

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

13 October 2020

Present:-

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

Exeter City Council

Councillors O Foggin, D Harvey and T Wardle

Apologies:-

Councillor R Newby (Exeter City Council)

Member attending in accordance with Standing Orders 25

Councillor P Holland (Exeter City Council)

* **154** **Standards Committee**

The Chair welcomed Mr I Hipkin who was attending the meeting in his capacity as a Co-opted Member of the Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework.

* **155** **Minutes**

RESOLVED that the Minutes of the Meeting held on 27 July 2020 and the special meeting on 11 September 2020 be signed as correct records.

* **156** **Matter of Urgency: Temporary Closure of Church Hill Road, Pinhoe**

(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 Councillor H Ackland, to apprise the Committee of the current position with impending temporary closure of Church Hill, Pinhoe, Exeter.

With the imminent road closure of Church Hill and given the difficulties of the previous road closures, the local Member asked whether residents' concerns been considered.

The Neighbourhood Highway Group Manager reported on the current. The formal road closure application and consultation process would be followed.

* **157** **Bus Services in Exeter**

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 in discussions with Members referred to:

- the impact of COVID-19 lockdown on service levels in the City: patronage was now up to 60% of the level pre C-19 with additional buses for school pupils; and overall patronage and growth was stifled by social distancing constraints. Face mask requirements were largely being adhered to but some passengers were exempted as a result of 'hidden' disabilities; there was government revenue support up to January 2021 even with the new 'Medium' risk designation and revenue support beyond then remained uncertain; and
- planned improved frequency from 15 minutes to 10 minutes from 1 November 2020 for the Exwick E1 and E2 services; and rather than terminating at Fore Street, these now would serve the High Street and Sidwell Street as a result of a petition and passenger demands. Route 1 would also be increased in frequency.

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

* **158** **Emergency Active Travel Measures- Overview**

The Chair was presented virtually, by Ms A Hamm, with a petition organised by local residents calling for the removal of the recent alterations put in place around Exeter (in response to the COVID-19 emergency and Government advice to promote more pedestrian and cycle use). Miss Hamm highlighted the impact on people with mobility difficulties and unintended consequences in Magdalen Road for example.

The Petition contained approximately 1500 signatures.

The Head of Service would be asked to respond direct to the petitioners on the issues raised, within 15 days.

The Committee received a presentation (attached to these minutes) from the Head of Planning, Transportation and Environment on the emergency active travel measures in Exeter.

Following the outbreak of the COVID-19 pandemic, local authorities had been required by Government to provide additional pedestrian and cycling facilities

The presentation covered:

- closures undertaken along identified strategic cycle corridors
- capacity on main radial / strategic A and B routes were not affected by the measures, maintaining good connectivity to the City;
- cycle speeds in Ludwell Valley and the need for appropriate signage; and
- the proposed next steps and alignment with the County Council Strategy and summary.

Member discussion points with the Officer included:

- main radial / strategic routes were not affected by the measures to ensure good connectivity to the City;
- cycle speeds in Ludwell Valley and the need for appropriate signage and flood issues; and
- support for the E3 cycle route connecting to the E4 route and new cycle Bridge over Summer Lane.

More detailed consideration of the measures would be given in the following items (Minutes *159, *160 and *161 refers).

* 159

E3 Strategic Cycle Route: Emergency Active Travel Measures

(Councillors Y Atkinson, H Ackland, M Asvachin, S Aves, R Hannaford, G Sheldon, C Whitton, O Foggin, D Harvey and T Wardle all declared a Personal Interest in this item by virtue of being members of the Whipton and Pinhoe Labour Club which was located in a road affected by these proposals).

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/27) on the E3 strategic cycle route from the Redhayes Bridge heading west through Whipton, Heavitree and towards the City Centre which was part of Exeter's strategic cycle network.

Several 'pop-up' (temporary) changes had been implemented along the E3 route, providing a safer corridor for cycling and to attempt to 'lock in' increases in active travel observed during the period of lockdown. These included point closures on Homefield Road, Chard Road and Vaughan Road and the relaxation of one-way restrictions for cyclists on Park Place, Heavitree.

Members' discussion points with the Officer included:

- general support by local Members of the proposals;
- possible impacts of people with mobility problems and mitigations in place;
- the high level of consultation responses to date;
- improved safety for cyclists and pedestrians; and

- impact of the closure of Vaughan Road on staff from Ellen Tinkham School and others.

It was **MOVED** by Councillor G Sheldon, and **SECONDED** by Councillor D Harvey and

RESOLVED

(a) that in relation to Homefield Road and Park Place:

- (i) a Traffic Regulation Order for prohibition of motor vehicles on Homefield Road and the adjacent service road, be advertised, and, if no significant objections received, be made and sealed;
- (ii) a Traffic Regulation Order for contraflow cycling on Park Place, Heavitree be advertised, and, if no objections received, be made and sealed;
- (iii) the proposed changes to Homefield Road and Park Place, indicatively shown in Appendix I and Appendix II, be approved for construction at a combined estimated cost of £45,000, subject to the outcome of the traffic order consultation; and
- (iv) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Committee Chair and the local County Councillor, to make minor amendments to the scheme details;

(b) that for Chard Road, Vaughan Road and the Heavitree/Whipton Area:

- (i) the current point closure on Vaughan Road in vicinity of the railway bridge be removed, and
- (ii) further consultation be carried out with the local community to determine next steps for Chard Road, and
- (iii) up to £50,000 be allocated from Tranche 2 of the Emergency Active Travel Fund to support further consultation with the local community to determine alternative solutions to support strategic walking and cycling aspirations for Whipton and Heavitree Areas and to trial access changes and monitoring of measures; and
- (iv) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Committee Chair and the local County Councillor, to approve measures for implementation.

* 160

E9 Strategic Cycle Route: Emergency Active Travel Measures

(Councillor P Holland attended in accordance with Standing Order 25 and spoke to this item and referred to his concerns about the proposals relating to Ludwell Lane and the impact on the residents and access by emergency and delivery vehicles)

(Mr N Fitzhugh, Mr I Irvin, Ms A Oxlade, Ms C McAnespie, Mr J Roberts and Mr D Taylor attended under the Council's Public Participation and spoke to this item. The first speaker referred to a survey undertaken by the neighbourhood association. This showed views on the current arrangements were mixed, but that there was support to consider long term changes to traffic flow and pedestrian environment on Magdalen Road. Speakers two, three and four referred to their concerns about the Magdalen Road measures and the impact on local businesses, concerns expressed by traders detailed in a petition, the past consultation, safety implications, access by emergency and delivery vehicles, and the need for a review. The fifth speaker referred to his concerns relating to the Ludwell Lane proposals and impact on residents. The sixth speaker referred to his support of the measures in Magdalen Road and the need to encourage active travel and some concerns about aspects of the petition).

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/28) on a 'pop-up' quiet corridor suitable for cycling recently created along the E9 route through the closure of Wonford Road, Dryden Road and Ludwell Lane and a change to make Magdalen Road one-way with a contraflow cycle lane.

An overview of the E9 strategic route and the location of the 4 'pop up' changes was detailed in the Report. An extension of the route to Sowton was also shown.

The 4km quiet route proposed route connected over 50,000 jobs at City Centre, County Hall, Hospital, Pynes Hill and Sowton.

Members' discussion points with the Officer included:

- the impact of the proposals on Magdalen Road traders and mitigation in place; and
- the proposals for Ludwell Lane and access issues for residents; and alternative cycle routes which had been investigated.

It was **MOVED** by Councillor C Whitton and **SECONDED** by Councillor Y Atkinson and

RESOLVED

(a) that on Magdalen Road:

(i) the current temporary traffic arrangements on Magdalen Road remain in place until review at a future HATOC meeting;

(ii) proposals to mitigate the impact on Denmark Road and neighbouring streets be identified urgently in consultation with the local County Councillor; and

(iii) consultation with local residents and stakeholders on options for Magdalen Road be undertaken in Autumn/Winter 2020/21;

(b) that on Wonford Road:

(i) a Traffic Regulation Order be progressed to prohibit vehicles on Wonford Road, as shown indicatively in Appendix I, progressed under delegated powers in consultation local member and the Committee Chair; and

(ii) a decision on the implementation of an Order and construction of a permanent scheme be presented at a future meeting of this Committee;

(c) that on Dryden Road:

(i) the current temporary traffic arrangements remain in place until review at a future meeting of this Committee; and

(ii) consultation with local residents and stakeholders on options for Dryden Road be undertaken in Autumn/Winter 2020/21.

(d) that on Ludwell Lane:

(i) a Traffic Regulation Order to prohibit vehicles on Ludwell Lane, as shown indicatively in Appendix II, be advertised and, if no objections are received, be made and sealed;

(ii) the proposed improvements shown indicatively in Appendix II be approved for construction at an estimated cost of £105,000, subject to the outcome of the Traffic Order consultation;

(iii) Officers investigate the feasibility of the installation of a barrier/gates to allow access to Ludwell Lane (at the Pynes Hill end) for its residents, emergency and other vehicles; and

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

(N.B In accordance with Standing Order 32(4) Councillor A Leadbetter and O Foggin requested that their abstention from the vote taken in regard to Magdalen Road (a) above be recorded)

* **161** **Proposed Bi-Directional Cycle Facility: Sweetbrier Lane (E12)**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/29) on the E12 Cycle Route (green) connecting to E9 (red), E3 (blue) and the NCN along the river (as detailed on the plans incorporated in the Report) and a proposed new two-way (bidirectional) cycle facility, along the western side of Sweetbrier Lane from Sycamore Close to north of the junction of Vaughan Road and Sweetbrier Lane (as shown in the Consultation Plan in Appendix I of the Report). The Head of Service reported on further representations received since publication of the Report.

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

RESOLVED

(a) that subject to consultation feedback, a proposed bi-directional cycle facility on Sweetbrier Lane, shown indicatively in Appendix I, is approved for construction at an estimated cost of £250,000; and

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

* **162** **Residents Parking Working Group: Recommendations**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/33) on a Residents Parking Policy Working Group examining Exeter's residents' parking strategy, policy, design and these were working for residents, businesses and commuters. The aim was to improve the system for residents, businesses and commuters whilst continuing to support the County Council's work to reduce traffic congestion, improve air quality and reduce the impact on climate change.

The Report set out the recommendations from the Working Group (as set out in Appendix II of the Report).

In addition to recommendations Officers would also undertake a review and update of online information here:

<https://www.devon.gov.uk/roadsandtransport/factsheet/residents-parking-permits/>

Additionally, in response to continued concerns relating to information provided to students attending the University of Exeter additional information was published here:

<https://www.devon.gov.uk/roadsandtransport/factsheet/residents-parking-permits/who-can-have-a-permit/>

The proposals aimed to ensure that permits were provided in a way that was proportionate and provided a best balance for the needs of the community.

As part of the review the Working Group also considered whether the current charges for permits were appropriate and concluded that several changes were required. One key recommendation was that a differential charge should be adopted to discourage multiple car ownership and encourage uptake of EV and lower emission vehicles (these recommendations were also detailed in Appendix II).

It was **MOVED** by Councillor Y Atkinson, **SECONDED** by Councillor C Whitton and

RESOLVED

(a) that the recommendations of the Working Group as detailed in the Appendix II of the Report be commended to the Cabinet to be considered as County Policy; and

(b) that the Working Group be asked to review the setting of pay and display charges in Exeter.

* 163 **Drainage Policy and Budget Provision in Exeter**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/32) on drainage policy, budget provision. The Report also requested that Members identify any flooding issues.

A Report had been taken to the Cabinet meeting of 13 May 2020 setting out the revenue funding by maintenance function for highway reactive repairs, routine and cyclic maintenance for 2020/21.

Details of the budget allocations were listed in Section 6. of the Report.

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

RESOLVED that the position regarding the drainage policy, budget provision, and drainage be noted.

* 164 **Dates of Meetings**

18 January 2021, 15 March 2021 (all Virtual meetings to start at 10.30 am)

Dates of future meetings available at:

<https://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

DENOTES DELEGATED MATTER WITH POWER TO ACT

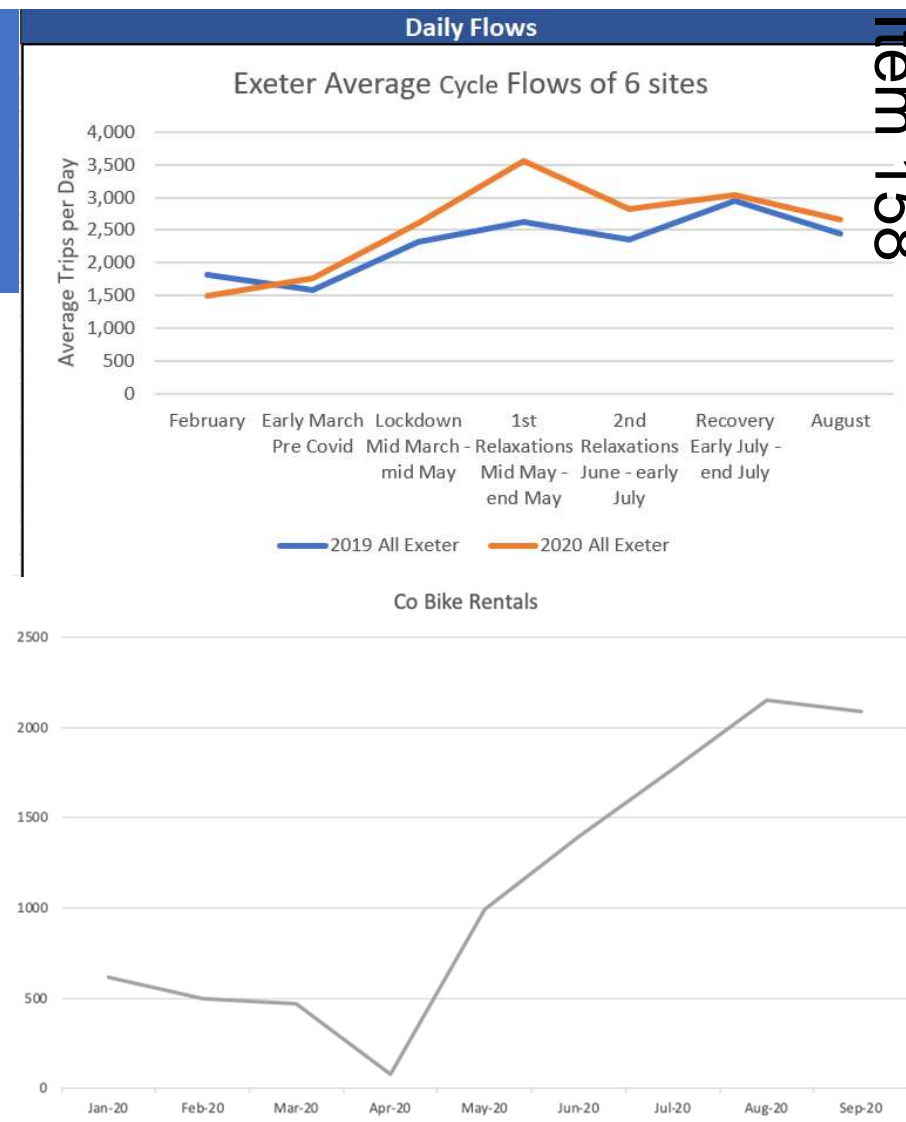
The Meeting started at 10.30 am and finished at 1.50 pm

Agenda Item 5.)

Emergency Active Travel Measures - Overview

Travel Data - Citywide

- Public Transport at 40-60% pre lockdown
- Vehicle Traffic at 95% of Pre lockdown
- Cycle Use up- Currently **up 10%**
 - But commuting down (work from home)
- Bike Share- significant growth
 - > **400%** up from early Spring 2020
- Pop up cycle routes, 0-70% increase in cycling
 - But DfT cautions against use of counts *conducted with the current social distancing restrictions.*



Background

During the pandemic and lockdown

- 1.) Reduced Public Transport capacity due to social distancing,
- 2.) Cycle flows have increased

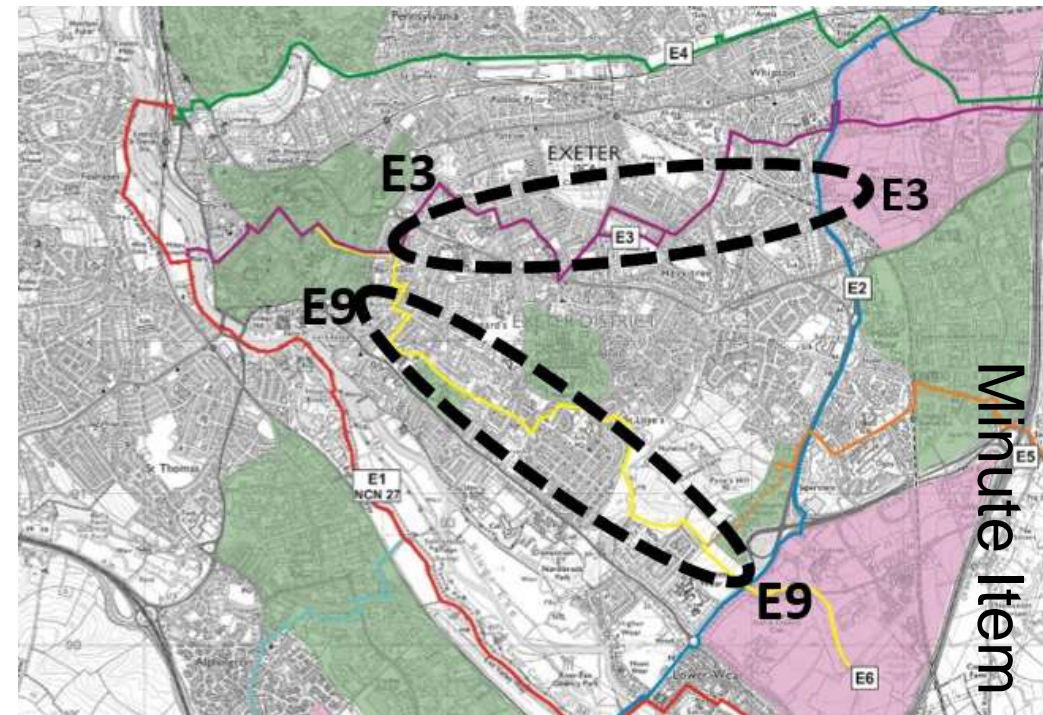
Secretary of State, 9th May, “**Requiring councils to cater for significantly more pedestrians and cyclists**”

Tranche 1. Quick implementation of temporary measures

- Indicatively £150K for Exeter
- Focus on Strategic Cycle Routes
- Connecting to city centre and Employment to east.

Funding Tranche 2 – permanent measures

- DCC Allocation of £1.35m (**yet to be confirmed!**)
- Indicatively 650K Exeter
- To be delivered by March 2021*
- Russell Way/ Countess Wear/Polsloe Road July HaTOC



EATF Exeter - Feedback So Far

 Positive
 Mixed
 Negative

Correspondence Log		Local Consultation – Progress and any key issues?
E9	Magdalen Road	Increasing number of letters against from Denmark Road area Mixed views from traders, Maynard School indifferent
	Wonford Road	To be undertaken alongside TRO
	Dryden Road	Concerns raised by NHS Partnership Trust
	Ludwell Lane	Letter drop to 60 properties on next steps – views from residents mixed - Stakeholders- strong support (RD&E, Devon Wildlife Trust, Ludwell Life)
E3	Homefield/Park Place	Letter Drop ~220 properties >100 responses. Balance in favour.
	Chard Road	Initial very negative due to delayed refuse collection Increasingly positive, some concern about impact on Sweetbriar Lane
	Vaughan Road	Least popular- growing number of complaints and wider impact
	Doctors Walk	Little feedback. One of the new pub direction signs not initially installed Letter of concern that could facilitate caravans/travellers

Petitions - Emergency Active Travel Measures Exeter

Page 5

- **Remove Vaughan Road Closure**
 - Presented Full Council 1st October- referred to Exeter HaTOC
 - Submitted by Mrs Sterry containing approximately 1000 signatures regarding the closure under the bridge in Vaughan Road, Exeter.
- **Remove all**
 - 1000+ signatures, Amy Hamm to present
- **Magdalen Rd traders**

In response to wider questions about the impact of pop up measures, all Schemes have been subject to

- Road safety Audit and
- Equality Impact Assessment
 - Taking everything into account, we concluded that there was an overall greater benefit in creating a low traffic, safer environment for walking and cycling, which would encourage greater participation in cycling / physical activity amongst young people, older people, women and people with disabilities.

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University of Exeter- Global Systems Institute

Letter signed by 66 climate scientists, professors, doctors, PHD students and other professionals

We strongly support the continuation and expansion of these measures, with appropriate adjustments to address specific improvement needs. These are important first steps in tackling climate change, and reversing them would be contrary to the Council's previous pledges and send out the wrong messages.



Richard Betts
@richardabetts

This year, Devon County Council temporarily improved local roads for low-carbon, active travel

Climate scientists from Exeter University are now asking the council to retain these & develop them to further improve cleaner, healthy travel in our community

exeter.ac.uk/news/homepage/...



5:30 pm · 9 Oct 2020 · Twitter Web App

85 Retweets 14 Quote Tweets 212 Likes



Jean-Christophe Mortreux
@mortreux_jc

Climate scientists know that we need proper infrastructure for low carbon, healthy mobility in our communities.



Imogen Hardy
@idgiecodes

When I lived in Exeter my route to work at County Hall went along this road. I remember it mostly for always being congested and for being the number one place drivers would scream homophobic abuse at me for cycling whilst gay. Seeing children cycling there is just amazing.



Ruth Chapman
@RuthChapman1407

Glad to have moved to a city which will hopefully be improving it's bike lanes even further! -From a someone who doesn't own a car :)



Pete(arrested during development)Bergs
@unclepete_100

Thanks for posting this: this sort of thing makes me think that all is not lost,.....yet..

EATF Exeter – Proposed Next Steps

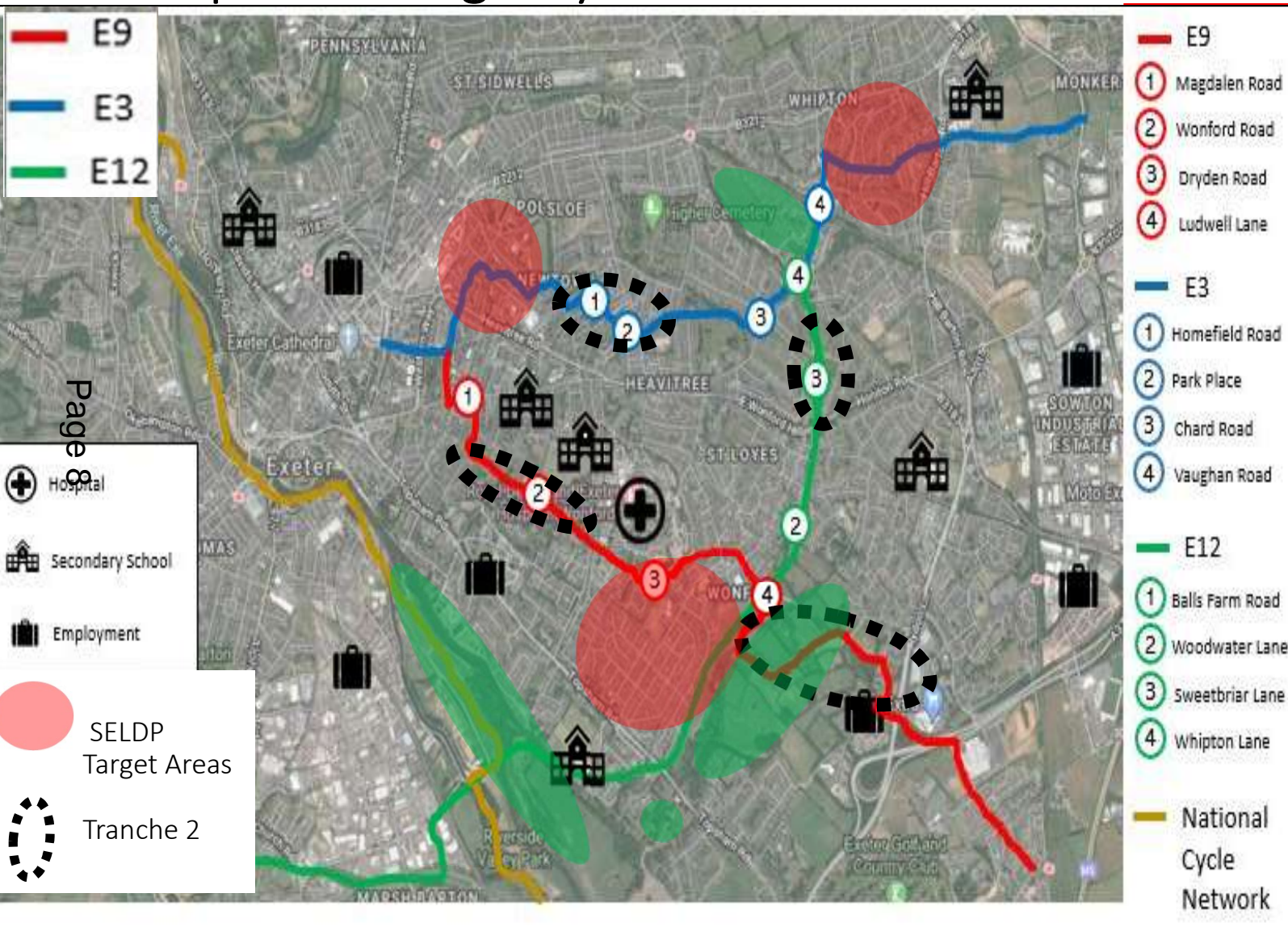
Location	Next Steps
Magdalen Road	Extend Trial + consult on Denmark Rd mitigation options
Wonford Road	Progress –TRO for permanent closure - Jan HATOC for decision on permanent closure
Dryden Road	Extend Trial, consult on options Winter 20/21
Ludwell Lane	Proposed TRO for permanent closure If no significant objections, construct
Homefield/Park Place	Proposed TRO for permanent closure If no significant objections, construct
Chard Road	Extend trial- Area wide consultation in Heavitree/Whipton
Vaughan Road	Remove Next steps for review in area wide consultation
Balls Farm Road	Extend Trial

 Make Permanent

 Extend Trial

 Remove

Next Steps – Strategic Cycle Network

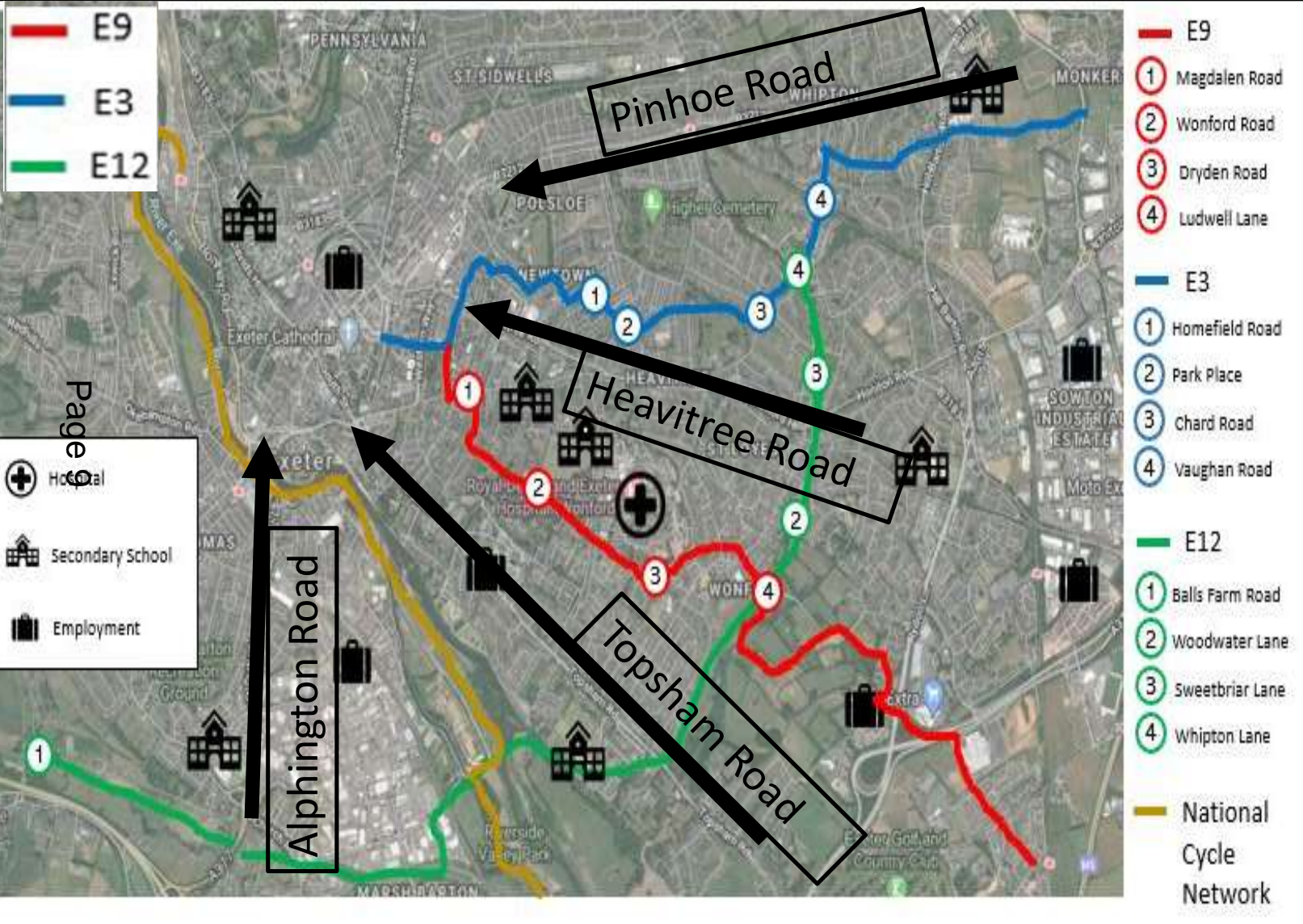


Extend Trial and further consultation
Progress –TRO - Jan HATOC
Extend Trial and further consultation
HaTOC Permanent Point Closure

HaTOC Permanent Point Closure
HaTOC Permanent TRO
Extend Trial and further consultation
Remove and further consultation

Extend Trial
tbc
HaTOC Permanent Scheme
Improved Crossing- Future
(Subject to funding)

Next Steps – Cycle Network



← Radial Routes

Devon County Council

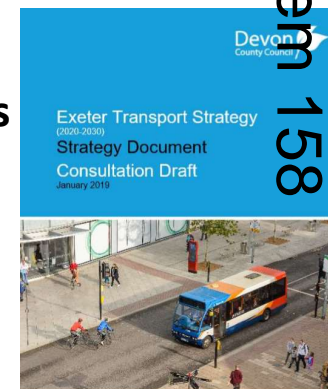
Cycling and Multi-Use Trail Network Strategy

March 2015

The block contains the Devon County Council logo, the title 'Cycling and Multi-Use Trail Network Strategy', the date 'March 2015', and two photographs. The first photo shows a person cycling and a person walking a dog on a paved path. The second photo shows a group of people walking on a similar path.

Minute Item 158

Alignment with Strategy



1.) Cycling and Multi Use Trail Strategy (cabinet 2015) – Exeter Strategic cycle routes

2.) Draft Exeter Transport Strategy (50% of Exeter trips to be made on foot or by cycle)

3.) CIRS Scrutiny, Standing Overview Group – review strategy & recommend to cabinet

1. Consideration to make some of the temporary pop-up measures to support walking and cycling be made permanent and for the strategy to extend this to “Green Lanes” supporting active travel access from villages on the edge of the city.

4.) Climate Emergency Declarations

Target for net zero carbon (ECC by 2030, DCC by 2050)

5.) Exeter City Council

- Corporate Plan 2018-2021 Exeter to be most active city in the Country
- Sport England Local Delivery Pilot

Summary

- **Access changes to 9 routes across the city, one way, point closures, cycle contraflow**
- **Lots of public response, over 500 letters, petitions**
 - Mixed, some well received, others less so. Winners and Losers for any change.
 - Next Steps informed by feedback to date
- **Pop up routes mirror identified Strategic Cycle corridors**
 - Away from the main radial corridors
 - Less disruptive and more affordable/deliverable means to delivering a strategic cycle network
- **Supports**
 - Targets for 50% Active Travel and most active city in the UK
 - Local Authority Carbon Pledges
- **Next Steps**
 - make permanent some changes (Homefield Road/Park Place/Wonford Road/Ludwell Lane)
 - Remove Vaughan Road
 - Extend trials and consult further on Magdalen Rd/Dryden Road and Chard Road,

