

DCC Report from Henry Gent for Broadclyst PC January

As I will be absent on 16th January it seems appropriate to write a brief report.

Langaton Lane

At the December meeting of the East Devon HATOC (Highways and Traffic Orders Committee ?), it was agreed that the closure to through traffic for vehicles would be made permanent. The Lane is now a traffic-free green lane, for cyclists and pedestrians, and this is ideal for access to the scout hut, for Tithebarn residents walking or cycling into Pinhoe, and for Pinhoe residents getting out into the countryside. This follows the current experimental closure, which has been judged a success by (the majority of) local residents. We also had the support of the county councillor for Pinhoe, Tracy Adams.

Cranbrook to Exeter cycleway

At the same meeting the plan for this cycleway was approved. As a relevant landowner I was unable to speak to the meeting. However I am happy to report that it was supported by a cycling councillor from Honiton. He confirmed the benefits of the proposal. I am also pleased that Cllr Sara Randall-Johnson spoke in favour of sufficient width to allow pedestrians and cyclists to enjoy the route, which I too would strongly support. This route will benefit the whole area, and in particular our residents at Tithebarn.

Walking and cycling to the primary school at Westclyst (and Broadclyst)

Further to correspondence from Westclyst parents, the Chief Exec of Cornerstone has asked for a meeting which I welcome. This has not happened yet. Separately, I am pleased that Cllr Liz Straw is working to develop a project to use a professional advisor to encourage active travel by pupils at both Westclyst and Broadclyst. I am hoping that Cllr Randall-Johnson and myself will be able to arrange DCC funding for this through our Locality budget.

Deficiencies in the active travel routes within Westclyst

Progress is painfully slow/non-existent. The lack of a footway between Hanniford Gardens and Mosshayne Lane is still a problem for residents of Bloor Homes and Poltimore Way and still not even acknowledged as a problem after 2 years of writing to EDDC and DCC, with residents having to climb over a new fence and traipse through the mud. The footpath from Park Lane to Old Park Avenue which was shown on the planning permission has never materialised. More recently, a resident brought to my attention that incredibly the plan for the Reserved Matters development by Sovereign Homes of "Land North of Moonhill Copse" does not include a pavement footway for the obvious route to the bus stop at Poltimore Way. Whether or not the residents will have to trespass to get through is unclear. Myself and an officer at DCC both asked EDDC to include this, but to no avail. The argument was that for ecological reasons the area should be dark at night (fair enough) and a footpath should not be built without lighting (I disagree). I hope that we can build up some public pressure on the issue of gaps and lack of connection for people trying to move around on foot or bike rather than in a car.

Resurfacing budget for our parish, ward, Division

There is a 23/24 budget of about £400k to cover both Cullompton Division and Broadclyst Division (which stretches from Brampford Speke to Clyst St George). Unfortunately, the whole budget would be swallowed by resurfacing the B3181 in the Beare straight area, even though it does need doing. So that is once again postponed. The budget for 23/24 has now been allocated and although it does NOT include the B3181, it does include some roads in our parish. I will let you know when I have the details.

Footway along the B3181 to Budlake, Beare, and beyond

DCC are considering whether or not it is good use of their maintenance budget to clear the vegetation from this tarmac footway. A saving could be obtained by allowing it to grass over. On the other hand, if it is allowed to grass over, the deterioration of the tarmac will possibly be accelerated. Is there a counter argument for capital investment to upgrade to a cycleway? How much is the footway used at present? Are there any residents for whom the footway is an important access route?

Recent traffic chaos

We have asked Highways to do their best to mitigate the delays caused by the roadworks outside Lidl. Angie has raised the problem of the flooding on Station Road adjacent to the community farm, so time ago; we understand that the relevant landowner has been asked to take action.

NON HIGHWAYS ISSUES

District heating in our parish

Many residents in Westclyst and Tithebarn were without heat and hot water in December because of failures in the network. There were similar outages in Cranbrook, and across the M5 in the Monkerton area of Pinhoe. Some outages have occurred in recent mild weather. In response to this widespread failure, I suggest that we should make a further comment to EDDC through the local plan consultation. Strategy 33 dictates that district heating will be used for any dwelling within 1 km of an existing network, any new development over 1200 homes, and any new commercial development over 10 ha. I would be in favour of opposing Strategy 33. I realise that any further comment will take place after the January 15th deadline, but I would still favour a late comment. The comment could be as simple as "In light of the dissatisfaction of residents connected to the district heat network, we oppose Strategy 33."

Devon County Council Budget

Cllr S Randall-Johnson understands these issues better than me, but a monthly news bulletin from DCC is here:

[Members' Bulletin: 6 January 2023 \(govdelivery.com\)](https://govdelivery.com)

Henry Gent 10/01/2023