

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

22 July 2020

Present:-

Devon County Council:-

Councillors Y Atkinson (Chair), H Ackland, M Asvachin, S Aves, R Hannaford, A Leadbetter, P Prowse, G Sheldon and C Whitton

Exeter City Council

Councillor David Harvey, Exeter City Council

Attending in Accordance with Standing Order 25

Councillor P Holland (Exeter City Council)

Apologies:-

Councillors O Foggin, R Newby and T Wardle

* **139** **Election of Chair and Vice Chair**

RESOLVED that Councillor Y Atkinson be elected Chair and Councillor C Whitton be elected Vice Chair for the ensuing year.

* **140** **Minutes**

RESOLVED that the Minutes of the Meeting held on 27 January 2020 be signed as a correct record.

* **141** **Matter of Urgency: Salmon Pool Lane, Exeter**

(An item taken under Section 100B (4) of the Local Government Act 1972)

The Chair had decided that the Committee should consider this as a matter of urgency, at the request of Councillors Leadbetter and Whitton on a proposal for a temporary relaxation of the parking restrictions in Salmon Pool Lane, Exeter to allow improved access for recreational users.

The matter would be further discussed by Officers with the Chair, Local Member and Councillor Whitton in order that a proposal may be developed.

* **142** **Bus Services in Exeter**

(Councillor P Holland attended in accordance with Standing Order 25 and spoke to this item in regard to bus route changes)

Mr M Watson, Managing Director, Stagecoach South West, attended the virtual meeting and spoke at the invitation of the Committee on developments affecting bus services and the network in and around Exeter.

Mr Watson referred to:

- the impact of COVID-19 lockdown on service levels in the City: service levels were now at 80% (100% for Sidmouth, Cranbrook and Tiverton routes) whilst patronage had decreased to 30-35 % and with revenue reduced to approximately 40% and at worst it had been down to just 10%;
- support had been provided by Government and the County Council which had covered costs and discretionary journeys were now increasing and business was improving and now approaching 50% of normal levels; and
- consultation carried out pre COVID-19 was now completed and service changes had been made (based on the patronage data) to: (a) the D and H services (with a direct route to the Hospital but loss of a direct route to Heavitree for some passengers who would now have the option to walk approximately 300 m to the next service); and (b) the E and F routes from Exwick to reduce bus congestion in the High Street.

Mr Watson answered Members' questions relating to:

- the impact of the changes (particularly for residents with mobility issues) to the D service in regard to residents in Broadfields and access to Heavitree; to the R service with a stop at the Old BHS and longer walk to the High Street for Heavitree and St Loyes services and for Exwick Farm Hill residents where car ownership was low and people relied on bus services;
- the need for an impact assessment and Mr Watson agreed to monitor the changes noting that service levels would increase (from the current 80% levels), the regularity of the P, A and E services; and Mr Watson also agreed to review the E service in regard to a proposal to extend it to Sidwell Street;
- anti-social behaviour in South Street (near the Priory) at night times and impact on Drivers;
- Stagecoach policy in adopting a measured approach whereby bus drivers would advise and encourage passengers when necessary to wear face masks as required by current Government COVID-19 rules relating to public transport and being mindful that some passengers were excepted from wearing the face masks for medical reasons; and
- Bus drivers were not required to wear face masks with the other safety mitigations in place for them.

The Chair thanked Mr Watson for his attendance and answers to Members' questions.

* 143

Matter of Urgency: Emergency Cycle and Pedestrian Measures

(An item taken under Section 100B (4) of the Local Government Act 1972)

The Chair had decided that the Committee should consider this as a matter of urgency to apprise members of an overview of the emergency (pop-up) cycle and pedestrian measures that had been introduced in Exeter in the last month.

The Head of Planning, Transportation and Environment gave a presentation (attached to these Minutes) on emergency measures for cycling and pedestrian provisions that had been adopted to mitigate COVID-19 impacts. The presentation covered the measures that had been installed, an overview of the impact on the various modes of transport, the public response, process for future consultation and the next steps.

Members generally commended the initiatives taken and noted the level of good public support. There were some concerns about the impact on neighbouring roads, although it was noted that vehicle traffic levels were increasing as lockdown was being lifted, and therefore the impact on neighbouring roads could not be totally attributable to the emergency measures.

The Head of Service responded to members' questions relating to the measures in Chard Road, any future proposals for cycle lane provision in Heavitree Cemetery (which were not part of these proposals), funding, the need for future figures and data, and Exeter City Council proposed measures in Topsham which had been discussed but were not part of these proposals; and the proposed consultation period.

The consultation would be carried out whilst the measures remained in place.

It was **MOVED** by Councillor Y Atkinson, **SECONDED** by Councillor S Aves and

RESOLVED

(a) that the current installed pop-up measures remain in place until at least 13th October 2020;

(b) that the current changes be consulted on and any decision on their permanency be brought to Committee; and

(c) that any decision to approve any new Pop Up schemes and further changes to existing schemes be delegated to the Head of Planning, Transportation and Environment in consultation with the Chair and the local County Councillor.

* **144** **Proposed Cycle and Pedestrian Improvements; Burnthouse Lane, Wonford**

(Councillor Asvachin declared a personal interest by virtue of being a resident in a neighbouring road affected by these proposals)

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/12) on proposed cycle and pedestrian improvements in Burnthouse Lane, Wonford to improve connections into the strategic cycle routes including the proposed E9 strategic cycle (a map illustrating the E9 strategic route can be found in Appendix I to the Report).

These changes supported the objectives for 50% of trips to be made by active travel in the emerging Exeter Transport Strategy and the aims of the Sport England Local Delivery Pilot to increase physical activity in the Wonford area of the city.

It was **MOVED** by Councillor Y Atkinson, **SECONDED** by Councillor G Sheldon, and

RESOLVED

(a) that a Traffic Regulation Order for the installation of a road hump and removal of a two parking spaces on Burnthouse Lane be advertised and, if no objections received, be made and sealed;

(b) that the proposed improvements shown plan J19020_010 included in Appendix II of the Report, be approved for construction at an estimated cost of £110,000; and

(c) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair and the Local County Council Member, to make minor amendments to the scheme details.

* **145** **Russell Way Parallel (Pedestrian and Cycle) Crossing**

(Councillor P Holland attended in accordance with Standing Order 25 and spoke to this item in support of the proposals)

The Committee considered the Report of the Report of the Head of Planning, Transportation and Environment (PTE/20/13) a proposed new parallel crossing for pedestrians and cyclists to cross Russell Way. The crossing provided the next section of the E9 route and would improve the attractiveness and safety of a strategic cycle route into the major employment area of Sowton, which had a large number of employees.

The E9 strategic Cycle Route that connected the Newcourt/Pynes Hill area to the RD&E Hospital and the City Centre was part of Exeter's strategic cycle network.

It was **MOVED** by Councillor Y Atkinson, **SECONDED** by Councillor M Asvachin and

RESOLVED

(a) that, subject to the outcome of the consultation the proposed improvements shown on the Russell Way Parallel Crossing General Arrangement Plan included in Appendix I, be approved for construction at an estimated cost of £95,000; and

(b) that following the consultation the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair and the local County Council Member, to make minor amendments to the scheme details, subject to the outcome of consultation.

* **146** **Countess Wear Roundabout, New Pedestrian and Cycle Crossing on Rydon Lane Approach**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/14) on a proposal is for a new Toucan crossing on the Rydon Lane approach to Countess Wear roundabout between the Shell garage and the footway on the eastern (Exeter Golf and Country Club) side of Rydon Lane.

It was **MOVED** by Councillor A Leadbetter, **SECONDED** by Councillor Y Atkinson, and

RESOLVED

(a) the proposed improvements shown in plan B23006DW/D/003 included in Appendix I (Option 3 detailed in the Report), be approved for construction at an estimated cost of £195,000; and

(b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair and the local County Council Member, to make minor amendments to the scheme details.

* **147** **E3 Strategic Cycle Route: Polsloe Road Parallel (Pedestrian and Cycle) crossing**

(Councillor S Aves declared a personal interest by virtue of being a resident in a road in the vicinity affected by the proposal).

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/15) on a proposed parallel crossing for the E3 Cycle Route on Polsloe Road near Gladstone Road and improvements along Polsloe Road to provide a cycle facility from Regents Park to the new crossing. Widening was also proposed on the north eastern end of Gladstone Road to provide a safe transition into Gladstone Road.

To provide the new facilities, sections of on-street parking along the northern side of Polsloe Road would need to be removed. The exact parking changes will need to be refined through the Traffic Regulation Order (TRO) process, but options to offset this were also proposed.

The scheme was anticipated to form part of the package of permanent measures in the Tranche 2 funding of the Emergency Active Transport Funding and support active travel targets in the emerging Exeter Transport Strategy and supporting climate emergency declaration interventions.

It was **MOVED** by Councillor G Sheldon, **SECONDED** by Councillor Y Atkinson and

RESOLVED

(a) that a traffic regulation order for the removal of parking on Polsloe Road be advertised and, if no objections received, be made and sealed; and

(b) that the proposed improvements shown indicatively in Appendix I, is approved for construction at an estimated cost of £250,000, subject to the outcome of the traffic order consultation;

(c) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair and the local County Councillor, to make minor amendments to the scheme details.

* **148** **Request for Traffic Calming Measures, eg Raised Platform, at Pedestrian Crossing , on approach into Topsham, by Denver Road.**

(An item raised by Councillor A Leadbetter in accordance with Standing Order 23(2)).

Councillor Leadbetter reported on local residents' safety concerns at this location. Officers would discuss options with Councillor Leadbetter and other local Topsham issues.

* **149** **Special Meeting**

The Officers reported that the Traffic Regulation Orders related to the Bus Station and Leisure Centre development were currently subject to statutory consultations and if significant objections were received a special meeting of this Committee would be required.

It was **MOVED** by Councillor Y Atkinson, **SECONDED** by Councillor S Aves and

RESOLVED that the Chair, Councillors C Whitton and S Aves consider the objections received in consultation with Officers, and if required a special meeting of this Committee be held on Friday, 11 September at 10 am (virtual meeting) to consider the Traffic Regulation Proposals related to the Bus Station and Leisure Centre Development.

* **150** **Actions Taken Under Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/20/29) on action taken by her in consultation with the Chair and Local Members.

* **151** **Date of Next meetings**

13 October 2020 and 18 January and 15 March 2021 (Virtual Meetings or at 2.15 pm at County Hall, Exeter).

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 1.00 pm

Agenda Item 4.)

Overview of Emergency Active Travel Measures in Exeter

Background and Approach

Secretary of State, 9th May, “**Requiring councils to cater for significantly more pedestrians and cyclists**”

During the pandemic and lockdown

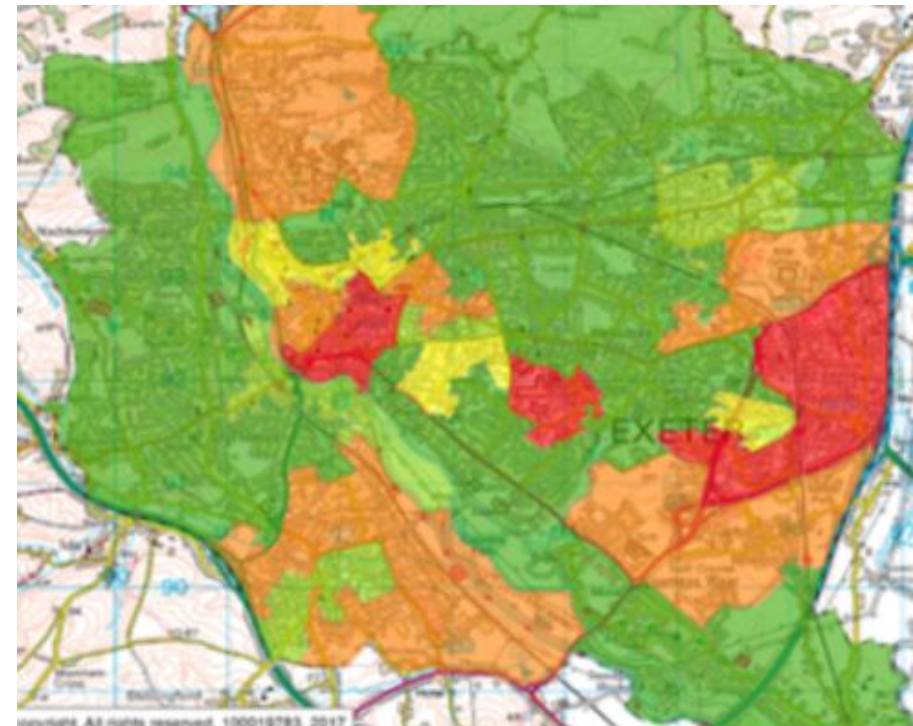
- 1.) Cycle flows increased by >50% during lockdown
- 2.) Reduced Traffic levels
- 3.) Reduced Public Transport capacity (Exeter 2nd highest PT use in UK cities <200,000 people in UK), so providing extra transport capacity

Funding

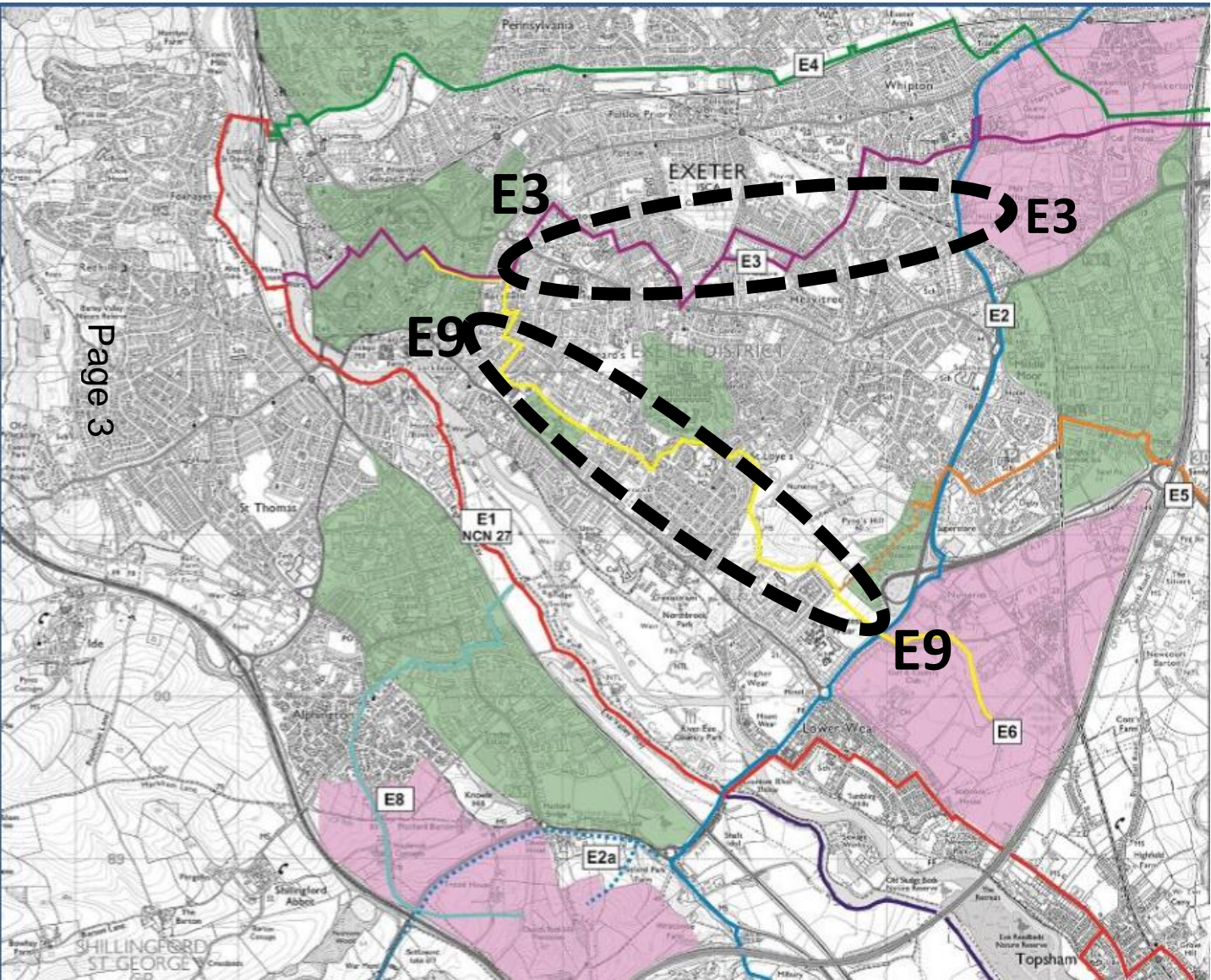
- Tranche 1 money (£338K) received 25th June.
- Indicatively £150K for Exeter
- 8 weeks to implement

Approach:

- Connect up Key employment areas
- East West employment axis



Pop Up Proposals- Strategic Cycle Map



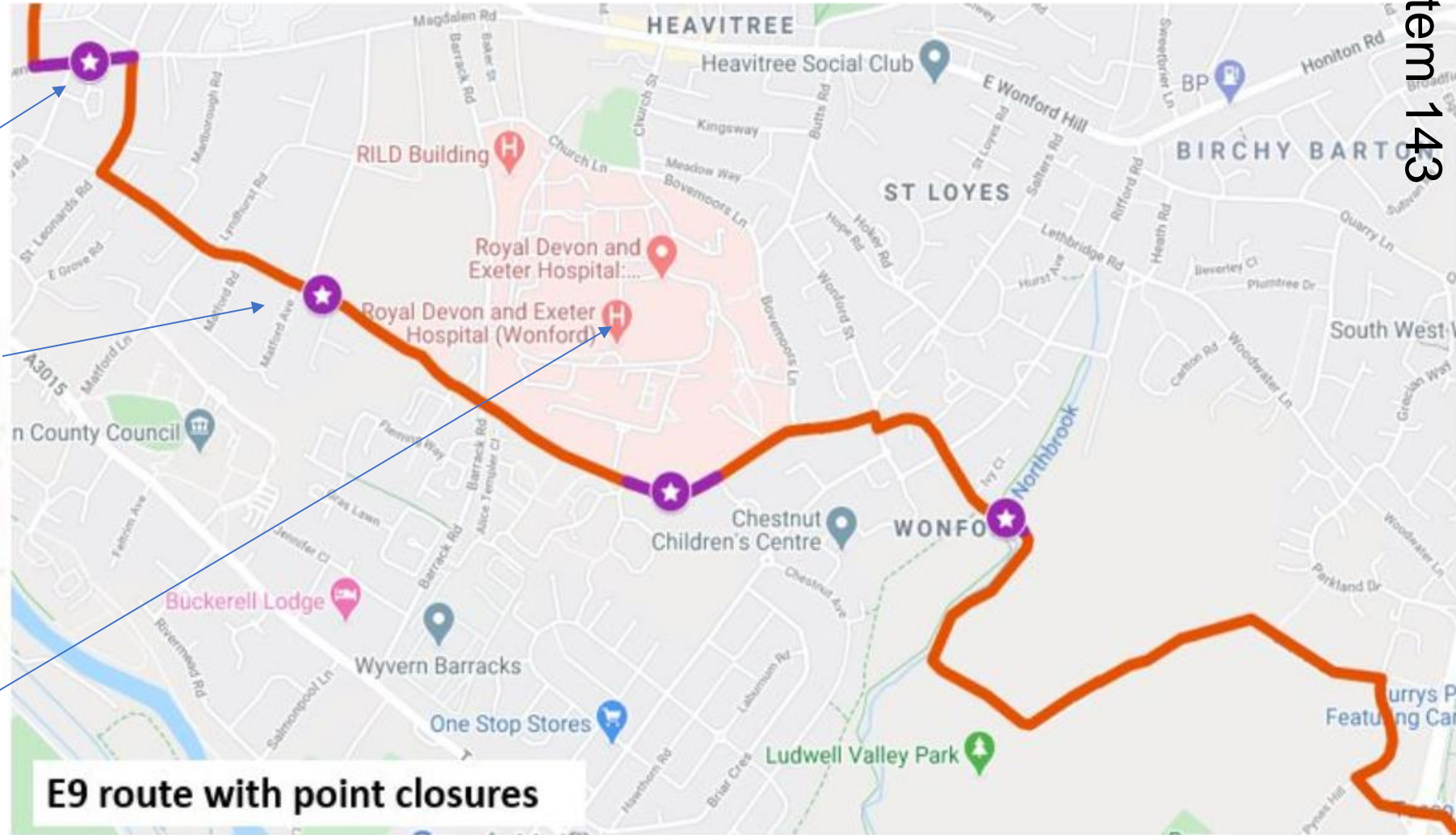
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Mirrors E3 and E9 Strategic Cycle Routes
(Walking and Cycling Multi Use Strategy)

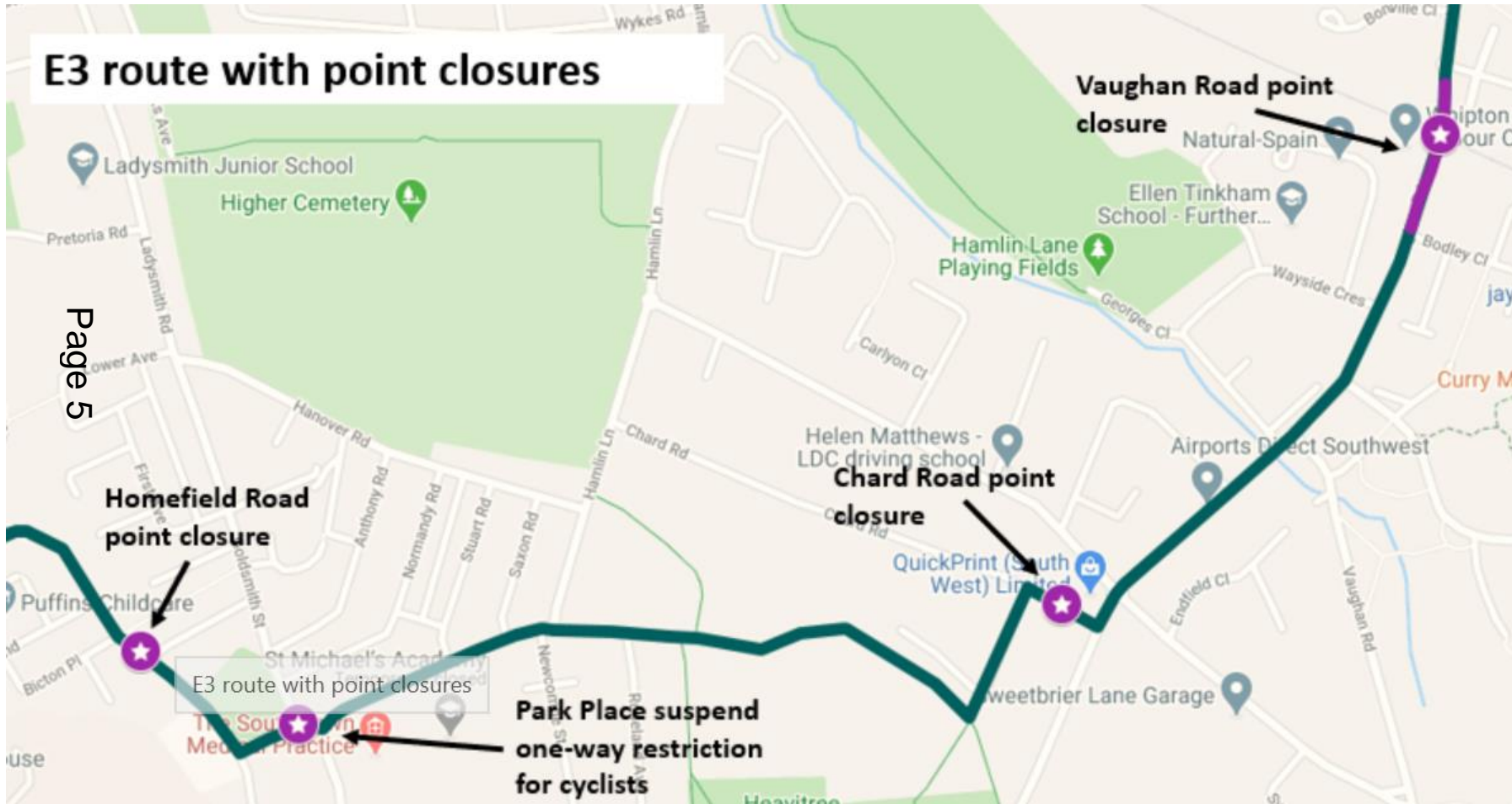
- **Use Point Closures to create Quiet Corridors.**
- **The closures**
 - **Avoid main A and B roads**
 - **Avoid public transport routes (where possible)**

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Measures So Far - E9 & Magdalen Rd



Measures So Far - E3



Vaughan Road

Only vehicle crossing of railway between Hamlin Lane and Hill Barton

Traffic diverted onto other routes

Part of route to East of Exeter growth point (via Hill Barton Crossing, Hollow Lane, Redhayes Bridge)

Reduce traffic past Wipton School

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Public Response

Lots of Correspondence, more positive than Negative (and more positive than expected)

Total Written Comments	173
Positive	57%
Negative	43%



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Typically, negative after installation, but over time increasingly positive

- **E9** very positive Response, especially Ludwell Lane and Wonford Road
- **Magdalen Road** – Public in support. Mixed from Traders, 70:30 support before. Still some objectors.
- **E3** - very positive at City Centre end (despite initial issue with lane behind Homefield Road)
 - More mixed at eastern end – **especially Vaughan Road**

Progress So Far

Project	Action
Pop up cycle Parking	City Centre, RD&E, Topsham, Whipton, Heavitree & ST Thomas 13x toast racks, each providing 5 stands/10 spaces
E9 cycle route	Point Closures at Wonford Road, Dryden Road and Ludwell Lane
E9/Magdalen Rd	Footway widening, One way westbound and contraflow cycle lane
E3 cycle Route Part 1	Point Closures at Homefield Road, Chard Road and Vaughan Road. Allow contraflow cyclists in Park Place
E3 cycle Route Part 2	<i>Ladysmith Road/ Hamlin Lane, No entry northbound/southbound</i>
	Polsloe Road Temporary crossing and upgraded cycle route
City Centre – Fore St	Potential footway widening and One way. Push Back from traders- likely to be modest changes
City Centre cycle lanes	South St– contraflow cycle lane. Plan to be circulated to traders
	North St– contraflow cycle lane (too complex for temporary scheme)
Cowick St	footway widening/inbound bus stop
Ebikes	Expansion of Docks at County Hall and Cranbrook
	Dockless sites. In progress (Digby/ Topsham and City Centre)

-  Installed
-  Halted/**abandon?**
-  In Progress
-  tbc

Lessons Learnt

- Some pushback!
- Traders typically less receptive to changes
- Traffic Management not very attractive
- Maintenance costs higher than expected

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Proposed Next Steps

- 1.) Liaise with traders on Fore St, South St**
- 2.) Discussion with Local Members on Cowick Street**
- 3.) Emerging Proposals for Balls Farm Road**
- 4.) A decision from HaTOC on E3/E9 and Magdalen Road**
 - Allow a settling in period for current measures, No further changes
 - Consult on E3 Heavitree proposals in Autumn, after schools term starts
 - Any changes and amendments following that consultation
- 5.) Develop Tranche 2 permanent Proposals**

Recommendations

Recommendation: It is recommended that:

- (a) Current installed pop-up measures remain in place until at least 13th October 2020.**
- (b) The current changes are consulted on, with any decision on their permanency to be brought in front of a future HaTOC.**
- (c) Decisions to approve any new Pop up schemes and further changes to existing schemes to be delegated the Head of Planning, Transportation and Environment, in consultation with the Chair of HATOC and the local member.**

Pass

