

Teignbridge District Council
Committee name: Executive Committee
Meeting date: 4th March 2025
Part i

Report Title

Ogwell Strategic Cycling and Walking Link, funding for phase 2 design work

Purpose of Report

To provide an update on Ogwell Strategic Link project, setting out next steps to progress Phase 2 design work, following successful completion of Phase 1.
Also, to seek approval for the expenditure detailed below.

Recommendation(s)

That the Executive:

- (1) Approve the expenditure of £65,000 of funding for detailed designs of Phase 2 of the Ogwell Strategic Cycling and Walking Link comprising of £48,500 government grant funding and £16,500 s106 funding and
- (2) Delegate authority to the Director of Place to finalise a funding agreement with Devon County Council to secure delivery of the design work.

Financial Implications

The financial implications are detailed in Section 3.1.

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Legal Implications

See section 3.2.

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Risk Assessment

See the 6th June 2023 report to Executive Committee for this information.

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Environmental/ Climate Change Implications

See section 3.4 below.

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Executive Member

Cllr Gary Taylor, Executive Member for Planning

Appendices/Background Papers

Appendix 1 – illustrative alignment plan, Ogwell Strategic Link (Phase 2 comprises 2a, 2b, 2c and 2d, all of which will be fully designed via the identified funding)

Appendix 2 – Ogwell Strategic Link Phase 1 report for Executive Committee on 6th June 2023.

1. Introduction/Background

- 1.1 The objective of the Ogwell Strategic Cycling and Walking Link is delivery of a shared off-road bicycle and walking route between Newton Abbot and Ogwell, to enable significantly more appeal and safety for cycling. This off-road and quiet lane provision will be an alternative to on-road travel along the busy and constrained Totnes Road A381. Supporting high-quality active journeys aligns with core Council Strategy objectives:
 - a carbon neutral district
 - active and sustainable travel choices
 - encouraging our young people to stay
 - a healthier population living in resilient communities
 - a clean, green, and safe environment
- 1.2 Devon County Council (DCC) and Teignbridge District Council (TDC) work closely together on delivery of strategic active and sustainable travel projects within Teignbridge. This partnership has seen the successful delivery of a series of active travel schemes in the district, including National Cycle Network Improvements in Newton Abbot, Queen Street enhancements in Newton Abbot and good progress made on the Teign Estuary Trail project (including planning permission being secured, a high value for money business case being evidenced, and funding being secured to support the work underway on design plans and land acquisitions).
- 1.3 In June 2023, TDC's Executive Committee approved the implementation of Phase 1 of the Ogwell Strategic Link (design and construction) using

£190,000 government grant funding (Garden Community). DCC led on delivery, working in close partnership with TDC.

- 1.4 Phase 1 was successfully completed in 2024 and there is an underspend of £18,500. There is also an additional £30,000 earmarked for this project, which was awarded by Homes England in 2024-25, and £16,500 of s106 funding (application 12/00301/MAJ) to support delivery of the Council's Air Quality Action Plan (AQAP). This funding collectively provides the total £65,000 required for the detailed design work for Phase 2 of the Ogwell Strategic Cycling and Walking Link (see Appendix 1 – Phase 2 covers 2a, 2b, 2c and 2d).
- 1.5 The AQAP interventions include active travel route delivery such as this project, which has potential to support enhanced active travel, in particular for local trips, relating to the Newton Abbot Air Quality Management Area (hotspots are Wolborough Street and Exeter Road). Action 4 Promoting Active Travel, Measures 9 and 10 (page 42) specifically references delivery of the Heart of Teignbridge Local Cycling and Walking Infrastructure Plan (LCWIP). The Evaluation Matrix (at section 5.4.2 on page 51) ranks Measures 9 and 10 as fifth and sixth respectively from a total of 25 actions (based on deliverability and effectiveness) [Air quality - Air Quality Action Plan - Teignbridge District Council](#). The Heart of Teignbridge LCWIP document includes Bakers Park to Ogwell as a short-term priority, see LCWIP Appendix B table 6.1, Priority 1. [Heart of Teignbridge Local Cycling and Walking Infrastructure Plan - Have your say](#)
- 1.6 The Garden Community website includes information about the route as well as other active travel priorities and recent progress: [Local Cycling and Walking Infrastructure Plan \(LCWIP\) \(arcgis.com\)](#)
- 1.7 Ogwell Parish Council were not in objection to the Ogwell Strategic Cycling and Walking Link planning application. However, they noted the need for particular consideration in relation to Bunting Close to support safe shared-use with off-road width constraints and to ensure safety when joining on-road. Their further input will be sought during the design preparation process for Phase 2.

2. Report Detail

2.1 Overall route alignment & existing/future potential connectivity

- 2.1.1 The Ogwell Strategic Cycling and Walking Link will help to enable the following existing and proposed future connections:
 - Linking Ogwell into the Newton Abbot town centre and railway, which is accessible via the National Cycle Network Route 2 (NCN2).
 - Linking Ogwell (via Newton Abbot and Kingsteignton) into the National Cycle Network Route 28, Stover Trail and Wray Valley Trail.
 - Future connectivity enhanced between NA3 developments, Decoy Park and the Newton Abbot town centre facilities, by linking into the Ogwell Strategic Link at Bradley Road/Totnes Road junction.

- Future delivery proposals (NCN2), Teign Estuary Trail between Newton Abbot/Kingsteignton, via Bishopsteignton to Teignmouth and Dawlish (to connect into the existing Exe Estuary Trail to Exeter and Exmouth).
- Future delivery proposals, to link into Torbay from Newton Abbot, through improved provision to extend the NCN2 or NCN28.

2.1.2 Appendix 1 shows the illustrative alignment of Phase 2 of the Ogwell Strategic Cycling and Walking Link, between Baker's Park and Beverley Way with onward connectivity via Bunting Close to Ogwell and alternative onward connectivity via Bradley Road towards future Wolborough developments and Decoy Park, or southbound to Abbotskerswell via existing lanes.

3. Implications, Risk Management and Climate Change Impact

3.1 Financial

3.1.1 The funding is all from external and not direct TDC sources, so there are no direct costs for TDC. There will be a funding agreement completed between TDC and DCC to allocate the £65,000 funding towards detailed designs for Phase 2 of Ogwell Strategic Cycling and Walking Link and to require DCC to lead on and oversee the completion of suitable designs by the end of the 2025 calendar year.

3.2 Legal

3.2.1 The byelaw process has been progressed and approved by Government to enable cycling only on any future dedicated route or routes in Bakers Park (and the other four parks covered by the byelaw). Cycling was previously prohibited in those parks. Following a full public consultation, there is now a final public notification period underway, and any responses will be considered before either completing/making the new byelaw(s) or otherwise.

3.3 Risks

3.3.1 Phase 1 has been successfully completed and it is important that Phase 2 follows on promptly to avoid the risk of this becoming a long-term 'route to nowhere'.

3.4 Environmental/Climate Change Impact

3.4.1 The project aligns with various objectives within the Devon Carbon Plan and emerging Teignbridge Carbon Plan. A cohesive active travel network can support a significant improvement in health and wellbeing for the individuals taking part in active travel as well as for the wider local community via environmental benefits. There is a certain amount of embedded carbon at any scale of new or improved provision, but the active travel benefits are a notable positive output projected for this project.

4. Alternative Options

- 4.1 Do not continue with the Ogwell Strategic Cycling and Walking Link project. This would result in no safe route for bicycles between Ogwell and Newton Abbot, and Phase 1 would remain a 'route to nowhere'.

5. Conclusion

- 5.1 The Ogwell Strategic Cycling and Walking Link will support safe and appealing bicycle travel between Ogwell and Newton Abbot town centre, railway and onward leisure routes that are nationally recognised.
- 5.2 The external funding from Homes England and the designated s106 funds will enable the full design work to be carried out for Phase 2 of the Ogwell Strategic Cycling and Walking Link. This will place the project in a good position for DCC to secure external funding for construction of Phase 2 and enabling the range of expected benefits from this scheme.