

BROADCLYST PARISH TRANSPORT PLAN

The Broadclyst Traffic Plan was initially drafted in 2011 and adopted by Broadclyst Parish Council in 2012. It was revised in 2016 and is now further revised in 2019 to ensure its accuracy and relevance, as well as to include new issues and concerns that have more recently arisen.

This strategic revision expands the original scope to include all methods of transport and will help to prioritise transport-related projects and inform how CIL is spent on infrastructure across the Parish.

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SUMMARY

The purpose of this report is to provide an overview of transport and traffic-related issues in Broadclyst Parish, to record historic feedback that has been given to long-term issues, and to suggest ways in which current issues might be addressed. When read in conjunction with the Broadclyst Neighbourhood Plan, this report can support the Council's CIL¹ Committee when considering the spending of CIL on traffic-related matters.

Extensive research has been carried out since 2011 by Members of the Broadclyst Parish Council and of Broadclyst Traffic Committee². The Council commissioned the independent gathering of qualitative data through traffic surveys as part of its Neighbourhood Plan evidence base. Quantitative data has been collected via Neighbourhood Plan surveys and consultation events, as well as direct reporting between residents and the Council on highways-related issues.

Research focused on native English speakers only, as a proper consideration of the issues arising from speaking English as a second language is considered beyond the scope of this report.

SCOPE

The rapid expansion of the parish has raised concerns about the capability of existing infrastructure. This report considers impact on the existing transport network, identifies issues and concerns, and offers potential solutions.

This report is in three parts: the first part records the existing transport infrastructure in and across the Parish; the second part records ongoing and new transport and traffic-related issues; the third part offers recommendations for future actions.

It is recognised that addressing these issues is not a statutory Duty of the Parish Council, nor in many cases, does the Parish Council has neither legislative Power nor budget to deliver necessary changes. However, it is hoped that this report gives the Principal Authorities and strategic developers a sustainable blueprint for change, improving the quality of life for parish residents, commuters and visitors in a way that protects the environment and boost local economy.

CONTEXT

Broadclyst Parish is located about five miles north-east of Exeter. It is a large parish, covering 10,270 acres (nearly fifteen square miles). As well as the central village of Broadclyst, the Parish includes the hamlets of Blackhorse, Beare, Broadclyst Station, Budlake, Columbjohn, Crannaford, Killerton, Westclyst and Westwood.

The parish is of historic significance, mentioned in the Domesday book and having no less than 135 Listed Buildings and Monuments recorded³. With c.250 cottages and over 20 farms, Killerton, the former

¹ Community Infrastructure Levy

² Originally Broadclyst Traffic Group, the Traffic Committee continues to allow non-Councillor membership

³ <https://britishlistedbuildings.co.uk/wales/broad-clyst-east-devon-devon>

home of the Acland family, is the largest National Trust-owned estate in England to sit within one parish, its ownership covering approximately three-quarters of Broadclyst Parish.

East Devon District Council's Local Plan allocates major strategic development in the 'west end of East Devon, i.e. the parishes of Broadclyst, Clyst Honiton, and Cranbrook. The strategic development, which will create 25,000 jobs and provide 20,000 houses, will be delivered by the Exeter and East Devon Growth Point and will result in Broadclyst parish having over 3,100 dwellings. The new homes will be delivered across six strategic sites in the west and south west of the parish, adjacent to its border with Exeter City.

The 2011 census recorded a parish population of 3,172 inhabitants, however such has been the explosive nature of strategic growth, that the electoral role in February 2019 records 3,365 adult entries (exc. minors and those not on the electoral role).

Slow Broadclyst, a resident's pressure group formed in 2016 for the Hellings Gardens and Town Hill area, has identified a number of issues relating to parking, traffic and speed; these issues are primarily associated with Primary school traffic. The group has documented a wide range of incidents involving conflict between residents and parents, as well as between parents during the busy periods.

PART ONE – THE EXISTING TRANSPORT INFRASTRUCTURE NETWORK

1. HIGHWAY NETWORK

1.1.M5

The M5 motorway was opened in 1976. As the primary holiday route, it carries 8,000 vehicles an hour; this is an integral part of the tourism economy in the South West of England.

1.2.A30

The A30 dual carriageway runs east-west along the southern edge of the parish, offering an alternative route to the M5 between London and the West Country; it was re-routed and upgraded in the 1990's..

1.3.B3181/3174

The B3181 (Exeter-Cullompton) and B3174 (Exeter-Honiton) run northeast/southwest and east/west respectively. As former A roads, both roads were originally designed to carry high volumes of traffic at speed; although both roads have been 'downgraded' to B roads, the layout/design has seen little change and so traffic is still able to travel at speeds which would normally be considered inappropriate for B roads. The B3174, named "London Road", dates back to Roman times and is characterised by its long straight design; speeds well in excess of the national speed limit are common on stretches in and around the parish.

1.4.Rural road network

Local traffic movements take place on a 23-mile network of single-track lanes. This network is an integral part of the rural community and supports 200+ cottage industries, many of which operate from garages, sheds and spare rooms.

2. PUBLIC TRANSPORT

2.1.Air Travel

Exeter International Airport is located on the parish border, offering flights on 40 routes to UK major cities and European holiday destinations.

In 2018 over 900,000 passengers passed through Exeter International Airport, with the airport predicting three new Ryanair routes could take it beyond one million passengers per year.

2.2.Public Service Busses

The parish is well-served by various routes (Stagecoach Service 1, 4, 56, as well as local bus route B), offering links to nearby towns of Exeter, Cullompton, Tiverton, Honiton and Sidmouth. Busses run 7 days a week until late in the evening, operating every 15 or 20 minutes during the working day. Late evening and weekend services operate at a reduced frequency, with a Sunday service that is of little use to weekend commuters/social travelers.

2.3.Rail

The parish is bordered along much of its southern boundary by the London Waterloo Railway line. The London Paddington line runs south west - north east across the parish; both railway lines carry freight as well as passenger trains.

A new station to serve the new development of Cranbrook opened in 2015, with direct access to London in a little over 3 hours. Currently, the service runs half-hourly; as there is only one platform on the southern side there is no direct access to the station from parts of the parish north of the railway line.

3. GREEN INFRASTRUCTURE

3.1.Cycle paths

The parish is fairly level in most parts; a growing number of cycle routes across the area makes cycling an excellent pastime as well as being a popular option for commuters.

3.2.Footpaths

The public footpath network of over 11 miles extends across the parish, offering scenic walks across farmland and on paths/lanes.

3.3.Bridleways

There are no specific bridleways in the parish; horses are permitted on the Broadclyst-Killerton cycle-path and Ashclyst Forest provides good routes for horse riders, however access to the Forest is not horse-friendly.

PART TWO – TRANSPORT AND TRAFFIC-RELATED ISSUES

4. GENERAL ISSUES

Information gathered from the community and feedback from residents at the Annual Parish Meeting and Neighbourhood Plan consultation has identified the following traffic-transport related concerns:

- The standard of driving throughout the Parish is often poor, with little observation of the Highway Code or consideration exhibited to other road users;
- Excessive and inappropriate speed, especially in more rural areas such as along the B3181 at Killerton/Budlake/Beare, makes it dangerous for residents and visitors to cross the road when using public transport;
- There is a general lack of policing of traffic and parking enforcement across the parish;
- The cycle path network is sparse and incomplete;
- The cycle-path along the B3181 between Withy Bridge and Kerswell House is felt to be too narrow to be used safely;
- Much of the parish's road network is without any or adequate pavements;
- Rural pavements become overgrown, forcing pedestrians to walk in the live carriageway;
- When the M5 is closed between J28 and 29, motorway traffic is diverted through Broadclyst via the B3181; this causes infrequent but significant disruption and congestion across the parish as local traffic seeks alternative routes;
- Similarly, when the A30 is closed traffic is diverted along the B3174, causing significant localised congestion across the south of the parish;
- There are no bridleways in the Parish;
- Footpaths and cycle paths are not circuitous and do not provide continuous off-road routes, resulting in less usage than might otherwise occur and contributing to continued use of the private car.

4.1. BLACKHORSE

Blackhorse residents have raised the following traffic-transport related concerns:

- Excessive speed through the hamlet on the old A30 (now a C-road);
- Unnecessary use of the road (rather than the purpose-built Clyst Honiton bypass) by large goods vehicles.
- Current lack of safe crossing points;
- The Clyst Valley Regional Trail will offer one crossing point at the western end of the village but will not provide Endsleigh Crescent bus stop users with a safe crossing point;
- Poor hedge-trimming of Blackhorse Lane, which is a narrow country lane shared by residents and cyclists;
- Speed of cyclists along Blackhorse Lane, especially where driveways have poor/restricted visibility preventing motorists seeing bikes as residents leave their properties.

4.2. BROADCLYST

Broadclyst village residents have raised the following traffic-transport related concerns:

- Speed of traffic through the village along the B3181 by the Primary School;
- Parking on the visibility splays and junctions around Town Hill and Station Road;
- Traffic congestion and pedestrian/cyclist safety around the entrances to the Primary School on Town Hill and School Lane, and Clyst Vale Community College on Station Road;
- Parking and traffic safety around the Town Hill and Hellings Gardens area;
- Parking and traffic safety along Station Road in Dog Village;
- The use of the Old Coach Road as a rat run for larger vehicles, especially school coaches;
- Lack of pavements on Old Coach Road;
- Lack of pavements for access to the either school requires children to walk in between traffic;
- Disabled / accessibility issues on pavements around the village, including at all bus stops;
- Previous traffic reports have identified that the number of pupils attending Broadclyst Primary School had risen by more than 50% from 282 to 428 whilst Clyst Vale Community College had stayed broadly similar. This is explained by changes to the DfE's funding of Primary schools and the planned decrease in PAN⁴ from the days that it was intended to relocate CVCC to Cranbrook. This has since been shelved and Cranbrook Education Campus (a through-school) built, with a resulting increase to the PAN at CVCC;
- In the past three years a marked increase in traffic has been the result of the temporary siting of the Westclyst school on the Broadclyst site; the number of users of the school campus has risen with increases in staffing, the establishment of a teacher-training school, and increasing the size of the on-site nursery;
- Increased patronage of the Broadclyst Victory Hall (including a day-care nursery) and the Doctors Surgery has impacted on traffic in the village centre and on availability of spaces in the EDDC-owned car park;
- The main village car park is used by commuters for free daily parking whilst they catch the bus into Exeter. This decreases availability of spaces for short-term parking;
- There is a general lack of parking for National Trust tenants in the heart of the village (New Buildings and Goulds Cottages in particular. This impacts on availability of spaces in the public car park.

4.3. BROADCLYST STATION

Broadclyst Station village residents have raised the following traffic-transport related concerns:

- Severe congestion at peak times at the southernmost end of Station Road accessing London Road (B3174);
- Peak-times traffic congestion on the Station Road railway bridge;

⁴ Pupil admission number

- Large and 7.5t goods vehicle traffic movements associated with two haulage companies based at Lodge Trading Estate;
- Lack of and inadequate off-road parking along Station Road;
- Much of the length of Station Road has high solid hedges immediately at the edge of both sides of the road; the resulting lack of pavements and grass verges makes Station Road extremely dangerous and unsuitable for use by pedestrians and cyclists.
- The hamlet is not served by public transport; the nearest bus stop is on the B3174, which is only accessible to Broadclyst Station residents by walking along a narrow stretch of Station Road without pavements. The B3174 itself is a very busy road with fast-moving traffic and is without crossing points.

4.4. WESTCLYST

West Clyst development residents have raised the following traffic-transport related concerns:

- Parking and other motoring offences are difficult to enforce on unadopted roads;
- Parking close to the junction of B3181 causes obstruction of the junction;
- Current lack of defined parking spaces in the area at the entrance to the south side of the development during the development phase;
- Concerns about school parking for morning drop-off/afternoon collection;
- Length of time taken to exit the estate onto the B3181 during morning peak times;
- Traffic congestion in Pinhoe (on the B3181) around the double roundabout causes tail backs into the parish as far as the motorway bridge every morning (less so in school holidays);
- To encourage the use of public transport and decrease reliance on the private car, all new estates should be serviced by public transport, however residents of Hillside Gardens and Saxon Brook are expected to walk to the B3181 to catch the Number 1 bus. This is contrary to what is set out in planning to meet sustainable transport obligations; the bus was originally intended to pass through Hillside Gardens and Saxon Brook, as well as collecting/setting-down for the Park and Change facility.

PART THREE – RECOMMENDATIONS AND POSSIBLE SOLUTIONS

5. CONNECTIVITY

- To widen or divert the shared foot/cycle path between Broadclyst and Withy Bridge;
- To link settlements north of the railway to the Cranbrook railway station;
- To liaise with bus service providers to improve services to the parish at evenings and weekends (i.e. from Tiverton Parkway).

5.1. ENFORCEMENT

It is recognised that:

- since the introduction and subsequent roll-out of Decriminalised Parking Enforcement, civil enforcement of parking regulations is often undertaken by Local Authorities. DCC employs Civil Enforcement Officers (COE) (rather than contracting-out on-street parking). Further information on this and areas covered here: <https://www.devon.gov.uk/roadsandtransport/parking/traffic-regulation-orders/civil-parking-enforcement/>
- illegal parking (i.e. parking on double yellow lines) is not covered by Devon and Cornwall Police. Further information on areas that the Police do not deal with available here: <https://www.devon-cornwall.police.uk/others-who-can-help/can-they-help/>
- on-street parking across Broadclyst parish is not actively monitored or patrolled by CEO's. This has enabled a culture of disrespectful and inconsiderate parking to become the norm across the parish, impacting in particular on areas near the parish schools and on streets where on-street parking provision is poor;
- new TRO's (Traffic Regulation Orders) will be less effective without proper enforcement. It is suggested that random CEO patrols, especially between 0800 and 0900 or 1500 and 1600 term time, would encourage drivers to park in accordance with the TRO's.

5.2 BLACKHORSE

The community has requested a lower speed limit from 40mph to 30mph on the old A30 through Blackhorse, evidence of this request is recorded in the Neighbourhood Plan evidence-base.

An independent traffic survey commissioned by the NP and a second survey carried out by DCC records traffic travelling at an average of 39mph, with an 85th centile of 46/47mph. In early 2019, DCC carried out a SCARF⁵ (Speed Compliance Action Review Forum) review, finding the following:

- 85th centile speed of 46/47mph
- Average speed of 39.6mph
- Collision data very low, with 3 non-fatal accidents in a 5-year period, none of which were speed-related

and recommending that there are no changes required to the road.

⁵ <https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/safer-roads/>

Blackhorse Recommendations:

- 5.2.1. That evidence gathered through the Neighbourhood Plan be utilised to support the spending of CIL on 'soft' traffic calming measures (there is potential for co-funding by DCC if the need for calming is set out in community-led policy and is evidenced through the NP);
- 5.2.2. to ensure the delivery of the Clyst Valley Regional Trail and/or other crossing points;
- 5.2.3. to work with DCC to address overgrowth and associated issues along the cycle-path and Blackhorse Lane;
- 5.2.4. to work with DCC to address speed of cyclists and visibility along the cycle-path and Blackhorse Lane.
- 5.2.5. to support DCC and Highways England in updating signage in the area to route HGV's via the A30, exiting at the Airport junction and using the by-pass tunnel;
- 5.2.6. to work with DCC and partner agencies to upgrade Sat. Nav. Mapping in this area.

5.3 BROADCLYST

The following points are noted:

- Many issues in Broadclyst are ongoing and long-standing; the Parish Council and Slow Broadclyst have collaborated with Exeter City Futures. A final report from this process containing recommendations is still awaited.
- Previous traffic reports have identified that the number of pupils attending Broadclyst Primary School had risen by more than 50% from 282 to 428 whilst Clyst Vale Community College had stayed broadly similar. This is explained by changes to the DfE's funding of Primary schools and the planned decrease in PAN⁶ from the days that it was intended to relocate CVCC to Cranbrook. This has since been shelved and Cranbrook Education Campus (a through-school) built, with a resulting increase to the PAN at CVCC;
- In the past three years a marked increase in traffic has been the result of the temporary siting of the Westclyst school on the Broadclyst site; the number of users of the school campus has risen with increases in staffing, the establishment of a teacher-training school, and increasing the size of the on-site nursery;
- Increased patronage of the Broadclyst Victory Hall (including a day-care nursery) and the Doctors Surgery has impacted on traffic in the village centre and on availability of spaces in the EDDC-owned car park;
- The main village car park is used by commuters for free daily parking whilst they catch the bus into Exeter. This decreases availability of spaces for short-term parking;
- There is a general lack of parking for National Trust tenants in the heart of the village (New Buildings and Goulds Cottages in particular. This impacts on availability of spaces in the public car park.

Broadclyst Recommendations:

⁶ Pupil admission number

- 5.3.1. that a village-wide speed limit of 20pmh be introduced, encouraged by traffic calming measures along the length of the B3181 through the village and village gateway signage on all entrance points;
- 5.3.2. that a TRO to put double yellow lines between Broadclyst Primary School and into the top of Town Hill be progressed (currently scheduled to go to HATOC for approval in 2019);
- 5.3.3. to carry out an accessibility audit on pavements and walkways, including all bus stops in the parish, working with DCC and local landowners to explore practical solutions and funding options for addressing findings and maximise inclusivity;
- 5.3.4. that pavements in areas of heavy pedestrian use be widened;
- 5.3.5. that 'shared space' schemes be considered for roads around Clyst Vale and Broadclyst Primary,
- 5.3.6. to work with DCC to explore safety improvements for pedestrians and cyclists, with particular focus on the narrow road past the former Baptist Chapel, Bustard Hill, Old Coach Road, rear of Post Office/shop, and Town End, where absence of pavement forces pedestrians to have to walk in the road;
- 5.3.7. to re-visit the stopping up of the northern end of Old Coach Road;
- 5.3.8. to work with DCC and school bus operators to discourage busses/coaches using Old Coach Road;
- 5.3.9. to work with local landowners through the Neighbourhood Plan (NP) to identify any additional parking opportunities;
- 5.3.10. to explore possibility of creating a one-way circuitous route: from the B3181 by shop/hairdressers - the public toilets car park – EDDC main car park – Hellings Gardens – Town Hill – B3181;
- 5.3.11. to discourage commuter parking in the main car park (introduction of charges/permits?).

5.4 BROADCLYST STATION

Strategic development at Cranbrook has had a significant impact on the volume of traffic along Station Road, with further expansion planned for the town. With pre-existing issues being exacerbated, complaints and concerns about volume and speed of traffic, along with pedestrian and cyclist safety, have noticeably increased.

An independent traffic survey on 1st February 2018 recorded daily use of 3,705 vehicle movements through the junction of Station Road with the B3174 (1,886 northbound, 1,819 southbound), with total vehicle movements east-west along the B3174 of 9,197 and west-east of 10,472.

In its response to the Cranbrook Development Plan Document, Broadclyst Parish Council made the following comment:

Recommendation 20: As the Broadclyst Neighbourhood Plan, Cranbrook DPD, and the Greater Exeter Strategic Plan (GESp) come forward over the next year or so, the potential for re-routing and/or closing the southern junction of Station Road with the B3174 must be considered and taken forward as part of the area's strategic development plan.

Reason: To work with strategic planners to make necessary changes to existing infrastructure which will benefit the flow of vehicular and non-vehicular traffic that is not just east-west but also north-south.

Broadclyst Station Recommendations:

- 5.4.1. to echo the Council's recommendation (to work with strategic planners to make necessary changes to existing infrastructure which will benefit the flow of vehicular and non-vehicular traffic that is not just east-west but also north-south);

- 5.4.2. to work with DCC to explore options to improve traffic flow over the railway bridge, including relocation of on-street parking and traffic light control;
- 5.4.3. to work with local landowners through the NP and the Cranbrook Consortium to identify off-street parking;
- 5.4.4. to work with EDDC Green Infrastructure Officer and Cranbrook planning team to provide off-road cycle and foot paths in this area;
- 5.4.5. as per the recommendations in the Cranbrook DPD: to support the urbanisation of London Road and request that developers' financial contributions be conditioned so that the delivery of London Road improvements be relative to residential parcels coming forward, especially in relation to safe crossing points.

5.5 WESTCLYST

Hawkins Road from the junction with the B3181 to the first corner is now adopted; estate roads within the Hillside Gardens estate (Old Park Farm Phase 1) are within the year pre-adoption period. It is noted that parking and other motoring offences are difficult to enforce on unadopted roads.

Westclyst Recommendations:

- 5.5.1. to work with DCC to progress a TRO for double yellow lines on/around the Hawkins Road junction to prevent parking obstructing the traffic lights and their approaches;
- 5.5.2. to liaise with developers and EDDC planners to address lack of defined parking in strategic sites during the development stages;
- 5.5.3. to monitor school parking for morning drop-off/afternoon collection (NB as of the date of this report, DCC's Park and Change facility is on schedule to be ready for September 2019);
- 5.5.4. to monitor residents' feedback with regard delays leaving the Westclyst new estates, reporting significant changes to DCC;
- 5.5.5. to monitor queuing traffic on the B3181 through Westclyst, reporting significant changes to DCC;
- 5.5.6. to liaise with DCC, EDDC planners and Stagecoach to ensure the new developments meet their sustainable transport obligations.

This concludes the draft Transport Plan (v4) to date.

A Hurren

Broadclyst Parish Clerk

16.06.2019

(with Infrastructure and Access additions added September 2020).