

## **Quarterly Report – Travel and Road Safety February 2026**

Here are the main issues of concern as far as traffic and highways are concerned.

### **1. The Boniface trail**

The alignment for the Boniface trail I outlined at the last PC meeting in December 2025 has been endorsed by DCC Cabinet. This is the press release from DCC:

‘The decision on Wednesday, 14 January, follows detailed technical assessments and public engagement and marks a step towards delivering a safer, sustainable travel corridor along the busy A377. However, further funding and design would be required before any sections of the trail could be constructed.

The approved alignment would run adjacent to the A377 for most of its 12km length, apart from a section between Newton St Cyres and Langford, where existing quiet lanes would be used due to physical constraints between existing buildings and structures along the A377.

Starting at Crediton Railway Station, it would serve the communities of Smallbrook, Newton St Cyres and Cowley, before connecting to Exeter St David’s via Cowley Bridge Road.

Purpose-built shared-use paths would be constructed, along with new crossings and junction improvements.

At Cowley Bridge, two new bridges would be required to cross the Rivers Creedy and Exe and the main railway line, ensuring a continuous and safe route into Exeter.

This option was chosen because it offers a direct and coherent route, providing strong connectivity to local communities, public transport and key destinations. While the A377 alignment would be more costly than using quiet lanes throughout, it minimises steep gradients and complex diversions from the desired line, making it more attractive for everyday journeys and commuting.’

### **2. Winscott Barton farm entrance.**

The road was repaired by DCC highways in November 2025. I am not sure what material was used (but it is not concrete). If simply tarmac, it will inevitably wear out once again in the fullness of time due to the HGV traffic using the farm entrance.

### **3. Flashing speed light on the Newton House bridge**

I have already presented potential costs (£4-5K) and the county have made it clear that they will not fund a replacement. The PC could buy one, but the road wardens will not be able to install, this will need to be done by DCC highways.

**4. Safety concerns relating to A377 at Smallbrook and Tytheing Close, lack of school signage (see previous quarterly reports).**

Steve Keable may be able to give updates with regards to these matters. I understand he has submitted a request through the 'Members Portal', but the outcome is unknown to me.

**5. Road crossing of A377 at Langford Road junction.**

The PC have received this communication from a parishioner highlighting the difficulty with crossing the A377 at this site.

'Spare a thought for the residents of Langford Road and the workers from Langford Park Care Home who need to catch the bus. Unlike at Tytheing Close there is not a bus stop layby on both sides of the road, no pavement and no bus shelters. And the speed limit is 40. Travelling from Exeter and getting off the bus at New Bridge you are deposited in the hedge and must stand in the road waiting to cross. The stop to catch the bus in to Exeter is not much better. I first raised this issue about the lack of a central refuge nearly 20 years ago. Somehow it has never been on the Parish Council's agenda.'

This is a legitimate concern, and a very dangerous crossing point, but one that would not be easy to resolve. The A377 has 3 lanes at this site, with a right-hand turn filter for traffic coming from Exeter. I would be glad to hear the views of councillors, perhaps we should ask the county councillor to raise it with highways. At least now it is on the PC agenda.

John Dean 2<sup>nd</sup> Feb 2026