

Clyst Honiton Parish Council

Clyst Honiton Airport Road Project

Date of written report: 10/11/16



Background.

The parish council first started to look at the possibility of making the Airport Road a no through road for vehicles in Feb 2016 following pressure from members of the parish at community events such as the Revel Fayre and through the Clyst Honiton Neighbourhood Plan¹ community survey 2014.

Residents reported a noticeable increase in the volume of through traffic using the road, despite the recent opening of the Clyst Honiton Bypass (2013). Figures of traffic flows taken on Tuesday 4th March 2014 recorded that there were 648 movements of traffic along the airport village road. This figure indicates that traffic flow far exceeds use by the residents and the villages' businesses. Both the Bypass and old A30 showed a marked increase of traffic throughout 2015 with biggest average flow (by month) on Clyst Honiton bypass being 4353 and on the old A30 being 6857. With ongoing development at Cranbrook and Skypark and the Inter Freight Terminal the 2016 figures are likely to show significantly bigger flows along all three roads.

As there is little provision for car parking other than on street parking, the village road essentially becomes a single lane road with few passing places as see in photograph below. This encourages traffic to speed through the village once they have priority. Residents have voiced their concerns to



Fig 1. On street Parking in Clyst Honiton effects two-way traffic flow.

¹ <http://mycommunity.org.uk/take-action/neighbourhood-planning/>

the parish council for all residents' safety and the quality of life of those living along the road.



Fig 2. Parking at this end and on this corner of Airport road is the favoured location for long stay airport parking.

The summary report from the Neighbourhood Plan (NP) Survey (2014) (Appendix1) states that "Traffic is a nuisance to most people in Clyst Honiton. The nuisance takes several forms, as the survey has shown. HGV's, volume speed and rat running are highest at over 82%. Several of the higher rated concerns relate to safety matters. 4 in 5 respondents tell us that we need to do more to make walking and cycling safer in the area. 87% of respondents believe we need more off street parking."



Fig 3: Traffic impact of HGVs using Airport Road.

Simon Bates the Exeter and East Devon Growth Point Team Green Infrastructure Manager, met with the Neighbourhood Plan Lead to talk about green spaces and green routes in Clyst Honiton Parish. He produced a "Green routes in Clyst Honiton Document" (Appendix 2) and had a stand at the Village Revel Fayre 27/9/14 where he completed a community consultation in order to get feedback on the Airport Road greenway and a circular path.

Comments from the community consultations replicate and add to what the NP survey found:

- Decrease traffic use on airport road.
- Minimise traffic in the village.
- Less HGV going through the village. Policing and reduction of unauthorised HGV's.
- Stop large tractors and trailers coming through the village they go so fast it is dangerous.
- Need to put in structures that will reduce both volume and speed of vehicles along the village road.
- Residents parking only, less traffic, no HGV's
- Pavements are incomplete in the village pedestrians must share the road with cars.
- Stop people using our streets as a car airport parking facility.
- Either closing 'Airport road' to through traffic or introduce effective traffic calming.

Clyst Honiton Bypass Development.

In July 2005 the Clyst Honiton Bypass Non-Technical Summary produced by Devon County Council show "Access from the roundabout to Clyst Honiton via C93 (formerly the B3184) would be closed and a turning head provided; " This can be seen in Fig 8.7 (Appendix 3). This road closure proposal is seen again in the document Transport Infrastructure proposals for the East of Exeter by Devon County Council (April 2008) The Clyst Honiton Bypass Document in the proposed scheme section provides yet more evidence

"In order that the northern part of the A30 Airport Junction can accommodate the traffic flows in a safe manner, it is proposed to close the road to Clyst Honiton vehicles as this point. Pedestrian and cycle access will be maintained and vehicle access will continue to be possible from C832 at the north of the village."



Fig 4. Clyst Honiton Bypass in the construction phase.

From July 2005 -2010 documentation from Devon County Council (Appendix 4) and subsequent documents and presentations took place to inform residents of the proposed: Clyst Honiton Bypass; Closure of the village road to vehicles at the western end; Vehicle turning area at the western end of the village road.

In October 2013, the Clyst Honiton Bypass was completed, and the Clyst Honiton village road remained open.

Clyst Honiton Residents Documentation

Clyst Honiton Parish Council archive documentation (2010) shows that there was an official objection to the stopping up of Waterslade Lane. (Appendix 5)

Keith Walton editor of Clyst Chatter the Clyst Honiton newsletter, recalls that the original proposal to build the by-pass and close off the 'Airport' road was highlighted in the Clyst Chatter of Autumn 2004 - Will the by-pass be the end of the road? As part of the consultation process there was an exhibition in the village in July 2005. The PCC meeting of 27 July was very well attended by village and it was clear from the comments made at that meeting that the objectors to closure were the most vocal. This was reported in the Summer Chatter of 2005 as Parish council news. The Residents Association when it was newly formed, asked people about their views on the bypass, and that was reported in the Summer 2012 edition. (All this published material is presented in Appendix 5)

There was no CHPC official objection to the road closure sent to DCC, but it was agreed to keep the village road open at the western end. However, there was an understanding that this decision could be revisited in the future as and when the new traffic infrastructures were in place.

The Parish Council and the community were at regular intervals made aware that “stopping up” of Airport road was still possible. The most recent discussions regarding the Bypass and village road took place with Cllr Askew (CHPC Chair) and Cllr Andrew Moulding, (Deputy Leader of EDDC) to Cllr Andrew Leadbetter (DCC Cabinet Member for Economy and Growth) and Dave Black (Head of Planning and Transportation at DCC at the Official Opening of the Cranbrook Railway Station on Monday 22nd February 2016. Discussions centred on whether the Clyst Honiton Bypass might be officially opened and named (Waterslade Way), and the concerns and experience of residents about the volume and size of traffic still using the village road rather than the Clyst Honiton Bypass. Dave Black confirmed that when the Bypass was proposed the proposal was to close off the village road at the roundabout end allowing only access for cyclists and pedestrians. He encouraged Cllr Askew to officially consult residents about the proposed closure, as the option to close the road as first proposed remains.

Early negotiations

Clyst Honiton Parish Council has had a long history of negotiations with Devon County Council (DCC) Highways officers. As the Neighbourhood Plan 2014 gave us substantial evidence of the need to meet with DCC, Cllr Edbrooke set up a meeting with Jamee Anstee Planning Transportation and Environment on March 12th 2015.

As well as the Neighbourhood Plan survey material, there was further evidence taken to the meeting from a Green Routes Consultation, produced and undertaken by Simon Bates. (Appendix 2) This consultation focused on and provided evidence on the possible options for the Village Road.

In the Highways meeting, it was agreed that the Village road (Airport Road) is now a residential street and no longer an access road. All street signage indicating it as an access route was agreed to be taken down, and this was completed soon after the meeting.

Discussions also took place on possible options that could be considered for traffic calming along airport road. However, considering significantly reduced Local Transport Plan funding directly available to pursue any design work for such a project and as the project sits outside the present Transport Infrastructure Plan no funding would be available.

The Parish Council therefore, decided that it needed to review the road closure option that was proposed when the Bypass was developed. Revisiting this issue was supported by Ward councillor Chris Pepper and Devon County Councillor Peter Bowden, and MP Hugo Swire.

In a Parish Council Meeting on July 14th 2016 a road closure option was presented and discussed (Appendix7). To survey the residents of Clyst Honiton on a temporary closure of the village road was fully supported.

Statutory position

The road² is a highway maintained by public expense³ and as such falls under the jurisdiction of Highways Authority for the area - Devon County Council (DCC). A temporary road closure would need to be managed by the County Council, which will fall under the Road Traffic (Temporary Restrictions) Procedure Regulations 1992.

The producer itself is set out in 2012 No. ROAD TRAFFIC, ENGLAND. The Road Traffic (Temporary Restrictions) Procedure (England) Regulations 2012 which is a Statutory Instrument (SI). SI's are a form of legislation which allow the provisions of an Act of Parliament to be subsequently brought into force or altered without Parliament having to pass a new Act. (Parliament, 2016)

Project Rationale

Aims and objectives:

The aim of the project is to consider if a closure of the Airport Road to through traffic is now a suitable long-term option.

To secure support from DCC Highways to reduce size, volume and speed of traffic along the village road in Clyst Honiton.

Objectives:

- ✓ To survey residents to determine a community response to a temporary road closure at the roundabout end.
- ✓ To survey the businesses within the village to determine a business response to a temporary road closure at the roundabout end.

² [section 142](#), RTRA 1984 and [section 192](#), RTA 1988)

³ <http://www.legislation.gov.uk/ukpga/1980/66/part/IV/crossheading/highways-maintainable-at-public-expense>

- ✓ To carefully consider the impact of the closure on properties and businesses in the immediate vicinity, and balance this against residents' concerns.
- ✓ To carefully consider the impact of the closure on pedestrians and cyclists using airport road.
- ✓ To carefully consider the impact of road closure on numbers of non-village owned cars and vans using the village as a parking facility.
- ✓ To carefully consider the impact of road closure on the use of the road by HGV's and Farm Vehicles.
- ✓ To re survey residents and businesses to determine a permanent closure at the roundabout end.
- ✓ To carefully consider traffic movements onto the old A 30 in both directions.
- ✓ To carefully consider areas vulnerable to use by the gypsy/ traveller communities.
- ✓ To work closely with DCC Highways throughout the road closure process.
- ✓ To consider the options for the village road that can be externally financed.
- ✓ To carefully consider all options for reducing size, volume and speed of traffic along the village airport road.

Road Closure Evidence

Part of the consideration process of any project is to look at the evidence in support of the proposal. In order for DCC to consider a temporary trial closure a clear mandate from the community was required.

An effective and popular way of gauging public opinion is through a survey, and so in September 2016 Clyst Honiton Parish Council distributed a survey to all residents and businesses in Clyst Honiton village. It was also attached to the autumn edition of the Clyst Chatter (parish magazine). A blank survey can be found in Appendix 8.

Survey return was either by door collection or by posting to an address provided. Survey return was within a 5-week period. Most surveys were returned before the end date, with some being dropped in after office hours on November 16th 2016 . Full survey analysis was therefore completed on Monday November 28th 2016.

Evaluation

After collection, the surveys were passed to an independent adjudicator for analysis.

The brief to the analyst was to:

- Check for and record the number of surveys rejected due being illegible, soiled or not original copies.
- Summarise the overall outcomes for questions.
- Summarise and present themes arising from comments
- Record hierarchy of themes.

Survey responses were revealed on Nov 19th Parish Council Breakfast Event (Appendix 9)

Final analysis of responses was completed on November 28th and were then put on Parish Noticeboard and in parish newsletter Clyst Chatter. This final analysis did not affect the outcome of the results released on November 19th only the percentages.

Results

A full set of results is presented in Appendix 10. Results were in support of a temporary road closure for 6 months. Surveys from 91 properties were returned from a parish that has 135 households (73% return rate).

Next steps

If a Yes response set up meetings with DCC

Temporary Road Closure Set up.

While Temporary Closure in place:

- Evaluate impact of road closure; Speed, numbers of vehicles & types of vehicles, Parking, Cyclists, Pedestrians, Safety.
- A variety of evaluative tools to be used to get impact data: Door Knocking, Community Coffee morning feedback sessions, Website feedback box, Facebook feedback box, Written responses from a random sample of residents and all businesses.
- Impact of road closure report produced.
- Permanent Road Closure Assessment designed.

THINGS FOR CONSIDERATION

1. To update this document as it progresses through the various stages.
2. To set out clear anticipated outcomes and options, budget for these options, legal implications, equality impact, risk assessment.
3. Continue to evidence that the risk of the project has been considered from all angles – financial, change in policy, delivery complications, change in lead staff, and what can be done to mitigate the identified risks.
4. This document will also be a point of reference throughout the life of the project. The working report will be in the public domain (CHPC website) to instil public confidence.
5. From this document it will be possible to draw up a time plan, work plan, procurement route (if necessary) and budget bid.

Bibliography

Parliament, 2016. *Parliament Legislation*. [Online]
Available at: <http://www.parliament.uk/business/bills-and-legislation/secondary-legislation/statutory-instruments/>
[Accessed 4 November 2016].