at the right time to facilitate the delivery of development.
- 4.22 The Local Plan allocates land for 8,000 dwellings at the New Community set within a vision for a total of 10,000 dwellings and accompanying development. Land for the additional 2,000 homes will be allocated in a future Local Plan, and will be supported by further transport evidence.

Parties involved

- 4.23 The parties below are satisfied that the text in chapter 4 of this SoCG is accurate as of publication of the second Regulation 19 Plan in November 2025. This Statement of Common Ground will be reviewed prior to the submission of the local plan for examination. NB signatures are not required at this stage, but the following bodies will be invited to sign at Submission stage:
- East Devon District Council
 - National Highways.
 - Devon County Council
 - Exeter City Council
 - Mid Devon District Council
 - Teignbridge District Council

5 Strategic Matter T 02 – Rail infrastructure

Summary of issues

- 5.1 In East Devon, the London Waterloo to Exeter railway line (known as the ‘West of England’ line) provides an hourly service to the towns of Cranbrook, Honiton and Axminster, and a two hourly service to the villages of Feniton and Whimple. There is overcrowding on some peak services into Exeter stations, and performance and service reliability is often poor with small delays rapidly escalating due to the long single line section between Honiton and Pinhoe.
- 5.2 The emerging East Devon Local Plan 2020 – 2042 allocates a significant amount of development in East Devon, particularly at the West End close to Exeter but also at Honiton, Axminster, and other key settlements in the district.
- 5.3 Network Rail, working with other partner organisations, are investigating how to improve the frequency of rail services along the Exeter – Waterloo line in East Devon. The provision of one or two passing loops would enable one extra train per hour from Honiton or Axminster to Exeter. This is reflected in Local Plan Strategic Policy TR02: Protecting transport sites and routes.
- 5.4 Consultation responses to the first Regulation 19 Publication Draft Local Plan (February-March 2025) from Network Rail and Devon County Council support the delivery of rail improvements and the protection of land for a passing loop(s).

Evidence base⁷

- Continuous Modular Strategic Planning – West of England Line Study 2020, Network Rail [Evidence library ref. TRI-032].
- Peninsula Transport Strategic Implementation Plan 2025-2050 [TRI-031].
- Devon and Torbay Combined County Authority Local Transport Plan 4 2025-2040 [TRI-008].
- Greater Exeter Transport Study Scenario 2 – Supplementary Report, WSP for DCC, September 2025 [Ref. TRI-028].

⁷ Available at [Evidence and Examination Library - Transport and Infrastructure \(TRI\) - East Devon](#)

- Greater Exeter Transport Study Scenario 2 Stage 1 – Assessment Updates, Technical Note 1, and Multi-criteria Assessment Framework, WSP, August 2025 [TRI-030 and TRI-030a].
- East Devon Local Plan 2020-2042 Infrastructure Delivery Plan [KSD-001]⁸.

Partnership working

- 5.5 The Devon Metro Steering Group, comprising Network Rail, Devon County Council, Peninsula Transport, the relevant Train Operating Companies, and East Devon District Council, has an overview of rail issues and improvements in the area, including the proposed passing loops in East Devon. Network Rail is leading the preparation of a Strategic Outline Business Case for one or two passing loops along the Exeter – Waterloo line in East Devon, supported by the Steering Group, which has held scheduled meetings every six weeks from 2023 to 2025.
- 5.6 From 2026, the Devon Rail Strategic Working Group brings together all those with an interest in current rail workstreams to enhance the West of England, Exmouth and North Devon lines, to provide strategic updates, facilitate information sharing, coordinate activity between projects and identify areas of overlap/opportunity/efficiency/dependency. This Working Group has been set up by Network Rail and includes local authorities and Peninsula Transport, with scheduled meetings every two months

Areas of agreement

- 5.7 Network Rail, Devon County Council, and East Devon District Council agree that the frequency of rail services in East Devon should be increased and support the delivery of one or two passing loops to achieve this. To help deliver this, East Devon Local Plan Strategic Policy TR02 protects a railway passing loop between Honiton and Cranbrook from other development that would preclude its delivery, and includes this project in the East Devon Local Plan Infrastructure Delivery Plan.

Areas of disagreement

- 5.8 None.

Active and ongoing co-operation

- 5.9 Continued joint working through the Devon Metro Steering Group to develop a Strategic Outline Business Case relating to the delivery of one or two passing loops in East Devon, to

⁸ Available at [Evidence and Examination Library - Key Supporting Documents \(KSD\) - East Devon](#)

achieve an additional train per hour along this railway line. Further work to take place following completion of Strategic Outline Business Case to help deliver the passing loop(s).

Parties involved

5.10 The parties below are satisfied that the text in chapter 5 of this SoCG is an accurate position statement as of publication of the second Regulation 19 Plan in November 2025. This Statement of Common Ground will be reviewed prior to the submission of the local plan for examination. NB signatures are not required at this stage, but the following bodies will be invited to sign at submission stage:

- East Devon District Council
- Network Rail
- Devon County Council
- National Highways

6 Strategic Matter T 03 – Walking, wheeling, cycling and bus links between the West End of East Devon and Exeter

Summary of issues

- 6.1 The emerging East Devon Local Plan 2020 – 2042 allocates a significant amount of development in the West End of East Devon. This includes a New Community ('Marlcombe') site allocation for 8,000 dwellings (of which 3,300 will be delivered in the Local Plan period up to 2042), set in a longer term vision for 10,000 dwellings in total. Key parts of the Local Plan that facilitate this growth are set out in chapters on the Spatial Strategy (Strategic Policies SP01, SP02, SP04) and Development at the West End (Strategic Policies WS01 to WS15).
- 6.2 Proposed development in the emerging East Devon Local Plan and in other nearby local authorities, alongside 'background' traffic growth, is forecast to have impacts on the road network in the Greater Exeter area. Therefore, a range of mitigation measures, including for sustainable travel, will be required to make these impacts acceptable.
- 6.3 In consultation responses to the first Regulation 19 Publication Draft Local Plan (February-March 2025), National Highways, Devon County Council, and Exeter City Council noted the joint work on traffic modelling and mitigation measures that form the emerging Greater Exeter Transport Study and supported the continued collaboration on this project. The mitigation measures include walking, wheeling, cycling, and bus links between East Devon and Exeter.

Evidence base⁹

- Devon and Torbay Combined County Authority Local Transport Plan 4 2025-2040 [Evidence library ref. TRI-008].
- Clyst Valley and New Communities Local Cycling and Walking Infrastructure Plan, 2025 [TRI-018].
- Greater Exeter Transport Study Scenario 2 – Supplementary Report, September 2025 [TRI-028].
- Greater Exeter Transport Study Scenario 2 Stage 1 – Assessment Updates, Technical Note 1, and Multi-criteria Assessment Framework, WSP, August 2025 [TRI-030 and TRI-030a].

⁹ Available at [Evidence and Examination Library - Transport and Infrastructure \(TRI\) - East Devon](#)

- Bus Services Improvement Plan, Devon County Council, June 2024 [TRI-009].
- East Devon Local Plan 2020-2042 Infrastructure Delivery Plan [KSD-001]¹⁰ .

Partnership working

- 6.4 The four local planning authorities (East Devon District Council, Exeter City Council, Teignbridge District Council, and Mid Devon District Council), along with Devon County Council (DCC), are collaborating on a 'Greater Exeter Transport Study' and have commissioned the consultants WSP to undertake much of the work. National Highways (NH) also form part of the project team. There have been scheduled meetings of the project team every three weeks since mid 2024.
- 6.5 The Greater Exeter Transport Study comprises a series of reports, with more to come, that contain the findings of traffic modelling, and transport mitigation measures, which include walking, cycling and bus links between the West End of East Devon and Exeter.

Areas of agreement

- 6.6 EDDC will continue to work with key partners on the delivery of the emerging Greater Exeter Transport Study. The East Devon Local Plan includes appropriate text on the delivery of walking, wheeling, cycling and bus links with policies that support the delivery of infrastructure alongside new development (Strategic Policies SP07, SP08), and paragraph 3.43b specifically recognising the considerable amount of transport infrastructure that will be required, informed by the emerging Greater Exeter Transport Study. Development across the Greater Exeter area will contribute to the delivery of transport infrastructure as appropriate, but it is likely that additional public funding will be necessary.
- 6.7 Strategic Policy WS01 relating to Marlcombe, the New Community, includes on and off-site walking, wheeling, and cycling infrastructure, with supporting text making clear that development at Marlcombe should make appropriate contributions to the delivery of transport infrastructure, alongside public funding. The Local Plan (paragraph 17.2) states there will be on-going monitoring of the emerging Greater Exeter Transport Study to ensure sustainable transport measures are performing as expected, or whether further action is required to achieve modal shift. A governance body will oversee the implementation of the Marlcombe Transport Vision, including a monitoring framework that will inform future reviews of the Local Plan and associated infrastructure planning

¹⁰ Available at [Evidence and Examination Library - Key Supporting Documents \(KSD\) - East Devon](#)

6.8 To help deliver this, East Devon Local Plan Strategic Policy TR02 protects the following cycle and public transport sites and routes from other development that would preclude their delivery:

- Cranbrook to Exeter (E3) strategic cycle route.
- Bus priority route at A3052/A376 to M5 Junction 30.

Areas of disagreement

6.9 None.

Active and ongoing co-operation

6.10 East Devon District Council will continue to contribute to the joint work on the Greater Exeter Transport Study. This will include working with Exeter City Council and Devon County Council, and National Highways on walking, wheeling, cycling and bus links between the West End of East Devon and Exeter.

6.11 The Local Plan should be based upon evidence that there is a reasonable prospect of funding being identified and available to ensure the necessary walking, wheeling, cycling and bus links will be delivered in the right place at the right time to facilitate the delivery of development. Any infrastructure requirements will need to be accounted for in the Infrastructure Delivery Plan that supports the East Devon Local Plan. The Submission of the Local Plan in Spring 2026 will be accompanied by, and based on, proportionate evidence, as required by national policy.

Parties involved

6.12 The parties below are satisfied that the text in chapter 6 of this SoCG is an accurate position statement as of publication of the second Regulation 19 Plan in November 2025. This Statement of Common Ground will be reviewed prior to the submission of the local plan for examination. NB signatures are not required at this stage, but the following bodies will be invited to sign at submission stage:

- East Devon District Council
- Devon County Council
- Exeter City Council
- National Highways.

