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Planning Policy Team  
East Devon District Council

13 January 2023

**East Devon District Council Draft Local Plan Consultation:  
Comments of Bishops Clyst Parish Council Traffic and Parking Group**

I herewith submit the comments of Bishops Clyst Parish Council **Traffic and Parking Group** on the East Devon District Council Draft Local Plan.

Over recent years communities served by the main A3052 (Sidmouth) and A376 (Exmouth) trunk roads have seen the detrimental effects of the substantial traffic increases resulting from the growth of housing development and business expansion in the East Devon area.

In 2019 a Traffic & Parking Group (T&PG) was formed under the auspices of Bishops Clyst Parish Council, consisting of Bishop Clyst and Farringdon Parish Councillors and co-opted residents, with a remit to make the A3052 much safer for motorists and pedestrians from the Clyst St Mary roundabout to the vicinity of the Hill Barton/Crealy junction at Farringdon.

A number of serious road safety issues have been identified including:

- a) The problem of pedestrians trying to cross the busy A3052 at the Hill Barton/ Crealy junction and HGV's attempting to exit the Business Park there.
- b) The problem of elderly residents attempting to cross the A3052 at the Cat & Fiddle Park - both as pedestrians using the narrow central refuge and as drivers trying to exit the Park - due to the excessive speed of vehicles passing the junction.
- c) The dangerous "vacuum effect" caused by large vehicles passing at speed for both the Park residents crossing the road as pedestrians and those using the narrow footpath to the Village
- d) The difficulties faced by drivers from Oil Mill Lane, Church Lane, Greenspire and the Village trying to exit onto the A3052 - particularly those wishing to turn right across the traffic flow.
- e) The use of Winslade Park Avenue as a "rat run" at peak times due to the heavy build up of traffic using the roundabout.

f) The abuse of the centre lane and cross hatched areas between Church Lane and the roundabout and the danger to pedestrians using the Toucan crossing.

e) The ever-increasing number of agricultural vehicles and tractors servicing the anaerobic digester at Enfield Farm.

These and other road safety issues will be made even worse by additional traffic from the recently approved hotel at the Cat & Fiddle Inn and the considerable expansion of the Cliff Hill Football training facility.

With continued lobbying from the T&PG, Devon Highways have approved the reduction of the speed limit from 50 to 40mph from Westpoint through to a point to be decided in the vicinity of Hill Barton/Crealy but no implementation date has been given as yet.

There is ample evidence of serious congestion on the A3052 at peak times and the need for improvements to the Clyst St Mary roundabout. The fitting of traffic lights has been mooted for many years, and the Transport Infrastructure Plan includes improvements to the roundabout, but there is no sign of this happening.

The T&PG have strong objections to any development in the West End of East Devon which includes the strategic Options 1,2 and 3, all adjacent to the A3052 on Highway grounds.

It is our view that no major development which will rely on the A3052 should be considered until significant investment is made to improve the road network. After a couple of quieter years with reduced congestion as a result of the pandemic, we are now seeing traffic volumes increasing to levels equal to or exceeding their previous highest. Any further traffic on this over-burdened stretch of the A3052 will not be sustainable.

Yours faithfully

**Karan Bennett**  
**Clerk and Responsible Financial Officer**  
**Bishops Clyst Parish Council**