



Devon County Council

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# **GREATER EXETER TRANSPORT STUDY**

Scenario 2 - Supplementary Report



Devon County Council

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## Scenario 2 - Supplementary Report

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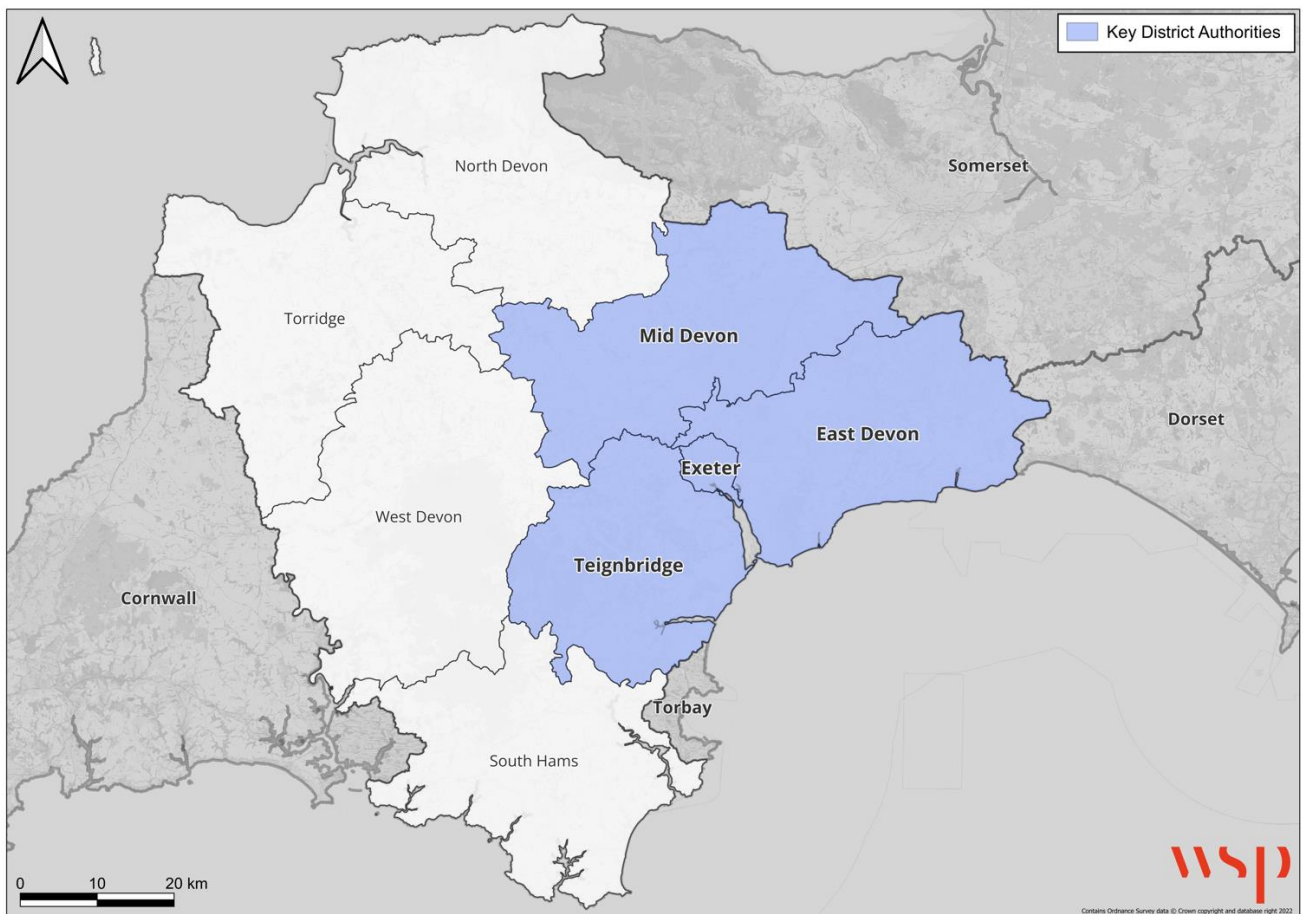
### APPENDIX G

#### RANKED LIST OF TRANSPORT SCHEMES WITH WEIGHTINGS APPLIED

# 1 INTRODUCTION

## 1.1 CONTEXT AND BACKGROUND

- 1.1.1. WSP were requested by Devon County Council (DCC), as well as the four District Authorities of Mid Devon District Council, East Devon District Council, Exeter City Council and Teignbridge District Council to explore potential mitigation schemes to support the delivery of forthcoming Local Plan development, and the increased pressure on and around the highway network this would generate in the Greater Exeter area.
- 1.1.2. Figure 1-1 shows the wider study area that is considered as part of Greater Exeter Strategy, including the four neighbouring districts of Mid Devon, East Devon, Exeter and Teignbridge.



**Figure 1-1 - Greater Exeter Wider Study Area**

- 1.1.3. All four District Authorities are in the process of identifying locations for future development beyond the end of their existing Local Plan periods (all around 2030), however National Highways have presented concerns regarding the impact of this proposed development upon the function and safety of the Local and Strategic Road Network around Exeter. In response to these concerns, WSP have been tasked with identifying a list of transport schemes that might help to mitigate against the impact of proposed development outlined in the draft Local Authority Local Plans.

- 1.1.4. The outputs of this report will form part of a wider ongoing study that analyses the impact of proposed development in Greater Exeter. Following the development and testing of Scenario 1 (undertaken during March 2024) which modelled the impact of an initial list of mitigating transport schemes, it was identified that further schemes will be required to reduce the impact of planned development upon the highway network. As a result, WSP have been requested to model and test a set of transport schemes under Scenario 2 in addition to what has already been modelled as part of Scenario 1. Scenario 2 has been split into two stages – Stage 1 and Stage 2. Scenario 2 schemes will be identified within Stage 1 and modelled and costed within Stage 2. The outputs from this report form the basis of Stage 1 only and will be used within Stage 2 to further appraise the feasibility of potential transport schemes.
- 1.1.5. Figure 1-2 illustrates the location of major development proposals in Greater Exeter identified within the District Authorities’ Draft Local Plans. Significant development is proposed to the east of Exeter (Cranbrook and East Devon New Community) and southwest of Exeter (Markham Farm and Peamore). Mid-Devon have not been included in Figure 1-2 due to the current stage of their draft Local Plan, however the location of their proposed development is focussed around the urban areas of Cullompton, Tiverton and Crediton.



**Figure 1-2 - Forthcoming Development in the Greater Exeter area**

- 1.1.6. The Greater Exeter Project Advisory Group (PAG) consisting of key personnel from each of the four District Authorities, National Highways and Devon County Council have regularly been engaged throughout this study to inform the development of the project deliverables. Meetings with the group were held every three weeks between July and November 2024 to engage with and gain feedback on

key project activities from initial baselining activities and evidence reviews through to the identification and appraisal of proposed Scenario 2 Stage 1 schemes.

## 1.2 STUDY OBJECTIVES

1.2.1. The objectives that were developed by PAG to guide this study have been listed below. These objectives were considered throughout the development of the Scenario 2 Stage 1 measures identified in this report.

- Accommodating development requirements across the Greater Exeter area up to 2043 (the end date of the emerging Mid Devon Local Plan<sup>1</sup>).
- Ensuring the safety and functionality of the Strategic Road Network.
- Ensuring the safety and functionality of the local road network.
- Meeting the Councils' carbon ambitions.
- Supporting health and wellbeing.
- Enhancing the vitality and vibrancy of the city centre.
- Improving air quality.
- Supporting place-making.

## 1.3 VISION AND VALIDATE

1.3.1. Vision and Validate is an emerging approach to transport planning and design that involves setting a vision and then testing or validating it to ensure that the identified policy measures are effective at contributing towards that vision. This is a shift away from the traditional 'predict and provide' approach. At a national policy level this approach is being developed with the current draft of the National Planning Policy Framework (NPPF) encouraging this approach be adopted in the development planning process.

1.3.2. The following are case studies of recent projects undertaken by WSP that incorporated the Vision and Validate approach:

- **Culm Garden Village**
  - WSP developed a 'Vision and Validate' Integrated Sustainable Transport Strategy for Culm Garden Village and the M5 Junction 28 upgrades and Cullompton Town Centre Relief Road scheme.
  - The Vision and Validate approach enabled the identification of the following additional interventions to be considered within the masterplan for Culm Garden Village: Demand Responsive Transport (DRT), Car Clubs and Car-lite development (restricting or reducing vehicle access through land use policies and parking restrictions).
- **The Phoenix Project, Human Nature**
  - WSP have been supporting Human Nature with their ambitious plans for a new sustainable development in Lewes, East Sussex. The central vision for the scheme is a 5-minute

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<sup>1</sup> This target date is aligned to the Mid Devon Local Plan proposals as they are currently operating to a later end date than the other PAG authorities.

neighbourhood to support communal, healthy and sustainable lifestyles, underpinned by low private car ownership.

■ **Otterpool Park Garden Village**

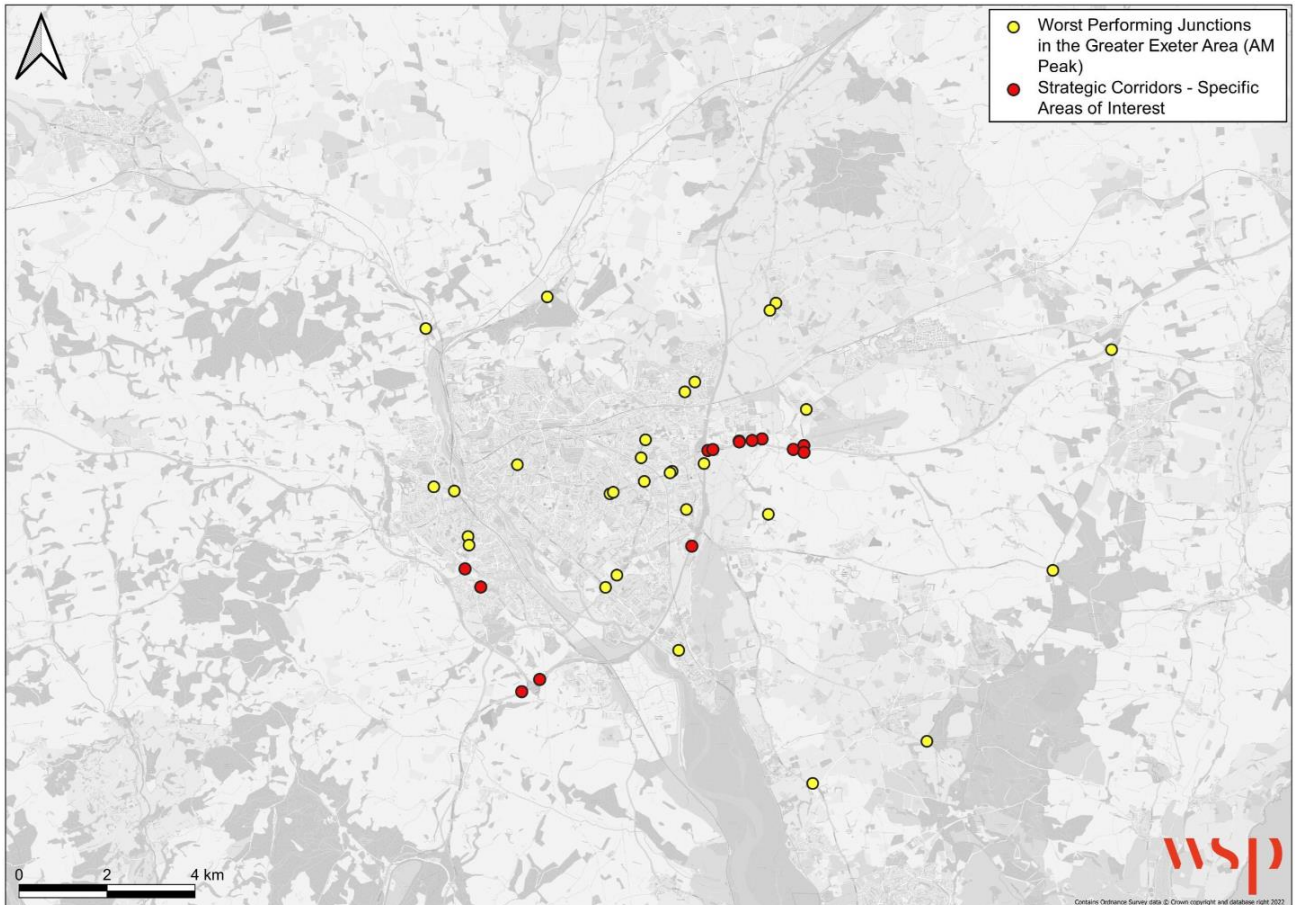
- Otterpool Park is a garden town near Folkestone, Kent providing up to 10,000 new homes and jobs. WSP led the development of a user-centric mobility strategy for the development to challenge existing local parking standards and provide public transport and shared mobility interventions.

1.3.3. These case studies of proposed development sites have been reviewed as part of this study to better understand how this new approach to development planning can be delivered and its effectiveness as an approach in reducing the traffic impacts of future development. Further information regarding the Vision and Validate case studies can be found in Appendix A.

## 2 BASELINING & REVIEW OF EXISTING EVIDENCE

### 2.1 EXISTING NETWORK CONSTRAINTS

- 2.1.1. The modelling outputs from Scenario 1 (undertaken during March 2024) were used to identify junctions in the Greater Exeter area in which the highway network will be most constrained as a result of forthcoming development proposals outlined in draft Local Authority Local Plans. The results of this analysis are presented in Figure 1-2 below which distinguishes between junctions on the local road network (yellow) and strategic road network (red). Junction locations were identified by comparing an existing scenario (2017) with a proposed 2040 scenario to assess how future development might impact the highway network relative to current conditions.
- 2.1.2. Many of the junctions that were modelled already experience traffic volumes that were either close to junction capacity (95%>) or exceeded capacity within the 2017 scenario, without the consideration of the 2040 scenario. The outputs produced by this exercise highlighted where the highway network is most constrained and therefore where interventions could be specifically targeted.



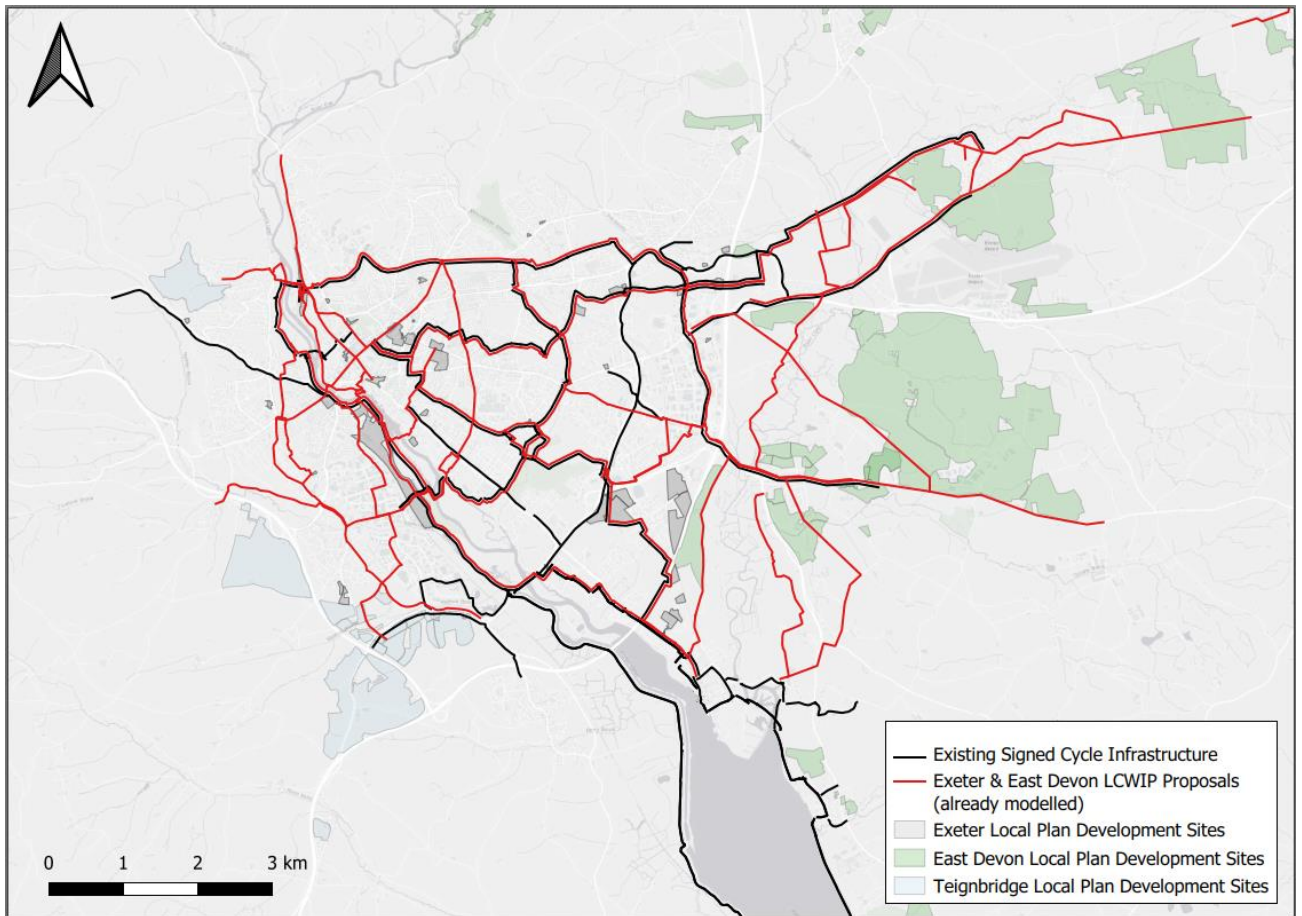
**Figure 2-1 – Worst Performing Junctions in the Greater Exeter area**

## 2.2 EXISTING SITUATION

- 2.2.1. The existing levels of service and provision for each non-car mode of transport in and around the Greater Exeter area has been reviewed. This was to enable the identification of gaps in current service provision that could be addressed through the provision of new schemes which support the delivery of the future Local Plan development sites.

### ACTIVE TRAVEL

- 2.2.2. Figure 2-2 shows the existing and committed (through the Exeter and East Devon LCWIP proposals) active travel infrastructure in Greater Exeter. The routes highlighted in black indicate the existing active travel provision in Greater Exeter. This includes all signed cycle routes and trails, including key strategic cycle routes into the city and the Exe Estuary Multi Use Trail.
- 2.2.3. The standard of existing cycle provision throughout Exeter is not consistent and parts of routes will likely not be compliant with latest cycling infrastructure guidance (i.e. LTN 1/20) – some route sections will be traffic free and suitable for all ages and abilities, whilst some sections of the network will mix with live traffic and require a high level of cycling confidence. Improved provision and consistency of active travel infrastructure will likely help to improve the accessibility of cycling as a method of transport for people of all ages and abilities.
- 2.2.4. The routes highlighted in red indicate the committed active travel infrastructure proposals. These include the route improvements outlined in the Exeter and East Devon Local Cycling & Walking Infrastructure Plans (LCWIPs), as well as the Exeter to Cranbook Multi Use Trail and the Clyst Valley Trail. These proposals have all been listed in the forthcoming Devon and Torbay draft Local Transport Plan 4 and therefore are seen as priorities for improvement to active travel infrastructure when funding from central Government becomes available. Where the red and black routes overlap, this would indicate an improvement to the standard of cycling infrastructure provided.



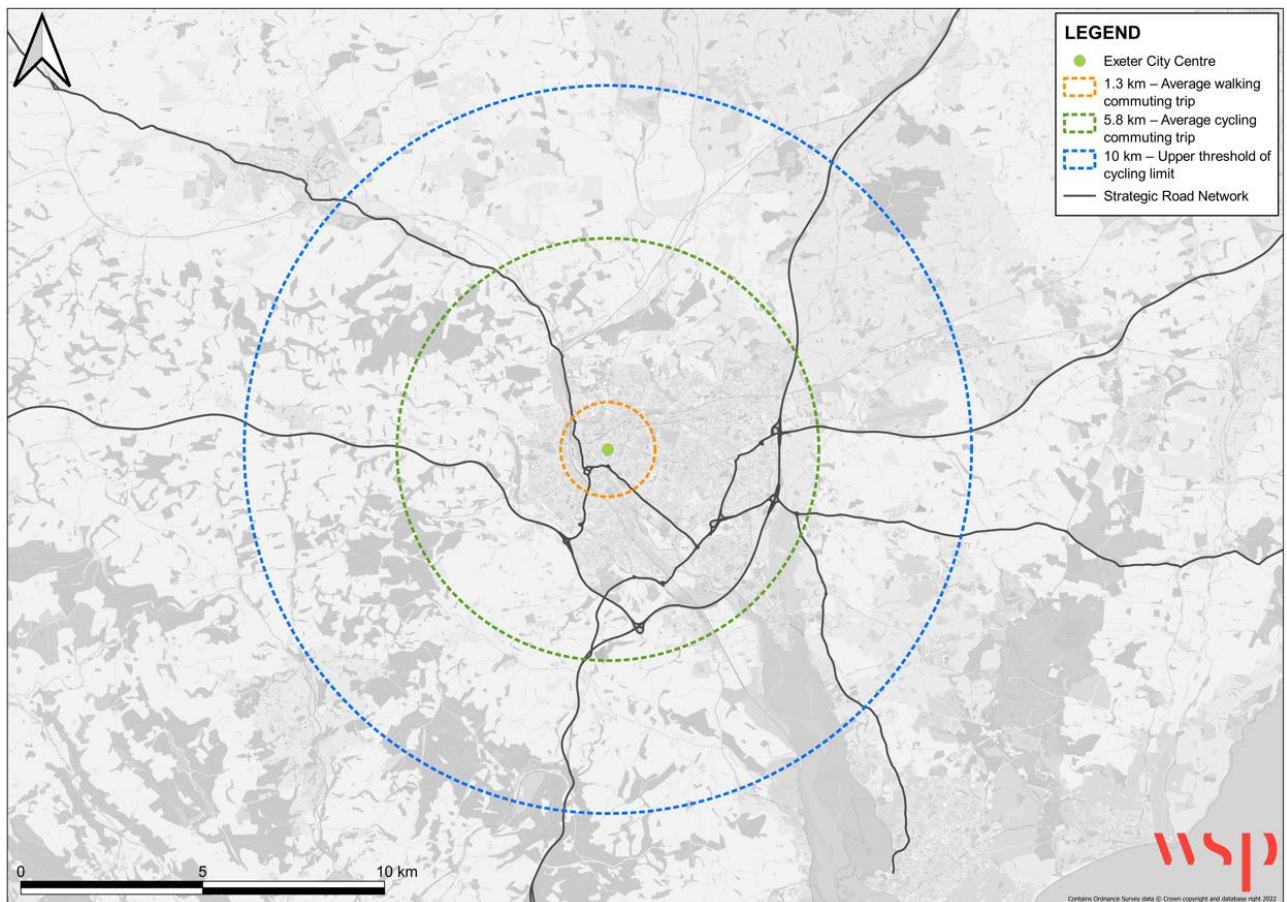
**Figure 2-2 – Existing and Committed Active Travel Infrastructure**

2.2.5. In addition to the review of existing and committed active travel infrastructure included in Scenario 1, isochrones have been plotted from key residential developments (existing and proposed) and major sites of employment based on average commuting walking and cycling distances. The purpose of this exercise was to determine the suitability for active travel to be used as a mode of travel for commuting trips in the study area..

2.2.6. Based on this approach isochrones have been plotted for each of the following locations:

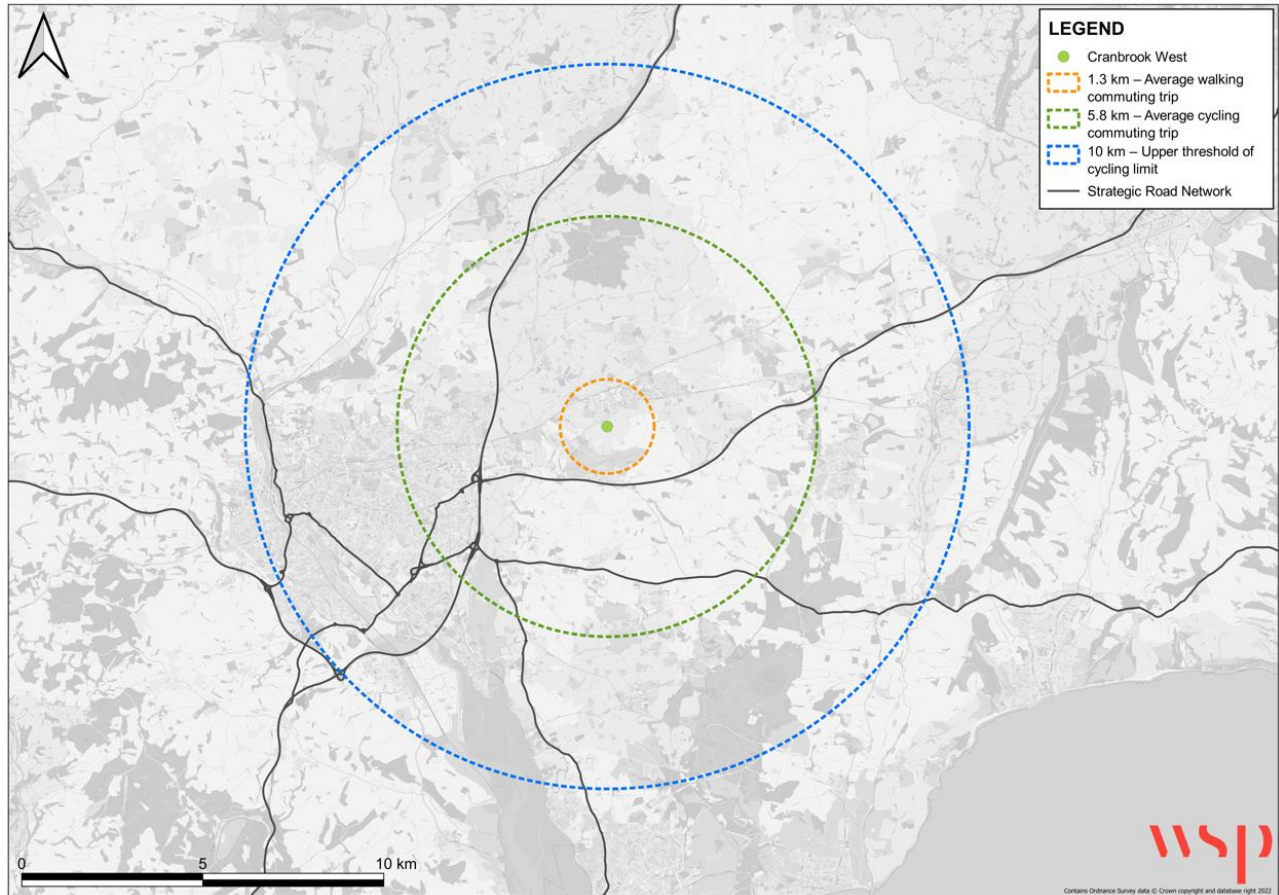
- Exeter City Centre
- Marsh Barton
- Sowton Industrial Estate
- Peamore
- Markham Farm
- Sandy Park / Pynes Hill
- East Devon New Community
- Cranbrook West
- Cranbrook East
- Exeter Science Park
- Cullompton Town Centre

- 2.2.7. Each of the key site locations has been assessed using a 1.3 km average walking distance, a 5.8 km average cycling distance, and a 10 km maximum cycling distance. These distances have been chosen based on evidence from the National Travel Survey (NTS).
- 2.2.8. Figure 2-3 and Figure 2-4 provide two examples of the isochrone mapping that was produced – from Exeter City Centre and the proposed extension of the Cranbrook West development site. Both figures illustrate how the accessibility of cycling can differ depending on the locations in which you are travelling between. The remaining isochrones not shown below are included in Appendix B.
- 2.2.9. Figure 2-3 shows that the city centre has a relatively good level of accessibility. The city centre is within the average walking commuting distance (1.3km) from neighbouring residential areas such as St Leonards, whilst most key employment sites in the city such as Marsh Barton and Sowton Industrial Estate sit within the average cycling commuting distance (5.8km).



**Figure 2-3 - Isochrone Mapping for Exeter City Centre**

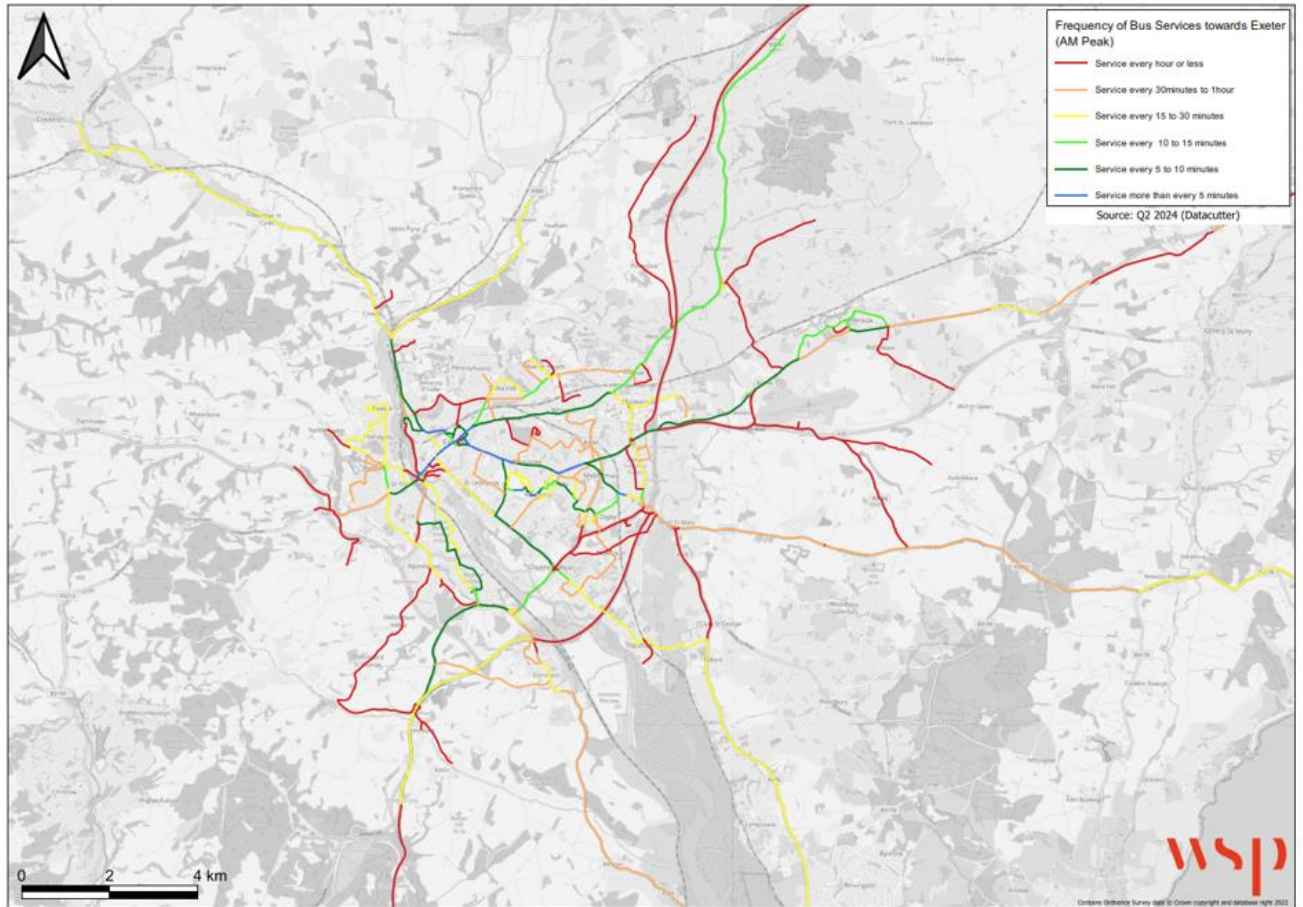
- 2.2.10. Conversely, Figure 2-4 shows that the Cranbrook West development site has poorer levels of accessibility. Key employment destinations such as the city centre and Marsh Barton are further than the average cycling commuting distance (5.8km) from Cranbrook West, and only just sit within the maximum cycling distance (10km). Therefore it is possible that many people will deem this journey too far to undertake via active forms of active travel.



**Figure 2-4 - Isochrone Mapping for Cranbrook West development site**

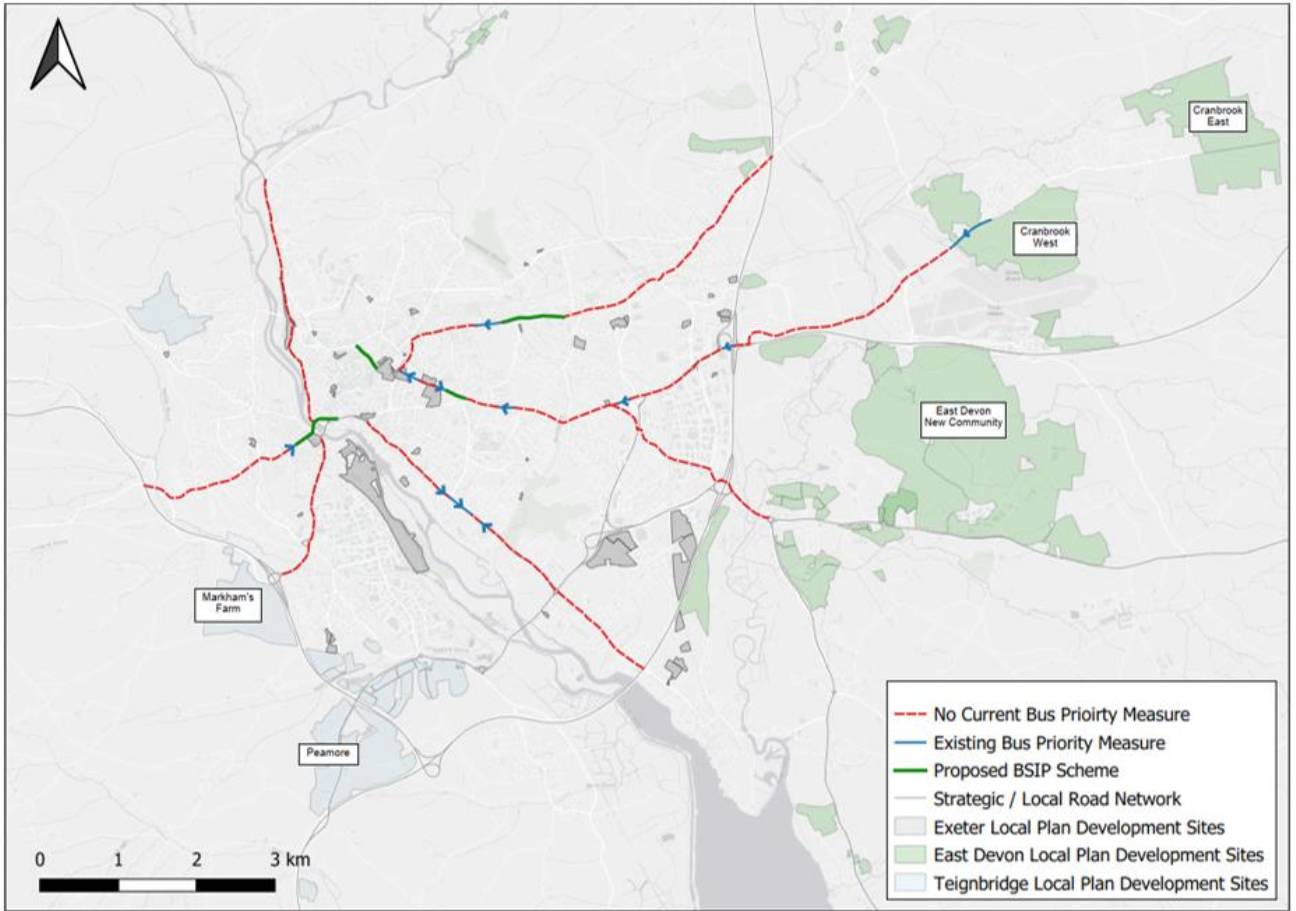
## BUS

- 2.2.11. For bus as a mode of transport, analysis of existing bus service frequencies and locations of bus priority within the study area was undertaken to establish the existing level of service in the Greater Exeter area.
- 2.2.12. Figure 2-5 shows existing bus frequency in Exeter during the AM peak, highlighting that the existing level of frequent bus services on Exeter’s key corridors into the city centre includes many of the key routes. with a service operating every 5-10 minutes on Pinhoe Road, Heavitree / Honiton Road, Topsham Road and Cowley Bridge Road. Marsh Barton and the A379 also experience high levels of service provision which may benefit Peamore and Markham’s Farm development sites due to their proximity (with the potential for these routes to expand in the future to connect to these sites).
- 2.2.13. Moving further away from the city centre and these key corridors, the frequency of services noticeably reduces, with services along the A30 and A3052 operating at a maximum of every 30 minutes to an hour. This indicates a particular area of focus for bus service provision, given the location of forthcoming development sites such as the East Devon New Community.



**Figure 2-5 – Existing Bus Frequency in Exeter (AM peak)**

- 2.2.14. As is the case in many urban areas, bus service frequency in Greater Exeter sees a noticeable drop off during the evenings and on weekends compared to peak periods. Ensuring that bus service frequencies suit the needs of all of society - including those who work non-traditional hours during evenings and weekends - remains a considerable challenge for the bus industry.
- 2.2.15. Figure 2-6 illustrates existing bus priority on Exeter’s key corridors by direction of travel, as well as the proposed bus priority measures outlined in Devon’s Bus Service Improvement Plan (BSIP).

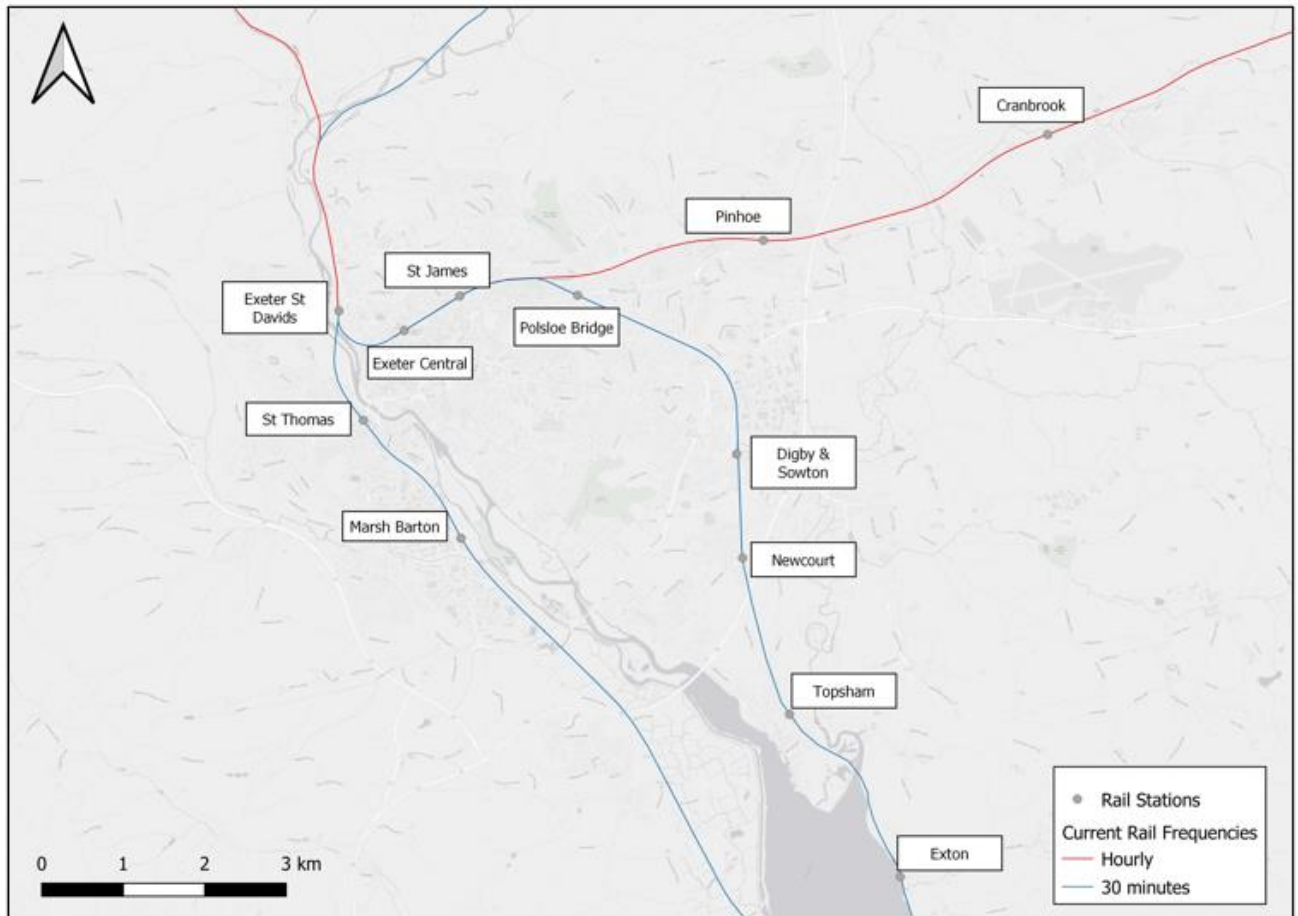


**Figure 2-6 - Existing Bus Priority on Exeter’s key corridors, by direction of travel**

- 2.2.16. Figure 2-6 shows that bus priority on Exeter’s key corridors is intermittent and only exists in short sections of the carriageway before having to rejoin the traffic, for example Topsham Road, Heavitree Road and Pinhoe Road. The intermittent nature of bus priority significantly impacts upon the journey time reliability for buses, particularly during peak commuting periods.
- 2.2.17. As part of Devon’s BSIP, bus priority infrastructure has been proposed on key corridors such as Heavitree Road, Pinhoe Road and Western Way, and has recently been delivered on New North Road. Continued investment in bus priority in has the potential to significantly improve journey time reliability and increase bus modal share in Greater Exeter.

**RAIL**

- 2.2.18. Existing rail provision in the Greater Exeter area has been reviewed and is illustrated in Figure 2-7.



**Figure 2-7 - Existing Rail Provision**

- 2.2.19. Figure 2-7 shows the comprehensive rail network that exists in the Greater Exeter area. There are a large number of rail stations per head of the local population in Exeter, with the recent development of the network to include Cranbrook, Newcourt and Marsh Barton stations over the past decade.
- 2.2.20. There are several local branch lines that serve Exeter from the wider Devon and Torbay area. These include:
- Avocet Line (to Exmouth)
  - Riviera Line (to Torbay)
  - East Devon Line (to Honiton)
  - Tarka Line (to Barnstaple); and
  - The recently re-opened Dartmoor Line (to Okehampton)
- 2.2.21. The Avocet Line and Riviera Line currently operates at a 30-minute frequency, whereas the East Devon, Tarka and Okehampton Lines currently operate hourly. Improved frequencies of services on local branch lines is a feasible opportunity to further drive rail patronage in Greater Exeter.
- 2.2.22. Exeter is also well placed to acting as a key rail hub for Devon and the south west of England. Regular services operate south to Plymouth, north to Bristol and east to London.
- 2.2.23. Rail patronage in Greater Exeter has seen high levels of growth over the past 10/15 years and continues to grow. Since 2009/10, rail patronage has increased on all branch lines that serve Exeter

(Avocet, Riviera, East Devon and Tarka lines), whilst most stations in Exeter now experience greater passenger volumes than before Covid-19.

## MOBILITY HUBS

- 2.2.24. Mobility hubs are an emerging concept within transport planning and urban design, which aim to enable people to gain access to their daily needs and make journeys more sustainably. Whilst the concept of mobility hubs is continuously evolving, they are typically a site of interchange that facilitates access to and between different modes of transport.
- 2.2.25. CoMoUK, a national charity considered to be an industry leader for mobility hubs and shared transport, defines a mobility hub as “a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller.”
- 2.2.26. Mobility hubs aim to combine traditional modes of transport (e.g. bus, rail and cycling) with new, emerging transport options, such as car clubs and shared micromobility (e-bikes and e-scooters). Mobility hubs also provide better traveller facilities and public realm to improve the experience of people passing through. Increasingly, mobility hubs are incorporating community and commercial services, to become locations of activity in their own right.
- 2.2.27. CoMoUK’s concept of a Mobility Hub is illustrated in Figure 2-8.



**Figure 2-8 - Mobility Hub Concept**

2.2.28. The key roles of mobility hubs are listed below:

- **Supporting the first mile of journeys**

- Hubs can provide options for the first mile of journeys - broadly from the doorstep to an interchange with a ‘middle mile’ public transport option (e.g. bus or train).

- **Supporting the middle mile of journeys**

- Hubs enable interchange between middle mile modes, for example between two different bus services. Hubs provide facilities to make interchange easier and more seamless.

- **Supporting the last mile of journeys**

- Hubs support the last stage of a journey to the end destination through providing access to shared modes such as micromobility or car club and secure storage for bicycles.

2.2.29. To date, mobility hubs have mainly been delivered as standalone facilities in isolation. However, hubs should be delivered together to operate with services and infrastructure as an interconnected network of sites enhancing accessibility across a larger region.

2.2.30. A network of mobility hubs has been considered within this study as a potential innovative solution that helps to support and enable active and public travel and mitigate the impact of forthcoming development proposals. This is detailed further in Section 3.2.

2.2.31. Further information on mobility hubs and how they have been considered within this work is included in Appendix C.

## 3 IDENTIFICATION OF PROPOSED INTERVENTIONS

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### 3.1 SCENARIO 1 MEASURES

3.1.1. The development and testing of Scenario 1 (undertaken during March 2024) tested an initial list of schemes aimed at reducing the traffic impact of the proposed local plan development allocations. The following schemes have already been modelled as part of Scenario 1 and therefore have been discounted as potential solutions to be considered within Scenario 2 Stage 1:

- Devon Bus Service Improvement Plan (BSIP)<sup>2</sup> – focussing on the proposed bus priority schemes identified along Exeter’s four main bus corridors (Central, Eastern, Northern and Western corridors)
- All schemes proposed within Exeter and East Devon’s Local Cycling and Walking Infrastructure Plans (LCWIPs)<sup>3</sup>
- Recently constructed and proposed rail stations – Marsh Barton, Cullompton, Okehampton and Okehampton East
- Clyst Valley Multi-use Trail
- Proposed Park & Change sites at Markham Village, Peamore and West Exe and East Devon New Community

### 3.2 SCENARIO 2 STAGE 1 MEASURES

3.2.1. Scenario 2 Stage 1 is an extension of the assessment undertaken within Scenario 1 and requires the identification of a list of sustainable transport schemes in addition to what has already been modelled as part of Scenario 1 that could help to further mitigate the impacts of the forthcoming development proposals.

3.2.2. To identify additional sustainable transport schemes that could reduce the impact of future local plan developments, local and regional transport policy not considered within Scenario 1 was reviewed, including Devon & Torbay’s Draft Local Transport Plan 4, Exeter Transport Strategy (2020)<sup>4</sup>, Devon’s Transport Infrastructure Plan (2020)<sup>5</sup> and Peninsula Transport Rail Strategy (2023)<sup>6</sup>. This exercise identified several potential schemes that formed the basis of mitigations that have been identified within Scenario 2 Stage 1.

3.2.3. Alongside the review of policy documents, workshops were held with individuals at WSP who are considered to be experts in the following areas of transport planning:

- Active Travel (Walking, Cycling and Wheeling)
- Bus and Coach

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<sup>2</sup> <https://www.traveldevon.info/bus/bsip/>

<sup>3</sup> <https://www.devon.gov.uk/haveyoursay/consultations/exeter-local-cycling-and-walking-infrastructure-plan-lcwip/>

<sup>4</sup> <https://www.devon.gov.uk/roads-and-transport/traffic-information/transport-planning/innovasump/>

<sup>5</sup> <https://democracy.devon.gov.uk/documents/s30349/Transport%20Capital%20Programme%20Reportv%20-%20Appendix%20II.pdf>

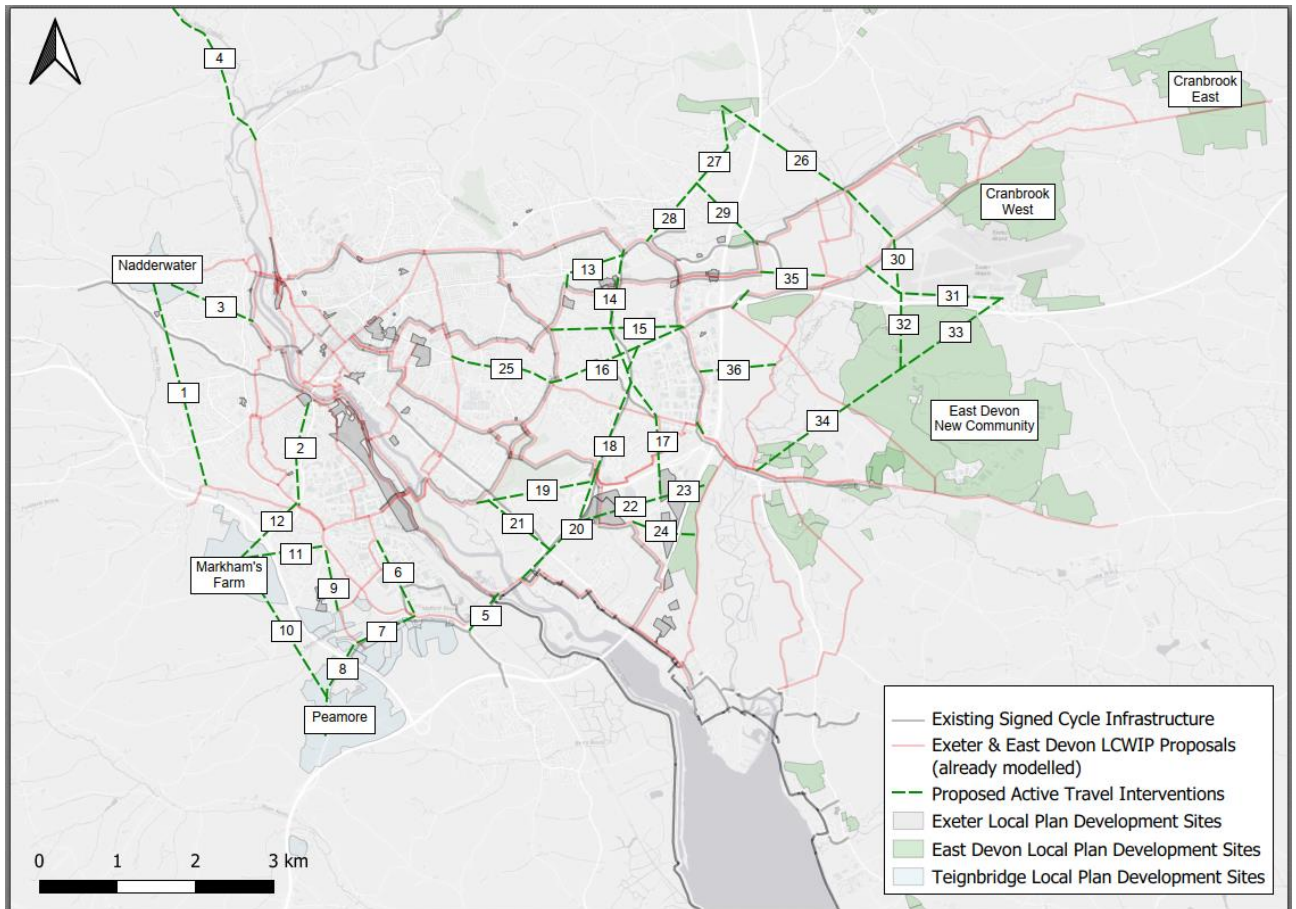
<sup>6</sup> <https://www.peninsulatrtransport.org.uk/rail-strategy-for-the-south-west/>

- Rail
- Future Mobility Solutions

- 3.2.4. These workshops were held in early-September 2024. The purpose of these sessions was to understand the opportunities and challenges within the study area, and to use the individuals' experience to develop a long list of schemes that could be modelled within Scenario 2 Stage 1.
- 3.2.5. For each mode, potential schemes are presented visually in a map format below. Further information regarding the specific detail of each scheme such as a route description is tabulated in Appendix D. The ID numbers identified within the figures throughout this section correlate with the proposed interventions listed in the appended table.
- 3.2.6. It is important to note that at this early stage, schemes have been recommended without a complete understanding of potential constraints such as land availability, cost and deliverability. At this stage the aim of this task is to identify as many schemes as possible with the potential constraints of the scheme to be considered in a Multi-Criteria Assessment Framework (MCAF) as part of the wider appraisal, outlined in Section 4.

### **ACTIVE TRAVEL**

- 3.2.7. To identify a long list of potential active travel schemes, key trip origins and destinations in the Greater Exeter study area were identified. Origins included existing and future residential sites, whilst destinations included eight key employment sites across the study area, such as the city centre, Marsh Barton and Sowton Industrial Estates.
- 3.2.8. Once these origins and destinations were identified, a matrix assessment was undertaken to identify gaps in the network where active travel provision could be improved, taking into consideration the existing and committed infrastructure previously identified in Figure 2-2. The matrix assessment enabled the identification of a total of 36 potential active travel route improvements in Greater Exeter.
- 3.2.9. The matrix assessment also identified some of the potential constraints on key active travel routes between the identified trip origins and destinations, such as the major road networks that each route would have to traverse. Any identified constraints were taken into consideration when assessing each new scheme within the MCAF.
- 3.2.10. Figure 3-1 illustrates the location of the proposed walking and cycle infrastructure schemes identified as part of the matrix assessment.



**Figure 3-1 - Proposed Active Travel Schemes**

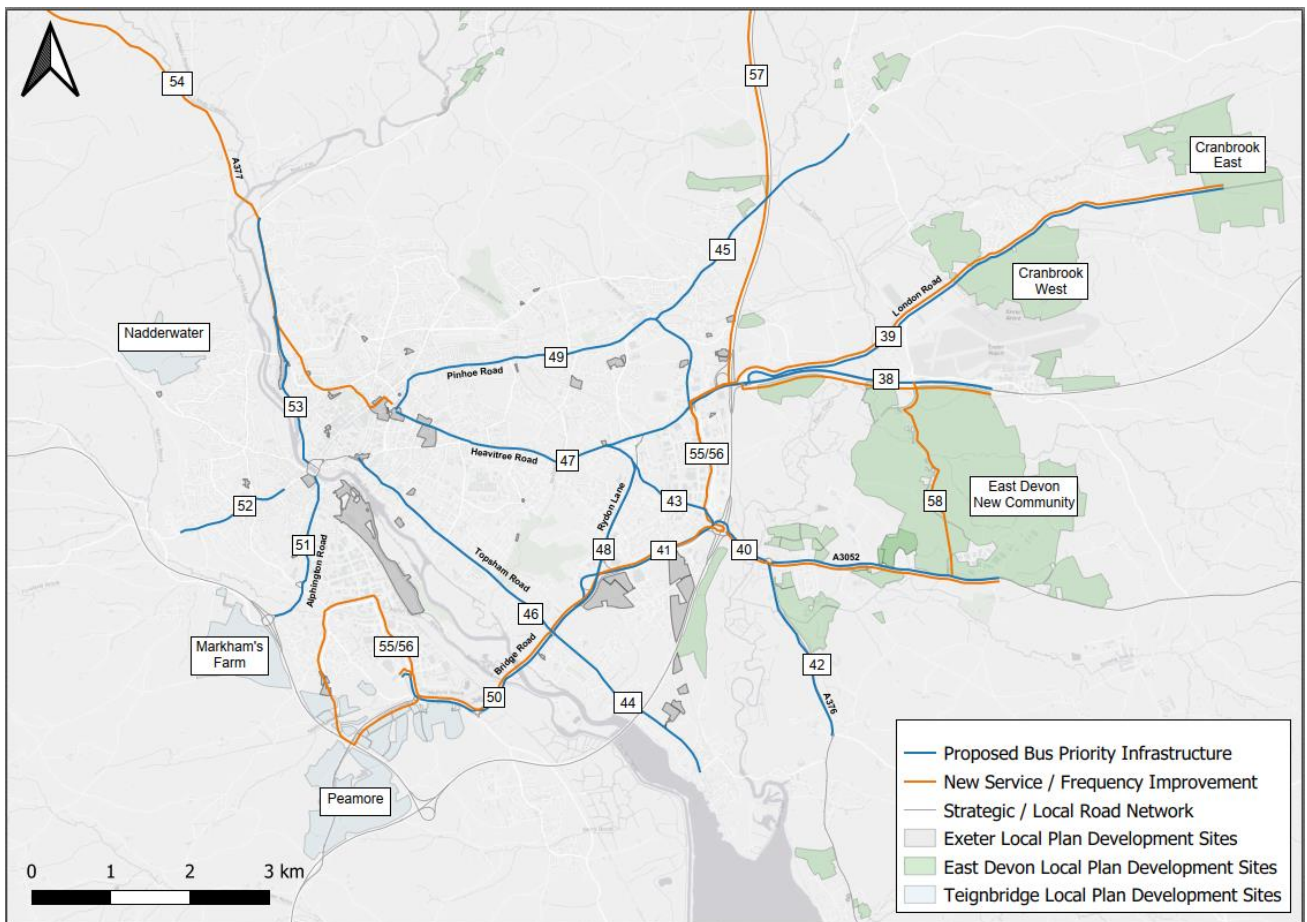
3.2.11. Many of the schemes identified in Figure 3-1 involve improving sections of routes between proposed local plan development allocations and nearby employment sites to integrate into the existing and committed active travel infrastructure, such as between Markham's Farm / Peamore and Marsh Barton. Some of recommended schemes involve the development of new routes along existing rural lanes from the development allocations into the city to improve connections to the existing and committed active travel infrastructure. Examples include Nadderwater and East Devon New Community.

## BUS

3.2.12. To identify a list of potential bus schemes, firstly 2011 Census Travel to Work<sup>7</sup> movements were analysed to understand the key trip origins and destinations for trips made by bus. This exercise identified key travel corridors where bus measures could be considered to reduce the impact of future development allocations.

<sup>7</sup> <https://www.nomisweb.co.uk/census/2011/wu03uk>

- 3.2.13. Figure 3-2 illustrates the location of the proposed bus improvement schemes identified as part of the discussion with the WSP public transport team. These schemes fall into one of the following two categories: Provision of new Bus Priority Infrastructure and Bus Service Improvements (including new routes and higher frequency services).
- 3.2.14. Figure 3-2 highlights that Exeter’s bus priority infrastructure is intermittent along these key corridors. Bus priority infrastructure on key corridors (such as Alphington Road, Topsham Road and Heavitree Road) was identified as a key intervention to support increased bus travel into and around the city, with the aim of reducing the gaps in the network.
- 3.2.15. New bus services were also identified as solutions that would help to serve communities in large development sites in the Greater Exeter study area. Bus routes were proposed to travel between future development sites in East Devon and south of Exeter, covering key employment sites such as Exeter Airport, Sowton Industrial Estate and Marsh Barton along the route.

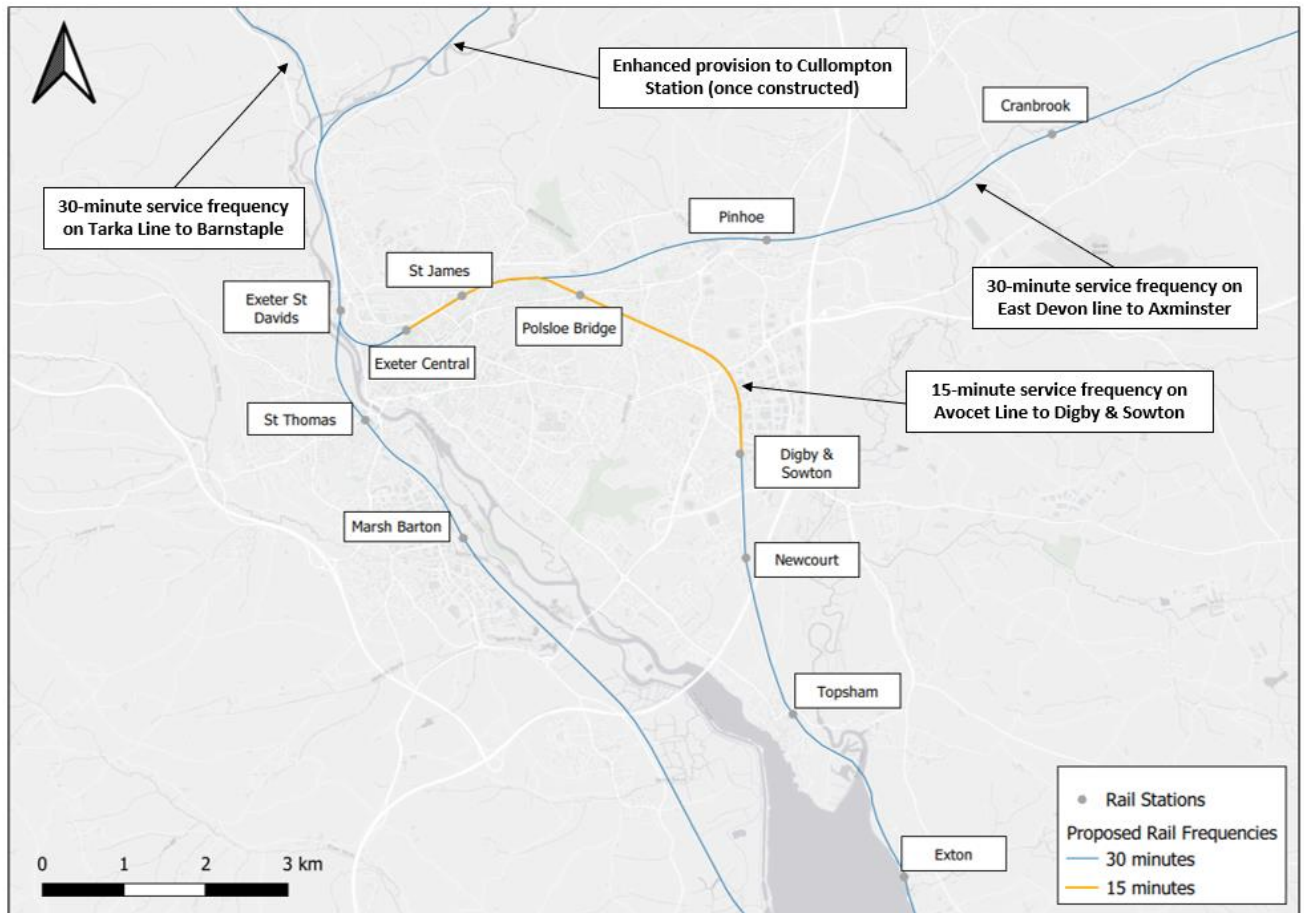


**Figure 3-2 - Proposed Bus Schemes**

**RAIL**

- 3.2.16. To identify a list of potential rail schemes, key local and regional transport policy documents such as Devon & Torbay’s Draft Local Transport Plan 4 and Peninsula Transport Rail Strategy (2023) were reviewed to establish what mitigations could be possible on the rail network.

3.2.17. Following this review and further discussion with WSP rail experts, the four service frequency improvements presented in Figure 3-3 were identified as suitable mitigations that could help to further increase rail patronage in Greater Exeter.



**Figure 3-3 - Proposed Rail Schemes**

3.2.18. Figure 3-3 highlights the proposed service frequency improvements on the branch lines that serve Exeter – a 30-minute frequency on the Tarka Line to Barnstaple and East Devon line to Honiton, whilst a ‘turn up and go’ 15-minute service frequency is proposed on the Avocet Line to better serve Digby & Sowton. Enhanced provision on the mainline between Plymouth and Bristol / Cardiff is also proposed once the planned construction of Cullompton Station is completed.

## MOBILITY HUBS

3.2.19. Through engagement with a WSP future mobility solutions expert, a mobility hub typology has been established to categorise potential sites in the Greater Exeter area by their location and function. Each mobility hub type in isolation provides localised improvement in the transport network, however for these hubs to recognise their potential in Scenario 2 of supporting a modal shift away from private car use they would need to be provided as a comprehensive network of hubs connected by the wider schemes proposed in the scenario. The different mobility hub typologies identified are summarised in Table 3-1, with the different characteristics of each mobility hub type are further expanded upon in the supporting narrative.

**Table 3-1 – Mobility Hub Typologies**

<b>Mobility Hub Type</b>	<b>Typology Description</b>	<b>Example Locations</b>
Central	Located around relatively high-density retail/employment areas	Exeter St Davids, Exeter Central, Exeter Bus Station
Corridor	Located along key high-frequency transport corridors	Alphington Road, Pinhoe Road, Topsham Road
Interchange	Located at key points of interchange such as Park & Ride sites	Honiton Road P&R, Sowton P&R, Matford P&R, EDNC P&R
Campus	Located at key employment and educational sites	Sowton, Marsh Barton, Exeter Science Park, RD&E Hospital, Exeter University
Community	Located in densely populated residential areas	Existing residential areas include Pinhoe, Whipton, and Heavitree. Community hubs should also be proposed in forthcoming development locations such as EDNC.

### **Central Hub**

3.2.20. The central hub type focuses on relatively high-density retail and employment areas, and transport interchanges found in the centre of towns and cities. These locations attract people from suburbs and neighbouring residential communities to provide access to a concentration of employment, retail, leisure, and key services, as well as serving as transport interchanges for people travelling onward to destinations further afield. This type of hub is typically well-connected and focussed on a railway or bus station where multiple high quality public transport services converge to facilitate efficient interchange and a choice of destinations.

### **Corridor Hub**

3.2.21. Corridor hubs are typically located along major high-frequency transport corridors at local centres, secondary bus or railway stations or other smaller interchange locations. They play a key role in facilitating access to central hubs as well as access to local services and high street retail. Corridor hubs can either operate as standalone locations serving a local population, or they may act as an anchor hub for a local network of community hubs (see below) located in local neighbourhoods.

### **Interchange Hub**

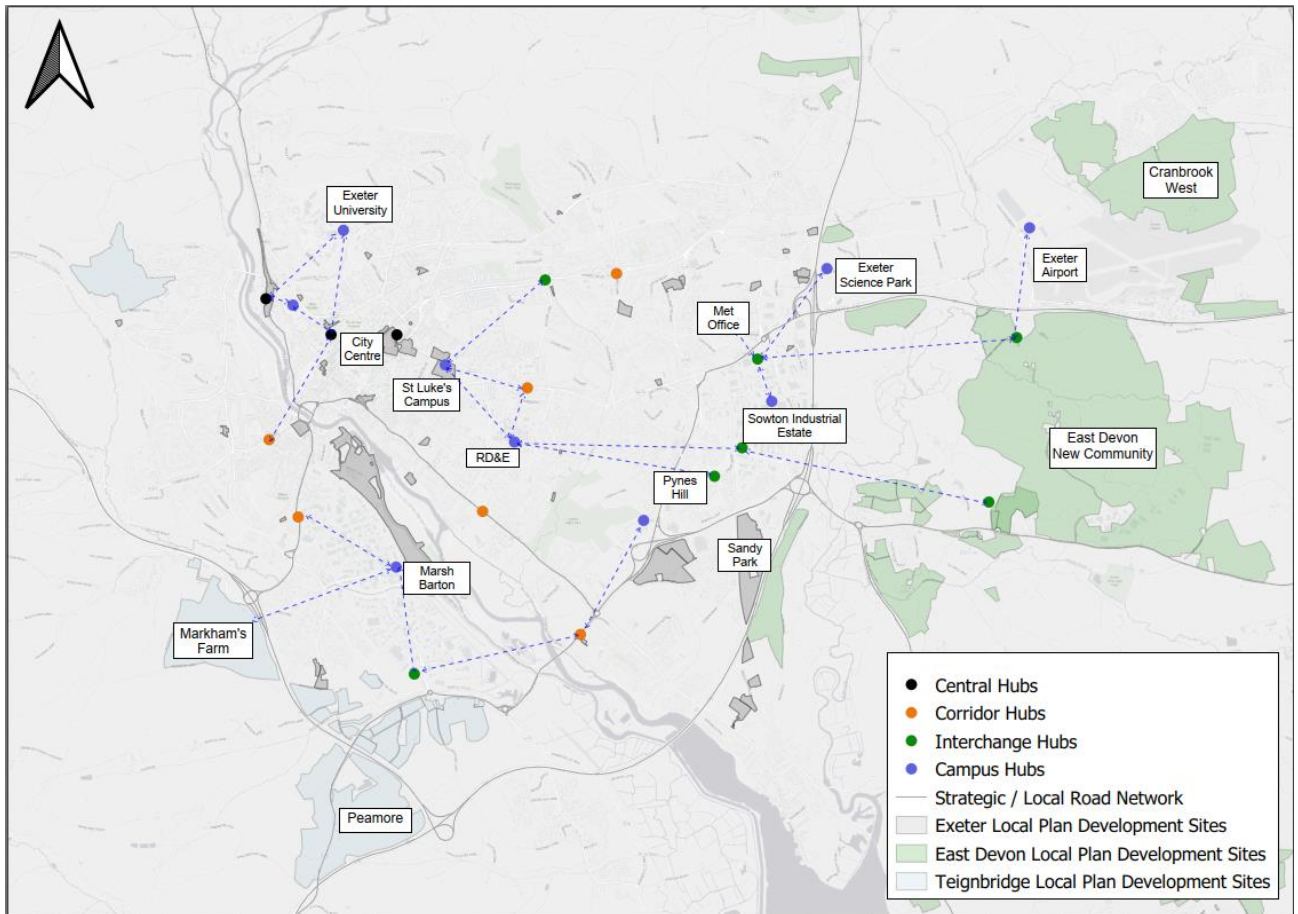
3.2.22. Interchange hubs are locations specifically focused on mobility where the surrounding land use is not directly related to the function of the hub. Example locations include Park & Ride sites and ‘parkway’ railway stations. Their location means that they are most likely accessed via car or bus service in order to connect with high quality services into large conurbations, and unlike most other forms of mobility hub, they often have a significant numbers of parking bays. Some limited facilities may be present to cater to those waiting to interchange between modes of transport.

### **Campus Hub**

3.2.23. Campus hubs are located at larger, typically single-use sites, such as hospitals, business parks, retail parks, colleges, universities, or larger schools. They serve as destination hubs tailored for those looking to access that campus facility specifically. At larger sites, the hub may be co-located with services such as a café to capitalise on footfall and to provide waiting space where people can socialise or get some work done.

## Community Hub

3.2.24. The role of community hubs is to provide links from residential areas to the wider transport network, often by connecting people with high frequency transport corridors. Community hubs have a much more local focus and usually integrate public transport services, especially bus, with first and last mile modes including walking, wheeling and cycling, as well as offering shared micromobility services. Depending on the location, a car club vehicle may also be appropriate. Some community hubs may be located at local focal points such as outside a row of shops or by a school, and others may be integrated into housing developments, helping to ensure low car dependency is designed into new communities. Figure 3-4 provides an illustration of an example mobility hub network that could be developed in Exeter using the mobility hub typologies identified in Table 3-1.



**Figure 3-4 - Example Mobility Hub Network in Exeter**

- 3.2.25. Figure 3-4 provides a representation of how a network of integrated mobility hubs could help to improve sustainable travel within Greater Exeter by providing improved sites of interchanged based on their location and function. This plan doesn't include community hubs as they would be rolled out across the majority of development sites and existing residential areas based on where there is the greatest demand and opportunity to encourage a shift in mode.
- 3.2.26. Further information on mobility hubs and how they have been considered within this work is included in Appendix C.

## HIGHWAYS IMPROVEMENTS

- 3.2.27. Highways improvements have been developed alongside a list of sustainable transport schemes to mitigate forthcoming local plan delivery. The main focus of the mitigation measures is on sustainable transport schemes, however it is acknowledged that in certain cases highway interventions may also be required.
- 3.2.28. High-level concepts for schemes at the following locations have been proposed:
- **A30/B3184 Exeter Airport junction.** Proposals include the widening of the carriageway to two lanes on the A30 eastbound off-slip, B3184 Exeter Airport approach and the full circulatory
  - **A376/A3052 Clyst St Mary roundabout.** Proposals include the signalisation of the A376 and A3052 approach arms.
- 3.2.29. These schemes have been developed primarily to accommodate traffic from the East Devon New Community site. These are concept schemes and have not undergone feasibility testing or detailed design.
- 3.2.30. Unlike the sustainable transport schemes, these highways improvements have not been assessed within the appraisal assessment considered within Chapter 4. Despite this, they have been included in traffic modelling scenarios as they facilitate traffic from the East Devon New Community entering the wider highway network.

## 4 ASSESSMENT OF INTERVENTIONS

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### 4.1 METHODOLOGY

- 4.1.1. A Multi Criteria Assessment Framework (MCAF) was developed to assess and rank the proposed Scenario 2 Stage 1 schemes using the project objectives detailed in Section 1.2 alongside a set of additional criteria which are set out below.
- 4.1.2. Up to this point, the proposed schemes have been identified without accounting for potential constraints, such as costs, deliverability and timescales for deliverability. The MCAF assessment has been developed to test how these constraints may impact schemes and their overall feasibility.
- 4.1.3. The MCAF allows schemes which should be prioritised to be highlighted, due to their ability to deliver against the key criteria set out. Using an MCAF to appraise interventions aligns with government guidance<sup>8</sup> and best practice set out by the Chartered Institute of Highways and Transportation (CIHT)<sup>9</sup>.
- 4.1.4. An initial exercise in the scheme assessment prior to assessment within the MCAF was completed ensuring the proposed schemes align with the following criteria:
- not part of a committed intervention
  - not a duplicate of another intervention
  - be sufficiently defined for assessment
  - be in alignment with policy objectives
  - be within the sphere of influence of at least one local authority
- 4.1.5. The initial assessment and the later scoring of schemes against criteria and or objectives was completed in a qualitative manner by WSP using professional judgement and experience in this field. The Greater Exeter PAG was regularly engaged during the development and appraisal of the schemes via regular meetings and through reviews of work shared with the group to ensure that they could input into and shape the decision-making process.

### 4.2 MCAF CRITERIA

- 4.2.1. The appraisal consisted of scoring each scheme against the following criteria:
- Performance against project objectives: To what extent do the proposed transport schemes align and contribute towards the eight project objectives set by PAG officers?
  - Deliverability: How feasible is it that the scheme can be delivered?
  - Stakeholder Acceptability: What is the level of stakeholder support for the proposed scheme?
  - Probability of implementation: What is the probability that the scheme will be delivered?
  - Interdependencies: Does this scheme enable/support the development of another scheme and/or compliment another scheme?

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<sup>8</sup> <https://www.gov.uk/government/publications/green-book-supplementary-guidance-multi-criteria-decision-analysis>

<sup>9</sup> [https://www.ciht.org.uk/media/10218/ciht-better-planning-a4\\_updated\\_linked\\_.pdf](https://www.ciht.org.uk/media/10218/ciht-better-planning-a4_updated_linked_.pdf)

- Timescales: How quickly could the scheme be delivered? Considering funding, stakeholder engagement and scheme development.

4.2.2. These criteria were included in the MCAF assessment due to their ability to test the potential impact of the proposed schemes in the early stage of their development. For the majority of the proposed schemes at this stage of their development, this a very high-level qualitative review and provides an initial indication as to the effectiveness of the scheme and how each scheme compares to the wider package of schemes. Research was also undertaken by the project team to ensure that the criteria chosen aligned to best practice in early stage scheme assessments produced for similar studies undertaken by WSP.

### 4.3 MCAF SCORING

4.3.1. To demonstrate the performance of each recommended scheme, each scheme was scored against key criteria in line with the respective scoring systems identified in Table 4-1 to Table 4-6. A unique scoring system was identified for each criteria to ensure that each scheme could be appraised in a robust and consistent manner. This provided clarity and consistency in reaching a score for each scheme. The scores for each criteria were then combined to calculate an overall score for each scheme. This enabled the interventions to be ranked from highest to lowest.

#### PERFORMANCE AGAINST PROJECT OBJECTIVES

4.3.2. Table 4-1 illustrates the five-point scoring system that was established to assess the performance of each scheme against the eight project objectives identified in Section 1.2. The objectives developed by the Greater Exeter PAG were high-level and strategic. To provide an accurate representation of how each scheme scored against each objective, an interpretation of the detail behind each objective was made by the project team. This information is summarised in Appendix E.

**Table 4-1 - Performance against project objectives**

Score	Impact	Performance against project objectives
2	Moderate - Large Benefit	Moderate - strong overall alignment and contribution towards project objective
1	Slight - Moderate Benefit	Slight - moderate overall alignment and contribution towards project objective
0	Neutral / No Impact	Mixed overall alignment and contribution towards project objective or no impact
-1	Slight - Moderate Disbenefit	Weak overall alignment and contribution towards project objective
-2	Moderate - Large Disbenefit	Negative overall alignment and contribution towards project objective

#### DELIVERABILITY

4.3.3. Table 4-2 illustrates the five-point scoring system that was established to assess the deliverability of each scheme.

**Table 4-2 - Deliverability**

Score	Impact	Deliverability
2	Moderate - Large Benefit	It is highly likely that the scheme could be delivered with few / no constraints.
1	Slight - Moderate Benefit	It is possible that the scheme could be delivered, if minor constraints were overcome.
0	Neutral / No Impact	It is unsure whether the scheme could be delivered given the constraints.
-1	Slight - Moderate Disbenefit	It is unlikely that the scheme could be delivered given the constraints.
-2	Moderate - Large Disbenefit	It is highly unlikely that the scheme could be delivered given the considerable constraints.

## STAKEHOLDER ACCEPTABILITY

- 4.3.4. Table 4-3 illustrates the five-point scoring system that was established to assess the stakeholder acceptability of each scheme.

**Table 4-3 - Stakeholder acceptability**

Score	Impact	Stakeholder Acceptability
2	Moderate - Large Benefit	All relevant stakeholders have a positive view on scheme delivery.
1	Slight - Moderate Benefit	The majority of relevant stakeholders have a positive view on scheme delivery, but some concerns were raised.
0	Neutral / No Impact	Relevant stakeholders have a mixed and/or neutral view on scheme delivery, or stakeholder views are unknown.
-1	Slight - Moderate Disbenefit	The majority of relevant stakeholders have a generally negative view on scheme delivery.
-2	Moderate - Large Disbenefit	All relevant stakeholders have a negative view on scheme delivery.

## PROBABILITY OF IMPLEMENTATION

- 4.3.5. Table 4-4 illustrates the four-point scoring system that was established to assess the probability of implementation for each scheme.

**Table 4-4 - Probability of implementation**

Score	Impact	Probability of Implementation
3	Near Certain	The outcome will happen or there is a high probability that it will happen.
2	More than likely	The outcome is likely to happen but there is some uncertainty.
1	Reasonably Foreseeable	The outcome may happen, but there is significant uncertainty.
0	Hypothetical	There is considerable uncertainty whether the outcome will ever happen.

## INTERDEPENDENCIES

- 4.3.6. Table 4-5 illustrates the three-point scoring system that was established to assess the interdependencies relating to each scheme.

**Table 4-5 - Interdependencies**

Score	Impact	Interdependencies
1	Scheme Enabler	Enables and/or compliments at least one other scheme
0	Neutral	Does not enable or compliment any other scheme
-1	Scheme Inhibitor	Detracts from or lessens the impact of another scheme

## TIMESCALES

- 4.3.7. Table 4-6 illustrates the four-point scoring system that was established to assess the timescales of implementation for each scheme.

**Table 4-6 - Timescales**

Score	Impact	Timescales
3	Short Term	Quicker to delivery/acquire funding
2	Medium Term	Requires further engagement/funding/development
1	Long Term	Needs BC, wider funding, Comms etc.
0	Unknown	

## 4.4 MCAF RESULTS

- 4.4.1. The scores for each criteria were combined to calculate an overall score for each recommended scheme. As a summary, the ten best performing and worst performing interventions as a result of the initial MCAF assessment have been listed in Table 4-7 and Table 4-8 respectively, whilst a full breakdown of the results can be found in Appendix F.
- 4.4.2. The overall scores resulting from the MCAF assessment ranged from 10 (scored poorest) to 22 (scored best) out of a possible score of 27.

**Table 4-7 – Top ten performing interventions (unweighted)**

Travel Mode	Intervention Type	Intervention Description	Score (unweighted) (unweighted)	Rank (unweighted)
Mobility Hubs	Central hubs	Delivery of 'Central Hubs' around existing high-density retail/employment areas such as City Centre.	22	1
Mobility Hubs	Community hubs	Inclusion of 'Community Hubs' within all forthcoming Local Plan residential site allocations.	21	2
Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and Rydon Lane junction.	20	3
Active Travel	Off-road cycle route	Bridge Road to River Exe - off-road segregated cycle route adjacent to Bridge Road.	20	3
Bus	Bus Service Provision	Introduction of a new bus service that runs north/south through the heart of the EDNC.	19	5
Active Travel	Off-road cycle route	EDNC to Exeter Airport Business Park - Off-road segregated cycle route through the EDNC site (using B3184 crossing over A30).	19	5
Rail	Frequency Enhancement	East Devon Branch Line - 30-minute service frequency between Exeter Central and Axminster.	19	5
Mobility Hubs	Interchange hubs	Upgrades of existing Park and Ride sites to operate as multi-modal 'Interchange Hubs' providing opportunities to interchange between a variety of modes.	19	5
Mobility Hubs	Campus hubs	Introduction of 'Campus' style Mobility Hubs at key employment and education sites around Exeter. i.e. Exeter University, RD&E Hospital, Science Park etc.	19	5
Bus	Bus Priority	Extension of existing bus priority on London Road to accommodate extension of Cranbrook to the east.	19	5

**Table 4-8 - Bottom ten performing interventions (unweighted)**

Travel Mode	Intervention Type	Intervention Description	Score (unweighted)	Rank (unweighted)
Active Travel	Off-road cycle route	New development in Nadderwater to Exeter Quayside / City Centre - off-road cycle route through Exwick	10	64
Active Travel	Off-road cycle route	New development in Nadderwater to Ide / Markham's Farm - off-road cycle route adjacent to Bailey's Lane	10	64
Active Travel	Off-road cycle route	Old Park Farm to Exeter Airport - off-road cycle route utilising Mosshayne Lane	10	64
Active Travel	Off-road cycle route	Markham's Farm to Alphington Village - provision of off-road cycle facilities and crossing over A30	10	64
Bus	Bus Priority	Extension of existing bus priority on Cowick Street towards Dunsford Road.	11	63
Active Travel	Off-road cycle route	Park Ln to Tithebarn Way - off-road segregated cycle route along Langaton Lane (potentially segregated via modal filter)	12	62
Active Travel	Off-road cycle route	Old Rydon Lane to Clyst Rd - Off-road segregated cycle route using Newcourt Road M5 crossing	13	59
Active Travel	Off-road cycle route	Honiton Rd to Sandy Park - Improvements to existing off-road ped/cycle facilities	13	59
Active Travel	New M5 motorway bridge	Clyst Valley Trail to Sowton Industrial Estate - Shared use (ped/cycle) bridge over M5	13	59
Active Travel	Off-road cycle route	Topsham Road to Pynes Hill Business Park - improvements to existing route, creating direct off-road cycle route	14	54

- 4.4.3. Table 4-7 shows that Mobility Hubs perform well within the unweighted MCAF assessment due to their strong performance against the Timescales and Deliverability criteria. Active travel routes linking to key employment sites such as Marsh Barton and Exeter Airport Business Park also perform highly due to their strong performance against Probability of Implementation, Deliverability and Stakeholder Acceptability.
- 4.4.4. Conversely, Table 4-8 shows that other active travel routes across the city (such as the route that links proposed development site Nadderwater with Exeter Quayside and Markham's Farm) perform poorly within the unweighted MCAF assessment, primarily due to lower scores against Timescales, Deliverability and Interdependencies.
- 4.4.5. Some active travel schemes aimed at improving connectivity in East Devon – such as Old Park Farm to Exeter Airport and the Clyst Valley Trail to Sowton Industrial Estate cycle bridge - also perform relatively poorly within the unweighted MCAF assessment due to issues surrounding deliverability.

## 4.5 MCAF WEIGHTINGS

- 4.5.1. Following the completion of the initial MCAF assessment, weightings were assigned to each criterion. The purpose of this exercise was two-fold – firstly to place greater impact and importance on some of the criteria over others (based on feedback obtained from PAG), and secondly to provide greater differentiation amongst the scorings obtained for each scheme.
- 4.5.2. The weightings have been applied to the MCAF in the form of a factor against each criteria enabling the impact and importance of the score applied to be inflated or reduced. Table 4-9 provides a breakdown of the weightings applied to each criteria.

**Table 4-9 - Weightings**

<b>Appraisal Criteria</b>	<b>Weighting Applied</b>
<b>Objective 1</b>	2.00
<b>Objective 2</b>	2.00
<b>Objective 3</b>	2.00
<b>Objective 4</b>	1.10
<b>Objective 5</b>	1.10
<b>Objective 6</b>	1.10
<b>Objective 7</b>	1.10
<b>Objective 8</b>	1.10
<b>Deliverability</b>	2.00
<b>Stakeholder Acceptability</b>	1.50
<b>Probability of Implementation</b>	1.10
<b>Interdependencies</b>	1.10
<b>Timescales</b>	1.10

- 4.5.3. Table 4-9 highlights that the following criteria has been weighted highest and therefore has been prioritised within the weighted MCAF assessment:
- Objective 1: Accommodates development requirements across the Greater Exeter area up to 2043 (weighting of 2.00)
  - Objective 2: Ensures the safety and functionality of the Strategic Road Network (weighting of 2.00)
  - Objective 3: Ensures the safety and functionality of the local road network (weighting of 2.00)
  - Deliverability (weighting of 2.00)
  - Stakeholder Acceptability (weighting of 1.50)
- 4.5.4. The impact of the weightings upon the scoring and ranking of the best and worst performing schemes is summarised in Table 4-10 and Table 4-11.

**Table 4-10 – Top ten performing interventions (weighted)**

Travel Mode	Intervention Type	Intervention Description	Score (weighted)	Rank (weighted)
Mobility Hubs	Central hubs	Delivery of 'Central Hubs' around existing high-density retail/employment areas such as City Centre.	30.9	1
Mobility Hubs	Community hubs	Inclusion of 'Community Hubs' within all forthcoming Local Plan residential site allocations.	29.8	2
Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and Rydon Lane junction.	29.6	3
Bus	Bus Service	Introduction of a new bus service that runs north/south through the heart of the EDNC.	28.9	4
Active Travel	Off-road cycle route	Bridge Road to River Exe - off-road segregated cycle route adjacent to Bridge Road.	28.2	5
Active Travel	Off-road cycle route	EDNC to Exeter Airport Business Park - Off-road segregated cycle route through the EDNC site (using B3184 crossing over A30).	28	6
Rail	Frequency Enhancement	East Devon Branch Line - 30-minute service frequency between Exeter Central and Axminster.	28	6
Mobility Hubs	Interchange hubs	Upgrades of existing Park and Ride sites to operate as multi-modal 'Interchange Hubs' providing opportunities to interchange between a variety of modes.	27.6	8
Mobility Hubs	Campus hubs	Introduction of 'Campus' style Mobility Hubs at key employment and education sites around Exeter. i.e. Exeter University, RD&E Hospital, Science Park etc.	27.6	8
Bus	Bus Priority	Extension of existing bus priority on London Road to accommodate extension of Cranbrook to the east.	27.6	8

**Table 4-11 - Bottom ten performing interventions (weighted)**

Travel Mode	Intervention Type	Intervention Description	Score (weighted)	Rank (weighted)
Active Travel	Off-road cycle route	New development in Nadderwater to Exeter Quayside / City Centre - off-road cycle route through Exwick	13.2	67
Bus	Bus Priority	Extension of existing bus priority on Cowick Street towards Dunsford Road.	13.4	66
Active Travel	Off-road cycle route	New development in Nadderwater to Ide / Markham's Farm - off-road cycle route adjacent to Bailey's Lane	14.1	63
Active Travel	Off-road cycle route	Old Park Farm to Exeter Airport - off-road cycle route utilising Mosshayne Lane	14.1	63
Active Travel	Off-road cycle route	Markham's Farm to Alphington Village - provision of off-road cycle facilities and crossing over A30	14.1	63
Active Travel	Off-road cycle route	Park Ln to Tithebarn Way - off-road segregated cycle route along Langaton Lane (potentially segregated via modal filter)	17.2	62
Active Travel	Off-road cycle route	Old Rydon Lane to Clyst Rd - Off-road segregated cycle route using Newcourt Road M5 crossing	17.8	61
Active Travel	Off-road cycle route	Honiton Rd to Sandy Park - Improvements to existing off-road ped/cycle facilities	18.3	59
Active Travel	New M5 motorway bridge	Clyst Valley Trail to Sowton Industrial Estate - Shared use (ped/cycle) bridge over M5	18.3 18.5	59
Active Travel	Off-road cycle route	Topsham Road to Pynes Hill Business Park - improvements to existing route, creating direct off-road cycle route	18.5	58

- 4.5.5. Despite efforts to place greater importance on some of the criteria used over others, Table 4-10 and Table 4-11 and shows that the weightings applied to the MCAF assessment have had minimal impact upon the rankings of both the top and bottom 10 performing schemes. Schemes that initially ranked in the top and bottom 10 (prior to applying a weighting) remained in their respective groups after weightings were applied, with only minor shifts to their relative positions.

## 5 STAKEHOLDER ENGAGEMENT

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### 5.1 INTRODUCTION

- 5.1.1. Engaging key stakeholders including transport providers and agencies is a crucial step when identifying and appraising transport interventions. Stakeholders will have local expertise and knowledge of the current transport systems and user needs, and their insights can help identify practical and effective solutions.
- 5.1.2. WSP were asked by the clients to include stakeholder engagement at this stage, primarily so they could assist in highlighting any potential challenges and risks early in the process, allowing for considerations and adjustments to be made before interventions progress to the next stage.
- 5.1.3. Several workshops were conducted in October 2024 with key stakeholders. The stakeholders in attendance for each workshop were held as follows:
- Active Travel (held on Wednesday 23<sup>rd</sup> October 2024)
    - Active Travel England
    - Active Devon
    - Sustrans
  - Bus
    - DCC Public Transport Team (held on Wednesday 23<sup>rd</sup> October 2024)
    - Stagecoach (held on Monday 21<sup>st</sup> October 2024)
  - Rail (held on Thursday 24<sup>th</sup> October 2024)
    - Great Western Rail (engaged with separately due to availability)
    - South Western Rail
    - Network Rail
    - Cross Country

### 5.2 PURPOSE

- 5.2.1. The purpose of the stakeholder engagement workshops was to:
- determine the extent of stakeholder support for the proposed interventions
  - understand any opportunities and constraints in the delivery of proposed interventions
  - highlight where proposed interventions may be duplicated or not feasible
  - identify whether a particular intervention was missing from those identified
  - whether stakeholders had any further suggestions or comments
- 5.2.2. Primarily, the feedback provided during the stakeholder workshops informed the stakeholder acceptability criteria within the intervention appraisal, allowing for well supported schemes to be differentiated from less supported schemes.

### 5.3 OUTPUTS

- 5.3.1. Overall outputs from each workshop were collated and have been presented as SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis which are presented below in Figure 5-1 through to

Figure 5-4. This exercise supported the scoring process mentioned above by identifying the key areas within the identified interventions where stakeholders felt there were particular areas to comment on.

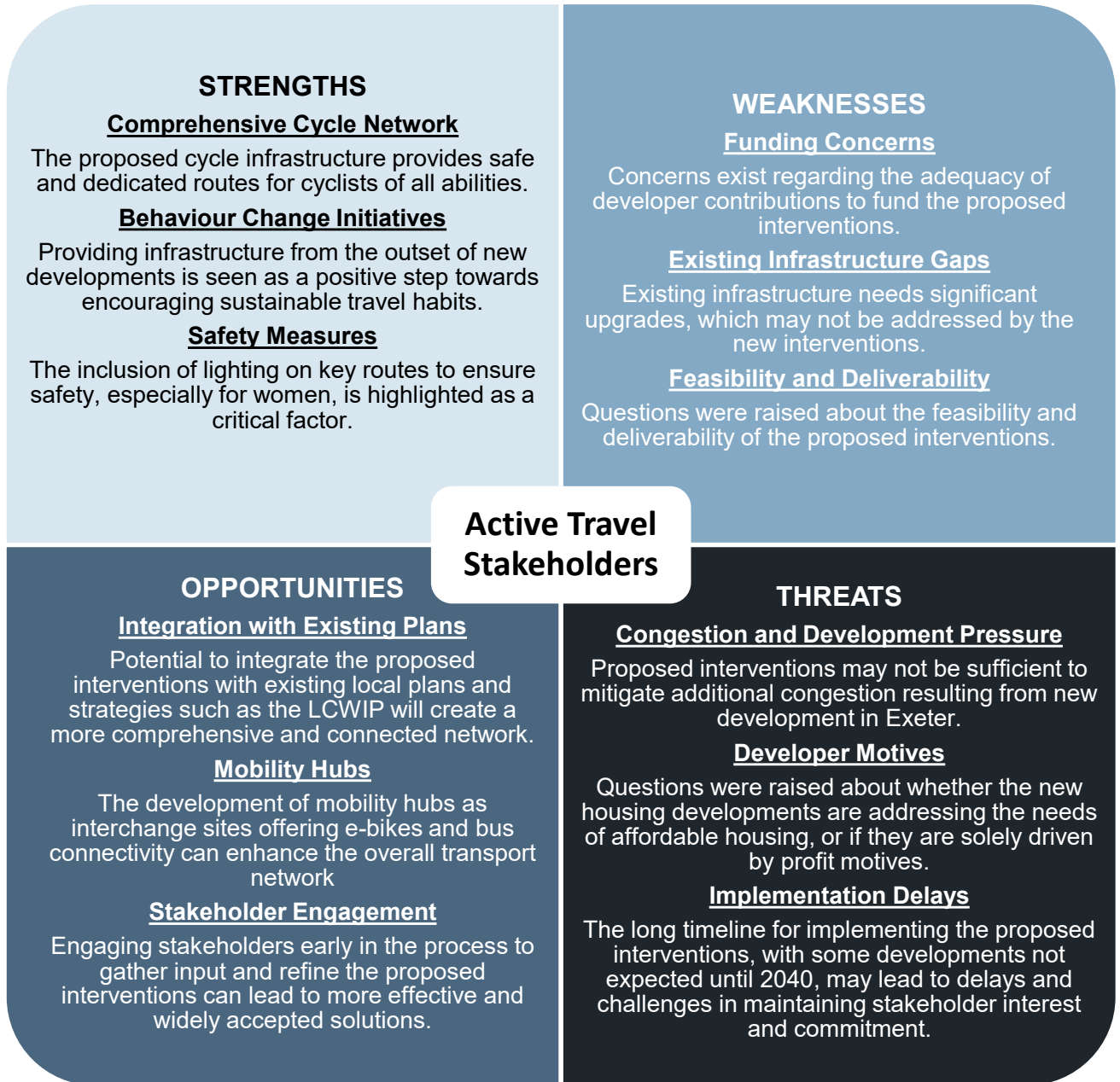
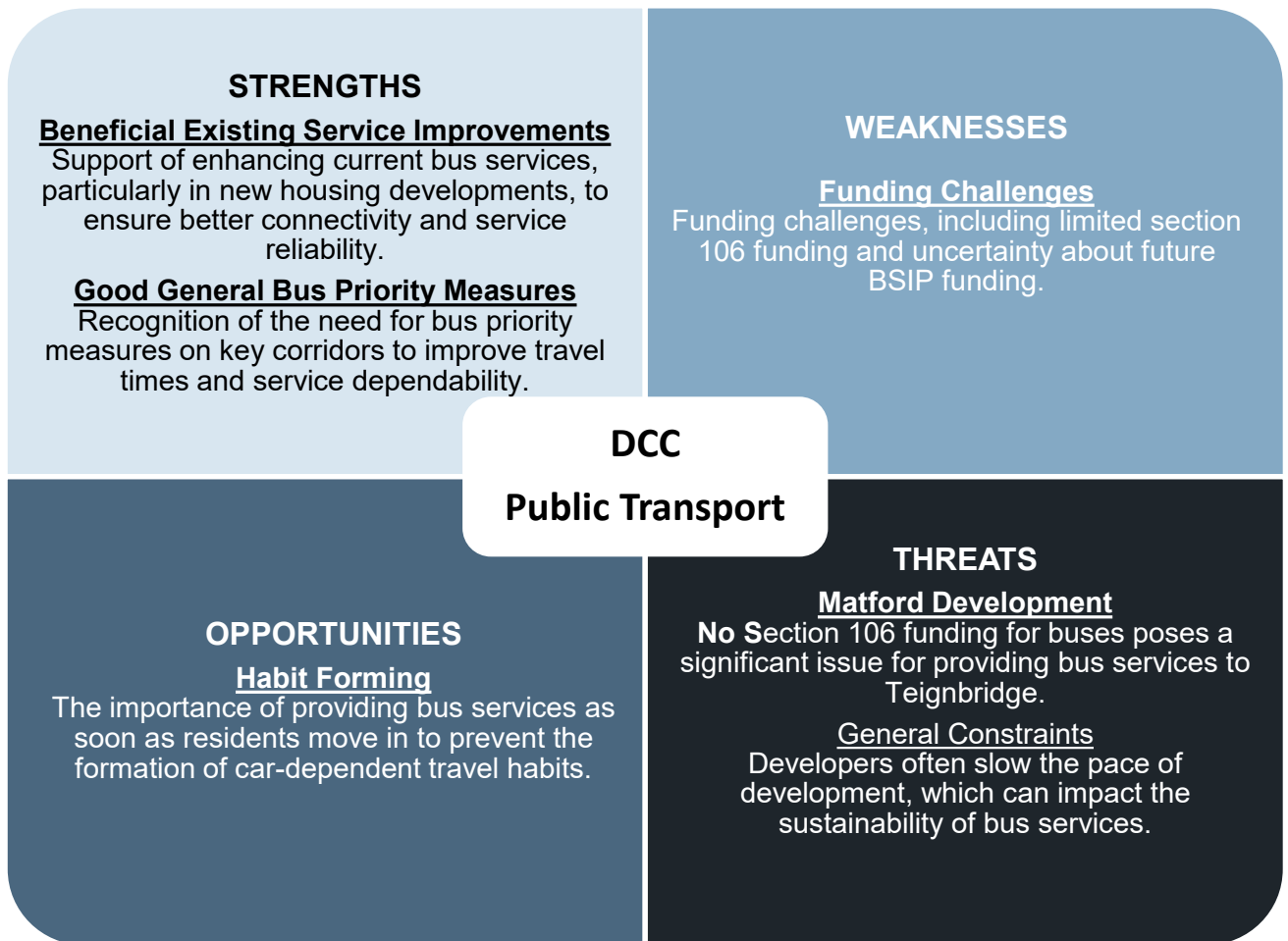


Figure 5-1 - Active Travel Stakeholder Input



**Figure 5-2 - DCC Public Transport Stakeholder Input**



**Figure 5-3 - Stagecoach Stakeholder Input**

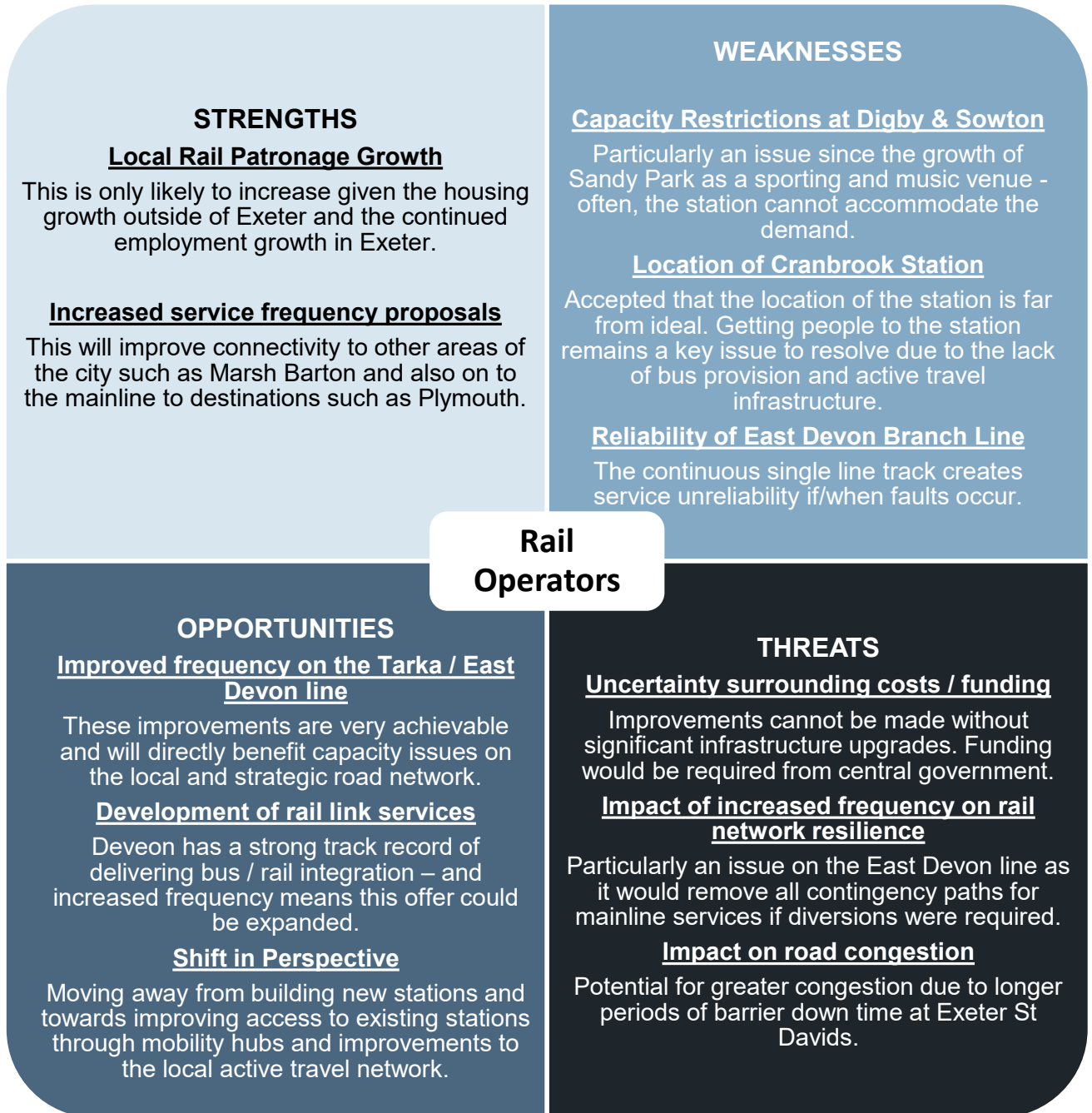


Figure 5-4 - Rail Stakeholder Input

## 5.4 STAKEHOLDER ENGAGEMENT SUMMARY

- 5.4.1. The workshops allowed the stakeholders to review the proposed interventions and provide feedback to be used within the appraisal outlined above. The outputs from the stakeholder engagement workshops allowed the appraisal to consider the practicality of the identified interventions and a score to be assigned in line with the stakeholder acceptability criteria also outlined above.



- 5.4.2. Stakeholders should continue to be engaged as the highest scoring interventions are taken through into the next stage, as this will allow additional opportunities to identify where interventions may need further consideration in order to provide the best value.

## 6 SUMMARY AND NEXT STEPS

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### 6.1 SUMMARY

- 6.1.1. WSP were commissioned to this study by Devon County Council and the four District Authorities of Mid Devon District Council, East Devon District Council, Exeter City Council and Teignbridge District Council to identify a list of transport schemes that might help to mitigate against the impacts of forthcoming development proposals that have been outlined in draft Local Authority Local Plans.
- 6.1.2. Following the identification of a wide range of transport schemes, an MCAF has been developed to assess and rank the schemes using the project objectives and an additional set of criteria including Deliverability, Stakeholder Acceptability, Probability of implementation, Interdependencies and Timescales.
- 6.1.3. The scores and ranking of interventions obtained from the MCAF within this study are valuable in illustrating what schemes could be prioritised to help mitigate and offset increased pressure upon the strategic and local highway network in Greater Exeter as a result of increased development. Equally, it may be beneficial to consider these schemes collectively as a package of works to ensure that their impact upon alleviating the pressure on the road network is maximised.

### 6.2 NEXT STEPS

- 6.2.1. Building upon this high-level assessment of the Scenario 2 Stage 1 schemes, the next steps of this project are summarised in the bullets below:
- Undertake strategic modelling of the Scenario 2 Stage 1 interventions identified within this study to estimate their potential to alleviate the pressure on the local road network through modal shift;
  - Further refinement and development of the proposed transport schemes to develop a better understanding of overall deliverability, to include high-level cost estimates. These high-level costs will help to support with the identification of future funding sources and provide another method of scheme prioritisation; and
  - Further discussion between Devon County Council and District Authorities with relation to overcoming the risks associated with the schemes. The primary purpose will be to identify how schemes that support the delivery of development in one of the District Authorities can be delivered in another and confirm the level of design required to achieve support of the local plan by stakeholders.

# Appendix A

## VISION AND VALIDATE CASE STUDIES





## WSP VISION AND VALIDATE CASE STUDIES

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### CULM GARDEN VILLAGE INTEGRATED SUSTAINABLE TRANSPORT STRATEGY, MID-DEVON DISTRICT COUNCIL AND DEVON COUNTY COUNCIL

WSP developed a 'Vision and Validate' Integrated Sustainable Transport Strategy for Culm Garden Village and the Junction 28 upgrades and relief road (J28) scheme.

#### Approach

The strategy used WSP's user-centric approach to Vision and Validate to understand the propensities of future residents to take up active and sustainable transport modes. A user-centric survey of approximately 1,000 proxy residents were asked questions related to demographic information, access and use of transport assets, questioned on access and use of transport assets, travel habits and behaviour, opinions around mobility, and lifestyle change. The results then inform propensity analysis to switch to more sustainable modes as well as provided insights to support development planning proposals.

This propensity analysis was combined with WSP's 'Opportunity to Shift Modes' tool, which uses Google API to identify the car trips that could feasibly be undertaken by walking, cycling or public transport to calculate the overall potential to shift modes.

This analysis resulted in a reduced trip rate from the traditional 'Predict and Provide' assessment to provide a more ambitious scenario for the Strategic Outline Case for the J28 upgrade.

WSP then provided further analysis to explore the opportunity for Culm Garden Village to adopt further sustainable transport interventions to encourage the highest mode shift. This used WSP's Interventions Toolkit – a multi-criteria analysis tool that compares over 35 mobility and land use interventions to assessing the suitability, including considering the findings from the user-centric survey

#### Interventions

The following additional interventions were identified by WSP's Interventions Toolkit to be considered in the masterplan for Culm Garden Village:

1. Demand Responsive Transport – a flexible bus services with dynamic routing to complement fixed route public transport.
2. Car clubs – alternative model to private car ownership, through private hire or leasing or shared ownership business models.
3. Car-lite development – restricting or reducing vehicle access through land use policies and parking restrictions, with the intention of increasing use of active and public transport modes.



## THE PHOENIX PROJECT, HUMAN NATURE

WSP's Future Mobility and Transport teams have been supporting Human Nature with their ambitious plans for a new sustainable development in Lewes, East Sussex. The vision for the scheme is hinged on the principles of a 5-minute neighbourhood to support communal, healthy and sustainable lifestyles, underpinned by low private car ownership.

### Approach

WSP developed an overarching Mobility Vision document for the scheme to be submitted as part of the planning application and alongside the Transport Assessment. Our user-centric approach surveyed approximately 1,500 people across London and the South East asking about their travel behaviour and attitudes to the future. This then provided the evidence base for the design and 'Decide and Provide' Transport Assessment elements of the scheme, by looking at how potential users are likely to travel to and from the site. The user-centric survey allowed for the trip rates from the traditional 'Predict and Provide' scenario to be adjusted and reduced in accordance with the understanding of the propensity of future residents to travel sustainably.

In addition, a series of 8 'personas' were created to represent the to illustrate the mobility experience of future residents and visitors of Phoenix. A high-level analysis of each persona's user journeys was undertaken to enable a greater understanding of user needs and the interventions required to meet those needs, which informed the masterplan mobility proposition.

### Interventions

The mobility proposition at Phoenix comprises an array of mobility services, all supported by infrastructure and design, that enables and encourages active travel and addressed the needs of residents, visitors and workers of the scheme, as well as the wider Lewes community. Specifically, the following sustainable infrastructure, informed by the user-centric analysis, was proposed:

1. CoMobility Hub which will provide:
  - A total of 307 car parking spaces, comprised of:
    - 45 spaces for electric cars available for hire / lease, all with EV charging infrastructure (active).
    - 12 Blue Badge spaces.
    - 250 public spaces, all with EV charging infrastructure (passive or active).
  - Alternative mobility uses, comprising:
    - A "last-mile" E-cargo bike delivery service.
    - An EV car repair service.
    - Parcel lockers / Click & Collect points (with 24-hr access provided).
    - An easily accessible link to the planned bus provision on Phoenix Causeway.
    - A cycle hub, providing safe, secure and convenient cycle parking, cycle hire (traditional, e-bike and e-cargo) and e-scooter hire and cycle repair services.

Facilities throughout the development that support a range of user needs including:

2. Safe, secure and convenient cycle parking throughout the development.
3. On-street car parking spaces for pick-up / drop-off and small delivery vehicles.
4. On-street Blue Badge spaces.
5. Ten Blue Badge spaces co-located with the Health Hub & Pharmacy.
6. Enhanced bus facilities on the Phoenix Causeway which will have associated shelters, café and information services.
7. An electric shuttle bus between the CoMobility Hub and the rest of the development, with potential extension to other areas within Lewes (including the railway station).
8. Digital wayfinding – information on walking and cycling distances to key destinations across the site, to and from the site from the surrounding area.



## **OTTERPOOL PARK GARDEN VILLAGE, OTTERPOOL PARK LLP**

Otterpool Park is a garden town and exemplar scheme near Folkestone, Kent providing up to 10,000 new homes and jobs that will combine rural and urban lifestyles. WSP's Future Mobility team led the development of a user-centric mobility strategy for the development as transport strategist for the scheme.

### **Approach**

Our user-centric 'Decide and Provide' approach provided the evidence base to allow the developer to challenge existing local parking standards and reduce parking provision, thereby freeing up additional land for development, landscaping and sustainable transport interventions.

We developed an ambitious mobility strategy for the entire development based on this user centric approach, proposing layered mobility investments and interventions, such as a demand-responsive bus centred around a mobility hub offer.

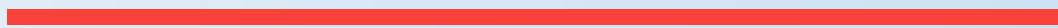
### **Interventions**

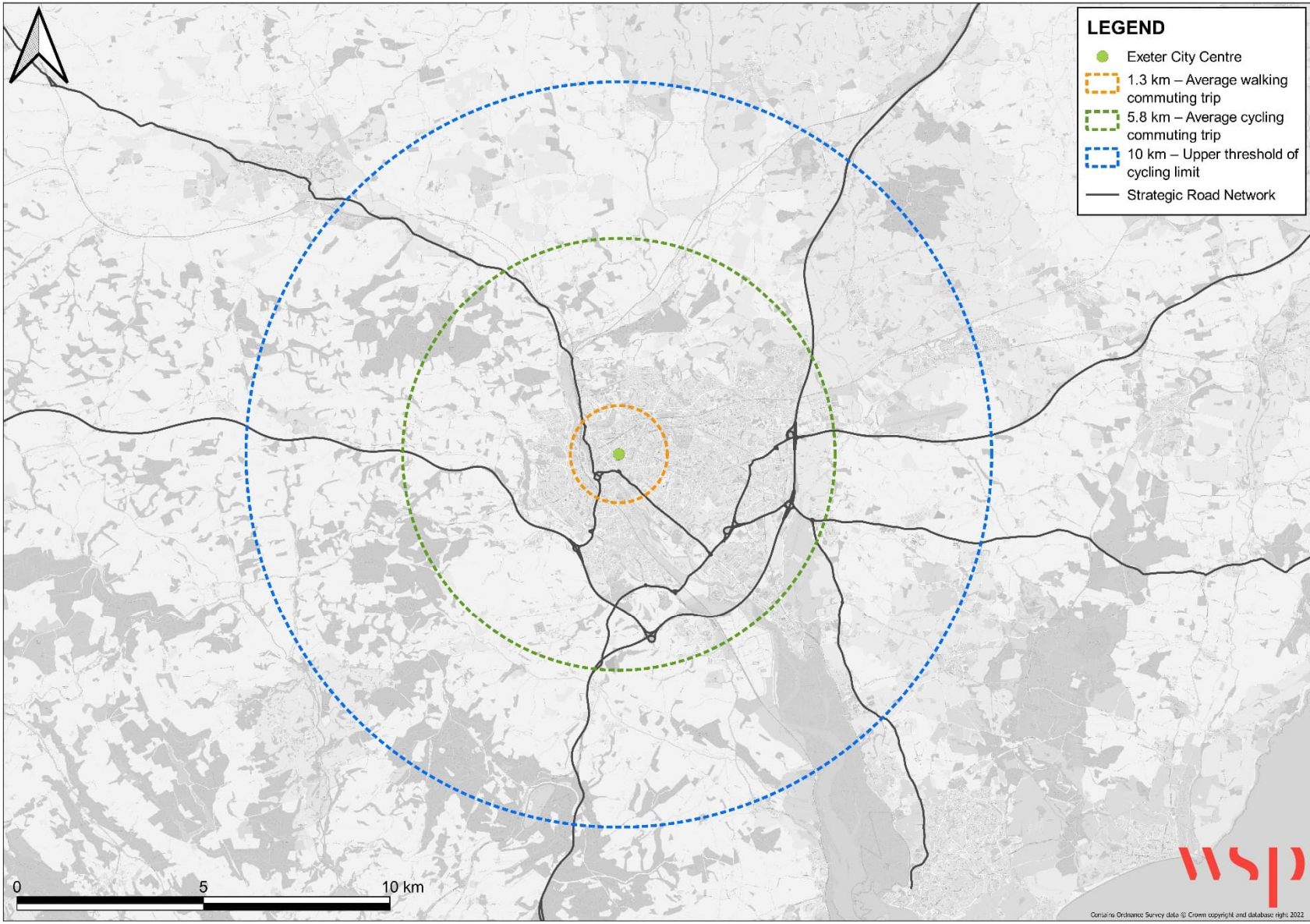
The Decide and Provide approach allowed for a more ambitious set of measures to be included in the Transport Strategy than was originally proposed in the 2019 planning application three years earlier. Interventions proposed included:

1. Walking and Cycling Strategy – providing a highly connected and permeable network of routes both within the development and also to link to the wider area of existing footpaths and bridleways.
2. Bus Service Enhancements – providing high quality bus infrastructure that will make this travel mode an attractive option for short and longer journeys.
3. Rail Enhancements – improvements to the Westenhanger Rail Station and supporting proposals of future High-Speed services (subject to wider deliverability) at the Station.
4. Shared Mobility Schemes – provision of bike and scooter share schemes, including electric options. Car club provision will offer development users who do not require a car on a regular basis the option to drive without the high cost and long-term maintenance associated with the private car.
5. Mobility Hubs – facilities that integrate shared, active and public transport modes in one location as well as bringing opportunities create attractive places.
6. MaaS (Mobility as a Service) – a single digital application to enable users to plan, book and pay for multiple types of mobility, with a single payment channel instead of multiple ticketing and payment operations.
7. Healthy Streets Approach – promoting healthy lifestyle through active travel, sustainable choices, safety and connectivity.
8. Parking Strategy – achieving an appropriate balance of parking for overall requirements of the development that accommodates parking but does not unduly encourage car ownership and use.
9. EV Strategy – a bespoke EV charging point strategy for each phase of the development to be developed to support electric charging network and emerging technology.
10. Delivery and Servicing Strategy – consider how to utilise emerging technologies and deliver a sustainable and efficient freight system that is fit for the future.

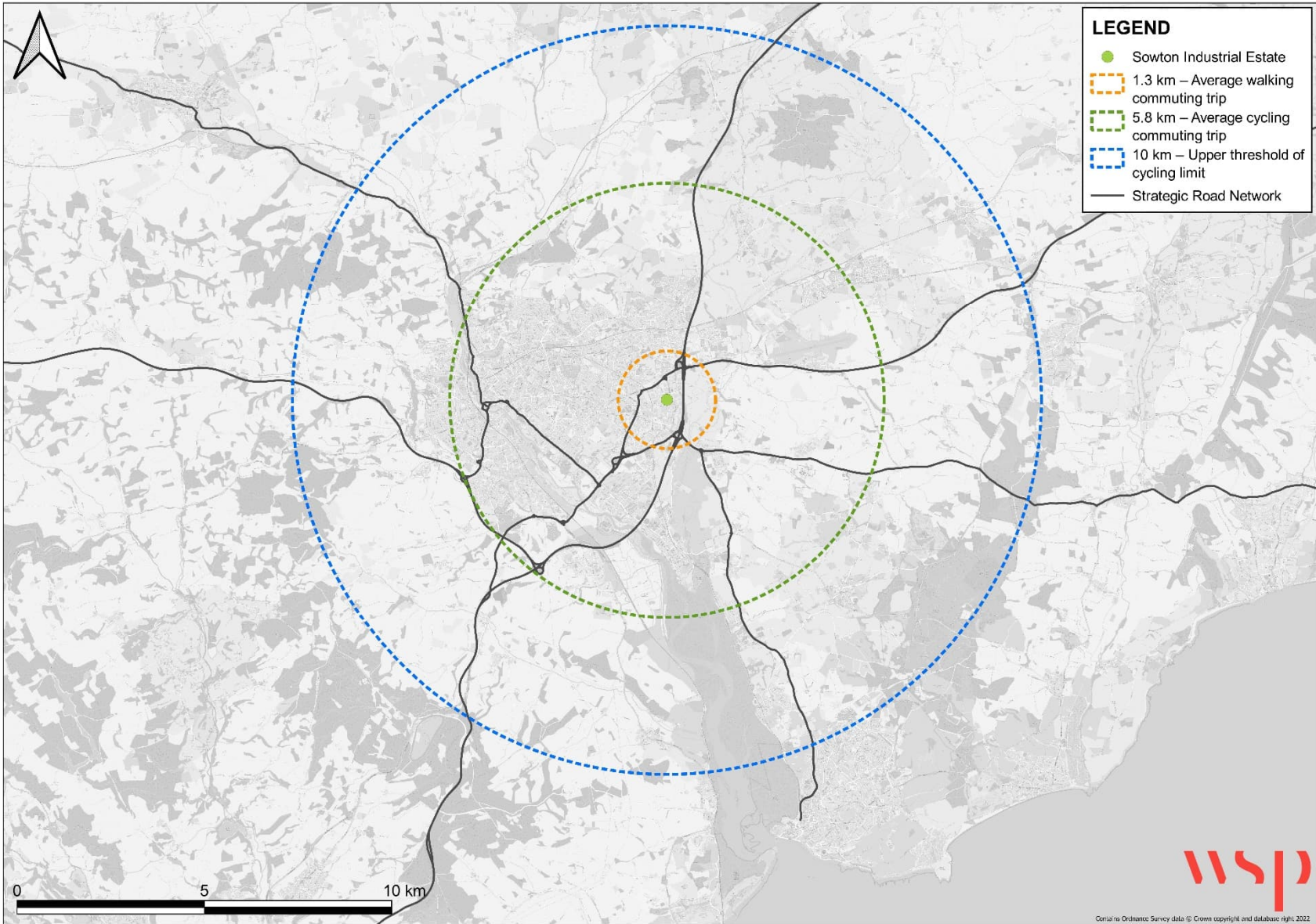
# Appendix B

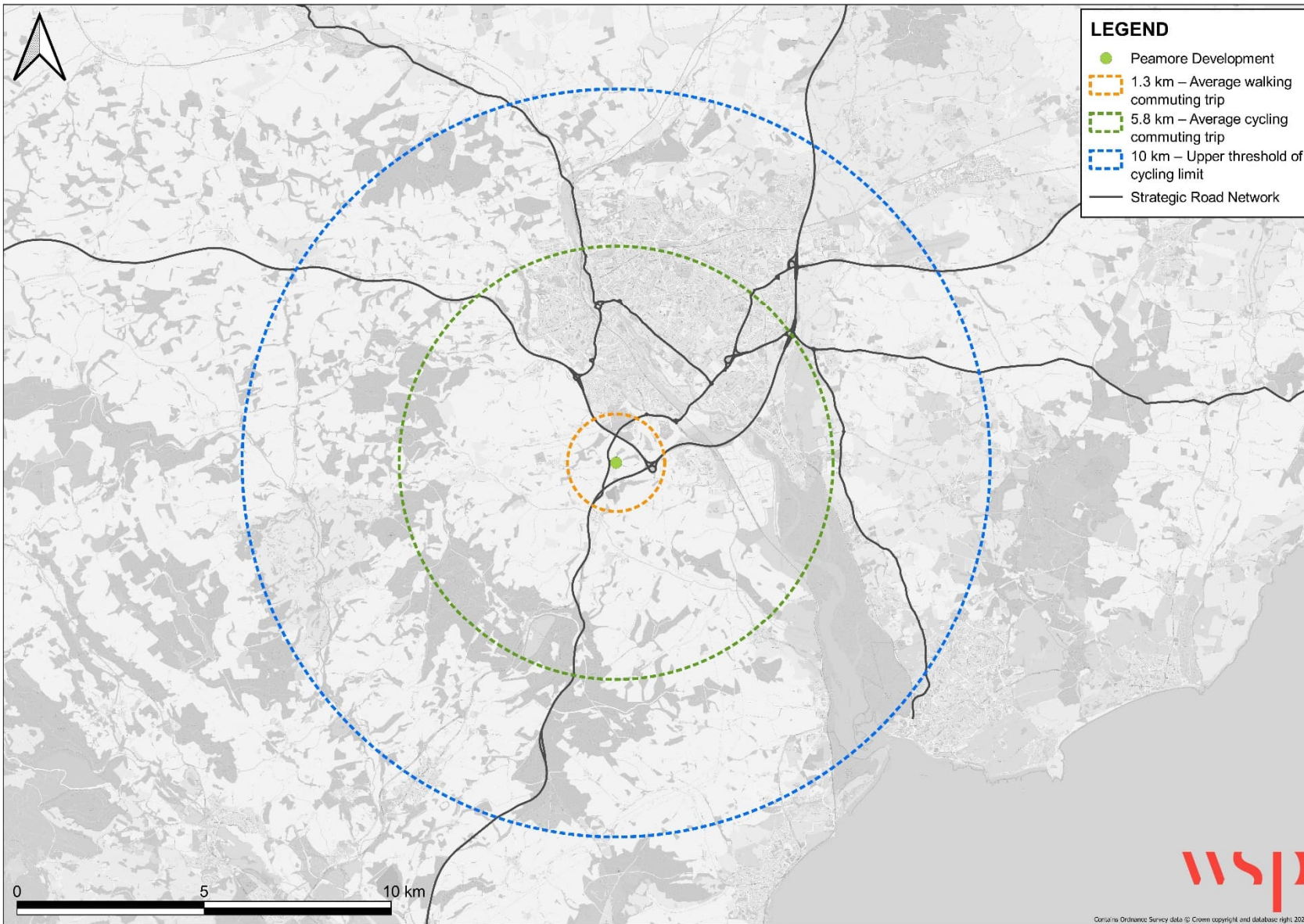
## ISOCHRONE MAPPING

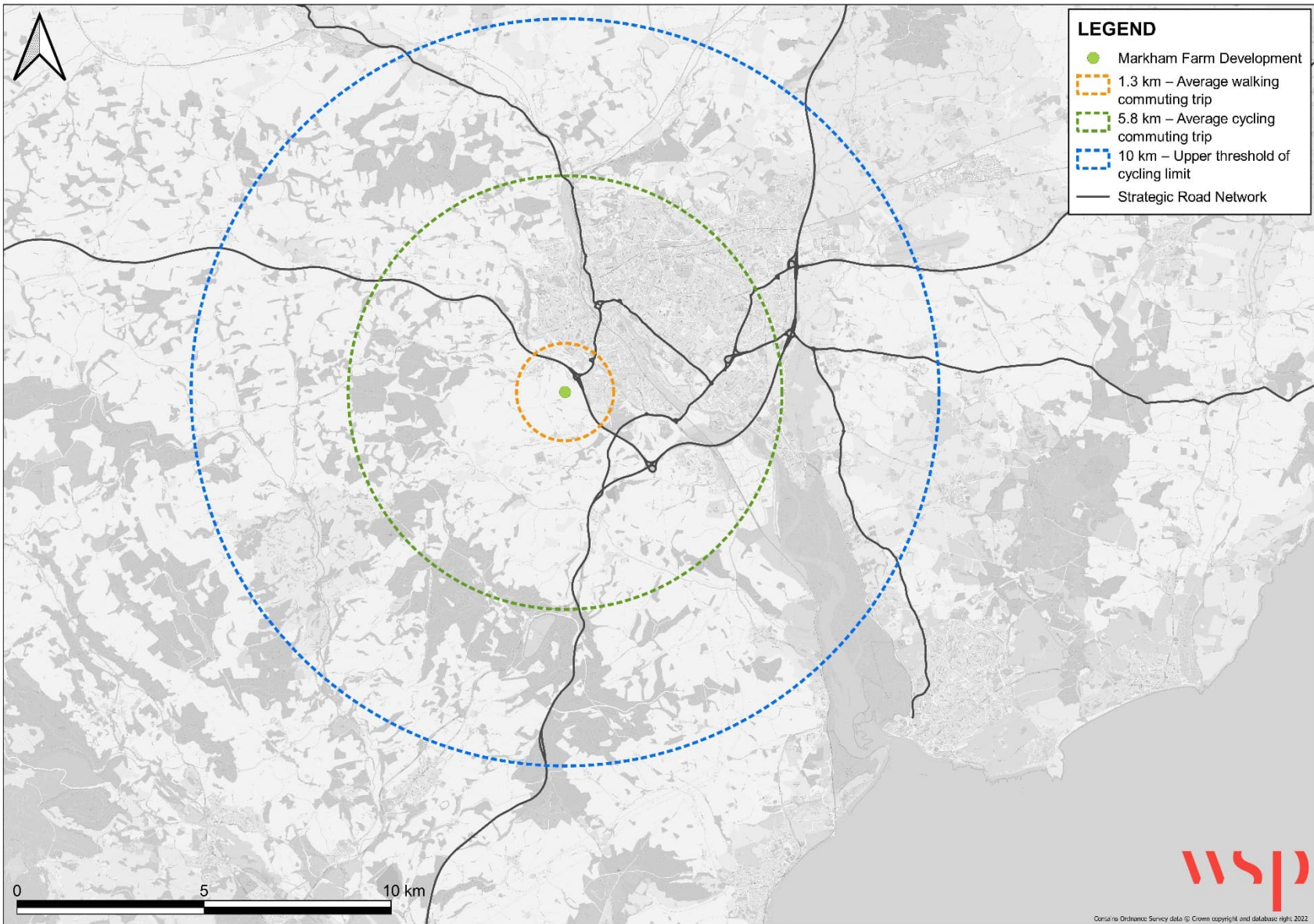


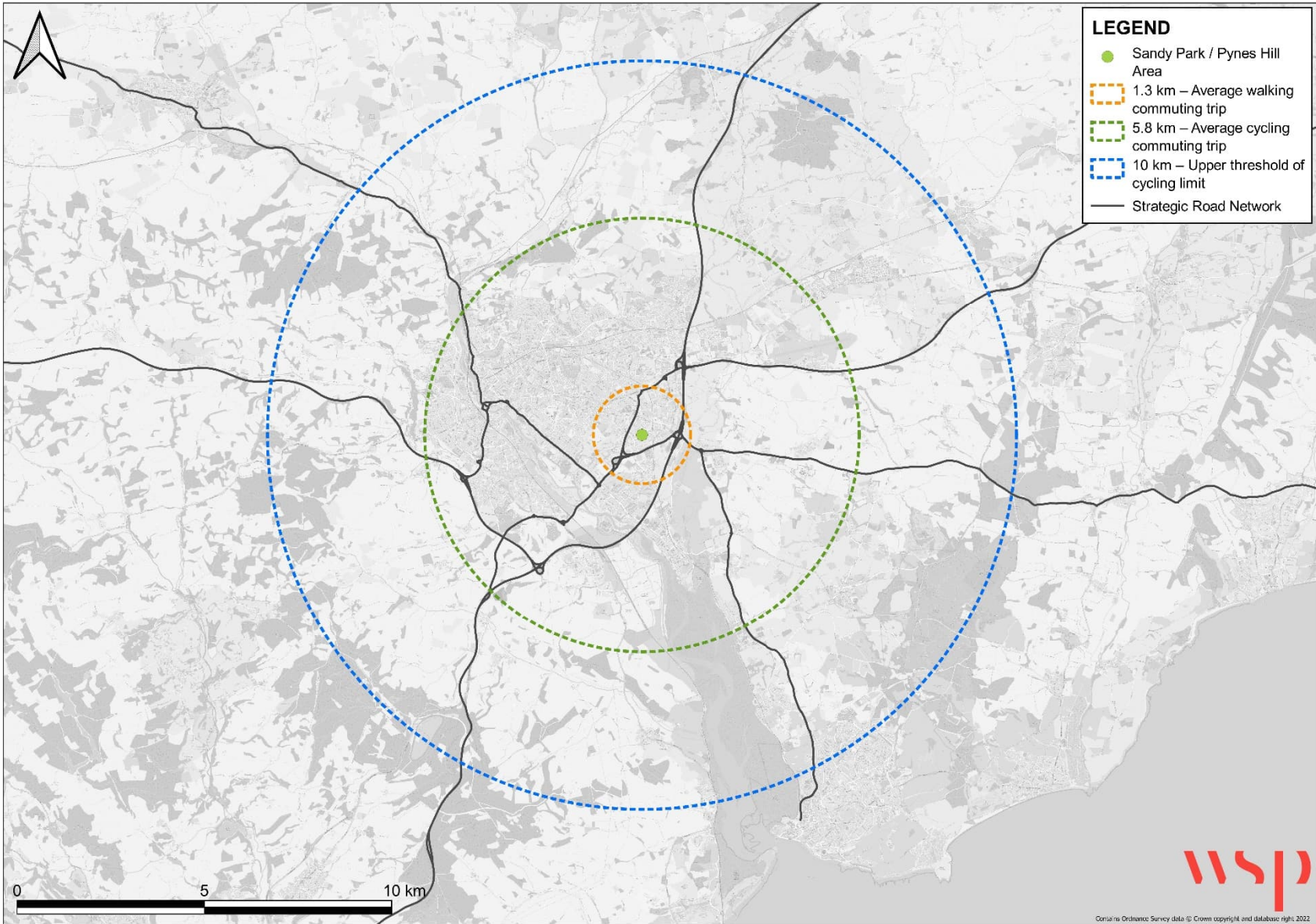


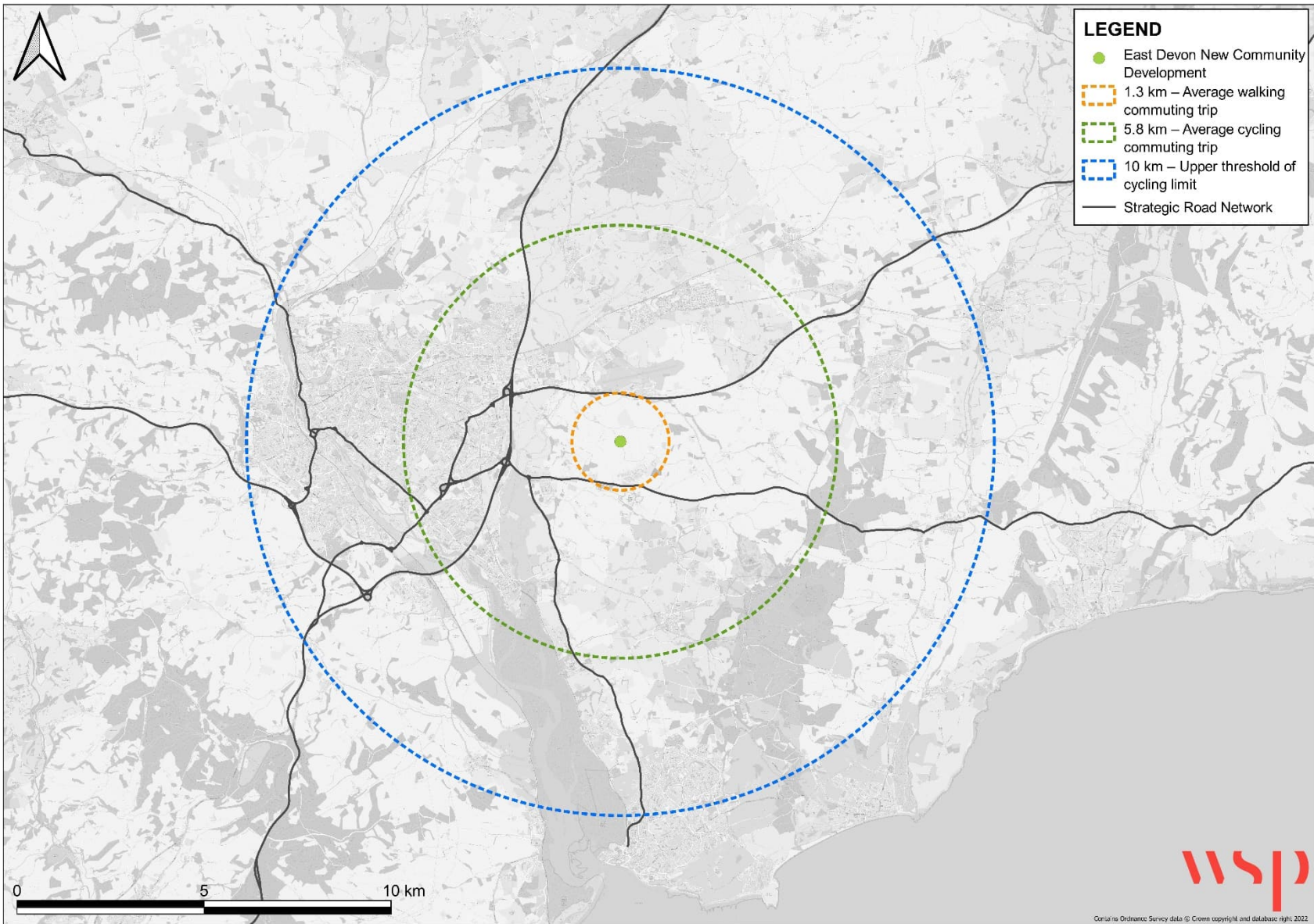


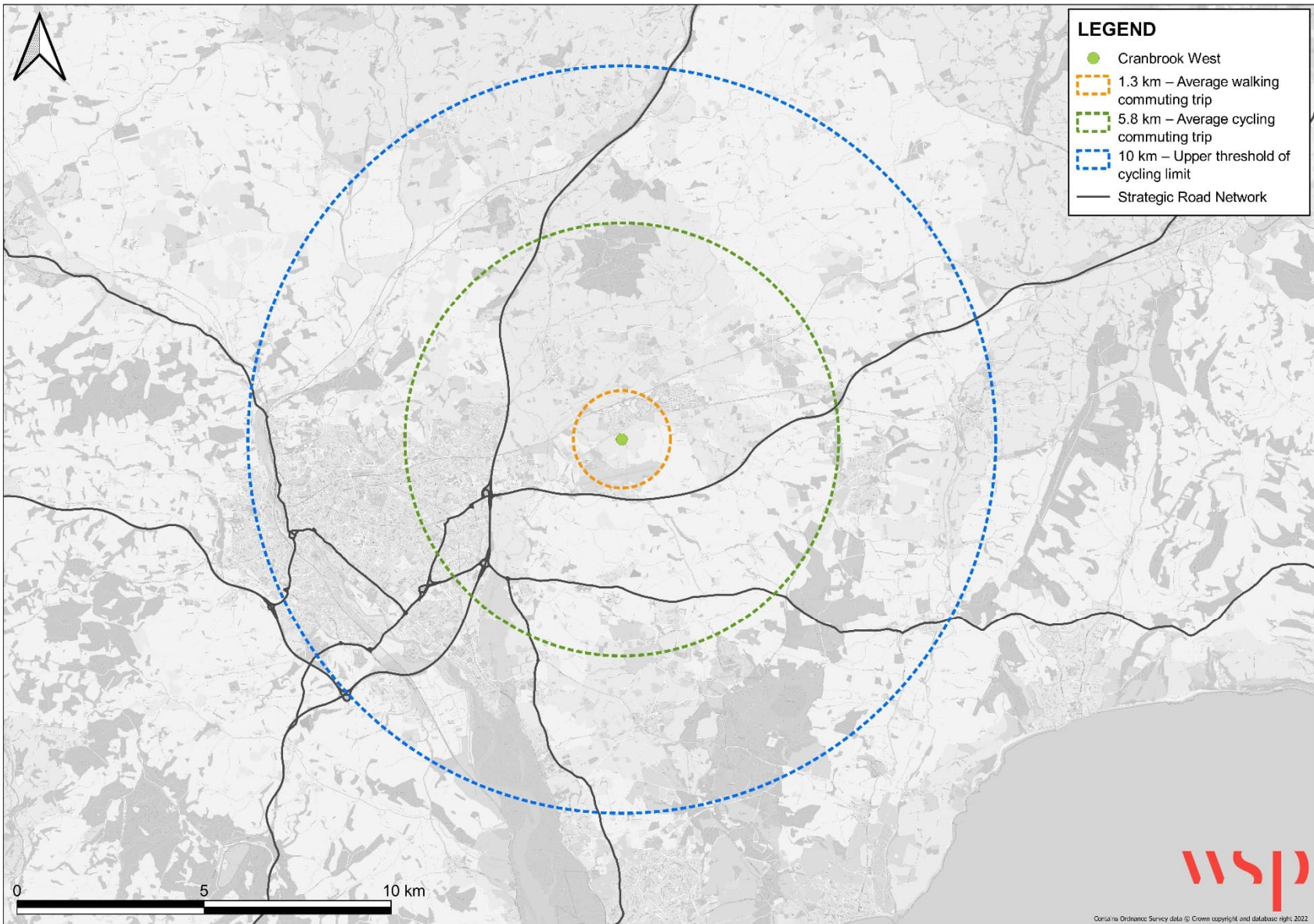




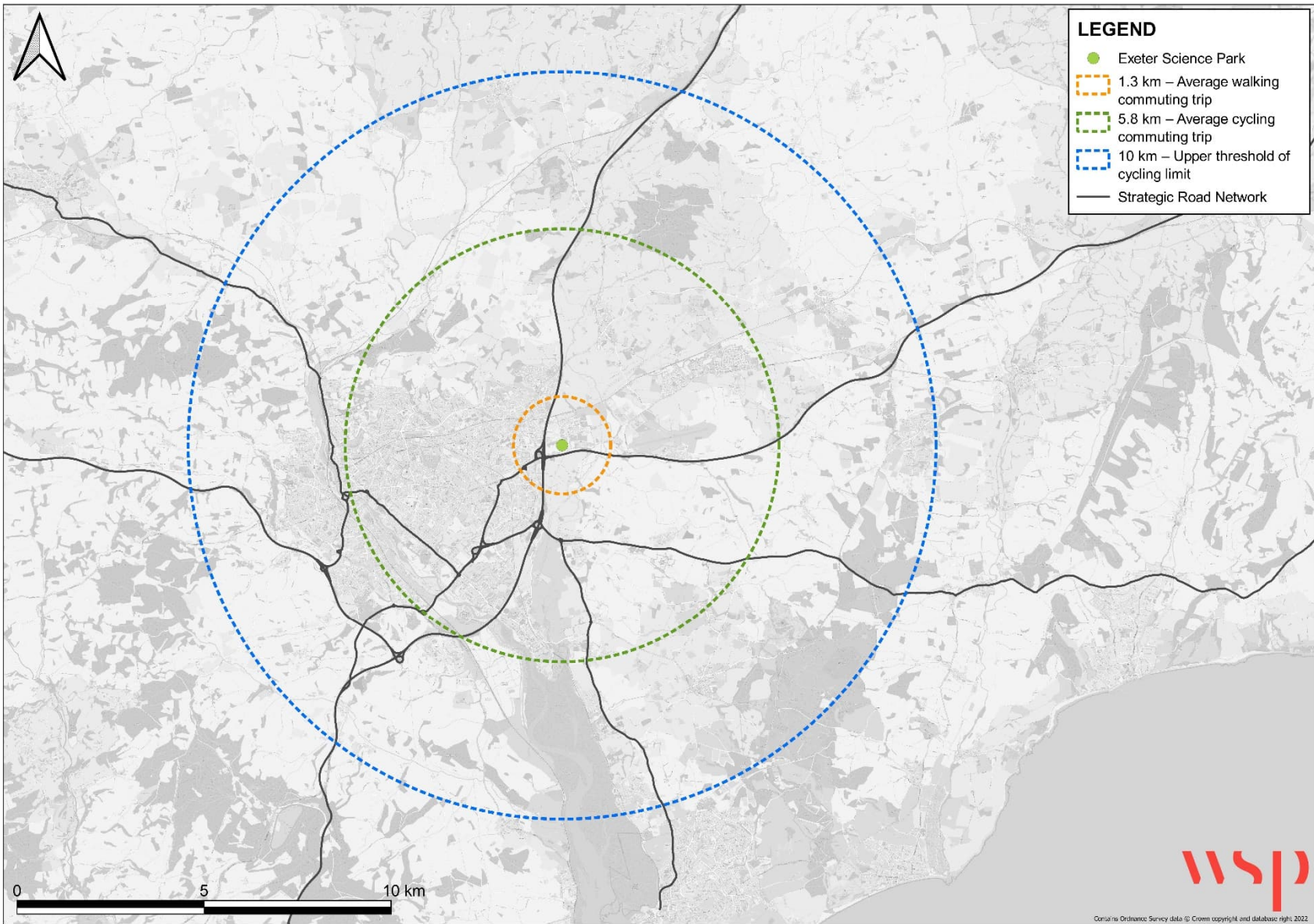


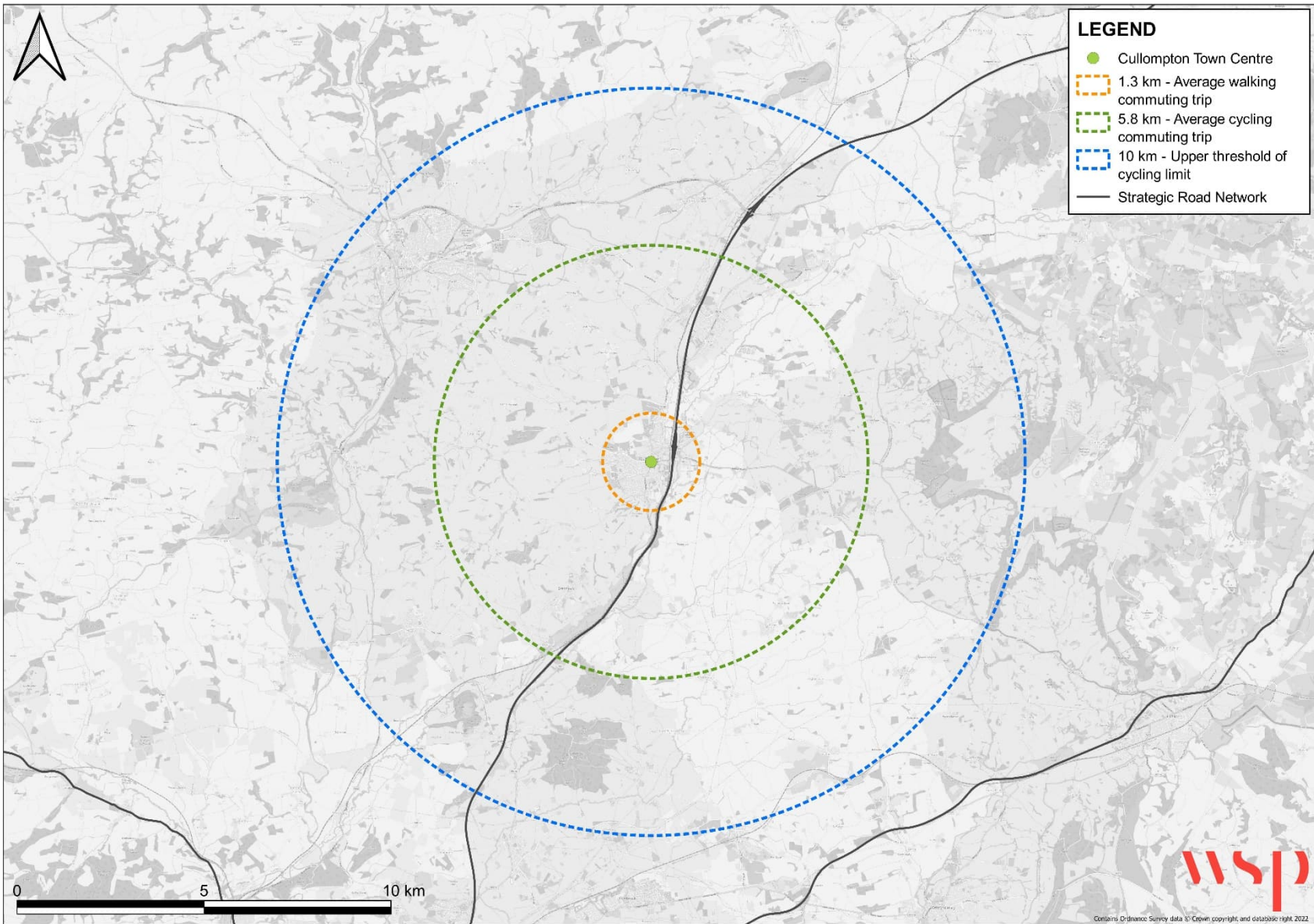












# Appendix C

## MOBILITY HUBS TECHNICAL NOTE





# TECHNICAL NOTE 1

<b>DATE:</b>	11 September 2024	<b>CONFIDENTIALITY:</b>	Confidential
<b>SUBJECT:</b>	Application of Mobility Hubs		
<b>PROJECT:</b>	Greater Exeter Transport Strategy	<b>AUTHOR:</b>	Peter Ramsey
<b>CHECKED:</b>	-	<b>APPROVED:</b>	Peter Ramsey

## INTRODUCTION

This technical note provides the project team working on the Greater Exeter Transport Strategy an introduction to mobility hubs and some initial guidance on how they could be considered in the traffic modelling exercise.

## MOBILITY HUBS

Mobility hubs are an emerging concept within transport planning and urban design, which aim to enable people to gain access to their daily needs and make journeys more sustainably. CoMoUK, a national charity considered to be an industry thought leader for mobility hubs and shared transport, defines a mobility hub as follows:

“a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller.”

Whilst the concept of mobility hubs is continuously evolving to encompass an increasing range of functions, they are typically organised as interchanges to facilitate access to and between different modes of transport. They bring together mobility services in the form of ‘traditional’ modes of public transport and active travel (e.g. bus, rail and cycling) with new options, including shared services, such as car clubs and shared micromobility (e-bikes and e-scooters). Hubs also provide better traveller facilities and public realm to improve the experience of people passing through. Increasingly, however, mobility hubs are incorporating community and commercial services, to become locations of activity in their own right, to further reduce the need for, or complexity of journeys, by co-locating key services at these locations, replacing complex trips that may have otherwise required a car. With multiple sites strategically located across an area, mobility hubs, when operated alongside mobility services and connecting route infrastructure, provide an unambiguous and recognisable network of defined locations providing access and connectivity through sustainable travel.

CoMoUK identify three key characteristics that mobility hubs have:

- To combine multiple public and shared mobility modes into one centrally accessible location.
- To reduce private car spaces and improve the surrounding public realm; and
- To act as a clearly identifiable cornerstone of a wider network, providing clear information which can be used to navigate around it.

The overall purpose of mobility hubs can also be defined by the roles they can play both as part of the transport network and as locations where wider activity happens. The roles of mobility hubs can be defined as follows:

- **Providing options for end-to-end journeys**

Hubs can provide users with a number of options to make end-to-end journeys for both shorter trips (e.g. via shared micromobility) or longer trips (e.g. via car club vehicle or public transport).

- **Supporting the first mile of journeys**

Hubs can provide options for the first mile of journeys; the 'first mile' being the stage, broadly, from the doorstep, or nearby, to an interchange with a 'middle mile' public transport option (e.g. bus or train). In doing so, hubs provide crucial links to public transport corridors, expanding their catchment and increasing the viability of services.

- **Supporting the middle mile of journeys**

Hubs support middle mile journeys through enabling interchange between middle mile modes, for example, between two different bus services, and provide facilities to make that interchange easier and higher quality.

- **Supporting the last mile of journeys**

At the other end of journeys, hubs support the last stage, the 'last mile' between the middle mile bus or train services and the end destination. To perform this role, hubs can provide a further range of shared modes such as micromobility or car club at the interchange with middle mile modes or provide secure storage for owned-modes (e.g. owned bike) at the destination itself.

- **Enabling new journeys**

Where the existing transport network does not serve some origins or destinations, or facilitate the right interchange between services, some journeys may not be possible. Mobility hubs can enable those journeys to be made by providing alternative modes and services for people to directly travel between currently unconnected origins and destinations or by providing new connections to existing interchanges.

- **Making journeys more resilient**

Hubs can support the resilience of journeys, at any stage, by providing alternative modes. For example, if a bus service fails to arrive, shared micromobility could be used instead for a shorter journey, including to access an alternative middle mile service, or a car club vehicle could be used for a longer journey.

- **Making journeys simpler**

Mobility hubs can also make journeys simpler through providing non-mobility commercial and/or community functions. By doing so, users can undertake more activities while travelling, reducing the need to make longer, more complex journeys. For example, providing a parcel locker at a hub could reduce the need for a user to take a longer journey that incorporates visiting a shop to pick up a parcel, or, indeed, placing hubs next to local facilities may enable users to undertake several activities at a time.

- **Reducing length of journeys**

Providing commercial and community functions at hubs may also reduce the length of journeys, by enabling more activities to be undertaken locally and limiting the need to travel further, away from residential areas.



Journeys may also be reduced in length by providing alternative shared modes of travel (e.g., shared micromobility or car club) which mean connections between origins and destinations can be more direct than using longer fixed route modes (e.g., bus or rail).

## MOBILITY HUB TYPOLOGY

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A typology of mobility hub types is described below illustrate how mobility hubs can achieve different outcomes dependent on their location and function within the wider transport network..

### Central hub

The central hub type focuses on relatively high-density retail and employment areas, and transport interchanges found in the centre of towns and cities. These locations attract people from suburbs and neighbouring residential communities to provide access to a concentration of employment, retail, leisure, and key services, as well as serving as transport interchanges for people travelling onward to destinations further afield.

This type of hub is typically well-connected and focussed on a railway or bus station where multiple high quality public transport services converge to facilitate efficient interchange and a choice of destinations. Consequently, central hubs will be connected to several corridors which will feed in passengers from destinations in nearby towns, villages and suburbs and enable them to switch between services/corridors.

Several key services are likely to be in and around the central hub, supported by the high levels of footfall and passengers passing through the location. Access to locations beyond the immediate vicinity may be provided by shared mobility services such as shared micromobility (e-bikes and e-scooters), or interchange with arterial bus routes and urban rail services.

### Corridor

Corridor hubs are typically located along major high-frequency transport corridors at local centres, secondary bus or railway stations or other smaller interchange locations. They play a key role in facilitating access to central hubs as well as access to local services and high street retail. Corridor hubs can either operate as standalone locations serving a local population, or they may act as an anchor hub for a local network of community hubs (see below) located in local neighbourhoods.

This type may also provide access to shared micromobility if the area is covered by such a service, and typically has good parking provision for bicycles to enable travel from further afield where bus services do not provide the necessary coverage or frequency. Community and commercial functions are likely to be present near to the hub or within it, allowing people to complete common tasks such as shopping for food or picking up a prescription on their route to work or other destinations.

### Campus

Campus hubs are located at larger, typically single-use sites, such as hospitals, business parks, retail parks, colleges, universities, or larger schools. They serve as destination hubs tailored for those looking to access that campus facility specifically. At larger sites, the hub may be co-located with services such as a café to capitalise on footfall and to provide waiting space where people can socialise or get some work done.

Where possible, campus hubs should be linked to corridor hubs to facilitate commuting trips using middle-mile connections such as bus and train services. In some cases, and dependent on location, campus hubs may also serve as a bus interchange where multiple services converge.

## **Interchange**

Interchange hubs are locations specifically focused on mobility where the surrounding land use is not directly related to the function of the hub. Example locations include Park & Ride sites and 'parkway' railway stations. Their location means that they are most likely accessed via car or bus service in order to connect with high quality services into large conurbations, and unlike most other forms of mobility hub, they often have a significant numbers of parking bays. Some limited facilities may be present to cater to those waiting to interchange between modes of transport.

These locations are not a destination in their own right, but they serve as a vital modal interchange, particularly for those who live further away from high quality public transport services and must therefore travel by car.

## **Community**

The role of community hubs is to provide links from residential areas to the wider transport network, often by connecting people with high frequency transport corridors. Community hubs have a much more local focus and usually integrate public transport services, especially bus, with first and last mile modes including walking, wheeling and cycling, as well as offering shared micromobility services. Depending on the location, a car club vehicle may also be appropriate.

Some community hubs may be located at local focal points such as outside a row of shops or by a school, and others may be integrated into housing developments, helping to ensure low car dependency is designed into new communities.

Community hubs may be the most varied of hub types with those located at larger focus points of activity having a wider range of components than those locations with lower footfall (e.g. in residential areas without other community or commercial facilities) which effectively operate as 'micro-hubs' or 'mobility points.' These smaller hubs could, effectively, include existing bus stops with enhancements applied such as cycle parking, cycle hire, e-scooter hire or car club.

## **Tourism**

Tourist hubs are focused on serving the specific needs of tourists in an area. These can be more bespoke depending on the tourist attraction the mobility hub is serving. Types of tourist mobility hubs could include, but not be limited to:

- Holiday/ caravan park hubs – origin hubs focused on travel for young families
- Natural reserve hubs – small-scale unintrusive hubs with specific focus on active travel and educational facilities
- Major attraction hubs – larger-scale destinations for a high number of tourists, greater tourist information presence
- Coastal/ beach hubs – Hubs with facilities for hikers and those making daytrips to the beach

## **New developments**

Whilst not considered a specific type of mobility hub, it should be noted that when designing new developments of any sort, whether they be residential, commercial, or public sector, there is an opportunity to integrate mobility hub thinking and engrain sustainable travel from the outset and link the development to the wider mobility ecosystem.



The exact features of the hub will vary depending on the travel patterns and the population served by the hub, but by designing-in mobility-related infrastructure and providing essential services locally, mobility can be increased and the need for travel decreased.

## **MOBILITY HUB NETWORKS AND HIERARCHY**

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### **Networks**

The operation of a number of mobility hubs in an area does not in itself comprise a network. Instead, a mobility network is formed of the hubs themselves and the services and infrastructure that connect them. Without the services and infrastructure, mobility hubs cannot be a network as they cannot fulfil their primary role of facilitating travel.

This is analogous to the railway network which comprises railway stations, the trains that operate between them, and the railway lines on which the trains run; railway stations do not function as 'hubs' in the transport network without the trains and railway lines.

However, unlike railway networks, the mobility network within which hubs operate also includes other journey interchange locations (interchange points), such as existing bus stops and railway stations that have not been designated or developed into a hub format. Furthermore, hubs can fulfil a greater range of functions beyond just mobility, including commercial and community functions, potentially turning them into destinations in their own right.

The networks within which hubs operate also include the wider range of non-residential journey origins and destinations in the area they serve (e.g. workplaces, education and health establishments, shops and service providers, and leisure and tourist locations). These locations, in many cases, also provide mobility infrastructure and services, enabling them to form interchange points themselves.

Mobility hubs, rather than being a standalone mobility network, can therefore be seen as enhanced nodes within an existing mobility ecosystem, offering additional services and a greater choice of modes to reach other nodes in the network.

### **Network hierarchy**

To date, mobility hubs have mainly been delivered as standalone facilities. However, multiple hubs, including of different types, can be developed together to operate with services and infrastructure as an interconnected network of sites enhancing accessibility across a region. The hubs operate within a hierarchical typology that allows people to move from smaller hubs for local movements, through to progressively larger hubs that connect to high quality public transport connections to travel further and faster. However, they must also be able to function independently for more local journeys.

By co-locating mobility functions with essential commercial and community functions, users may be able to plan a journey through the mobility network which allows them to complete daily activities such as shopping for food and accessing healthcare services much more efficiently.

## **MOBILITY HUB COMPONENTS**

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Mobility hubs are a modular and flexible concept which bring together different functions (known as components) tailored to suit its typology along with the needs and priorities of the users of each individual hub. The components that may be included in a mobility hub can be categorised into the following seven types:

- Mobility services: e.g. bus, train, taxi/ride hailing, car club, shared micro mobility
- Mobility infrastructure: e.g. bus stops, branded totem, wayfinding, shared micro mobility docks, active mode routes and crossings, bike parking (Sheffield stands, covered, secured)
- Traveller facilities: e.g. shelter and seating, toilets and showers, CCTV and lighting, defibrillator, Wi-Fi and mobile device charging, water fountain
- Placemaking functions: e.g. improved public realm, step-free access, planters, parklets, public art, green and blue infrastructure
- Commercial functions: e.g. post box, parcel lockers, micro-consolidation hub, vending machine, pop-up retail
- Community functions: e.g. communal seating area, play area, community noticeboard
- Operational resources: e.g. consistent branding, maintenance facilities and staffing, energy generation, digital connections.

CoMoUK operates an accreditation system which identifies broad standards for the components to be provided at each type of hub. However, this needs to be used flexibly to take account of the specific needs of hub locations and their users.

However, to inform the Greater Exeter Transport Strategy, a standard set of components has been suggested below as a basic provision at each hub site. This will enable consideration of how mobility hubs could be applied to the traffic modelling being undertaken to develop the strategy. The following table sets out individual or types of component and provides an initial consideration of how components could be applied to modelling.

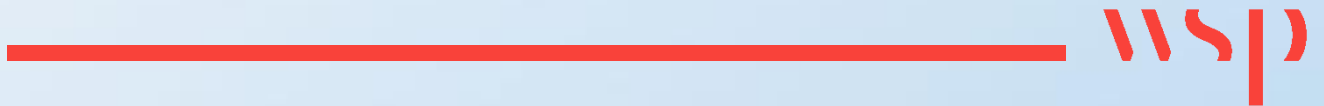
Alongside the provision of mobility hubs, consideration should be given to how the provision of local services (e.g. shops, services, schools, healthcare, etc) within new developments, in combination with mobility hubs, could reduce vehicle trip generation and support mode shift.

Component Type	Component	Description	Comment	Modelling approach
Mobility Services	Train	Operation of rail services	Where applicable to individual location	Modelled separately to hubs
	Bus	Operation of local and regional subsidised or commercial bus services	Where applicable to individual location	Modelled separately to hubs
	Park & Ride service	Provision of Park & Ride service	Where applicable to individual location	Modelled separately to hubs
	Coach	Operation of regional and national coach services	Where applicable to individual location	Modelled separately to hubs
	Dynamic Demand Responsive Transport (DDRT)	Operation of DDRT at the mobility hub, either at a fixed or virtual stop	Where applicable to individual location	Modelled as an area-wide intervention, not specific to particular hubs as services may stop at non-hub locations
	Ride-sharing (2+)	Operation of ride-sharing	All locations	Modelled as an area-wide intervention, not specific to particular hubs as services may stop at non-hub locations
	Bike/e-bike hire including e-cargo bike hire	Operation of bike hire	All locations	Modelled as an area-wide intervention, not specific to particular hubs as services may stop at non-hub locations
	E-scooter hire	Operation of e-scooter hire	All locations	Modelled as an area-wide intervention, not specific to particular hubs as services may stop at non-hub locations
	Car club	Operation of a car club vehicle(s)	All locations	Modelled through vehicle trip reduction from zone within which hubs are located
Mobility Infrastructure	General mobility infrastructure to support operation of services	Including stops/stations/docks, totem, wayfinding, cycle repair stand,	All locations	Modelled through elasticities for improved experience for PT trips passing hub locations
	Segregated cycleway	Segregated cycle path connecting the hub to local networks.	All locations	Modelled through mode shift on corridor
	Basic cycle parking infrastructure (uncontrolled)	A box 5m x 2.5m marked on the pavement using paint and including a cycle symbol with XNo. Sheffield Stands	All locations	Modelled through elasticities for improved experience for PT trips passing hub locations

Component Type	Component	Description	Comment	Modelling approach
		within the marked parking bay.		
	Secure cycle locker	A secure locker for storing an individual cycle potentially with charging	All locations	Modelled through elasticities for improved experience for PT trips passing hub locations
Traveller facilities	General traveller facilities	Including shelter, seating, RTPI, static information, CCTV, lighting, WiFi, water fountain, etc	General traveller facilities to quality of experience	Modelled through elasticities for improved experience for PT trips passing hub locations
Place-making functions	Public realm improvements	Interventions that make the hub an attractive space	General public realm improvements to increase quality of experience	Modelled through elasticities for improved experience for PT trips passing hub locations
Commercial functions	Parcel locker (e.g. Amazon collection/drop off)	A place to collect and return parcels purchased from online retailers, e.g. Amazon locker	All locations	Modelled through change in LGV trips in zone in which hub is located

# Appendix D

## LIST OF UNRANKED TRANSPORT SCHEMES



Intervention ID	Travel Mode	Intervention Type	High-level Intervention Description
1	Active Travel	Off-road cycle route	New development in Nadderwater to Ide / Markham's Farm - off-road cycle route adjacent to Bailey's Lane
2	Active Travel	Off-road cycle route	Alphington Rd to Exeter City Centre / Water Lane - Off-road segregated cycle route adjacent to Alphington Road
3	Active Travel	Off-road cycle route	New development in Nadderwater to Exeter Quayside / City Centre - off-road cycle route through Exwick
4	Active Travel	Shared-use trail	Boniface Trail - shared use leisure trail
5	Active Travel	Off-road cycle route	Bridge Road to River Exe - off-road segregated cycle route adjacent to Bridge Road
6	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to Bad Homburg Way (Marsh Barton)
7	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to A379
8	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to A379
9	Active Travel	Off-road cycle route	Peamore to Marsh Barton - Off-road segregated cycle route via Alphington.
10	Active Travel	Off-road cycle route	Markham's Farm to Peamore - off-road segregated shared-use path between Peamore and Markhams Farm dev sites
11	Active Travel	Off-road cycle route	Markham's Farm to Alphington Village - provision of off-road cycle facilities and crossing over A30
12	Active Travel	Off-road cycle route	Markham's Farm to Alphington Rd - Off-road segregated cycle route along A377/Ide Lane
13	Active Travel	Off-road cycle route	Whipton Village to Exhibition Way - Off-road segregated cycle route
14	Active Travel	Off-road cycle route	Exhibition Road to Honiton Rd - Off-road segregated cycle route
15	Active Travel	Off-road cycle route	Moor Lane roundabout to Whipton Lane - improvements to existing route, creating direct off-road cycle route
16	Active Travel	Off-road cycle route	Moor Lane roundabout to East Wonford Hill - Off-road segregated cycle route along Honiton Road
17	Active Travel	Off-road cycle route	Honiton Rd to Sandy Park - Improvements to existing off-road ped/cycle facilities
18	Active Travel	Off-road cycle route	Honiton Rd to Pynes Hill Business Park / Rydon Lane Retail Park - Off-road segregated cycle route provided along Rydon Lane
19	Active Travel	Off-road cycle route	Topsham Road to Pynes Hill Business Park - improvements to existing route, creating direct off-road cycle route
20	Active Travel	Off-road cycle route	Pynes Hill Business Park / Rydon Lane Retail Park to Countess Wear Roundabout - Off-road segregated cycle route along Rydon Lane / Bridge Road
21	Active Travel	Off-road cycle route	Topsham Road to Bridge Rd / River Exe - Off-road segregated cycle route adjacent to Topsham Road
22	Active Travel	Off-road cycle route	Rydon Lane to Newcourt Way - Off-road segregated cycle route along Old Rydon Lane
23	Active Travel	Off-road cycle route	Newcourt Way to Clyst Rd - Off-road segregated cycle route along Old Rydon Lane
24	Active Travel	Off-road cycle route	Old Rydon Lane to Clyst Rd - Off-road segregated cycle route using Newcourt Road M5 crossing
25	Active Travel	Off-road cycle route	Rifford Rd to Polsloe Rd - Off-road segregated cycle route along B3181 (East Wonford Hill/Fore Street)
26	Active Travel	Off-road cycle route	Old Park Farm to Exeter Airport - off-road cycle route utilising Mosshayne Lane
27	Active Travel	Off-road cycle route	Old Park Farm to Park Ln - Off-road segregated cycle route
28	Active Travel	Off-road cycle route	Park Ln to B3181 Cumberland Way - Off-road segregated cycle route
29	Active Travel	Off-road cycle route	Park Ln to Tithebarn Way - off-road segregated cycle route along Langaton Lane (potentially segregated via modal filter)
30	Active Travel	Off-road cycle route	Clyst Honiton - off-road segregated cycle route along Clyst Honiton Bypass connect EDNC and Cranbrook
31	Active Travel	Off-road cycle route	Clyst Honiton to Exeter Airport Business Park - off-road segregated cycle route along B3184
32	Active Travel	Off-road cycle route	Clyst Honiton to EDNC - new off-road segregated cycle route from EDNC
33	Active Travel	Off-road cycle route	EDNC to Exeter Airport Business Park - Off-road segregated cycle route through the EDNC site (using B3184 crossing over A30)
34	Active Travel	Off-road cycle route	EDNC to Clyst St Mary - Off-road cycle route along Bishops Court Lane, segregated by a modal filter.

35	Active Travel	Off-road cycle route	Exeter Science Park to Clyst Valley Trail - improvements and extension of off-road segregated cycle route along Blackhorse Lane
36	Active Travel	New M5 motorway bridge	Clyst Valley Trail to Sowton Industrial Estate - Shared use (ped/cycle) bridge over M5
38	Bus	Bus Priority	Extension of existing bus priority on A30/A3015, to accommodate buses serving the EDNC.
39	Bus	Bus Priority	Extension of existing bus priority on London Road to accommodate extension of Cranbrook to the east.
40	Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and EDNC.
41	Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and Rydon Lane junction.
42	Bus	Bus Priority	Introduction of bus priority on A376 Exmouth Road (between B3179 and A3052).
43	Bus	Bus Priority	Introduction of bus priority on Sidmouth Road (between Sandygate Roundabout and Middlemoor Roundabout).
44	Bus	Bus Priority	Introduction of bus priority on Topsham Road / Exeter Road (between Countess Wear Roundabout and Topsham)
45	Bus	Bus Priority	Introduction of bus priority on B3181 Main Road (between Cumberland Way and Broadclyst)
46	Bus	Bus Priority	Introduction and extension of existing bus priority on A3015 Topsham Road (between Countess Wear Roundabout and Western Way).
47	Bus	Bus Priority	Introduction of new and extension of existing bus priority on Honiton Road / Heavitree Road.
48	Bus	Bus Priority	Introduction of bus priority on Rydon Lane.
49	Bus	Bus Priority	Introduction and extension of existing bus priority on B3212 Pinhoe Road.
50	Bus	Bus Priority	Introduction of bus priority on Bridge Road.
51	Bus	Bus Priority	Introduction of bus priority on A377 Alphington Road.
52	Bus	Bus Priority	Extension of existing bus priority on Cowick Street towards Dunsford Road.
53	Bus	Bus Priority	Introduction of bus priority on A377 Cowley Bridge Road / Bonhay Road.
54	Bus	Bus Service Provision	Increase bus frequency between Crediton and Exeter Bus Station to every 15-minutes
55	Bus	Bus Service Provision	Introduction of a new bus service that operates between Cranbrook / Exeter Airport and Matford Park & Ride / Marsh Barton.
56	Bus	Bus Service Provision	Introduction of a new bus service that operates between EDNC and Matford Park & Ride / Marsh Barton.
57	Bus	Bus Service Provision	Introduction of a new direct bus service between Cullompton and Sowton Industrial Estate.
58	Bus	Bus Service Provision	Introduction of a new bus service that runs north/south through the heart of the EDNC
59	Mobility Hubs	Central hubs	Delivery of 'Central Hubs' around existing high-density retail/employment areas such as City Centre.
60	Mobility Hubs	Corridor Hubs	Introduction of 'Corridor Hubs' along key high-frequency transport corridors i.e. Honiton Road/East Wonford Hill into City Centre, Pinhoe Road into City Centre, Alphington Road into City Centre.
61	Mobility Hubs	Interchange Hubs	Upgrades of existing Park and Ride sites to operate as multi-modal 'Interchange Hubs' providing opportunities to interchange between a variety of modes.
62	Mobility Hubs	Campus Hubs	Introduction of 'Campus' style Mobility Hubs at key employment and education sites around Exeter. i.e. Exeter University, RD&E Hospital, Science Park etc.
63	Mobility Hubs	Community Hubs	Inclusion of 'Community Hubs' within all forthcoming Local Plan residential site allocations.
64	Mobility Hubs	Community Hubs	Introduction of 'Community Hubs' in existing residential areas across Exeter.
65	Rail	Frequency Enhancement	East Devon Branch Line - 30 minute service frequency between Exeter Central and Axminster
66	Rail	Frequency Enhancement	Main Line - New twice hourly service to Cullompton (once station constructed)
67	Rail	Frequency Enhancement	Tarka Line - 30 minute service frequency Between Barnstaple and Exeter St Davids
70	Rail	Frequency Enhancement	Avocet Line (Exeter Central to Digby only) - 15 min Frequency

# Appendix E

## WSP INTERPRETATION OF PAG PROJECT OBJECTIVES



Objective No.	Objective Description	Project Team Interpretation of Objective
1	Accommodates development requirements across the Greater Exeter area up to 2043 (the end date of the emerging Mid Devon Local Plan)	<ul style="list-style-type: none"> <li>• To what extent does the intervention help to improve sustainable travel choice between the development site and Exeter city centre?</li> <li>• Will the intervention support access to community facilities?</li> <li>• Does the intervention encourage development to be sustainable by its design and location?</li> </ul>
2	Ensures the safety and functionality of the Strategic Road Network	<ul style="list-style-type: none"> <li>• To what extent does the intervention reduce / remove traffic from the SRN?</li> </ul>
3	Ensures the safety and functionality of the local road network	<ul style="list-style-type: none"> <li>• To what extent does the intervention reduce / remove traffic from the local road network?</li> <li>• Does the intervention consider any traffic calming measures / infrastructure for pedestrians and cyclists?</li> </ul>
4	Meets the Councils' carbon ambitions	<ul style="list-style-type: none"> <li>• To what extent does the intervention contribute towards carbon reduction / net zero objectives identified by the four District Councils?</li> <li>• Does the intervention promote active travel, improve public awareness of the Councils' carbon ambitions and consider vehicle electrification?</li> </ul>
5	Supports health and wellbeing	<ul style="list-style-type: none"> <li>• To what extent does the intervention improve leisure travel options</li> <li>• To what extent does the intervention improve travel between major health and leisure facilities or major green spaces?</li> <li>• Does the intervention encourage social interaction by promoting pedestrian areas?</li> <li>• Does the intervention support improvements to how safe users feel?</li> </ul>
6	Enhances the vitality and vibrancy of the city centre	<ul style="list-style-type: none"> <li>• Will travel choice in and to the city centre be improved?</li> <li>• Would there be increased footfall traffic as a result of the scheme?</li> <li>• Does the scheme contain any specific placemaking improvement opportunities to encourage people to gather / relax in public places?</li> <li>• Will people be able to access cultural / recreational venues more easily?</li> <li>• Will traffic noise be reduced?</li> </ul>
7	Improves air quality	<ul style="list-style-type: none"> <li>• To what extent does the intervention improve air quality?</li> <li>• Does the intervention encourage modal shift away from the private car?</li> <li>• Could the intervention support a transition to electrification?</li> </ul>
8	Supports place-making	<ul style="list-style-type: none"> <li>• To what extent does the intervention provide or contribute towards a sense of place and a destination to visit?</li> <li>• Does it consider and/or look to support and or improve quality of life, social inclusion, the local economy and the local environment?</li> <li>• Will the area feel more vibrant and attractive to spend time in?</li> </ul>

# Appendix F

## **RANKED LIST OF TRANSPORT SCHEMES**



Intervention ID	Travel Mode	Intervention Type	High-level Intervention Description	Score	Rank
59	Mobility Hubs	Central hubs	Delivery of 'Central Hubs' around existing high-density retail/employment areas such as City Centre.	22	1
63	Mobility Hubs	Community Hubs	Inclusion of 'Community Hubs' within all forthcoming Local Plan residential site allocations.	21	2
5	Active Travel	Off-road cycle route	Bridge Road to River Exe - off-road segregated cycle route adjacent to Bridge Road	20	3
41	Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and Rydon Lane junction.	20	3
7	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to A379	19	5
33	Active Travel	Off-road cycle route	EDNC to Exeter Airport Business Park - Off-road segregated cycle route through the EDNC site (using B3184 crossing over A30)	19	5
39	Bus	Bus Priority	Extension of existing bus priority on London Road to accommodate extension of Cranbrook to the east.	19	5
58	Bus	Bus Service Provision	Introduction of a new bus service that runs north/south through the heart of the EDNC	19	5
61	Mobility Hubs	Interchange Hubs	Upgrades of existing Park and Ride sites to operate as multi-modal 'Interchange Hubs' providing opportunities to interchange between a variety of modes.	19	5
62	Mobility Hubs	Campus Hubs	Introduction of 'Campus' style Mobility Hubs at key employment and education sites around Exeter. i.e. Exeter University, RD&E Hospital, Science Park etc.	19	5
65	Rail	Frequency Enhancement	East Devon Branch Line - 30 minute service frequency between Exeter Central and Axminster	19	5
2	Active Travel	Off-road cycle route	Alphington Rd to Exeter City Centre / Water Lane - Off-road segregated cycle route adjacent to Alphington Road	18	12
8	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to A379	18	12
32	Active Travel	Off-road cycle route	Clyst Honiton to EDNC - new off-road segregated cycle route from EDNC	18	12
34	Active Travel	Off-road cycle route	EDNC to Clyst St Mary - Off-road cycle route along Bishops Court Lane, segregated by a modal filter.	18	12
38	Bus	Bus Priority	Extension of existing bus priority on A30/A3015, to accommodate buses serving the EDNC.	18	12
40	Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and EDNC.	18	12
43	Bus	Bus Priority	Introduction of bus priority on Sidmouth Road (between Sandygate Roundabout and Middlemoor Roundabout).	18	12
55	Bus	Bus Service Provision	Introduction of a new bus service that operates between Cranbrook / Exeter Airport and Matford Park & Ride / Marsh Barton.	18	12
56	Bus	Bus Service Provision	Introduction of a new bus service that operates between EDNC and Matford Park & Ride / Marsh Barton.	18	12
60	Mobility Hubs	Corridor Hubs	Introduction of 'Corridor Hubs' along key high-frequency transport corridors i.e. Honiton Road/East Wonford Hill into City Centre, Pinhoe Road into City Centre, Alphington Road into City Centre.	18	12
66	Rail	Frequency Enhancement	Main Line - New twice hourly service to Cullompton (once station constructed)	18	12
67	Rail	Frequency Enhancement	Tarka Line - 30 minute service frequency between Barnstaple and Exeter St Davids	18	12
70	Rail	Frequency Enhancement	Avocet Line (Exeter Central to Digby only) - 15 min Frequency	18	12
6	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to Bad Homburg Way (Marsh Barton)	17	25
12	Active Travel	Off-road cycle route	Markham's Farm to Alphington Rd - Off-road segregated cycle route along A377/Ide Lane	17	25
16	Active Travel	Off-road cycle route	Moor Lane roundabout to East Wonford Hill - Off-road segregated cycle route along Honiton Road	17	25
20	Active Travel	Off-road cycle route	Pynes Hill Business Park / Rydon Lane Retail Park to Countess Wear Roundabout - Off-road segregated cycle route along Rydon Lane / Bridge Road	17	25
21	Active Travel	Off-road cycle route	Topsham Road to Bridge Rd / River Exe - Off-road segregated cycle route adjacent to Topsham Road	17	25
25	Active Travel	Off-road cycle route	Rifford Rd to Polstoe Rd - Off-road segregated cycle route along B3181 (East Wonford Hill/Fore Street)	17	25
27	Active Travel	Off-road cycle route	Old Park Farm to Park Ln - Off-road segregated cycle route	17	25
28	Active Travel	Off-road cycle route	Park Ln to B3181 Cumberland Way - Off-road segregated cycle route	17	25
42	Bus	Bus Priority	Introduction of bus priority on A376 Exmouth Road (between B3179 and A3052).	17	25
48	Bus	Bus Priority	Introduction of bus priority on Rydon Lane.	17	25

49	Bus	Bus Priority	Introduction and extension of existing bus priority on B3212 Pinhoe Road.	17	25
50	Bus	Bus Priority	Introduction of bus priority on Bridge Road.	17	25
57	Bus	Bus Service Provision	Introduction of a new direct bus service between Cullompton and Sowton Industrial Estate.	17	25
64	Mobility Hubs	Community Hubs	Introduction of 'Community Hubs' in existing residential areas across Exeter.	17	25
18	Active Travel	Off-road cycle route	Honiton Rd to Pynes Hill Business Park / Rydon Lane Retail Park - Off-road segregated cycle route provided along Rydon Lane	16	39
22	Active Travel	Off-road cycle route	Rydon Lane to Newcourt Way - Off-road segregated cycle route along Old Rydon Lane	16	39
23	Active Travel	Off-road cycle route	Newcourt Way to Clyst Rd - Off-road segregated cycle route along Old Rydon Lane	16	39
44	Bus	Bus Priority	Introduction of bus priority on Topsham Road / Exeter Road (between Countess Wear Roundabout and Topsham)	16	39
47	Bus	Bus Priority	Introduction of new and extension of existing bus priority on Honiton Road / Heavitree Road.	16	39
51	Bus	Bus Priority	Introduction of bus priority on A377 Alphington Road.	16	39
54	Bus	Bus Service Provision	Increase bus frequency between Crediton and Exeter Bus Station to every 15-minutes	16	39
4	Active Travel	Shared-use trail	Boniface Trail - shared use leisure trail	15	46
9	Active Travel	Off-road cycle route	Peamore to Marsh Barton - Off-road segregated cycle route via Alphington.	15	46
10	Active Travel	Off-road cycle route	Markham's Farm to Peamore - off-road segregated shared-use path between Peamore and Markhams Farm dev sites	15	46
14	Active Travel	Off-road cycle route	Exhibition Road to Honiton Rd - Off-road segregated cycle route	15	46
15	Active Travel	Off-road cycle route	Moor Lane roundabout to Whipton Lane - improvements to existing route, creating direct off-road cycle route	15	46
45	Bus	Bus Priority	Introduction of bus priority on B3181 Main Road (between Cumberland Way and Broadclyst)	15	46
46	Bus	Bus Priority	Introduction and extension of existing bus priority on A3015 Topsham Road (between Countess Wear Roundabout and Western Way).	15	46
53	Bus	Bus Priority	Introduction of bus priority on A377 Cowley Bridge Road / Bonhay Road.	15	46
13	Active Travel	Off-road cycle route	Whipton Village to Exhibition Way - Off-road segregated cycle route	14	54
19	Active Travel	Off-road cycle route	Topsham Road to Pynes Hill Business Park - improvements to existing route, creating direct off-road cycle route	14	54
30	Active Travel	Off-road cycle route	Clyst Honiton - off-road segregated cycle route along Clyst Honiton Bypass connect EDNC and Cranbrook	14	54
31	Active Travel	Off-road cycle route	Clyst Honiton to Exeter Airport Business Park - off-road segregated cycle route along B3184	14	54
35	Active Travel	Off-road cycle route	Exeter Science Park to Clyst Valley Trail - improvements and extension of off-road segregated cycle route along Blackhorse Lane	14	54
17	Active Travel	Off-road cycle route	Honiton Rd to Sandy Park - Improvements to existing off-road ped/cycle facilities	13	59
24	Active Travel	Off-road cycle route	Old Rydon Lane to Clyst Rd - Off-road segregated cycle route using Newcourt Road M5 crossing	13	59
36	Active Travel	New M5 motorway bridge	Clyst Valley Trail to Sowton Industrial Estate - Shared use (ped/cycle) bridge over M5	13	59
29	Active Travel	Off-road cycle route	Park Ln to Tithebarn Way - off-road segregated cycle route along Langaton Lane (potentially segregated via modal filter)	12	62
52	Bus	Bus Priority	Extension of existing bus priority on Cowick Street towards Dunsford Road.	11	63
1	Active Travel	Off-road cycle route	New development in Nadderwater to Ide / Markham's Farm - off-road cycle route adjacent to Bailey's Lane	10	64
3	Active Travel	Off-road cycle route	New development in Nadderwater to Exeter Quayside / City Centre - off-road cycle route through Exwick	10	64
11	Active Travel	Off-road cycle route	Markham's Farm to Alphington Village - provision of off-road cycle facilities and crossing over A30	10	64
26	Active Travel	Off-road cycle route	Old Park Farm to Exeter Airport - off-road cycle route utilising Mossayne Lane	10	64

# Appendix G

## **RANKED LIST OF TRANSPORT SCHEMES WITH WEIGHTINGS APPLIED**



Intervention ID	Travel Mode	Intervention Type	High-level Intervention Description	Score (Weighted)	Rank (Weighted)
59	Mobility Hubs	Central hubs	Delivery of 'Central Hubs' around existing high-density retail/employment areas such as City Centre.	30.9	1
63	Mobility Hubs	Community Hubs	Inclusion of 'Community Hubs' within all forthcoming Local Plan residential site allocations.	29.8	2
41	Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and Rydon Lane junction.	29.6	3
58	Bus	Bus Service Provision	Introduction of a new bus service that runs north/south through the heart of the EDNC	28.9	4
5	Active Travel	Off-road cycle route	Bridge Road to River Exe - off-road segregated cycle route adjacent to Bridge Road	28.2	5
33	Active Travel	Off-road cycle route	EDNC to Exeter Airport Business Park - Off-road segregated cycle route through the EDNC site (using B3184 crossing over A30)	28	6
65	Rail	Frequency Enhancement	East Devon Branch Line - 30 minute service frequency between Exeter Central and Axminster	28	6
61	Mobility Hubs	Interchange Hubs	Upgrades of existing Park and Ride sites to operate as multi-modal 'Interchange Hubs' providing opportunities to interchange between a variety of modes.	27.6	8
62	Mobility Hubs	Campus Hubs	Introduction of 'Campus' style Mobility Hubs at key employment and education sites around Exeter. i.e. Exeter University, RD&E Hospital, Science Park etc.	27.6	8
39	Bus	Bus Priority	Extension of existing bus priority on London Road to accommodate extension of Cranbrook to the east.	27.6	8
55	Bus	Bus Service Provision	Introduction of a new bus service that operates between Cranbrook / Exeter Airport and Matford Park & Ride / Marsh Barton.	27.4	11
56	Bus	Bus Service Provision	Introduction of a new bus service that operates between EDNC and Matford Park & Ride / Marsh Barton.	27.4	11
7	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to A379	27.1	13
8	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to A379	27.1	13
32	Active Travel	Off-road cycle route	Clyst Honiton to EDNC - new off-road segregated cycle route from EDNC	26.9	15
66	Rail	Frequency Enhancement	Main Line - New twice hourly service to Cullompton (once station constructed)	26.9	15
38	Bus	Bus Priority	Extension of existing bus priority on A30/A3015, to accommodate buses serving the EDNC.	26.5	17
43	Bus	Bus Priority	Introduction of bus priority on Sidmouth Road (between Sandygate Roundabout and Middlemoor Roundabout).	26.5	17
60	Mobility Hubs	Corridor Hubs	Introduction of 'Corridor Hubs' along key high-frequency transport corridors i.e. Honiton Road/East Wonford Hill into City Centre, Pinhoe Road into City Centre, Alphington Road into City Centre.	26.5	17
34	Active Travel	Off-road cycle route	EDNC to Clyst St Mary - Off-road cycle route along Bishops Court Lane, segregated by a modal filter.	26	20
67	Rail	Frequency Enhancement	Tarka Line - 30 minute service frequency between Barnstaple and Exeter St Davids	26	20
70	Rail	Frequency Enhancement	Avocet Line (Exeter Central to Digby only) - 15 min Frequency	26	20
57	Bus	Bus Service Provision	Introduction of a new direct bus service between Cullompton and Sowton Industrial Estate.	25.9	23
40	Bus	Bus Priority	Introduction of bus priority between Sandy Gate roundabout and EDNC.	25.6	24
42	Bus	Bus Priority	Introduction of bus priority on A376 Exmouth Road (between B3179 and A3052).	24.5	25
48	Bus	Bus Priority	Introduction of bus priority on Rydon Lane.	24.5	25
64	Mobility Hubs	Community Hubs	Introduction of 'Community Hubs' in existing residential areas across Exeter.	24.5	25
6	Active Travel	Off-road cycle route	Peamore to Marsh Barton / Water Lane - off-road segregated cycle route adjacent to Bad Homburg Way (Marsh Barton)	24	28
12	Active Travel	Off-road cycle route	Markham's Farm to Alphington Rd - Off-road segregated cycle route along A377/Idc Lane	24	28
20	Active Travel	Off-road cycle route	Pynes Hill Business Park / Rydon Lane Retail Park to Countess Wear Roundabout - Off-road segregated cycle route along Rydon Lane / Bridge Road	24	28
27	Active Travel	Off-road cycle route	Old Park Farm to Park Ln - Off-road segregated cycle route	23.6	31
28	Active Travel	Off-road cycle route	Park Ln to B3181 Cumberland Way - Off-road segregated cycle route	23.6	31
50	Bus	Bus Priority	Introduction of bus priority on Bridge Road.	23.6	33
2	Active Travel	Off-road cycle route	Alphington Rd to Exeter City Centre / Water Lane - Off-road segregated cycle route adjacent to Alphington Road	23.3	34

16	Active Travel	Off-road cycle route	Moor Lane roundabout to East Wonford Hill - Off-road segregated cycle route along Honiton Road	23.1	35
21	Active Travel	Off-road cycle route	Topsham Road to Bridge Rd / River Exe - Off-road segregated cycle route adjacent to Topsham Road	23.1	35
25	Active Travel	Off-road cycle route	Rifford Rd to Polstoe Rd - Off-road segregated cycle route along B3181 (East Wonford Hill/Fore Street)	23.1	35
22	Active Travel	Off-road cycle route	Rydon Lane to Newcourt Way - Off-road segregated cycle route along Old Rydon Lane	22.9	38
23	Active Travel	Off-road cycle route	Newcourt Way to Clyst Rd - Off-road segregated cycle route along Old Rydon Lane	22.9	38
49	Bus	Bus Priority	Introduction and extension of existing bus priority on B3212 Pinhoe Road.	22.7	40
51	Bus	Bus Priority	Introduction of bus priority on A377 Alphington Road.	22.5	41
18	Active Travel	Off-road cycle route	Honiton Rd to Pynes Hill Business Park / Rydon Lane Retail Park - Off-road segregated cycle route provided along Rydon Lane	22.5	41
44	Bus	Bus Priority	Introduction of bus priority on Topsham Road / Exeter Road (between Countess Wear Roundabout and Topsham)	22.5	41
54	Bus	Bus Service Provision	Increase bus frequency between Crediton and Exeter Bus Station to every 15-minutes	22.1	44
47	Bus	Bus Priority	Introduction of new and extension of existing bus priority on Honiton Road / Heavitree Road.	21.6	45
14	Active Travel	Off-road cycle route	Exhibition Road to Honiton Rd - Off-road segregated cycle route	21.4	46
10	Active Travel	Off-road cycle route	Markham's Farm to Peamore - off-road segregated shared-use path between Peamore and Markhams Farm dev sites	21.4	46
30	Active Travel	Off-road cycle route	Clyst Honiton - off-road segregated cycle route along Clyst Honiton Bypass connect EDNC and Cranbrook	20.7	48
31	Active Travel	Off-road cycle route	Clyst Honiton to Exeter Airport Business Park - off-road segregated cycle route along B3184	20.7	48
9	Active Travel	Off-road cycle route	Peamore to Marsh Barton - Off-road segregated cycle route via Alphington.	20.5	50
15	Active Travel	Off-road cycle route	Moor Lane roundabout to Whipton Lane - improvements to existing route, creating direct off-road cycle route	20.5	50
45	Bus	Bus Priority	Introduction of bus priority on B3181 Main Road (between Cumberland Way and Broadclyst)	20.5	50
46	Bus	Bus Priority	Introduction and extension of existing bus priority on A3015 Topsham Road (between Countess Wear Roundabout and Western Way).	20.5	50
53	Bus	Bus Priority	Introduction of bus priority on A377 Cowley Bridge Road / Bonhay Road.	20.5	50
13	Active Travel	Off-road cycle route	Whipton Village to Exhibition Way - Off-road segregated cycle route	20.3	55
35	Active Travel	Off-road cycle route	Exeter Science Park to Clyst Valley Trail - improvements and extension of off-road segregated cycle route along Blackhorse Lane	20.3	55
4	Active Travel	Shared-use trail	Boniface Trail - shared use leisure trail	19.6	57
19	Active Travel	Off-road cycle route	Topsham Road to Pynes Hill Business Park - improvements to existing route, creating direct off-road cycle route	18.5	58
17	Active Travel	Off-road cycle route	Honiton Rd to Sandy Park - Improvements to existing off-road ped/cycle facilities	18.3	59
36	Active Travel	New M5 motorway bridge	Clyst Valley Trail to Sowton Industrial Estate - Shared use (ped/cycle) bridge over M5	18.3	59
24	Active Travel	Off-road cycle route	Old Rydon Lane to Clyst Rd - Off-road segregated cycle route using Newcourt Road M5 crossing	17.8	61
29	Active Travel	Off-road cycle route	Park Ln to Tithebarn Way - off-road segregated cycle route along Langaton Lane (potentially segregated via modal filter)	17.2	62
1	Active Travel	Off-road cycle route	New development in Nadderwater to Ide / Markham's Farm - off-road cycle route adjacent to Bailey's Lane	14.1	63
11	Active Travel	Off-road cycle route	Markham's Farm to Alphington Village - provision of off-road cycle facilities and crossing over A30	14.1	63
26	Active Travel	Off-road cycle route	Old Park Farm to Exeter Airport - off-road cycle route utilising Mosshayne Lane	14.1	63
52	Bus	Bus Priority	Extension of existing bus priority on Cowick Street towards Dunsford Road.	13.4	66
3	Active Travel	Off-road cycle route	New development in Nadderwater to Exeter Quayside / City Centre - off-road cycle route through Exwick	13.2	67



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