

# Heavitree & Whipton Active Streets Trial

Exeter HATOC 20<sup>th</sup> June 2023

# What Active Streets *are*...



Physical modal filter



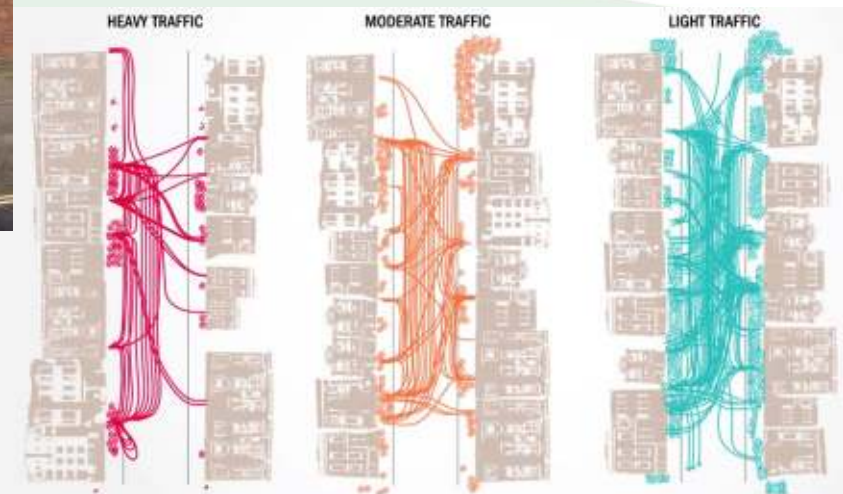
Bus gate



Existing Active Street in  
St Thomas, Exeter  
(image source: Google  
Maps)

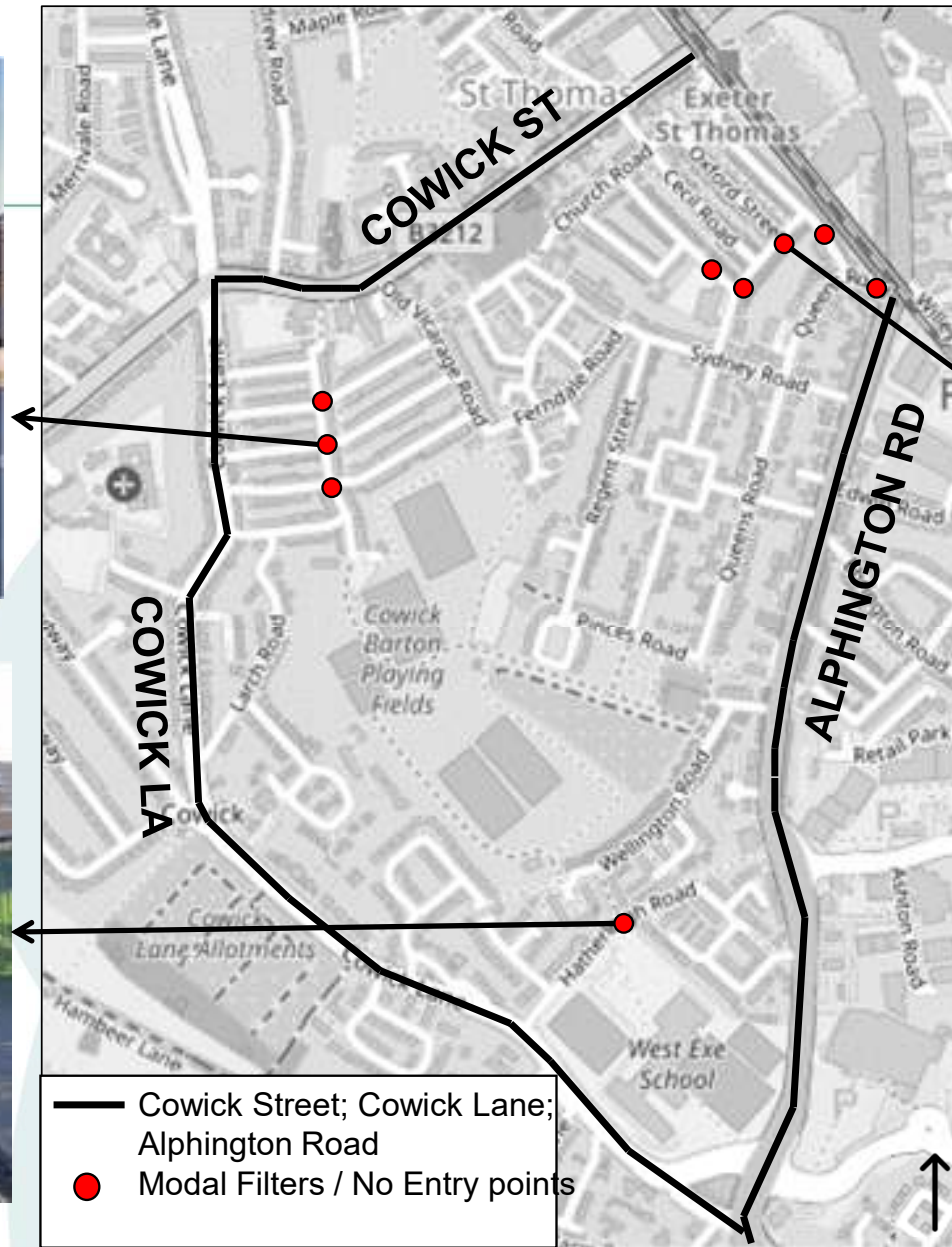


School Street



Social interaction on streets with differing traffic flows. Source: [Donald Appleyard \(kottke.org\)](http://kottke.org)





# Existing Active Streets in St Thomas

# What Active Streets *are not*

- Removal of vehicular access to any property
- Restrictions on the range of destinations people are able to travel to
- Mandates that people must walk, cycle or use public transport
- Toll roads or charges for entering/exiting certain areas
- Surveillance of individuals' travel habits/carbon footprints





# National Policy / Guidance alignment



## Co-benefits:

Congestion



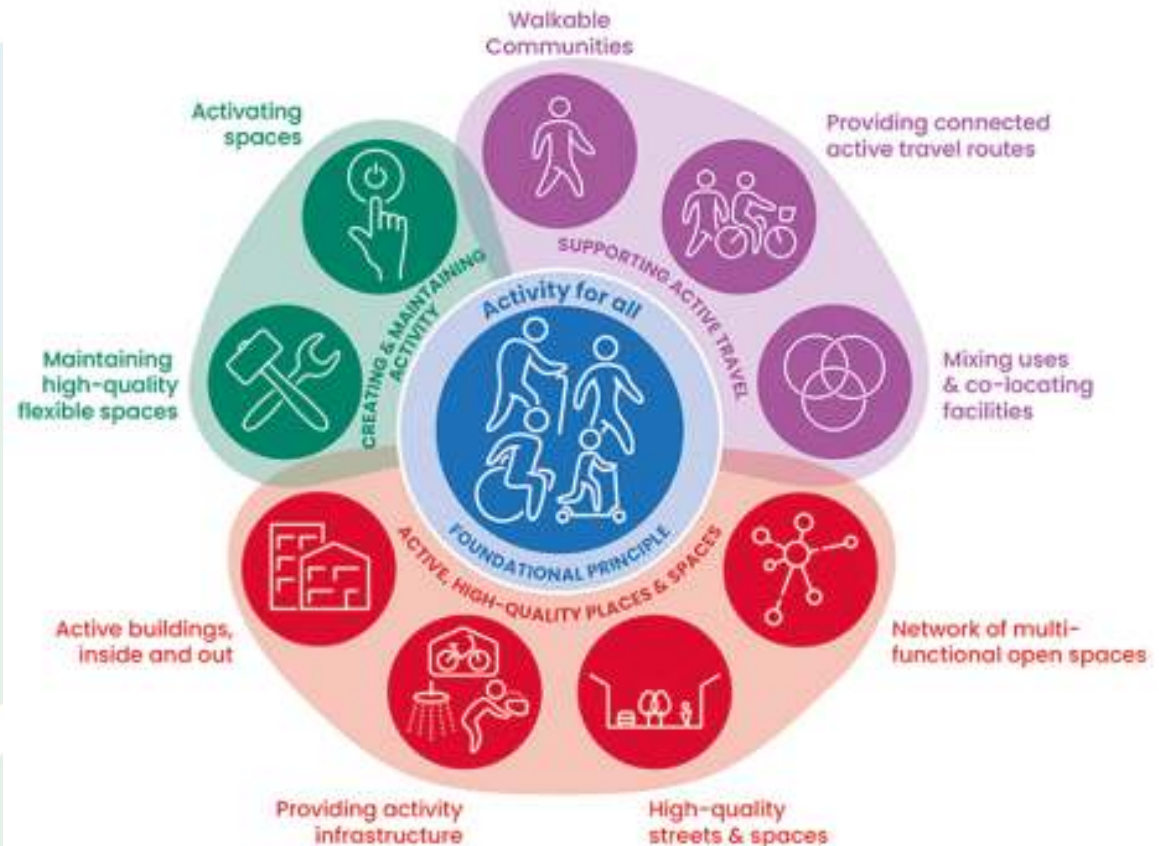
Health



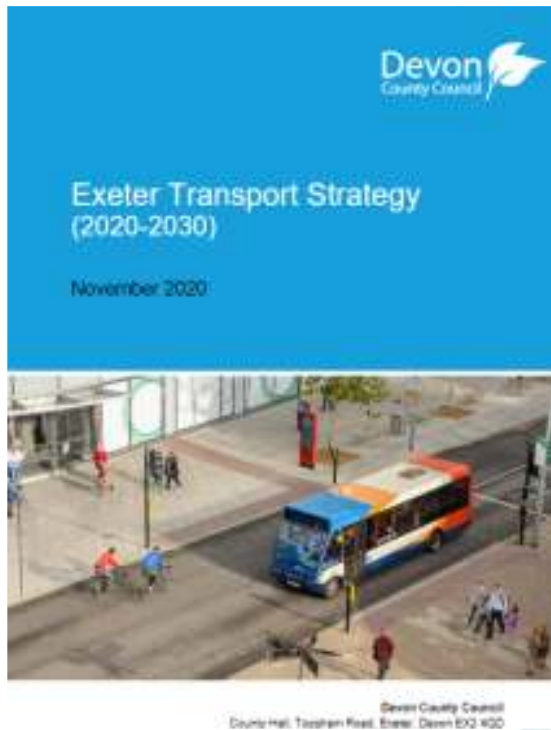
Air quality



Noise



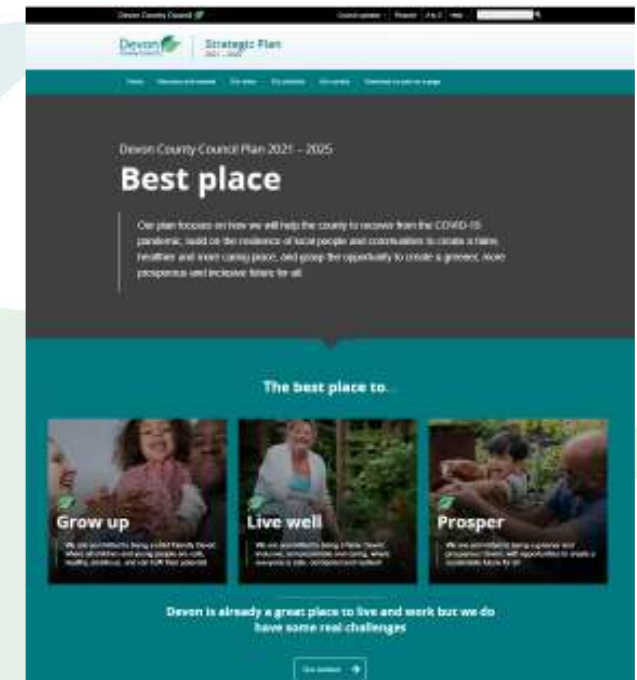
# Local Policy alignment



- Active Exeter
- People-based places
- Innovation and invention

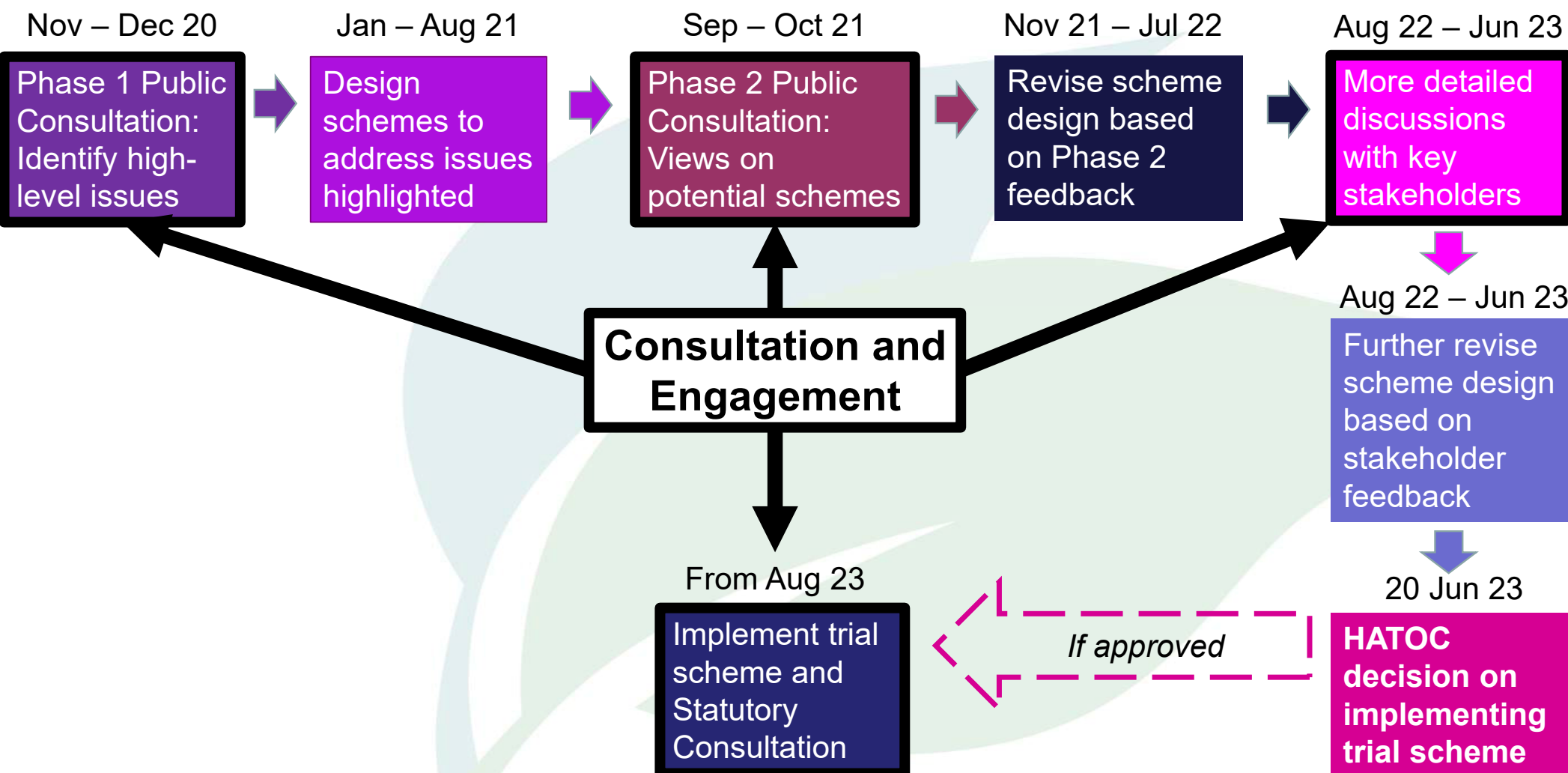


- Reduce the need to travel
- Shift to sustainable transport



- Respond to climate emergency
- Improve health and wellbeing

# Active Streets project timeline





# Phase 1 and 2 Area Wide Consultation



## Why are we asking you to tell us your views?

Devon County Council and Exeter City Council are working with the Heavitree and Whipton communities to seek views on the design of their local streets.

We want to make it easier for people to walk and cycle in Whipton and Heavitree and to enjoy moving around the city safely and easily. Another benefit of this is to reduce traffic and carbon emissions.

One of the aims in Devon County Council's Transport Strategy for Exeter is for 50% of all Exeter journeys to work and education to be made by foot or bicycle by 2036. Similar aims are shared in Exeter City Council's Carbon Neutral 2030 plan and through the Local Delivery Plan programme where its vision is to become the most active city in England.

Time of Consultation: November/ December 2020

*Feedback: Traffic has a negative effect on the area*



Thank you for your feedback that you provided for Phase 2 of the Heavitree and Whipton Better Streets consultation.

We received over 1000 responses. We are summarising the feedback and will publish a summary report under the 'News' section of this website in due course. If you have any questions about the consultation please visit the 'What's on' or 'FAQ' pages, or our 'Have Your Say' pages. If you need further information you can email us at [transport@devon.gov.uk](mailto:transport@devon.gov.uk)

About this project

Time of Consultation: September/ October 2021

*Four modal filter proposals for the area were put forward*

# Phase 2 consultation engagement

## Online

- 200+ people emailed as well as key stakeholders
- 2x issues of Instagram and Facebook adverts (~8,000 views)
- All secondary and primary schools in and around the area contacted, all clubs and community associations as well as Exeter's Wellbeing officers
- Webinar (attended by 51 people)

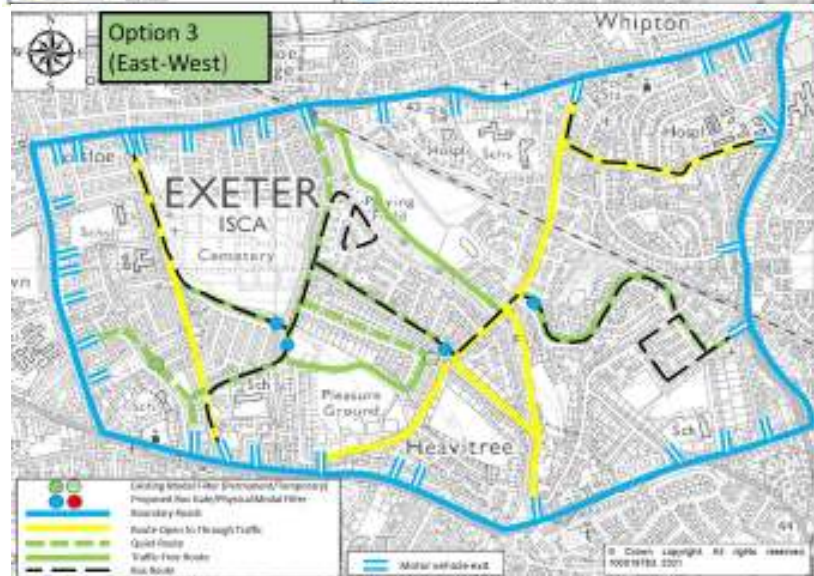
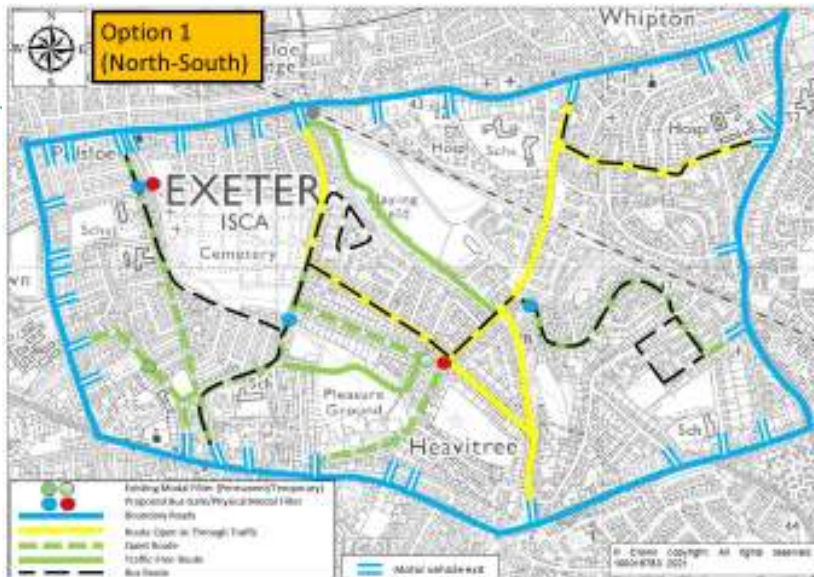
## Offline

- 2x Press release on 7th September and on 30th September
  - published in Devon Live, Exeter Express and Echo and on local radio
- 120+ businesses (included a flyer and poster)
- 11 churches (included a flyer and poster)
- Unscheduled pop-up events (130+people)
  - 2 school events
  - Heavitree Park Life event
- Posters on lampposts
- Word of mouth





# Phase 2 Consultation Proposals



Modal filter:

- Bus gates



- Physical modal filter

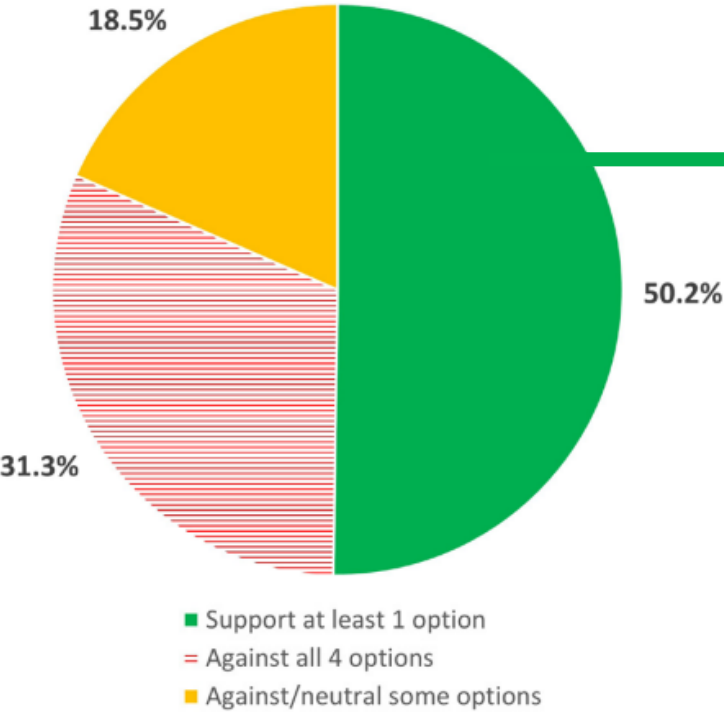


# Feedback received Phase 2 consultation

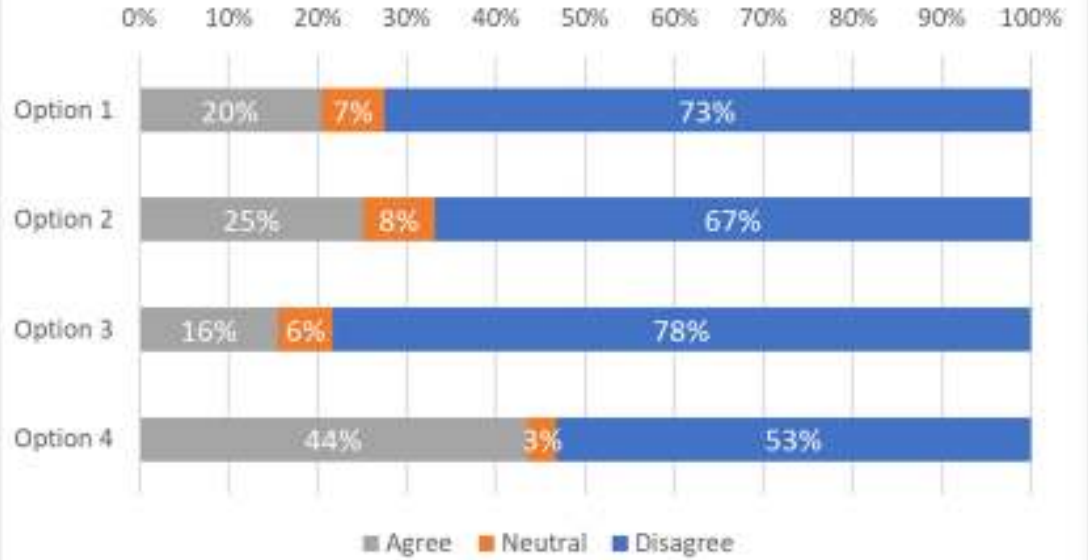
~1,400 responses received



Breakdown of responses regarding traffic filter options



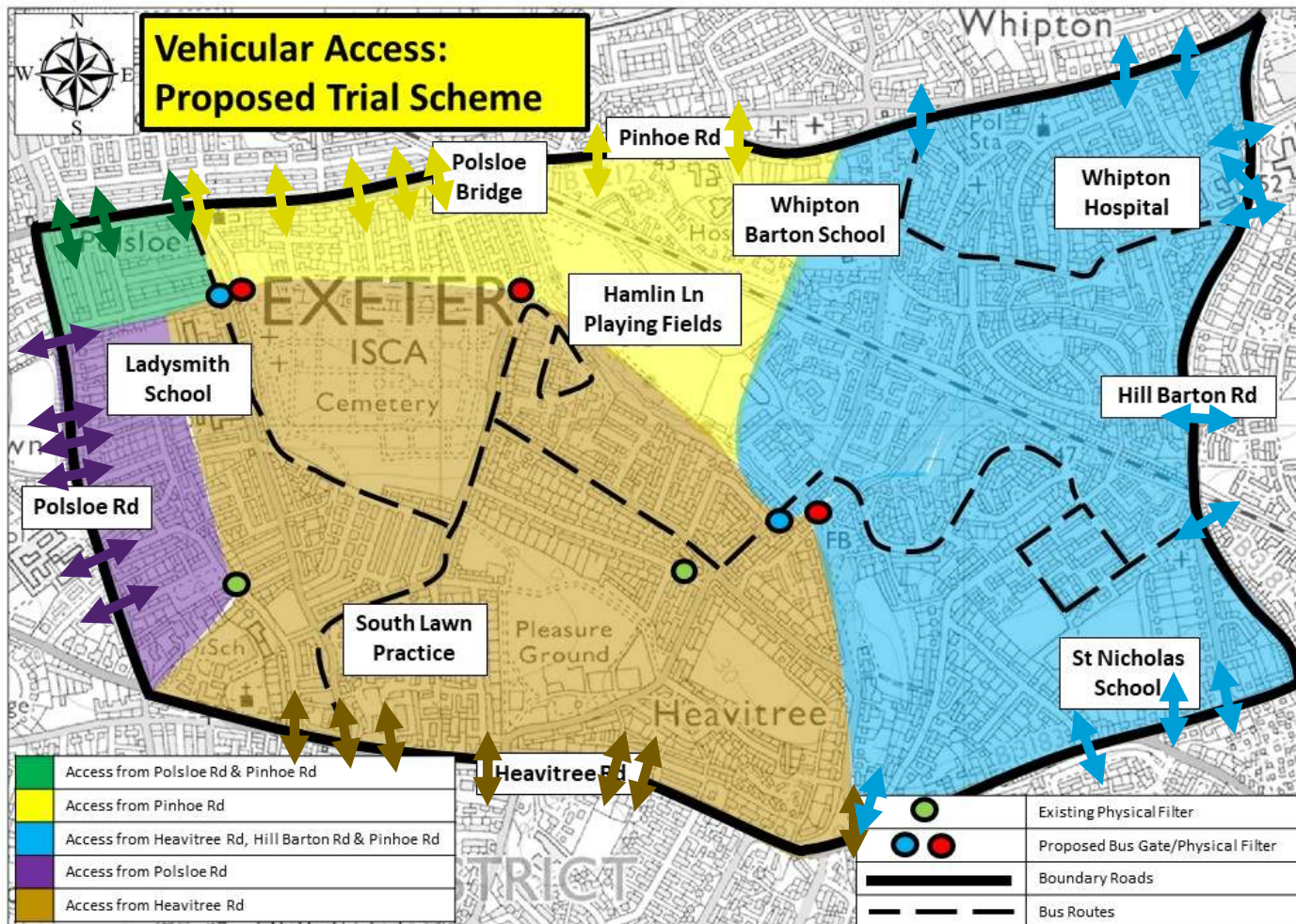
Agreement with Phase 2 Proposals (All Respondents)



Heavitree & Whipton Residents	Total Respondents	Oppose	Neutral	Support
Option 1	853	72%	7%	21%
Option 2	743	66%	8%	26%
Option 3	738	78%	6%	15%
Option 4	805	57%	4%	39%



# Proposed Active Streets Trial Overview



Proposals were modified after public consultation feedback and stakeholder engagement.

The current proposal has traffic filters on

- Ladysmith Road
- St Marks Avenue
- Hamlin Lane
- Whipton Lane
- Vaughan Road



# Further stakeholder engagement

## Stakeholder

Public

Emergency services

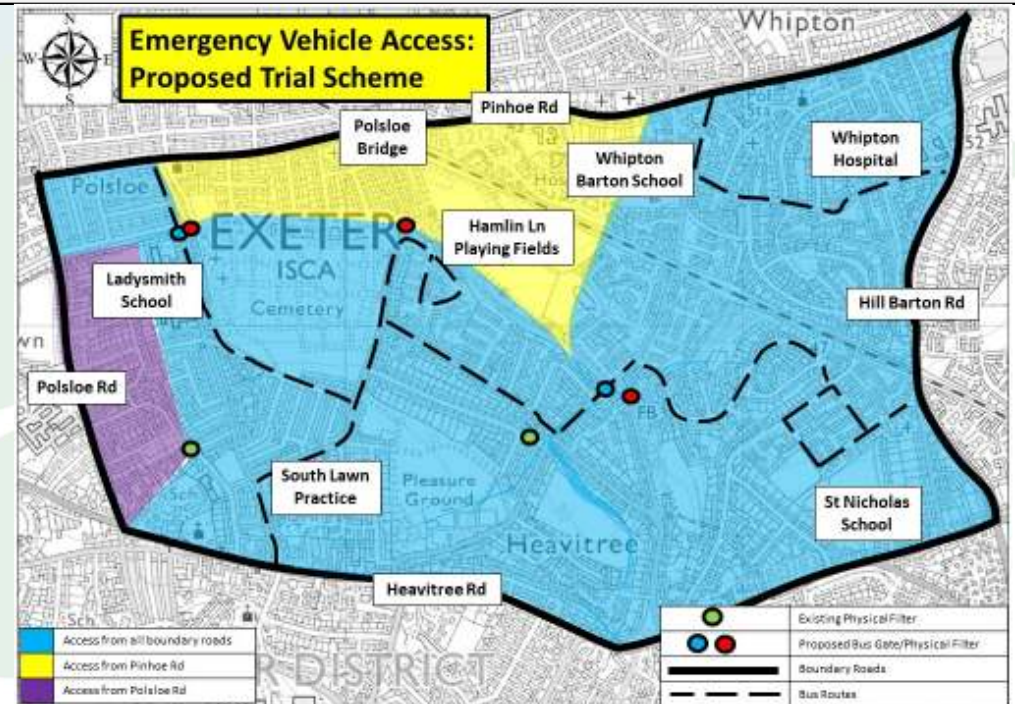
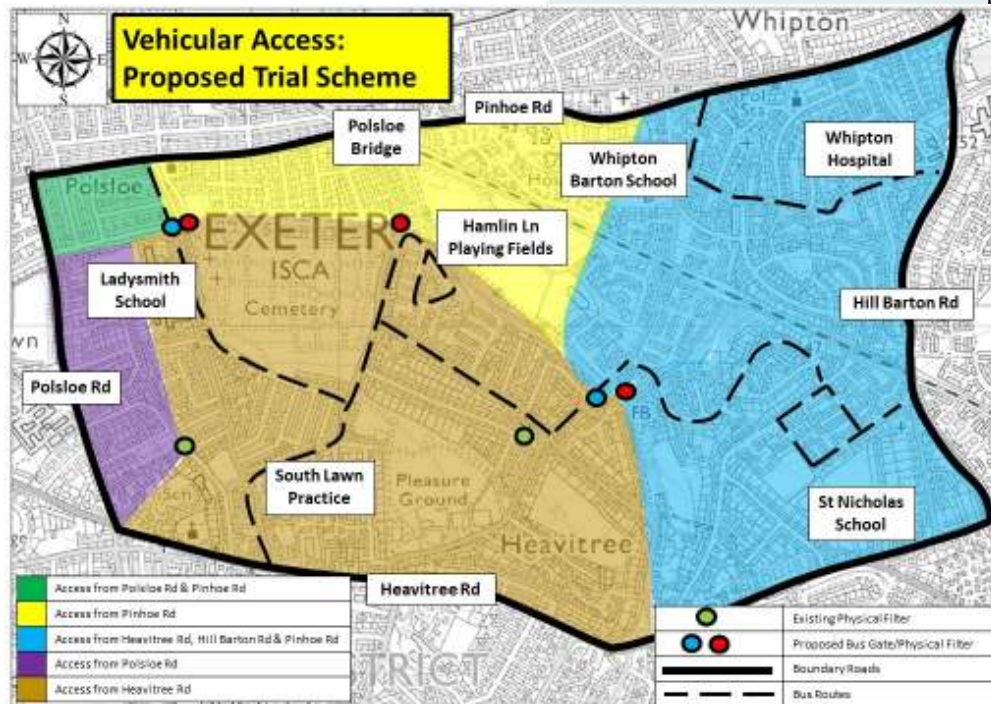
Clinicians

Refuse (ECC)

RNIB/ Living Options

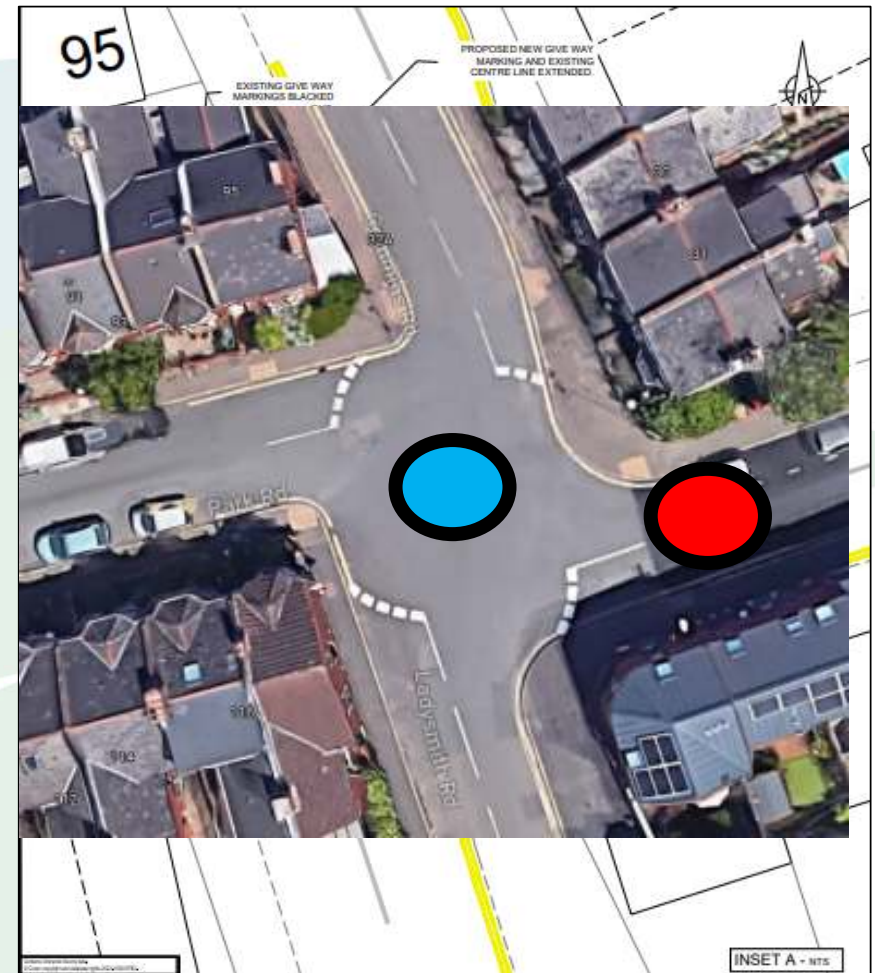
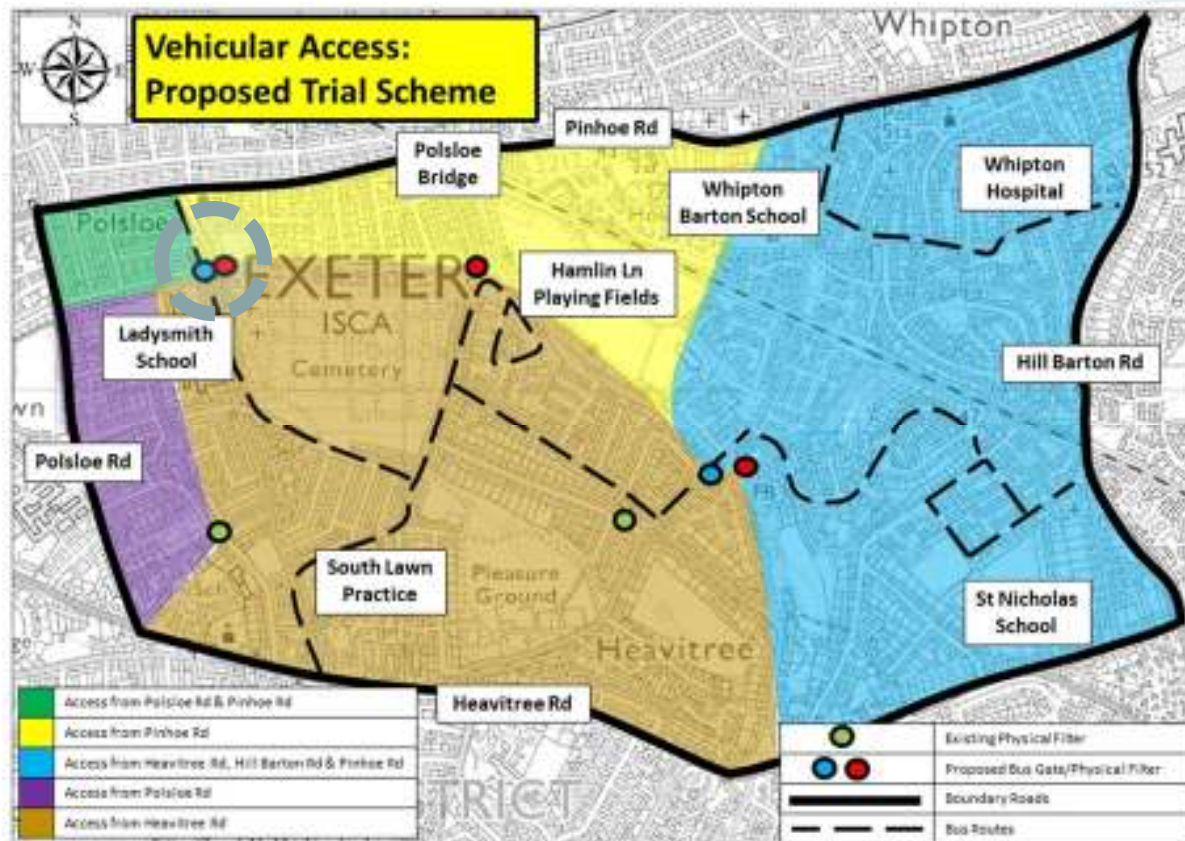
Health Practice managers and Friends of Surgery

Schools





# 1) Ladysmith Rd & St Marks Ave bus gate and modal filter

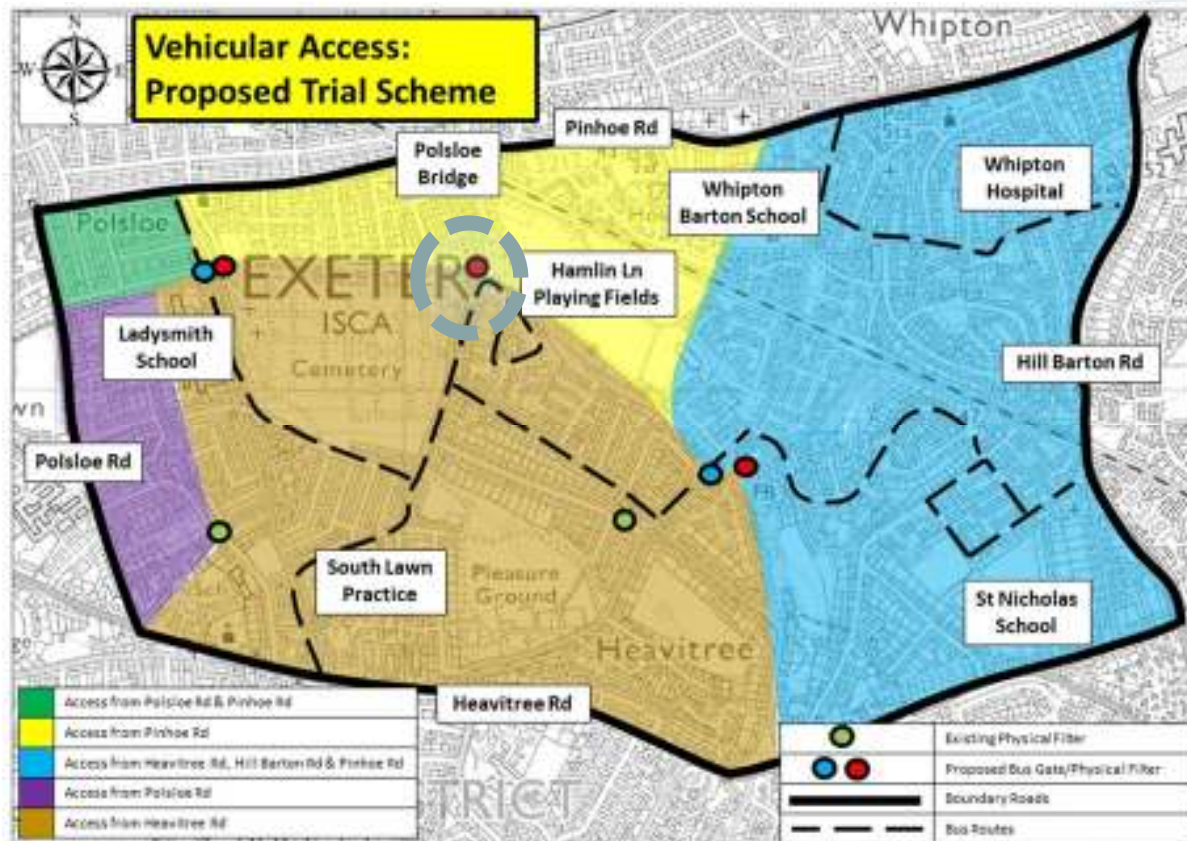


# Visualisation of Ladysmith Road bus gate





## 2) Hamlin Lane modal filter

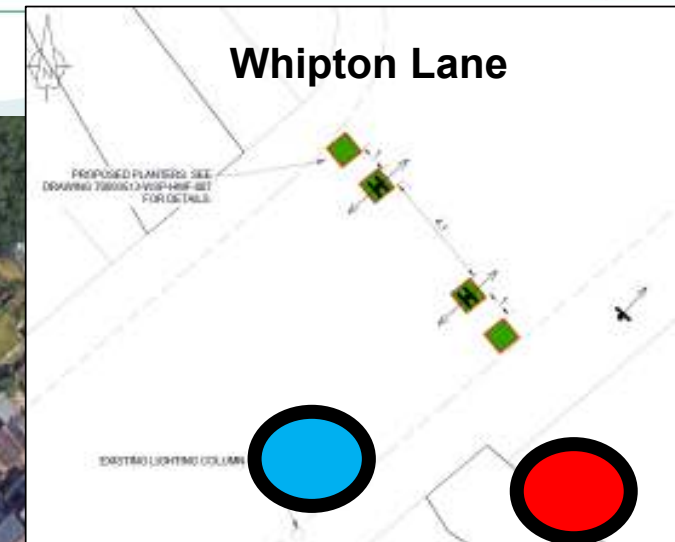
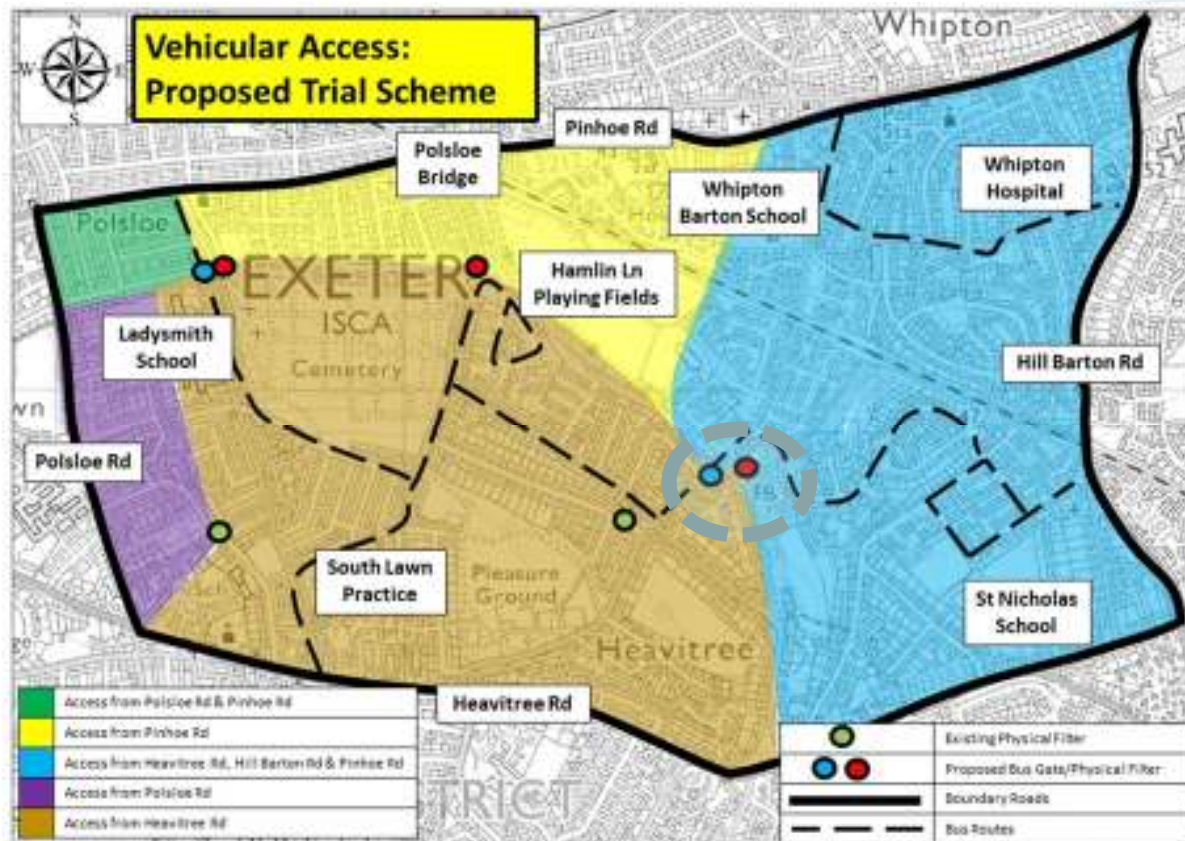


# Visualisation of Hamlin Lane filter










### 3) Whipton Lane & Vaughan Rd bus gate and modal filter



# Monitoring and evaluation

<b>Heavitree and Whipton Active Streets</b> Metrics to assess changes during trial scheme		
	Traffic on residential streets	
	Traffic on boundary roads	
	Vehicle speeds	
	Number of people walking and wheeling	
	Number of people cycling	
	Travel to School Mode Share	
	Healthy Streets score	



# Summary and next steps

- Scheme expected to significantly reduce traffic on residential streets
- Intended to improve local environment and encourage greater interaction between neighbours
- Would support people to walk, wheel and/or cycle more often, in line with Devon Carbon Plan, Devon Strategic Plan etc.

## *Next steps if HATOC approval granted:*

- New website with interactive map of modal filters
- Leaflets/flyers to be sent to local residents
- Engagement events before and during trial
- Statutory consultation for public feedback during trial

# Recommendations:

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- **approve** the implementation of a trial modal filter package for the Heavitree and Whipton area, as illustrated in Appendix 1, at an estimated cost of up to £190,000;
- **approve the implementation** of the Experimental Traffic Regulation Orders required to implement the trial; and
- give delegated authority to the Director of Climate Change, Environment and Transport, in consultation with the Highways and Traffic Orders Committee (HATOC) Chair and local County Council Members, to approve minor changes to the scheme design.

