

Project: **Land at Higher Town, Sampford Peverell** Job no.: **C-06685-C**
Client: **Place Land LLP**
Subject: **Response to Local Plan Review - Inspector's Comments on Policy SP2**
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1.0 INTRODUCTION

1.1.1 As part of the ongoing Mid Devon Local Plan Review, the following question has been raised by the Inspector in relation to Policy SP2:

Q.15. Is the proposed allocation properly accessible, for pedestrians in particular?

1.1.2 This Technical Note (TN) provides an overview of the existing pedestrian accessibility around the site, as well as the proposals intended to be brought forward as part of any development proposal on the site.

2.0 EXECUTIVE SUMMARY

2.1.1 The site abuts existing residential development to the immediate east. An existing network of footways / quiet roads, which would be complemented and extended as part of any proposed development, facilitates access to a wide range of goods and services within Sampford Peverell.

2.1.2 *Manual for Streets* states that a 'walkable neighbourhood' comprises of facilities within an 800m (10 minute walk); however, this is not an upper limit and guidance within that document also states that walking has the greatest potential to replace car trips for journeys of up to 2km.

2.1.3 Within the 800m 'walkable neighbourhood' are a Primary School, Post Office / convenience store, two bus stops (the nearest at 300m) and a public house. The local Doctor's Surgery is only just outside of this area, being 850m from the site. A wide range of further facilities lie within 2km of the site, including a hair salon, butcher's, cycle hire, Tiverton Parkway railway station, the Village Hall and a golf course.

2.1.4 Primary pedestrian routes have been identified between the site and Sampford Peverell village centre, including provision for access to local bus stops. These routes: via Turnpike, Higher Town and Batten's Cross (towards the canal) respectively, all presently provide pedestrian / cycle links for the local community and operate without any recorded safety issues for non-car users.



- 2.1.5 An assessment has been made in particular of pedestrian provision around the canal bridge on Turnpike. Analysis of the existing geometry, vehicle speeds / volumes, and accident records indicates that the current arrangement is consistent in design terms with the requirements of current guidance. However, as part of any development of the site, enhancements could be provided in order to deliver re-sited crossing facilities further away from the bridge, if required by the Local Highway Authority (LHA).
- 2.1.6 The route via Higher Town is relatively typical of roads through quiet villages and operates without an adverse safety record. A 'gateway' type feature would be proposed as part of any development of the site, further highlighting the shared nature of the carriageway through Higher Town, which aligns with recommendations within *Manual for Streets*.
- 2.1.7 Whilst the route via Batten's Cross to the canal would experience fewer pedestrian movements, predominantly serving recreational users as is currently the case, the Local Highway Authority has confirmed that it is content for this link to be used as-is and for a pedestrian access to be provided in the south-west corner of the site to enable access.
- 2.1.8 Within the near vicinity lie Footpaths #1 and #12, the latter also forming part of National Cycle Network (NCN) Route 3. Footpath #12 / the NCN 3 provides a link alongside the Grand Western Canal, around 480m to the south of the site, linking to Sampford Peverell village centre. Footpath #12 / NCN 3 also provides for longer-distance trips to Tiverton.
- 2.1.9 In summary, the site is very well provided-for in terms of goods and services which lie both within the 'walkable neighbourhood' and in the wider walking vicinity as defined by current guidance. There is an existing network of routes which are well suited to pedestrian / cycle use and operate without any recorded safety issues; however, should the development come forward, these would be supplemented by a range of additional measures and enhancements which would be agreed with the Local Highway Authority.

3.0 EXISTING SITUATION

Site Location

- 3.1.1 The application site is located on the western side of Sampford Peverell with the eastern boundary of the site adjoining dwellings forming the existing edge of the built-up area of the village. The northern boundary of the site is formed by Higher Town, and the southern by Turnpike which together form the main roads into Sampford Peverell from the west. The western boundary of the site is formed by an un-named lane which links Turnpike at the south-western corner of the site, and Higher Town at the north-eastern corner of the site.

Public Rights of Way (PRoW)

- 3.1.2 There is a footpath located to the south of the Grand Western Canal, known as Sampford Peverell Footpath No.12, which heads east towards the centre of the village. The footpath also forms the route of National Cycle Network (NCN) Route 3, which provides a long-distance route between Cornwall and Bristol. Within close proximity to the site, NCN Route 3 provides direct access to Tiverton to the west via a mixture of on-road / off-road cycle sections.



3.1.3 A further footpath, known as Sampford Peverell Footpath No.1 is located to the east of the application site along Blackdown View. The footpath extends north from Turnpike before connecting to Sampford Peverell Footpath No.2 to the north of Higher Town.

Services and Facilities

3.1.4 Sampford Peverell benefits from a range of local service and facilities including a post office and convenience shop, a hair salon, doctors' surgery, a primary school and a number of pubs. It has a good variety of services and facilities which would be of benefit to potential residents of the site. In terms of sustainability, the application site is well located to benefit from existing footway and bus stops and with the village centre being within walking distance guidelines.

3.1.5 The distances to a range of services and facilities (taken from the centre of the site and provided as actual walking/cycle distances), are outlined in **Table 1**. Sampford Peverell offers a number of services and facilities expected for a village of its size and nature.

3.1.6 The services and facilities include health (orange), education (green), employment (red), retail (blue), transport (grey) and leisure (purple).

Table 1 - Local Services and Facilities in Context with the Application Site

Service / Facility	Distance from site (m)	Approximate journey time on foot ⁽¹⁾	Approximate journey time by bicycle ⁽²⁾
Sampford Peverell Surgery	850m	10 minutes 40 seconds	2 minutes 40 seconds
Sampford Peverell Primary School	300m	3 minutes 50 seconds	1 minute
Halberton Primary School	2,800m	35 minutes	8 minutes 50 seconds
Post Office and Convenience Store	500m	6 minutes 20 seconds	1 minute 30 seconds
Hair Salon	850m	10 minutes 40 seconds	2 minutes 40 seconds
Butchers	1,600m	20 minutes	5 minutes
Closest Bus Stop – Turnpike	300m	3 minutes 50 seconds	1 minute
Lowertown Bus Stop	750m	9 minutes 20 seconds	2 minutes 20 seconds
Cycle Hire	850m	10 minutes 40 seconds	2 minutes 40 seconds
Tiverton Parkway Railway Station	2,000m	25 minutes	6 minutes 20 seconds
Public Houses	800m	10 minutes	2 minutes 30 seconds
Village Hall	900m	11 minutes 20 seconds	2 minutes 50 seconds
WGA Golf Course	1,600m	20 minutes	5 minutes

¹ Based on walking speed of 80m/minute, taken from 'Providing for Journeys on Foot', IHT

² Based on cycling speed of 320m/minute (19.2kph), taken from Cycling England Design Guide

3.1.7 The services / facilities available within Sampford Peverell, including Tiverton Parkway Railway Station are located within the 2km threshold, as set out in Manual for Streets (MfS) and can therefore be accessed by walking and cycling.

Pedestrian / Cycle Accessibility

- 3.1.8 In terms of footway provision, beyond the immediate site surroundings, a footway continues along the southern side of Turnpike towards the village centre.
- 3.1.9 Higher Town has limited footway provision, some distance from the site. Once the road enters the built-up area of the village, the width remains similar and dwellings open out onto the carriageway. As such, the existing lane functions as an informal shared space arrangement and therefore offers a pedestrian route for future residents towards the school and village centre.
- 3.1.10 In order to access the facilities within the village centre including gaining access to the Canal, pedestrians / cyclists will utilise either Hightertown or Turnpike from the application site. Along Turnpike, pedestrians will be able to utilise connections into existing footway provision along the southern carriageway edge and route east towards the village centre and the Canal Bridge where access can be gained to NCN Route 3. The existing footway along Turnpike is shown in **Figure 1**.

Figure 1 - Existing Footway along Turnpike (Orientated West Looking Towards the Site)



- 3.1.11 Higher Town connects to the immediate south of the St. John the Baptist Church; existing footway extends south and connects to a pedestrian footbridge across the Canal on the northern carriageway edge of Turnpike / Lower Town, as shown in **Figure 2**. Pedestrians are able to cross Turnpike / Lower Town at this location and gain access to the Canal.

Figure 2 - Pedestrian Footbridge over the Canal (Higher Town / Turnpike / Lower Town)



4.0 POTENTIAL PEDESTRIAN / CYCLE ACCESS TO THE SITE

- 4.1.1 Following scoping with the LHA, priority has been given to providing safe and suitable pedestrian / cycle links from the site towards the services and facilities located within Sampford Peverell.
- 4.1.2 The internal road layout would be designed to reduce vehicle speeds and provide a quality level of provision for all users, and an area that is conducive to safe walking and cycling. Footway for pedestrian access would be available throughout the site, enabling pedestrians to safely and conveniently permeate through the proposed development.
- 4.1.3 In order to facilitate pedestrian / cycle movements between the application site and the village centre / Canal, three main pedestrian links have been identified.
- 4.1.4 An assessment utilising the Census Travel to Work data has been undertaken and an assessment has been made of the pedestrian desire lines. It is anticipated that a 50 / 50 split would occur in terms of pedestrian movements from the site into Sampford Peverell village, between the routes along Higher Town / Turnpike.

Pedestrian / Cycle Link onto Turnpike

- 4.1.5 Along the southern frontage of the site, footway of 2m would be provided immediately east from the proposed access and extend along the northern carriageway edge of Turnpike with tactile paving and dropped kerbing provided on either carriageway edge at this location. A



pedestrian link will be provided at the south-eastern corner of the site and provide a link to the internal footways.

- 4.1.6 The development proposals have accounted for additional pedestrian provision on Turnpike at the canal bridge, east of the site towards the village centre. At this location, a pedestrian bridge is already provided to the north of Turnpike. This bridge is either accessed from Higher Town, which does not require the crossing of Turnpike, or from Turnpike using existing facilities comprising of dropped kerbs on the southern side of the carriageway and a 'virtual footway' on the northern side of the carriageway which is formed behind the carriageway edge marking.
- 4.1.7 With regard to the potential for additional provision for pedestrians, it is noted that there have been no PIA accidents in this location within the last five year assessment period. Pedestrian visibility splays of 1.5m x 20m are available at the dropped kerb / from the 'virtual footway' on Turnpike, which are considered to be commensurate with observed speeds, supporting the lack of accidents in this location.
- 4.1.8 There is nothing to suggest that the existing provision of pedestrians requires upgrading, but alterations could be made to the existing arrangement to enhance the current provision should that be required by the LHA.

Pedestrian / Cycle Link onto Higher Town

- 4.1.9 A further pedestrian / cycle link would be provided at the north-eastern corner of the site onto Higher Town, with a gateway feature proposed in the form of buff surfacing to highlight the presence of adjoining footway / cycleway. The pedestrian / cycle way would be provided at 2.5m width with a 0.5m verge on either side, a maximum gradient of 1 in 12.5, and suitable pedestrian visibility splays of 1.5m x 20m in both directions.
- 4.1.10 An ATC survey was undertaken along Higher Town from the 21st to 28th May 2017, situated at the proposed pedestrian link. The 85th percentile speeds for eastbound traffic was recorded as 26.6mph and the 85th percentile speeds for westbound traffic recorded at 25.8mph. It is apparent that the average speeds of vehicles utilising Higher Town fall below that of the 30mph speed limit upon entry to the village.
- 4.1.11 No PIA incidents have occurred along Higher Town within the latest five year available period, and vehicle speeds / volumes are consistent with the recommendations of guidance in relation to the shared use of carriageway by vehicles and pedestrians – as is commonplace in rural locations.

Pedestrian / Cycle Link onto Battens Cross towards the Canal

- 4.1.12 Furthermore, a pedestrian link would be provided from the internal footways, towards the south-western corner of the site, directing pedestrians / cyclists towards the Canal and could be utilised for leisure purposes and trips towards Tiverton.
- 4.1.13 During scoping with the LHA, no objection was raised to users of the site utilising this route for leisure trips towards the Canal as it is considered unlikely to attract pedestrians / cyclists away from accessing the Canal via the more direct route along Turnpike or Higher Road.



4.1.14 It is important to note that whilst two slight PIA incidents have occurred along this route within the latest five year available period, neither of these incidents involved any pedestrians / cyclists.

5.0 SUMMARY

- 5.1.1 This TN has provide a direct response to Q.15 raised by the inspector as part of the Mid Devon Local Plan Review in respect of Policy SP2.
- 5.1.2 Based on the information presented in this Technical Note, the proposed allocation under Policy SP2 would provide a development which is highly accessible for pedestrians and for cyclists.
- 5.1.3 The existing highway network provides pedestrian and cycle links to a wide range of goods and services, in line with the recommendations of current guidance including *Manual for Streets*. Notwithstanding, a number of pedestrian links / improvements are proposed as part of any forthcoming development in order to enhance the safe / suitable pedestrian / cycle access connecting the site and the village centre.

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