

**REPORT TO February BROADCLYST PARISH COUNCIL BY COUNTY COUNCILLOR
Henry Gent**

Personal observation on comparison between Cranbrook and Broadclyst in terms of liaison with DCC and EDDC at scheduled infrastructure delivery, place-making, and developer liaison meetings

I am the only elected Councillor who attends these regular meetings at both Cranbrook and Broadclyst, and I would like to make a comparison. I attend a regular meeting which brings together officers of DCC and EDDC, Cranbrook Town Council, and elected councillors, to discuss new infrastructure at Cranbrook. And I attend another Cranbrook meeting which brings together the same parties and developers. All these meetings are very well attended with many participants from all parties.

Over the last year or so we have at Broadclyst built up the same two formats. However I think it is fair to say that resources and time have not enabled us (Broadclyst) to provide as much commitment even though the number of new houses is of a similar order of magnitude. I don't have any answers.

Adoption of public open space by Cranbrook Town Council

At the January parish council meeting my report included an item, not really part of my role as a county councillor reporting to the parish, but perhaps of interest, about the adoption of public open spaces at Cranbrook. I was asked if this section of my report was hearsay. It was, and a bit inaccurate. To correct this and for your information, here is a summary from the Cranbrook Clerk.

From: Janine Gardner <clerk@cranbrooktowncouncil.gov.uk>
Sent: Monday, January 20, 2025 2:57 PM
To: Councillor Henry Gent <Henry.Gent@devon.gov.uk>
Cc: Kim Bloxham <kim.bloxham@cranbrooktowncouncil.gov.uk>
Subject: Cost Savings since Easte Rent Charge Ceased in Cranbrook

Henry,

Following our conversation after the Cranbrook Placemaking Group meeting earlier this afternoon, please see below the following information as requested:

In 2017-18, Cranbrook residents paid £231.76 in estate rent charge, plus £88.65 Band D precept to the Town Council, totalling £320.41.

The Town Council assumed responsibility for the ownership, management and maintenance of all public open spaces in the area developed by the East Devon New Community Partners (Persimmon Homes SW, Taylor Wimpey and Hallam Land Management) on 1 April 2018.

Since 1 April 2018, residents haven been paying £256.03 Band D precept to the Town Council only which represents a net saving of £64.38 per annum per Band D property compared to 2017-18 in the first year of operation. We don't know what the estate rent charge would be now but it would have increased in line with inflation at the very least.

In addition, the Town Council has kept its precept of £256.03 stable since 1 April 2018, resulting in real terms savings for residents year-on-year.

If I can be of any further assistance, please do not hesitate to contact me.

Best regards,
Janine

Janine Gardner
Town Clerk and Responsible Financial Officer
Cranbrook Town Council

Installation of Langaton Lane lighting

This is scheduled for end of February. Here is the detail from DCC:

As you're aware, the Langaton Lane Green Lane project is still awaiting lighting installation and I am writing you to keep you up-to-date with the plans we have going forward.

Due to the works done by EON in 2021, we are currently unable to dig into the road for Langaton Lane, which would mean we are unable to wire in traditional street lighting. However, this provided a good opportunity to look into solar lighting options. After a meeting with an external lighting company, and our own internal lighting team, please see attached the brochure for the lighting system we are proposing along Langaton Lane and the plan for where they would be located. This will prevent the need to dig into the road surface, which will not be possible in this location.

The proposal is for 6 new street lights, to fill the gap between the existing lighting at Tithebarn and the point closure. These lights would be solar powered via a panel and will be installed to ensure maximum energy production. These lights are also motion-activated; when it is dark they are always on at a low level and then become much brighter when movement within 15metres is detected. By having these at intervals along Langaton Lane we are confident this will provide the personal safety benefits we were after, as well as being environmentally sensitive to the area.

The indicative cost of this is around £15,000. Considering this cost, and the fact this is a new lighting system, we would appreciate your views on this before we proceed to get an accurate cost and a programme for getting the lights installed.

Once the lighting is installed, the TRO for the change of speed limit (to 30mph between Tithebarn and the point closure) can be sealed.

Scoring matrix for 20 mph zone applications

I have written to an officer to ask what score the unsuccessful Broadclyst Parish application achieved.

Park and Change car park at Westclyst

I am fairly sure this will be delivered this year. I know I made a similar statement a couple of years ago....

Improvements to carriageway at Townhill

I support the proposals brought forward by Cllr L. Straw and written by a safety officer from Devon and Cornwall Police.

B Bus Service

Further to improvements in the frequency and running times of the B bus service to Marsh Barton from Tithebarn, which I noted last month, I have asked if DCC would consider asking Stagecoach to run a direct service from this side of town to Marsh Barton (the B service goes to Marsh Barton via the High Street). However I am told that it would not be commercially viable as a new service needs at least 5 buses running to provide a reasonable timetable, and each bus costs £200k per year, so it seems like £1m of ticket sales needed. This shows the challenge of providing commercially viable bus services.

Debris on shared use footway between Westclyst and Broadclyst

I have recently made some amateur measurements of the degree to which vegetation sticks out across the tarmac, and the extent to which surface debris sits on the tarmac, on this route, which is used by pupils from Westclyst and Pinhoe attending Clyst Vale, as well as commuters and others, on foot and on bikes. This footway was constructed about 15 years ago following a fatality when a vehicle hit a cyclist who was on the pavement. Although the construction specification would not be acceptable by modern standards, it was an improvement at the time, and it was, in my opinion, quite a lot wider than it is at present, at certain key sections.

At Moonhill Copse the branches and vegetation stick out across about half the width of the tarmac, even though we (the parish) have recently started to trim it about 7 times per year. Over the years it has “crept out” and there is some quite big trunks overhanging the pavement which would be too much for a flail trimmer I think. The debris also covers about a third to half the pavement. Before the surface debris is shifted, the vegetation should be cut back.

At the section known as “Highfield”, opposite Kersell Cottages, the vegetation is cut back as much as possible without taking out some enormous trees and some lamp posts, and does not overhang the tarmac pavement. I think a verge plough would be the answer.

At the section around the bus stop at Dog, and back to the village sign, it's very narrow but the metal fence makes it difficult to trim a lot. There has historically been a problem with getting our contractor to do this bit as well.

I have asked for a site visit with an officer to discuss.

Henry Gent 29.01.2025