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To: The Chair and Members
of the Exeter Highways
and Traffic Orders
Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 15 January 2024

Contact: Wendy Simpson, 01392 384383

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EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Tuesday, 23rd January, 2024

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date **at 2.15 pm** at Committee Suite - County Hall to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 30 October 2023 (previously circulated).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

4 Petitions/Parking Policy Reviews

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's [Petition Scheme](#).]

5 Active Streets Heavitree and Whipton Trial Scheme Update (Pages 1 - 20)

Report of the Director of Climate Change, Environment and Transport (CET/24/4), attached.

Electoral Divisions(s): Heavitree & Whipton Barton; St David's & Haven Banks; St Sidwells & St James

6 Exeter Western Corridor Bus Service Improvement Plan Upgrades (Pages 21 - 32)

Report of the Director of Climate Change, Environment and Transport (CET/24/5), attached.

Electoral Divisions(s): All in Exeter

7 Exeter Residents' Parking (Pages 33 - 62)

Report of the Director of Climate Change, Environment and Transport (CET/24/6), attached.

Electoral Divisions(s): Alphington & Cowick; Exwick & St Thomas

8 Zebra Crossing for Stoke Hill Junior School (Pages 63 - 68)

Report of the Director of Climate Change, Environment and Transport (CET/24/7), attached.

Electoral Divisions(s): All in Exeter

9 Bus Users and Stakeholders (BUS) Forum

Committee representative to provide an update.

10 Clear Streets Charter

Director of Climate Change, Environment and Transport to report.

11 Developer Contributions (S.106) Local Member Consultations

In accordance with Standing Order 23(2), Councillors Prowse and Adams have requested that the Committee consider this matter

12 Relaxation of Limited Waiting Bays for Velwell Road

In accordance with Standing Order 23(2), Councillor Prowse has requested that the Committee consider this matter

MATTERS FOR INFORMATION

13 Actions taken under Delegated Powers (Pages 69 - 70)

Report of the Director of Climate Change, Environment and Transport (CET/24/8), attached.

Electoral Divisions(s): All in Exeter

14 Dates of Meetings

23 April, 23 July and 15 October 2024, and 4 February 2025

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

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Induction Loop available



CET/24/4
Exeter Highways and Traffic Orders Committee
23 January 2024

Active Streets Heavitree and Whipton Trial Scheme Update

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

It is recommended that:

- (a) The Committee note the monitoring update on the Active Streets trial;
- (b) The measures of success are reviewed by the Director of Climate Change, Environment and Transport on or after 29 February 2024 to determine whether the trial has had an overall positive impact; and
- (c) The Director of Climate Change, Environment and Transport be given delegated powers, from 1 March 2024, in consultation with the Director of Legal and Democratic Services and the Devon and Cornwall Chief Constable, to suspend the Experimental Traffic Regulation Orders associated with the trial.

2) Background/Introduction

As explained in the report to the previous Exeter Highways and Traffic Orders Committee (HATOC) meeting, the Active Streets Trial encompasses the temporary installation of three physical modal filters and two bus gates in Heavitree and Whipton, along with temporary changes to waiting restrictions on Ladysmith Road. The physical modal filters prevent the passage of all vehicular traffic, and the bus gates use signage to prohibit the passage of traffic except for exempt classes of vehicle, including buses, taxis and private hire vehicles displaying approved bus lane user signs, emergency service vehicles and local authority service vehicles.

The scheme was approved by the Exeter HATOC on 20 June 2023 and was implemented on 3 August 2023. This report provides an outline of the current progress of the trial and highlights the measures of success, which are an indication as to whether it is appropriate to continue with the trial. At present, only 2 out of the 10 measures of success for the scheme (traffic on residential roads and numbers of people cycling) are considered to be demonstrating a positive impact ('green'), with the potential impact on the expeditious, convenient and safe movement of traffic.

3) Bus gate restrictions

The changes to exempt taxis and private hire vehicles displaying approved bus lane user signs from the bus gate restrictions in the Active Streets area came into force on 9 November 2023. The same exemption was introduced for the Wonford Road bus gate on 16 November 2023.

The Council have received feedback that there are issues around compliance with the bus gates. The Police have been informed and have taken on-site observations. The Council

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will continue to monitor traffic flows in the vicinity of the bus gates, and when necessary additional changes could be considered, for example the sites could be considered for moving traffic offence enforcement.

Following discussion at the previous Exeter HATOC meeting, officers have met with an officer at Oxfordshire County Council regarding exemptions to traffic restrictions within Oxford. They advised that their Low Traffic Neighbourhoods in Cowley and East Oxford primarily use physical bollards, preventing the passage of all vehicular traffic, but a small number of these are to be replaced with Automatic Number Plate Recognition (ANPR) cameras. They are not currently exempting Blue Badge holders or carers.

4) Consultation feedback

Statutory Consultation

The Statutory Consultation relating to the Active Streets trial is ongoing, having commenced on 3 August 2023. Over 4,900 responses have been received to date. The Statutory Consultation is due to close on 8 May 2024. Ongoing work is being undertaken to analyse feedback received.

Petitions/Freedom of Information Act requests

As detailed in the table below, during 2023, the Active Streets trial has been the subject of five petitions, one of which expressed support for approving the trial, two of which requested the trial be removed and two of which requested an improved consultation before implementing the trial.

Subject/Request	Date received	Signatories
Provide local residents with a more comprehensive, inclusive and widely publicised consultation before the approval of the trial LTN [Low Traffic Neighbourhood] for Heavitree/Whipton	25 May 2023	853
Approve the trial modal filter package for the Heavitree and Whipton area	19 June 2023	287
Offer local residents and stakeholders a more comprehensive, inclusive and widely publicised consultation which will include a public meeting before the approval of the trial Low Traffic Neighbourhood for Heavitree and Whipton, Exeter	23 July 2023	256
Withdraw low traffic networks and road closures in the City of Exeter	23 October 2023	2,143*
End the Heavitree and Whipton Active streets trial	10 November 2023	963

* this petition was broader than Heavitree and Whipton, including reference to other modal filter schemes in the city

During the 2023 calendar year, the Council also received 65 requests for information relating to the Active Streets trial under the Freedom of Information Act. Responses to these requests, which relate to matters including traffic count data, stakeholder engagement and budgets, are available at <https://www.devon.gov.uk/accesstoinformation/previous-access-to-information-responses/>. Further Freedom of Information requests continue to be received relating to the trial.

Engagement with taxi and private hire vehicle operators

At a November Taxi Forum meeting, taxi and private hire operators thanked the Exeter HATOC Members for introducing the ETRO exemption to the bus gates and stated that it made a big difference to the operation of their service.

Engagement with emergency services

Devon County Council officers have continued to liaise with emergency services during the trial, with the Police in September and October 2023, Fire Service in October 2023 and Ambulance Service in November 2023. No adverse incidents as a result of the trial have been reported by the emergency services. Further engagement is planned in January and February 2024.

Engagement with care/healthcare providers

Devon County Council officers will be meeting this month with Devon Carers' Care Ambassadors, who provide or have provided unpaid care, to discuss the impacts of the scheme. A verbal update on the outcomes of this meeting will be provided as part of the presentation accompanying this report.

The Council also intends to engage with paid carer representatives in the coming weeks.

5) Technical data

Weekday traffic, cycle and pedestrian flows in Active Streets area

Devon County Council is undertaking monitoring of vehicular traffic and active travel (walking and cycling) levels throughout the trial to evaluate the scheme's impacts. This is being undertaken using:

- **Manual Classified Counts (MCCs)** – 12-hour (0700-1900) counts of vehicular traffic and cycles (and pedestrians in some cases) on selected dates, manually enumerated using video footage.
- **Automatic Traffic Counts (ATCs)** – Continuous counts of vehicular traffic, automatically enumerated using inductive loops¹
- **Sensors** – Continuous counts of vehicular traffic, cycles and pedestrians, automatically enumerated using artificial intelligence-based sensors.

This approach has been taken to provide adequate spatial coverage across the Active Streets area whilst ensuring data collection costs are proportionate. ATCs and sensors provide data over longer periods and so provide more reliable indicators of typical

¹ These counters record all traffic regardless of how fast vehicles are travelling, i.e. including when traffic is queuing and stationary.

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conditions, however installation costs for these significantly exceed the cost of undertaking MCCs, so relying solely on ATCs and sensors would mean significantly fewer locations could be surveyed within the available budget.

Prior to the trial, MCCs were undertaken in the area on 17 March 2022 and 15 September 2022. During the trial, the majority of these MCCs were repeated on 28 September 2023, the exceptions being:

- Pinhoe Road/Hamlin Lane junction, where an MCC was undertaken on 5 October 2023 due to an equipment failure on the 28 September;
- Vaughan Road/Thornpark Rise junction, where no MCCs were undertaken due to there being a sensor to capture during-scheme flows at this location

Summaries of changes in vehicular, cycle and pedestrian flows between the pre-trial and during trial MCC dates are shown in the tables in Appendix 1. For the ATCs and sensors, pre-trial flows are those recorded on 15 September 2022.

On the boundary roads, increases in traffic were recorded at most locations, although slight reductions were recorded on Pinhoe Road (between Vaughan Road and Whipton Village Road) and Heavitree Road (between Gladstone Road and Polsloe Road). The largest absolute increase was on Honiton Road (east of Sweetbrier Lane), where flows increased by approximately 2,200 vehicles over a 12-hour period (11%), whilst the largest percentage increase was on Polsloe Road (between Park Road and Gladstone Road), where flows increased by approximately 1,300 vehicles (20%).

On the streets within the trial area, reductions in traffic were recorded at many locations, with particularly large reductions in the vicinity of bus gates/modal filters on Ladysmith Road and Vaughan Road. However, there were also some increases in traffic, including on North Street and Goldsmith Street, which may be due to traffic re-routing to avoid modal filters.

In general, cycle flows increased on both the residential streets and the boundary roads, with some particularly large increases of greater than 100%. The exceptions to this were on Heavitree Road and Polsloe Road in the Livery Dole area, where slight reductions in cycle flows were recorded.

Pedestrian flows increased on Park Road and Ladysmith Road, in the vicinity of the Park Road/Ladysmith Road bus gate, but reduced slightly on Hamlin Lane and Roseland Crescent.

Details of changes in flows recorded by the ATCs and sensors over longer periods are given in the spreadsheet available online at devon.cc/exeterstreets, under 'Measures of Success'.

Wider traffic flows

As requested by Members at the previous HATOC meeting, changes in traffic flows on other roads in Exeter between the pre-trial and during trial MCC dates are summarised in table in Appendix 2, utilising pre-existing ATCs across Exeter. These ATCs provide data 24/7 (except for when equipment is faulty), however 12-hour (07:00-19:00) flows are reported for consistency with the MCC data discussed elsewhere.

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In general, there were minimal (<5%) changes in traffic flows on most other roads between the pre-trial and during trial MCC dates. However, there were larger reductions in traffic on Topsham Road (near King George V Playing Fields) and Bridge Road, and a large (24%) increase in traffic on Prince of Wales Road (near Exeter Cricket Club). The latter may be attributable to the pre-trial MCC date being prior to the start of the University of Exeter's autumn term, whereas the during trial MCC date was during the university's autumn term.

It should also be noted that vehicular flows from across the city are susceptible to many influencing factors, such as road works, and it is likely that as the distance from the Active Streets trial area increases, the less confidence can be applied to the relationship between any changes and the trial itself.

Weekend traffic flow in Active Streets area

Traffic flows in the Active Streets area, recorded by ATCs and sensors, on the weekend prior to the 2023 MCC date are compared with those for the equivalent weekend in 2022 in Appendix 3. As with the wider traffic flows, 12-hour flows are reported, although the devices record data continuously.

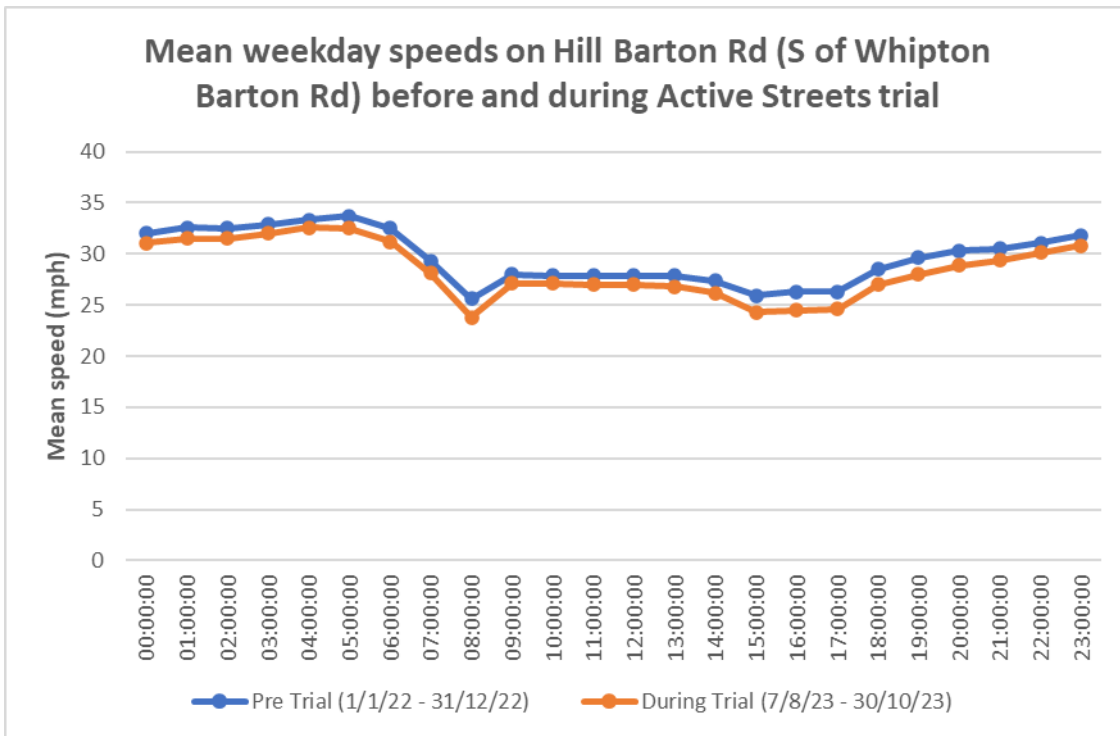
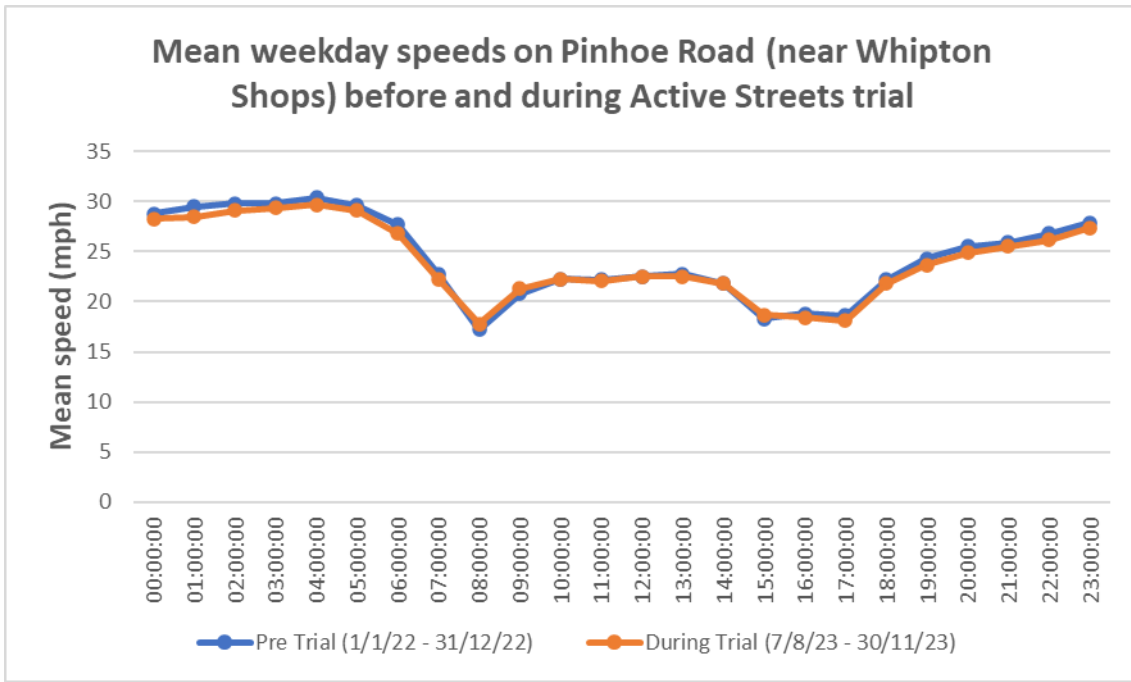
In summary, the changes in weekend flows on Pinhoe Road and Heavitree Road were similar to the weekday changes reported in Appendix 1, but the increase in weekend flows on Hill Barton Road was significantly less than the increase in weekday flows. The reductions in weekend flows on the residential streets with sensors were broadly similar to the reductions in weekday flows, although the reduction in weekend flows (16%) on Roseland Crescent was significantly greater than the reduction in weekday flows (3%).

Traffic speeds in Active Streets area

As documented in the table and graphs below, during the Active Streets trial, journey times for drivers have increased with slightly reduced mean traffic speeds on both Pinhoe Road (1% reduction) and Hill Barton Road (4% reduction) compared to 2022. On Hill Barton Road, there has been a larger increase in journey times at peak times, with a 7% reduction in average speed recorded between 08:00 and 09:00 and between 16:00 and 17:00, although note that for the majority of the day Hill Barton Road speeds are close to the 30mph speed limit. However, on Pinhoe Road there was a slight (3%) increase in speeds during the morning peak (08:00-09:00), but a slight (2-3%) reduction in speeds during the afternoon peak (16:00-18:00).

Road	Location	Mean speed pre-trial (mph)	Mean speed during trial (mph)	Absolute change (mph)	% change
Pinhoe Road	Between Vaughan Road and Whipton Village Road	24.4	24.1	-0.3	-1%
Hill Barton Road	Between Whipton Barton Road and Peppercombe Avenue	29.7	28.5	-1.2	-4%

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Air quality monitoring

The Air Quality Standards Regulations 2010 define an hourly and annual limit for nitrogen dioxide (NO₂) concentrations:

- There should be no more than 18 hours during which the mean NO₂ concentration at a given location exceeds 200 µg/m³
- The annual mean NO₂ concentration at a given location should not exceed 40 µg/m³

During 2022, the only exceedance of the annual limit within Exeter was recorded on East Wonford Hill.

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Since the last HATOC meeting in October 2023, continuous air quality monitoring sensors have been installed on the Heavitree Road corridor (using Department for Environment, Food and Rural Affairs (DEFRA) funding awarded to Exeter City Council) and at four other locations in the Active Streets area (using Capability and Ambition Fund awarded to Devon County Council):

- Polsloe Road, between Park Road and Pinhoe Road junctions;
- Polsloe Road, near Heavitree Road junctions;
- Pinhoe Road, between St Johns Road and Commins Road junctions;
- Lower Hill Barton Road, near Honiton Road junction.

These provide data for 15-minute periods in real time. However, the sensors are currently undergoing an initial calibration period, to ensure their outputs are comparable to those recorded at other sites. Whilst it is not possible to share outputs at this time, it is expected that data relating to the number of times the hourly NO₂ concentration limit of 200 µg/m³ has been exceeded at the continuous monitoring sites can be reported at future HATOC meetings.

Currently, the highest levels of pollution and only site in Exeter which exceeds the national air quality objective for NO₂ is East Wonford Hill. The data shows an increase of approximately 1,000 vehicles daily on this corridor, which could potentially increase road traffic emissions on this route. However, outputs from the air quality sensors are needed to take account of other sources of pollution and factors like fleet composition (i.e. newer, cleaner vehicles), which could affect the roadside pollution concentrations.

Additionally, in Autumn 2024, Exeter City Council intend to publish outputs from their annual air quality monitoring sites (following approval by DEFRA), which will include 2023 data for 5 months of the Active Streets trial period (between August and December 2023).

Bus journey time data

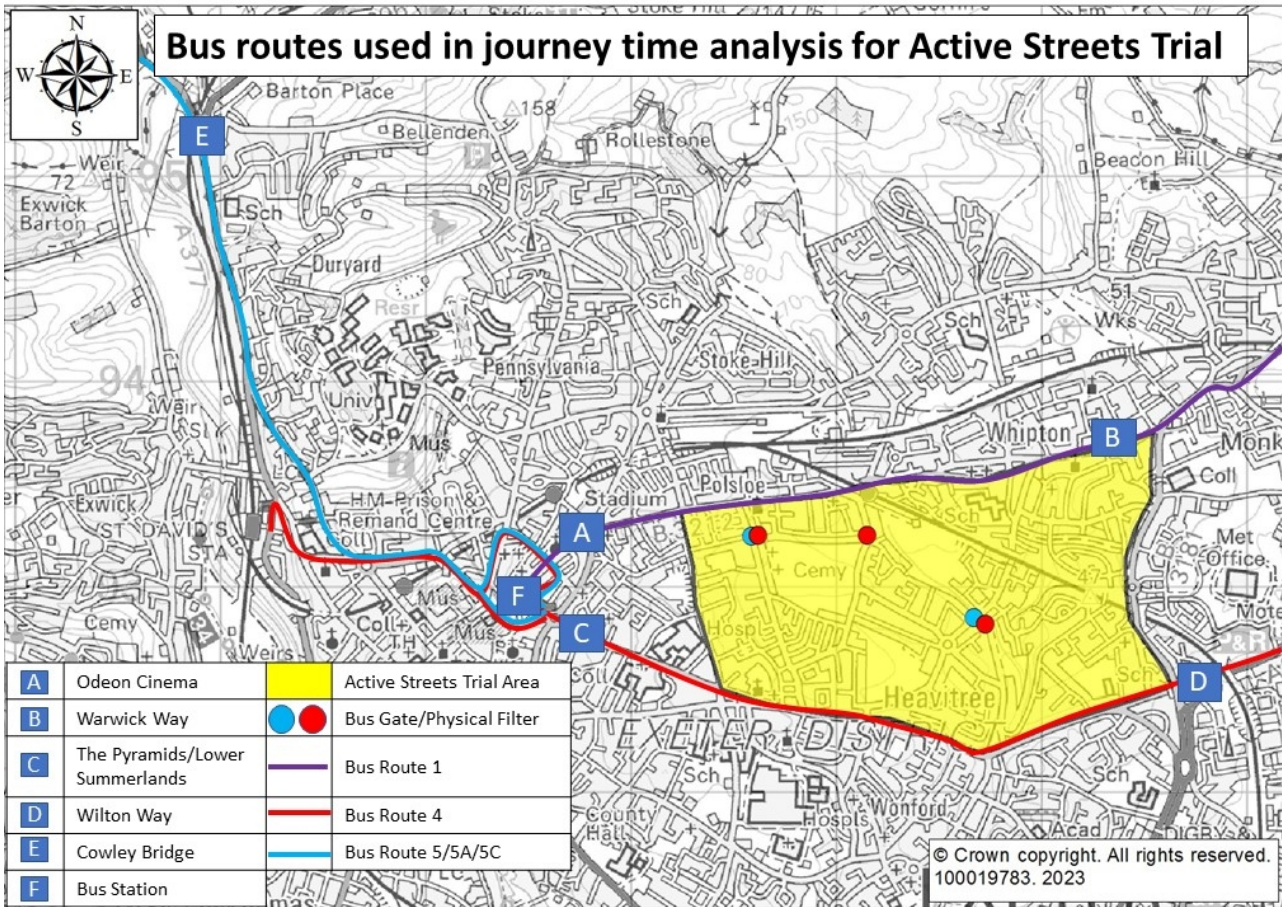
Pre-trial and during trial journey time data for buses using the following corridors on the boundary of the Active Streets trial have been provided by Stagecoach South West (with analysis undertaken by Devon County Council):

- Pinhoe Road– B3212 Blackboy Road/Pinhoe Road
- Heavitree Road– B3183 Heavitree Road/Fore Street/East Wonford Hill/Honiton Road

For comparative purposes, the highest frequency route on the Cowley Bridge Road corridor (B3183 New North Road and A377 Cowley Bridge Road), has also been considered.

A map of the routes considered is shown below.

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Pre-trial data is for weekdays in November 2022, whilst during trial data is for weekdays in November 2023. The figures below are average across the day, comparing equivalent journeys in the 2022 and 2023 timetables.

The Journey Times (JTs) evaluated incorporate dwell times at intermediate bus stops as well as times for the buses to travel between stops; the former is likely to be impacted by changes in patronage levels but may also be influenced by congestion levels, as in some cases buses may be unable to pull away from stops due to queuing traffic.

Route no.	Direction	Corridor	Between	Distance (km)	Average JT Change (minutes:seconds)	Average JT Change (%)
1	Inbound	Pinhoe Road	Warwick Way – Odeon Cinema	2.9	00:28	7.6%
1	Outbound	Pinhoe Road	Odeon Cinema – Warwick Way	2.8	00:03	1.4%
4	Inbound	Heavitree Road	Wilton Way – The Pyramids	3.1	00:44	7.8%
4	Outbound	Heavitree Road	Lower Summerlands – Wilton Way	3.0	00:52	10.2%
5/5A/5C	Inbound	Cowley Bridge Road	Cowley Bridge – Bus Station	3.8	00:32	5.4%

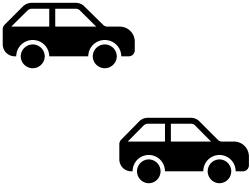



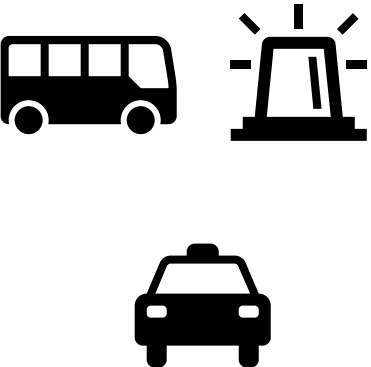

Route no.	Direction	Corridor	Between	Distance (km)	Average JT Change (minutes:seconds)	Average JT Change (%)
5/5A/5C	Outbound	Cowley Bridge Road	Bus Station – Cowley Bridge	3.6	00:59	8.7%

Based on the data for the 5/5A/5C, which is unlikely to be significantly impacted by the Active Streets trial, it appears that there may have been a general increase in bus JTs between November 2022 and November 2023. In the inbound direction, there appears to have been an additional increase in JTs on the scheme’s boundary roads. However, in the outbound direction, the picture is less conclusive, with the 1 (on Pinhoe Road) experiencing a negligible change in JTs, whilst the 4 experienced a larger increase than the 5/5A/5C. With the Heavitree Road corridor carrying up to 800 buses a day and Pinhoe Road carrying up to 300 buses a day, there are significant numbers of bus passengers on these corridors who will have been impacted by these increased journey times.

6) Measures of Success

The key measures of success that need to be met for the trial include: public feedback supporting the view that the scheme has made travelling in the area easier, safer and more enjoyable, reduced motorised traffic volumes on residential streets and an increase in sustainable travel, and no worsening of air quality on East Wonford Hill. Whilst on many of the residential streets, traffic has reduced and active travel has increased, other metrics highlight concerns with the outcomes of the trial, such as impact on bus services and increased traffic on boundary roads. This is summarised below, using information from the Consultation Feedback following engagement with emergency services and taxi and private hire vehicle services and Technical Data sections above.

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<h2>Heavitree and Whipton Active Streets</h2> <p>Metrics to assess changes during trial scheme</p>		
	Traffic on residential streets	Largely reduced with some increases in specific locations (such as North Street)
	Traffic on boundary roads	Significant increases on north-south corridors, smaller increase on east-west corridors. Increases of nearly 1,000 vehicles in vicinity of East Wonford Hill.
	Vehicle speeds	Small reduction in speeds on boundary roads, resulting in slower journey times. Data only available for Hill Barton Road and Pinhoe Road.
	Number of people walking and wheeling	Mixed results, some increases (Park Road and Ladysmith Road) but some decreases (Hamlin Lane and Roseland Crescent).
	Number of people cycling	Increases across trial area and boundary roads, except two sites.
	Air quality	Air quality sensors installed on boundary roads, outputs to be reported at future HATOC meeting.
	Impact on emergency services	No adverse incidents as a result of the trial have been reported by the emergency services.
	Impact on bus services	Additional increase in journey times inbound on core bus corridors of Pinhoe Road and Heavitree Road.
	Impact on taxi and private hire vehicle services	Some increases in taxi and private hire vehicle journey times, albeit partially mitigated by exemption from bus gate restrictions.
	Public feedback	Received over 4,900 consultation responses, 65 Freedom of Information requests (in 2023) and 5 petitions totalling over 4,500 signatories.

7) Financial Considerations

As per the report to the 20 June 2023 Exeter HATOC, the Active Streets trial scheme is being funded from Capability and Ambition Fund funding secured from Active Travel England. The scheme is currently within budget.

8) Legal Considerations

The trial is implemented through Experimental Traffic Regulation Orders (ETRO). When making a Traffic Regulation Order, it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of parking facilities.

With reference to the above duty, the measures of success consider a range of metrics to determine wider impacts of the scheme. Given the number of metrics currently indicated as a concern ('red') or neutral ('amber'), the Director of Climate Change, Environment and Transport will review the success measures to determine whether there has been an overall positive impact on or after 29 February 2024.

In light of the evidence available, it may be appropriate to be considering the withdrawal of the ETRO in advance of the statutory consultation conclusion (8 May 2024). It is reasonable and recommended that the Director of Climate Change, Environment and Transport, in consultation with the Director of Legal and Democratic Services and the Devon and Cornwall Chief Constable, is given delegated powers to suspend the trial in line with the Road Traffic Regulation Act 1984, namely if it is:

- (a) in the interests of the expeditious, convenient and safe movement of traffic,
- (b) in the interests of providing suitable and adequate on-street parking facilities, or
- (c) for preserving or improving the amenities of the area through which any road affected by the order runs.

9) Summary

The Active Streets trial in Heavitree and Whipton has now been implemented for 5 months. The Statutory Consultation period runs until 8 May 2024 and responses continue to be received and analysed.

Traffic monitoring data indicates that there has continued to be an increase in traffic at many locations on the boundary roads, most significantly on Polsloe Road and Hill Barton Road, where flows have increased by up to 20%. On the roads within the trial area, there have been reductions in traffic at many locations, particularly in the vicinity of bus gates/physical modal filters, but there have also been increases in traffic on some roads, such as North Street. Traffic speeds have reduced slightly on both Pinhoe Road and Hill Barton Road.

There has in general been an increase in cycling on both residential streets and boundary roads, with increases in some locations exceeding 100%. The exceptions to this are near Polsloe Road and Heavitree Road, where reductions were recorded. Increases in walking have been recorded on Ladysmith Road and Park Road, but slight reductions were recorded on Hamlin Lane and Roseland Crescent.

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Data supplied by Stagecoach South West indicates that there has been a moderate increase in bus journey times on the section of route 4 on the Heavitree Road corridor, impacting negatively on significant numbers of bus passengers. There has also been a moderate increase in inbound journey times on the section of route 1 on the Pinhoe Road corridor, but a much smaller change in journey times was recorded outbound. This data indicates that it is likely that journey times for all traffic on boundary roads will have increased on Heavitree Road, and some increases on Pinhoe Road.

The Council continues to liaise with key stakeholders, such as the emergency services, and feedback can continue to be provided through the statutory consultation, with over 4,900 responses received to date.

When reviewing the measures of success, there are currently only 2 indicators out of 10 that are performing well; traffic on residential roads and number of cycling trips. There is a possibility that negative impacts could outweigh the benefits of the trial. Should there not be a significant improvement by the end of February 2024 and where it meets the tests of the Road Traffic Regulation Act 1984, consideration should be given to the trial being suspended.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Heavitree & Whipton Barton, St Sidwells & St James, St David's & Haven Banks

Local Government Act 1972: List of background papers

Background Paper: Nil

Contact for enquiries:

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Address: Room 120, County Hall, Topsham Road, EX2 4QD

hc151223exh

sc/cr/Active Streets Heavitree and Whipton Trail Scheme Update

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Appendix 1 to CET/24/4

Changes in Weekday Traffic, Cycle and Pedestrian Flows in Active Streets Area

N.B. All flows are 12-hour flows, recorded between 07:00 and 19:00. Totals exclude flows at Lower Hill Barton Road due to lack of pre-trial count data.

Data source	Pre-trial date	During trial date
MCC	* = 17/03/2022 † = 31/03/2022 ‡ = 15/09/2022	28/09/2023 except § = 05/10/2023
ATC	15/09/2022	28/09/2023
Sensor	15/09/2022	28/09/2023

Road	Location	Data Source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Pinhoe Road West	Between Mount Pleasant Road and Commins Road	ATC	13,280	13,784	504	4%
Pinhoe Road Central West	Immediately W of Hamlin Lane	MCC	12,653*	13,622§	969	8%
Pinhoe Road Central East	Immediately E of Hamlin Lane	MCC	13,774*	14,358§	584	4%
Pinhoe Road East	Between Vaughan Road and Whipton Village Road	ATC	17,460	17,181	-279	-2%
Polsloe Road North	Immediately N of Park Road	MCC	5,865*	6,998	1,133	19%
Park Road	Immediately E of Polsloe Road	MCC	991*	1,071	80	8%
Hamlin Lane	Immediately S of Pinhoe Road	MCC	2,306*	782§	-1,524	-66%
Vaughan Road North	Immediately N of Whipton Barton Road	MCC	4,097*	3,526	-571	-14%

Road	Location	Data Source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Whipton Barton Road	Immediately E of Vaughan Road	MCC	2,936*	2,589	-347	-12%
Polsloe Road Central	Between Park Road and Gladstone Road	MCC	6,523*‡	7,818	1,295	20%
Vaughan Road Central	Immediately S of Whipton Barton Road	MCC	4,059*	3,526	-533	-13%
Hill Barton Road North	Between Hospital Lane and Whipton Barton Road	ATC	15,176	16,448	1,272	8%
Hill Barton Road South	Between Whipton Barton Road and Peppercombe Avenue	ATC	15,418	17,177	1,759	11%
Gladstone Road	Between Polsloe Road and Heavitree Road	MCC	3,546‡	3,809	263	7%
Sweetbrier Lane West	Immediately W of Whipton Lane	MCC	3,212‡	2,242	-970	-30%
Vaughan Road South	Between Whipton Lane and Sweetbrier Lane	MCC	1,443*†	134	-1,309	-91%
Polsloe Road South	Immediately N of S Lawn Terrace	MCC	5,750‡	6,668	918	16%
Goldsmith Street	Immediately E of North Street	MCC	1,420*	1,679	259	18%
South Lawn Terrace	Between Whipton Lane and Vaughan Road	MCC	2,675*	2,842	167	6%
Sweetbrier Lane Central	Between Whipton Lane and Vaughan Road	MCC	2,140*‡	2,299	159	7%
Heavitree Road	Between Gladstone Road and Polsloe Road	MCC	14,895‡	14,669	-226	-2%
Fore Street	Between Polsloe Road and North Street	MCC	14,275*‡	15,015	740	5%
North Street	Immediately N of Fore Street	MCC	3,970*	4,847	877	22%

Road	Location	Data Source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Whipton Lane	Immediately N of Fore Street	MCC	1,778*	1,118	-660	-37%
East Wonford Hill	Between Whipton Lane and Sweetbrier Lane	MCC	17,992*	18,957	965	5%
Sweetbrier Lane East	Immediately N of Honiton Road	MCC	3,739*	2,809	-930	-25%
Honiton Road	Immediately E of Sweetbrier Lane	MCC	20,210*	22,402	2,192	11%
Lower Hill Barton Road	Immediately N of Honiton Road	MCC	-	3,089	N/A	N/A
Heavitree Road	Between Grendon Road and Polsloe Road	ATC	14,968	14,584	-384	-3%
Park Road	Immediately W of Ladysmith Road	Sensor	964	580	-384	-40%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	1,429	241	-1,188	-83%
Hamlin Lane	Immediately N of Roseland Crescent	Sensor	2,037	1,621	-416	-20%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	347	335	-12	-3%

Road	Location	Data source	Pre-trial cycle flow	During trial cycle flow	Absolute change	% change
Pinhoe Road Central West	Immediately W of Hamlin Lane	MCC	213*	385§	172	81%
Pinhoe Road Central East	Immediately E of Hamlin Lane	MCC	298*	507§	209	70%
Polsloe Road North	Immediately N of Park Road	MCC	331*	358	27	8%
Park Road	Immediately E of Polsloe Road	MCC	117*	220	103	88%
Hamlin Lane	Immediately S of Pinhoe Road	MCC	165*	290§	125	76%
Vaughan Road North	Immediately N of Whipton Barton Road	MCC	47*	114	67	143%
Whipton Barton Road	Immediately E of Vaughan Road	MCC	94*	212	118	126%
Polsloe Road Central	Between Park Road and Gladstone Road	MCC	394*‡	441	47	12%
Vaughan Road Central	Immediately S of Whipton Barton Road	MCC	109*	252	143	131%
Gladstone Road	Between Polsloe Road and Heavitree Road	MCC	257‡	304	47	18%
Sweetbrier Lane West	Immediately W of Whipton Lane	MCC	93‡	143	50	54%
Vaughan Road South	Between Whipton Lane and Sweetbrier Lane	MCC	127*†	181	54	43%
Polsloe Road South	Between Gladstone Road and Heavitree Road	MCC	432‡	371	-62	-14%
Goldsmith Street	Immediately N of S Lawn Terrace	MCC	69*	141	72	104%
South Lawn Terrace	Immediately E of North Street	MCC	206*	330	124	60%
Sweetbrier Lane Central	Between Whipton Lane and Vaughan Road	MCC	122*‡	124	2	2%
Heavitree Road	Between Gladstone Road and Polsloe Road	MCC	248‡	236	-12	-5%
Fore Street	Between Polsloe Road and North Street	MCC	202*‡	219	17	8%

Road	Location	Data source	Pre-trial cycle flow	During trial cycle flow	Absolute change	% change
North Street	Immediately N of Fore Street	MCC	97*	188	91	94%
Whipton Lane	Immediately N of Fore Street	MCC	138*	252	114	83%
East Wonford Hill	Between Whipton Lane and Sweetbrier Lane	MCC	139*	286	148	106%
Sweetbrier Lane East	Immediately N of Honiton Road	MCC	70*	245	175	250%
Honiton Road	Immediately E of Sweetbrier Lane	MCC	121*	210	89	74%
Lower Hill Barton Road	Immediately N of Honiton Road	MCC	-	50	N/A	N/A
Park Road	Immediately W of Ladysmith Road	Sensor	100	143	43	43%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	88	121	33	38%
Hamlin Lane	Immediately N of Roseland Cresc	Sensor	117	121	4	3%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	227	244	17	7%

Road	Location	Data source	Pre-trial pedestrian flow	During trial pedestrian flow	Absolute change	% change
Park Road	Immediately W of Ladysmith Road	Sensor	681	764	83	12%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	640	820	180	28%
Hamlin Lane	Immediately N of Roseland Crescent	Sensor	43	39	-4	-9%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	1,127	1,037	-90	-8%

Appendix 2 to CET/24/4

Changes in Weekday Traffic Flows across Wider Network

N.B. All flows are 12-hour flows, recorded between 07:00 and 19:00

Data source	Pre-trial date	During trial date
ATC	15/09/2022	28/09/2023

Road	Location	Data source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Prince of Wales Road	Near Exeter Cricket Club	ATC	5,187	6,415	1,228	24%
Prince Charles Road	West of Morrisons	ATC	10,892	10,526	-366	-3%
Beacon Lane	East of Chancellor's Way junction	ATC	9,072	9,344	272	3%
New North Road	Near HM Prison Exeter	ATC	9,447	9,003	-444	-5%
York Road	Near St Sidwell's School	ATC	7,493	7,562	69	1%
Honiton Road	Near Met Office	ATC	17,800	18,584	784	4%
Bonhay Road	Near Mill on the Exe	ATC	11,292	11,151	-141	-1%
Okehampton Street	At Okehampton Place junction	ATC	6,464	6,428	-36	-1%
Cowick Street	Near St Thomas Railway Station	ATC	10,664	10,336	-328	-3%
Alphington Road	At Sydney Road junction	ATC	21,096	21,200	104	0%
Topsham Road North	Near County Hall	ATC	15,542	14,765	-777	-5%
Topsham Road South	Near King George V Playing Fields	ATC	21,732	19,964	-1,768	-8%
Bridge Road	Near Canal Bridge	ATC	30,622	28,494	-2,128	-7%

Appendix 3 to CET/24/4

Changes in Weekend Traffic Flows in Active Streets Area

N.B. All flows are 12-hour flows, recorded between 07:00 and 19:00

Data source	Pre-trial date	During trial date
ATC	24/09/22 - 25/09/22	23/09/23 - 24/09/23
Sensor	24/09/22 - 25/09/22	23/09/23 - 24/09/23

Road	Location	Data source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Pinhoe Road West	Between Mount Pleasant Road and Commins Road	ATC	12,136	12,212	76	1%
Pinhoe Road East	Between Vaughan Road and Whipton Village Road	ATC	15,636	15,357	-279	-2%
Hill Barton Road North	Between Hospital Lane and Whipton Barton Road	ATC	13,308	13,422	114	1%
Hill Barton Road South	Between Whipton Barton Road and Peppercombe Avenue	ATC	13,686	13,970	284	2%
Heavitree Road	Between Grendon Road and Polsloe Road	ATC	12,556	12,160	-396	-3%
Park Road	Immediately W of Ladysmith Road	Sensor	520	384	-136	-26%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	943	188	-755	-80%
Hamlin Lane	Immediately N of Roseland Cresc	Sensor	1,391	1,163	-229	-16%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	325	274	-51	-16%

CET/24/5
Exeter Highways and Traffic Orders Committee
23 January 2024

Exeter Western Corridor Bus Service Improvement Plan Upgrades Report of the Director of Climate Change, Environment, and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

That the Committee be asked to:

- (a) Approve the implementation of Western Corridor Bus improvements at an estimated cost of £235,000, subject to DfT funding approval;
- (b) Approve the advertisement of traffic regulation orders for the extension of the Cowick Street bus lane operating hours and the associated loading and waiting restrictions needed to facilitate the changes on the opposite side of the bus lane area as detailed in Appendix 2, and to make and seal the order if no objections are received; and
- (c) give delegated authority to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management, Cabinet Member for Climate Change, Environment and Transport, and local Members to approve minor amendments to the scheme.

2) Background

In 2021 the UK Government published its National Bus Strategy, which aimed to launch a revolution in bus services. The National Bus Strategy required local transport authorities to form Enhanced Partnerships with bus operating companies, and to publish a Bus Service Improvement Plan (BSIP). Devon County Council's BSIP was developed and subsequently approved by Cabinet on 13 October 2021 and an enhanced partnership was formed.

A key expectation of both the national strategy and the local BSIP was to support more ambitious bus priority schemes so that services could run faster, be more reliable and more attractive to passengers, and through this success help make buses cheaper to run.

In 2022, Devon County Council was allocated £14.1 million BSIP funding by the Department for Transport, which is split into capital (£8.8 million) and revenue (£5.3 million) across a three-year period from 2022/23 to 2024/25 with all schemes subject to final approval from the Department for Transport.

One of the routes identified in Devon County Council's BSIP is the Exeter Western Bus Corridor which connects St Thomas with the City Centre along Cowick Street, Exe Bridges, Fore Street/Preston Street and Western Way. This connects passengers between residential areas and key employment, education and leisure opportunities in the city centre

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and is one of the busiest public transport corridors in the city with approximately 12 buses each hour in both directions. A map of the Western Corridor is shown in Figure 1.

Most buses in the outbound direction embark on Western Way via Fore Street. Alternative outbound bus route (via the Preston Street/Western Way junction) is used mainly when delays are identified on Fore Street.

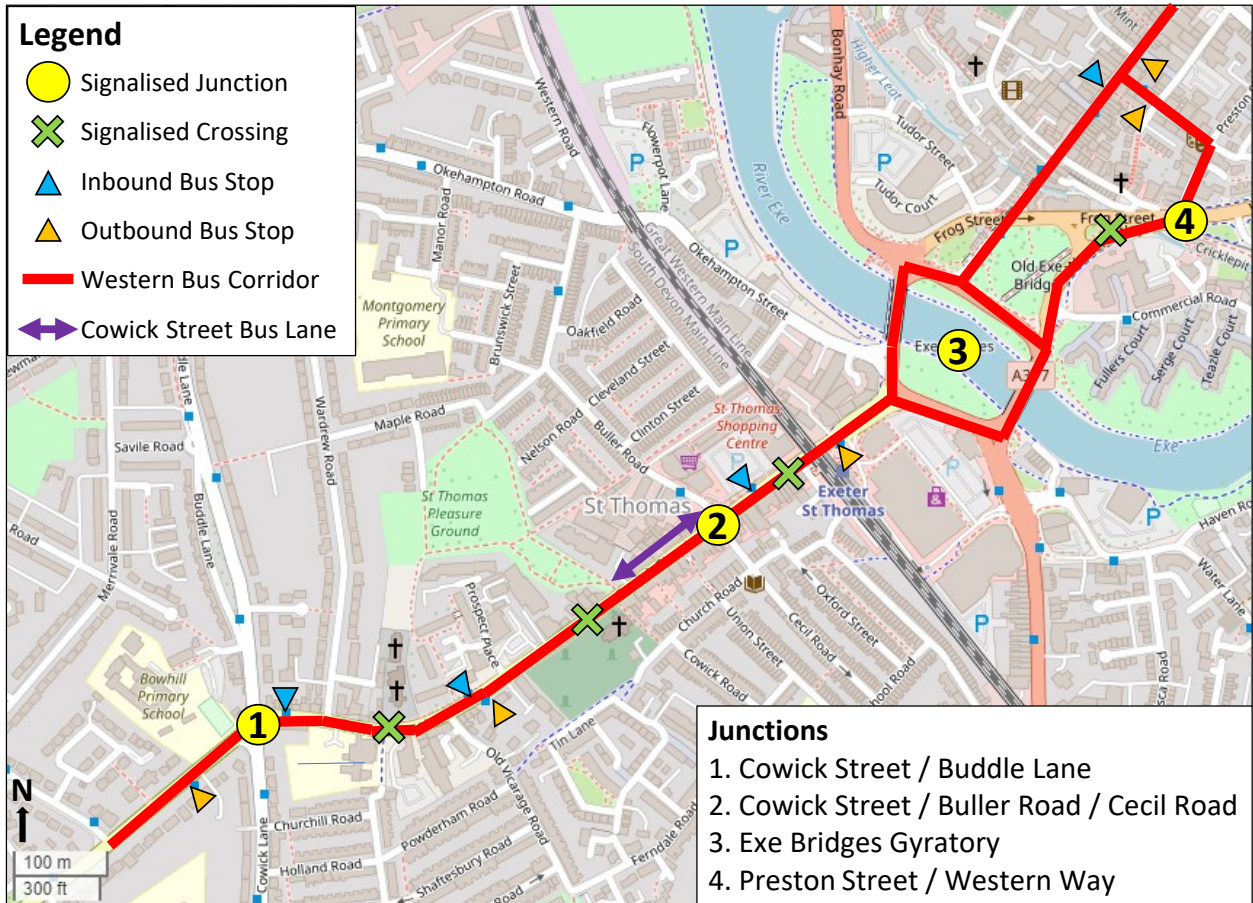


Figure 1: Exeter Western Bus Corridor

There are four traffic signal junctions within the corridor, two of which have been identified as the locations with largest delays for buses in discussions with Stagecoach. These are Cowick Street/Cecil Road/Buller Road Junction, and Preston Street/Western Way Junction.

A review of the Cowick Street/Cecil Road/Buller Road junction showed that despite the site generally operating within capacity, site observations and video recordings identified exit blocking in the morning and evening peak periods. In the inbound direction, exit blocking is observed due to slow moving traffic queueing back from Exe Bridges and traffic being held at the signalised crossing by St Thomas shops. In the outbound direction, exit blocking is observed to be caused by queueing back from Cowick Street/Cecil Road/Buller Road junction and the two signalised junctions at St Thomas Church and near Barton Road.

Two main issues were identified at the Preston Street/Western Way junction. The existing right turn bus lane is currently configured to only detect buses when they are already on the bus lane. If a bus is queueing further back, it won't be detected and the demand only bus

signal stage will not be triggered, resulting in a delay. In addition, once the bus receives a green light to turn right onto Western Way, it may be unable to progress due to exit blocking by traffic queueing back from Exe Bridges and/or the toucan crossing on Western Way. Buses require both westbound traffic lanes to be free to make the turn onto Western Way or risk having to obstruct the eastbound traffic. This can be seen in Figure 2.



Figure 2: Buses turning right from Preston Street when Western Way exit blocked with queueing traffic

3) Proposals

After reviewing the existing operation of the corridor and working with stakeholders, a number of interventions are being proposed in order to improve journey times and reliability for buses along this corridor through technological and monitoring solutions. These solutions are relatively low cost, low carbon options and could offer significant improvements to bus journey times, making it a more attractive alternative for travel and encouraging mode shift with associated benefits to the environment.

The BSIP estimates enhancements on this corridor could achieve a 2-minute journey time saving per bus, representing a 33% reduction in bus journey times during the peak hour and benefitting significant numbers of passengers using these services.

The proposals can be split into five parts:

Preston Street/Western Way Junction

Early bus detection installed at the junction will help reduce waiting times for buses. Existing software to be used to detect queueing of westbound traffic on Western Way. When a bus and queueing are detected, a new signal stage or timing delay can be triggered to reduce exit blocking on Western Way that contributes to bus delays. The toucan crossing on Western Way will be linked to the junction operation to further improve junction coordination.

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Cowick Street/Buller Road Junction

Technology upgrade to introduce bus priority on Cowick Street inbound approach during the AM peak period (7am to 9am weekdays, 9:30am to 12:30pm Saturdays) and outbound approach during the PM peak period (3pm to 6:30pm Monday-Thursday, 1:30pm to 6:30pm Fridays, and 1:30pm to 4pm Saturdays). This will also include a linking operation with the puffin crossings on Cowick Street by St Thomas Shops and St Thomas Church.

Intelligent Corridor Upgrade

In addition to the individual junction technological improvements, the bus services will benefit from a whole corridor Intelligent Transport System strategy which will allow upgrades to improve bus journey times. These include adaptive traffic control solutions to monitor junctions and corridor operation with CCTV cameras, measure journey times, co-ordinate operation of signal-controlled sites and technology upgrades to offer bus priority across the corridor to help improve traffic progression, reduce vehicle stops, and reduce bus journey times.

CCTV cameras and bus priority detectors will be installed at the following locations:

- Cowick Street/Buddle Lane Junction
- Cowick Street puffin crossing near Barton Road
- Cowick Street puffin crossing near St Thomas Church
- Cowick Street puffin crossing by St Thomas shops

Devon's Urban Traffic Control (UTC) System requires upgrading for technology-based priority systems to function in the city. A contribution towards this cost will be taken from all of the Exeter BSIP corridors. The cost to each scheme will be based on the number of traffic signal junctions across the corridor.

Variable Message Signs upgrade

There are a number of existing Car Park Guidance (CPG) and Variable Message Signs (VMS) around Devon used to inform car drivers about real-time traffic conditions and car park data to help route choice and car park decision making. As part of the intelligent corridor proposals, upgraded CPG and VMS can help with proactive messaging, i.e. to communicate to drivers comparable bus journey times which may help encourage mode shift towards taking the bus. Two existing signs linked to the corridor are proposed to receive an upgrade, as these are likely to see the greatest benefit in promoting greater uptake of bus travel:

- Holloway Street on approach to Magdalen Street/Western Way gyratory
- Cowick Street (inbound) by St Thomas shops

Cowick Street Bus Lane Proposals

Two options to extend the operation hours of the inbound bus lane on Cowick Street to improve bus priority and future proof the bus corridor have been explored. These options lengthen the operating periods in the AM and PM peaks to give buses more of an advantage in the busiest traffic periods. Alterations to parking, loading, and waiting restrictions would also be needed to facilitate the time changes.

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These proposals can be seen in Appendix 1 (Proposal 1) and 2 (Proposal 2) and are also explained below.

	Bus Lane Operational	Parking	Loading Restrictions
Existing	Mon - Fri 8.00 - 9.15 am	Inbound: Limited Waiting 30 mins Mon – Sat 9.15am – 6.00pm Outbound: Limited Waiting 30 mins Mon – Sat 9.00am – 6.00pm	Inbound: Mon – Fri 8.00 - 9.15am
Proposal 1 (Plan ref. 70102428- CWS-01) Appendix 1	First Section: Mon - Sat 7.00 –10.0am and 4.00 – 7.00pm Second Section: Mon - Sat 7.00am – 7.00pm	Inbound: First Section: Limited Waiting 30 mins Mon – Sat 10.00am – 4.00pm Second Section: No daytime parking First part (single yellow): No Waiting Mon-Sat 7.00am - 7.00pm Second part (double yellows): No Waiting At Any Time Outbound: Opposite Bus Lane Limited Waiting 30 mins Mon – Sat 10.00am – 4.00pm Adjacent Church Limited Waiting 30 mins Mon – Sat 7.00am – 7.00pm	Inbound: First Section: No Loading Mon-Sat 7.00 - 10.00am and 4.00 – 7.00pm Second Section and up to Buller Road: No Loading Mon-Sat 7.00am - 7.00pm Outbound: No Loading Mon – Sat 7.00 – 10.00am and 4.00-7.00pm (does not apply to layby adjacent Church)

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	Bus Lane Operational	Parking	Loading Restrictions
Proposal 2 (Plan ref. 70102428-CWS-02) Appendix 2	Mon - Sat 7.00 – 10.00am and 4.00 – 7.00pm	Inbound: Limited Waiting 30 mins Mon - Sat 10.00am – 4.00pm Outbound: Opposite Bus Lane Limited Waiting 30 mins Mon – Sat 10.00am – 4.00pm Adjacent Church Limited Waiting 30 mins Mon – Sat 7.00am – 7.00pm	Inbound: Within parking areas; No Loading: Mon-Sat 7.00 – 10.00am and 4.00 – 7.00pm Outside parking area; No Loading Mon-Sat 7.00am – 7.00pm Outbound: Between Cecil Road and parking bay: No Loading: Mon to Sat 7.00am – 7.00pm Parking bay to church: No loading: Mon-Sat 7.00 – 10.00am and 4.00 – 7.00pm

It is recommended to proceed with Proposal 2 (Appendix 2). Proposal 1 (Appendix 1) is more restrictive for drivers and access for loading and would be a complex arrangement, which may be confusing to drivers. Its hybrid approach with restrictions changing part-way down the bus lane with the associated complicated signage may be difficult for drivers to interpret and could create additional road safety risk with drivers suddenly needing to pull back into the main carriageway. Proposal 2, by contrast, has a consistent approach and is also less restrictive in terms of maintaining access for local businesses along Cowick Street, whilst still presenting an enhanced benefit over the existing situation to passengers using buses during the busiest travel times.

4) Alternatives

Do Nothing

Maintaining the existing situation would continue to delay bus services with long journey times due to congestion, exit blocking and signal-controlled junctions, which are not optimised. Maintaining the current level of service will do nothing to improve patronage or future proof against any increase in demand and will likely increase running costs to the detriment of the wider bus network. It would fail to meet the aims of the BSIP, would not match the County Council's ambitions around decarbonisation of transport and could potentially result in loss of grant funding.

To do nothing would be a missed opportunity to support the aims to tackle the Climate Emergency and reduce the transport impact on carbon emissions, by delivering public transport infrastructure upgrades and encouraging mass transit of people through mode shift away from private vehicles.

No Bus Lane Amendments

Retaining the status quo on the bus lanes would mean that the traffic system would continue to operate as present. The bus lanes at present are only kept clear of parking and loading between 8:00am and 9:15am Monday to Friday. The Exeter Western Corridor would therefore not deliver on the more ambitious plans set out in the BSIP and creating a network future proofed to support development growth and increases in bus services across peak travel times.

5) Consultations

The proposals form part of the suite of capital schemes identified in the Devon Bus Service Improvement Plan (BSIP), which itself underwent a thorough consultation with key local stakeholders from all tiers of local government, bus operators, user groups and public bodies in 2021.

Consultation for the signal changes and intelligent corridor proposals has been undertaken with key internal and external stakeholders including Stagecoach. On 5 October 2023, a technology briefing was held for HATOC Members presenting more detail on how the bus priority system works and its benefits.

For the Cowick Street bus lane proposals, an informal local consultation was held with the businesses and residents either side of the bus lane. The consultation was held in October 2023, and included a letter drop and a library drop-in session. Consultees could respond either via a letter, email or via the questionnaire.

17 responses were received to this consultation: 3 responses from bus operators, 2 from local businesses, 11 responses from a local resident group and one response from a bus user attending the library drop-in session. The bus operators all had differing views about the proposals. One of the bus operators preferred option 1, a second bus operator preferred option 2 and a third bus operator wanted to see the street closed to through traffic, allowing only buses and taxis. In terms of the resident and business responses, all opposed both options, except for the bus user who supported the 12-hour operation.

It is noted that there was not a consensus emerging from the informal consultation and the sample size of responses is limited. This has been considered on balance alongside wider benefits and the constraints described regarding Proposal 1 and it is recommended that the traffic regulation orders for Proposal 2 are advertised to gauge wider views on the proposals. This option seeks to balance the range of users of the highway. It will improve priority and future proof the bus lane by extending its operation in the peak hours, contributing to the aspirations of the BSIP and seeks to minimise impacts on local businesses and users of those services during times outside the congested periods. Following advertisement of the traffic regulation orders, it will allow views to be received ahead of any final decision to implement changes to the bus lane.

6) Strategic Plan

The proposals are well aligned with the Strategic Plan's priorities and actions; facilitating and encouraging increased use of public transport. The proposals will support Devon residents' access to employment, education, and leisure opportunities.

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The table below summarises how the proposals would impact the achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and a +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Responding to the climate emergency	Support a green recovery from covid-19	+3 (Large positive)
Responding to the climate emergency	Prioritise sustainable travel and transport	+3 (Large positive)
Responding to the climate emergency	Encourage sustainable lifestyles	+2 (Moderate positive)
Responding to the climate emergency	Support transition to low emission vehicles	+2 (Moderate positive)
Investing in Devon's economic recovery	Secure investment in transport infrastructure	+3 (Large positive)
Investing in Devon's economic recovery	Maintain and, where necessary, improve our highway network and improve sustainable transport options	+2 (Moderate positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport	+3 (Large positive)

7) Financial Considerations

The cost of the Western Corridor package is estimated at £235K, with £125K BSIP funding currently allocated for this scheme. Subject to the outcomes of the advertisement of the bus lane-related traffic regulation orders and the Department for Transport approving the transfer of BSIP funding from underspend elsewhere in the programme, the technological upgrades, junction improvements, the VMS sign upgrades and bus lane elements can be delivered in 2024/25 as per the grant funding requirements.

8) Legal Considerations

When introducing new traffic schemes, it is the County Council's responsibility to ensure that all relevant legislation is complied with. This included Section 122 of the Road Traffic Regulation Act 1984, which states that it is the duty of the local authority, so far as is practicable, to secure the expeditious, convenient, and safe movement of traffic and provision of parking.

With reference to the above regulation, the schemes presented in this report enable to expeditious, convenient, and safe movement of buses in Exeter. In addition to buses, the proposals may benefit other modes of traffic using the road in the same direction as the bus. Where minor changes need to be made to the signal timings of toucan crossings to prioritise oncoming buses, these decisions have been made in discussions with the Cabinet Member for Highways Management and for Climate Change, Environment and Transport.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The scheme meets the objectives of Devon County Council's declaration of a Climate Emergency. Improvements in bus reliability and quicker journey times will help attract more people to use buses operating along the Exeter Western Bus Corridor, opting for a more sustainable, less polluting mode of transport than alternatives such as the private car.

Improved flow facilitated by the bus priority signals will help to reduce unnecessary acceleration and deceleration, thus improving the fuel efficiency of the prioritised bus and reducing particulate pollution from brakes.

The implementation of physical interventions, such as CCTV cameras, will have very limited impact on the environment. Cameras will be mounted on existing signal columns to reduce the need for new posts.

Overall, the proposal will help achieve a balance of reduced delays between active travel and public service usage, all contributing towards reduced carbon and improved air quality.

10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme/proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/published>

Members will need to consider the Impact Assessment for the purposes of this item/meeting.

The impact assessment undertaken for these proposals highlights that the interventions will provide improved sustainable transport options for all users, and that no person on account of their protected characteristics, are negatively impacted by the proposals. The proposals will particularly benefit groups who make a greater proportion of their trips by bus, such as people under the age of 30 or aged 70 and over, lower income households, and people

Agenda Item 6

who identify as Black or of mixed ethnicity. Quicker bus journey times facilitated by the bus priority system will help improve reliability. This will particularly benefit people opting to use the bus for time sensitive activities such as education or employment. A number of services on the corridor connect Exeter City Centre to more rural areas in Devon which may have more limited education and employment opportunities.

11) Risk Management Considerations

As there are no infrastructure changes proposed within this report, a Road Safety Audit is not required. Safe working practises under CDM requirements will be adhered to when installing equipment on the highway. This will also include the application of the relevant traffic management required for the installation of such equipment.

12) Summary

The proposals align well with the Devon Carbon Plan and Strategic Plan and have been designed to support improvements to bus reliability and reduce delays, to help attract higher bus patronage and encourage reduced reliance on the private car. More reliable, faster journey times for will help reduce the costs of running bus services to the benefit of the wider public transport network. A well co-ordinated set of traffic signal sites and pedestrian crossings along the corridor is essential to reduce the number of vehicle stops required, associated queues and delays which results in unreliable journey times.

Approval of the recommendations in this report will enable the implementation of an intelligent corridor, technology improvements and traffic signals on the Exeter Western Bus corridor linking the St Thomas area to Exeter City Centre. It will also enable advertising of the Traffic Regulation Order to extend the operation hours of the inbound bus lane on Cowick Street as detailed in Appendix 2. The proposals provide a low cost, low carbon improvement, providing significant improvements to bus journey times and benefits from external capital grant funding from the BSIP programme.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in Exeter

Local Government Act 1972: List of background papers

Background Paper Nil

Contact for enquiries:

Name: Liz Holloway, Principal Transportation Planning Officer

Telephone: 01392 380000

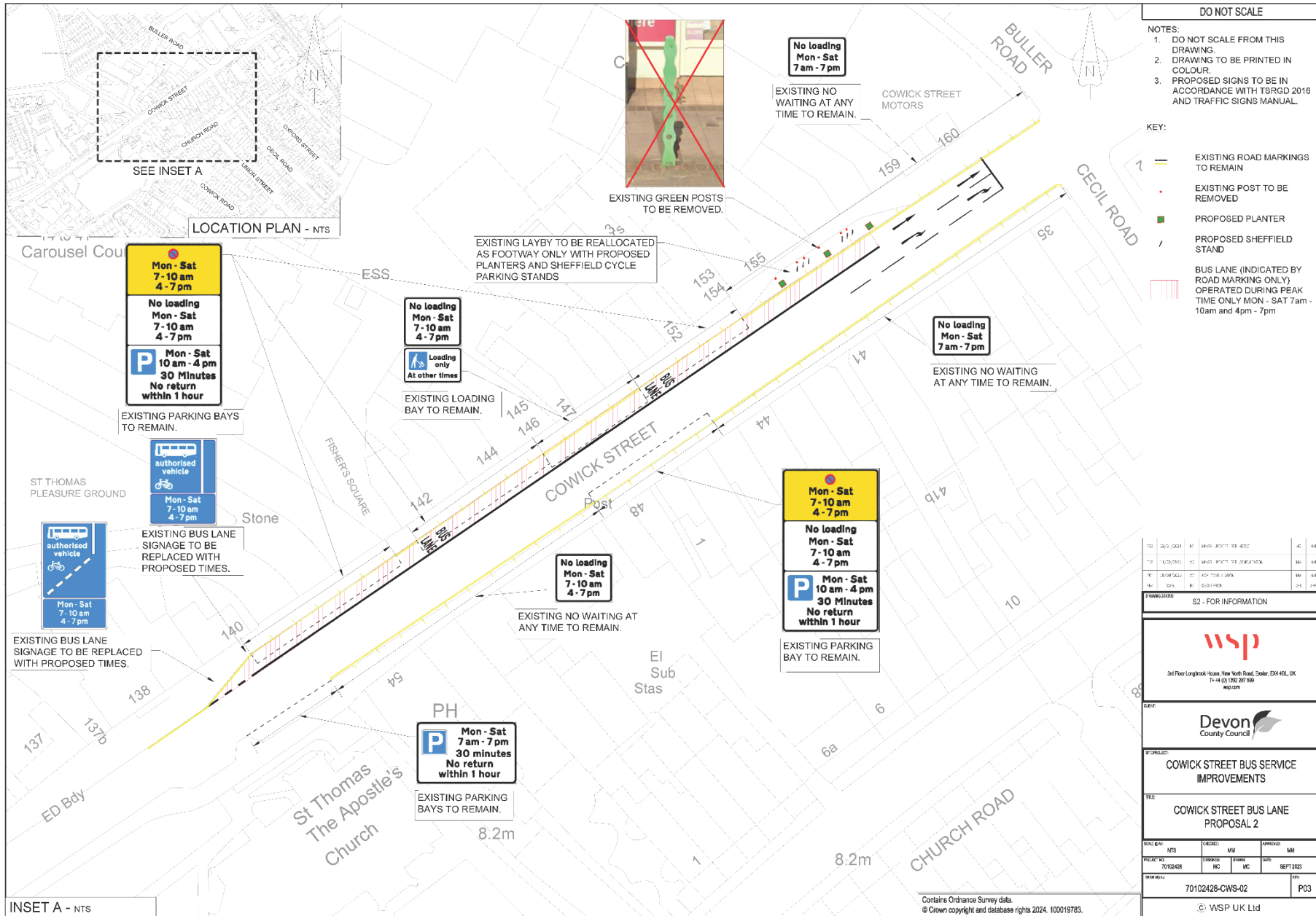
Address: Transport Planning, County Hall, Topsham Road, Exeter, EX2 4QD

lh191223exh

sc/cr/Exeter Western Corridor Bus Service Improvement Plan Upgrades

04 120124

Appendix 2 to CET/24/5



CET/24/6
Exeter Highways and Traffic Orders Committee
23 January 2024

Exeter Residents Parking

Report of the Director for Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

That the Committee be asked to:

- (a) note the results of the consultation;
- (b) resolve that the proposals for residents parking in the St Thomas area are not progressed and that they would not be reconsidered for at least three years;
- (c) approve the making and sealing of a traffic order to implement the specific restrictions detailed in part 4 of this report; and
- (d) approve the progression of a residents parking scheme for the Woodwater Lane area as soon as resources allow.

2) Introduction

Following public consultations in 2018 and 2020 it was identified that local residents were supportive of progressing residents parking restrictions in the St Thomas area. On 18 January 2021, the committee resolved that residents parking schemes would be designed and progressed for a number of areas in the St Thomas area (Wardrew Road, Barton Road and Queens Road areas, including Edwin Road). This decision was reaffirmed at the meeting on 29 April 2022.

This report considers the responses to the statutory consultation on the traffic orders proposed for these areas, as shown on the plans contained within the supplementary information with this report.

3) Background

As detailed in previous reports, due to requests from a number of local residents, in 2018 the council consulted residents in a number of areas in Exeter, including the Wardrew Road and Princes Street areas, to seek the views of local residents on whether they would support the introduction of a residents parking scheme in the area.

The results of that consultation were reported to this committee on 18 January 2021 showed that the majority of respondents (55.6% Princes Street Area and 59.9% Wardrew Road Area) support the introduction of a residents parking.

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Restrictions. It was therefore resolved that proposals would be progressed for these areas, subject to further consultations in the neighbouring areas (Ebrington Road and Ferndale Road areas).

In 2020, the council carried out further consultations for further areas in Exeter, including the Barton Road and Ebrington Road areas. The results of these consultations indicated support in Edwin Road and the Ferndale Road areas. However, after considering the geography of the area it was resolved to advertise restrictions for the whole of the proposed Barton Road area so that residents could consider the proposal further at the statutory consultation stage.

4) Consultations

The consultations took place from Thursday 31 August until Tuesday 26 September 2023 and households were sent details of how a residents parking scheme would work and invited to respond with their views.

The council received 1,139 responses to the consultation and the results are summarised in the tables in Appendix 1 and on the maps in Appendix 2. The comments submitted during the consultation have been summarised in Appendix 3 along with the County Councils response.

5) Proposal

After consideration of the responses to the latest consultation, it is recognised that the majority of respondents are not supportive of the introduction of residents parking restrictions. Whilst some roads have marginally higher levels of support it is not considered that there is any area or part area that is supportive of restrictions. Therefore, it is recommended that the residents' parking scheme is not progressed for the St Thomas areas.

Due to the resources involved, it is recommended that we would not reconsider residents parking restrictions for these areas for at least three years. This is to ensure that the council will not use resources unnecessarily and would only be considered if it was felt that the majority of local residents would be supportive of a scheme.

It should be noted that any re-consideration for residents parking in St Thomas would not be a priority and would need to be considered against requests elsewhere in Exeter and subject to previously agreed priorities.

However, as part of the proposals, a number of restrictions were included to solve a number of local issues and it is recommended that these restrictions are still progressed and implemented. These restrictions are listed below.

- (a) No Waiting At Any Time at the end of Maple Road, to protect the footway/cycleway into Clarence Road;

- (b) Limited Waiting (Monday – Saturday 9am to 6pm 30 minutes no return within 1 hour) on Cowick Street outside Luxtons Pharmacy, to provide short term parking for the adjacent businesses. This is consistent with the other parking on Cowick Street.

In April 2022, the committee considered the priority for the progression of future residents parking schemes in Exeter. Now that the proposals for the St Thomas area have concluded, the next scheme to be considered is the extension in the Woodwater Lane area. This will now be progressed, and work is expected to begin in the next financial year (2024/25) assuming that suitable resources and funding is available.

6) Options/Alternatives

The option of progressing all or part of the residents parking restrictions has been considered but this would not be appropriate considering the responses submitted by the local residents.

Whilst it would be possible to propose alternative restrictions, it is not considered that this would significantly impact the views expressed within the responses.

7) Strategic Plan

The introduction of a residents parking scheme would help reduce commuter parking and improve congestion to help Devon respond to the climate emergency and encourage more sustainable methods of transport.

8) Financial Considerations

A total of £100,000 has been set aside from the capital programme to fund Traffic Management Plans on a County-wide basis. It intended to draw upon this funding to progress the traffic regulation orders proposed in this report.

9) Legal Considerations

When making a Traffic Regulation Order it is the County Councils responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient, and safe movement of traffic and provision of parking facilities.

10) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The introduction of restrictions would remove commuter parking in residential areas which would encourage sustainable travel, reduce traffic looking for a parking space and improve air quality.

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Minor changes to Waiting Restrictions are designed to discourage obstructive parking, reduce congestion and to reduce traffic on street.

11) Equality Considerations

No new policies are being recommended in this report, but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

12) Risk Management Considerations

No risks have been identified.

13) Reasons for Recommendations

The recommendation to not proceed with Residents Parking Schemes in the St Thomas area, by implementation of a Traffic Regulation Order, is based on the results of the formal public consultations which showed that the majority of responses received were not in favour of the scheme.

Given these views, it is proposed that we would not consider restrictions for the next three years to reduce the council wasting time reconsidering the proposals soon after this decision.

However, as the traffic orders contained a few specific requested proposals, it is recommended they are still progressed for the reasons detailed in section 4 of this report.

In addition, as this committee has previously agreed a priority list for the roll out of residents parking schemes in Exeter, it is highlighted that work will begin on the next scheme (Woodwater Lane area) as soon as resources are available.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Alphington & Cowick and Exwick & St Thomas

Local Government Act 1972: List of background papers

Background Paper: Nil

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jb110124exh

sc/cr/Exeter Residents Parking

02 120124

Do you support the introduction of residents parking restrictions in your street/area?

Wardrew Road Area (Zone T4) - Breakdown of responses by Road

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	%
Cowick Street	0	0.0%	9	100.0%	9	0	0.0%	8	100.0%	8	21	38.1%
Francis Close	0	0.0%	1	100.0%	1	0	0.0%	2	100.0%	2	9	22.2%
Lawrence Avenue	0	0.0%	1	100.0%	1	0	0.0%	1	100.0%	1	4	25.0%
Maple Road	24	55.8%	19	44.2%	43	19	57.6%	14	42.4%	33	53	62.3%
Okehampton Road	6	27.3%	16	72.7%	22	5	31.3%	11	68.8%	16	33	48.5%
Stafford Road	8	36.4%	14	63.6%	22	6	40.0%	9	60.0%	15	29	51.7%
Wardrew Road	48	37.5%	80	62.5%	128	37	37.8%	61	62.2%	98	142	69.0%
Woodah Road	3	12.0%	22	88.0%	25	3	17.6%	14	82.4%	17	29	58.6%
Out of area/unknown	6	9.2%	59	90.8%	65	6	10.2%	53	89.8%	59	0	0.0%
Total	95	30.1%	221	69.9%	316	76	30.5%	173	69.5%	249	320	59.4%

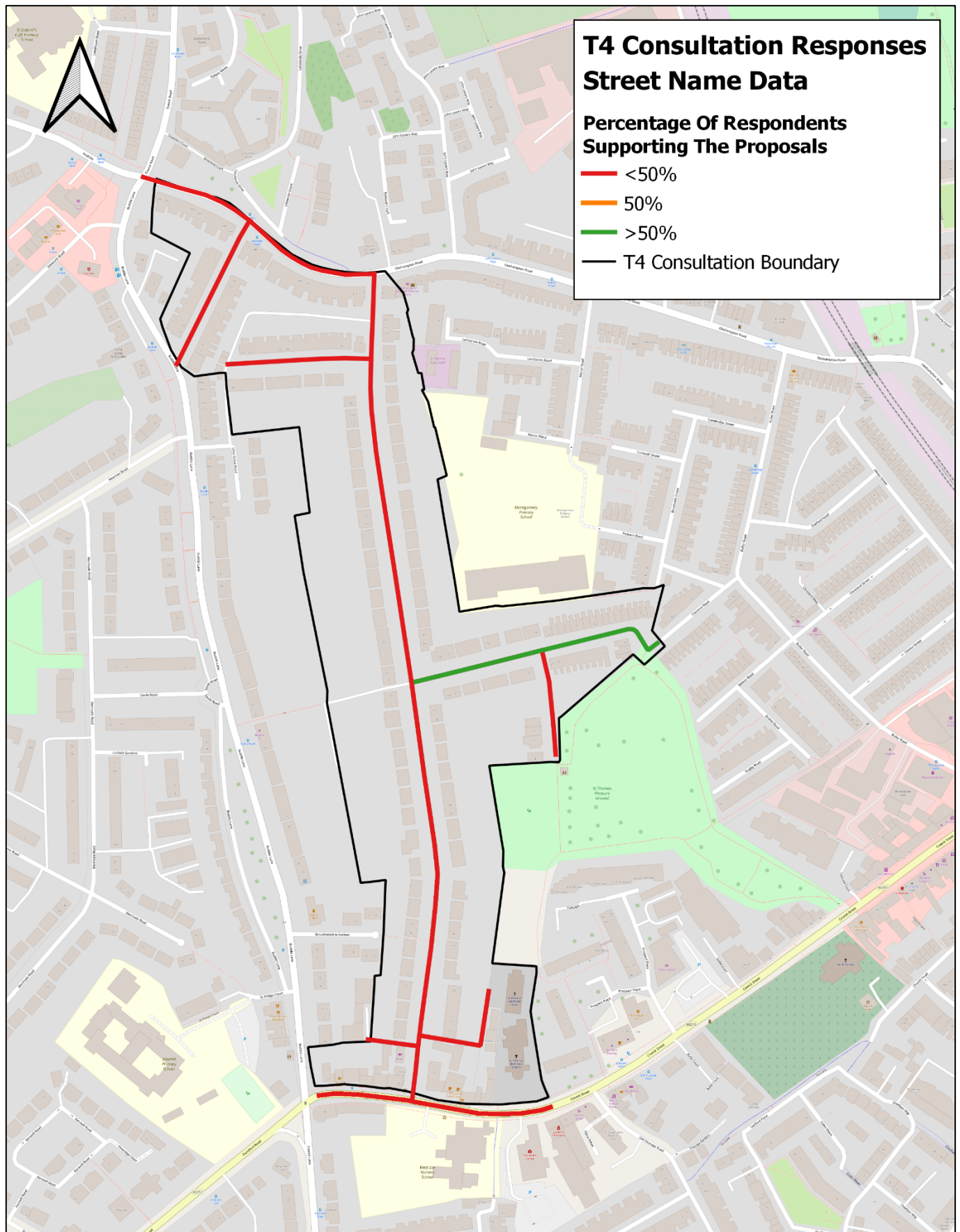
Ferndale Road Area (Zone T5) - Breakdown of responses by Road

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	%
Alphington Road	2	14.3%	12	85.7%	14	2	18.2%	9	81.8%	11	52	21.2%
Barton Road	4	10.0%	36	90.0%	40	6	17.6%	28	82.4%	34	60	56.7%
Beaufort Road	2	33.3%	4	66.7%	6	2	66.7%	1	33.3%	3	19	15.8%
Chieftain Way	6	30.0%	14	70.0%	20	6	40.0%	9	60.0%	15	90	16.7%
Church Path Road	0	0.0%	14	100.0%	14	0	0.0%	15	100.0%	15	31	48.4%
Churchill Road	3	21.4%	11	78.6%	14	3	23.1%	10	76.9%	13	35	37.1%
Coleridge Road	4	28.6%	10	71.4%	14	4	28.6%	10	71.4%	14	39	35.9%
Coles Mews	1	100.0%	0	0.0%	1	1	100.0%	0	0.0%	1	3	33.3%
Cordery Road	4	11.8%	30	88.2%	34	4	13.8%	25	86.2%	29	89	32.6%
Cowick Lane	5	8.8%	52	91.2%	57	6	12.5%	42	87.5%	48	127	37.8%
Cowick Street	0	0.0%	2	100.0%	2	0	0.0%	2	100.0%	2	28	7.1%
Duckworth Road	3	8.1%	34	91.9%	37	4	11.8%	30	88.2%	34	61	55.7%
Edwin Road	11	42.3%	15	57.7%	26	10	50.0%	10	50.0%	20	26	76.9%
Ferndale Gardens	0	0.0%	1	100.0%	1	0	0.0%	1	100.0%	1	4	25.0%
Ferndale Road	6	18.8%	26	81.3%	32	4	17.4%	19	82.6%	23	60	38.3%
Franklyn Drive	0	0.0%	9	100.0%	9	0	0.0%	9	100.0%	9	16	56.3%
Holland Road	5	26.3%	14	73.7%	19	4	23.5%	13	76.5%	17	34	50.0%
Larch Road	0	0.0%	17	100.0%	17	0	0.0%	16	100.0%	16	30	53.3%
Old Vicarage Road	7	30.4%	16	69.6%	23	4	22.2%	14	77.8%	18	49	36.7%
Parkhouse Road	4	21.1%	15	78.9%	19	3	17.6%	14	82.4%	17	33	51.5%
Pinces Gardens	1	12.5%	7	87.5%	8	1	12.5%	7	87.5%	8	17	47.1%
Pinces Road	3	23.1%	10	76.9%	13	2	20.0%	8	80.0%	10	11	90.9%
Powderham Road	7	31.8%	15	68.2%	22	7	33.3%	14	66.7%	21	47	44.7%
Princes Square	1	4.2%	23	95.8%	24	1	5.3%	18	94.7%	19	45	42.2%
Princes Street East	2	13.3%	13	86.7%	15	1	16.7%	5	83.3%	6	11	54.5%
Princes Street North	6	33.3%	12	66.7%	18	8	50.0%	8	50.0%	16	25	64.0%
Princes Street South	0	0.0%	24	100.0%	24	0	0.0%	16	100.0%	16	18	88.9%
Queens Road	24	37.5%	40	62.5%	64	22	40.7%	32	59.3%	54	100	54.0%

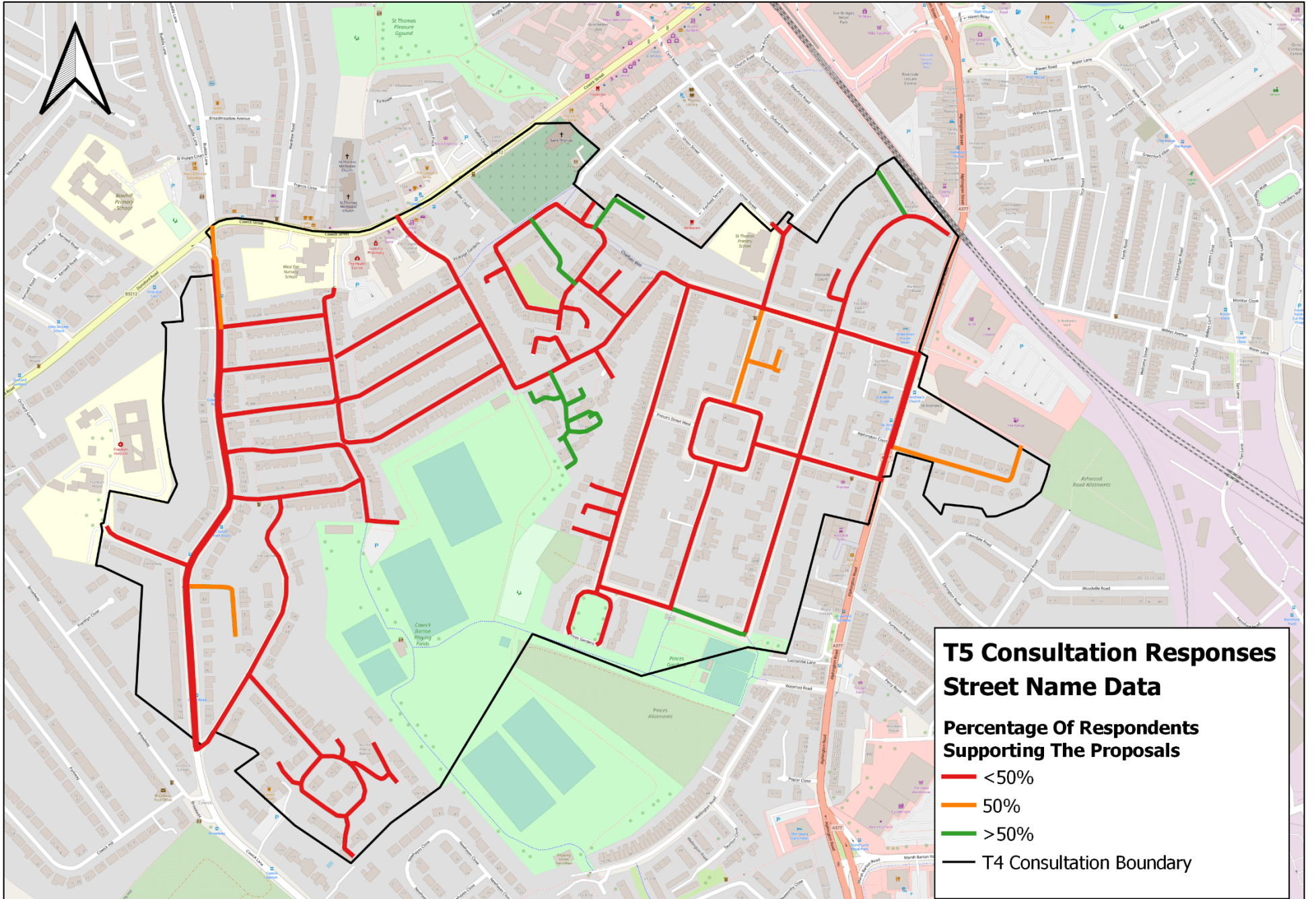
	Correspondence				Total
	Yes	%	No	%	
Regent Street	13	12.7%	89	87.3%	102
Rices Mews	4	66.7%	2	33.3%	6
Sanford Place	6	35.3%	11	64.7%	17
School Road	0	0.0%	2	100.0%	2
Shaftesbury Road	5	12.2%	36	87.8%	41
Sydney Road	4	21.1%	15	78.9%	19
Tin Lane	0	0.0%	1	100.0%	1
Union Street	0	0.0%	2	100.0%	2
Webley Road	1	50.0%	1	50.0%	2
Wesley Close	0	0.0%	0	0.0%	0
Out of area/unknown	8	6.0%	126	94.0%	134
Total	152	16.6%	761	83.4%	913

	Addresses				Total
	Yes	%	No	%	
Regent Street	12	18.2%	54	81.8%	66
Rices Mews	3	60.0%	2	40.0%	5
Sanford Place	6	40.0%	9	60.0%	15
School Road	0	0.0%	2	100.0%	2
Shaftesbury Road	4	14.3%	24	85.7%	28
Sydney Road	5	29.4%	12	70.6%	17
Tin Lane	0	0.0%	1	100.0%	1
Union Street	0	0.0%	2	100.0%	2
Webley Road	1	50.0%	1	50.0%	2
Wesley Close	0	0.0%	0	0.0%	0
Out of area/unknown	7	6.1%	107	93.9%	114
Total	143	19.3%	599	80.7%	742

Properties	
Count	%
100	66.0%
36	13.9%
36	41.7%
9	22.2%
57	49.1%
36	47.2%
4	25.0%
2	100.0%
8	25.0%
2	0.0%
0	0.0%
1449	43.3%



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Appendix 3 to CET/24/6

Summary of Comments for Wardrew Road Area (Zone T4)

Ref: 5898

Comment	Count	Response
Proposals/permits are not wanted or needed	62	View noted.
Concerned proposals will impact visitors	58	Short term parking or permits would allow visitors.
Residents parking permits will worsen financial pressure on households.	58	A residents parking scheme costs money to implement and administer. It is appropriate that the residents benefiting from the scheme contribute to the costs.
Residents parking permits being introduced to increase revenue for the council.	52	Restrictions are proposed due to requests from local residents following previous consultations.
No parking issues during proposed residents parking permit only hours.	41	The times of operation are proposed to match the times when vehicles not associated with properties in the area are parking. A resident's parking scheme is unlikely to impact parking in the evenings due to the demand for residents' vehicles.
Parking issues are caused by non-residents	41	View noted. The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Parking issues are caused by residents	40	View noted.
Proposals will not resolve parking issues.	37	View noted. The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Proposals will improve parking	32	View noted.
Concerned about proposals impacting roads outside the scheme	28	This is why a large number of roads were considered as part of these proposals.
Concerns around school/nursery drop-off/pick-up.	24	Short stays to drop off and pick up are permitted within residents parking.
Proposals will make parking issues worse	23	View noted. The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Concerns about negative impact on local businesses (e.g. access, financial).	21	Short term parking is proposed in the vicinity of local businesses for customer parking
No or limited (parking) issues.	20	View noted.

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Comment	Count	Response
Residents parking spaces are being reduced.	20	Restrictions are proposed at locations where parking should not take place.
Proposals will not guarantee parking places for residents	19	It is not possible to reserve parking on the public highway.
Noted that vehicles are parked and not used for extended periods of time.	15	A scheme would not prevent long term parking of residents' vehicles with a permit. However, it would prevent non-residents from parking in the area.
Large vehicles (e.g. trade vans, campervans) parked on street worsen issues.	13	If the commercial vehicles belong to local residents, then they would be eligible to apply for a permit for the vehicle. However, it is likely that the number of vehicles would reduce following the introduction of a scheme.
Issues with poor/careless/inconsiderate parking	12	Restrictions are proposed at locations where parking should not take place.
Concerns around having to pay to park outside own house or on own road.	11	A residents' parking scheme costs money to implement and administer. It is appropriate that the residents benefiting from the scheme contribute to the costs.
Introduction of residents parking permits would prevent non-residents from parking in these areas.	11	This is the aim of a residents' parking scheme.
Existing schemes have not addressed parking issues/residents regret residents parking in existing areas	10	View noted.
Concerns proposals can't/won't be enforced	9	The restrictions proposed would be enforced by the councils Civil Enforcement Officers
Concerns around higher emission vehicles being charged more.	8	View noted. Differential charging was introduced in line with the climate emergency and the Council's carbon reduction targets.
Non-residents parking not an issue	8	View noted. This is not the view of all residents.
Parking capacity for residents is an issue.	8	View noted.
Concerns about access for elderly people/people with mobility issues	6	Those in need of care at home would be eligible for Essential Visitor permits.
Concerns around access to amenities	6	Short term parking is proposed in the vicinity of amenities for parking.

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Comment	Count	Response
Concerned about impact of developments/HMOs	6	This is a matter for Exeter City Council as the local planning authority.
Parking and vehicles needed for businesses	6	Short term parking is proposed in the vicinity of local businesses for customer parking.
Proposals will make parking more convenient for residents.	6	View noted.
Public transport is not a viable alternative	6	Works are ongoing to improve public transport within Devon.
Concerns about negative impacts on local recreational facilities (e.g. access, financial).	5	View noted. Short term parking is proposed in the vicinity of amenities for parking
Noted parking space has already been taken up by electric vehicle charging points.	5	Electric Vehicle charging points are being installed in residential areas for residents without off-street parking.
Parking close to properties/on drives is difficult	5	Noted.
Proposals may cause residents to convert front gardens into off-road parking	5	View noted.
Concerns around carers/nurses visiting residents.	4	Carers and Health Workers have a permit scheme that allows them to park in a residents parking area.
Limit of two hours non-permitted parking is too limiting.	4	View noted.
Noted that residents could make better use of off-road parking.	4	View noted. It is likely that a residents parking scheme would encourage residents to review their off-street parking arrangements.
Resident hopes proposals will increase Park & Ride usage.	4	View noted.
Area already has off street parking	3	Noted.
Concerns about proposals alienating some residents.	3	View noted.
Concerns around lack of/no resident consultation.	3	Consultations took place in 2018 and 2023 on the introduction of residents parking in the Wardrew Road area. Details of the consultations were sent to all properties in the area.
Concerns around tradesmen and/or delivery vehicles.	3	Trades people have a permit scheme that allows them to park in a residents parking area. Deliveries are permitted to take place within resident parking schemes.
Concerns that costs will increase.	3	The council reviews fees and charges regularly to ensure they are appropriate considering factors such as costs incurred.

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Comment	Count	Response
Current concerns about road safety e.g. speeding, reduced visibility	3	View noted.
Limit of two permits per household is too limiting.	3	Permits are limited to 2 per household. However, existing residents when the scheme goes live will be entitled to more permits depending on the number vehicles at the property at the time. When residents move, new residents will be limited to 2 permits.
Parking situation has changed since previous consultations	3	View noted.
Proposals are different to those presented in 2018 consultation.	3	The 2018 consultation did not contain any detail and was just seeking whether residents would support the introduction of a scheme.
Proposals would decrease traffic/pollution	3	View noted.
Resident proposed questions about the permits.	3	Details on the permits available can be found on our website http://devon.cc/parkingpermits
Currently parking in a proposed residents parking area but not being eligible for permits there.	2	Noted.
Concerns around elderly residents being able to acquire permits.	2	All residents can apply for permits. Applications and cheques may be posted in if people do not have access to the internet.
Concerns around increased isolation (incl for elderly and otherwise vulnerable/dependent residents)	2	Those in need of care at home would be eligible for Essential Visitor permits.
Introduction of residents parking permits will devalue property.	2	View noted.
Introduction of residents parking permits would discourage personal car usage/ownership.	2	View noted.
Non-residents park for extended periods of time (days/weeks)	2	View noted.
Proposals are not fit for purpose/not appropriate for the area	2	View noted.
Proposals may lead to negative impact on council e.g. additional costs, alienating residents etc	2	View noted.
Proposals will deter people from abandoning vehicles on street.	2	View noted.
Proposals will deter people selling vehicles on street.	2	View noted.

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Comment	Count	Response
Proposals supported as other proposals will move parking issues into residents zone.	2	Support noted.
Scheme would cause confusion	2	The restrictions proposed are in accordance with those permitted by the Department of Transport and are consistent with those used elsewhere in Exeter and Devon.
Concerned about parking for the Bowls/Croquet clubs	1	View noted.
Concerned on permits available to HMOs	1	Permits are available depending on how the property is registered for Council Tax.
Concerned that non-residents are influencing residents on consultation responses.	1	The council will consider all responses but will also consider the grounds and views made.
Concerns about impacts on people working from home for part of the week.	1	A scheme would not affect residents parking.
Concerns around access (e.g. refuse collection, emergency etc)	1	Access is not impacted by the proposals as parking restrictions are proposed where parking currently takes place.
Concerns around danger to people due to increased congestion.	1	View noted. It is not considered that a parking scheme would impact congestion.
Concerns around refuse collection access.	1	Access is not impacted by the proposals as parking restrictions are proposed where parking currently takes place.
Concerns around waiting bay times being too short.	1	View noted.
Concerned introduction of proposals will lead to residents road becoming a resident parking permit area.	1	Any changes would require a public consultation before any final decision is made.
Discourage houses becoming AirBnBs, etc.	1	View noted.
Increase in working from home has affected parking issues/need to travel into the city.	1	View noted.
Introduction of residents parking permits would provide more parking options for residents in nearby residents parking permit areas.	1	View noted.
Large vehicles (e.g. trade vans, campervans, commercial vehicles) parked on street worsen issues.	1	View noted.
No evidence/logic for proposals	1	A previous consultation indicated residents were supportive of a residents parking scheme.

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Comment	Count	Response
Noted that parking for local Splash Park would reduce current parking issues.	1	This would be a matter for Exeter City Council that are responsible for the Splash Park.
Noted that parking is easier on weekends and during school holidays.	1	View noted.
Parking issues are only present during short periods (e.g. school pick-up/drop-off times)/Proposed times are too onerous	1	This is not the view of all residents in the area.
Parking issues caused by holiday homes	1	View noted.
Parking issues caused by overspill from other residential parking areas	1	View noted.
Previous consultations were not supported	1	The results of the previous consultation did support the advertising of a residents parking scheme.
Proposals have caused significant stress for residents.	1	The council apologises for any stress caused; this was not intended. The proposal was advertised based on the previous consultation that indicated residents were supportive of a residents parking scheme.
Proposals will make parking less convenient for residents.	1	The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Proposals will not change resident car usage patterns.	1	The restrictions have been proposed to minimise the impact on where and how residents park.
Proposals would be discriminative e.g. poorer residents	1	View noted. It is not considered that the cost of permits discriminates.
Proposals would have a negative impact on road safety	1	It is not considered that the restrictions proposed would impact road safety. Drivers would still have a responsibility to park in a safe and sensible location.
Proposals would stabilise property value	1	View noted.
Reduce blocking of cycle route.	1	View noted.
Resident currently cannot find parking	1	View noted. A scheme would remove vehicles not associated with properties in the area and would increase capacity and availability of parking in the area.
Resident has a blue badge but no disabled parking bay.	1	Applications for an on-street disabled parking bay can be made through our Customer Service Centre.
Resident needs to be able to park outside own home.	1	A parking space can never be guaranteed on the public highway outside a resident's home.

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Comment	Count	Response
Revenue would not be reinvested in the local community	1	Permit revenue is used to cover scheme costs and enforcement. Any additional surplus contributes towards public transport and other traffic management improvements.
T4 scheme area is very small which would be an issue if restrictions were to be implemented	1	View noted.

Summary of Comments for Ferndale Road Area (Zone T5) Ref: 5899

Comment	Count	Response
Proposals/permits are not wanted or needed	228	View noted.
Residents parking permits will worsen financial pressure on households.	224	A residents parking scheme costs money to implement and administer. It is appropriate that the residents benefiting from the scheme contribute to the costs.
Concerned proposals will impact visitors	203	Short term parking or permits would allow visitors.
Proposals will not resolve parking issues.	164	View noted. The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
No parking issues during proposed residents parking permit only hours.	153	The times of operation are proposed to match the times when vehicles not associated with properties in the area are parking. A resident's parking scheme is unlikely to impact parking in the evenings due to the demand for residents vehicles.
Residents parking permits being introduced to increase revenue for the council.	130	Restrictions are proposed due to requests from local residents following previous consultations.
No or limited (parking) issues.	128	View noted.
Proposals will make parking issues worse	120	View noted. The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Concerns about negative impacts on local recreational facilities (e.g. access, financial).	116	View noted. Short term parking is proposed in the vicinity of amenities for parking.
Parking issues are caused by residents	108	View noted.
Concerned about proposals impacting roads outside the scheme	75	This is why a large number of roads were considered as part of these proposals.
Parking issues are caused by non-residents	68	View noted. The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Concerns about negative impact on local businesses (e.g. access, financial).	64	Short term parking is proposed in the vicinity of local businesses for customer parking.
Public transport is not a viable alternative	64	Works are ongoing to improve public transport within Devon.

Agenda Item 7

Comment	Count	Response
Concerns around having to pay to park outside own house or on own road.	55	A residents parking scheme costs money to implement and administer. It is appropriate that the residents benefiting from the scheme contribute to the costs.
Residents parking spaces are being reduced.	48	Restrictions are proposed at locations where parking should not take place.
Concerned about parking for the Bowls/Croquet clubs	42	View noted.
Concerns about access for elderly people/people with mobility issues	41	Those in need of care at home would be eligible for Essential Visitor permits.
Proposals will improve parking	40	View noted.
Proposals will not guarantee parking places for residents	39	It is not possible to reserve parking on the public highway.
Large vehicles (e.g. trade vans, campervans) parked on street worsen issues.	32	If the commercial vehicles belong to local residents, then they would be eligible to apply for a permit for the vehicle. However, it is likely that the number of vehicles would reduce following the introduction of a scheme.
Concerned about impact of developments/HMOs	29	This is a matter for Exeter City Council as the local planning authority.
Existing schemes have not addressed parking issues/residents regret residents parking in existing areas	21	View noted.
Concerns about air quality, pollution, and health impacts	20	Concerns noted. A residents parking scheme is likely to reduce the number of vehicles in the residential area improving road safety and air quality.
Concerns around carers/nurses visiting residents.	19	Carers and Health Workers have a permit scheme that allows them to park in a residents parking area.
Non-residents parking not an issue	19	View noted. This is not the view of all residents.
Concerns around lack of/no resident consultation.	18	Consultations took place in 2018/2020 and 2023 on the introduction of residents parking in the Barton Road, Ebrington Road and Queens Road areas. Details of the consultations were sent to all properties in the area.
Parking capacity for residents is an issue.	18	View noted.
Parking and vehicles needed for businesses	17	Short term parking is proposed in the vicinity of local businesses for customer parking.
Concerns around access to amenities	15	Short term parking is proposed in the vicinity of amenities for parking.

Agenda Item 7

Comment	Count	Response
Parking issues are only present during short periods (e.g. school pick-up/drop-off times)/Proposed times are too onerous	14	This is not the view of all residents in the area.
Previous consultations were not supported	12	The results of the previous consultation did support the advertising of a residents parking scheme.
Proposals may cause residents to convert front gardens into off-road parking	12	View noted.
Area already has off street parking	11	Noted.
Introduction of residents parking permits would prevent non-residents from parking in these areas.	11	This is the aim of a residents parking scheme.
Introduction of residents parking permits would discourage personal car usage/ownership.	10	View noted.
Issues with poor/careless/inconsiderate parking	10	Restrictions are proposed at locations where parking should not take place.
Concerns around school/nursery drop-off/pick-up.	9	Short stays to drop off and pick up are permitted within residents parking.
Concerns around tradesmen and/or delivery vehicles. Deliveries are permitted to take place within residents parking."	9	"Trades people have a permit scheme that allows them to park in a residents parking area.
No evidence/logic for proposals	9	A previous consultation indicated residents were supportive of a residents parking scheme.
Area should not include Larch Road and Cowick Lane	8	View noted.
Concerns around increased isolation (incl for elderly and otherwise vulnerable/dependent residents)	8	Those in need of care at home would be eligible for Essential Visitor permits.
Parking close to properties/on drives is difficult	8	Noted.
Scheme would cause confusion	8	The restrictions proposed are in accordance with those permitted by the Department of Transport and are consistent with those used elsewhere in Exeter and Devon.
Concerns around higher emission vehicles being charged more.	7	View noted. Differential charging was introduced in line with the climate emergency and the Council's carbon reduction targets.
Concerns around parking vehicles not registered to home address.	7	If vehicles are based at a property, but not registered then permits can be issued in certain circumstances.

Agenda Item 7

Comment	Count	Response
Current concerns about road safety e.g. speeding, reduced visibility	7	View noted.
Limit of two permits per household is too limiting.	7	Permits are limited to 2 per household. However, existing residents when the scheme goes live will be entitled to more permits depending on the number vehicles at the property at the time. When residents move, new residents will be limited to 2 permits.
No alternative parking/car park nearby	7	Noted.
Proposals will make parking less convenient for residents.	7	The removal of vehicles not associated with properties in the area would increase capacity and availability of parking in the area.
Proposals will make parking more convenient for residents.	7	View noted.
Concerns proposals can't/won't be enforced	6	The restrictions proposed would be enforced by the councils Civil Enforcement Officers.
Concerns that parking bays and/or other impacts from proposals will be an eyesore.	6	A zonal residents parking restriction reduces the number of marked parking bays. Consideration is given on sign placement to minimise the impact on the area, whilst meeting requirements.
Lack of off-road parking.	6	Noted. The introduction of a residents parking scheme aims to help those residents without off-street parking.
Noted that vehicles are parked and not used for extended periods of time.	6	A scheme would not prevent long term parking of residents vehicles with a permit. However, it would prevent non-residents from parking in the area.
Parking harder during local sporting events.	6	Noted.
Roads being used as a rat run is a greater concern	6	View noted. There have been previous proposals to tackle this but have not been progressed as they were not supported by local residents.
Concerns about learner drivers.	5	View noted. This is outside the control of the County Council.
Concerns around non-residents parking on private property if proposals are implemented.	5	Concerns noted. This has not been experienced in other residents parking areas.
Proposals do not account for variance in needs of individual roads.	5	Proposed restrictions vary depending on the demands for each road, considering the local businesses and amenities.

Agenda Item 7

Comment	Count	Response
Proposed residents parking hours would be ineffective	5	The times of operation are proposed to match the times when vehicles not associated with properties in the area are parking. A residents' parking scheme is unlikely to impact parking in the evenings due to the demand for resident's vehicles.
Concerns about proposals alienating some residents.	4	View noted.
Concerns around access (e.g. refuse collection, emergency etc)	4	Access is not impacted by the proposals as parking restrictions are proposed where parking currently takes place.
Concerns parking facilities intended for other uses will start being used for residential parking.	4	View noted. This has been considered with the current parking levels when the proposals were designed.
Noted parking space has already been taken up by electric vehicle charging points.	4	Electric Vehicle charging points are being installed in residential areas for residents without off-street parking.
Parking issues cause danger to cyclists.	4	The proposals do not change parking locations and there is no evidence of cycling safety concerns.
Proposals are different to those presented in 2018 consultation.	4	The 2018 consultation did not contain any detail and was just seeking whether residents would support the introduction of a scheme.
Resident already uses a council issued permit.	4	Noted.
Resident hopes proposals will increase Park & Ride usage.	4	View noted.
Traffic conditions in Exeter not improving.	4	View noted.
Area indicated is treated/impacted differently from rest of the scheme area	3	Proposed restrictions vary depending on the demands for each road, considering the local businesses and amenities.
Concerns about negative impact on character of the area	3	A zonal residents' parking restriction reduces the number of road markings used to mark parking bays reducing the impact of the scheme on the environment. Consideration is given on sign placement to minimise the impact on the area, whilst meeting requirements.

Agenda Item 7

Comment	Count	Response
Concerns around proposed restricted times.	3	The times of operation are proposed to match the times when vehicles not associated with properties in the area are parking. A residents' parking scheme is unlikely to impact parking in the evenings due to the demand for resident's vehicles.
Concerns that costs will increase.	3	The council reviews fees and charges regularly to ensure they are appropriate considering factors such as costs incurred.
Increase in working from home has affected parking issues/need to travel into the city.	3	View noted.
Lack of clarity about impacts of being changed from Zone B to T5.	4	Due to the closure points, it was proposed to move the properties to the closest zone to ensure residents would still be able to park in front of their property or the connecting streets
Limit of two hours non-permitted parking is too limiting.	3	View noted.
No issues with access (e.g. refuse, emergency etc)	3	Noted.
Noted that local businesses are mostly frequented by foot traffic.	3	Noted.
Noted that residents could make better use of off-road parking.	3	View noted. It is likely that a residents parking scheme would encourage residents to review their off-street parking arrangements.
People work from and live in vehicles.	3	Noted.
Property on boundary but not included in proposed zone.	3	View noted. The properties eligible were considered and discussed with the local councillors prior to the proposals being advertised.
Proposal area is too large.	3	Previous consultations suggest that residents were supportive of parking restrictions and the area proposed considers this area and adjacent streets that might be impacted by displaced parking.
Proposals would not solve any issues re climate change, emissions, traffic etc	3	Concerns noted. A residents' parking scheme is likely to reduce the number of vehicles in the residential area improving road safety and air quality.
Proposals wouldn't be practical due to street layout.	3	The proposals consider existing parking arrangements.
Resident believes majority opposed to proposals have off-road parking available.	3	View noted.

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Comment	Count	Response
Restrictions would enable speeding	3	The proposals are based on existing parking arrangements, and it is not considered that the changes would impact vehicle speeds.
Concerns about currently parking in a proposed residents parking area but not being eligible for permits there.	2	Noted. This is why a residents' parking scheme was proposed.
Concerns around elderly residents being able to acquire permits.	2	All residents can apply for permits. Applications and cheques may be posted in if people do not have access to the internet.
Concerns around motorcycles being charged the same as other vehicles.	2	View noted. This was considered as part of the countywide review of residents parking permits, so would apply to all resident permit schemes.
Concerns around parking after night shifts.	2	The times of operation are proposed to match the times when vehicles not associated with properties in the area are parking. A residents' parking scheme is unlikely to impact parking in the evenings due to the demand for resident's vehicles.
Current concerns about congestion	2	View noted. The council is always working to improve congestion.
Introduction of residents parking permits would encourage use of public transport.	2	View noted.
Parking issues worsen during Sunday sports at local park.	2	View noted.
Proposals have caused significant stress for residents.	2	The council apologises for any stress caused; this was not intended. The proposal was advertised based on the previous consultation that indicated residents were supportive of a residents parking scheme.
Proposals will prevent visitors from freely parking across drives	2	View noted. However, the alternative would be to mark parking bays in these areas which would increase the visual impact of the scheme and likely reduce the number of parking spaces available.
Proposals would decrease traffic/pollution	2	View noted.
Proposals would discourage traffic into City Centre	2	View noted.
Resident agrees with NA1 restrictions in Pines Road and adjoining roads.	2	Support noted.

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Comment	Count	Response
Visitors and other non-residents should use public transport, park and ride schemes, etc.	2	View noted.
Concerned on permits available to HMOs	1	Permits are available depending on how the property is registered for Council Tax.
Concerns about disproportionate amount of Pay & Display compared to other parts of the scheme area	1	View noted. However, resident permit holders would be exempt from the pay & display.
Concerns about Cordery Road and Larch Road being included.	1	Concerns noted.
Concerns about residents with children.	1	View noted. Permits are available for residents with young children in need of childcare.
Concerns around disruption during implementation.	1	View noted. It is always planned to minimise disruption when introducing new restrictions.
Concerns around non-resident parking on road increase if parking permits are not implemented here are but are elsewhere.	1	View noted. Potential displacement was considered when deciding which roads would be included in the proposals.
Concerns around proposals not being suitable for Cordery Road.	1	View noted.
Concerns around restricted times not extending far enough.	1	The times of operation are proposed to match the times when vehicles not associated with properties in the area are parking. A residents' parking scheme is unlikely to impact parking in the evenings due to the demand for resident's vehicles.
Concerns around vulnerable people walking from cars to homes late at night.	1	View noted. This would be an issue with the current parking arrangements, but it is considered that a residents parking scheme would reduce parking in the area and may mean residents can park closer to their homes.
Concerns over areas proposal encompasses.	1	Previous consultations suggest that residents were supportive of parking restrictions and the area proposed considers this area and adjacent streets that might be impacted by displaced parking.
Concerns about availability of affordable parking options	1	View noted.
Edwin Road cul-de-sac not used for turning.	1	View noted.
Free/unrestricted parking encourages car use/ownership	1	View noted.

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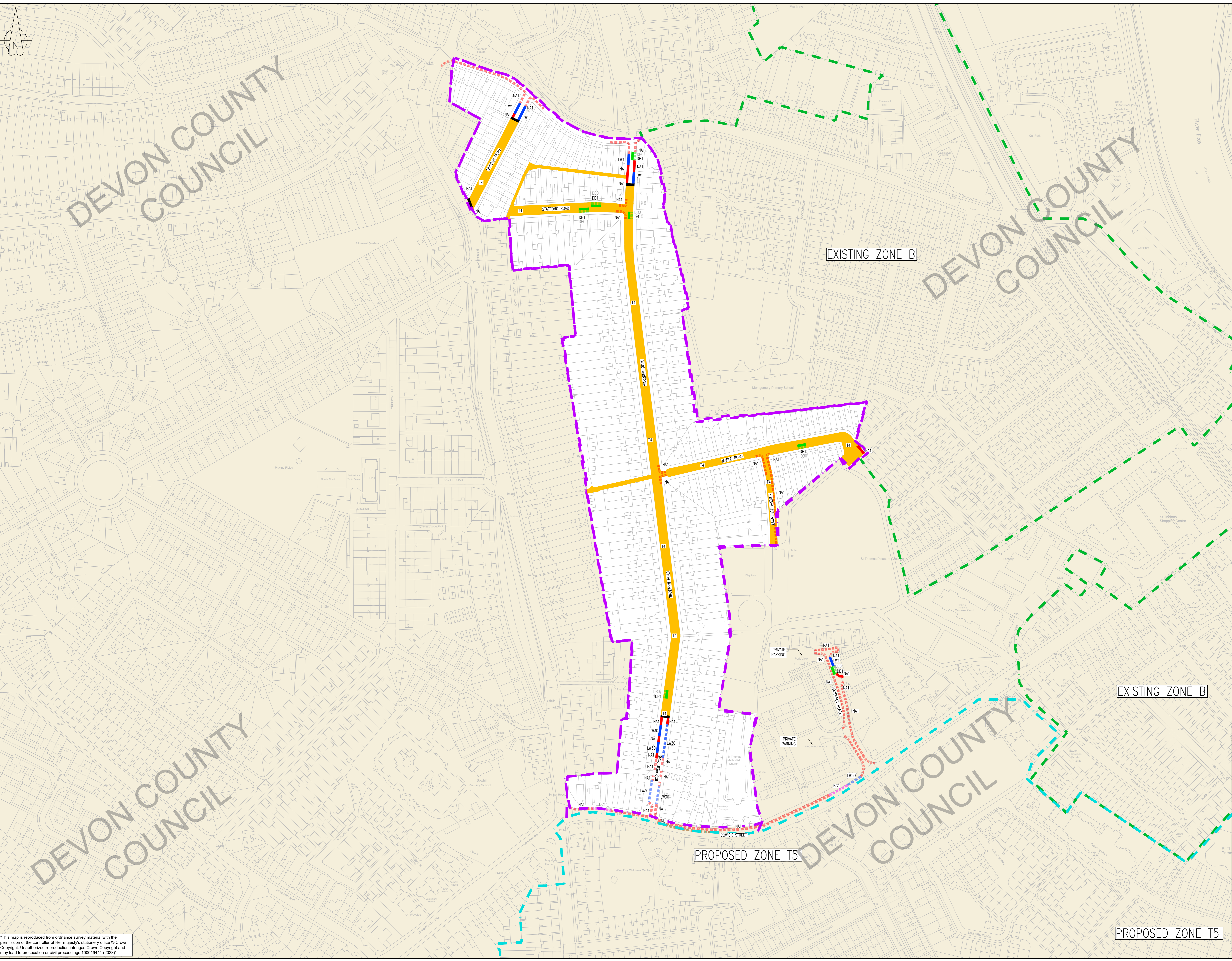
Comment	Count	Response
Introduction of residents parking permits will devalue property.	1	View noted.
Limited waiting areas will be filled by residents.	1	This would be monitored and could be changed as part of a future review if needed.
Local events do not worsen parking issues.	1	View noted. This is not the view of all residents.
New infrastructure insufficient.	1	View noted.
No issues with air quality	1	View noted.
No issues with road safety	1	View noted.
No waiting areas on Queens Road aren't needed.	1	View noted.
Non-residents park for extended periods of time (days/weeks)	1	View noted.
Note on Beaufort Road drawing should refer to southeast end.	1	Noted.
Noted free parking already available for local shops.	1	View noted. Short term parking is proposed in the vicinity of local business and amenities.
Noted ineffectiveness of white lines at drop kerbs.	1	Noted.
Noted there is no benefit to using an electric vehicle.	1	The council is working on options for on-street EV charging.
Noted there is no increase in cost for more than one permit.	1	Permit prices are set for all resident parking schemes and the price for a resident permit varies depending on vehicle emissions.
Parking harder at weekends.	1	View noted.
Parking issues caused by holiday homes	1	View noted.
Parking situation has changed since previous consultations	1	View noted.
People work from home more so need to be able to park in the daytime	1	Residents would be able to park at all times.
Problem with local company managers preventing staff from parking at their place of work.	1	View noted. On-street parking cannot be guaranteed for non-residential vehicles.
Proposal area not named well.	1	View noted.
Proposals are not fit for purpose/not appropriate for the area	1	View noted.
Proposals do not comply with legislation	1	The proposals have been progressed in accordance with the legislation.
Proposals impact some residents more than others.	1	View noted.
Proposals may lead to negative impact on council e.g. additional costs, alienating residents etc	1	View noted.

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Comment	Count	Response
Proposals would have a negative impact on road safety	1	It is not considered that the restrictions proposed would impact road safety. Drivers would still have a responsibility to park in a safe and sensible location.
Proposals not aligned with other developments programmes	1	View noted.
There are no turning issues	1	View noted.
Proposals not carried forward in area where previous support was highest.	1	The reasons why schemes were/were not progressed is detailed within the Exeter HATOC Committee report on 18 January 2021.
Proposals will discourage converting front gardens to off-road parking.	1	View noted.
Proposals will encourage use of non-car transport modes.	1	View noted.
Proposals would be discriminative e.g. poorer residents	1	View noted. It is not considered that the cost of permits discriminates.
Proposals would not stop people having multiple cars	1	View noted.
Proposals would prevent future car ownership	1	View noted. However, it is planned that emissions based charging will impact future decisions.
Proposed area is too large, should not include Larch Road and Cowick Lane.	1	View noted.
Resident currently cannot find parking	1	View noted. A scheme would remove vehicles not associated with properties in the area and would increase capacity and availability of parking in the area.
Resident does not want to pay for permit when they will not be using it during restricted hours.	1	View noted.
Resident has off-road parking available and does not want to have to pay for a residents parking permit.	1	View noted. Permits are only required for vehicles that are parked on the public highway.
Resident notes number of car crashes near property.	1	Noted.
Resident only in support if Pines Road included from scheme outset.	1	View noted.
Residents of Pines Cottages will not have anywhere to park.	1	View noted.
Restriction times allow away football teams to park at weekends.	1	View noted.
Restrictions would lead to more vehicles mounting the kerb and associated damage	1	It is not considered that the proposals will change current parking arrangements. However, if parking is encouraging driving on the footway, then it would need to be removed.

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Comment	Count	Response
Revenue would not be reinvested in the local community	1	Permit revenue is used to cover scheme costs and enforcement. Any additional surplus contributes towards public transport and other traffic management improvements.
Roads without off-road parking available will be impacted more heavily by proposals.	1	View noted.
Unclear whether property will be included.	1	All properties within the proposed scheme will have received information on the consultation. In this instance the property is within the proposed area.
Waiting bay time limits are too short.	1	View noted.



DO NOT SCALE

KEY

RESTRICTIONS			
CODE	RESTRICTION DETAIL	EXISTING	PROPOSED
T4	RESIDENTS PARKING - ZONAL - 8AM-5PM ZONE T4		
NA1	RESIDENTS PARKING ZONAL GATEWAY		
NA1	NO WAITING AT ANY TIME		
LW1	LIMITED WAITING MON-SAT 8AM-6PM 1 HOUR NO RETURN WITHIN 2 HOURS		
LW30	LIMITED WAITING MON-SAT 9AM-4PM 30 MINS NO RETURN WITHIN 1 HOUR		
BC1	BUS STOP CLEARWAY		
DB0	ADVISORY DISABLED BADGE HOLDERS AT ANY TIME		
DB1	MANDATORY DISABLED BADGE HOLDERS AT ANY TIME		
NL1	NO LOADING MON-SAT 8AM-9.15AM AND 4-6.30PM 6PM		
NL2	NO LOADING MON-SAT 8AM-9.15AM		

BOUNDARIES

EXISTING ZONE B BOUNDARY	
PROPOSED T4 BOUNDARY	
PROPOSED T5 BOUNDARY	

REV	DATE	BY	DESCRIPTION	CHK	APP
P07	20/07/2023	MP	SEVENTH ISSUE	JM	PL
P06	17/04/2023	AJ	SIXTH ISSUE	PL	PL
P05	01/02/2023	SA	FIFTH ISSUE	PV	PL
P04	03/11/2022	AJ	FOURTH ISSUE	JM	PL
P03	03/06/2021	CS	THIRD ISSUE	CS	PL
P02	14/05/2021	CS	SECOND ISSUE	CS	PL
P01	16/04/2021	BH	FIRST ISSUE	CS	PL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **S2 - FOR INFORMATION**

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Devon County Council

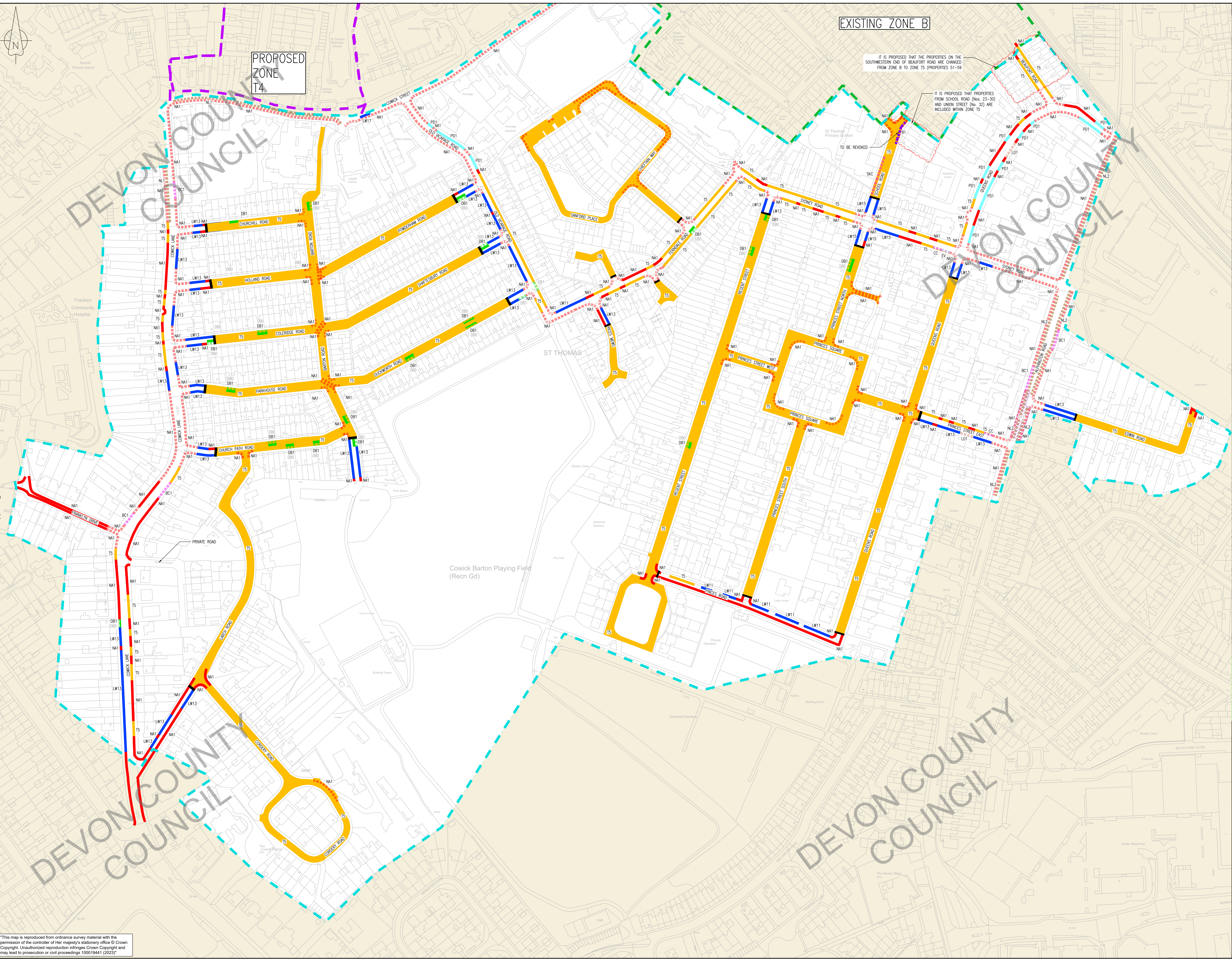
PROJECT: **TRAFFIC MANAGEMENT 70072139**

TITLE: **EXETER RESIDENTS PARKING ZONE T4 - WARDEAU ROAD AREA**

SCALE	DATE	DESIGNED	CHECKED	APPROVED
1:1000	07/2023	BH	PV	PL
PROJECT NO:	70072139	DESIGNED BY:	SA	DATE:
DRAWING NO:	70072139-WSP-GEN-EXE-001	REV:		

DATE:	07/2023
REV:	P07

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EXISTING ZONE B

PROPOSED ZONE T4

IT IS PROPOSED THAT THE PROPERTIES ON THE SOUTHWESTERN END OF BEAUFORT ROAD ARE CHANGED FROM ZONE B TO ZONE T5 (PROPERTIES 51-59)

IT IS PROPOSED THAT PROPERTIES FROM SCHOOL ROAD (Nos. 23-30) AND LINCOLN STREET (No. 30) ARE INCLUDED WITHIN ZONE T5

TO BE REVOKED

DO NOT SCALE			
KEY			
RESTRICTIONS			
CODE	RESTRICTION DETAIL	EXISTING	PROPOSED
T5	RESIDENTS PARKING - ZONAL - 8AM-6PM ZONE T5	[Yellow Box]	[Yellow Box]
TS	RESIDENTS PARKING BAYS	[Yellow Box]	[Yellow Box]
-	RESIDENTS PARKING ZONAL GATEWAY	[Black Line]	[Black Line]
B1	RESIDENTS PARKING AT ANY TIME ZONE B	[Purple Box]	[Purple Box]
NA1	NO WAITING AT ANY TIME	[Red Line]	[Red Line]
LW11	LIMITED WAITING MON-SAT 8AM-6PM 2 HOURS NO RETURN WITHIN 4 HOURS	[Blue Line]	[Blue Line]
LW13	LIMITED WAITING MON-SAT 8AM-6PM 2 HOURS NO RETURN WITHIN 4 HOURS (RESIDENTS PERMIT HOLDERS EXEMPT)	[Blue Line]	[Blue Line]
LW15	LIMITED WAITING MON-SAT 8AM-6PM 3 HOURS NO RETURN WITHIN 4 HOURS	[Blue Line]	[Blue Line]
LW17	LIMITED WAITING MON-SAT 9AM-6PM 30 MINUTES NO RETURN WITHIN 1 HOUR	[Blue Line]	[Blue Line]
PD1	PAY & DISPLAY 2 HOURS MAX STAY (RESIDENT PERMIT HOLDERS EXEMPT) ZONE T5 - FERDALE ROAD AREA 8AM - 6PM MON TO FRI 30 MINS FREE 1 HOUR £1.50 2 HOURS £2.80 SAT & SUN FREE	[Cyan Box]	[Cyan Box]
DB0	ADVISORY DISABLED BADGE HOLDERS AT ANY TIME	[Green Box]	[Green Box]
DB1	MANDATORY DISABLED BADGE HOLDERS AT ANY TIME	[Green Box]	[Green Box]
BC1	BUS STOP CLEARWAY	[Pink Box]	[Pink Box]
LO1	LOADING ONLY AT ANY TIME	[Orange Box]	[Orange Box]
NL1	NO LOADING MON-SAT 8AM-9.15AM AND 4-6PM-6PM	[Orange Box]	[Orange Box]
NL2	NO LOADING MON-SAT 8AM-9.15AM	[Orange Box]	[Orange Box]
CC	CAR CLUB	[Purple Box]	[Purple Box]
EV	ELECTRIC VEHICLE BAY	[Blue Box]	[Blue Box]
SKC	SCHOOL KEEP CLEAR - NO STOPPING AT ANY TIME	[Pink Box]	[Pink Box]
PF1	PUFFIN CROSSING	[Purple Box]	[Purple Box]
BOUNDARIES			
	EXISTING ZONE B BOUNDARY	[Green Line]	[Green Line]
	PROPOSED T4 BOUNDARY	[Purple Line]	[Purple Line]
	PROPOSED T5 BOUNDARY	[Cyan Line]	[Cyan Line]

REV	DATE	BY	DESCRIPTION	CHK	APP
POB	09/08/2023	JM	EDRTH ISSUE	[Green]	[Green]
PO7	20/07/2023	MP	SEVENTH ISSUE	[Green]	[Green]
PO6	17/04/2023	RJ	SIXTH ISSUE	[Green]	[Green]
PO5	01/02/2023	SA	FIFTH ISSUE	[Green]	[Green]
PO4	03/11/2022	RJ	FOURTH ISSUE	[Green]	[Green]
PO3	03/06/2021	CS	THIRD ISSUE	[Green]	[Green]
PO2	14/05/2021	OC	SECOND ISSUE	[Green]	[Green]
PO1	16/04/2021	BH	FIRST ISSUE	[Green]	[Green]

DRAWING STATUS: S2 - FOR INFORMATION

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Devon County Council

PROJECT: TRAFFIC MANAGEMENT 70072139
 TITLE: EXETER RESIDENTS PARKING ZONE T5 - FERDALE ROAD AREA

SCALE: 1:1000	CHECKED: PV	APPROVED: PK
PROJECT NO: 70072139	DESIGNED: BH	DRAWN: SA
DRAWING NO: 70072139-WSP-GEN-EXE-002	DATE: July 2023	REV: P07
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CET/24/7
Exeter Highways and Traffic Orders Committee
23 January 2024

Zebra Crossing for Stoke Hill Junior School

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

That the Committee be asked to:

- (a) approve the construction for the proposed Zebra Crossing on Stoke Hill shown on drawing in Appendix 1 at an estimated cost of £150,000; and
- (b) that the Director of Climate Change, Environment and Transport be given delegated powers, in consultation with the Chair of HATOC and the Local Member, to make minor amendments to the scheme details.

2) Introduction

The report seeks approval to construct a new Zebra Crossing to support the safety and active travel needs of the students attending Stoke Hill Junior School. The site has been the location of numerous 'failure to stop' incidents and the last School Crossing Patrol was twice clipped by motor vehicles. The Patrol retired in 2021 and despite the efforts of DCC and wider school community to recruit, no applications have been received.

3) Proposal

The proposed scheme on Plan J21014/04 indicated in Appendix 1 incorporates a new Zebra Crossing outside Stoke Hill Junior school on Stoke Hill between Lyncombe Close and Mincinglake Road.

It includes the removal of the old informal crossing point, the addition of High Friction Surface on approaches to the proposed Zebra and mains powered flashing 'wigwag' lights. The site has issues with the solar powered flashing WigWag units caused by overhanging vegetation.

To ensure good visibility at the Zebra Crossing, the parking bays will be reconfigured, and 2 car parking spaces will be removed.

The road width at the Zebra Crossing would be reduced whilst the footway width on the school side would be increased.

Agenda Item 8

Improvements to streetlighting would be made, and lining and markings refreshed.

The proposed Zebra Crossing would be the first road safety feature motorists encounter when heading towards Exeter from the Tiverton direction, alerting motorists of the presence of pedestrians as they enter the city and a reminder to reduce speed before they drive past both the junior and infant schools.

These combined measures will alleviate safety issues frequently raised by previous Patrols, the school, the School Crossing Patrol supervisor, and parents at this busy crossing site.

Subject to scheme approval, it is intended that construction takes place over the summer holiday period, to be ready for use by the start of school term in September 2024.

4) Options/Alternatives

At the feasibility stage other locations to the left and right of the existing, informal crossing point were considered, including keeping the current location of the crossing point.

To best comply with Safe Stopping Distances and to make the facility more likely to be used by pedestrians traveling from Mincinglake Road direction, the option to move the crossing site towards Mincinglake Road, directly opposite the school gate was chosen.

5) Consultations

Consultation has been undertaken by the Local Member, and the school and residents have received the plan attached in Appendix 1.

One comment was received regarding illumination from proposed beacons, this impact will be mitigated with cowling shrouds and/or directional modern LED beacons.

The proposal of a new crossing here will be subject to a public notice and advertisement.

6) Strategic Plan

The proposed scheme is well aligned with the priorities of the Council's Strategic Plan 2021– 2025. The table below summarises how this scheme proposal would impact upon individual Strategic Plan actions according to a seven-point scale, whereby +3 represents a large positive impact and -3 represents a large negative impact.

Strategic Plan Priority	Strategic Plan Action	Impact
Respond to the Climate Emergency	Support a green recovery from COVID-19.	+1 (slight positive)
	Prioritise sustainable travel and transport.	+3 (large positive)
	Encourage sustainable lifestyles.	+3 (large positive)
Be Ambitious for Children and Young People	Ensure children and young people have the best possible start in life, good health and emotional wellbeing.	+2 (moderate positive)
Investing in Devon's economic recovery	Secure investment in transport infrastructure.	+1 (slight positive)
	Maintain and, where necessary, improve our highway network and improve sustainable transport options.	+2 (moderate positive)
Tackle poverty and inequality	Promote services that increase resilience, self-reliance and independence.	+1 (slight positive)
Improve health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity.	+2 (moderate positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport.	+2 (moderate positive)

7) Financial Considerations

The estimated cost of the scheme is £150,000. It is proposed that the scheme will be funded through the Market and Coastal Towns School Safety Scheme element of the Local Transport Plan and Transport Capital Programme.

8) Legal Considerations

To introduce a new or amended pedestrian crossing a public notice will be required to be advertised in accordance with Section 23 of The Road Traffic Regulation Act.

Modifications to existing waiting restrictions will require changes to a Traffic Regulation Order. When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient, and safe movement of traffic and provision of parking facilities.

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9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

In support of the Devon Strategic Plan 2021-25, the Devon Carbon Plan identifies that reducing the need to travel and shifting to sustainable transport options, such as walking, are important ways to tackle transport emissions and reduce greenhouse gas emissions particularly for short distance journeys.

By promoting sustainable alternatives to travel by car, the proposal will have a minor but positive effect on vehicle emissions and the environment.

10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary. The proposed scheme helps to enable pedestrians with a wide range of abilities and confidence levels to access the school.

11) Risk Management Considerations

A controlled Zebra Crossing facility will have ongoing maintenance costs for Devon County Council; however, providing a controlled crossing will remove the requirement to fund a School Crossing Patrol operative will also deliver revenue cost savings.

The scheme has been subject to the road safety audit process. Any negative impacts associated with the scheme, have been mitigated locally if possible. These assessments are a formal, independent process for assessing risks to different road users during the development and post implementation of schemes.

12) Reasons for Recommendations

It is recommended that the scheme be approved for construction to both support school safety and to promote sustainable and healthy travel choices.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Division: Duryard & Pennsylvania

Local Government Act 1972: List of background papers

Background Paper Nil

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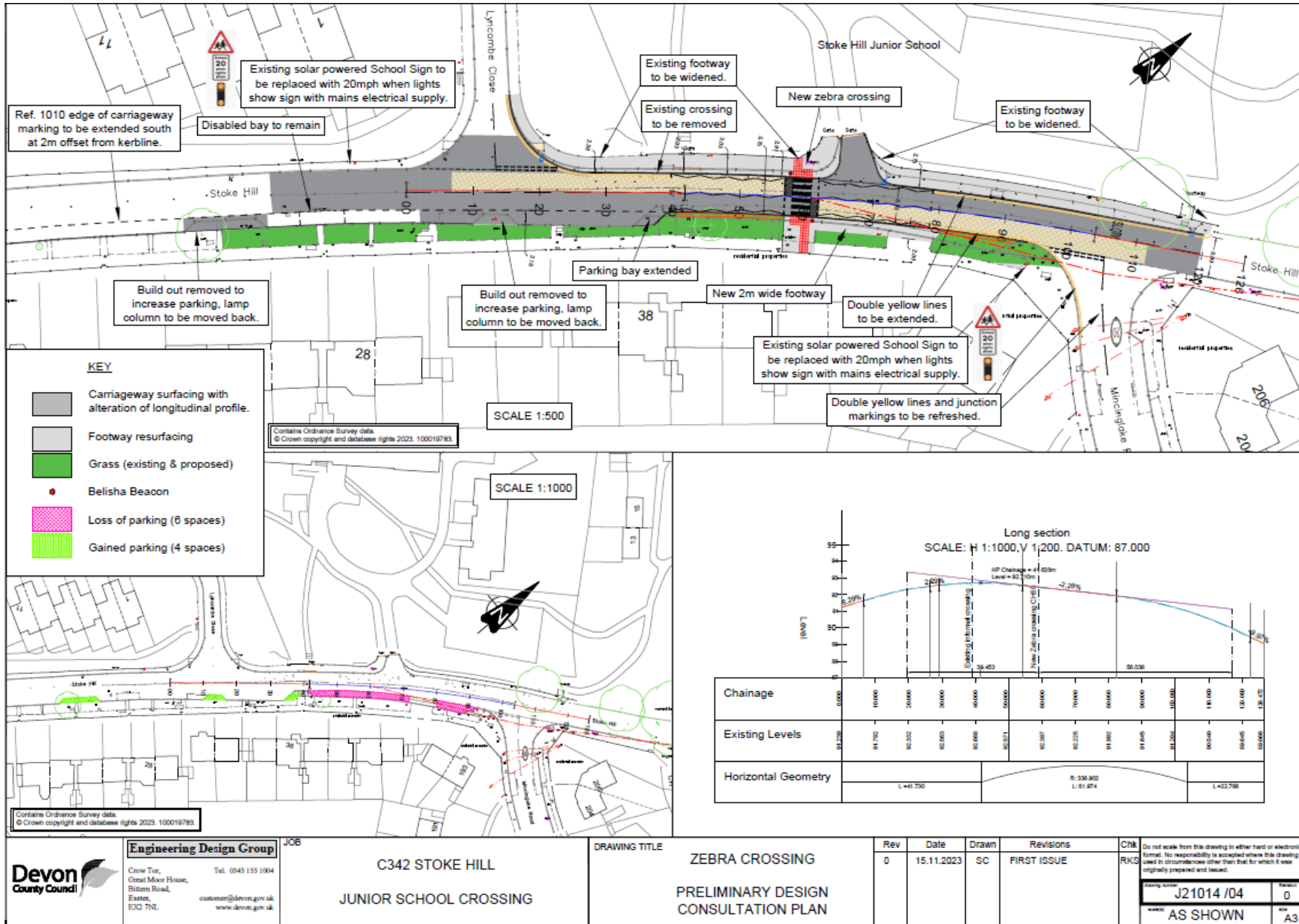
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sc/cr/Zebra Crossing for Stoke Hill Junior School

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Appendix 1 to CET/24/7
Drawing J21014/04

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JOB
C342 STOKE HILL
JUNIOR SCHOOL CROSSING

DRAWING TITLE
ZEBRA CROSSING
PRELIMINARY DESIGN CONSULTATION PLAN

Rev	Date	Drawn	Revisions
0	15.11.2023	SC	FIRST ISSUE

CHK
RKS
Do not scale from this drawing in either hand or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.

Drawing No:	J21014 /04	Revision:	0
Scale:	AS SHOWN	Sheet:	A3

CET/24/8
Exeter Highways and Traffic Orders Committee
23 January 2024

Actions Taken Under Delegated Powers

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

1) Recommendation

That the Committee be asked to note the report.

2) Background/Introduction

In accordance with Minute *3 of the Meeting of this Committee on 19 July 2021 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

3) Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders/Schemes have been progressed and where objections have been received, these have been dealt with by a consultation with the Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Various Streets, Exeter	Introduction and removal of disabled parking bays	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Cowick Street, Exeter	Loading Bay	Traffic order advertised, objections resolved and changes dropped after consultation with Local County Councillors and HATOC Chair.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in Exeter

Agenda Item 13

Local Government Act 1972: List of background papers

Background Paper: None

Contact for enquiries:

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sc/cr/Actions Taken Under Delegated Powers

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