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To: The Chair and Members
of the Exeter Highways
and Traffic Orders
Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 5 October 2020

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EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Tuesday, 13th October, 2020

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 10.30 am to consider the following matters. This will be a Virtual Meeting. For the joining instructions please contact the Clerk for further details on public participation.

Phil Norrey
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 27 July 2020 and the special meeting held on 11 September 2020 (both sets previously circulated).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

4 Bus Services in Exeter

Bus and Coach Operators to answer Members' questions

5 Emergency Active Travel Measures- Overview

Presentation by the Head of Planning, Transportation and Environment

6 E3 Strategic Cycle Route: Emergency Active Travel Measures (Pages 1 - 10)
Electoral Divisions(s): All in Exeter

Report by the Head of Planning, Transportation and Environment (PTE/20/27), attached

*Electoral Divisions(s): Heavitree &
Whipton Barton; St Sidwells & St James*

7 E9 Strategic Cycle Route: Emergency Active Travel Measures (Pages 11 - 22)

Report by the Head of Planning, Transportation and Environment (PTE/20/28), attached

*Electoral Divisions(s): St David's &
Haven Banks; Wonford & St Loyes*

8 Proposed Bi-Directional Cycle Facility: Sweetbrier Lane (E12) (Pages 23 - 30)

Report by the Head of Planning, Transportation and Environment (PTE/20/29), attached

*Electoral Divisions(s): Heavitree &
Whipton Barton*

9 Residents Parking Working Group: Recommendations (Pages 31 - 40)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/33), attached

10 Drainage Policy and Budget Provision in Exeter (Pages 41 - 48)
Electoral Divisions(s): All in Exeter

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/32), attached

Electoral Divisions(s): All in Exeter

MATTERS FOR INFORMATION

11 Dates of Meetings

18 January and 15 March 2021 at 10.30 am

**PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC
AND PRESS**

Nil

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PTE/20/27

Exeter Highways and Traffic Orders Committee
13 October 2020

E3 Strategic Cycle Route: Emergency Active Travel Measures

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) 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, are 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 Chair of HATOC and the local member, to make minor amendments to the scheme details.
- (b) 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 given delegated powers, in consultation with the Chair of HATOC and the local member, to approve measures for implementation.

1. Background/Introduction

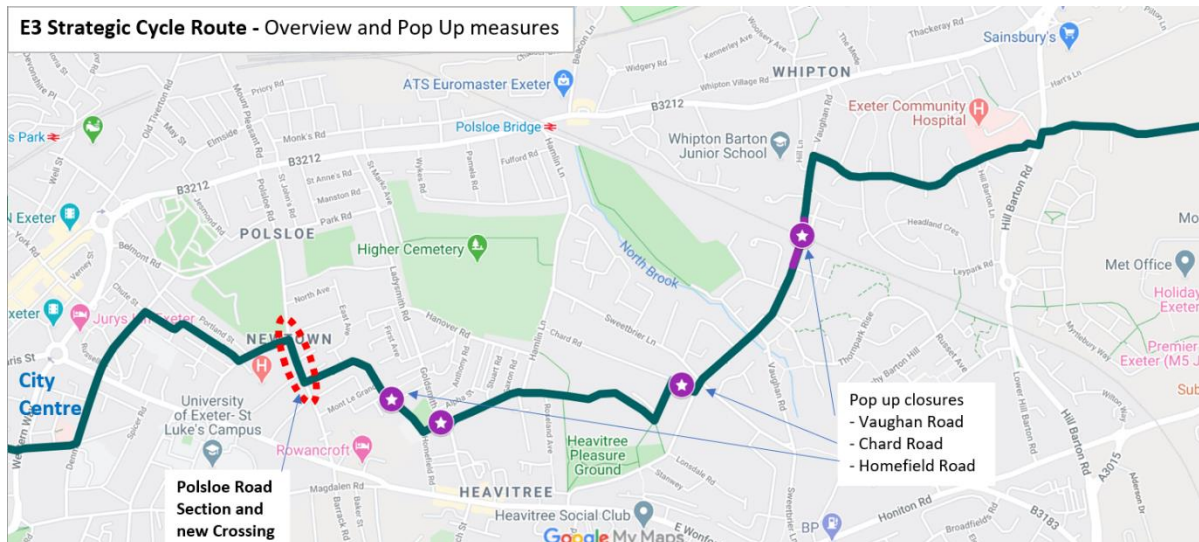
The E3 strategic cycle route from the Redhayes Bridge heading west through Whipton, Heavitree and towards the City Centre is part of Exeter's strategic cycle network, that was approved by Cabinet on 8 June 2016. The route takes advantage of using quiet streets, providing convenient links between communities in Heavitree and Whipton with schools, open space and job opportunities, avoiding use of the main roads of Heavitree Road and Pinhoe Road.

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The Exeter strategic cycle network is central to achieving the target of 50% of trips to be made by walking and cycling in the draft Exeter Transport Strategy 2020-2030 and in supporting the County Council's commitments to reducing greenhouse gas emissions.

Following the outbreak of the COVID-19 pandemic, local authorities have been required by Government to provide additional pedestrian and cycling facilities. Several 'pop-up' (temporary) changes were 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.

Proposals for a new parallel crossing and improved cycle facilities on Polsloe Road were also approved at the July HATOC committee and the scheme is currently out for consultation. An overview of the E3 route and pop-up measure are shown in the map below.



All responses received on the pop-up measures have been logged. These provide an indication of public feeling towards the each of the changes and have informed the next steps set out in this report.

2. Proposal

The proposed next steps for the Emergency Active Travel Fund measures on the E3 route are to:

- make permanent the changes at Homefield Road and Park Place;
- remove the current point closure Vaughan Road;
- Retain the Chard Road point closure while we seek views on this as part of the area wide consultation to identify a preferred next;
- Seek wider views across Heavitree and Whipton about what changes people would like to see to their streets to try and create low-traffic, neighbourhoods and a safer environment for all road users.

Homefield Road and Park Place

Following positive feedback on the temporary closure, this report seeks approval to advertise the necessary traffic regulation order to support the construction of a permanent point closure to vehicles on Homefield Road, a point closure at the western end of the rear alley between Ladysmith Road and Homefield Road and to make permanent the contraflow cycling on Park Place (enabling two way cycling).

This will include physical works to install more permanent measures at the location of the current point closure, as illustrated in Appendix I, with appropriate signage. The closure of the alleyway would be implemented with a single bollard at the western end of the alleyway at the junction with Homefield Road. Changes to signage and road markings would also be required to make road users aware of the restrictions.

On Park Place, height extensions will be needed to the existing no entry signposts to ensure the required clearance is achieved under the new except cycles signage. This is illustrated in Appendix II.

Vaughan Road

The change to Vaughan Road has been the Emergency Active Travel Measure for which the most negative feedback has been received. In particular, concerns about the difficulty of accessing properties on Bodley Close and Clifford Close and impact on carers visiting elderly residents in these residences. Recognising the concerns of residents, it is proposed to remove the current point closure.

The Vaughan Road closure has, however, noticeably reduced through traffic in the area, in particular at the Whipton Lane end of the Hamlin Lane playing fields where a significant number of pedestrians and cyclists access a major green space in the city and proposed E3 and E12 strategic cycle route intersect. The County Council would therefore carry out further consultation following the changes to understand the impacts on local residents and all road users and see if an alternative solution would be more acceptable.

Area Wide Consultation

The Government's announcement of the Emergency Active Travel Fund initiative in May sought rapid deployment of temporary pop-up measures and it is recognised that only limited advance notification was possible.

Going forward we want to get the wider input of residents to help identify the most suitable changes to the highway environment to make the residential streets in Whipton and Heavitree better places to live, work and play. Such measures must also support the wider city aspirations for increasing active travel through the creation of attractive, safer routes for pedestrians and cyclists, linking residents with schools, jobs and public open spaces.

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An area-wide consultation is proposed across the Heavitree and Whipton area. Through this, residents are able to identify particular problems, suggest solutions and provide comment on a range of choices for certain proposals. We would also seek further views from the local community on the next steps for Chard Road.

Feedback received could then help to identify certain interventions (such as point closures, one way, bus gates) which could subsequently be implemented as trial measures and tested on the network.

3. Traffic Data

A set of traffic counts have been undertaken following the temporary changes to access in the Heavitree area to try to identify the impact on cycling of the pop-up closures. Comparing against other urban/commuter parts of the city where cycle numbers have been typically down 25%¹ the Heavitree counts shows a small increase in cycle numbers from the year before. The counts also found flows of over 500 cyclists a day at the Vaughan Road/Georges Close junction, indicating this has proven to be an attractive and well used part of the cycle network.

In addition, surveys in the vicinity of St Michaels Primary school in September 2020, recorded 72 cycle movements between 8- 9:30, up by 50% from the 48 recorded two years earlier. In combination with the pop-up measures, there has also been the Dragon project painted on the highway outside the school to support a change in the appearance and function of the highway so as to reduce traffic and calm speeds through the area.

Monitoring data should be treated with some caution as the unprecedented events of the last 6 months have resulted in significant changes to travel behaviour and traffic volumes with many people being encouraged to work from home reducing peak hour commuting by all modes. To that extent, the Department for Transport guidance on monitoring of the EATF schemes suggests any monitoring should be carried out post lockdown once conditions have returned to normal and a fair comparison can be made with pre-lockdown behaviours.

4. Consultation

Responses received since the pop-up measures were implemented show that the Homefield Road point closure and contraflow cycling on Park Place have generally been well received. Views on Chard Road have been mixed whereas a larger proportion of objections was received in response to the Vaughan Road closure. This has informed the approach for the next steps of the project, and consultation on each of the individual schemes set out below.

¹ Reported increases in cycling have been focused on routes with a higher leisure usage, such as Exe Estuary Trail

Homefield Road and Park Place

Those in favour commonly cited reduced noise, pollution, improved road safety for pedestrians and cyclists, a safer environment for children to play in, enhanced community spirit and improved quality of life. This was particularly evident around the Homefield Road point closure, where the traffic reduction was said to have made the green space between Regents Park, Mont Le Grand and Bicton Place a considerably more pleasant location.

A key aim of the schemes was to increase the attractiveness of walking and cycling, although the schemes delivered benefits over and above their impacts on pedestrians and cyclists, including increased peace and quiet on nearby roads, so pedestrian/cycle traffic through the closure points should not be considered the sole metric of the schemes' effectiveness.

Those raising concerns highlighted that residents sometimes had to drive further, increasing fuel costs and journey times, and, in the view of some respondents, increasing congestion on adjacent roads. It was also suggested that the schemes had delivered little benefit, as few pedestrians or cyclists were observed passing the closure points.

If this report's recommendations are approved, a Traffic Regulation Order would need to be formally advertised before any final decision could be made on making the restriction permanent.

Vaughan Road

Vaughan Road is the only one of the E3 pop up schemes where we have received more negative responses than positive. Strong concerns have been raised about the impact on access to residential properties and knock on impacts on Thornpark Rise. It is therefore proposed to remove the Vaughan Road closure.

Chard Road

Feedback on Chard Road to date has been largely positive, although impact on alternative routes (i.e. reassigned traffic to Sweetbriar Lane) and poor appearance of the filter have been raised as issues. It is proposed to retain the current scheme and to seek views on this as part of the area wide consultation to identify a preferred next step.

Any further changes will be discussed and agreed under delegated powers, by the Head of Planning, Transportation and Environment in consultation with the Chair of HATOC and the local member.

5. Financial Considerations

The measures proposed in this report have an estimated cost of £95,000, comprising a mix of capital and revenue funding. In terms of the individual elements

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The permanent closure of Homefield Road and Park Place is estimated to cost £45,000 and would be funded from Emergency Active Travel Fund tranche 2.

The area wide consultation would require up to £50,000 of revenue funding, again funded by the Emergency Active Travel Fund tranche 2 allocation.

In the event that Devon County Council does not secure the tranche 2 funds, then we would have to put on hold the area wide consultation and delay delivery of Homefield Road until an alternative funding source was found.

6. Environmental Impact Considerations

The measures proposed in this report are designed to encourage walking and cycling, particularly for short trips within residential areas, enabling convenient, safer access to schools, public open space and jobs.

There may be slight negative impacts at certain locations, due to traffic being displaced onto other roads and increasing distance travelled on some car journeys. However by creating better conditions for walking and cycling, and supporting the aims of the draft Transport Strategy for 50% of trips by walking and cycling, it is expected that some people will choose to switch modes rather than simply changing their driving route, meaning total traffic on the road network is expected to reduce as a result of the schemes. It is therefore expected that the schemes will deliver environmental benefits and contribute to the County Council's commitment to reducing greenhouse gas emissions.

7. Equality Considerations

The proposed measures would improve road safety for pedestrians and cyclists, which would encourage greater participation walking and cycling amongst younger people, older people and those with disabilities. Previous research and feedback has indicated that these groups feel less confident in cycling on busy roads and may feel excluded from participating in active travel.

Where vehicle access is restricted, this may negatively impact on those drivers who require a car to access facilities, although key services are still accessible from main radial and ring road routes nearby. Therefore, overall, the proposals are expected to advance equality of opportunity.

8. Legal Considerations

The permanent point closure of Homefield Road, the service road and contraflow cycling on Park Place will require a statutory consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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, which states that it is the duty of a local authority, so far as is practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

Further temporary measures would be introduced through Temporary Traffic Regulation notices and/or Temporary Traffic Regulation Orders.

9. Risk Management Considerations

As discussed above, multiple elements of the proposals include legal considerations and consultations. The progression of schemes to construction will be subject to the approval of the statutory and public consultations.

10. Public Health Impact

The proposed upgrades to a strategic cycle route and reducing traffic volumes in residential areas will improve pedestrian and cyclist safety and encourage active travel, increasing activity levels, reducing air pollution and contributing to general health and wellbeing.

11. Options/Alternatives

Views on alternatives for Homefield Road including relocation of the closure point or the reversion to the previous arrangements were received in the consultation but were less popular than making the temporary closure at the current closure point permanent. A road closure using signage alone was not considered appropriate due to likely reduced levels of compliance thus reduce the benefits of the scheme. To date we have only proposed signed closures where they are located on existing bus routes.

The trial on Park Place has had little negative feedback suggesting this is a viable, and simple solution. Other alternatives are likely to be more expensive and any measures to further reduce vehicle traffic, such as making it a cul-de-sac, would likely cause disproportionate inconvenience to Park Place residents.

In relation to Vaughan Road, other options include relocating the closure to an alternative location. A closure in vicinity of the Vaughan Road/Georges Close/Whipton Lane junction would reduce the inconvenience to vehicle access under the current closure and contribute towards reducing through traffic in the area. However, it is instead recommended that any further options will be considered as part of the wider consultation exercise.

Finally, the proposed measures are proposed to be grant funded through the Emergency Active Travel Fund. If Devon were not to proceed, there is a risk that we could not identify alternative uses within the March 2021 timescales for spending the funding. Additionally, this would likely to delay the completion of the E3 route, as opportunities to trial improvements would be lost, which would hinder efforts to encourage greater active travel.

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12. Summary/Conclusions/Reasons for Recommendations

The permanent changes build on already trialled measures, and potential impacts have therefore been live tested. Where there has been less public support for a change, we have listened to feedback and propose to remove the least popular of the changes and going forward a wider engagement approach is proposed to help develop a more suitable proposal for the area. Where there has been positive feedback through the trial, we have sought to make the measures permanent.

The proposals represent the next steps for the E3 cycle route, route, which is an aspiration of the County Council and help to provide safer and more attractive routes for pedestrians and cyclists accessing schools, jobs and public open space, thus supporting healthy lifestyles.

The improvements align well with the emerging Exeter Transport Strategy and the Sport England Local Delivery Pilot for Exeter. It also builds upon the County Council's COVID-19 response to encourage continued active travel and the County Council's commitment to reducing carbon emissions.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: St Sidwells and St James, Heavitree and Whipton Barton

Local Government Act 1972: List of Background Papers

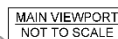
Contact for enquiries: Will Pratt

Room No: Lucombe House AB2

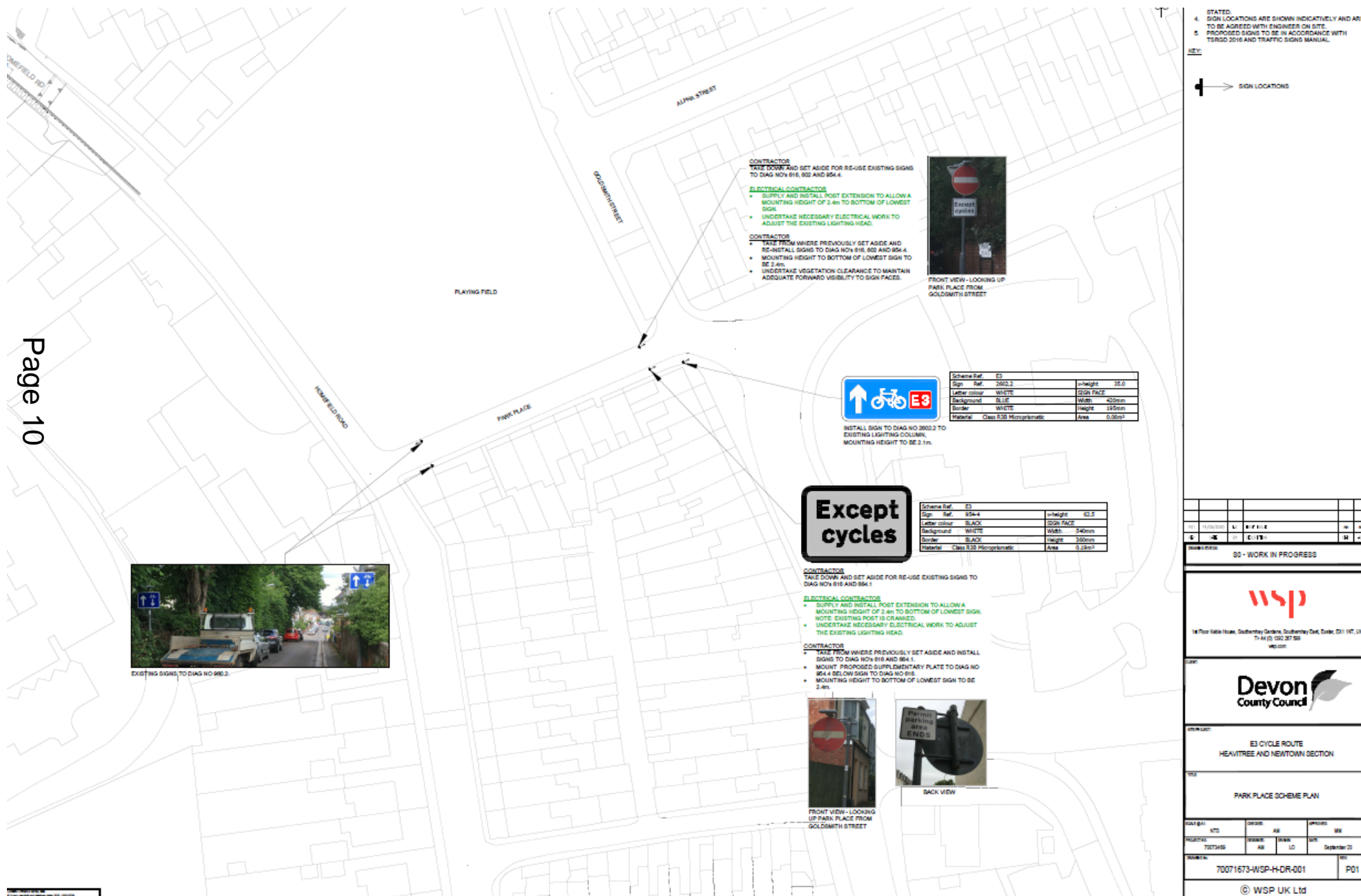
Tel No: 01392-383000

Background Paper	Date	File Reference
1. None		

wp021020ech
sc/cr/E3 Strategic Cycle Route Emergency Active Travel Measures



Appendix II To PTE/20/27



PTE/20/28

Exeter Highways and Traffic Orders Committee
13 October 2020

E9 Strategic Cycle Route: Emergency Active Travel Measures

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) On Magdalen Road
 - (i) the current temporary traffic arrangements on Magdalen Road remain in place until review at a future HATOC meeting; and
 - (ii) proposals to mitigate the impact on Denmark Road be identified in consultation with the local member.
- (b) On Wonford Road
 - (i) a traffic regulation order is progressed to prohibit vehicles on Wonford Road, as shown indicatively in Appendix I, progressed under delegated powers in consultation local member and the Chair of HATOC; and
 - (ii) a decision on the implementation of an order and construction of a permanent scheme are presented at a future HATOC.
- (c) On Dryden Road
 - (i) the current temporary traffic arrangements remain in place until review at a future HATOC meeting; and
 - (ii) consultation with local residents and stakeholders on options for Dryden Road be undertaken in Autumn/Winter 2020/21.
- (d) 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 received, be made and sealed;
 - (ii) the proposed improvements shown indicatively in Appendix II is approved for construction at an estimated cost of £105,000, subject to the outcome of the traffic order consultation; and
- (e) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.

1. Background/Introduction

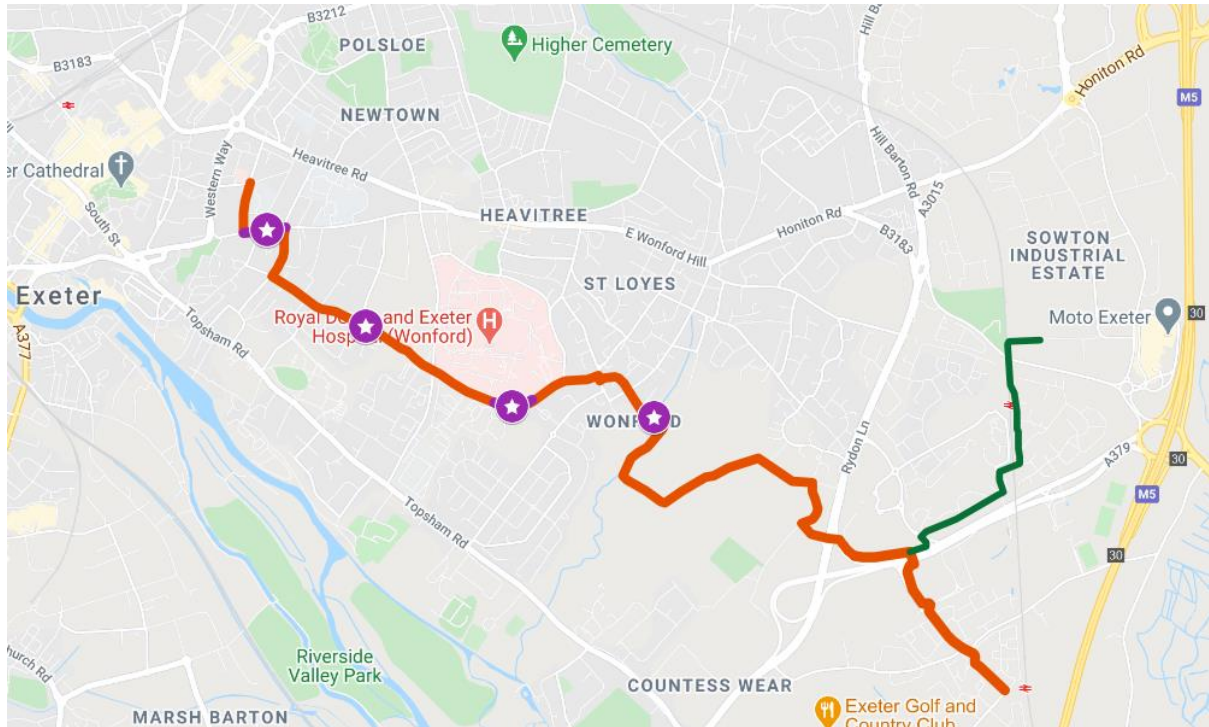
The E9 strategic Cycle Route that connects the Newcourt/Pynes Hill area to the RD&E Hospital and the City Centre is part of Exeter's strategic cycle network.

A 'pop-up' quiet corridor suitable for cycling has recently been 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.

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An overview of the E9 strategic route and the location of the 4 'pop up' changes is shown below. An extension of this route to Sowton is also shown in green, part of which in the form of a new crossing of Russell Way, was approved at the July 2020 HATOC.

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



E9 Cycle Route Plan (red) and spur to Sowton via Russell Way (green)

All responses received on the pop-up measures have been logged and collated. These provide an indication of public feeling towards each of the changes and have informed the next steps. Further consultation has also been undertaken on certain proposals, such as with residents of Ludwell Lane, to help refine the details of particular schemes.

2. Proposals

This report seeks approval for the next steps for 4 'pop up' measures. These proposals include progressing some to be permanent, extension of trials and traffic regulation orders, as set out below.

Magdalen Road

Magdalen Road has temporarily been made one way (westbound- towards the city centre) to vehicles, with a contraflow cycleway and widened footway on the northern side of the street to support social distancing in a popular neighbourhood centre.

There have been mixed views from residents and traders, although on-site observations show the additional footway to be well-used. Concerns have however been raised by about the displacement of traffic previously heading eastbound on Magdalen Road onto adjacent residential streets. Most recent surveys at the Denmark Road/Magdalen Road undertaken in September (after the schools returned) show an (10%) increase in peak hour two way traffic on Denmark Road.

Denmark Road forms part of the E3 and E9 strategic cycle routes. To ensure its role in the strategic cycle network is protected, a set of options to mitigate any significant rise in traffic will be determined in consultation with the local member.

While this consultation is conducted, and until review at a future HATOC meeting, it is proposed that the current temporary arrangements on Magdalen Road remain in place.

Wonford Road

Wonford Road had a signed restriction of no-entry except buses and cycles implemented between Victoria Park Road and Deepdene Park. In addition to creating a low traffic corridor to support increased walking and cycling, the restriction has helped to significantly reduce traffic in the wider area.

The feedback on the draft proposal has been largely positive and the pop up measure has helped to provide a significant length of the E9 cycle corridor. Going forward making the current temporary measure permanent would support targets to increase active travel and reduce carbon emissions.

To improve the current measure, a revised temporary layout which extends the barriers is currently being progressed. This would also create a safer footway on the southern side of the road and it is hoped that motorists would also be less likely to chance illegally passing through the restriction if the length of barriers was longer. This revised layout would also inform the design of any future scheme.

It is therefore proposed that a permanent scheme is designed and a Traffic Regulation Order is advertised for a no entry, except from buses and cycles for a final decision to be made at future HATOC meeting.

Dryden Road

A point closure to vehicles was created between Well Oak Park and Kipling Drive, reducing traffic on a 650 metre section of the E9 route between Barrack Road to Bovemoors Lane.

Consultation will be undertaken with local stakeholders, residents and the local member on future options for Dryden Road. It is proposed that the current temporary closure remains in place until the results of the consultation have been considered.

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Ludwell Lane

A point closure to vehicles was introduced at near the lane's crossing of the Northbrook, towards the western (Wonford) end of the lane, with vehicular access to the 8 properties to the east of the closure point taken from Pynes Hill. The change has significantly reduced traffic volumes, creating a 1.5km section of quiet 'green lane', suitable for less confident pedestrians and cyclists and a more attractive route for cyclists commuting to the hospital.

This report seeks approval to advertise the proposed traffic regulation order and, subject to no significant objections, the construction of a permanent modal filter to prohibit motor vehicles at a point on Ludwell Lane. The point closure is proposed at the Pynes Hill end of the lane, as illustrated in Appendix II. The works will include physical works to install a more permanent barrier at the point of closure and turning head. Discussions are still ongoing about the potential to provide occasional access for unusual loads from the Pynes Hill end if required. Changes to signage and road markings would also be required to make road users aware of the restrictions.

Under these proposals, the Head of Planning, Transportation and Environment would be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.

3. Data

We have been carrying out regular traffic counts to record the usage on the pop up route. These include video surveys of key junctions and regular counts on Wonford Road and Magdalen Road. The reported data is a guide and should however be interpreted in the context of the easing of lockdown restrictions, significant numbers working from home and the reopening of schools, all of which will have significantly influenced activity levels.

Regular monitoring surveys on Magdalen Road have been conducted between 8:30 AM -10:30 AM roughly every two weeks since the start of June, including a week of data before the temporary changes were introduced. Two-way pedestrian and cycle flows on Magdalen Road were 20% higher immediately after the scheme was introduced and, following a further 20% increase in September following the start of the new school term are currently 40% above those before the scheme was implemented. Reflecting that vehicle access has been changed from two way to one way, vehicles flows are down 50% from 2019 levels.

Traffic counts at the junction Denmark Road and Magdalen Road have also been undertaken to monitor changes in traffic on Denmark Road. Counts undertaken since the after the start of school term showed two way flows to be between 275 and 300 vehicles per hour on Denmark Road. These are 5-15% higher than the comparative flows in 2019, which were between 250-275 two way vehicles per hour.

A regular count on Wonford Road has been undertaken in vicinity of Nuffield Hospital, with peak hour surveys between 8:00am-9:00am and 4:30pm-5:30pm. These, show initial week on week increases in walking and cycling, followed by varied levels through July and August. The most recent survey, 17 weeks after scheme delivery, showed a 50% rise in active travel movements. However, the survey reveals that there remains a proportion of vehicles that illegally pass through the no-entry movements.

A traffic count on Ludwell Lane undertaken in September over the course of the day identified 120 two way active travel movements, compared to 70 vehicle movements.

We are also collecting qualitative data and have been logging all of the responses we have received both in favour and opposed to each of the schemes.

4. Consultations/Representations

Since the changes on the Ludwell Lane, Wonford Road and Dryden Road schemes have been introduced, the majority of comments we have received have been in favour. These include a number from staff at the Royal Devon and Hospital about how it has improved the safety of their cycle route to work.

Concerns have been raised by the Devon Partnership Trust at Wonford House (which is separate to the RD&E) about the impact of the Dryden Road closure on disrupting the transfer of patients between the two sites on Dryden Road, requiring a diversion via Barrack Road and Church Lane/Bovemoors Lane. This adds approximately 3 minutes to the journey time and is a movement estimated to take place up to 4 times a week.

Views on Magdalen Road have been more mixed, with the balance fluctuating. More recently a number of letters opposing the scheme have been received citing the traffic impact on neighbouring residential streets, in particular Denmark Road. September count data confirmed higher traffic movements than in 2019, although when complaints first started coming in about displaced traffic at the end of June, the count data at that time showed two way flows on Denmark Road to be 25% lower than in 2019.

Ludwell Lane

Consultation was undertaken with a letter drop to residents of Ludwell Lane (29 residences) and neighbouring Ivy Close (30 residences). Views were also sought from Devon Wildlife Trust, who manage and promote Ludwell Valley Park, Ludwell Life and the Royal Devon & Exeter Hospital.

The stakeholder responses all expressed strong support for a permanent closure, though noting that the location of the closure should be decided in liaison with residents. They highlighted that the temporary closure had made Ludwell Lane safer for walking and cycling, improved access to green space and provided a safer route to work for Hospital staff.

Agenda Item 7

Among local residents, feedback was mixed. Of the 8 properties on the lane, 5 stated they would prefer the lane to be reopened compared to 3 who wished for it to be closed at one end. Overall from all respondents there was broadly equal number of responses for and against making the closure permanent.

Reasons for supporting a permanent closure included the reductions in traffic noise and pollution observed, along with the desire to encourage more walking and cycling, whilst those in favour of reopening the road to traffic predominantly cited the inconvenience caused to users of motor vehicles, as well as concerns regarding emergency access.

Further consultation with residents living on the lane was undertaken to ascertain the most suitable location to install a filter and the majority of respondents expressed a preference at the Pynes Hill end of the lane. Devon Wildlife Trust and Ludwell Farm identified a need for large vehicles to access the lane from the Pynes Hill end and arrangements for this will be considered through the design of the closure point.

5. Financial Considerations

It is estimated that the construction works on Ludwell Lane would cost up to £105,000, which would be funded by:

- £45,000 from Emergency Active Travel Fund Tranche 2 allocation.
- £60,000 from S106 from Holland Park.

In the event that Devon County Council does not secure any of the tranche 2 funds, (which is considered to be a low risk) then we would have to delay delivery of Ludwell Lane until an alternative funding source was found.

Extensions of the current trails on Magdalen Road and Dryden Road would be funded through revenue funding from Tranche 2 of the Emergency Active Travel Fund.

6. Environmental Impact Considerations

The measures proposed in this report will improve walking and cycling, encouraging reduced car use and boosting people's health and fitness.

There may be slight negative impacts at certain locations, due to traffic being displaced onto other roads and some journeys being made longer. However, it is also expected that some people will choose to switch modes rather than simply changing their driving route, and the total traffic on the road network is therefore expected to reduce as a result of the schemes.

The environmental impacts arising from the proposals are therefore expected to be positive.

7. Equality Considerations

The proposals presented here would enable pedestrians and cyclists of a wide range of abilities and confidence levels to more safely travel along the roads impacted. Despite the closures of roads at certain points, all properties will continue to be accessible by motor vehicles, although in some cases, alternative routes may be required.

An Equality Impact Assessment was undertaken prior to implementing the 'pop up' closures, and it was concluded that there was an overall benefit in creating a low traffic, safer environment for walking and cycling, which would encourage greater participation and increase the diversity of people participating in active travel.

8. Legal Considerations

To introduce a vehicle prohibition will require a statutory consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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 is practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

In June 2019, the UK became the first major country to legislate for a net-zero target for carbon emissions by 2050. Decisions and policies should therefore support low-carbon solutions.

9. Risk Management Considerations

As discussed in section 8, multiple elements of the scheme include legal considerations and consultations. The progression of the scheme to construction will be subject to the approval of the statutory and public consultations.

All schemes will be safety audited before any works were implemented. All of the temporary measures were audited prior to their installation.

The pop up measures benefit from have been trialled so that a decision to progress is based on the actual, rather than predicted impacts, of a scheme, therefore reducing potential unforeseen risks.

10. Public Health Impact

The proposals improve pedestrian and cycle impact crossing safety and encourage sustainable travel, increasing activity levels, reducing carbon emissions and contributing positively to general health and wellbeing.

Agenda Item 7

Although closure of Ludwell Lane may create longer journeys for some residents, access from a cul-de-sac is a typical layout across many estates in the city and County.

11. Options/Alternatives

This report recommends that decisions on the permanency of the 'pop-up' measures on Magdalen Road, Wonford Road and Dryden Road be deferred to future HATOC meetings.

An alternative would have been to expedite these decisions. That would however mean less time to monitor changes and minimise potential adverse impacts, including those relating to the NHS Partnership Trust.

Complete removal of the measures would slow progress towards active travel targets and carbon reduction commitments. Alternative means of providing the strategic cycle route would instead be required, requiring additional financial and staff resource to bring forward at a later date an alternative solution.

With regard to the permanent closure of Ludwell Lane, alternatives include re-opening the road to all traffic, or relocating the point closure. However, reopening was not preferred by key stakeholders and would hamper the delivery of the E9 strategic cycle route. The closure location has been designed based on feedback from residents on the lane, and an alternative closure location would therefore increase inconvenience to residents.

12. Summary/Conclusions/Reasons for Recommendations

The recommendation supports enhancements to pedestrian, cycle and public transport infrastructure to be delivered alongside proposed maintenance works.

The improvements support improved local and strategic cycle access between the E9 strategic cycle route and Ludwell Valley Park, helping to support the community access leisure and commuter routes, including access to the RD&E Hospital and city centre. It supports the County Council's ambitious target of encouraging 50% of Exeter's population to walk and cycle to employment and education destinations.

It is hoped that by taking this opportunity to encourage more sustainable forms of transport, we will be able to create a lasting legacy of safe, healthy travel for the residents of Exeter.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: St Davids & Haven Banks and Wonford & St Loyes

Local Government Act 1972: List of Background Papers

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Room No: Matford Offices

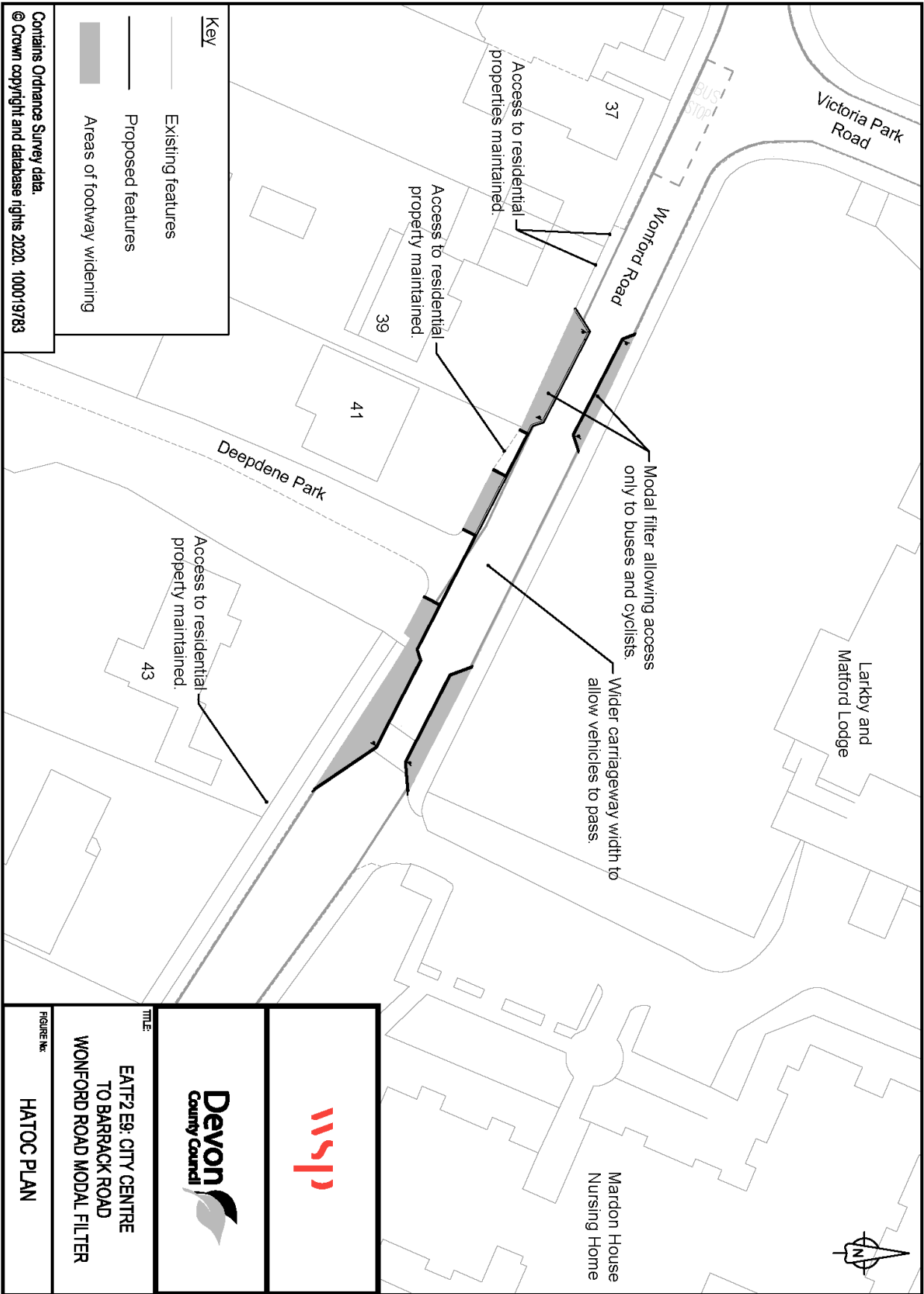
Tel No: 01392 383000

Background Paper	Date	File Ref.
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None		
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wp021020exh

sc/cr/E9 Strategic Cycle Route Emergency Active Travel Measures



Appendix II To PTE/20/28



PTE/20/29

Exeter Highways and Traffic Orders Committee
13 October 2020

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

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:

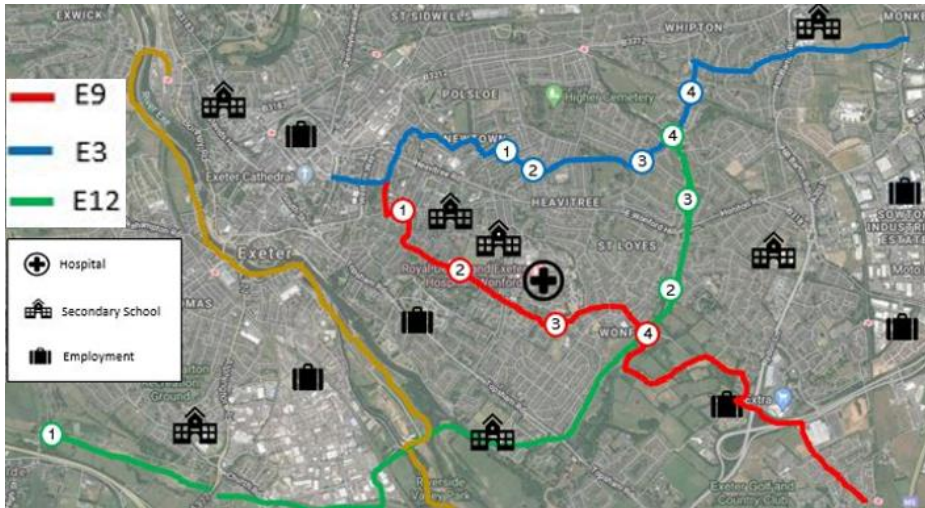
- (a) Subject to consultation feedback, a proposed bi-directional cycle facility on Sweetbrier Lane, shown indicatively in Appendix I, is approved for construction at an estimated cost of £250,000; and
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make amendments to the scheme details.

1. Background/Introduction

The number of people walking, and cycling has increased during the current Covid-19 pandemic. With reduced capacity on public transport whilst social distancing is required, the government has strongly encouraged local authorities to improve facilities for walking and cycling as an alternative for short distance urban journeys. To enable this, the Government has allocated Emergency Active Travel Funds to deliver new cycle infrastructure.

Devon County Council has delivered several 'pop-up' (temporary) changes including point closures along the identified E3 and E9 east west strategic corridors to create safer corridors for cycling, linking up residential areas with schools, jobs and public open spaces. The routes complement wider city plans to boost physical activity, particularly through the Sport England Local Delivery Pilot. Whilst the E3 and E9 routes provide east – west corridors, there is an opportunity to create a more comprehensive, dense network with a north to south strategic cycle route (numbered E12), intersecting the E3 and E9 strategic routes. These are identified in the April 2020 Transport Infrastructure Plan.

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E12 Cycle Route (green) connecting to E9 (red), E3 (blue) and the NCN along the river.

The E12 route will create a joined-up and coherent network with a number of benefits to local residents. It not only creates improved links to jobs at major employment sites such as the RD&E but also connects two secondary schools, helping to achieve modal shift, reduce congestion and incorporate physical activity into people's daily travel habits. In addition, the route will form part of a safe route for all between green spaces at Hamlin Lane Playing fields, the Ludwell Valley park and improved connection to the Riverside Valley Park and Exe Estuary Trail.

An Exeter strategic cycle network is central to achieving the target of 50% of trips to be made by walking and cycling in the draft Exeter Transport Strategy 2020-2030 and in supporting the County Council's commitments to reducing greenhouse gas emissions. These changes contribute towards increasing physical activity in target communities through the Sport England Local Delivery Pilot.

2. Proposal

The proposals shown in the Consultation Plan in Appendix I include a 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.

Along the approximate 280m stretch of infrastructure, low level physical measures termed 'light segregation' will be used to protect cyclists and provide a protected buffer between pedestrians, cyclists and motor traffic. The County has not previously used light segregation and the exact detail of these is still being finalised in liaison with our highway management teams.

The proposal also includes changes to the Sweetbrier Lane/Vaughan Road junction. The proposed facility runs through the Vaughan Road/Sweetbrier Lane junction, giving cyclists priority at this location. As part of this, the entrance to the junction will be narrowed in line with new Department for Transport guidance (LTN 1/20) to reduce speeds for vehicles entering and existing side roads.

The facility has been proposed on the western side of Sweetbrier Lane as properties on the east have direct vehicular accesses that would otherwise be in conflict with passing cyclists.

We recognise that on street parking currently takes place adjacent the western footway, with observations suggesting this parking is typically 25-50% utilised. Although the on street parking will be affected by the proposal, the road width is such that there is sufficient room along most of the length of Sweetbrier Lane for a protected cycle facility and space for two-way car traffic to pass parked cars. Furthermore, mitigation for any specific requirements identified through consultation can be considered in the detailed design.

The proposed facility has been designed to provide a safe and attractive facility for cyclists of all abilities and reduce potential conflicts with pedestrians.

3. Technical Data

Traffic count data recorded in June 2020 found that of the 500 cyclists a day that travel through the Vaughan Road/Whipton Lane/Georges Close junction, 200 of these travel via Sweetbrier Lane/Vaughan Road. The number of cyclists at this location is similar to the flows travelling across the popular Redhayes Bridge.

New design standards published from the Department for Transport (LTN 1/20) sets out the appropriate protection for cyclists on highways with varying levels of motor traffic. Sweetbrier Lane is a 30mph residential route with an average annual daily traffic flow (AADT) of between 2,000 – 4,000 vehicles. The guidance (Figure 4.1, Page 33) recommends that light segregation is the appropriate level of protection to enable cyclists of all abilities to use a route with that speed limit and flow of traffic.

North of the Sweetbrier Lane/Vaughan Road junction, traffic count data shows a lower daily flow of approximately 1,500 vehicles. This section of road up to the Vaughan Road/Whipton Lane/Georges Close junction is a traffic calmed route, where speeds are likely to be around 20mph. The new design standards identify that for a 20mph road where flows are less than 2,000 vehicles a day it is acceptable to mix motor traffic with cyclists without the need for physical protection.

4. Consultations/Representations/Technical Data

Consultation letters were sent out to local residents in the week commencing 28 September 2020. These included a leaflet detailing the background to improvements in the local area and scheme details for the proposed Sweetbrier Lane Cycle improvements.

A verbal update on the consultation responses will be provided at the committee meeting and the full feedback when the consultation closes discussed with local member. Any amendments arising from the consultation would be agreed through delegated authority with the local member.

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5. Financial Considerations

It is estimated that the works would cost £250,000 and would be funded through the following package:

- £50,000 from S106 from Matford Green.
- £200,000 from Emergency Active Travel Fund (tranche 2).

The County Council has an indicative allocation of £1.35m for tranche 2 of the Emergency Active Travel Fund and would seek £200,000 of this towards the scheme.

In the event that Devon County Council does not secure any of the tranche 2 funds, (which is considered to be a low risk) then we would have to delay delivery until an alternative funding source was found.

5. Environmental Impact Considerations

Construction of the cycle and pedestrian paths will improve walking and cycling, encouraging reduced car use. The environmental impacts arising from the proposals are therefore expected to be positive and support the County Council's commitment to reducing carbon emissions.

6. Equality Considerations

The proposed facility would provide a safe and attractive facility for cyclists of all ages and abilities and has been designed using the latest guidance to incorporate the designs of different types of adapted cycles. The route also separates pedestrians and cyclists, reducing the likelihood of conflicts. This will improve pedestrian safety for protected characteristics groups including young people, older people, people with disabilities, pregnant women or parents with pushchairs.

The proposal is expected to therefore increase the diversity of people participating in active travel.

7. Legal Considerations

The facility meets the standards set out in the new Local Transport Note for Cycle Infrastructure Design (LTN 1/20) and the recently published "Gear Change" vision from the Department for Transport.

There are no Traffic Regulation Orders associated with the proposal.

8. Risk Management Considerations

The design of the scheme has been overseen by a qualified road safety engineer. A Stage 2 Road Safety Audit will be undertaken in due course following consultation once detailed design has been finalised. Any changes arising from the Road Safety Audit could be agreed through delegated powers as per recommendation b) of this report.

Although the new Local Transport Note for Cycle Infrastructure Design (LTN 1/20) recommends increased use of light segregation for pedestrians and cyclists, the County has not previously implemented such schemes. This project will provide a useful test case of the latest Government guidance and will help inform future schemes. To minimise the potential risks to the County Council the details of the segregation are being designed in liaison with our highway management teams. This will ensure that long term maintenance impacts are minimised alongside providing a safe and suitable design.

9. Public Health Impact

The proposed upgrades along Sweetbrier Lane will improve pedestrian and cycle safety and encourage sustainable travel, increasing activity levels, reducing carbon emissions and contributing positively to general health and wellbeing.

The E12 north-south route links up the east-west corridors of E3 and E9, providing a joined-up network that supports access to employment, two secondary schools and a number of green spaces. Furthermore, the route also travels through a number of target areas identified as having low levels of physical activity through the Sport England Local Delivery Pilot. By providing new opportunities for cycling in these areas there is an opportunity through active travel to help people incorporate physical activity into their daily habits and help to achieve modal shift and reduce congestion.

10. Options/Alternatives

A number of alternative design standards have been considered. This included an on carriageway lined facility, although given the speed and volume of traffic this is unlikely to provide suitable protection for cyclists on a road of this type in line with latest DfT guidance.

Full kerbed segregation is a potentially suitable approach design but would take longer to build. The Emergency Active Travel Fund measures need to be delivered within tight timescales and full kerbed segregation is unlikely to be deliverable in the short timescales required to spend the grant funding.

The preferred option of light segregation provides a balanced solution which takes into account the safety of users, costs, maintenance requirements, impact on parking and the physical appearance of the street.

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11. Summary/Conclusions/Reasons for Recommendations

The recommendation supports government advice to local authorities to enhance local cycle infrastructure by creating joined-up networks of strategic cycle routes. This proposal provides a high-quality link between the existing east to west strategic cycle routes (E3 and E9), helping to support the community in accessing commuter, education and leisure routes.

It supports the County Council’s ambitious target of encouraging 50% of Exeter’s population to walk and cycle to employment and education destinations. It is hoped that by taking the opportunity for grant funding from the Emergency Active Travel Fund, we will be able to create a lasting legacy of safe, healthy travel for the residents of Exeter.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Heavitree & Whipton Barton

Local Government Act 1972: List of Background Papers

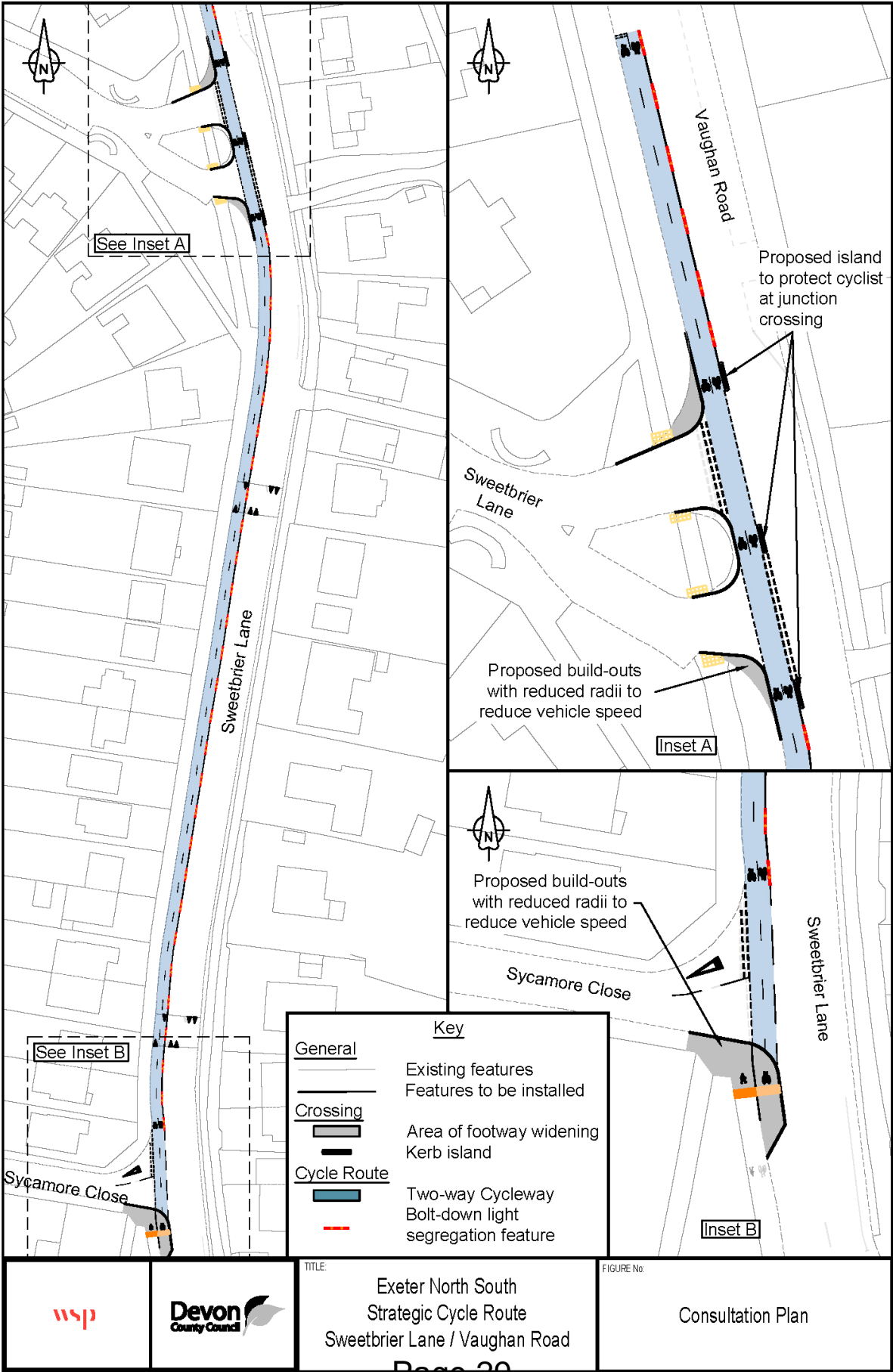
Contact for enquiries: Will Pratt

Room No: Matford Offices

Tel No: 01392-383000

Background Paper	Date	File Reference
1. None		

wp290920exh
sc/cr/Proposed Bi-Directional Cycle Facility: Sweetbrier Lane (E12)



HIW/20/33

Exeter Highways and Traffic Orders Committee
13 October 2020

Exeter HATOC Residents Parking Working Group Recommendations Report

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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 recommendations of the Working Group are noted;
- (b) the committee endorse those recommendations for presentation to Cabinet to be considered as County Policy;
- (c) the committee agree to a further Working Group to review the setting of pay and display charges in Exeter.

1. Background/Introduction

At the May 2018 meeting of Exeter HATOC a review of the performance and enforcement of residents parking schemes was presented, at the conclusion of this item the committee resolved to further review the management of residents parking in Exeter, resolving that “a Residents Parking Policy Working Group be established comprising the Chair, Councillors Asvachin, Aves and Whitton to review current policy and make recommendations to this Committee and subsequently to the Cabinet.”

A Residents Parking Working Group was established with its first meeting held in November 2018; in the past 18 months the group has met on 7 occasions. The group set out to consider what aspects of Exeter’s residents’ parking strategy, policy, design and ‘rules’ are and are not working for residents, businesses and commuters. The aim was to improve the system for residents, businesses and commuters whilst continuing to support DCC’s work to reduce traffic congestion, improve air quality and reduce the county’s impact on climate change.

During those discussions officers and Members developed terms of reference (see Appendix I) benchmarked other Authorities and reviewed with external agencies including Exeter University. This report presents the recommendations from that group (full recommendations can be seen in Appendix II).

In addition to recommendations contained within this report officers also committed to undertaking 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 Exeter University additional information was published here:

Agenda Item 9

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

2. Proposal

Through the review process the group aimed to ensure that permits were provided in a way that was proportionate and provided a best balance for the needs of the community, the recommendations developed are included in Appendix II.

As part of the review the group went on to consider 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 provide discourage multiple car ownership and encourage uptake of EV and lower emission vehicles (these recommendations are also detailed in Appendix II).

Based on existing charges in Devon and neighbouring Authorities (see Appendix III) the following was proposed:

Vehicle Type	1 st Permit	2 nd Permit	3 rd Permit (onwards)
Motorcycle	£35	£45	£65
Cars - Band A (less than 100g/km)	£35	£45	£65
Cars - Band B – K (101-225g/km)	£35	£55	£65
Cars - Bands L - M (226+ g/km)	£35	£65	£65

There would be no proposal to increase permit provision above the standard 2 permits per household at this time. However, existing grandfather rights which have allow additional permits would remain.

The group also considered changes required to ensure that any scheme could be robustly enforced and recommend investment in virtual permit technology allowing issues caused by cancelled or altered permits being displayed in vehicles to be addressed. In order to allow residents to assist in identifying abuse in their zone an online “look-up” system should be provided (subject to data governance checks).

With regards design considerations for future schemes the group considered that schemes should be designed with an exemption for Co Cars (and other recognised car clubs) to encourage uptake of these services and reduced reliance on private car ownership. It was also recommended that where schools are affected by a new residents parking scheme, consideration should be given to provision for essential vehicles where these cannot be accommodated within the school site. Consideration would be conditional on a live School Travel Plan being in place (<https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/schools/school-travel-plans/>)

Finally, further to discussion at Scrutiny (26 March 2019) the group considered the role of Pay & Display in managing congestion and air quality and recommended that a further review is conducted in Exeter. It is recommended that any review should ensure that charges are set to encourage more use of off-street car parks (in line with the Local Transport Plan) to minimise traffic congestion and to improve air quality. It would also be hoped that any review would assist in the shift to sustainable modes of transport.

3. Consultations

Any recommendations agreed by Exeter HATOC would be further considered by Cabinet before adoption as future Policy.

If proposals are to be adopted into County Policy adjustments would also be required to the County On Street Parking Traffic Order and associated formal consultation undertaken as part of the Traffic Regulation Order process.

4. Financial Considerations

It is considered that proposals will be self-financing.

5. Environmental Impact Considerations (Including Climate Change)

The proposals will have a positive environmental effect by encouraging uptake of lower (or zero) emission vehicles, reduction in congestion and consideration of alternative modes of transport.

6. Equality Considerations

If proposals are to be considered for adoption into County Policy a full impact assessment will be undertaken.

7. Legal Considerations

In developing proposals guidance has been sought from the County's legal team, the proposals presented are compliant with relevant legislation, in particular section 122 of the Road Traffic Regulation Act 1984.

Consideration was given to the appropriateness of a differential charge. If this were to be considered to reduce ownership, or ownership of higher emission vehicles; serving to manage congestion (expeditious movement of traffic) and air quality, this would be permissible.

If proposals are to be adopted into County Policy adjustments would also be required to the County's On Street Traffic Regulation Order. When making a Traffic Regulation Order it is the County Council 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.

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8. Risk Management Considerations

There is a risk that to not revisit the approach to the provision of and charging for residents parking permits that the Authority would not meet its commitments to address congestion and air quality.

9. Public Health Impact

If any policy change assists in the delivery of congestion or air quality improvements, it is considered that there would be a positive public health impact.

10. Reasons for Recommendation

It is recommended that these proposals are supported to ensure that residents parking is managed effectively to reduce congestion, improve air quality and to contribute to the aims of the Local Transport Plan.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: Chris Rook

Room No: Great Moor House, Sowton, Exeter

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		
cr021020exh sc/cr/Exeter HATOC Residents Parking Working Group Recommendations Report		

Terms of Reference

To consider what aspects of Exeter's residents' parking strategy, policy, design and 'rules' are and are not working for residents, businesses (especially small businesses and independent/home-based traders) and commuters.

To consider recommendations that can be made by Exeter HATOC that would improve the system for residents, businesses and commuters.

To focus on strategy and policy changes that do not have a significant impact upon council budgets.

To consider how the use of residents' parking can further develop DCC's work to reduce traffic congestion, improve air quality and reduce the county's impact on climate change.

Not included in the scope of the group is any discussion as to areas or roads that should or should not have residents' parking, nor a discussion as to issues of parking enforcement. These discussions take place elsewhere.

Recommendations

1. Provision of Permits

- 1.1 Existing rules relating to new developments, conversions to multiple separate dwellings, and conversions to Houses of Multiple Occupation (HMOs) should be retained in any future Policy.
- 1.2 Additional liaison with Exeter City Council is recommended to identify properties that have been subject to restrictions on vehicle ownership/car free status.
- 1.3 Motorcycles should be considered within scope of permit issue, when we move to issuing virtual permits (Most motorcycles do not come equipped with a secure place in which one of our current paper permits could be affixed).
- 1.4 Motorcycles would not be included within the 2 permit allocation but be an additional “asset”.
- 1.5 Visitor permits should be provided in a more flexible manner, removing need for 24 hour periods being used in all circumstances. Virtual permit technology should be utilised to allow the allocation of visitor permits to be used on an hourly basis.
- 1.6 Where schools are affected by a new residents parking scheme, consideration should be given to provision for essential vehicles where these cannot be accommodated within the school site. Consideration would be conditional on a live School Travel Plan being in place
(<https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/schools/school-travel-plans/>)
- 1.7 Essential Visitor Permits should be reviewed at point of issue and renewal to ensure the reasons for issue still apply and that they are being utilised correctly.
- 1.8 Business Permits should be reviewed at point of issue and renewal to ensure the reasons for issue still apply and that they are being utilised correctly.
- 1.9 Supporting Living Properties should be eligible for up to 3 permits for use where vehicles will be required for journeys with clients or errands to support clients. These permits would be aligned with Charity Business Permits.

2. Charging for Permits

- 2.1 Differential charging should be implemented in order to provide a nudge to discourage multiple car ownership. Differential charge should be set to also address additional provision in respect of grandfather rights. Differential charge should be designed to encourage uptake of EV. (Any charging structure will be subject to Impact Assessment.)
- 2.2 Motorcycles should be subject to same base permit charge as cars.
- 2.3 Essential Visitor Permits should be subject to the same base charge as cars.
- 2.4 Any new charge should ensure that the cost of transfer to virtual permits is sustainable (including any additional document checks).
- 2.5 An administration charge should be applied in respect of changes of registration details of a vehicle linked to a permit to ensure the service remains sustainable.

3. Enforcement

- 3.1 Virtual permit technology should be invested in, to better address issues caused by cancelled or altered permits being displayed.
- 3.2 Look-up system will be provided to allow residents to assist in identifying abuse (subject to data governance checks).

4. Design

Schemes should be designed with an exemption for Co Cars (and other recognised car clubs).

5. Pay & Display

Further to discussion at Scrutiny (26th March 2019) on the setting of P&D charges, it is recommended that a further review is conducted in Exeter. To ensure that charges are set to encourage use of off street car parks (in line with the Local Transport Plan) to minimise traffic congestion and to improve air quality. It would also be hoped that any review would assist in the shift to sustainable modes of transport.

ANY RECOMMENDATION WOULD BE SUBJECT TO APPROPRIATE CONSULTATION/DEMOCRATIC PROCESS & IMPACT ASSESSMENT

Benchmarking of Permit Charges

Torbay

<https://www.torbay.gov.uk/roads/parking/residents-parking/>

2 x Resident Permit – now digitally issued - £30 each.
100 Visitor permits allowed. Sold in Books of 10 at £10 each.
Admin charge for permit changes - £20 limit of two changes per year.

Plymouth

<https://www.plymouth.gov.uk/parkingandtravel/parkingpermits>

2 x Resident Permit – now digitally issued - £30 each.
Visitor permit allocations vary by zone.
£2 per day at £2 each – 14 max allowed per 14 days.
Yearly Visitor permit £15 each 2 allowed.
Books of scratch cards 30in each. 1st £20, 2nd £25, 3rd £45 all run per calendar year.
Business permits for on street Resident permit bays or Pay and display spaces.
Allow 2 hours only. For 1 week - £40 or 1 year - £150.
Allow 5 hours only. For 1 week - £75 or 1 year - £300.
Can be used by care workers.

Cornwall

<https://www.cornwall.gov.uk/transport-and-streets/parking/car-park-tickets-and-permits/residents-parking-schemes/>

2 Permits allowed. Permit 1 - £50 permit 2 - £75
2 Business permits allowed. Permit 1 - £100 Permit 2 £150. Not offered in all zones.
Visitor permits sold in books of 10 - £10. No limits on number bought.
Admin charge to change permit £10 limited to 2 changes per year.
Replace lost or damaged permit £25 or £37.50.

Somerset

<https://www.somerset.gov.uk/roads-and-transport/parking-permits/>

First Virtual Resident Parking Permit £60.
Second Virtual Resident Parking Permit £100.
The permit cost is discounted for low emission vehicles as follows:
•Vehicles with emissions up to 100g CO2/km – 100% discount.
•Vehicles with emissions between 101g -110g CO2/km – 50% discount.
•A discount is available only on the first permit application.

Annual Visitor Parking Permit £60 Visitor scratchcards are £3 for 10 (you can buy up to 100 scratchcards per calendar year).

Bristol

<https://www.bristol.gov.uk/parking/residents-parking-permits-cost>

Digitally issued and emission based charging structure applied to 1st Permit. 2nd permit £96 and 3rd permit £192.
Visitor permits are valid per day. 50 are free then a £1 charge for each permit bought. Managed digitally.

Band A Free less than 100g/km.
Band B £24 - 101-110g/km.
Bands C - K £48 - 111-225g/km.
Bands L - M £72 – 226+ g/km.
Pre 2001 or no band £48.

HIW/20/32

Exeter Highways and Traffic Orders Committee
13 October 2020

Drainage Policy and Budget Provision in Exeter Update Report of the Chief Officer for Highways, Infrastructure, Development and Waste

Recommendation: It is recommended that the Committee notes the position regarding the drainage policy, budget provision, and drainage and flooding issues identified by Members.

1. Background

At the January meeting of this Committee it was Resolved that a Report be submitted to the next meeting on the drainage policy, budget provision, and drainage and flooding issues identified by Members.

This is first opportunity to bring a report back to this Committee as virtual meetings of this Committee since January have been restricted to priority issues requiring a decision.

A paper was 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.

Revenue funded works essentially consist of three types of maintenance:

- (a) Reactive: repairs to safety defects such as filling of potholes, emergency response, dealing with flooding, replacing mandatory signs and markings, clearing overhanging vegetation and the like, which, if neglected, would pose a potential danger to road users. During winter periods undertaking precautionary salting and snow clearance.
- (b) Routine maintenance: this includes drainage repairs, broken kerbs, replacing damaged warning signs and markings, wall repairs and maintenance.
- (c) Cyclic maintenance: such as gully emptying, grass cutting, cleaning and clearing of drainage pipes, ducts and channels, ditch cleaning and siding and water tabling, most of which is carried out to a defined frequency.

The Devon County Council approved policy and procedures for emptying roadside gullies states the following:

Statement of Objectives:

The objectives of gully emptying are as follows:

- to remove detritus from the gully;

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- to ensure continued efficient functioning of the gully and its connection.

Policy to Achieve Objectives

The Priority Network consists of winter service priority one salting routes.

- (i) Urban gullies with sumps on the Priority Network shall be emptied and recharged to flush the system a minimum of once per year.
- (ii) Urban gullies without sumps on the Priority Network be flushed through to check they are functioning correctly a minimum of once per year.
- (iii) Urban gullies with sumps on other roads shall be emptied and recharged to flush the system a minimum of once every three years.
- (iv) Urban gullies without sumps on other roads shall be flushed through to check they are functioning correctly a minimum of once every three years.
- (v) Rural gullies with sumps shall be emptied and recharged to flush the system a minimum of once per year.
- (vi) Rural gullies without sumps shall be flushed through to check they are functioning correctly a minimum of once per year.
- (vii) Where it has been assessed that a gully requires more frequent cleansing the frequency shall be increased. Examples of this are gullies in areas where flooding would affect buildings or known to fill up more quickly

Procedures

- (i) Gullies shall be emptied and flushed by mechanical means.
- (ii) Gullies may be emptied by hand where inaccessible by machine.
- (iii) The area surrounding the gully cover/grating shall be cleared as part of the cleaning operation.
- (iv) Defective gullies shall be reported so that remedial works may be programmed.
- (v) All work shall be undertaken with due regard for any hypodermic needles that may be present in gully sumps. Needles shall be removed in accordance with the contractor's agreed safety procedures.

2. Cyclic Gully Cleaning in Exeter

In line with the policy set out in the Background the Exeter electoral divisions have approximately 20,870 gullies. Of these, approximately 9,400 are cleaned on an annual, six monthly or quarterly basis. Approximately 11,970 are cleaned on a three yearly basis. The gullies on the 3 yearly programme are cleaned over a period of 2 years.

During the current financial year, 2020/21 18,262 gullies are programmed to be cleaned with 11,915 programmed for 2021/22.

The cleaning history of individual gullies is publicly accessible on an interactive map which can be viewed at the following link:

<https://apps1.wdm.co.uk/Live/Devon/PBLC/PIP/map.aspx?cg=kaarb>

3. Drainage related safety interventions

There are 2 defects relating to water on the highway requiring intervention identified in the County Council's Highway Safety Policy.

1.5 Obstructions

Carriageway

Standing water is a defect if after 24 hours from when rain has ceased, the road is impassable, or it is forcing vehicles, cyclists or pedestrians away from the nearside of the carriageway by more than 1m, or if vehicles have to cross the centreline marking.

Footway & Cycleway

Standing water is a defect if after 24 hours from when rain has ceased, the footway/cycleway is impassable or forcing pedestrians/cyclists into the carriageway or the width of a pedestrian crossing is reduced to 500mm by water.

1.2 Standing/Running Water

Standing or running water on carriageways is applied where a speed limit of 40mph or above is in force and where highway users can reasonably travel at 40mph or above to minimise the risk of aquaplaning

Carriageway only

if after 24 hours from when rain has ceased, the road is impassable, or it is forcing vehicles, cyclists or pedestrians away from the nearside of the carriageway by more than 1m, or if vehicles have to cross the centreline marking

4. Drainage revenue budget

An annual revenue budget is allocated for drainage in addition to funding for cyclic gully cleaning and safety reaction. This drainage budget funds local reaction to identified problems including jetting, camera surveys and minor repairs.

During the current financial year additional funding has been made available to follow up issues recorded by operatives undertaking the cyclic gully cleaning works. The significant volume of this work is jetting. To date in excess of 1,000 sites have been jetted county wide as a part of this operation.

Jetting operations are delivered using plant supplied by Skanska, as our service provider, and the wider outside market supply chain. A number of the supply chain companies are based within the county and, having been commissioned for a number of years to undertake these works, are familiar with the highway drainage network, processes and procedures.

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5. Drainage and Flooding Issues identified by Members

Following the January meeting of this Committee Members were invited to advise of any long standing or significant drainage problems in their Division they wished to be included in this report. A table setting out responses to issues highlighted by elected members is attached as Appendix A.

6. Financial Considerations

The budget of this work is set out within the paper was 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.

A county wide allocation of £2,000,000 is committed to delivery of the gully cleaning programme. Within this allocation, a separate allocation of £39,600 is made available to the Exeter Neighbourhood Team for reactive cleaning and investigation works.

An allocation of £54,450 is committed to the Exeter Neighbourhood Team to undertake revenue drainage works.

Safety interventions identified in line with the Highway Safety Policy will be addressed through the £5,600,000 county wide safety defect budget.

7. Sustainability Considerations

When maintenance work is undertaken it is managed to ensure that the effect on the surrounding environment is kept to a minimum. In order to minimise the volume of wet waste being taken to tip, Devon Highways are working closely with the Environment Agency to introduce wet waste filters at a number of depots across the county.

8. Carbon Impact Considerations

This proposal will have a carbon neutral impact.

9. Equality Considerations

The Equality of the recommendations have been considered in the preparation of this report.

10. Legal Considerations

The lawful consequences of the recommendation have been considered in the preparation of this report.

11. Risk Management Considerations

The proposals contained in this report have been assessed and all reasonable actions are taken to safeguard the Council's position.

12. Summary/Conclusions/Reasons for Recommendations

The proposed programme is designed to make best use of the available financial resources using the Cabinet endorsed Asset Management approach.

Meg Booth

Chief Officer for Highways, Infrastructure, Development and Waste

Electoral Divisions: All Exeter Divisions

tv021020exh

sc/cr/Drainage Policy and Budget Provision in Exeter

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Appendix A To HIW/20/32

Significant and long standing issues raised by Members

Councillor	Location	Comments
Asvachin & Foggin	Wonford Street o/s 91	Gully cleaned. This has been monitored and no further problems have been observed.
Aves	Clifton Road near Clifton Inn	This area is identified as a flood risk area. Gullies within the vicinity of the Clifton Inn are now cleaned every six months.
Aves	Polsloe Road near the Isca Medical practice	The gullies in this area were cleaned earlier in the year. All gullies were operational on completion.
Foggin	Honiton Road at Sweetbrier Lane	Surveys undertaken. Improvement scheme being designed.
Prowse	Pennsylvania Road between Beech Avenue and Rosebarn Lane	This site is on a hill and water unable to flow into one gully will flow to the next not causing a safety issue. Low priority for further work.
Prowse	Denmark Road o/s Maynard School	Identified for cleaning using the mini jetter.
Prowse	Streatham Drive and New North Road	On a hill but potential capacity issues in the system to be investigated
Prowse	A377 o/s Johnsons	Potential capacity issues in the system to be investigated.
Prowse	Upper Wrefords Lane	This site is on a hill and water unable to flow into one gully will flow to the next not causing a safety issue. The location has been identified for more frequent cleans.
Prowse	Pooling in Michigan Way	Works to resolve the problem have been identified for design.
Prowse	Pooling in front of 10 Plassey Close	This relates to ponding on the footway that is not a safety defect. No further action at the present time.
Prowse	Pooling o/s 23 Elizabeth Avenue	A scheme has been identified for footway works to relieve footway ponding. Awaiting design.
Whitton	Bonhay Road o/s 90	Gully has been cleaned and the situation is being monitored.
Whitton	Red Cow Village near junction with Station Road	Investigated and no blocked gullies have been identified. The gullies have been cleaned and recorded as 'cleaned and operational'.

