

## **Hollow Lane - Traffic Management Scheme**

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 scheme shown on plan C12018/10A included in Appendix I is approved for construction at an estimated cost of £108,000;**
- (b) approval is given to make, seal and implement the Traffic Regulation Orders as detailed in Section 2 of this report;**
- (c) the Committee gives approval after due consideration to specific factors set out under Section 122 of the Road Traffic Regulation Act 1984 as detailed in Section 8 Legal Considerations of this report.**

### **1. Introduction**

This report seeks approval for a traffic management scheme to provide an enhanced walking and cycling route at Hollow Lane, Exeter and to provide improved access to the Ellen Tinkham School. This report also seeks approval to implement the associated Traffic Regulation Orders that have been advertised to close the route to through traffic and to manage parking within the lane.

### **2. Proposals**

#### Background

Hollow Lane in Exeter is a route serving residential dwellings and Ellen Tinkham School. The route is open to two way traffic and can become congested during peak travel periods. Due to the narrow width, bends and vehicle speeds. Walking and cycling along the lane is not currently attractive.

Hollow Lane is proposed to form a key element of the wider E3 strategic cycle route between Cranbrook and Exeter City Centre. The E3 cycle route is identified as part of the future Exeter Cycle Network included in the DCC Cycling and Multi-Use Trail Network Strategy reported to Cabinet in April 2015.

High levels of economic growth are planned in this area. Development in the east of Exeter and within the East Devon Growth Point area is planned to contribute 20,000 new residential dwellings and 25,000 new jobs. The E3 strategic walking and cycle route will form a key element of the wider transport strategy by providing sustainable alternatives to trips into the city by car.

As part of the masterplan for the development of Monkerton, Hollow Lane is planned to be the main access through a ridge line park area. The park is planned to be in close proximity to many new and existing residential dwellings and will help to meet local needs for access to recreation as well as retaining the distinctive landscape of the ridge.

A consultation exercise including statutory consultation for the proposed traffic regulation orders was conducted between 13 November and 4 December 2014. Feedback from consultation was used to develop the scheme proposals.

### Scheme Proposals

The proposed scheme, shown on plan C12018/10A in Appendix I, and plan C12018/8 in Appendix II involves the construction of a traffic island bollards and controlled barriers at the main vehicular entrance to Ellen Tinkham School. The traffic island and bollards will prevent motor vehicles from travelling through Hollow Lane. But maintain access for walking and cycling. Bollards will be installed as breakaway types to facilitate emergency services access when required. Controlled gates into the school will provide access by smartcard and will be managed by the school. Access to residential properties located on Hollow Lane will be from either Hill Barton Road or Cumberland Way.

Following feedback from the consultation exercise, the proposed scheme incorporates a turning head to the eastern side of the school entrance and proposed traffic island. The turning head will allow larger vehicles to turn when accessing the school from the Cumberland Way end on Hollow Lane.

The scheme incorporates signage and markings to inform motorists and enforce the Traffic Regulation Orders that prohibit vehicular access through the lane and manage parking. A permit only parking area is proposed opposite Ellen Tinkham School to provide extra capacity for school vehicles picking up and dropping off pupils. Ellen Tinkham School will be responsible for managing and issuing permits for this bay. Parking restrictions are proposed at the junction of Hollow Lane and Cumberland Way and around the proposed turning head.

To minimise local disruption, construction of the scheme is proposed for the school summer holiday period in 2016.

### Traffic Regulation Orders

Traffic Regulation Orders were advertised between 13 November and 4 December 2014. Responses to the advert were considered in conjunction with all comments received from the consultation exercise. The proposed Traffic Regulation Order as advertised included:

1. **Prohibition of Motor Vehicles** – Hollow lane – from a point 234 meters west of its junction with Cumberland Way in a westerly direction for a distance of 6 meters.
2. **Permit Holders Only At Any Time** – Hollow lane – the north side from a point 200 meters west of its junction with Cumberland Way in westerly direction for a distance of 24 meters.
3. **No Waiting At Any Time** – Hollow lane – both sides from its junction with Cumberland Way in a westerly direction for a distance of 50 meters.
4. **No Waiting At Any Time** – Hollow Lane - the north-east side from a point 111 metres west of its junction with Cumberland Way in a westerly direction for a distance of 20 metres.

A summary of the responses is included in Section 4 and Appendix III to this report.

It is recommended that the traffic regulations orders be approved for implementation, with the exception of Item (4). With the addition of a turning head, the scheme will require new No Waiting At Any Time restrictions to prohibit parking around the turning head. This will now be advertised under a separate Traffic Regulation Order.

### **3. Options/Alternatives**

A number of alternative options were considered during the design and consultation process:

- Making Hollow Lane one way– this would not provide a two way cycling link and would not meet the core aims of the scheme;
- Making Hollow Lane one way with a cycle contraflow – there is not sufficient width to create an suitable cycle contraflow lane a sub-standard contraflow lane would not be deemed appropriate due to a likely increase in traffic speeds;
- Not including controlled barriers at the school entrance – although this would be a cheaper option. This could result in vehicles entering the school site to circumnavigate the traffic island. Causing enforcement and safety issues.

#### **4. Consultations**

The proposal has also been developed in consultation with the local members for the area. A combined statutory consultation for the proposed traffic orders and local consultation exercise was conducted between 13 November and 4 December 2014. This included a drop in event for local residents where officers were on hand to explain the proposals in more detail and answer questions. Letters were sent to properties accessed by using Hollow Lane, information was made available online and a press release was issued. A questionnaire was available for respondents to complete and feedback comments.

As a result of the combined consultation exercise 34 responses were received. These responses showed that:

- 76% supported the establishment of a ridge line park, with 6% opposed.
- 88% supported improving Hollow Lane for walking and cycling, with 12% opposed.
- 82% supported closing Hollow Lane to through traffic except for walking and cycling, with 18% opposed.
- 58% supported introducing permit parking outside Ellen Tinkham School to provide safe facilities for picking up/dropping off school children, with 21% opposed.
- 82% supported stopping parking on Hollow Lane at the junction with Cumberland Way and at field/property accesses, with 18% having no preference.

Concerns were raised regarding how vehicles accessing Hollow Lane from Cumberland Way would be able to turn around on Hollow Lane and then exit safely back on to Cumberland Way. Following the consultation, further design work has been conducted and a turning area included within the final scheme proposal.

A more detailed summary of consultation comments and responses from DCC, are contained in Appendix III.

#### **5. Financial Considerations**

The total estimated cost of the scheme is £108,000. Financial contributions of £99,900 have been secured through S106 agreement from Land at Sandrock, Gypsy Hill Lane. Additional funds to deliver the scheme will be secured through the LTP programme in 2016/17. Alternative funding to deliver the scheme will also be considered as part of bids being prepared for the DfT Access Fund in early 2016. It is proposed that these bids will include development of the Exeter Cycle Network including the E3 Strategic Route.

## **6. Environmental Impact Considerations**

The proposals will have a positive impact by encouraging more people to walk and cycle, thereby reducing CO<sub>2</sub> and other airborne pollutants. The provision of improved walking and cycle routes to help reduce dependence on private car use is a key element of the County Council's transport policy as set out in the 'Local Transport Plan 2011 – 2026' and the Cycling and Multi-use Trail Network Strategy.

## **7. Equality Considerations**

Where relevant to the 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. Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This scheme takes into account the needs of not only people who may be seeking to use the cycle route, which may include young people travelling to/from St Luke's school from new development planned in the area but also the needs of Ellen Tinkham School, which caters for children with complex needs aged between 3 – 19 years.

Whilst removing through traffic is expected to increase the safety for vulnerable people using Hollow Lane, vehicular access has been maintained for Ellen Tinkham School to ensure convenient access for the minibuses transporting children to the school from a wide catchment area.

## **8. Legal Considerations**

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

### **(a) the desirability of securing and maintaining reasonable access to premises;**

Officer recommendation: This proposal maintains reasonable access to all properties currently served by Hollow Lane. Alternative higher quality routes are available for through traffic not accessing premises located on the lane.

### **(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;**

Officer recommendation: This proposal reduces traffic impacts on the lane improving facilities for walking, cycling and access to recreation.

**(c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);**

Officer recommendation: Not relevant to this proposal.

**(d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;**

Officer recommendation: Not relevant to this proposal.

**(e) any other matters appearing to the local authority to be relevant;**

Officer recommendation: any other relevant matters for consideration are outlined in the body of this report.

## **9. Risk Management Considerations**

No risks have been identified.

## **10. Public Health Impact**

The scheme will have a positive public health impact by encouraging increased walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013–16.

## **11. Reasons for Recommendations**

The proposed scheme and associated Traffic Regulation Orders will create a more attractive environment for walking and cycling. Support the establishment of the ridge line park. And assist Ellen Tinkham School in managing and accommodating a large number of pupils with complex needs within their site.

The proposed scheme will help to promote safer, more sustainable and more active travel options. Helping to reduce levels of private car use and the associated congestion, public health and air quality benefits.

Dave Black  
Head of Planning, Transportation and Environment

## **Electoral Divisions: Pinhoe & Mincinglake; Heavitree & Whipton Barton**

Local Government Act 1972: List of Background Papers

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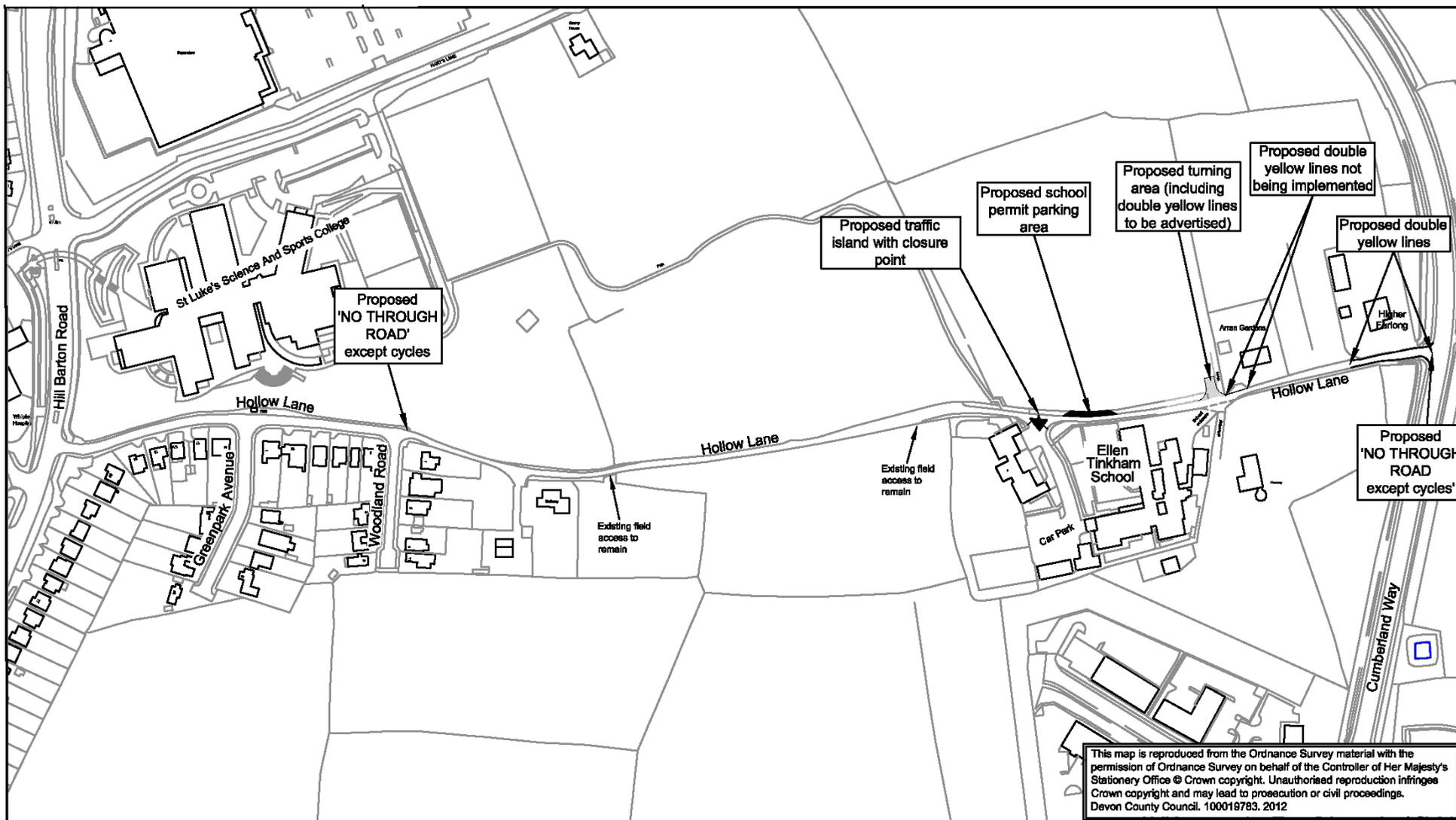
Background Paper	Date	File Reference
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None

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sc/cr hollow lane traffic management scheme

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	<b>Engineering Design Group</b>	Hatoc	date	scale
		job/title/proposal	Dec 2015	N.T.S.
		Hollow Lane, Exeter (Ellen Tinkham School)	number	C12018/10A



**5439 – Devon County Council (Hollow Lane, Exeter)  
Traffic Order Plan**

**Summary of Representation**

Comments			DCC Responses
<b>1. Please indicate your level of support or opposition to establishing a recreational park.</b>			
	No. of people	%	
Supportive	26	76	
No Preference	6	18	
Opposed	2	6	
<p>Respondents support creating a park to enhance the green area in contrast to the concrete city and create a recreational space for residential use. 2 respondents specifically mention school access including for educational purposes. They also support that the park would be a safer route for cyclists and pedestrians and that a park would create a wildlife corridor.</p> <p>2 respondents expressed that a park may increase the existing antisocial behaviour and amount of litter. 3 respondents, residents of the area, also worry that it would increase traffic and the parking needs, for example, of dog walkers.</p> <p>Park should be permeable to walkers &amp; cyclists, one respondent raised the issue of the 4m drop from the greenery to Pinn Lane and how that would affect cyclists.</p> <p>It was addressed that the development of the park must not be prioritised over having sufficient access to the school from Hollow Lane.</p>			<p>Support noted</p> <p>Comments will be passed to East Devon and Exeter Growth Point Green Infrastructure officer for consideration during design process.</p> <p>Any access between park and road will be at the same level or suitably designed. Cycle route will remain on Hollow lane.</p> <p>Noted. Access is still available to the school and maintains existing advisory rules.</p>
<b>2. Please indicate your level of support or opposition to improving the Hollow Lane route for walking and cycling.</b>			
	No. of people	%	
Supportive	30	88	
No Preference	0	0	
Opposed	4	12	
<p>Respondents support improving cycling/walking conditions on Hollow Lane as it is extremely dangerous road with people parking unsafely and driving too fast. Another safety issue is insufficient visibility.</p> <p>5 respondents ask that sufficient lighting be added for use in the late afternoons/evenings and winter months particularly, it is too dark for cyclists to see sufficiently, for example when they meet vehicles to find a safe passing place.</p> <p>One respondent opposes extra lighting being added for reasons such as there already being too much light pollution and not disturbing nocturnal wildlife.</p>			<p>Support noted.</p> <p>To be investigated at a future design stage. Any lighting will need to be sympathetic to the surrounding environment.</p>

Comments	DCC Responses		
<p>A general consensus showed that making the road cycle/pedestrian friendly would encourage the healthier modes of transport. If this is successful and there are more cyclists commuting to work, more bike racks would be required.</p> <p>One issue is that although the proposition to improve the safety of Hollow Lane has merit, some of the surrounding roads are still unsafe so their cycle routes are still not ideal.</p> <p>It was suggested that a raised pavement would be good to separate pedestrians from fast moving traffic.</p> <p>It was suggested that the proposed wooden chicane gates to the east were a better idea than putting bollards in the cycle lanes as bollards are a collision hazard.</p> <p>Another issue raised by 10 respondents was the inadequate road surface, with parents complaining that driving their cars over bumpy surfaces cause distress for their children and sometimes initiate muscle spasms. They all think resurfacing the road – at least filling in the potholes – is essential.</p> <p>Parents of children from Ellen Tinkham school expressed their need to be able to drive to the school as their children are disabled and walking/cycling are not options.</p>	<p>Noted. DCC works with a wide variety of businesses across the county to ensure a good level of provision for workplace cycling facilities is achieved.</p> <p>Hollow Lane provides a vital link along a strategic route between Cranbrook and Exeter City Centre, wider design works are ongoing.</p> <p>Not considered appropriate as traffic will still need to access Hollow Lane.</p> <p>Bollards are being provided in order to maintain access for emergency vehicles.</p> <p>Noted. To be investigated as scheme is developed. Potholes are a safety defect and should be reported via standard methods.</p> <p>This will still be allowed and the school have been involved in the design of the proposals.</p>		
<p><b>3. Please indicate your level of support or opposition to closing Hollow Lane to through traffic, except for people walking and cycling.</b></p>			
	<p>No. of people</p>	<p>%</p>	<p>Noted. Speeds will be monitored.</p> <p>This would restrict cycles and limit access for residents.</p> <p>Not considered practical and would be very expensive to implement.</p> <p>Additional parking is to be provided to try and facilitate less stopping on the highway.</p> <p>Horses are currently (and will remain so) entitled to use the highway, however this will be considered as scheme is designed.</p>
<p>Supportive</p>	<p>28</p>	<p>82</p>	
<p>No Preference</p>	<p>0</p>	<p>0</p>	
<p>Opposed</p>	<p>6</p>	<p>18</p>	
<p>Respondents support this idea and tell us that children from the school are frequently taken outside for life lessons, so this proposal will be safer for the children. 2 respondents also suggest restricting the road to a lower speed limit of 10/20mph to benefit child safety.</p> <p>A suggestion that the road be made one way out to the link road was made.</p> <p>A respondent expressed the need for residents to access the lane both ways, e.g. by use of a smart card, even if this incurred extra cost for them.</p> <p>Respondents ask that the dropping off/picking up flow fluently and that if a build-up of vehicles occurs from this then cyclists cannot get past.</p> <p>Turning the road into something of a bridleway was suggested to allow horse riders as well as cyclists and pedestrians to use the road safely.</p>			
<p>One respondent suggests similar proposals be made in other sensitive areas of the city.</p>			<p>Noted. This will be considered as opportunities arise.</p>

Comments	DCC Responses
<p>2 respondents agree that this will be an annoyance to drivers, but at the detriment of others, this is something they should accept – drivers do not need access to all areas if this compromises the safety of others.</p>	<p>Noted.</p>
<p>Respondents commented on how unsuitable the road is for modern vehicles and the level of traffic that currently use it.</p>	<p>Noted. These proposals will remove a large volume of traffic that currently uses the road.</p>
<p>5 respondents want better lighting as this will make it safer for cyclists and pedestrians and furthermore encourage people who do not currently use these modes of transport to start doing so which will greatly benefit their health.</p>	<p>Please see lighting comment above.</p>
<p>One respondent opposes extra lighting being added for reasons such as there already being too much light pollution and not disturbing nocturnal wildlife.</p>	<p>Noted. If lighting is proposed as part of further design work consultation will be conducted with ecology stakeholders.</p>
<p>One respondent worries that during the construction period of these proposed changes, it will be unsafe for cyclists and pedestrians.</p>	<p>Safety of pedestrians and cyclists will be considered when the construction takes place. Construction will take place outside of school term when traffic levels are lowest.</p>
<p>A respondent asks if a vehicle drives up the road and cannot use the smartcard access, is it safe for them to reverse back down the lane?</p>	<p>There will be advance signs warning of No Through Traffic so only those accessing the school will be aware they can get through.</p>
<p>Respondents suggest an alternative route to the school would be good idea and ask how this proposal benefits the school?</p>	<p>There is a proposed access linked to proposed development in the area (anticipated to be initiated minimum 5 to 10 years away). These proposals reduce traffic levels in the lane making access and egress from the school easier whilst making things safer for pedestrians and cyclists.</p>
<p>One resident comments that if Hollow Lane/Harts Lane is kept open, that there will be no need for the Tithebarn Lane link.</p>	<p>Tithebarn link to be built to deal with high volumes from Science Park. Therefore allowing Hollow Lane to be a quiet route.</p>
<p>Respondents suggest the lane be made one way or access only.</p>	<p>This is not considered appropriate due to the likelihood of increased vehicle speeds and requirements for ongoing enforcement of access only traffic regulation orders.</p>
<p>Residents are concerned this proposed loss of turning area at the school entrance will be an issue. Also they worry that commercial vehicles will end up reversing on to Cumberland Way which is not ideal and could be unsafe.</p>	<p>School traffic should not create this problem and possible design solutions for other vehicles needing to turn around and then exit on to Cumberland Way will be considered as design progresses.</p>
<p>One respondent raises concern with the figures presented for the volume of traffic and thinks they are misleading. They are also concerned that vehicles entering and exiting at the same point of the road will be a problem.</p>	<p>Officers were on hand to deal with any queries on data and full details of the traffic survey. This is a current behaviour and there are no recorded collisions on file.</p>

Comments	DCC Responses												
Another respondent thinks that an informal one way system will be ignored.	The school currently operates an informal one way system and to our knowledge this is being complied with. It will be the responsibility of the school to manage as it will only impact them if not complied with.												
<b>4. Please indicate your level of support or opposition to introducing permit parking outside Ellen Tinkham School to provide safe facilities for picking up/dropping off school children.</b>													
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<p>6% of respondents request a lower speed limit for the safety of the children, e.g. 10/20mph.</p> <p>One respondent thinks the lane works okay as it is and that a one way system would improve it.</p> <p>Concern that proposals will cause a problem accessing the school from the east.</p> <p>A resident of Hollow Lane suggests that provisions be implemented at the rear entrance as this area is currently being used as a drop off/pick up area and is causing obstruction in the lane.</p> <p>Concerns about the number of parking spaces were expressed:  Can there be more onsite parking for staff and parents – there is no need for road parking as the school should provide this.  There needs to be more level parking as disabled students with wheel chairs need a level floor to move from the car to the chair and vice versa.  Parents require parking as their disabled children need to be taken into the school with assistance and cannot be 'dropped off' or use different modes of transport.  One respondent suggests that staff parking should be limited to discourage driving when other transport options are available to them.</p> <p>A suggestion of permit parking 250m from the school near the Cumberland Way junction would eliminate car/bike conflict.</p>	<p>See above.</p> <p>See above. Feedback to this consultation has highlighted a number of concerns from residents and indicates that changes are required.</p> <p>Access to the eastern car park will be from Cumberland Way but shouldn't cause conflict as timings will be different to that of pupil movements.</p> <p>This is an issue for the school to resolve however it will be checked on site in the meantime.</p> <p>The school has provided as much parking on site as it practically possible and additional parking is provided on the highway.</p> <p>Not considered appropriate as the traffic regulation orders proposed will address current parking issues. Due to the narrow width of the lane on street parking is not considered appropriate in this location.</p>												
Cars do not currently pass cyclists when travelling east to the airport/science park; the proposals would change this so they do pass which is not as safe.	There will be a reduction in traffic but no change in priority so standard principles and the highway code will apply.												

Comments	DCC Responses									
<p>Having parked cars on the lane for dropping off/picking up children is hazardous as children have to walk through vehicles. It was also mentioned that for the vehicles to go back where they came from, they would have to 3-point turn in the road which is dangerous for children and also cyclists.</p> <p>It has been asked that a safe cycle lane be provided, and one suggestion that this be round the back of the designated parking for safety.</p> <p>Respondents support this but ask that safe driving is properly enforced, parking on verges, harassing cyclists and unannounced U-turns have been experienced.</p> <p>It has been asked by 10 respondents that the road be resurfaced for safety but some express that the green not be touched as too much of the area has been destroyed.</p> <p>2 respondents ask if an access road from Oberon way could be made.</p>	<p>Parking is available for the school to manage as has been requested by the school. As a result of the proposals the road will carry less traffic and there will be no need for school traffic to complete a 3-point turn due to revised layout.</p> <p>This would not be appropriate in conjunction with the revised layout and the reduction of traffic will make Hollow Lane better for cyclists.</p> <p>This would be a matter for the enforcement agencies to resolve.</p> <p>See above.</p> <p>There are proposals to develop this as part of future development.</p>									
<p><b>5. Please indicate your level of support or opposition to stopping parking on Hollow Lane at the junction with Cumberland Way and at field/property accesses.</b></p>										
	<table border="1"> <thead> <tr> <th data-bbox="491 992 655 1048">No. of people</th> <th data-bbox="655 992 798 1048">%</th> </tr> </thead> <tbody> <tr> <td data-bbox="491 1048 655 1077">Supportive</td> <td data-bbox="655 1048 798 1077">28 82</td> </tr> <tr> <td data-bbox="491 1077 655 1106">No Preference</td> <td data-bbox="655 1077 798 1106">6 18</td> </tr> <tr> <td data-bbox="491 1106 655 1128">Opposed</td> <td data-bbox="655 1106 798 1128">0 0</td> </tr> </tbody> </table>	No. of people	%	Supportive	28 82	No Preference	6 18	Opposed	0 0	
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<p>Respondents feel the current situation is dangerous and this proposal will improve upon the current congestion.</p> <p>One respondent comments that there needs to be more parking for the college students from Cumberland Way. Another comments that the bad parking is solely down to these students.</p> <p>Another respondent asks why people are parking here currently. Two respondents commented on how 'Highway code 243' clearly states that parking is prohibited at a junction currently but people still park anyway.</p> <p>It was suggested that the current situation where people park on the corner obstructs visibility and is very dangerous so double yellow lines need to be implemented here.</p>	<p>Noted.</p> <p>DCC is working with Exeter College to improve travel options &amp; reduce pressure for parking.</p> <p>Rule 243 of the highway code lists locations where vehicles should not be parked however, there is no legislation behind this which is why we require the introduction of parking restrictions which have the added benefit of visual deterrent.</p> <p>Noted.</p>									
<p>Currently people park half on half off the pavement which forces pedestrians into the road which is unsafe so one respondent suggested that bollards be added to stop this.</p> <p>The issue of parked cars currently blocking the road so that minibuses/emergency vehicles cannot get through was raised.</p>	<p>Double yellow lines will prevent parking so there will be no need for bollards.</p> <p>Noted. The proposed layout should prevent such parking from happening.</p>									

Comments	DCC Responses
<p>A resident of the area asks that Hollow Lane, Woodland Road and Greenpark Road be restricted to resident parking only.</p> <p>Another respondent asks that special consideration be given to the disabled.</p> <p>A respondent asks that a raised pavement be added to separate pedestrians from traffic.</p> <p>One respondent supports the proposal and thinks safety is more important than convenience.</p>	<p>This would not be appropriate, as the properties in this area have off-street parking. Any on-street parking in the area provides traffic calming and improve safety for all users of the road.</p> <p>The nature of the school attracts blue badge holders so this is already a priority. The school has been consulted on the proposals.</p> <p>See above.</p> <p>Noted.</p>
<b>6. What other improvements do you feel are needed along the Hollow Lane Route?</b>	
<p>Of the potential improvements included in the question, 10 respondents agreed that the road should be resurfaced and widened and 7 respondents agreed that park spaces and lighting were a good idea.</p> <p>Some disagreed with these potential improvements siting the characteristics and importance of the hedgerows and lighting would disturb nocturnal animals.</p> <p>Others expressed concern that vehicles drive too fast and the new scheme will be useless because it wouldn't take out the bulk of traffic that uses the road and that a new road should be built from Oberon Road or the current road should be widened into two lanes.</p>	<p>See above.</p> <p>Noted. Proposals will consider environmental and ecology requirements.</p> <p>The proposed layout of phase 1 will help to reduce the amount of traffic using Hollow Lane. This will lead to an improved environment during school times and a largely traffic free link outside school times. A new link from the school will be considered as part of the next development phase when this occurs.</p>
<b>Other comments included:</b>	
<p>Drainage and signs need to be improved along the road.</p> <p>The road should be made into a compulsory one-way system.</p> <p>Residents parking should be extended into Woodland Road, Green Park Avenue and Hollow Lane.</p> <p>Some form of parking should be provided for visitors to the park areas.</p>	<p>Noted. Signage will be amended in light of proposals – drainage will be considered in subsequent phases.</p> <p>See above.</p> <p>See above.</p> <p>See above.</p>
<p>The cycle/footpath should be completely segregated from the main road or a raised pavement.</p> <p>All vehicles should be banned from using the lane.</p> <p>How will the plan accommodate the new housing developments being built?</p> <p>What happens if one of the gates breaks?</p>	<p>See above.</p> <p>See above.</p> <p>Ridgeline part will secure this route as green space between the developments.</p> <p>The school will be responsible for managing this.</p>

Comments	DCC Responses
<p>Parking should be limited so as to encourage pedestrian and cycle access.</p> <p>A community orchard will be a good idea and valuable learning experience for pupils. There was an orchard and green space there before it was redeveloped by Sainsbury's and St. Luke's school.</p> <p>Better cycling routes need to be developed throughout the city.</p> <p>The consultation was thinly veiled and poorly planned leading to negative responses from local residents.</p>	<p>The constrained size of the school grounds limits parking options. It is however considered important that adequate levels of parking are provided due to particular circumstances of the school and limited scope for pupils to travel sustainably.</p> <p>Noted. Comment will be passed to East Devon and Exeter Growth Point Green Infrastructure officer for consideration.</p> <p>This is an ambition of the authority and work is in progress.</p> <p>This view is not shown by the responses received.</p>
<b>7. Additional comments.</b>	
<p>A dedicated parking and drop off area for the Ellen Tinkham School and the Technology College should be required.</p> <p>The survey of pedestrian and cycle data was not extensive enough to gauge a real representation of the traffic.</p> <p>There are no benefits to Ellen Tinkham School for this scheme, yet they are required to carry the costs associated with the new gate; manage, maintain and repair.</p> <p>One respondent offered 3 alternative proposals to improve access for cyclists and pedestrians:</p> <ol style="list-style-type: none"> <li>1 Block both ends of the middle section of Hollow Lane to totally close it off to motor vehicles.</li> <li>2 Make the middle section of Hollow Lane one way.</li> <li>3 Make the whole of Hollow Lane one way.</li> </ol>	<p>See above.</p> <p>The survey was conducted during term time on a school day during the winter months; this would show likely maximum vehicular traffic.</p> <p>The school is supportive of the scheme and has been consulted throughout the process.</p> <p>This would cause access issues for the school.</p> <p>This would impact cyclists &amp; give a mixed message to drivers. This would impact cyclists &amp; give a mixed message to drivers.</p>

Comments	DCC Responses
<p>Another respondent commented on the current serious safety risks that between school drop off and pick up times, emergency vehicles would be delayed by at least 45 minutes which could create a life/death situation. They also commented that the residents are blocked into their houses between these times: 8:45-9:45am and 3-3:45pm. Parents and taxis also use the resident's driveways as parking which greatly disrupts the residents.</p> <p>The suggestion made was to have 'no waiting any time' restrictions at the North and South ends of Hollow Lane by Arran Gardens and Hessary.</p> <p>The respondent asks if an observer would be sent to monitor these times of day.</p> <p>Another suggestion was to have all deliveries made to the West entrance via the smartcard system to track all visits to the school.</p> <p>No children should be dropped off or picked up at the Eastern gate therefore improving the flow from West to East along Hollow Lane and relieving congestion.</p>	<p>Proposal provides additional parking for the school. Inconsiderate parking across residential access points is already prohibited and enforcement by appropriate parties would need to be enacted.</p> <p>This would not be in keeping with desire for informal one way.</p> <p>This would be an issue for the school to resolve.</p>
<b>Other responses;</b>	
<p>The part of the road which will prohibit motor vehicles and be restricted to cyclists and pedestrians is a section 6 meters in length only.</p> <p>The proposed work merely prevents through traffic which has no business with Ellen Tinkham School.</p> <p>No other part of Hollow Lane will benefit from this project because it will remain as it is now.</p> <p>The new gates, which are proposed, will not replace the current gates. Their only purpose is to support the island to prevent through traffic, because without them the island would not be effective.</p> <p>The survey data is taken from 12 hours in one day in winter. Therefore the numbers of cyclists and pedestrians is not truly representative and not supportive of the need for cyclist and pedestrian improvements.</p> <p>Traffic entering from the west end of Hollow Lane to access the school will, in fact, be through traffic because of the proposed informal one way system. School transport will be DCC buses, taxis and private cars driven by parents.</p> <p>Traffic entering from the west will not need to use the Permit Parking drop off/pick up point. That traffic will enter the school grounds. Therefore the drop off point is irrelevant.</p>	<p>The section that is physically prohibitive to motor vehicles is suitably placed so that the actual effect is experienced along the wider length of Hollow Lane itself.</p> <p>This is a key aim of the scheme as set out in consultation material.</p> <p>See above.</p> <p>Noted.</p> <p>The demand for better cyclist and pedestrian facilities was already known due to the link comprising one element of a strategic walking and cycling route. The survey was primarily concerned with understanding the levels of vehicles using Hollow Lane.</p> <p>Noted. School traffic needs to access the site.</p> <p>The school will have the ability to allow vehicles through the gates as directed so they can make use of the drop off point.</p>

Comments	DCC Responses
<p>No school transport traffic will enter the east end because of the informal one way system.</p> <p><i>"Improve the walking and cycling environment along Hollow Lane."</i> This does not include slowing through/access traffic to 20mph.</p> <p>Alternative suggestions;</p> <ol style="list-style-type: none"> <li>1. Proposal to close a section 250m in length to the west of Ellen Tinkham Sch (western entrance) and redirect all school traffic to the eastern entrance of Hollow Lane.</li> <li>2. Proposal to make the section of Hollow Lane west of Ellen Tinkham School up to the next property (Bethany) one way.</li> <li>3. Make Hollow Lane one way. However, this only tentatively meets the last two ideals and in practise would not be workable.</li> </ol> <p>The cost of the proposed scheme does not provide best return on investment and may incur significant maintenance costs.</p> <p>As things stand, if an emergency vehicle was to require access along Hollow Lane during the AM or PM peak it would take in the region of ¼ hour to reach the school or residents. The proposed scheme does help with this situation but it still leaves a lot to be desired at the eastern entrance of the school.</p> <p>No Waiting at Any Time restrictions are required at the eastern entrance of Hollow Lane specifically outside Arran Gardens and Hessary, this is to prevent parents/taxi drivers parking in the entrances of these properties.</p> <p>Vehicles currently have to perform dangerous manoeuvres of reversing out onto Cumberland Way in order to allow exiting vehicles to leave Hollow Lane.</p> <p>Can an observer please be visit the site during both the AM and PM peak times.</p> <p>Delivery vehicles currently have to use residential drives to manoeuver in order to make deliveries/collections the eastern entrance of the school.</p> <p>The school does not have the staffing capacity to monitor the traffic situation.</p>	<p>Some school traffic does enter Hollow Lane from the east end due to needing to access the rear entrance of the school.</p> <p>Noted.</p> <p>This option is not feasible due to school traffic accessing and leaving the school at the start and end of the school day, which is the reason for the informal one way system currently in operation.</p> <p>Making part of Hollow Lane one way would likely increase vehicle speeds and therefore not improve safety for cyclists and pedestrians.</p> <p>Noted.</p> <p>The proposals presented as part of the consultation are considered the best value options at present.</p> <p>Emergency services have been consulted on the proposed scheme and have not raised any concerns.</p> <p>See above.</p> <p>A turning area facility is being considered as part of further design work to allow vehicles to exit Hollow Lane on to Cumberland Way.</p> <p>Further site visits have been conducted for both AM and PM peak times.</p> <p>See above.</p> <p>The school have been included in discussions to date and are supportive of the scheme.</p>
<p>It should be made mandatory that no children are dropped off or collected from the eastern gate entrance.</p>	<p>This would be a decision for the school to manage.</p>