

Notes from A377 Action Group held on Tuesday 27 January 2022

10am via zoom

Present: Graeme Barnell (MDDC Councillor Newbrooke Ward, Chair), Jim Enright (Chair NSC PC), Liz Brookes-Hocking (Mayor of Crediton and CTC), Margaret Squires (DCC Councillor Taw and Mid Exe and Sandford PC), Frank Letch (MDDC Councillor and CTC), David Horton (Chair Upton Pyne PC) left 10.45am, Michelle Woodgates (DCC Senior Highway Development Management Officer) left 10.45am, Stuart Jarvis (DCC Highways), Jane Hole (Parish Clerk NSC)

1. Apologies

Cllr Jamie Kemp

2. Notes of the last meeting 23 November 2022

Agreed

3. Crediton to Exeter Cycleway- update

Stuart reported that the consultants WSP had made a start on the project and would be in touch with relevant people in the next couple of weeks. They were currently looking at the work that had been done to date to ensure there was no duplication of effort. Stuart confirmed that WSP had contact details for the Boniface Trail and contact would be made shortly. Liz asked if WSP had been asked to contact CTC as the cycle way was in Crediton's Neighbourhood Plan? Stuart would ensure CTC were kept in the loop.

It was agreed to keep this on the agenda.

Action point

- Keep on the agenda (GB/JH)

4. A377- Crediton Masterplan and Urban Realm and Traffic Study-update

Liz reported that the Crediton masterplan had been resurrected and forward planning had indicated some positive thoughts about the traffic study. Richard Marsh (new Director of Place at MDDC) has been invited to speak to CTC Planning and Strategy committee on both the emerging Masterplan, traffic study and also the emerging MDDC local plan.

Frank had sent documents to Frank Chesterton.

Graeme has written separately to Richard Marsh to express interest in the scope of the Masterplan with regard to how it will affect surrounding parishes and the development of infrastructure such as schools.

Upton Pyne see the stress points not so much on the main road, but in and through the village when traffic cuts through.

Action point

- Keep on the agenda (GB/JH)

5. A377- Speed limits and speed controls (all)

Graeme invited issues to be identified

Frank gave an update on Community Speed watch in Crediton: there are currently 3 designated roads on which CSW can operate. Speed watch can also be done in 40mph zone as long as they are safe, which ruled out most 40mph stretches. Most speeding took place between 7.30am and 9am and 4.30 to 6pm. The group were short on members and currently had 3-5 active members who try to get out at least once a week. They see CSW as being more about education than punishment and the more visibility the group has the more the message

will hopefully get through. Although reports of speeding on the A377 from Hookway down to Crediton have been received, the group prefers to concentrate on areas where there are lots of pedestrians or where there are junctions. Accidents were now called collisions. Not just speeding was identified, out of 137 speeding vehicles, 2 were uninsured and 7 had no MOT's. Results are sent to the police and statistics are sent back to CSW monthly.

Three areas were identified in Newton St Cyres

- 1) From Crediton at Quickes where the speed limit goes from 60mph to 30mph.
- 2) Half Moon straight. The lack of footpath from the layby up to the houses is dangerous for pedestrians and the solution would be to put in a footpath.
- 3) School Hill from the old school site down. Difficult to cross road at Tytheing Close.

Frank suggested that he and Margaret could raise the issue of going from 60mph to 30mph at the Quickes straight at HATOC with a suggestion of introducing a 40mph limit back 300 meters from the current 30mph. 30mph speed limit start when you enter an urban environment and at that point there is no indication that it is an urban area as there are no visual signals to motorists.

Liz said that if this change was made then most of the road between Crediton and Exeter would be 40mph/30mph. Cars did not overtake as much on the Half Moon straight where it was 40mph but lots of overtaking took place on the Quickes straight where it was 60mph. If everyone knew it was 40mph all the way there would be less confusion.

Margaret was not sure 40mph was suitable for the whole stretch? Beyond Copplestone the road is much quieter. More policing to slow traffic down could be considered with an emphasis on educating rather than altering speed limits.

Michelle advised that any speed limit changes would need to be discussed with the Neighbourhood Highways officer and also the Traffic Policy team

Action points:

- Frank and Margaret to raise possibility of a 40mph along the Quickes straight at HATOC (ACTION FL/MS)
- Invite Owen Messenger from the Police to the next meeting to discuss increased policing of speed limits (ACTION GB/JH)
- Invite James Bench from the Traffic Policy Team to next meeting to discuss speed limits along A377 and what the regulations allow (ACTION GB/JH)

6. A377- Safe Road crossings (all)

In Newton St Cyres there is no safe crossing point at Tytheing Close and Smallbrook where children cross the road to and from the QE bus

Margaret suggested that issues should be flagged up with planning so that when developments come along, S106 money may be available. Safe crossings could also be detailed in NSC Neighbourhood plan.

Liz pointed out that there are many spots along the A377 which do not have safe crossing points and it will be difficult to persuade people to use public transport more if there are not able to safely cross the road near bus stops/stations. There is no safe crossing point at Station Approach in Crediton and both the community at Fordton and the new Tarka development will struggle to access public transport safely. Greater consideration should be given as to how road conditions affect public transport

Frank noted that the recent changes to the Highway code which give priority to pedestrians and then cyclists was a good argument in favour of ensuring safe crossing were available

Graeme suggested that we concentrate on coming up with some safe crossing schemes so that if there is money available, we are able to take advantage of it.

Action point

- Everyone to come up with local priorities for where safe crossing points are needed. (ACTION ALL to send priorities to JH before next meeting)
- List to be sent to Stuart and Michelle ahead of the next meeting (ACTION JH)
- Keep on agenda (GB/JH)

7. HATOC -responsibilities and functions

Margaret explained that HATOC was the Highways and Traffic Orders Committee, made up of six members including Liz who represented DALC. It considers issues such as yellow lines, traffic orders and speed limit changes, although it does not usually deal with speeding issues. It can make decisions.

Liz noted that at the last HATOC there was an open discussion about speed limits in general and this reflects a discussion taking place within DALC about speed in general and more specifically speed of vehicles on single track roads and how this can be tackled. DLAC would welcome HATOC being a more open discussion forum to help DCC understand how local communities feel about issues.

How do you get items on the HATOC and how do we make best use of it?

Jim suggested that the new priorities in the Highway code and what should be done to implement them would make a good subject for discussion at HATOC

Action point

- Stuart to find out more details about how HATOC works - possibly speaking to Tony Matthews or Tom Vaughan with a view to someone coming along to a meeting to let us know how we can make best use of HATOC. (ACTION SJ)

8. AOB

None noted

9. Date of next meeting

Thursday 24 March at 10am via zoom