

## M5 Junction 28 and Town Centre Relief Road submission of Strategic Outline Case

### Report of the Director of Climate Change, Environment and Transport

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Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

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#### **1) Recommendation**

That the Cabinet be asked to:

- (a) agree that the M5 Junction 28 and Town Centre Relief Road scheme shown in Appendix 1 is endorsed as the preferred option for inclusion in the Strategic Outline Case submission to the Department for Transport (DfT);
- (b) support the submission of the Strategic Outline Case for the M5 Junction 28 and Town Centre Relief Road scheme to the Department for Transport (DfT), with any changes agreed by the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Climate Change, Environment and Transport and Local Member for Cullompton and Bradninch.

#### **2) Background**

Congestion occurs regularly in and around Cullompton with queues extending outbound (from the M5) in the morning and inbound (towards the town) in the evening along the length of Station Road between the High Street and M5 Junction 28. Queuing on the northbound motorway off-slip (traffic heading towards Cullompton from Exeter) occurs regularly in the evening peak, with the back of the queue sometimes reaching the M5 mainline, which presents a serious safety concern.

Cullompton High Street is also dominated by vehicles, which impacts on bus journey time reliability and the pollution from congestion has led to the majority of the town being designated as an Air Quality Management Area (AQMA). This, along with narrow pavements leads to an unattractive environment for pedestrians and cyclists.

The adopted Mid Devon Local Plan proposes significant growth of homes and jobs in the Cullompton area, including Culm Garden Village, which will require improvements to the transport infrastructure to mitigate any impacts of development and support more sustainable travel behaviour among existing and future residents. Without a significant transport intervention, there is a risk that this housing cannot come forward.

The first stage of mitigation is the Cullompton Town Centre Relief Road, which aims to provide an alternative route bypassing the town. This will create opportunities to remove significant volumes of queued traffic and create a more attractive, cleaner and vibrant town centre with improved reliability for buses. Mid Devon District Council (MDDC) put in bids to the Government's Levelling Up Fund tranches 1 and 2 to secure the balance of funding to deliver the Relief Road, but were unfortunately unsuccessful. Both DCC and MDDC remain fully committed to delivering the Relief Road, which was granted planning permission in 2021, and are exploring alternative funding sources to deliver it. The Relief Road scheme has been included with the M5 Junction 28 improvements as part of the Large Local Majors funding ask to the Department for Transport. This will provide the required improvements to accommodate the traffic generated by proposed developments within the town and wider area.

The second stage of mitigation is junction improvements to M5 Junction 28, for which a number of options have been considered and assessed against the following scheme objectives:

- Support efficient and safer operation of the Strategic Road Network (SRN)<sup>1</sup>,
- Support efficient and safer operation of the local transport network,
- Support the opportunity for existing and new residents to make sustainable travel choices,
- Minimise negative, environmental impacts including carbon, water, and other environmental impacts,
- Support delivery of the development within the adopted Local Plan and longer-term proposals at the Culm Garden Village.

The Government's recent Network North announcement, which proposed reallocating HS2 funds to other schemes across the country, identifies M5 Junction 28 as a potential scheme. Although it is encouraging to be on the Government's pipeline of transport schemes to draw down such funding, the scheme is still subject to the Business Case approval stages. DCC has been working closely with MDDC to identify options to improve M5 Junction 28 and draft the Strategic Outline Case (SOC) with funding from Homes England. The SOC has been finalised and is ready for submission to the Department for Transport (DfT), which if successful would enable the draw down of further funding to develop the scheme and progress an Outline Business Case (OBC) through the Large Local Majors Fund process. The SOC submission will be published online at DCC's Transport Planning webpages ([Transport planning - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/transport-planning)) once it has been submitted to the DfT.

### **3) Proposal**

Following an extensive 'option assessment' process of sifting numerous potential schemes, against the scheme objectives, the preferred scheme proposes a new motorway junction to the south of the existing M5 Junction 28. The new junction, as shown in Appendix 1, would be additional to the existing all-movements junction and would include south facing slip roads only enabling traffic access to or from the M5 motorway via a southbound on slip

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<sup>1</sup> Note that the Strategic Road Network relates to roads operated and maintained by National Highways and in this context refers to the M5 motorway.

(towards Exeter) and northbound off slip (from Exeter). Access to and from the north of the M5 would be via the existing motorway junction. The new junction would consist of a single bridge across the railway and M5 and can only provide south facing slip roads due to its proximity to the existing M5 Junction 28 and the associated constraints. As more traffic travels between Cullompton and Exeter, there is a strong case for a junction to the south, and it also links well with planned growth at Culm Garden Village to the east of the motorway.

The scheme would also provide a connection to the proposed Cullompton Town Centre Relief Road, unchanged from the 2021 planning-approved design.

This preferred option meets all of the project objectives, is considered the most deliverable by the project team and key stakeholders, and had strongest support from the public engagement sessions as detailed in section 5 of this report. The reasons for rejecting the alternative scheme options is included in Appendix 2.

A full economic appraisal of the scheme has been carried out in line with the SOC requirements. This takes account of journey time benefits resulting from less congestion as well as environmental impacts such as noise and air quality. It also considers accident changes as well as physical activity benefits from the inclusion of the walking and cycling routes. With the scheme also providing land value uplift from unlocking development, the scheme will provide High Value for Money.

In addition to the highway capacity gains benefitting both the local and strategic road network, active travel infrastructure is to be provided utilising the existing M5 Junction 28 to improve access to the planned railway station being developed by MDDC and the new motorway junction and crossing. On the new motorway crossing, this will consist of an active travel path running alongside the carriageway and new access road to the Culm Garden Village. Furthermore, bus priority will be provided on the local road network and reduced traffic in the town centre will improve reliability of services between Tiverton, Cullompton and Exeter.

The Town Centre Relief Road will connect Duke Street in the south to Station Road in the north, with a fourth arm added to the Millennium Way roundabout. The route will pass through the public open space and sports pitches, staying close to the railway line to avoid additional disruption to the Cullompton Community Association (CCA) fields. As per the original plans, the cricket club will be relocated to the east of the M5, with reconfiguration of the bowling club and football club pitches within the existing area. All of the sports clubs are in agreement with these proposals.

This scheme also includes upgrades to the walking and cycling routes through the CCA fields and additional links along Meadow Lane to the Community College, increasing the attractiveness of walking and cycling in the town.

The M5 Junction 28 and Relief Road improvements would allow the full build out of all Local Plan development allocated within the town as well as additional growth of the Culm Garden Village to 5,000 houses.

The submission of the Strategic Outline Case is the first of three stages in the Large Local Majors Fund Business Case process. If approved by the DfT, funding will be granted to allow the preparation of an Outline Business Case which will enable further development of the design and, subject to further approvals, additional funding to deliver the Full Business Case. It is only when this third stage is completed that funding is released to construct the scheme.

#### **4) Options**

A total of 25 improvement options have been considered, with detailed technical work carried out on each of these. Each of the options assessed has challenges in terms of delivery due to constraints which include the close proximity of the railway, M5 and floodplain. Throughout the options sifting process, there has been engagement with National Highways, Network Rail and the Environment Agency.

The long list of options was initially assessed against the objectives set out in section 2 of this report and any options which did not meet these were rejected. Additional work was then carried out on the remaining options which considered:

- Changes to journey times
- Potential environmental impacts
- Potential social impacts
- Financial impacts
- Deliverability and construction impacts
- Key risks
- Stakeholder opinions from National Highways, Network Rail and the Environment Agency.

Through this extensive options sifting process, the preferred option was identified.

The full range of options considered, along with the reasons for their exclusion can be found in Appendix 2.

A 'do nothing' option is not appropriate as this would not meet the objectives outlined above. By not resolving the existing transport issues in the town, this would prevent the full Local Plan development in Cullompton from coming forward.

#### **5) Consultations**

Public engagement on the scheme proposals was held between 13 December 2023 and 5 February 2024. A survey was hosted online on Devon County Council's 'Have Your Say' pages with paper copies available on request. This was complemented by two community drop-in sessions hosted in Cullompton. The first drop-in session was held on Monday 8 January at Cullompton Community Centre between 15:30 and 19:00, and was attended by approximately 120 people. The second drop-in event was held in The Hayridge Centre (Cullompton Library) on Wednesday 10 January 2024 between 12:00 and 16:00, and was attended by approximately 80 people.

The public engagement was promoted via:

- A press release with subsequent publicity
- Devon County Council's social media channels
- Local Member's newsletter delivered to all residents.

### **Headline results**

868 responses were received from members of the public and a further 16 from local organisations.

Overall:

- 92% (815 of a total of 884) support the need for a town centre relief road
- 95% (838 of a total of 884) support the need for improvements to M5 Junction 28
- 79% (698 of a total of 884) support the proposed option for junction improvements.

In addition to the levels of support for the need for intervention and the proposed option, written comments were received from 544 respondents. A summary of the most common themes is as follows:

- 167 respondents stated that delivery of the scheme is much needed, with a further 83 specifying that the relief road element is much needed
- 132 comments detailed the extent of current levels of congestion and increased peak hour journey times between the High Street and the M5
- 86 respondents stated that the current situation is dangerous due to queuing on the motorway mainline
- Concern as to the timescale of delivery of the scheme was raised by 81 respondents
- 47 respondents feel that there should be no more development allowed prior to the opening of the scheme, with a further 15 indicating they feel there should be no more development in the area regardless of improvements
- 46 respondents feel that delivery of the scheme will have significant benefits for the High Street and the local economy
- 38 respondents indicated that parking or loading in the High Street is a cause of congestion and should be restricted to outside of peak times only, with suitable enforcement.

The Cabinet Member and Local Member have been engaged throughout and initial key stakeholder meetings have taken place with National Highways, Network Rail and the Environment Agency to help with the scheme option selection process. Throughout the scheme development, there has been a strong partnership approach with MDDC officers and the wider Culm Garden Village Delivery Board have been kept informed of the business case approval process being followed.

## **6) Strategic Plan**

The scheme is well aligned with a range of the Strategic Plan priorities by improving the highway network enabling better access to jobs, growth ambitions to be met and enhancing sustainable transport options in the area. The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

<b>Strategic Plan Priority</b>	<b>Strategic Plan Action</b>	<b>Alignment</b>
<b>Support sustainable economic recovery</b>	Secure investment in transport infrastructure	+3 (Large positive)
	Maintain and, where necessary, improve our highway network and improve sustainable transport options	+2 (Moderate positive)
<b>Improve health and wellbeing</b>	Give people greater opportunities for walking and cycling to increase their physical activity	+2 (Moderate positive)
<b>Help communities to be safe, connected and resilient</b>	Enable a range of transport options, including public transport	+2 (Moderate positive)

## **7) Financial Considerations**

Funding for the development of the Strategic Outline Case was secured by MDDC from Homes England. If the SOC is successful, the estimated cost of developing the Outline Business Case is £2.25m. The DfT will fund the development of the OBC so no additional funding from Devon County Council is anticipated for the scheme development.

The total scheme cost for the combined Town Centre Relief Road and M5 Junction 28 is currently estimated to be £195m although this is a high level estimate at this stage of the process. If the business case stages are supported, the scheme will be funded mainly from the DfT but developer contributions will also be sought through the planning process to provide match funding. This is typically a requirement of any grant funding. More details will be included in the next stage of the Business Case.

## **8) Legal Considerations**

There are no specific legal considerations at this stage. They will be considered in future reports as the design progresses.

## **9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)**

An Environmental Appraisal has been undertaken to identify sensitive environmental features which may act as constraints on the scheme. The Environmental Appraisal was undertaken using a desktop study and identified the following potential constraints and impacts:

- **Noise**

Adjacent receptors may be subject to adverse noise disturbances as a result of the construction and operation. Mitigation measures will be in place during construction. In operation some beneficial effects may be seen due to reduced congestion, however

receptors currently adjacent to undeveloped land will experience increased noise levels. The impacts of this will be assessed in more detail at the next stage of the process and appropriate mitigation will be provided where required.

- **Air quality**

Adverse air quality impacts could occur due to construction activities and traffic management, however, these would be temporary. After construction, beneficial effects may occur through the relief of traffic congestion in the town. The impacts of this will be assessed in more detail at the next stage of the process and appropriate mitigation will be provided where required.

- **Biodiversity**

Ancient woodland, habitats and protected notable species may be adversely affected by changes in traffic flow. Further assessment and surveys will be carried out during future stages of the scheme development.

- **Water environment**

Land affected by the scheme is predominantly located within Flood Zone 3 meaning there is greater than 1% chance of flooding from rivers in a year. Further changes to the landscape, including increased hardstanding may result in changes to surface water runoff causing pollution to enter watercourses. Further assessment and continued engagement with the Environment Agency will take place at future stages of the scheme development.

The M5 Junction 28 scheme will be subject to an Environmental Impact Assessment to support the planning application and identify appropriate mitigation where required.

## **10) Equality Considerations**

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme / proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at [M5 Junction 28 and Cullompton Town Centre Relief Road - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/m5-junction-28-and-cullompton-town-centre-relief-road-impact-assessment).

Members will need to consider the Impact Assessment for the purposes of this item / meeting.

The impact assessment for this scheme notes that no age group, ethnic group, gender or sexual orientation will be particularly negatively impacted by this scheme. The scheme will improve the highway network for all users, with improved safety and health benefits due to the expected reduction in Town Centre traffic and congestion creating a better walking, wheeling and cycling environment and improved public transport connectivity.

## **11) Risk Management Considerations**

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

A detailed risk register has been developed for the scheme and will be submitted as part of the SOC. These will be kept under review as the design of the scheme progresses and appropriately mitigated. The biggest risks to the project currently are:

- Land ownership issues delaying the project. Early engagement with affected landowners will commence on approval of the SOC. Initial discussions with landowners affected by the Relief Road have already taken place.
- Environmental constraints. Initial desktop studies have taken place and detailed surveys will be carried out as part of the OBC work.
- Planning. A planning application for the M5 Junction 28 scheme will be required.
- Lack of funding for scheme development or construction. Risk and contingency has been included in the funding profiles for the development of the Business Cases and construction costs.

## **12) Summary**

The recent Network North announcement makes specific reference to the M5 Junction 28 as a potential scheme to benefit from reallocated HS2 funding, which is encouraging; however, it is still subject to the Business Case approval stages. A significant amount of work has been carried out to assess 25 different scheme options against the scheme objectives and through engagement sessions with the public and key stakeholders, there is strong support for the Town Centre Relief Road and the preferred scheme for M5 Junction 28. On this basis, it is recommended that the preferred scheme is supported with a Strategic Outline Case submitted to the DfT in Spring 2024. This will enable the scheme to be developed further and present the best chance of securing funding for future business cases through the Government's Large Local Majors fund process.

Delivery of the Town Centre Relief Road and the preferred M5 Junction 28 scheme is essential to ensuring existing traffic demand is safely accommodated and enables future growth in the area as set out in the Mid Devon Local Plan. The scheme is in the high value for money category and is expected to address the transport issues currently experienced in and around Cullompton while also enhancing the sustainable transport offer in the town with an improved walking and cycling environment and better bus journey time reliability.

**Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions:** Cullompton & Bradninch

Cabinet Member for Climate Change, Environment and Transport Councillor Andrea Davis

**Local Government Act 1972: List of background papers**

Appendix 1 - Scheme Plan - <https://www.devon.gov.uk/haveyoursay/wp-content/uploads/sites/19/2023/12/70086943-PE-Plan-3-768x542.jpg>

Appendix 2a – Options List -  [M5 J28 PC options table.pdf](#)

Appendix 2b – Options Plan - <https://www.devon.gov.uk/haveyoursay/wp-content/uploads/sites/19/2023/12/All-options-Plan-.png>

**Contact for enquiries:**

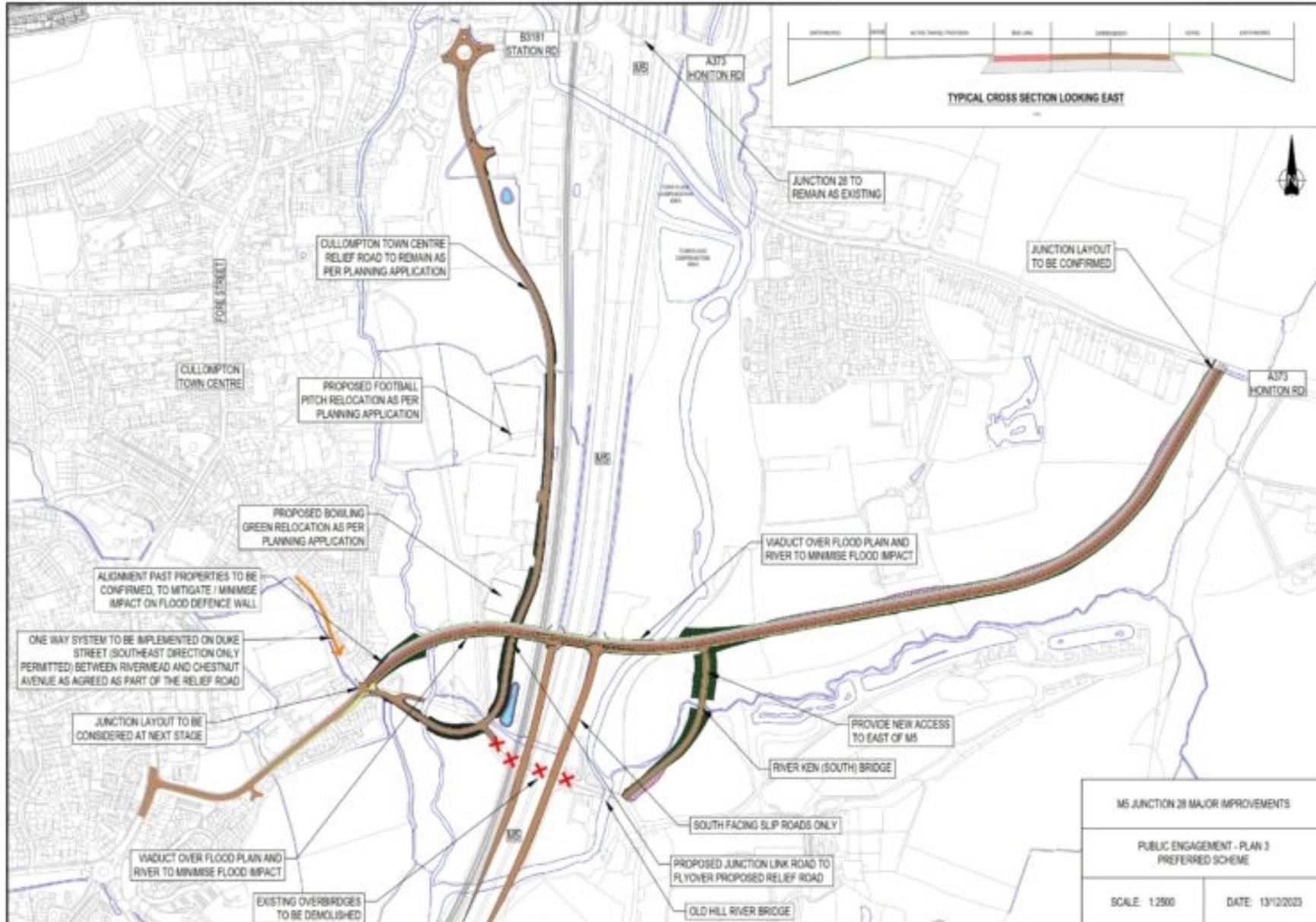
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M5 Junction 28 and Town Centre Relief Road submission of Strategic Outline Case - Final

# Appendix 1 to CET/24/18 – Scheme Plan



## Appendix 2 a to CET/24/18 – Options List

Scheme	Description	Reason for exclusion
1	Provision of a new gyratory style motorway junction, replacing the existing M5 Junction 28 and constructing a brand new two bridge junction south of the existing Junction 28 with bus priority and active travel infrastructure provided at the existing junction bridge.	<ol style="list-style-type: none"> <li>1) Deliverability issues with difficulty to connect into the existing road network on the western side of M5. Will require different alignment of Relief Road</li> <li>2) Construction of multiple structures (e.g. bridges) over the railway line and River Culm.</li> <li>3) Large scale disruption to open public space including Cullompton Community Association fields and sports facilities.</li> <li>4) Impact on business with closure of existing slip roads. For example access to Cullompton Services and proposed Railway Station.</li> </ol>
2	New junction south of M5 Junction 28 providing an additional motorway junction including south facing slip roads connecting to the M5. Active travel infrastructure to be provided utilising the existing M5 Junction 28 and new motorway crossing. Bus priority will be provided on the local road network, specifically the new links crossing the motorway.	Preferred Option
3	New bridge south of M5 Junction 28 providing an alternative link crossing over the M5 for all modes with bus priority and active travel infrastructure included.	<ol style="list-style-type: none"> <li>1) The option does not provide enough capacity for the existing and future traffic demands.</li> <li>2) There are no connections to the Strategic Road Network (M5).</li> <li>3) Congestion and delay currently experienced at M5 J28 would remain in some capacity.</li> <li>4) Large scale disruption to the Cullompton Community Association fields and sports facilities, above that already previously considered for the Town Centre Relief Road proposal.</li> </ol>
4	New bus and active travel bridge south of M5 Junction 28	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>

5	New pedestrian and cycle bridge south of M5 Junction 28	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
6	Provision of a new two bridge gyratory style motorway junction north of the existing M5 Junction 28, replacing the existing junction. Bus priority and active travel infrastructure provided at the existing junction bridge.	<ol style="list-style-type: none"> <li>1) Construction of multiple structures (e.g. bridges) over the railway line.</li> <li>2) Mitigation for the extent of flood plain required could be very difficult, due to meandering rivers and natural change of course.</li> <li>3) Impact on business with closure of existing slip roads. For example access to Cullompton Services and proposed Railway Station.</li> </ol>
7	New junction north of M5 Junction 28 providing an additional motorway junction including north facing slip roads connecting to the M5. Active travel infrastructure provided remote from both junctions. Bus priority will be provided on the local road network, specifically the new links crossing the motorway.	<ol style="list-style-type: none"> <li>1) Capacity improvements are not sufficient as north facing slip roads do not support the key movement of traffic from Cullompton to essential services and employment to the south (Exeter).</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28.</li> <li>3) Flooding issues to the North constraining option delivery as requires slip roads to be constructed in flood relief channel.</li> </ol>
8	New bridge north of M5 Junction 28 providing an alternative link crossing over the M5 for all modes with bus priority and remote active travel infrastructure included.	<ol style="list-style-type: none"> <li>1) The option does not provide enough capacity for the existing and future traffic demands.</li> <li>2) There are no connections to the Strategic Road Network (M5).</li> <li>3) Congestion and delay considered to remain at existing M5 Junction 28, in some capacity.</li> <li>4) Flooding issues to the North constraining option delivery as requires slip road to be constructed in flood relief channel</li> </ol>
9	New bridge north of existing M5 Junction 28 dedicated to public transport and active travel.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>

<b>10</b>	New pedestrian and cycle bridge north of existing M5 Junction 28.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
<b>11</b>	Converting existing 6-arm western roundabout to a 4-arm signalised junction with the inclusion of bus prioritisation and remote active travel links.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Scheme options do not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
<b>12</b>	Converting existing roundabout into a signalised 6-arm junction with the inclusion of bus prioritisation and remote active travel links.	<ol style="list-style-type: none"> <li>3) The disruption during construction would be very high with limited benefits once completed.</li> <li>4) Difficulties with providing connections to the existing local businesses, properties and Motorway Service Area</li> </ol>
<b>13</b>	Construction of a new bridge at M5 Junction 28 to enable a gyratory system with signalised junctions to be established. This will include an allowance for bus prioritisation and remote active travel links.	<ol style="list-style-type: none"> <li>1) Predicted high levels of disruption associated with the construction of the option to the strategic and local road network.</li> <li>2) Deliverability issues due to level and construction of existing bridges, need for departure from standards.</li> <li>3) Retaining accesses also very difficult, especially Cullompton Services and business close to the junction with any improvements in this area due to the necessary road closures and diversions.</li> <li>4) Access to the proposed Railway Station could be hindered.</li> <li>5) Scheme would concentrate all traffic to one location on the network impacting the potential resilience of the network that a second access would provide.</li> </ol>
<b>14</b>	Widening of existing Station Road, provision of separate active travel route across motorway to the south of the existing M5 Junction 28 and creation of additional local access route over existing Duke street M5 bridge.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) There are no connections to the Strategic Road Network (M5).</li> <li>3) Congestion and delay would be likely to remain at existing M5 Junction 28, in some capacity.</li> <li>4) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>

<b>15</b>	Provision of segregated active travel routes connecting the proposed Culm Garden Village to Cullompton Town Centre, Cullompton Railway Station and the North West Extension.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
<b>16</b>	Provision of bus priority measures at the existing M5 Junction 28 connecting the proposed Culm Garden Village to Cullompton Town Centre, Cullompton Railway Station and the North West Extension.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
<b>17</b>	Mobility hub at Cullompton Railway Station. Bus lanes, bus gates and bus priority along links connecting Cullompton Town Centre to Culm Garden Village, railway station and north west extension. Facilities for intermodal transfers and connections, including improved active travel infrastructure and facilities.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
<b>18</b>	Implementation of traffic demand management strategies and integrated technology across Cullompton including at any new developments. Incorporating sustainable planning strategies for Culm Garden Village with the intention to reduce trips generated from the development. (Option not plotted on scheme option plan)	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>

19	Introducing new bus services (shuttles) between Culm Garden Village, Cullompton Town Centre, Cullompton railway station and North west extension. With additional services introduced to wider employment centres at Exeter, J27 etc. (Option not plotted on scheme option plan)	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
20	A new junction on the M5 between J27 and J28 using the existing B3181 bridge adding new slip roads to it. This will provide a direct link between the new junction and the Culm Garden Village and include the relocation of the service station facilities from J28 to J27 and relocating freight traffic.	<ol style="list-style-type: none"> <li>1) Capacity improvements are not sufficient and do not support the key movement of traffic from Cullompton to essential services and employment to the south (Exeter). People using the junction would be unlikely to travel north to the new junction if they intend to travel southbound towards Exeter on the motorway.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28.</li> <li>3) Significant viaducts would be required over the flood plain, which would have significant environmental implications as well as cost implications.</li> <li>4) The scheme would require a long access road through the floodplain to access the Culm Garden Village.</li> <li>5) The land the southbound off-slip travels through is allocated for housing.</li> </ol>
21	Alternative connection to the SRN at Hele utilising existing 5.5m wide underpass with four slip roads on to the M5 at Hele.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further improvements being provided at or near M5 J28.</li> <li>2) Scheme is a long way away from the development and existing town and would be likely to be seen as less attractive option and so less likely to be used than current J28.</li> </ol>
22	Alternative connection to the SRN at Hele by providing a new bridge with four slip roads onto the M5 at Hele.	<ol style="list-style-type: none"> <li>3) Congestion and delay would be likely to remain at existing M5 Junction 28.</li> <li>4) Scheme options do not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
23	Alternative connection to the SRN at Hele by providing a double bridge with four one lane slip roads accessed off a pair of bridges at Hele.	

24	Introduction of south facing bus only slip roads in the vicinity of Duke Street Bridge with connections to Relief Road on the western side and directly to the Garden Village on the east.	<ol style="list-style-type: none"> <li>1) The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>2) Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>3) Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
25	New junction north of M5 Junction 28 providing an additional motorway junction including north and south facing slip roads connecting to the M5. This would require closure of existing north facing slip roads. Active travel infrastructure provided remote from both junctions. Bus priority will be provided on the local road network, specifically the new links crossing the motorway.	<ol style="list-style-type: none"> <li>1) Construction of multiple structures (e.g. bridges) over the railway line.</li> <li>2) Mitigation for the extent of flood plain required could be very difficult, due to meandering rivers and natural change of course.</li> <li>3) Flooding issues to the North constraining option delivery as requires slip roads to be constructed in flood relief channel</li> <li>4) Impact on business would be extensive (farms, Cullompton services, proposed station and industrial estate).</li> <li>5) Capacity improvements are not sufficient and result in unacceptable queuing on the network.</li> <li>6) Congestion and delay considered likely to remain at existing M5 Junction 28.</li> </ol>

# Appendix 2 b to CET/24/18 – Options Plan

