

Dog Village, Broadclyst Shared-Use Path

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

That the Committee be asked to:

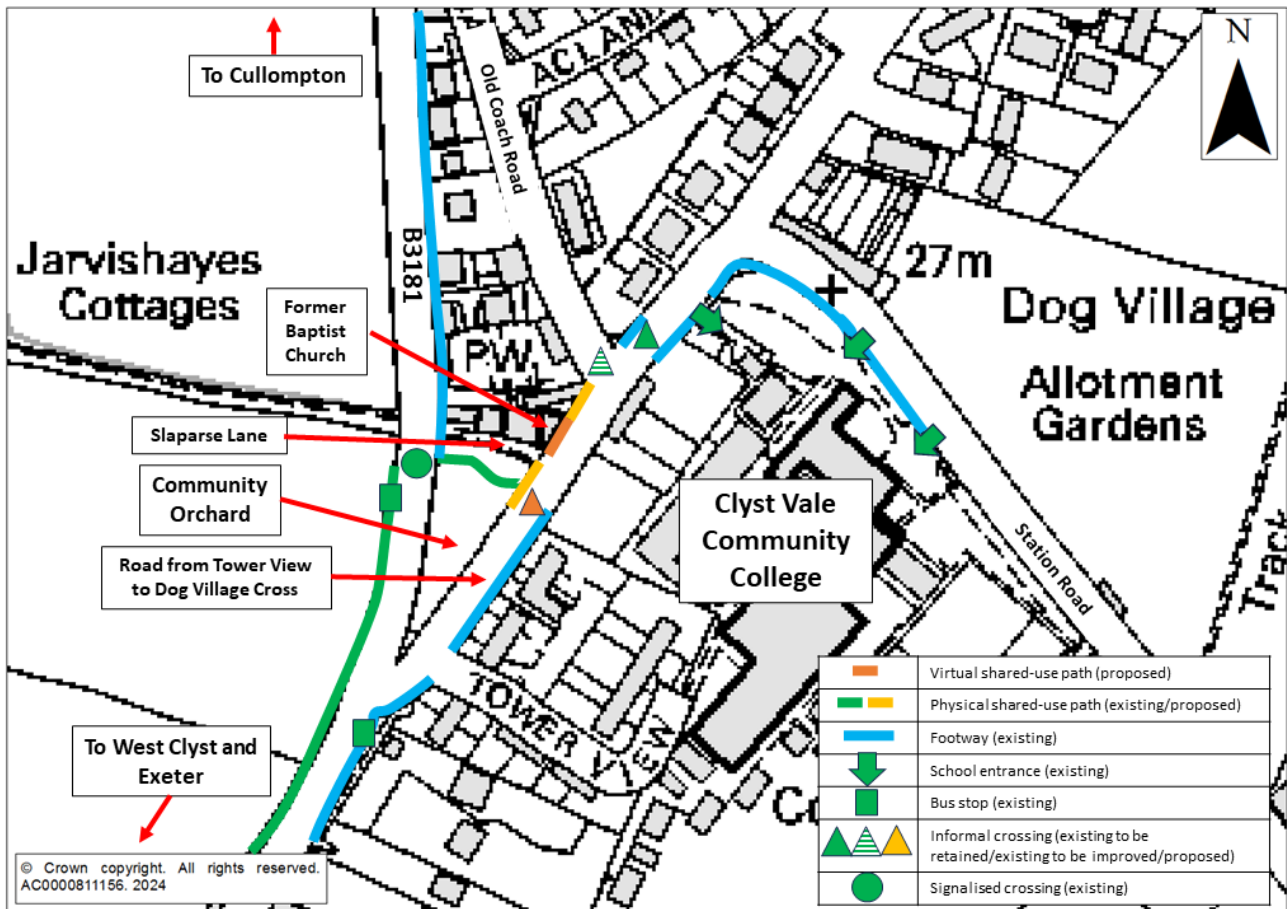
- (a) approve in principle the shared use path improvements on Road from Tower View to Dog Village Cross, Broadclyst, shown in the drawing in Appendix 1, at an estimated cost of £134,000;
- (b) approve the making and sealing of a Traffic Regulation Order implementing waiting restrictions in the vicinity of the proposed improvements, shown in the drawing in Appendix 2; and
- (c) delegate authority to the Director of Climate Change, Environment and Transport, in consultation with the Chair of this committee and the Local County Councillors, to make minor amendments to the scheme as required.

2) Background

Clyst Vale Community College, in Dog Village, Broadclyst, provides secondary and sixth form education to over 950 pupils. The school's large rural catchment area includes Pinhoe and West Clyst, which are linked to Broadclyst by the shared-use path alongside the B3181 and by the 1/1A (Exeter – Broadclyst – Cullompton – Tiverton) bus route. Many of these pupils rely on sustainable transport to school, with those walking, wheeling and cycling to school likely to cross the B3181 at the signalised crossing (near the Cullompton-bound bus stop), then use the shared-use path through the Community Orchard to reach the Road from Tower View to Dog Village Cross (referred to locally as 'Station Road').

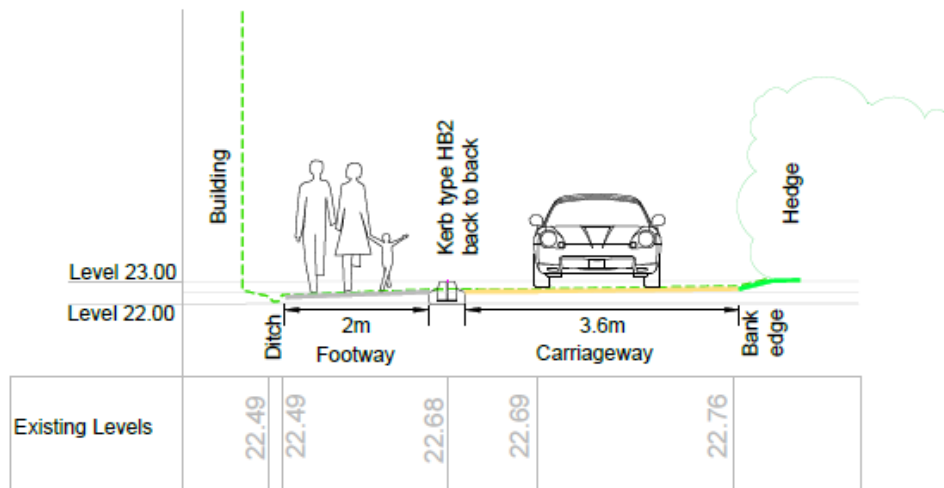
North of the Old Coach Road junction is a footway and informal crossing, which could be used to access the entrance to the college. However, the section of road between the Community Orchard and the Old Coach Road junction has no footway, meaning people must walk/cycle on-road, giving rise to potential conflicts between vehicular traffic and people walking, wheeling and cycling. Additionally, the bell-mouth of the Old Coach Road junction is wide, increasing required crossing distances and potentially increasing vehicular speeds.

Therefore, it is proposed to deliver approximately 100m of shared-use path connecting from the Community Orchard to the Old Coach Road junction, and to reduce the width of the junction bell-mouth. The approximate extent of the proposed shared-use path and existing shared-use paths and footways is shown in the overview map below.



3) Proposal

As illustrated in Appendix 1, subject to approval of this report’s recommendations, a shared-use path would be constructed connecting the existing shared-use path through the Community Orchard and the Old Coach Road junction. A 34m section of this proposed path, northeast of Slaparse Lane, would consist of a “virtual footway”, with back-to-back kerbing separating pedestrians and cyclists from vehicles, as constructing a physical footway in this location would likely cause drainage issues. A cross-section showing this is included below.



Section through kerb separated footway

Scale 1:20

Two sections of this path, southwest of Slaparse Lane and southwest of Old Coach Road, would consist of a physical footway, with a total length of 46m. Additionally, a 20m section of bullnose kerb will be constructed across the Slaparse Lane junction, to slow vehicles turning into and out of the junction. The shared-use path would vary in width, from a maximum of 2.6m to a minimum of 1.5m, reflecting variations in the available carriageway space.

An informal crossing point would be provided at the southwestern end of the proposed shared-use path, to help pedestrians safely access the existing footway on the opposite side of the road. The existing road hump at this location would be removed.

Additionally, the footway around the Old Coach Road junction will be resurfaced and widened, reducing the width of the road. The reduction in pedestrian crossing distance and junction width should address issues around vehicle entrance and exit speeds. Moreover, the provision of tactile paving will improve accessibility and further reduce the likelihood of vehicular conflict as pedestrians cross the junction. The existing informal crossing northeast of the Old Coach Road junction would enable footway users to cross the road to access Clyst Vale Community College.

Delivery of the scheme would require implementation of a priority system on the road adjacent to the proposed shared-use path, as the carriageway width (minimum 3.4m, maximum 4.4m) would only accommodate single-file traffic.

As shown in Appendix 2, the Traffic Regulation Order associated with the scheme would introduce and extend 'No Waiting At Any Time' restrictions to prevent obstructive parking at the new crossing point at the junction of Old Coach Road and Road from Tower View to Dog Village Cross ('Station Road') and where the width of the carriageway is proposed to be narrowed, predominantly on the western side of the road (with a short additional section on the eastern section). This will improve visibility and road safety for all road users, especially for pedestrians using the crossing point. These restrictions would be in addition

to those recently implemented on the eastern side of the same road, as per plan ENV5933-06 in <https://democracy.devon.gov.uk/documents/s41447/Supplementary%20Plans.pdf>.

This would introduce an additional 134m of double yellow lines, reducing the availability of on-street parking in the vicinity of the proposed scheme. However, this reduction is considered proportionate in view of the potential safety benefits for people walking, wheeling and cycling. The 134m also includes some sections of road where parking would be prohibited under the Highway Code regardless of whether the scheme is implemented, including adjacent to junctions.

4) Alternatives

An alternative, lower-cost option would be to also construct a virtual footway (rather than a physical footway) southwest of Slaparse Lane, with pedestrians crossing the road at an angle at the southwestern end of the scheme. However, this would not deliver as significant a safety and comfort benefit for pedestrians, and the cost saving would be marginal.

An alternative which has been discounted is the construction of a footway on the other side of the road. However, this would result in additional crossing of the road by pedestrians.

If the proposed scheme is not approved and no changes are made, the potential risk of conflicts with vehicular traffic and pedestrians and cycles will continue.

5) Consultations/Representations/Technical Data

Consultation

The scheme has been developed in consultation with the local County Councillors and with Clyst Vale Community College and the clerk of Broadclyst Parish Council. The Community College are in full support of the proposed scheme.

The proposed changes to waiting restrictions have also been subject to a statutory consultation, as detailed in Section 8 below.

Traffic Count Data

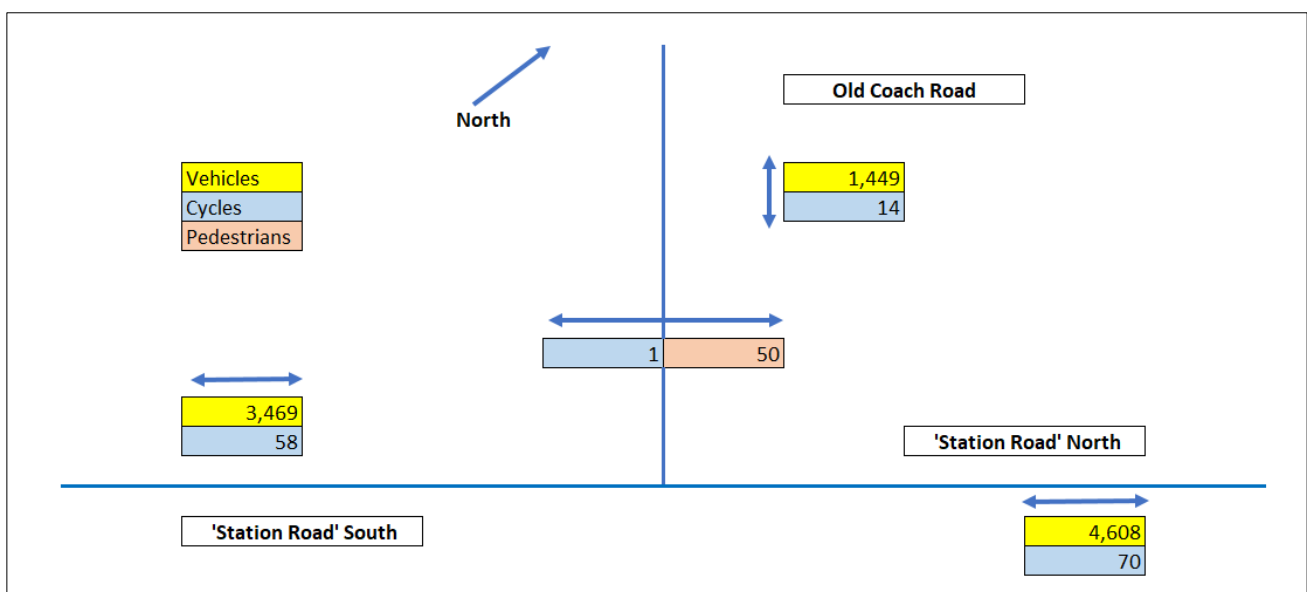
A Manual Classified Count was undertaken at the junction of the Road from Tower View to Dog Village Cross ('Station Road') with Old Coach Road in September 2022. This recorded 4,800 vehicles and 71 cycles over a 12-hour (07:00-19:00) period. The dominant movement was straight ahead between the north and south arms of the junction, but there were also significant flows between Old Coach Road and the north arm of the junction. The flows on each arm are summarised in the table below.

Road	Vehicles	Cycles
'Station Road' North	4,608	70
'Station Road' South	3,469	58
Old Coach Road	1,449	14

According to government cycle infrastructure design guidance, traffic flows above 2,000 Passenger Car Units (PCUs – a unit representing a vehicle with the typical dimensions of a car) per day on a 20mph road can ‘exclude some potential users’ from cycling in mixed traffic and give rise to safety concerns, and flows above 4,000 PCUs/day will ‘exclude most potential users’. Therefore, existing traffic volumes on ‘Station Road’ are likely to exclude many potential cyclists, particularly less confident cyclists. However, providing protected space for cycling, as is proposed here, would make provision suitable for most people.

A count was also undertaken of pedestrians and cycles crossing Old Coach Road using the existing refuge island on the same date. 50 pedestrians were recorded, of which 22 were recorded as being children, and 1 cyclist was recorded.

The recorded traffic, cycle and pedestrian flows are summarised in the diagram below.



6) Strategic Plan

The scheme is well-aligned with several actions within the Strategic Plan. Connecting the proposed path to the established footway and shared-use path network will enable more continuous walking and cycling and encourage more sustainable lifestyles. By reallocating space from general traffic to pedestrians and cyclists, whilst ensuring the remaining carriageway is wide enough to accommodate buses, the scheme would prioritise sustainable travel.

Given the scheme’s location on a route to Clyst Vale Community College, it is expected to particularly benefit children and young people, by reducing the risk of harm to children walking, wheeling or cycling to school, and thus supporting them to have more active lifestyles. Additionally, by providing a safer route from the bus stop on the B3181 (served by Stagecoach South West route 1/1A, which connects Exeter and Cullompton/Tiverton via Pinhoe, Broadclyst and Bradninch), the scheme may encourage use of buses as part of local journeys.

The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative and +3 represents a large positive impact.

Strategic Plan priority	Strategic Plan action	Alignment
Responding to the climate emergency	Prioritise sustainable travel and transport	+2 (Moderate positive)
Responding to the climate emergency	Encourage sustainable lifestyles	+2 (Moderate positive)
Be ambitious for children and young people	Ensure children and young people have the best possible start in life, good health and emotional wellbeing.	+2 (Moderate positive)
Investing in Devon's economic recovery	Secure investment in transport infrastructure	+1 (Slight positive)
Investing in Devon's economic recovery	Maintain and, where necessary, improve our highway network and improve sustainable transport options	+1 (Slight positive)
Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity	+2 (Moderate positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport	+2 (Moderate positive)

7) Financial Considerations

Approximately £34,000 has been spent to date on developing the scheme, including design fees and costs associated with surveys. The additional cost to construct the scheme (including supervision fees and contingency) is estimated to be £100,000, giving an overall estimated scheme cost of £134,000.

The prior years' costs have been funded from S106 monies from the development at Cranbrook. Funding for construction has yet to be fully identified, however is likely to comprise a combination of Local Transport Plan Integrated Transport Block grant and external match funding.

Scheme construction will not commence until all funding is secured and financial approvals in place.

8) Legal Considerations

A statutory consultation has been undertaken in relation to the Traffic Regulation Order (TRO) for the proposed changes to waiting restrictions, with the advertising period lasting from 29 February 2024 to 21 March 2024. Residents of surrounding properties were sent postcards inviting them to make representations in relation to this statutory consultation.

In response to the consultation, three responses were received, as detailed in Appendix 3. Two respondents raised concerns regarding the removal of parking potentially increasing traffic speeds, however the priority system and road narrowing is expected to mitigate this. Two respondents also raised concerns regarding potential impacts on parking availability

within Dog Village, however there is additional on-street parking available on nearby streets, and the disbenefits are considered to be proportionate balanced against the significant safety benefits for people walking and cycling.

For highway schemes, there is a requirement for the Council to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

Specific consideration has been given to Section 122 of the Road Traffic Regulation Act 1984 which states that it is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

(a) the desirability of securing and maintaining reasonable access to premises;

Officer recommendation: It is considered that this scheme will help secure reasonable access to premises, including Clyst Vale Community College, on foot or by cycle, whilst maintaining reasonable access for other traffic.

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.

Officer recommendation: Not relevant to this proposal.

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

Officer recommendation: Not relevant to this proposal.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles

Officer recommendation: Not relevant to this proposal.

(d) any other matters appearing to the local authority to be relevant

Officer recommendation: Other relevant matters for consideration are outlined in the body of this Report.

Considering the above, it is recommended that the TRO be implemented as advertised.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

In support of the Devon Strategic Plan 2021-25, the Devon Carbon Plan identifies that reducing the need to travel and shifting to sustainable transport options, such as walking, are important ways to tackle transport emissions and reduce greenhouse gas emissions particularly for short distance journeys.

By promoting sustainable alternatives to travel by car, the proposal will likely have a minor but positive effect on vehicle emissions and the environment.

10) Equality Considerations

Where relevant, in coming to a 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

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

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://www.devon.gov.uk/impact/published>

Members will need to consider the Impact Assessment for the purposes of this item.

The Impact Assessment for this scheme notes the potential for the scheme to benefit people who walk, wheel or cycle to/ from Clyst Vale Community College and the surrounding Dog Village area. Furthermore, potential adverse impacts have been reduced as far as practicable, for example a "virtual footway" was preferred as a standard footway would cause drainage issues along Slaparse Lane.

11) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

A Stage 1 Road Safety Audit (RSA) has been undertaken in relation to this scheme, and the recommendations used to inform the detailed scheme design. Subject to HATOC approval of this report's recommendations, a Stage 2 RSA would be undertaken prior to the scheme's construction, to ensure the scheme improves road safety for all users as far as practicable.

To minimise the potential disruption caused by the works, the scheme would be constructed during school holidays.

12) Summary

The recommended scheme would provide a shared-use path on a section of road currently lacking facilities for people walking, wheeling and cycling, including children travelling to

Clyst Vale Community College. This would reduce the likelihood of conflicts between people walking, wheeling and cycling and vehicular traffic, improving safety for all road users. It would also likely encourage people to walk or cycle for short trips, helping increase physical activity levels and reducing carbon emissions from transport.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Division: Broadclyst

Local Government Act 1972: List of background papers

Nil

Contact for enquiries:

Name: Chris Burrige-Barney

Telephone: 01392 383131

Address: Transport Planning, Room 120, County Hall

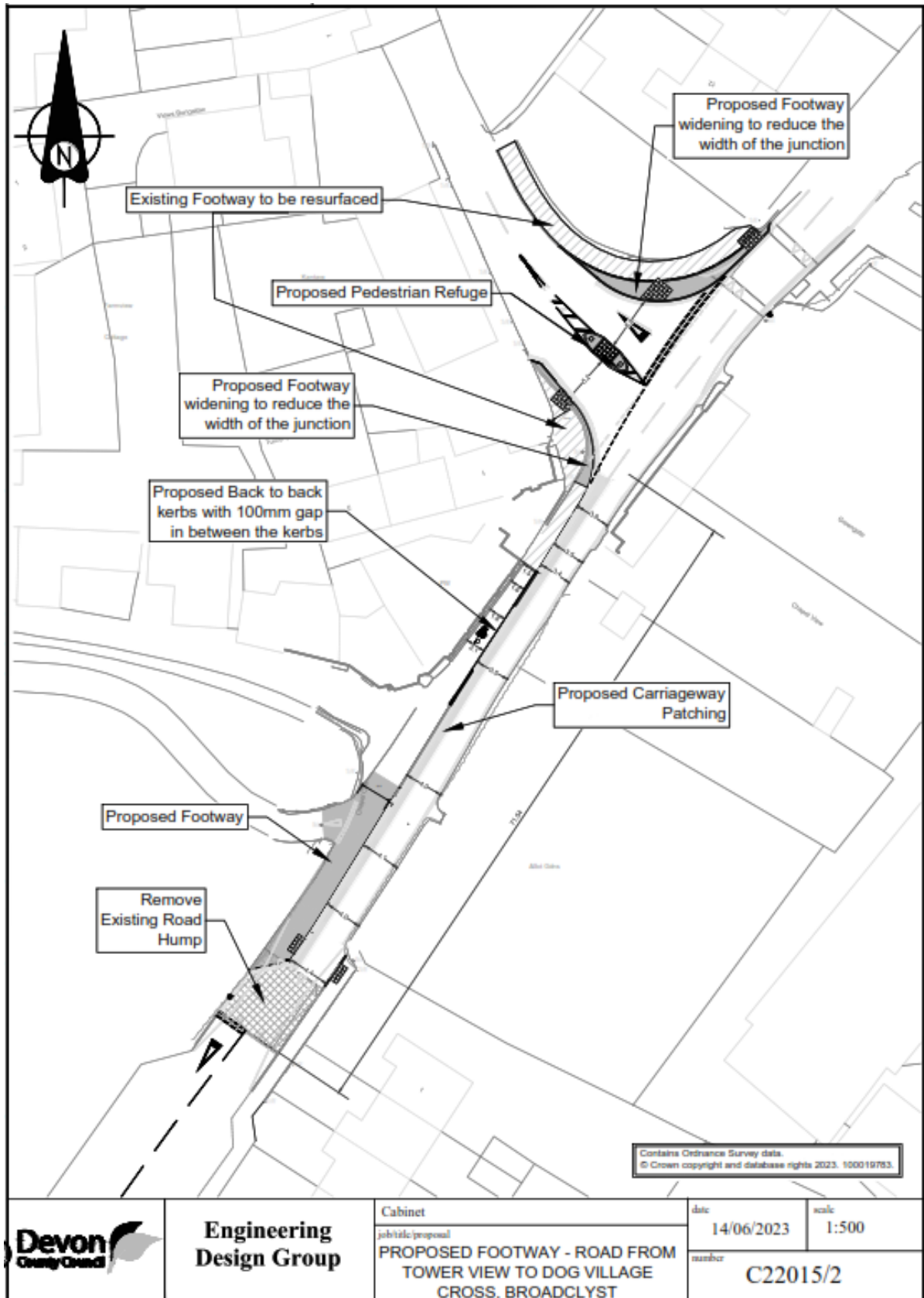
cbb281124edh

sc/cr/Dog Village Broadclyst shared-use path

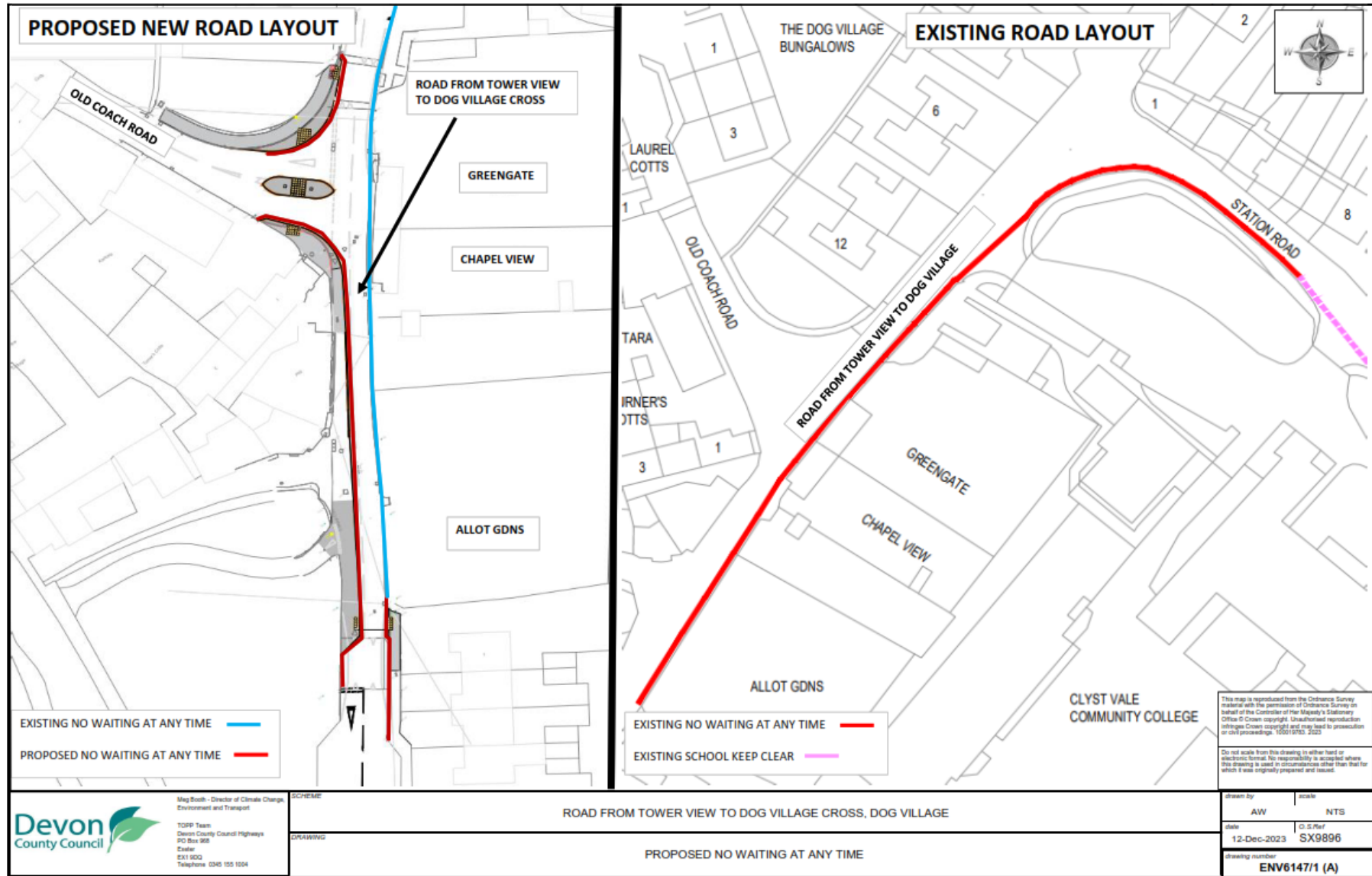
03 021224

Appendix 1 to CET/24/114

Scheme Plan



Appendix 2 to CET/24/114



Appendix 3 to CET/24/114

Summary of Submissions

Devon County Council (Various Roads, Dog Village) (No Waiting At Any Time) Amendment Order ENV:6147

Comment	DCC Response
First Respondent: Dog Village	
<p>I approve of the proposed amendment order as walking or driving in the village around school drop off/collection is becoming increasingly dangerous. I am however concerned about the likely influx of traffic to the private road Tower View. We already experience a great deal of 'school drop off' traffic in Tower View, and I think it is likely that this amendment will result in an increase of inappropriate traffic on a residential private road. The Tower View road is totally unsuitable for an increased rate of traffic, and there would likely be dangerous bottlenecks at the T junction leaving the road. Please could you advise on how this has been factored in to the amendment order, and how the residents should manage the trespassing concerns listed above.</p>	<p>As Tower View is a private road, it is not a highway maintainable at public expense, and therefore responsibility for the upkeep and management of this road rests with the people whose properties front onto them.</p>
<p>Approves proposals as walking or driving in the village is becoming increasingly dangerous.</p>	<p>Support noted.</p>
Second Respondent: Dog Village	
<ol style="list-style-type: none"> 1. Removing the current on street parking will open up the road and encourage faster traffic speeds in the area. 2. The proposed restrictions appear to remove the main/only area of on street parking at Dog Village. What provision is being made for alternative parking 	<ol style="list-style-type: none"> 1. The proposed changes to waiting restrictions are proposed to be delivered in conjunction with a scheme to deliver additional footways on Road from Tower View to Dog Village Cross, with a Priority System introduced. Hence the removal of parking, as otherwise the parked vehicles would obstruct the highway. Also, the proposed footway and virtual footway will reduce the width of the road to single-file, which is likely to encourage vehicles to slow down. 2. Additional on-street parking is available nearby, including on Old Coach Road and adjacent streets. The potential disbenefits to people currently parking on Road from

<p>for the (on average) 9 - 12 residents cars that are parked here.</p> <ol style="list-style-type: none"> 3. The main issue at school drop off and pick up times is parental parking: this is transitory and the likelihood is that parents will ignore the restrictions for the very short time that they are in the area whilst the residents will be adversely impacted 7x24. 4. Why do the restrictions need to extend beyond into the area where there is already pavement provision in front of Tower View. 5. Could we not look at other options such as residents parking, priority traffic flow or even a one way traffic flow around Dog Village. 	<p>Tower View to Dog Village Cross are considered proportionate to the potential significant safety benefits of the scheme to deliver additional footways.</p> <ol style="list-style-type: none"> 3. With the introduction of the proposed road narrowing and Priority System there would not be a space for cars to park in the affected areas at any time without obstructing the highway and/or presenting a danger to other road users. 4. The proposed restrictions are to ensure the vehicles are not parked/ obstructing the proposed priority system. Therefore, the restrictions are extended beyond the entrances to the Priority System. 5. As advised in relation to point 1, a Priority System is being proposed on Station Road.
<p>Third Respondent: Dog Village</p>	
<p>I can appreciate the proposal to make the road system described in this order however, this proposal does nothing to reduce the speed of vehicles passing through the village. It will allow those road users who abuse the 20mph restrictions on this section of road to travel faster than they do at the moment. Average speeds along this section of road exceed this restriction, in the majority of instances by at least 10mph and in other instances 30 to 40 mph. Thus making the transit of pedestrians more dangerous along this section.</p> <p>Also by implementing this TRO more than ten vehicle parking spaces will be lost. There is insufficient parking available in the village for those residences which have no allocated parking space, so where will those residents park?</p>	<p>Our proposal is to have Priority System on the Station Road with the priority given to the outbound traffic towards B3181. Also with the introduction of proposed footway and virtual footway, width of the carriageway which should reduce the speed of the vehicles passing though the village.</p> <p>Additional on-street parking is available nearby, including on Old Coach Road and adjacent streets. The potential disbenefits to people currently parking on Road from Tower View to Dog Village Cross are considered proportionate to the potential significant safety benefits of the scheme to deliver additional footways.</p>