

Teignbridge Local Plan Examination

Tuesday 5 November 2024

Representation by Ide Parish Council in re EE1 Markham Village

Subjects for discussion with questions (with full reference material):

A. LANDSCAPE and GREEN SPACE – Q1, Q2

B. ROAD SAFETY – Q3, Q4

C. 50% of TRIPS by WALKING, CYCLING AND PUBLIC TRANSPORT – Q5, Q6, Q7

D. FUNDING for STRATEGIC INFRASTRUCTURE – Q8, Q9

A. LANDSCAPE and GREEN SPACE

You already understand that we, along with Exeter City Council, judge that the impact of a new Markham village on the landscape, the character of the neighbourhood and the green backdrop to Exeter is unacceptable. The Plan acknowledges how sensitive the site is; and says that development would avoid the upper valley slopes and the ridges of the steeply graded fields [*CSD-001, paras 9.5 & 9.15; CS10 M, paras 11 & 14*].

Q1. Therefore, our first question is - What constitutes a ridge on this site? And how far down the hill from a ridge and the upper slopes would houses be built?

If you decide to approve the Markham Village allocation, we have recommended [*Statement to the Examiners [(a) i and ii*] that the Plan establishes a Green Wedge between Markham Village and Ide, adopting the old railway line as a walking and cycling route.

Q2. Will Teignbridge please confirm that they would implement our recommendation for a Green Wedge? If not, we'd appreciate hearing their reasons.

Images to support section A.



B. ROAD SAFETY – Ide Village Road and Pocombe Bridge

In the last five years there have been three accidents at the T-junctions – the riskiest type of junction - along Ide Village Road to Pocombe Bridge (*Reference 2*).

Devon County Council’s traffic modelling [*PS2 - 13A - Devon County Council – Appendix 1 Part 1 - Page 47 & Page 49*] (*Reference 3*) predicts a threefold increase in traffic and delay (*see our written statement Appendix II*) along this road: the approach to Pocombe Bridge junction increases from 2 minutes in 2017 to 6 minutes in 2040, becoming one of Exeter’s worst junctions. Gaps in traffic will be fewer, drivers will take risks and accidents will increase.

Q3. Does Teignbridge agree that it’s essential, if the Plan is to be viable, to upgrade the Ide Village Road T-junctions, probably all with traffic signals, to make them safer?

Q4. And does Teignbridge agree that the design and funding arrangements of a scheme for road safety along Ide Village Road should be prepared now as part of the Local Plan, not left until the Planning application stage?

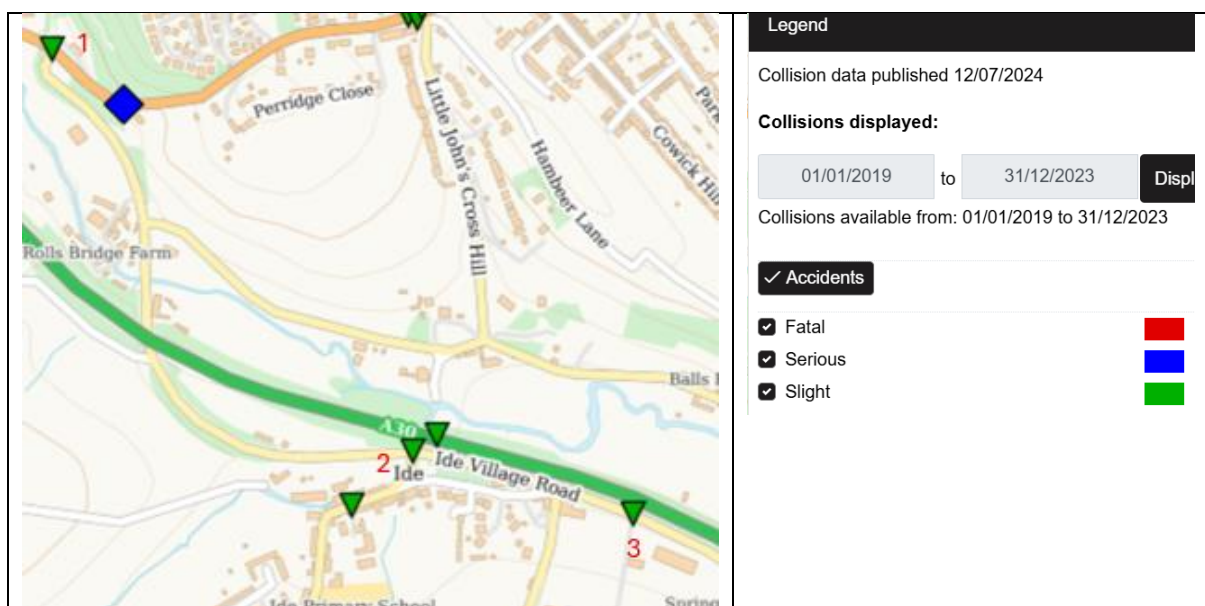
Reference 1

[Junctions - European Commission \(europa.eu\)](https://european-council.europa.eu/media/en/press-communications/infographic/infographic-roads-2022-01-14-01.pdf)

Various types of junction present different advantages and limitations:

Three- or four-arm non-signalized at grade junctions: These junctions may provide satisfactory road safety level when operating in low traffic volumes and speeds. When traffic volumes increase, it is necessary to establish traffic signals or consider modifications of the junction layout. In urban areas, changing a three- or four-arm level junction into a roundabout may lead to around 30% accidents reduction.

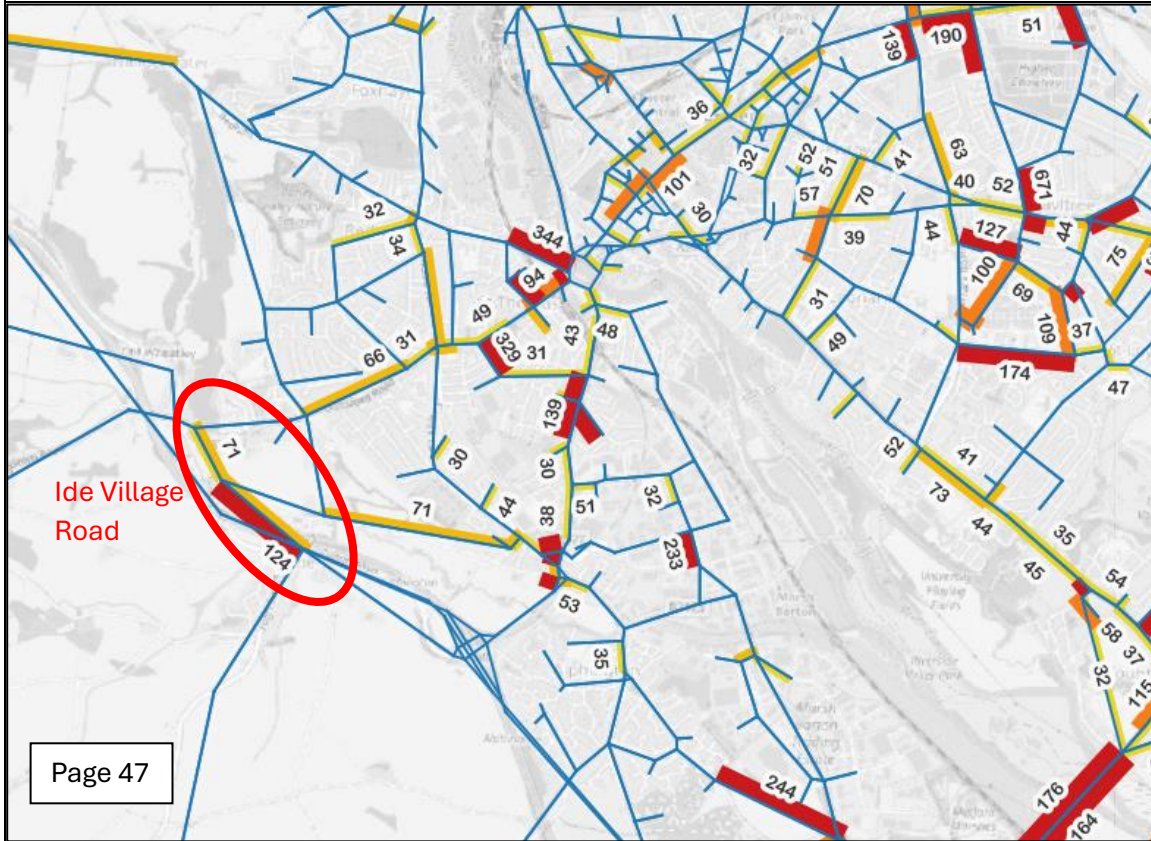
Reference 2



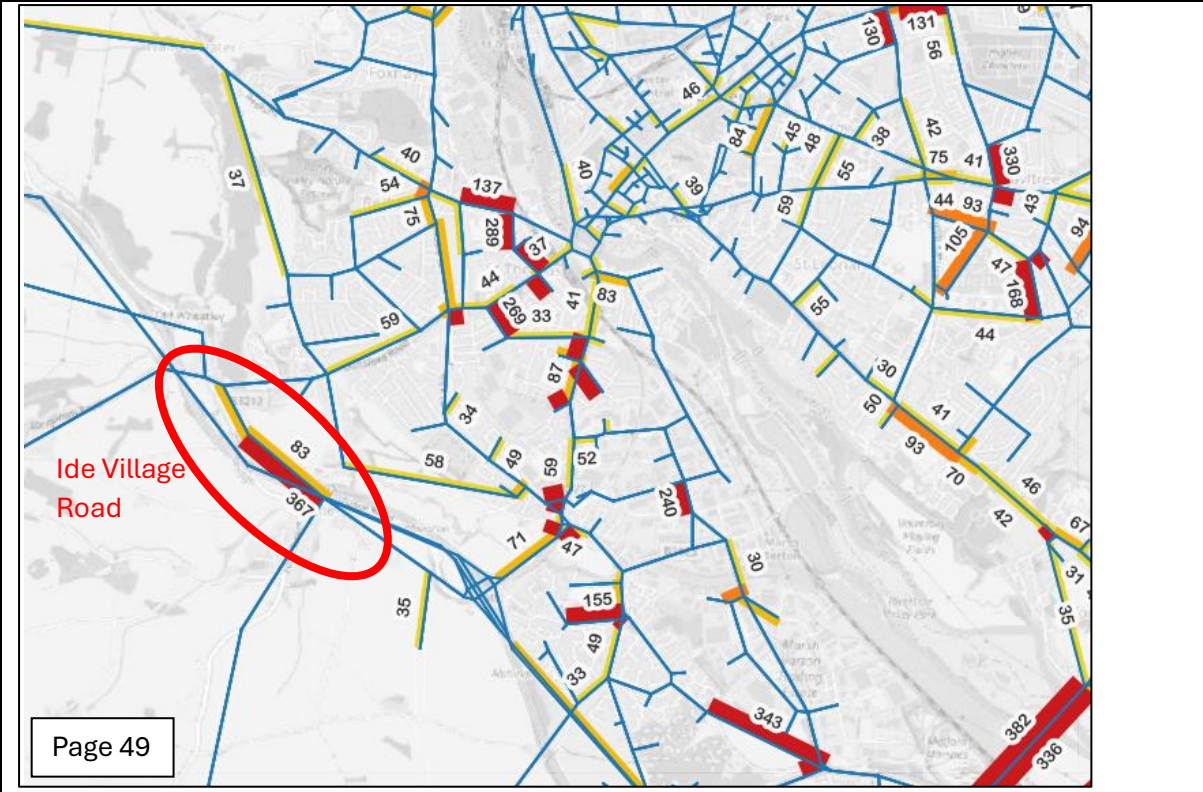
Reference 3 - Extracts from Local Plan Document – Participants Written Statements

Document: PS2 - 13A - Devon County Council [Appendix 1 part 1](#).

Greater Exeter Model Update Delay 2017 AM - Delay (seconds) – “ Ide Village Road”



Greater Exeter Model Update Delay 2040 AM - Delay (seconds) - “ Ide Village Road”



C. ASPIRATION THAT 50% of TRIPS WILL BE MADE BY WALKING, CYCLING and PUBLIC TRANSPORT

We know this criterion is aspirational for Markham. And you've asked if it's realistic [CS5 – Climate Change – para 5.4a]. Well, to achieve 50% w/c&pt trips means roughly doubling the national rate (based on census data on travel to work – in 2011, 27.6% of trips were made by w/c&pt, and in 2021 (during Covid) 17.5% were made by w/c&pt). And this in a new village on a steep hillside, three miles out of town. It's highly ambitious, and there's nothing in the documents to suggest it's realistic. To have any chance, it would need significant, committed investment in the walk & cycle infrastructure; and a minimum service of four buses an hour (Reference 5). In our written submission (Appendix V), we identified the six essential schemes required, plus a contribution to Exeter's LCWIP route E17, together costing IRO £10m, even to approach the 50% target; and that's without the buses [Based on information from the County Council's programme (Reference 4)].

Q5. Do Teignbridge agree that achieving the 50% target would need a seismic change in travel habits; yet is also fundamental to their calculations for sufficiently mitigating the traffic congestion into Exeter from Markham Village?

Q6. Does Teignbridge Council agree that these schemes are essential for the Plan to be viable and sound?

Q7. And does the Council agree that the outline design and funding arrangements of the schemes should be prepared now as part of the Local Plan, not left to the Planning application stage?

	Cycle/Walk	Notes	Length	Cost £m
1.	Crabb Lane	Very difficult terrain	600	£1.51
2.	Ide Village Road		1000	£2.51
3.	Shillingford Road		600	£1.51
4.	A377 Link		500	£1.26
5.	Shillingford Abbot	Lower Cost due to lack of space	400	£0.50
6.	Ide to Markham – on path of old Railway Line		400	£1.01
7.	Exeter LCWIP Route E17	Cost Estimate £3.65m Contribution =		£2.00
	Total Walk & Cycle		3.5km	£10.30

Reference 5. Guidelines for Planning Bus Services. Transport for London, 2012.

Reference 4 Costs and Benchmark for Cycle Schemes

Site	Segregated Cycle Track		Exeter LCWIP
	Rifford Road	Cumberland	Possible Scheme
length metres	700	900	Improve the E17 Ide/Markham. “There is currently a lack of coherent safe cycle provision through Marsh Barton and with high traffic volumes it is off-putting to all but the most confident cyclists.” Shared use path & junction improvements - £3.65m
Cost	£1.70m	£1.70m	
Year	2023	2017	
Inflation	2%	35%	
Unit Cost 2024 /metre	£2,500	£2,500	
Average cost per metre	2,500		



CET/23/35
Cabinet
10 May 2023

Rifford Road Two-Way Cycle Track: Exeter North-South Strategic Cycle Route E12

Report of the Director of Climate Change, Environment and Transport

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.

1) Recommendation

It is recommended that the Cabinet be asked to:

- (a) approve construction of the Rifford Road two-way cycle track in Exeter as shown in Appendix 1 at an estimated cost of £1,700,000;
- (b) give delegated authority to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management and Local Member to approve minor changes to the scheme.

3) Proposal

This report seeks approval to proceed with construction of a new 700 metre two-way cycle path along the east side of Rifford Road between its junction with Honiton Road and Ludwell Lane. At present there is no dedicated provision for cyclists along Rifford Road, which carries approximately 7,000 vehicles daily and so it is unattractive for cycling.

The scheme also includes measures to make it easier and more comfortable for people to walk or use wheelchairs on Rifford Road. A full scheme drawing is shown in Appendix 1. The proposals are detailed below.

PTE/17/49

Cabinet
13 September 2017

E4 Cycle Route (Phase 1) on Cumberland Way, Exeter: Approval to Construct

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: It is recommended that Cabinet:

- (a) gives approval to construct the proposed E4 Cycle Route scheme (Phase 1) on Cumberland Way, Exeter as shown on drawings 1-3 in Appendix I at an estimated cost of £1.713 million.
- (b) gives delegated authority to the Head of Planning, Transportation and Environment, in consultation with relevant Cabinet Member and Local Member, to approve minor changes to the scheme design.

3. Proposal

An overview of the design for the 900m long, Cumberland Way and Pinhoe Road section of the E4 cycle route is shown in Appendix I in three A4 plans.

The plans predominantly consist of a bi-directional cycle track which is segregated from pedestrians and vehicles. The path is between 2.5 and 3 m wide to enable for two way cycle traffic and overtaking when clear. This is separated from the traffic by a 0.5m wide, kerbed buffer island to protect cyclists from passing vehicles. Pedestrians will be on a level separated path which, along with the suitably wide footway which acts to discourage pedestrians from encroaching on the cycle track.

D. FUNDING for STRATEGIC INFRASTRUCTURE

The Plan doesn't tackle the funding of some essential elements of strategic infrastructure including health, electricity, roads and sewers. We've submitted that the electricity network will need a major upgrade (*see our written statement Appendix IV*). We've spoken to the practice at Ide Lane Surgery, in Alphington, which needs funding for expansion. It's likely that sewer costs will be substantial. The costs to upgrade the Alphington Junction (Ide) Roundabout appear too low, as do the costs of the widening the A337 link into Exeter. And there's no information on essential improvements to the safety of the local road network.

Q8. What evidence can Teignbridge give us that they have had discussions with the key infrastructure providers, and taken account of the programmes and costs involved?

Q9. Do Teignbridge agree that taking all this into account would affect the Plan's viability?