

Tiverton Parkway Station Footpath

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation:

- (a) that approval is given to construct the Tiverton Pathway footpath and cycle/bus stops scheme as shown on the attached drawing C16008/12 at an estimated cost of £325,000;**
- (b) that approval is given to advertise any required Traffic Regulation Orders and if no objections are received, to make and seal the Orders;**
- (c) that the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Highway Management and Local Member, be given delegated authority to make minor amendments to the scheme design.**

1. Summary

This report seeks Cabinet approval to advertise the necessary Traffic Orders and construct the scheme shown on drawing C16008/12 (attached to this report as Appendix I).

2. Background/Introduction

Tiverton Parkway Rail Station is on the Paddington / Bristol to Exeter route, located near Sampford Peverell approximately 7 miles to the east of Tiverton and close to the junction of the M5 motorway with the A361 North Devon Link Road. The station started operating in the 1980's and in late 2007 an additional car park for the station was opened when the original became too small as service and patronage levels increased. The additional car park is situated alongside the road to the station and requires a short walk. A further extension to the car park was undertaken in 2016.

Patronage at the station has continued to increase through its role both as a railhead for northern Devon and as the local station for the Tiverton area itself. Both areas have current and future plans for further significant growth, including the Tiverton Eastern Urban Extension, which will further increase the numbers of people accessing the station.

The station is linked to both Tiverton and Cullompton by the hourly Exeter – Tiverton bus service 1 which serves both the rail station and Sampford Peverell village. There are currently no bus stops in the Lower Town part of the village.

The lack of a footpath between the 2016 car park extension and Sampford Peverell village means that local users of the station have to walk on the road as far as Lower Town (C105). The increasing numbers of vehicles accessing the station and lack of street lighting increase the accident risk and makes it less attractive to walk to the station.

The road between the station and the C105 Lower Town is also part of the National Cycle Network NCN3 route between Lands End and Bristol, bringing tourism income to the area

whilst also forming a local link between Tiverton Parkway station and Willand, Sampford Peverell, Halberton and Tiverton itself. This includes the use of some sections of the Grand Western Canal towpath. The cycle route will be one of the options for residents of the Tiverton Eastern Urban Extension to access rail services at Parkway station. There is however no crossing of the C105 Lower Town at Sampford Peverell to access the NCN3 route via the canal and the off-road link to the canal itself has a poor quality surface in some parts. The lack of street lighting on the road between the station and the C105 can make cycling unattractive due to the traffic levels and speeds.

Longer term a site is allocated in the Mid-Devon Local Plan at M5 Junction 27 for a large visitor attraction. The site is close to the rail station although on the opposite side of the motorway junction. Subject to the plan's Examination in Public, a planning application, further information, design proposals and assessment there is potential for local walking and cycling trips to the attraction to make use of the station access road to access the site and parts of NCN3.

3. Proposal

The proposal is summarised in the phases below. Cyclists will continue to use the station access road (and not the footpath) but will benefit from the street lighting, the crossing of the C105 Lower Town and the improved surface on the connecting link to the Grand Western Canal.

- a. Footway Link from Station to Sampford Peverell. The grass verge on the southwest side has sufficient room within it to enable the creation of a 1.5m wide surfaced footway. Pedestrians from the recently extended station car park would cross the road and join the proposed footway on the western side. The footway would run parallel to the existing road toward Sampford Peverell for a distance of approximately 410m. At the junction with Lower Town the footway would run along the south side of the green space and join with the existing pedestrian refuge island on Lower Town. Pedestrians can then walk to Sampford Peverell on the northern footway along Lower Town.
- b. Public Transport Improvements Lower Town – The proposal includes two new bus stops along Lower Town to provide sustainable connectivity with the footway improvement in [a.] above. The northern bus stop will be situated between the properties Wickets and Dovetail. The southern bus stop will be located on the east of the junction of Lower Town and Easton Lane and on the opposite side of the road of the property Edricia.
- c. Improvements to the National Cycle Network – The route from the station runs along the unclassified highway network and crosses the C105 Lower Town to the west of Ayshmeade. The route then runs northeast along an off road section before joining the east west traffic free cycle route along the Grand Western Canal. The proposal narrows the existing carriageway to provide an enhanced crossing facility. A minimum carriageway width of 6.8m will be maintained on the C105 Lower Town. The proposal also includes a surface course to the off-road cycle route between C105 Lower Town and the route along the Grand Western Canal.
- d. Street Lighting and Speed Restrictions – The proposal seeks to provide new street lighting from the recently extended station car park, along the access road to the station and along the C105 Lower Town between Whitnage Road and Ayshmeade Lodge. It is proposed to reduce the speed limit to 30mph along the length of the new lighting. The existing parking restrictions along the road to the railway station will be extended to include Saturday and Sunday.

4. Consultations/Representations

The Highway Authority has consulted with the Parish Council on the scheme who in turn have previously sought/ received requests with regard to delivery of the footpaths, bus stops speed limits and waiting restrictions. As part of the consultation process the Parish will consult residents who are materially affected by the installation of the lighting scheme.

5. Financial Considerations

The estimated cost of the scheme shown on drawing C16008/12 is £325,000. The planned funding is as per the table below. £100,000 budget is already included in the 2017/18 capital programme. The remaining funding will be allocated from the Local Transport Plan.

	Actual 2016/17 £	Projected Spend 2017/18 & 2018/19 £
Chettescombe Trust	15,761	0
First Great Western	0	100,000
Local Transport Plan	0	209,239
Total	15,761	309,239

6. Environmental Impact Considerations

An Environmental Appraisal process has been undertaken for this project. Environmental considerations have been taken into account for street lighting and therefore part night illumination and installation of LED lanterns is proposed. No other significant issues were identified.

7. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing this particular scheme, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at: <https://new.devon.gov.uk/impact/tiverton-parkway-station-footpath/>, which Members will need to consider for the purposes of this item.

The design of the scheme has carefully considered the needs of all road users and significantly improves access to the station for those without a car.

8. Legal Considerations

There are no specific legal considerations.

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic.

9. Risk Management Considerations

This scheme has been assessed and all necessary safeguards or actions have been taken/included to safeguard the Council's position.

The scheme is subject to normal engineering risks and suitable risk allowances have been included.

10. Public Health Impact

The scheme will encourage higher levels of physical activity through greater levels of walking and cycling to/from Tiverton Parkway rail station and the bus stops in the village.

Installation of street lighting and construction of the two new bus stops along C105 is in close proximity to residential properties. The lighting installed will be part night controlled and any resident who is concerned over back light has the opportunity to have a light guard fitted should it not be possible to relocate the unit.

11. Options/Alternatives

The option of making the path a shared footway/cycleway was considered but rejected due to the lack of available verge width within the highway. An alternative option to move the footway/cycleway behind the hedge line would require significant and expensive land acquisition without certainty of success with particular complexities such as the golf attraction on one side.

The later implementation of street lighting was considered. This was rejected due to the much higher cost and level of disruption (including the excavation of the newly laid footway) of installing the street lighting at a later date.

12. Reason for Recommendation/Conclusion

The scheme will support increased levels of walking and cycling access to Tiverton Parkway station from the surrounding area for both local and tourism linked trips. It takes advantage of funding from external sources to provide sustainable transport facilities in accordance with the County Council's priorities in the Strategic Plan 2014-2020, focussing on physical activity and supporting a prosperous healthy and safe community.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Willand & Uffculme

Cabinet Member for Highway Management: Councillor Stuart Hughes

Chief Officer for Communities, Public Health, Environment and Prosperity, Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

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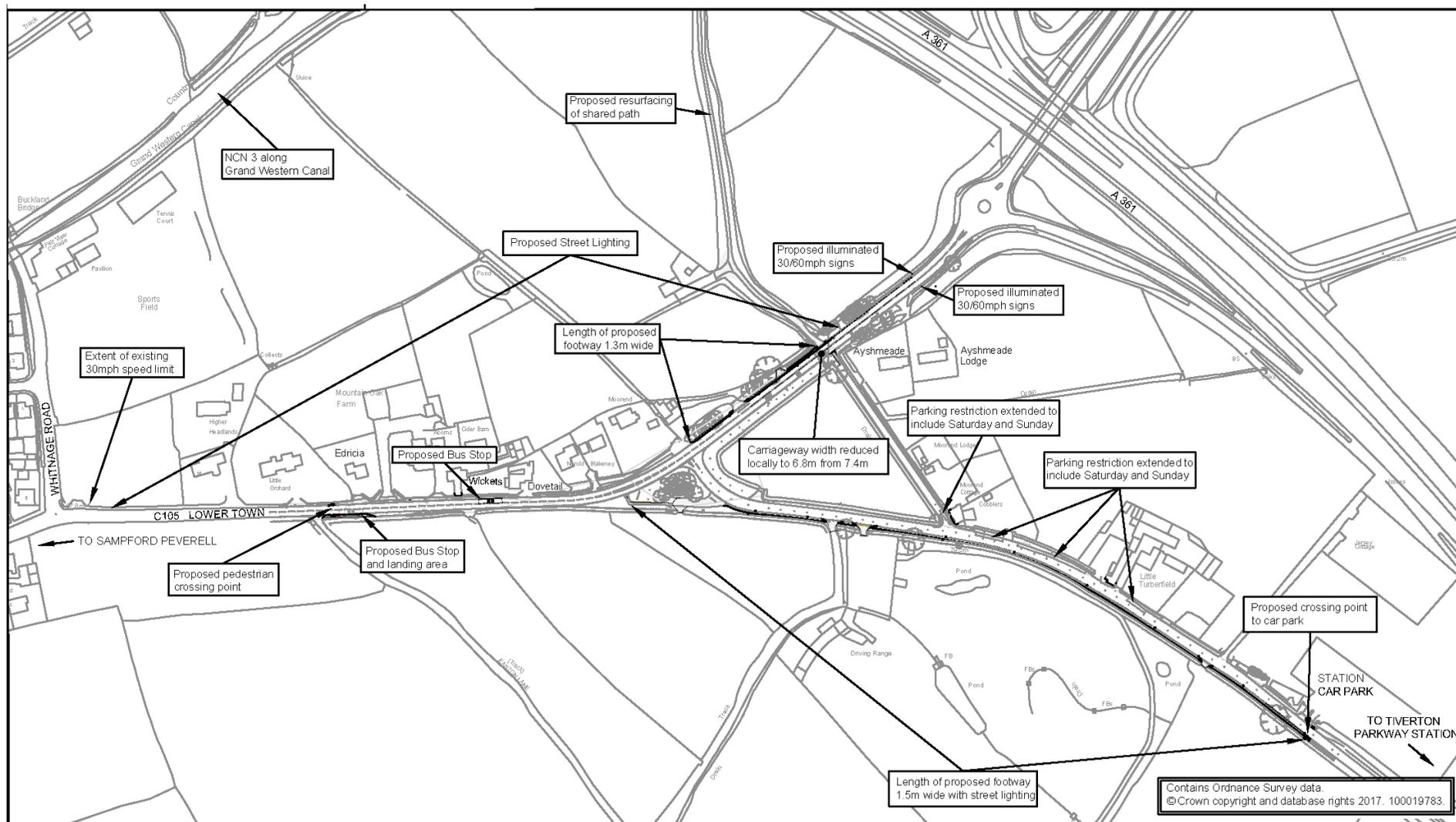
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Background Paper	Date	File Reference
1. Impact Assessment	August 2017	https://new.devon.gov.uk/impact/tiverton-parkway-station-footpath/

is140817cab Tiverton Parkway Station Footpath
hk 08 290817

**Appendix I
To PTE/17/48**



	Engineering Design Group	Cabinet	date 2-08-2017	scale NTS
		job/title/proposal C105 LOWER TOWN AND TIVERTON PARKWAY	number C16008/12	
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