

# B3181 Shared Path — Withy Bridge to Broadclyst

Phase 1 Feasibility Study: Summary Update for Council

April 2026 | Prepared following Stantec Phase 1 findings

## 1. Purpose of This Update

This note summarises the findings of the Phase 1 feasibility study carried out by Stantec into options for a shared pedestrian and cycle path along the B3181 corridor between Withy Bridge (near Westclyst) and Broadclyst. The study was commissioned following concerns raised by the Parish Council about safety for walking and cycling on this route, particularly for school children travelling between Westclyst and Broadclyst.

## 2. Project Rationale

The project has the following complementary objectives:

- **Safety:** To improve conditions for children and other vulnerable road users cycling and walking between Westclyst and Broadclyst; this was the primary concern that prompted the Parish Council to initiate this work.
- **Green Infrastructure:** To enhance active transport opportunities and the green infrastructure network in the area, in line with the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Clyst Valley Regional Park Masterplan (CVRP). This is the principal interest of East Devon District Council (EDDC) and Devon County Council (DCC).
- **Access to Killerton:** To improve non-motorised access to the National Trust's Killerton Estate, supporting sustainable tourism and active travel.
- **Climate Emergency:** Active transport improvements to this route will support use of low-carbon modes of transport for local trips (with potential to reduce congestion and air pollution on the Pinhoe Rd corridor) and improve connectivity for residents to Pinhoe Station.
- **Social and Economic Benefits:** To support local businesses and organisations in Broadclyst, West Clyst and the surrounding area by improving active transport links and encouraging leisure and recreational trips (that will eventually link to the Clyst Valley Trail and wider active transport network), and supporting commuting.
- **Health and Wellbeing Benefits:** Improved safety to this route has potential to support increased use of active transport modes for local trips with associated physical and mental health benefits

## 3. Funding and Partners

The Phase 1 study was co-funded by three partners and supported by the National Trust:

| Organisation         | Role / Contribution                                     |
|----------------------|---------------------------------------------------------|
| Parish Council (BPC) | Co-funder; raised original safety concerns              |
| EDDC                 | Co-funder; GI & CVRP interest                           |
| DCC                  | Co-funder; Highway Authority, Planning & LCWIP interest |
| National Trust       | Contributed data/studies; Killerton access interest     |

## 4. Existing Issues on the Route

### 4.1. B3181 Corridor (Withy Bridge to Dog Village)

- The existing path does not meet current LTN 1/20 standards for width.
- High stress environment for vulnerable users: children, pedestrians, and cyclists in close proximity to large vehicles (40mph speed limit)
- Mature trees and embankments are present within the verge space, constraining options for widening.

### 4.2. Station Road / Green Tree Lane Junction

- Footway gaps require pedestrians to use the carriageway.
- Third-party land constraints limit options.
- On-street parking creates hazards.
- The school crossing point is considered unsafe.

## 5. Landowner and Stakeholder Context

Stantec's work has engaged with relevant landowners and stakeholders. The following points reflect the current position:

- The National Trust is broadly supportive of a route via the Jarvishayes corridor.
- The Jarvishayes tenant is keen to not compromise farm operations.
- The Gent family (landowners) are not supportive of proposals that would significantly truncate their land.
- Subject to detail, the National Trust, Jarvishayes tenant and Gent family support the principle of use of their land to widen the existing footway

These constraints have materially influenced the options developed.

## 6. Phase 1 Options — B3181: Withy Bridge to Dog Village

Two options have been developed for this section:

### 6.1. Option G — On-Corridor Widening

- Follows the existing B3181 alignment.
- Makes best use of existing infrastructure and verge space.
- Widening to 1.5m into Jarvishayes land at the northern end.
- Re-alignment into the verge along straight sections — tree impact must be assessed.
- Gent field section further south — further tree impact assessment required.
- Potential to realign the western section of road to minimise removal of trees (requires a small area of additional third-party land within the existing verge to the south of the B3181)
- Estimated cost: £2.59m – £2.87m.

### 6.2. Option I — Alternative Alignment via Highfield

- Same northern end as Option G but route follows the existing footpath around the back of Highfield House.
- Potentially creates a barrier (and conflicts) which would impact on efficient farming of the Gent land

- Presents significant topographic challenges in leaving the road corridor.
- Estimated cost: £2.32m – £2.65m.

Both options require land purchase, which will add to costs. Both involve third-party (non-highway) land.

The narrowest section between Highfield house and towards the top of the hill carries high constraints, with three possible sub-options:

- Graded embankment topped with hedge (1-in-3 bank).
- Retaining wall - a heavily engineered solution and the most expensive (subject to topographic survey).
- Route behind the existing hedge (option I) - takes a significant amount of land.

To reduce the impact on mature trees around Highfield, there is an option to realign the footway to the opposite side of the road at the western end, noting that road gullies will also need realignment.

## 7. Phase 1 Options — Green Tree Lane Junction to Dog Village

A further option covers this section. Route N is the preferred option for the Green Tree / Station Road section.

- Proposed 1.5m footway on the western side of the road.
- This will slightly reduce road width; two cars can pass with one car waiting.
- Extend 20mph zone beyond Green Tree, with a gateway feature on approach.
- Consult with residents on parking arrangements; aim to retain on-street parking spaces.
- Possible alternatives to wall/hedge structures to be explored.

## 8. Next Steps

The following additional work is required to progress the project to a preliminary design stage:

- Topographic survey — B3181 and Station Road / Green Tree.
- Preliminary ecological assessment.
- Tree conditions and constraints survey.
- Preliminary design (based on topographic survey).
- Stage F1/1 Road Safety Audit.
- Updated land purchase costs.

Note: the above items are linked — the Stage F1/1 Road Safety Audit and updated land purchase costs are desk-based preliminary activities and can proceed in parallel.

Once the Stage 2 Feasibility Study is completed Devon County Council will have sufficient information to investigate funding and delivery of the project. Potential use of CIL and NCIL to support delivery is likely to be required as match-funding to support delivery.

NB: A separate issue, narrowing at Moonhill Copse, will be addressed as a different matter in due course and is not part of this project scope.

## 9. Funding for Next Phase

Works above are estimated at approximately £30,000–£35,000. The following funding sources are being explored:

| Organisation | Funding Source     | Amount  |
|--------------|--------------------|---------|
| EDDC         | Green Team Fund    | £25,000 |
| DCC          | Active Travel fund | £5,000  |
| BPC          | NCIL               | £5,000  |

## 10. Justification for Continued Investment

- It directly addresses BPC identified safety concerns for vulnerable road users.
- The project forms part of the Clyst Valley Regional Park (CVRP) and a wider cycleways network across the area.
- The route is identified in the Local Cycling and Walking Infrastructure Plan (LCWIP).
- EDDC's involvement through the GI framework provides a strategic narrative; Stantec can provide a strategic benefits and safety narrative to support funding bids.