

**Proposed Restrictions: Cowley Bridge Road, Exeter**

Report of the Head of Planning, Transportation and Environment

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

**Recommendation: It is recommended that:**

- (a) the responses to the advertised Traffic Regulation Orders be noted;**
- (b) the Traffic Regulation Orders, as detailed in section 2, be made and sealed.**

**1. Background/Introduction**

This report is to consider the objections to the Traffic Regulation Order (TRO) for the relocation of residents parking bays on Cowley Bridge Road (A377). The advertised TRO is one of a number of highway changes required by the planning permission for the redevelopment of the former St Thomas Hall campus to a Steiner School. The proposed changes are shown in Appendix II.

The Steiner school opened in September 2015 with approximately 270 pupils. The school provides a combined facility for primary and secondary children and will increase intake annually by around 50 students before reaching a capacity of 620 pupils.

**2. Proposal**

To cater for the concentrated periods of demand associated with a school a ghost island right turn facility on the A377 into the reconfigured layby is proposed. To facilitate this right turn facility and retain a traffic lane in each direction the existing Limited Waiting bays with exemption for resident permit holders on the west side of Cowley Bridge Road are proposed for conversion to No Waiting at Any Time.

Compensating the loss of 8 on-street spaces, an additional 7 parking spaces are proposed to be provided in the layby. These spaces are proposed as additional Limited Waiting bays with exemption for resident permit holders.

The proposed amendments are shown on plan ENV5475/1 as shown in Appendix I.

**3. Options/Alternatives**

To retain the residents parking bays in situ, an alternative would be to not provide the right turn facility. The school has opened without this and no significant issues have been noted on Cowley Bridge Road.

However, as the school role increases to over 600 pupils then the lack of such a facility on a busy arterial route and concentrated period of demand during the start and finish of the school day may not be suitable.

**4. Consultations/Representations/Technical Data**

The proposals to amend the parking restrictions and were formally advertised from 9 July to 30 July 2015. The December 2013 planning application for the school was also subject to the regulatory planning consultation process.

There were 5 responses (including 1 from Devon & Cornwall Constabulary) to the proposed parking changes, which includes a petition from the residents of Cowley Bridge Road regarding several elements of the scheme. The petition, amongst other things, raises concerns about the loss of parking directly outside 13 to 20 Cowley Bridge Road and the negative impacts this will have.

The majority of the comments received relate to the elements of the scheme that are not related to the Traffic Regulation Order including the installation and location of the pedestrian crossing, recycling bins, use of layby by HGV drivers, lack of enforcement of parking restrictions and impact of the additional traffic resulting from the school.

Devon & Cornwall Constabulary suggested the introduction of a right turn ban at the city centre side of the lay by for vehicles heading northbound, however this access will be required for deliveries to the new school.

A summary of the comments made and the response can be found in Appendix III.

## **5. Financial Considerations**

Estimated cost of the TRO element of the scheme is £3,000, which is funded from developer contributions from the Steiner School development. Any underspend will be returned to the developer. The works relating to the TRO will be done by the contractors on behalf of the school as part of the Section 278 agreement.

## **6. Environmental Impact Considerations**

The right turn lane is likely to be beneficial in keeping a free flow of northbound traffic.

## **7. Equality Considerations**

There are not considered to be any equality issues in regards to this scheme.

## **8. Legal Considerations**

The lawful implications/consequences of the recommendations have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above.

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.

## **9. Risk Management Considerations**

The Section 278 works have been through a Stage 1 and Stage 2 road safety audit. Both these audits highlighted the potential for a high volume movement in a short period of time that could result in queuing onto the main carriageway. The removal of the on

street parking bays allows a ghost island right turn facility to be provided and address this issue.

Local residents have raised concerns that removal of the parking bays will make access into and out of their drives more difficult and dangerous. It should however be noted that visibility from these accesses exceeds the requirements for a 30mph road.

#### **10. Public Health Impact**

It is considered that there is no public health impact as a result of the scheme mentioned within this report.

#### **11. Summary/Conclusions/Reasons for Recommendations**

The proposed restrictions ensure that the main function of Cowley Bridge Road (A377), as part of the strategic road network, is maintained.

David Black  
Head of Planning, Transportation and Environment

#### **Electoral Division: Duryard & Pennsylvania**

Local Government Act 1972: List of Background Papers

Contact for enquiries: William Pratt

Room No: AB2, Lucombe House

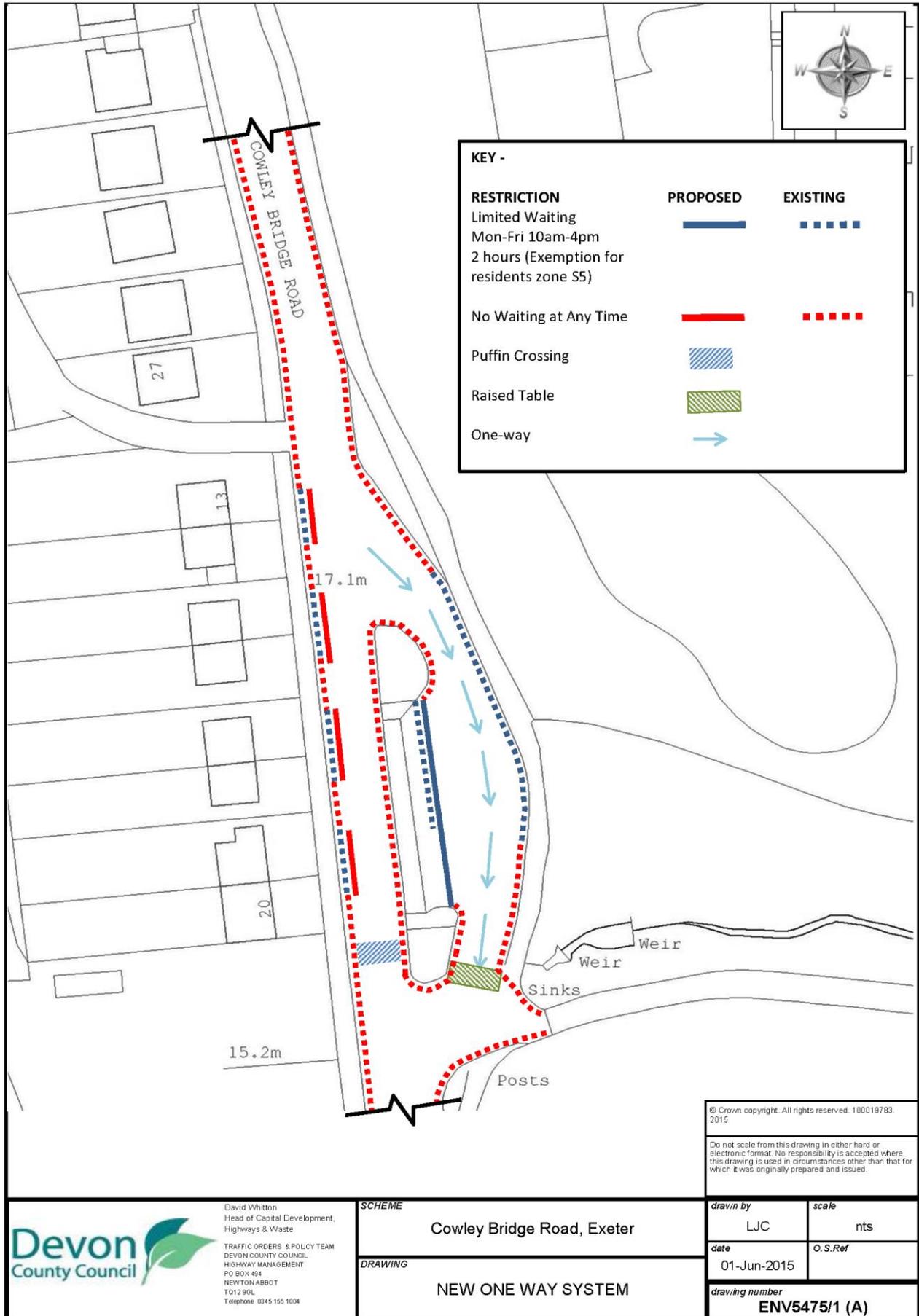
Tel No: 0345 155 1004

Background Paper	Date	File Ref.
------------------	------	-----------

Nil

wp191015exh  
sc/cr/proposed restrictions cowley bridge road exeter  
04 301015

**Appendix I  
To PTE/15/60**



© Crown copyright. All rights reserved. 100019783.  
2015

Do not scale from this drawing in either hard 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.



David Whitton  
Head of Capital Development,  
Highways & Waste

TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL  
HIGHWAY MANAGEMENT  
PO BOX 494  
NEWTON ABBOT  
TQ12 8QL  
Telephone: 0345 155 1004

<b>SCHEME</b>	Cowley Bridge Road, Exeter	
<b>DRAWING</b>	NEW ONE WAY SYSTEM	

<b>drawn by</b>	LJC	<b>scale</b>	nts
<b>date</b>	01-Jun-2015	<b>O.S.Ref</b>	
<b>drawing number</b>		ENV5475/1 (A)	

# Appendix II To PTE/15/60



Rev	Date	Description	By	CHK
02	07.08.15	Level added to tully extension	GCJ	DB
01	18.07.15	Construction lines	GCJ	DB
01	08.08.15	Right hand turn taper amended	GCJ	DB
01	20.08.15	Site to be added. Signal corner markings removed	GCJ	DB
01	14.08.15	Signal crossing updated. 18° added. Signal corner markings removed. Double yellow line added. Tapering parking updated.	GCJ	DB
01	30.04.15	Blue stop supplementary. Signal updated. Double yellow line added. Stop. Tapering parking updated. Lane width altered. Footpath removed.	GCJ	DB
01	10.04.15	Double parking taper on east of tully to be removed.	GCJ	DB
01	24.03.15	Double yellow line removed adjacent to footpath. One way marking removed.	GCJ	DB
01	11.03.15	Double yellow line updated in accordance with RDS. Additional traffic signal added. Double yellow line to be reinstated in tully.	GCJ	DB
01	04.10.14	Topo Survey Added	GCJ	DB
01	04.08.14	Self parking added to pedestrian crossing. Footpath realignment.	GCJ	DB
01	08.07.14	FOR COMMENT	GCJ	DB

<b>WILLMOTT DIXON</b>		<b>Hydrock</b> Sof Flory, Moorhen/ House North Wapping Road Exeter Tel: +44(0)1392 845 923 Fax: +44(0)1392 830 082 E-Mail: sales@hydrock.com or visit www.hydrock.com
Project <b>STEINER FREE SCHOOL EXETER</b>		
Title <b>S278 General Arrangement</b>		Drawing Status <b>CONSTRUCTION</b>
Client		Job No. <b>C13670</b>
Drawn GCJ		Scale 1:250
Checked DB		Date 08.07.14
Issue Date		Issue Date 07.08.15
Drawing No. <b>C-20</b>		Revision <b>C2</b>

**Cowley Bridge Road, Exeter – Summary of Submissions**

<b>Respondent</b>	<b>Comment</b>	<b>DCC Response</b>
Resident, Cowley Bridge Road	Objects to the proposal to introduce a right turn line into Cowley Bridge lay by as this will be detrimental to safety when manoeuvring onto driveway.	Respondent is not objecting to any element of TRO –concerns will be considered as part of the Safety Audit process.
Devon & Cornwall Constabulary	Question whether a right turn ban would be required for the southern access to the lay by for vehicles heading northbound.	Respondent is not objecting to any element of TRO – The southern access will be required for deliveries to the School so it would not be feasible to introduce a right turn ban at this location.
Resident, Cowley Bridge Road	<ul style="list-style-type: none"> <li>• Creation of right turn lane will cause traffic chaos.</li> <li>• HGV drivers use area as overnight stopping point and toilet area.</li> <li>• Fails to see need for crossing point as removal of parking on Cowley Bridge Road therefore fewer people need to cross.</li> <li>• Loss of parking on Cowley Bridge Road will increase vehicle speeds.</li> </ul>	<ul style="list-style-type: none"> <li>• Respondent is not objecting to any element of TRO. Creation of right turn lane will ensure free flow of vehicles on A377.</li> <li>• Customer should raise concerns with the City Council’s Environmental Health</li> <li>• Comments noted.</li> <li>• Creation of right turn lane and pedestrian crossing will ensure compliance with posted speed limit.</li> </ul>
Resident, Cowley Bridge Road	<ul style="list-style-type: none"> <li>• Current road layout works adequately.</li> <li>• Two crossing points in close proximity of the lay-by both nearer existing bus stops.</li> <li>• Removing parked vehicles will increase vehicle speeds.</li> <li>• Maintaining the current bays on Cowley Bridge Road will negate the need for bays adjacent to the footway in the lay-by and stop lorries from parking overnight.</li> <li>• Noticed that recycling bins have been removed and questions why work is taking place before objections have been considered.</li> </ul>	<ul style="list-style-type: none"> <li>• The new school will affect how traffic operates in the area which is why changes are required.</li> <li>• Comments noted. Notification of new pedestrian crossing point is for information only.</li> <li>• Creation of right turn lane and pedestrian crossing will ensure compliance with posted speed limit.</li> <li>• Providing bays adjacent to footway in the layby maximises parking capacity adjacent to the school and removes the need to cross the main road.</li> <li>• The physical alterations of the road layout were agreed as part of the planning application. The proposals in this report are for the TRO which will only be implemented if approved.</li> </ul>

Respondent	Comment	DCC Response
<p>Petition (14 signatures from residents of Cowley Bridge Road)</p>	<ol style="list-style-type: none"> <li>1. Residents of 13-20 Cowley Bridge Road made decision to purchase properties based on parking facilities outside properties, removal will have negative impact on value, will cost to convert gardens into parking, impact the environment due to converting gardens to parking, affect safety when manoeuvring onto driveways</li> <li>2. Implementing right turn lane will not help free flow of traffic and will increase the chance of an accident.</li> <li>3. Some residents have purchased multiple permits and with the removal of the bays outside 13-20 there is potential for insufficient parking.</li> <li>4. Current limited waiting restriction with exemption for residents is unfair on residents due to hours of operation.</li> <li>5. DCC are extremely poor at enforcing current restriction, can DCC guarantee daily enforcement of the new parking regime.</li> <li>6. Lay-by used overnight by HGVs and residents are often greeted by drivers urinating in street. Local Authorities have a responsibility to ensure safeguarding and promotion of welfare for all children. Residents request that NO OVERNIGHT PARKING FOR HGV signs are erected.</li> <li>7. Concerns associated with congestion as most students will not be local. This will cause problems including parking in residents S5 bays and blocking cars in.</li> <li>8. Position of crossing is a concern due to proximity of businesses.</li> </ol>	<ol style="list-style-type: none"> <li>1. As with any parking restriction there are no guarantees that a space will be available. With the new school it is inevitable that demand for parking will increase. This is likely to be significant around school pick up and drop off times, as is the case with most schools in Devon. However, it is anticipated that throughout the rest of the day there should still be sufficient parking for residents demands.</li> <li>2. Not objecting to any element of TRO - Comments noted.</li> <li>3. It is considered that the loss of 1 space in the area will have minimal impact on parking in the area.</li> <li>4. The limited waiting with exemption for residents provides an allowance for short term parking associated with the school and recycling centre.</li> <li>5. The lay by is and will continue to be subject to regular parking enforcement, intelligence can be provided.</li> <li>6. Customer should raise concerns with the City Council's Environmental Health Department. There is no need to introduce additional parking restrictions when there is other legislation available to deal with safe guarding issues.</li> <li>7. The existing limited waiting restriction with exemption for residents will allow parents to pick up and drop off children. Matters of obstruction should be referred to the police.</li> <li>8. The location of the crossing has been considered as part of the safety audit of the scheme.</li> </ol>