

BROADCLYST PARISH COUNCIL

CIL Project Application Form

Neighbourhood Community Infrastructure Levy (NCIL) Expenditure

Application Date: May 2026

Section 1: Applicant Information

1.1 Name of Applicant / Organisation: Broadclyst Parish Council	1.2 Contact Person: Angie Hurren, Clerk and Responsible Financial Officer
1.3 Address: 19 New Buildings, Broadclyst, Exeter, EX5 3EX	1.4 Telephone Number: 01392 360269
1.5 Email Address: clerk@broadclyst.org	1.6 Applicant Type: Parish Council (Internal Application)

Section 2: Project Overview

2.1 Project Title:

B3181 Shared Path, Withy Bridge to Broadclyst: Phase 2 Feasibility Study

2.2 Location of the Project:

B3181 corridor between Withy Bridge (near Westclyst) and Broadclyst, including the Station Road / Green Tree Lane junction. Broadclyst Parish, East Devon.

2.3 Project Summary (200 words max):

This application seeks NCIL co-funding for a Phase 2 feasibility study into the provision of a shared pedestrian and cycle path along the B3181 corridor between Withy Bridge and Broadclyst. Phase 1, co-funded by Broadclyst Parish Council, East Devon District Council (EDDC), and Devon County Council (DCC), has been completed by Stantec, identifying two principal route options and a preferred solution for the Green Tree Lane junction. Phase 2 will progress the project to a preliminary design stage through topographic survey, ecological and tree constraint surveys, a preliminary design, a Stage F1/1 Road Safety Audit, updated land purchase costs, and updated traffic and pedestrian flow data (the latter to be collected by DCC). This work is necessary to enable DCC to investigate delivery funding and for potential CIL and NCIL match-funding to be confirmed. The project directly addresses safety concerns for vulnerable road users including children travelling between Westclyst and Broadclyst, and aligns with the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Clyst Valley Regional Park Masterplan.

2.4 Estimated Start and End Dates:

Start: Summer 2026 (subject to Council approval and funding confirmation)

Anticipated Completion: Spring/Summer 2027

2.5 Estimated Total Cost: £30,000 – £35,000	2.6 Amount of NCIL Funding Requested: £5,000
---	--

2.7 Have other sources of funding been secured or applied for?

Yes. The following co-funders are engaged in the Phase 2 study:

Organisation	Funding Source	Amount
East Devon District Council (EDDC)	Low Carbon / Green Team Fund	£25,000 (secured)
Devon County Council (DCC)	Local Transport Consolidated Funding Settlement Revenue	£5,000 (secured)

Broadclyst Parish Council (NCIL)	Neighbourhood CIL (this application)	£5,000
----------------------------------	--------------------------------------	--------

Note: EDDC and DCC co-funding is subject to formal confirmation. Phase 1 was co-funded on the same basis.

Section 3: Strategic Fit and Local Need

3.1 Strategic Fit with Council Strategy (relevant pillars):

Place & Infrastructure: The project delivers a physical infrastructure improvement directly addressing a known safety deficiency on a key local route.

Planet: The project promotes active travel and low-carbon transport modes, in accordance with the Council's climate emergency commitments.

People: Improved safety and connectivity benefits the whole community, with particular benefit to children, older residents, and those without access to private motor vehicles.

3.2 Neighbourhood Plan Priorities Supported:

The project directly supports the following Broadclyst Neighbourhood Plan policies and CIL-identified priorities:

- Policy T1 Support for a pedestrian and cyclist route between Broadclyst Station and Dog Village.
- Policy T2 Support for development of a bridge over the Waterloo Line for cyclists and pedestrians (wider connectivity).
- Infrastructure & Access Aims To enhance the movement of people and traffic across the parish and increase infrastructure for sustainable modes of travel.
- The route is identified in the Local Cycling and Walking Infrastructure Plan (LCWIP) and aligns with the Clyst Valley Regional Park Masterplan (CVRP).
- The project contributes to NP objectives for climate emergency action, active transport, and green infrastructure enhancement.

3.3 Community Benefit and Equitable Distribution:

The project serves the whole parish. The B3181 corridor is the primary route connecting the western settlements of Westclyst and Withy Bridge with the main village of Broadclyst, and onwards to Dog Village. All residents have an interest in the safety and accessibility of this route. It is of particular benefit to school-age children, cyclists, and those travelling to Pinhoe Station by active means.

The project forms part of a network of active travel improvements that will eventually serve the entirety of the parish and connect to wider strategic infrastructure. NCIL expenditure on Phase 2 is proportionate and represents a modest co-funding contribution to a project with estimated eventual capital costs of £2.32m–£2.87m.

3.4 Does this project address a known infrastructure gap caused by recent development?

Yes. The existing path on the B3181 corridor does not meet current LTN 1/20 standards for width. The high-stress environment for vulnerable users, including children, pedestrians, and cyclists in close proximity to large vehicles on a 40mph road, has been a persistent concern raised by the parish community. Significant new strategic development within the parish has materially increased traffic and pedestrian flows on this corridor, intensifying the safety risk. The Phase 1 study confirmed the deficiency. Phase 2 is the necessary next step to enable a funded delivery solution to be identified.

Section 4: Project Justification

4.1 Evidence of Community Support:

- The safety concerns on the B3181 corridor were raised directly with the Parish Council by the community, prompting the Council to initiate the Phase 1 study.
- The project has been reported to and approved by the full Parish Council at successive meetings.
- The route is embedded in the made Neighbourhood Plan (adopted July 2023), which was subject to full community consultation and referendum.
- The Neighbourhood Plan identifies pedestrian and cycle infrastructure as a community priority.
- EDDC and DCC co-funding confirms the project's credibility and multi-stakeholder support.
- National Trust Killerton Estate has provided data and studies in support.

4.3 Who will benefit?

The whole community, with primary benefit to school-age children travelling between Westclyst and Broadclyst; cyclists and pedestrians using the B3181 corridor; residents without access to private motor vehicles; visitors to the Killerton Estate; and commuters accessing Pinhoe Station by active travel modes. The project will also benefit the local businesses and organisations in Broadclyst and Westclyst through improved active transport connectivity.

4.4 Equality and Inclusion:

Improved provision for active travel directly benefits those without access to private motor vehicles, including younger residents, older residents, and those on lower incomes. A safer walking and cycling environment reduces dependency on the private car and improves social inclusion. The project's design process will consider the needs of disabled and less mobile users, in accordance with LTN 1/20 guidance.

4.5 Local Jobs or Volunteering Opportunities:

The Phase 2 feasibility work will be procured through DCC and EDDC processes. The project is expected to create local employment opportunities at the delivery stage, with construction contracts to be let in due course. Community engagement activities will provide volunteering opportunities for local residents.

Section 5: Deliverability

5.1 Supporting Documents Attached:

The Clerk's Report dated 13 April 2026 (B3181 Shared Path Withy Bridge to Broadclyst: Phase 1 Feasibility Study Summary Update) is attached as the primary supporting document. It serves as:

- Feasibility Study summary (Phase 1 findings by Stantec)
- Evidence of partner engagement and co-funding agreements
- Project Plan and Next Steps (Phase 2 scope)
- Cost-Benefit context (project rationale section)
- Risk and constraint analysis (landowner and stakeholder context)
- Environmental and sustainability narrative

5.2 Who will lead on project delivery?

Phase 2 will be led by Devon County Council in its capacity as Highway Authority, with EDDC as co-commissioner. Broadclyst Parish Council will act as a co-funder and engaged stakeholder. The Clerk will act as the Parish Council's project lead for reporting and governance purposes. Stantec have been engaged as the technical consultants for Phase 1 and are expected to continue to Phase 2.

5.3 Dependencies:

The Phase 2 works are interdependent: the Stage F1/1 Road Safety Audit and updated land purchase cost assessments are desk-based activities that can proceed in parallel with the surveys, but the preliminary design is dependent on the topographic survey. Third-party land is involved in all route options; landowner engagement will continue during Phase 2. No planning permission is required for the feasibility stage. Confirmation of EDDC and DCC co-funding contributions is required before Phase 2 can be formally commissioned.

Section 6: Additional Information

6.1 Case Studies:

The project forms part of the wider LCWIP programme across Devon. Phase 1 was completed in accordance with standard Devon County Council Highways processes. The Clyst Valley Regional Park programme provides a parallel framework with numerous comparable active travel and green infrastructure schemes across the sub-region. No separate case study document is attached at this stage, but the Clerk's Report references the strategic context comprehensively.

6.2 Additional Information:

Phase 1 of this project was co-funded by the Parish Council using NCIL in mid-2025. The Council has therefore already demonstrated its commitment to this project. Phase 2 funding is required to progress the project to a stage where DCC can investigate and secure delivery funding, with NCIL likely to form part of the match-funding package for construction. This application is therefore consistent with the Council's long-term investment approach to this project.

Appendix: Scoring Matrix Assessment

The following assessment is completed in accordance with the Scoring Matrix at Appendix A of the Council's adopted NCIL Expenditure Policy.

Category	Criteria	Response	Score
Council Priority	Does the project contribute to the Parish Council's Statutory Obligations?	Yes	5
Council Priority	Does the project contribute to the Council's Strategy?	Yes	5
Council Priority	Does the project contribute to priorities in the Neighbourhood Plan?	Yes	5
Equitable Distribution	Does the project ensure fair distribution of benefit across the parish over time?	Yes	5
Funding	Is there an additional funding requirement for ongoing maintenance?	No. Phase 2 is a time-limited feasibility study with no ongoing revenue commitment	5
Funding	Does the project have match funding?	Yes. NCIL £5k represents 14–17% of total cost (£30–35k); EDDC £25k + DCC £5k = 83–86% match	1
Deliverability	Can the infrastructure be delivered now?	Subject to minor delay (co-funder confirmation required before commissioning; no structural barriers)	3
Interdependency	Is the project reliant on other projects to be completed first?	No. Phase 2 is self-contained, though it leads into a future delivery phase	5
Wider Benefits / Risks	Are there foreseeable risks or negative impacts?	Minor: landowner constraints are identified and managed; no significant reputational or financial risk to the Council	3
Wider Benefits / Risks	Has the project benefited from community discussion?	Yes, embedded in the made Neighbourhood Plan and raised directly by the community	5
Wider Benefits / Risks	Will the project create local jobs or wider community benefits?	Yes, safer active travel, health and wellbeing, connectivity, tourism and economic benefits	5
Wider Benefits / Risks	Is there evidence the project meets a local need or demand?	Yes. Phase 1 confirms safety deficiency; route in LCWIP; community-raised concern	5

Wider Benefits / Risks	Does the proposal have a positive impact on equality?	Yes, as it benefits vulnerable users, reduces car dependency, improves inclusion	5
TOTAL SCORE			57

Maximum available score: 58. Score achieved: 57.

Declaration

I confirm that the information provided in this application is correct to the best of my knowledge and that the project meets the criteria set out in Broadclyst Parish Council's NCIL Expenditure Policy. This application is submitted on behalf of Broadclyst Parish Council.

Name: Angie Hurren	Signature: <i>AMS Hurren</i>	Date: 05 May 2026
------------------------------	--	-----------------------------

Supporting documentation:

- Clerk's Report 13 April 2026 (B3181 Phase 1 Summary).
- Clerks Report NCIL_B3181_Phase2_Full_Council