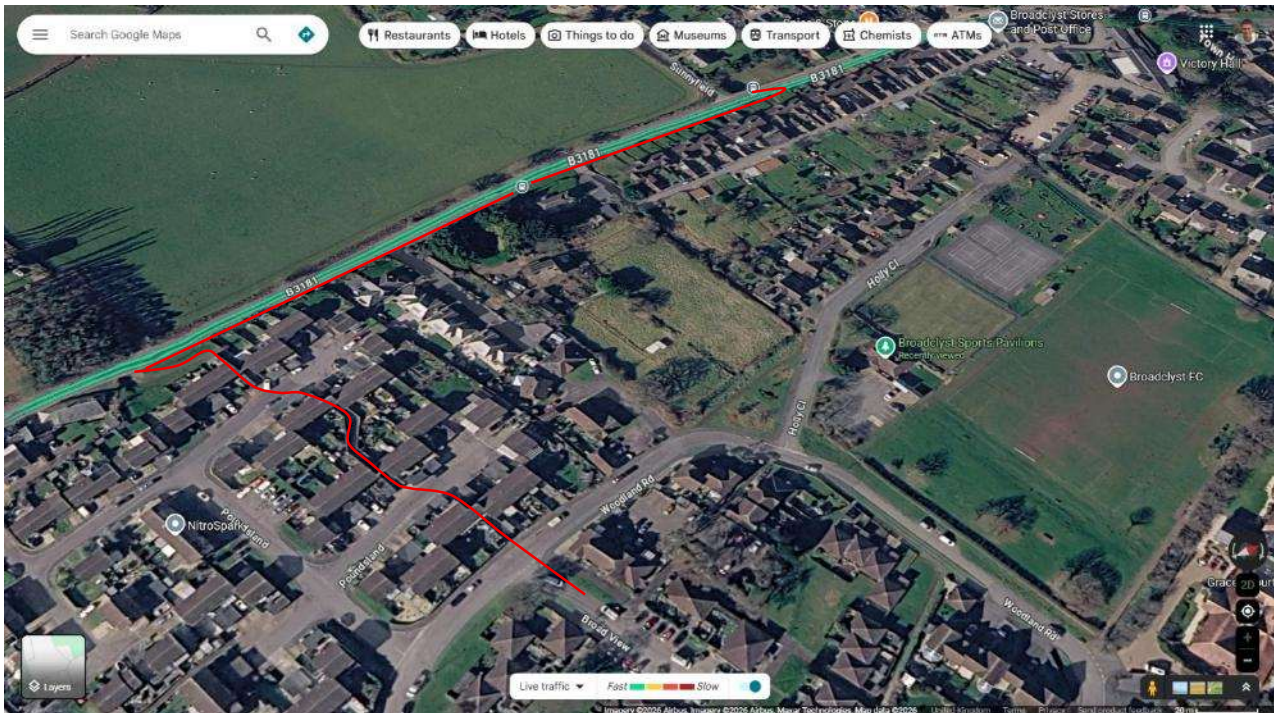


Summary of key points from Broadclyst accessibility audit Date: 14 May 2026



Context: The Parish Council requested a review of key pedestrian routes within the village – in particular, links between the supported living bungalows around Broad View and key facilities including bus stop.

Route 1



The most direct route to the main road/ bus stops, using a series of walkways between houses. However, the walkways have chicanes installed which provide insufficient space for mobility equipment to easily pass around. Gaps are 80 – 100 cm compared to the recommended 120 - 150cm. This is compounded by the short but steep slopes – often beyond the 15% that tends to be the maximum up/ down gradient for standard mobility scooters. In many cases the user would need to be crossing this gradient which has a particularly high risk of tipping. It also compounded by the limited spacing **between** barriers – difficult for longer mobility equipment to pass through. Finally, the route brings you to two bus stops which are difficult to use – particularly the northbound stop where there is insufficient space to get onto a bus ramp.

Route 2



Although a longer route this is easier and takes you to the key village services and bus stops which are more suitable for mobility equipment. It also provides an option for residents at Gracey Court. The dropped kerb near the Holly Close/ Woodland Road junction is steep so requires care. At the end of Holly Road a path leads down but access to this

path is currently difficult due to a lip on the dropped kerb and then a 25% ramp up to the path. This would most easily be addressed by opening up the corner and taking back the barrier (see photo).



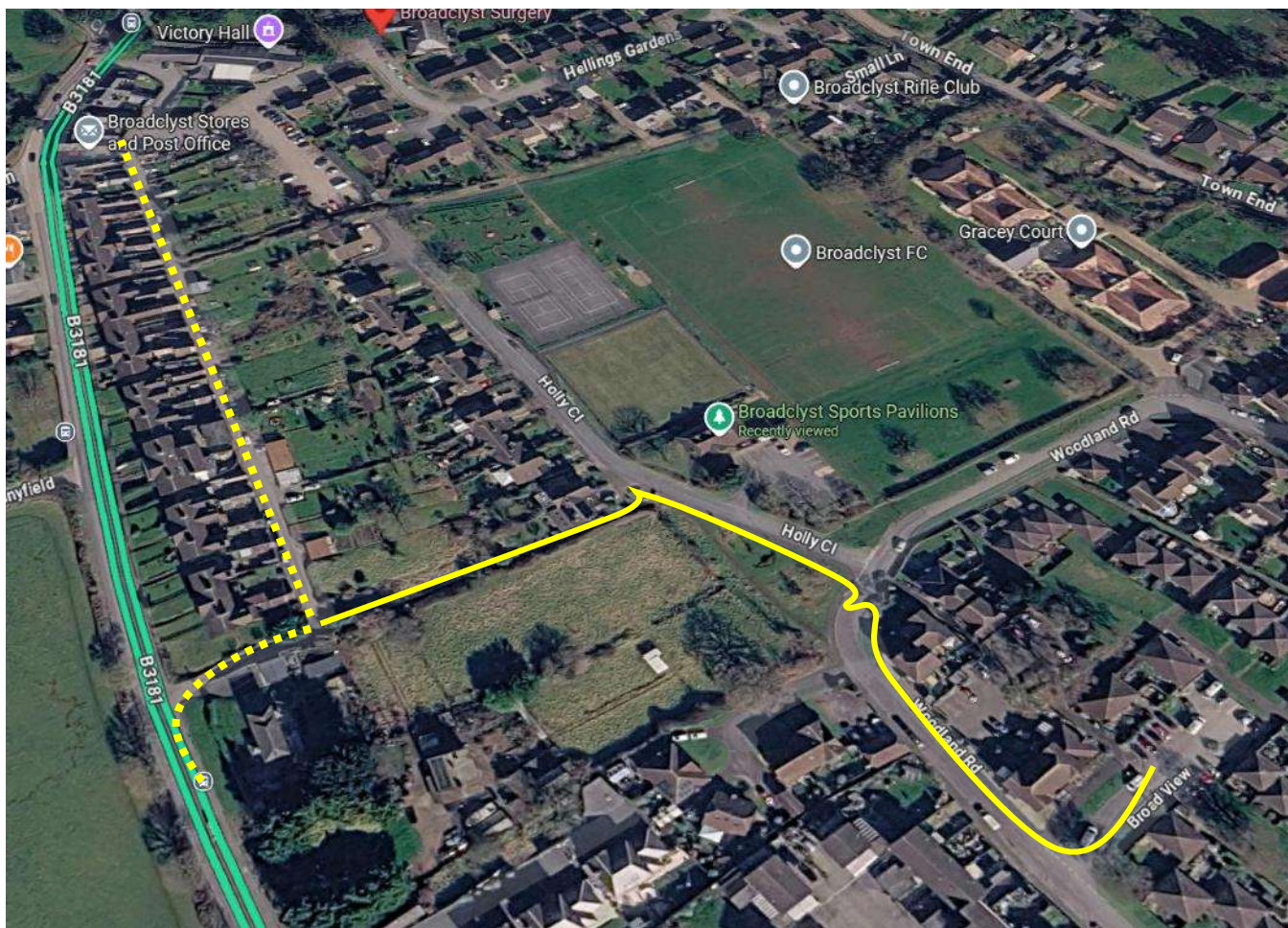
At the junction of Hellings Road it would be helpful to add dropped kerbs on opposite sides of the road to allow easier crossing to/ from Broadclyst Surgery as this is one of the key facilities.



The route to other facilities would then head left (west) towards the public car park. However, it was noted that the dropped kerb is generally blocked by the car space being occupied. This space either needs to be marked out to remain clear or on the preceding corner (shown on the photo) a dropped kerb could be installed.

There is then the opportunity to cut through the walkway to other facilities such as the shop, pedestrian crossing and bus stops.

Route 3



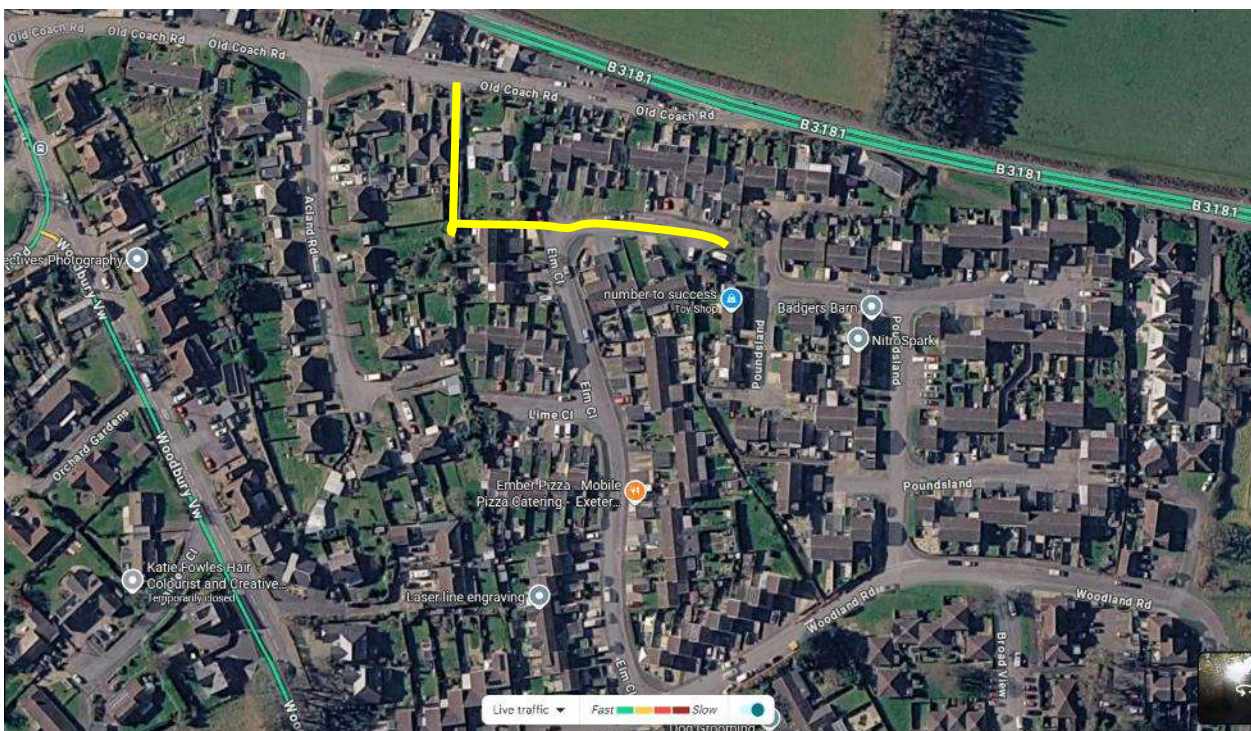
The final option reviewed was a narrow path cutting through from Holly Close. Although narrow it is currently sufficient width for mobility equipment to use, helped by being straight and has no barriers. However, there is a reliance on vegetation on side remaining cutback to maintain the width. There is very steep slope (22%) at one point but this only lasts for 2 – 3 metres and therefore is likely to be manageable for most users and equipment apart from a self propelled wheelchair. Adding a handrail would be helpful.

The second half of the path (where the slope is) has a lot of vegetation blocking light which will make this a dark path to use in the autumn/ winter. The addition of lighting – at the slope – and, ideally, in a couple of other locations along the path will therefore help to provide the security and confidence for it to be used.

At the end of the path there is the option to continue straight on towards the southbound bus stop or turn north towards the shops and facilities along a relatively quiet back road.

Conclusions and other considerations

- Route 3 provides the most immediate opportunity, requiring limited improvements to be the easiest and (for Broad View residents) most direct route to a southbound bus and the services in the north of the village. It will, however, depend on vegetation being regularly cutback, and, for autumn/ winter use, the addition of lighting.
- Route 2 is the next most suitable option and has the advantage of also improving access for residents at Gracey Court. The addition of a few dropped kerbs and clearing the corner at the end of Holly Close will open up this option.
- Route 1 presents the most problems. The current route is hazardous and difficult due to the combination of tightly spaced barriers and steep slopes. It then brings you to a location that is difficult for onward travel.



A route leading to the south of the village was also reviewed. This used Route 1 (with its many problems) and then uses a pedestrian cut through to Old Coach Road. This has a chicane at both ends – with same challenges of fitting mobility equipment through but at least on a relatively flat surface.



Immediately after the chicane by the exit onto Old Coach Road there is a steep slope (19%) leading directly into the road.



There is no pavement to turn onto and visibility to the right is extremely restricted due to the hedge. This makes it very dangerous for a person with less mobility to proceed on safely – particularly to the north.



A final element that was considered was the access to **Broad View** itself. Chicanes have been installed on many of the exits/ entrance paths which now makes it difficult for residents with mobility equipment.

If the purpose is to prevent vehicles this could be achieved by removing one of the two barriers which would at least make passing through easier. It is recognised that it would make it easier for bikes and motorbikes to pass through but for the former there would not be any particular difference.



A lack of design consistency was also observed with the most striking example being the provision of a handrail – despite minimal gradient – to a dropped kerb but there then being no dropped kerb on the opposite side.