

To:  
Mid Devon District Council  
Planning Application 13/01616/MOUT  
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**Response submitted from CTC – Ride to Ride representative- Robin Bevis**  
Please treat as an objection.

21/01/2014

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The comments below are in response to the proposed development at Waddeton Park (WP) and the associated transport infrastructure that form part of the draft EUE Masterplan. These comments relate to the opportunities the development could but does not offer. Trips up to 3 miles to and from Tiverton would sustain and significantly increase the use of bicycles as a conventional regular mode of transport for utility purposes, journeys to and from work, as well as for health, recreation, leisure and sport.

Any development of this size in an area such as this, on the east edge of Tiverton, can quite readily accommodate excellent cycle access that will encourage and facilitate a much higher use of the bicycle, notably the 60% of trips that are made by motor vehicle that are under 3 miles. It is national policy that cycling should "not be a bolt-on" and the latest Government White Paper ('Creating Growth, Cutting Carbon. Making Sustainable Transport Happen'—DfT White Paper 2011) attests to this. However, this WP development proposal and its associated highway infrastructure very regrettably fall well short of even this moderate Government approach.

The terrain is good for almost all cycling abilities, particularly with the increasing usage and availability of e-bikes. The routes to and from Tiverton town centre are generally level with limited 'kind' gradients. The draft EUE Masterplan site therefore provides, overall, an attractive opportunity for much higher cycle use levels. Despite this the proposals and plans pay no more than lip service to these opportunities with only a superficial and insufficient mention of cycle facilities. The plans do not even pay a cursory glance at any options for promoting and encouraging a more environmentally sympathetic transport culture.

A key element in this submission is that development proposals run counter and contrary not just to national policy but to very many of the District Council's OWN ADOPTED POLICIES. The 'Local Development Framework -Core Strategy 2026', for example, repeatedly warns of the impact of increased car use on air quality, climate change and congestion (Spatial Portrait 1.24), and the greater health risks of less physical activity and the dangers of increased obesity with a higher than average overweight population in the area (SP 1.28, SP 1.32). These adopted policies, for example, invoke the prerequisite in the Overall Strategy to 'reduce the need to travel by car' as do the Core Policies (COR1 e; COR5 7.21 & 7.22; COR9 2.28). The references are continuous and embedded. The 'Mid Devon Local Plan-Pt 3' (2012) advances concerns over air quality with Tiverton 'already at risk of being designated an Air Quality Management Area' (DM/6 1.26; DM/29 5.80). The proposed development does not adhere to the above. A short piece of traffic calming on an otherwise busy Blundells Road (BR), a 2.5 metre wide short cut into Fairway from WP and a strangely isolated short section of lane for cycle/pedestrian use only along Uplowman Road are simply paltry and inadequate.

The proposals do not indicate that current cycle usage levels have been monitored, surveyed or assessed. Further to that there are no context bound predictions for future use nor any appraisal of what additional facilities and interventions could be provided to encourage switching to more environmentally benign and substantially healthier modes of travel such as regular cycling for the short trips to and from Tiverton. There are no evident proposals to provide safe routes to the new school in WP. There is also no attempt to show a seamless safe access to BR Post Hill junction, where a roundabout, an anathema to cyclists, is proposed.

There are excellent opportunities in this development area to promote an exemplar forward looking transport culture. There is no extra magic formula for providing access to Tiverton town centre by bicycle. As elsewhere the basic criteria are that the route should be continuous, seamless, intuitive and safe. These plans instead resort to failed 20th century motor vehicle based solutions.

The existing highway network links to BR from the several parts of the proposed development and this could provide the core cycle route. BR itself has good sight lines and width for applying high quality cycle infrastructure and traffic calming measures. Despite this there is only a short and over cluttered section proposed through the Blundells School campus that may well serve to increase air quality concerns rather than deflect motor vehicle usage from this route into and out of Tiverton. Access to the large Tesco store is not far away along the town centre section of BR parallel to Great Western Way. The only viable way to reduce the desire and need to use a car to and from the town centre from these proposed developments, as well as to displace car use from BR to the new access on the A361, (which the developers propose will occur as things stand) requires traffic calming along the whole length of BR from Post Hill to the BR roundabout. Additionally some significant new cycle facilities should then be established at that intersection, such as shared use of the existing footbridge. Creating a one way traffic flow exiting the town centre along this part of BR with a protected two way cycle lane (with contraflow) would meet so many of the cycle route criteria noted above.

A viable option to BR would be to resurrect the abandoned, and rejected by DCC, distributor road to the north of Blundells School to create a 3 metre wide shared use cycle/pedestrian way.

In the same way that motor traffic will not be deterred from the direct route along BR without much more traffic calming, cyclists will not be tempted to use existing NCN3 path even if it were suitably upgraded. It's a question of distance, desire lines, and destination. A fully traffic calmed BR would meet the key criteria much more effectively and in turn adhere to the adopted MDDC strategic plans.

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*Submitted by  
CTC -Right to Ride Representative*

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