

Active Travel in Devon

Report of the Head of Planning, Transportation and Environment

1 Background

This report provides an update on the County's active travel plans, namely reporting on progress in delivering the Cycling and Multi-Use Trail Strategy; updates on national policy and funding initiatives relating to walking and cycling¹, and looking ahead to how this might impact on the planning and prioritisation of future infrastructure schemes.

In November 2018, Corporate Infrastructure and Regulatory Services Scrutiny considered a report on the County's walking and cycling strategy, with the following key discussion points highlighted:

- that the LEP funding allocation from the Local Growth Fund had been used;
- for reasons of safety, clear guidance would be needed for users on segregated walk/cycle ways;
- concerns that funding constraints would mean that routes would be delivered at a lower design standard and both Members and Officers agreed that caution was needed; and
- the recent publication of the Government's response to the Cycling and Walking Investment Strategy.

2. Current Strategy Overview

The County Council continues to make progress with delivering cycling and walking improvements in accordance with the Cycling and Multi Use Trail Network Strategy, which was approved by Cabinet in 2015. The strategy includes three core aims, which are to:

- Showcase Exeter, Newton Abbot and Barnstaple as premier cycling towns²
- Invest in Devon's leisure routes and trails, such trails designed to be multi-use trails which are accessible to all.
- Influencing the planning process to enable delivery of cycle aspirations in market and coastal towns.

The County's capital programme comprises Local Transport Plan, developer contributions and external grant funding. A significant proportion of the funding is for

¹ "Walking and cycling" is used extensively in this report; however, the majority of our trails are designed to be 'multi-use'. In this context, the 'walking and cycling' term extends beyond pedestrians and cyclists and includes people with buggies, wheelchairs and mobility scooters, and equestrians (where appropriate).

² These 3 localities were selected as premier cycling towns as they are the largest settlements in Devon that also have significant strategic levels of housing and jobs planned. With the ability to secure sizeable developer contributions, which can be used as match funding, these towns have the greatest opportunity to deliver a step-change in the quality of walking and cycling infrastructure.

forward design to develop schemes to a shovel-ready state so that we can take advantage of funding opportunities. There has been continued progress delivering a range of infrastructure, including two-way segregated cycle paths, shared use paths and low traffic streets.

The strategy sets out some of the financial constraints and the need to ensure our efforts are focused on delivering those routes and improvements, which have a tangible positive impact on people in Devon and offer the best value for money.

3. Latest National Policy and Guidance

In recent years Government policy has strengthened its position on the importance of walking and cycling in positively addressing health and wellbeing, congestion, air quality and climate change.

In April 2017, the Government published its Walking and Cycling Investment Strategy, which aimed to deliver better safety; better mobility and better streets by 2040. Local authorities were encouraged to produce Local Cycling and Walking Infrastructure Plans (LCWIPs) for their localities, setting out a network plan, a prioritised programme of improvements and a report which provides the underlying analysis and local support for the measures. These documents are non-mandatory but authorities with these plans will be best placed for future investment. There is not the resource available to produce a LCWIP for every town in the County.

The July 2018 update of the National Planning Policy Framework includes repeated reference to pursuing the opportunities to promote and improve walking and cycling provision through the Local Plan and planning processes.

In July 2020, the Government announced £2bn funding for cycling and walking and released two key documents, seeking to create “a golden age for cycling” and influencing behaviour change through better quality and safer infrastructure as well as introducing policy changes and funding initiatives to encourage more participation in active travel modes.

Gear Change - A bold vision for cycling and walking

This document commits to building more protected cycle lanes but also covers a wider range of considerations, including proposals for cycle training, improving access to e-bikes, bicycle repair initiatives and strengthening the Highway Code around safety. It also described creating low traffic neighbourhoods, tackling air quality and prioritising areas where it can boost low levels of physical activity and poor mental health.

The document focuses around four themes:

- better streets for cycling and people,
- cycling and walking at the heart of decision-making,
- empowering and encouraging local authorities,
- enabling people to cycle and protecting them when they do.

Local Transport Note 1/20: Cycle Infrastructure Design

Alongside the *Gear Change* document, LTN 1/20 outlines the health, wellbeing, congestion, air quality and climate change impacts of cycling as well as the benefits to local business and the economy. Essentially, it sets out 'how' to deliver the ambition, with tools, methods and new design guidance, setting out minimum standards for cycle infrastructure including cycle lanes, tracks, junctions and crossings.

The five main principles of LTN 1/20 are described below:

- Coherent - people must be able to reach their destinations easily, along routes that connect, are simple to navigate and are of consistent high quality.
- Direct - routes should provide the shortest and fastest way of travelling from place to place.
- Safe - routes must be safe and must also be perceived to be safe.
- Comfortable - routes should be good quality, well-maintained, smooth, have minimal stopping-starting and avoid steep gradients.
- Attractive - environment should be attractive, stimulating and free from litter.

There are a further 22 principles described (see pages 9-14 of the document³), and it states that "*inclusive design and accessibility should run through all of the principles*". Importantly, it also includes the principle "*As important as building a route itself is maintaining it properly afterwards*" therefore we must ensure provisions are in place for maintenance of the whole life of the asset.

One of the most useful tools it offers is a method for determining what sort of infrastructure may be appropriate for different localities, as summarised in Table 1:

Speed limit (mph)	Motor Traffic Flow (pcu/day)	Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation	Cycle Lane	Mixed Traffic
20	0-2000	SFMP	SFMP	SFMP	SFMP	SFMP
20	2000-4000	SFMP	SFMP	SFMP	SFMP	ESPU
20	4000-6000+	SFMP	SFMP	SFMP	ESPU	EMPU
30	0-2000	SFMP	SFMP	SFMP	ESPU	ESPU
30	2000-4000	SFMP	SFMP	SFMP	ESPU	EMPU
30	4000-6000+	SFMP	SFMP	SFMP	EMPU	EMPU
40	Any	SFMP	ESPU	ESPU	EMPU	EMPU
50+	Any	SFMP	EMPU	EMPU	EMPU	EMPU

Table 1: Appropriate protection from motor traffic on highways, based on Figure 4.1 of LTN 1/20. SFMP = Suitable for most people; ESPU = Excludes some potential users; EMPU = Excludes most potential users.

The new guidance is very helpful in guiding our future scheme design and there are some examples in the County where we have already adopted this high-quality infrastructure; however, it requires generous amounts of land and is costly to deliver.

³ LTN 1/20 report

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Some of our towns with historic road layouts do not have the land available to create segregated, protected paths. Much of the guidance appears to work well in metropolitan areas but we may wish to consider whether delivering protected cycle routes with segregation of pedestrians and cyclists is necessarily the most cost effective, appropriate solution, particularly if likely daily usage of both pedestrians / cyclists are going to be low.

In some cases, shared use paths might still be the best option – LTN 1/20 states *"Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb"*.

It will therefore be the local authority's role to interpret the guidance, considering a wide range of factors and constraints (e.g. land acquisition, affordability, predicted numbers of users etc). A useful starting point for all schemes will be to consider if the infrastructure meets the 5 key principles of being coherent, direct, safe, comfortable and attractive.

The first allocation of the £2bn was the £250m Emergency Active Travel Fund. Devon County Council secured £338,000 in the 1st tranche, primarily for pop-up, temporary measures focused on providing alternatives to public transport in urban areas and £1.283m for the 2nd tranche. These were allocated on a formula basis similar to tranche 1, with stricter guidance and criteria for the 2nd tranche, which were targeted at permanent measures and preferably delivering the level of ambition set out in the *Gear Change* and LTN 1/20 publications.

Other Considerations – legal status of infrastructure and maintenance implications

The establishment of routes is a complex legal business which must take into account the legal definition of the infrastructure and landowner agreements, with design and associated maintenance implications. Further guidance of these considerations is included in the Cycling England *Legal Procedures* document⁴. Section 3 of that report explains the legal definitions of paths and rights of way, which have different rules for use by pedestrians, cyclists and people on horseback. In the planning of our infrastructure, decisions on route definition, land acquisition (for off-road routes) and ongoing maintenance costs need to be weighed up against the anticipated benefits of the route.

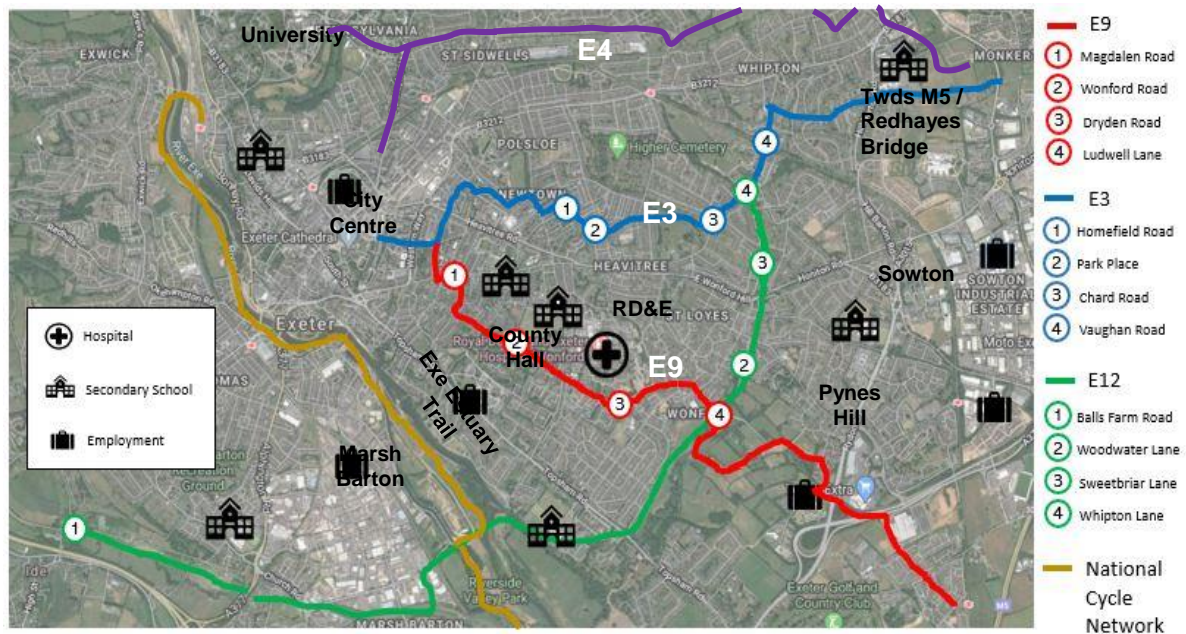
4. Progress Since 2018

The County Council has continued to deliver cycling and walking projects, which are consistent with the approach set out in the approved Cycling and Multi Use Trail Network Strategy.

⁴ Cycle Schemes and Legal Procedures (Cycling England)
https://ciltuk.org.uk/Portals/0/Documents/The%20Hub/infrastructure/Cycle_Schemes_and_Legal_Procedures.pdf

Urban Routes

Exeter

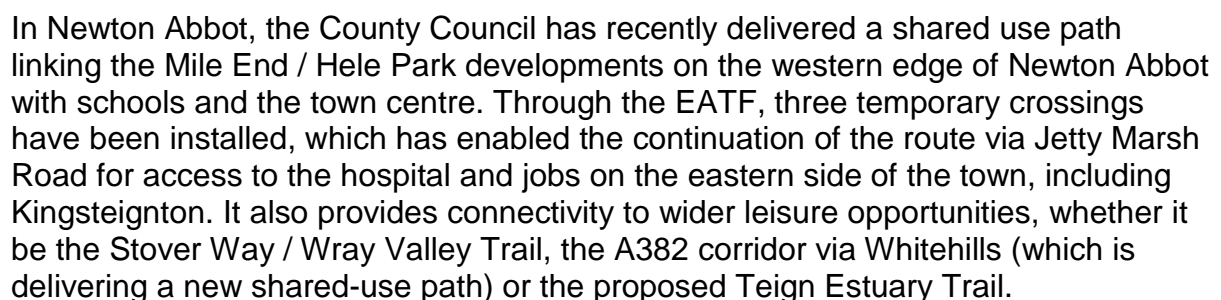


Significant progress has been made with the E3, E4 and E9 strategic cycle routes. During 2020, the latest section of the high quality, largely segregated E4 route connecting the Redhayes bridge over the M5 with the city centre was delivered. This now means that over a 4km route between the edge of city and centre, cyclists only need to stop to cross 4 roads (2 x toucan crossings and 2 x lightly trafficked, minor roads). The route is characterised by side road priority crossings for cyclists, with cars needing to give way. Much of this route is in line with the latest LTN design guidance; however, the downside is that the cost per km is extremely high at approximately £1m per km. This has been funded by a combination of government grants and developer contributions.

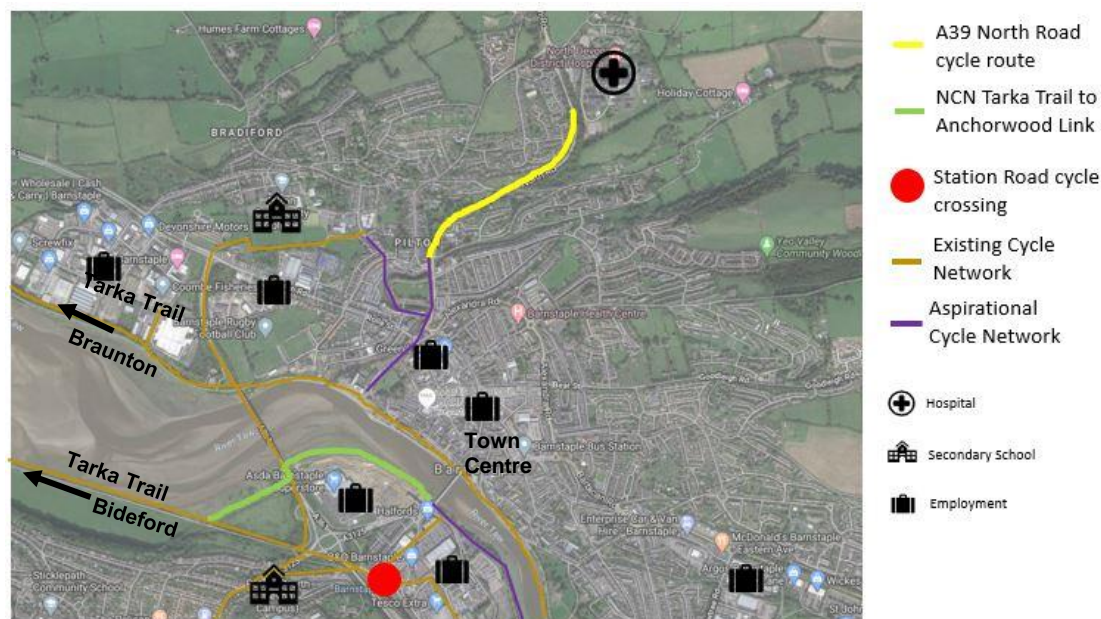


While the E4 route seeks to provide a fast, direct route from the edge of the city to the University and City Centre, the E3 and E9 routes take a different approach, using the Emergency Active Travel Funds (EATF) to create pop-up road closures (modal filters). These routes also provide connections from the eastern edge of the city to the city centre but pick up different neighbourhoods, the hospital, County Hall and Business Parks. The modal filters help create low traffic neighbourhoods, with through routes available for pedestrians, cyclists and public transport but with traffic needing to use the main radial and orbital routes. In comparison to the E4 route which provides full protection to cyclists, the cost of modal filters can be as low as £25,000 to permanently install a feature, with significantly lower ongoing maintenance costs. EATF tranche 2 funding is being used to make several of the temporary modal filters permanent on the back of positive support for the measures.

Newton Abbot



Barnstaple



In Barnstaple, the County Council delivered the A39 Roundswell pedestrian / cycle bridge (2017), which created a safe, segregated crossing of the A39 between employment land south of the link road and the Roundswell Business Park. The onward cycle links towards the town centre will include a new crossing of the A361 and improved connections to Station. As the A39/A361 link road forms a major barrier for short distance trips to be made on foot or by cycle, the North Devon Link Road project will be delivering two new segregated pedestrian and cycle crossings, linking the communities of Landkey and Bishops Tawton with the town.

Within the town itself, the EATF tranche 1 funds delivered extended pedestrianisation of the town centre and tranche 2 monies will be used to create a new parallel 'Tiger' crossing on Station Road to improve safety for pedestrians and cyclists crossing a busy commercial estate and with strong linkages between Barnstaple Rail Station and the town centre. The EATF funding will also complete a link between the Tarka Trail and the Anchorwood strategic housing allocation and retail development site to join with the A3125 Longbridge in the heart of the town. As well as providing an additional cycle connection to the Tarka Trail itself, this scheme will enhance the town's existing cycling network and provide improved cycling links for travel between retail, employment, education and leisure sites across the town.

Rural Strategic Trails

The approach with our rural strategic trails is to complete the missing links in our network so that we have coherent end-to-end routes, connecting our major market towns with attractive, preferably level trails that are accessible for all.

Following the completion of the Exe Estuary Trail, in December 2019 the 11km Wray Valley Trail between Moretonhampstead and Bovey Tracey was completed. In combination with the Stover Trail the route extends a further 8km to Newton Abbot

and connects sizeable communities to a high-quality trail with access to Parke and Stover Country Parks.

Over the next two years, the County Council has committed to progressing the following strategic leisure trail projects:

- Complete construction of the Seaton to Colyford Multiuse Trail
- Complete Pegasus Way Bridleway\Multiuse Trail between Okehampton and Cookworthy Forest.
- Continue land acquisition and deliver missing sections of the Ruby Way between Hatherleigh and Holsworthy.
- Continue to progress design and land assembly to fill the gaps missing on the Tarka Trail in North Devon between Knowle & Willingcott and in West Devon between Meeth and Hatherleigh.
- Feasibility Design of the Drakes Trail between Yelverton & Roborough
- Consultation and Planning Application on the Teign Estuary Trail between Newton Abbot and Teignmouth

The section between Seaton and Colyford would, in combination with quiet lanes enable access between Axminster and the coast. When the Tarka Trail and Pegasus and Ruby Way projects are completed, it will mean that people living in the major West Devon, North Devon and Torridge market towns of Okehampton, Hatherleigh, Holsworthy, Torrington, Bideford, Barnstaple and Ilfracombe will have access to a variety of attractive multi-use trail options, including the Coast to Coast route between Plymouth and the North Devon coast.

Unfortunately, the cost and protracted land negotiations on many of these routes means that progress is slow, which delays progress with our other aspirational rural strategic trails (see Appendix 1). In the case of the final section of the Wray Valley Trail, we took a decision to use a combination of quiet lanes and lower cost surfacing to deliver a cost-effective route. This has enabled us to allocate funds to progress the next rural trail projects.

Appendix 2 compares the daily volumes of cyclists on the different County trails. Generally, this shows that the higher volumes are recorded on sections, which have sizeable population catchments with easy access to the route and offer impressive scenery (i.e. coastal / riverside views) and reasonably level topography. These ingredients appear to attract the widest range of users, including families, less experienced cyclists, people with disabilities and older people.

Market and Coastal Towns

The EATF funding provided a limited amount of funding to trial pop-up road closures (see Appendix 3) in a selection of towns. The County Council received over 100 suggestions which were sifted and prioritised against the DfT's criteria. A further £50,000 was made available through tranche 2 to support extension of these existing trials and/or make the measures permanent. This database of suggestions provides a useful record of locally supported interventions for future plans.

Local Transport Plan funding has also been identified to support new and improved crossing facilities in Axminster, Tiverton, Crediton and Newton St Cyres.

5. Financial Context

Between 2015 and 2020, the County Council has spent over £20m on cycle infrastructure, as detailed in the table below.

AREA	2015/16	2016/17	2017/18	2018/19	2019/20	TOTAL
Exeter	£71K	£229K	£2,080K	£1,235	£1,584K	£5,199K
Barnstaple	£105K	£648K	£1,691K	£27K	£9K	£2,480K
Newton Abbot	£551K	£136K	£357K	£881K	£469K	£2,394K
NA to Torbay	£60K	£616K	£117K	£0K	£16K	£809K
Teign Estuary Trail	£358K	£1,332K	£307K	£86K	£210K	£2,293K
Drake's Trail / Granite Way	£374K	£36K	£28K	£80K	£1K	£519K
Wray Valley / Stover Way	£789K	£1,013K	£481K	£473K	£590K	£3,346K
Ruby Way / Pegasus Way	£139K	£119K	£134K	£127K	£103K	£622K
Stop Line Way	£399K	£62K	£107K	£6K	£11K	£585K
Sidmouth – Feniton	£171K	£102K	£4K	£0K	£14K	£291K
Exe Estuary	£348K	£277K	£114K	£124K	£23K	£886K
Tarka Trail	£147K	£153K	£111K	£63K	£169K	£643K
M&CT / Misc / cycle parking	£197K	£94K	£152K	£123K	£272K	£838K
TOTAL	£3,709K	£4,817K	£5,683K	£3,225K	£3,471K	£20,905K

Such significant investment has been made possible through external grant funding and developer contributions to top up the core Local Transport Plan budget⁵. In recent years there has been no grant funding specifically aimed at walking and cycling, with grants instead generally targeted at schemes that unlock or deliver

⁵ Annual budget of approx. £3.6m, which is for all capital transport including walking and cycling, public transport and highway improvements

housing and jobs. Examples include the National Productivity Investment Fund (NPIF), Growth and Housing Fund, Growth Deal and Housing Infrastructure Fund. The sizeable sums in the major urban areas of Exeter, Barnstaple and Newton Abbot have benefitted from such grant funding as they have been able to match fund the grant funding with developer contributions.

The last grant funding available to support our rural leisure trails was in 2015 through the Coastal Communities Fund and DfT's National Parks Cycle Ambition Fund, which helped complete the Exe Estuary Trail to Dawlish and deliver over £7m of infrastructure improving access to Dartmoor National Park (supporting the Wray Valley Trail, Drake's Trail and Coast to Coast routes). Without developer contributions or external grant funding, we are reliant on using our limited Local Transport Plan funds and progress is therefore slow, particularly as many schemes are held up through protracted land negotiations. That said, this financial year the County Council allocated £1.473m of its £4.624m Local Transport Plan budget towards walking and cycling improvements across the County. At 32% of the core capital budget, this compares with the United Nations recommendations for 20% of budgets to be spent on safe walking and cycling.

6. Looking Ahead

Increasing walking and cycling levels has growing importance in tackling physical inactivity and encouraging individuals and households to rely less on their cars for short distance journeys, which can reduce their carbon footprint.

The Government's announcement of £2bn for walking and supporting publications to improve the quality and safety of infrastructure for pedestrians and cyclists are welcome; however, early experience suggests that funding is still being targeted at larger urban areas, with the high-spec design guidance also more applicable in larger urban centres. This all has implications for the future planning and prioritisation of our walking and cycling improvements, with potential for our aspirational rural leisure trails (costing in excess of £30m) to take decades to deliver. The table below captures some of the impacts of the national policy changes and potential responses, which can be incorporated into a refresh of the Cycling and Multi Use Trail Network Strategy.

Impact of LTN 1/20 and Gear Change: a bold vision publications	DCC Response
Lack of experience in designing to new minimum standards	<ul style="list-style-type: none"> - Ensure design and highways development management teams are using LTN 1/20 in their working practices - Share learning from examples delivered in the County, which are compliant, e.g. E4 cycle route

Higher spec design standards could equate to rising costs of cycling and walking infrastructure impacting on affordability of schemes	<ul style="list-style-type: none"> - Determine appropriate infrastructure in the local setting using LTN 1/20 table 4.1 which considers speed limit, traffic volume and different types of protection. - For rural schemes, consider classifying routes or even parts of routes as being i) flat, mainly segregated, good quality surface suitable for all people; ii) some on road and/or modest uphill sections therefore suitable for most people, including all terrain pushchairs and trampers - Consider whole life asset maintenance costs
Increasing demand from market and coastal towns for more urban walking and cycling improvements	<ul style="list-style-type: none"> - Produce LCWIP for Exeter (near completion) - Produce LCWIP 'lite' for Newton Abbot (in progress) - Use 'lite' version as a template for other market towns to develop their own plans - Encourage consideration of low-cost infrastructure, i.e. modal filters or school streets to create low traffic neighbourhoods - Use DfT Rapid Cycleway Prioritisation and Propensity to Cycle tools - Continue to incorporate plans in Local Plan infrastructure plans in order to secure developer contributions
Related to the above, a growing list of unfinished rural leisure trails	<ul style="list-style-type: none"> - Prioritise routes based on meeting the LTN 1/20 principles of i) coherence; ii) directness; iii) safety; iv) comfort and v) attractiveness. - Depending on scoring of above, consider lower specification treatments or more on-road section and classify route according to being i) suitable for all people; ii) suitable for most people (as per categories suggested above).

7. Conclusions

The County Council has a strong track record in delivering walking and cycling infrastructure, with over £20m invested in a range of urban and rural leisure schemes all across the County over the past 5 years.

Government policy is changing and there is a drive to raise the ambition for increasing active travel in the interests of health, the environment and the economy. The key principles set out in LTN 1/20 offer an opportunity to better plan routes but also challenge the value and cost effectiveness of delivering schemes where the population catchment, topography, scenery or constraints of the route make it appealing only to a limited number of users. Surveys of some of our cycling and multi-use trail network have shown that some rural routes are not well used and we should learn from the factors contributing to this so that we spend our limited funds on the right schemes with the right ingredients to maximise its use and thereby justify the investment.

While we remain hopeful that further Government funding will be allocated to local authorities to enable us to fulfil our potential for boosting cycling and walking, there remains a long list of rural leisure schemes and we need to find smarter, more cost effective ways of making progress with these and using the tools in LTN 1/20 to determine what type of infrastructure may be needed, looking at the end-to-end experience for pedestrians and cyclists.

For towns and villages with aspirations to boost walking and cycling, the planning process and developer contributions will be integral to their future delivery. The County Council will continue to work with local planning authorities to ensure that routes and infrastructure are included in future Infrastructure Delivery Plans, linked to the Local Plan process. Experience from the LCWIP 'lite 'process in Newton Abbot may also assist localities develop their own plans.

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Electoral Divisions: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

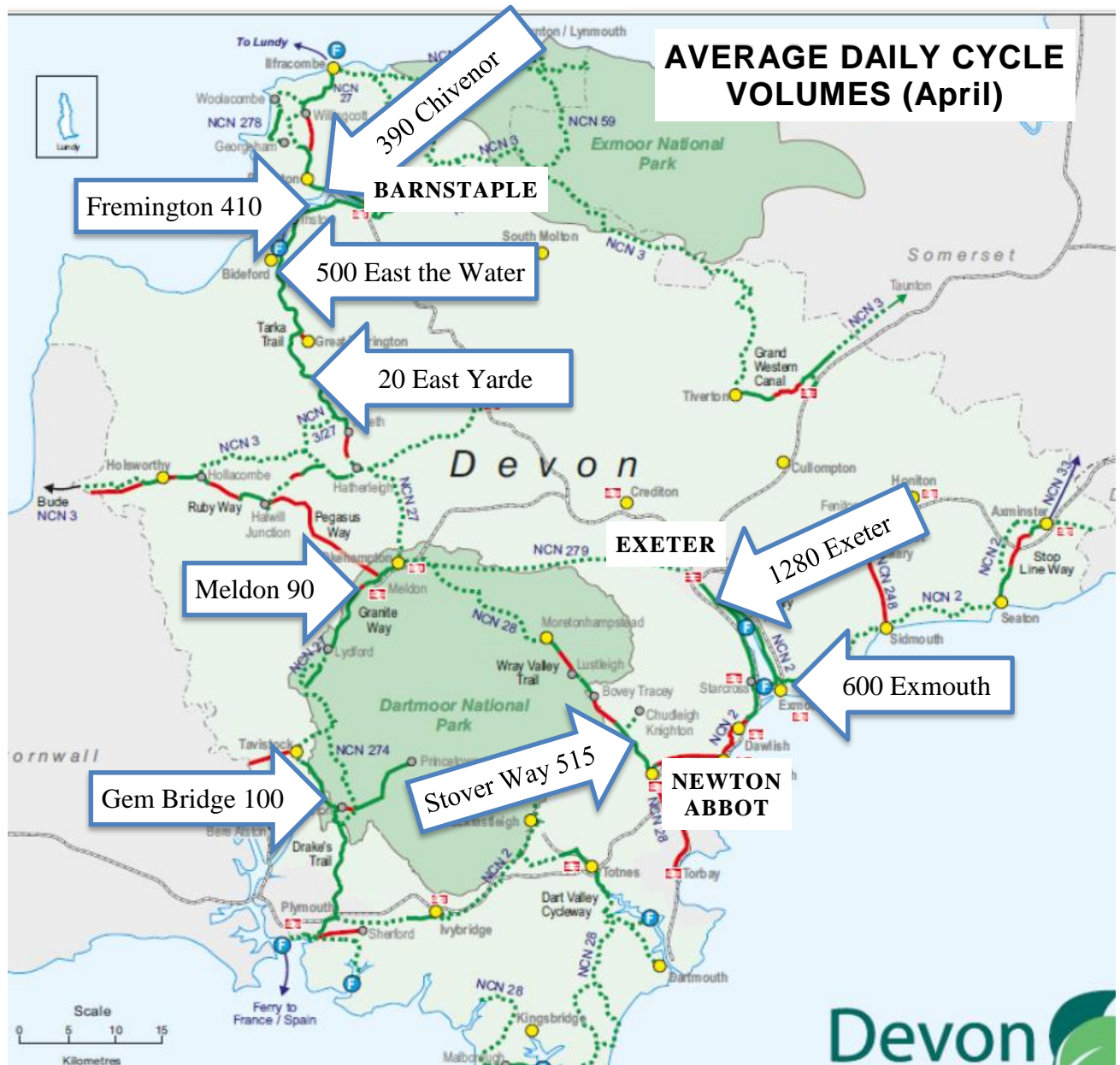
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**Appendix 1 to PTE/21/3: Aspirational list of Rural Strategic Cycle Routes
(italicised schemes not currently in Transport Infrastructure Plan)**

1. Ruby Way: Bude to Hatherleigh
2. Pegasus Way: Okehampton to Halwill
3. Kenwith Trail: Bideford to Westward Ho!
4. Tarka Trail i) Knowle to Willingcott
5. Tarka Trail ii) Hatherleigh to Meeth
6. Tiverton to Tiverton Parkway
7. Boniface Trail: Crediton to Exeter
8. Feniton to Sidmouth
9. Stop Line Way: Seaton to Axminster
10. Teign Estuary i) Dawlish to Teignmouth (design in progress)
11. Teign Estuary ii) Teignmouth to Newton Abbot (design in progress)
12. Sherford to Langage
13. Tavistock to Plymouth: Roborough to Yelverton
14. Tavistock to Bere Alston
15. Clyst Valley Trail: Killerton to Clyst St Mary to Exe Estuary Trail
16. *Tavistock to Trails Centre*
17. *Totnes to Littlehempston to Newton Abbot*
18. *Exe Valley Trail: Tiverton to Exeter*
19. *Totnes to Stoke Gabriel (ultimately Torbay)*
20. *Braunton to Saunton*
21. *Uffculme and Willand*
22. *Primrose Trail: South Brent to Kingsbridge*
23. *Wray Valley Trail extension: Moretonhampstead to Chagford*
24. *Ivybridge connections*
25. *Cycle links from Exeter to outlying villages:
Clyst St Mary, Clyst St George, Woodbury, Longdown, Shillingford, Starcross,
Kenton, Exminster, Kennford, Whitestone, Ide*

**Italicised schemes indicate local aspirations for this trail from the community but are not formally included in County Council infrastructure plans.*

Appendix 2 to PTE/21/3: Daily Cycle Volumes on Strategic Leisure Trails



Location	Average Daily Cycle Volumes (April)
Chivenor	390
East the Water	500
East Yarde	20
Exeter	1280
Exmouth	600
Fremington	410
Gem Bridge	100
Meldon	90
Stover Way	515

Appendix 3 to PTE/21/3: Tranche 1 Emergency Active Travel Fund Market Town Allocations

Reference	Scheme Name	District	Town	Description	Amount
EATF1	Lower Fore Street one way	East Devon	Beer	Installation of one-way scheme to allow active travel	£3,000
EATF3	Reallocation of road space	Teignbridge	Bovey Tracey	Reallocation of road space to allow active travel	£1,500
EATF5	Sidmouth town measures	East Devon	Sidmouth	Vehicle prohibition and parking suspension	£3,850
EATF7	Road closure & parking removal	North & Torridge	Holsworthy	Vehicle prohibition and parking suspension	£2,250
EATF10	New signage in Ivybridge and cycle route diversion	South Hams	Ivybridge	Cycle route signing and diversion	£2,000
EATF12	Road closure on Saturday mornings	South Hams	Totnes	Road closure to allow reallocation of road space for social distancing	£5,500
EATF13	Improvements for pedestrians and cyclists in Dawlish	Teignbridge	Dawlish	Cycle parking and reallocation of road space	£2,000

Reference	Scheme Name	District	Town	Description	Amount
EATF14	Road closure at Wellington Street and Regent Street	Teignbridge	Teignmouth	Reallocation of road space to allow active travel	£2,000
EATF15	Cycle parking	Teignbridge	Across district		£5,000
EATF16	Ide / Cowick modal filter	Teignbridge / Exeter	Ide / Cowick	Modal filter at Balls Farm Road	£5,000
EATF17	Town Centre reallocation of road space	West Devon	Tavistock	Cycle parking and reallocation of road space	£2,000