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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

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Date: 8 January 2021

Contact: Gerry Rufolo, 01392 382299

Email: [gerry.rufolo@devon.gov.uk](mailto:gerry.rufolo@devon.gov.uk)

## **EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Monday, 18th January, 2021

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 special meeting held on 14 December 2020 and the meeting of 13 October 2020 (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.

4 Bus Services in Exeter

Bus and Coach Operator to update on service developments and answer Members' questions.

**MATTERS FOR DECISION**

5 Exeter Residents Parking - Results of Consultation (Pages 1 - 18)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/2), attached.

6 Wonford Road Exeter: E9 Strategic Cycle Route (Pages 19 - 44)  
*Electoral Divisions(s): All in Exeter*

Report of the Head of Planning, Transportation and Environment (PTE/21/2), attached.

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

**MATTERS FOR INFORMATION**

7 Actions Taken Under Delegated Powers (Pages 45 - 46)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/3), attached.

*Electoral Divisions(s): All in Exeter*

8 Dates of Meetings

15 March, 19 July and 18 October 2021 and 17 January and 6 May 2022.

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

Nil.

*Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.*

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Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

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### **Declarations of Interest for Members of the Council**

It is to be noted that Members of the Council must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

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**Induction Loop available**



## **Exeter Residents Parking – Results of Consultation**

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 results of the consultations be noted;**
- (b) the committee approve the advertising of a traffic regulation order to introduce residents parking restrictions in the Wardrew Road, Barton Road and Queens Road areas, including Edwin Road;**
- (c) that the Chief Officer for Highways, Infrastructure Development and Waste be given delegated powers, in consultation with the Chair/Vice Chair and the local County Councillors, to agree the scheme details prior to the statutory consultation; and**
- (d) a report be brought to this committee in January 2022 to prioritise the remaining schemes.**

### **1. Summary**

This report considers the results of the public consultation on the possible introduction of a residents parking scheme in eight areas of the city.

### **2. Introduction**

At the meeting of the Exeter Highways and Traffic Orders Committee on 9 April 2019, it was resolved to carry out further consultations on residents parking in eight areas in the city.

- Barton Road Area
- Ebrington Road Area
- New Valley Road Area
- Heraldry Way Area
- Southbrook Road Area
- Sweetbrier Lane Area
- Cotfield Street Area
- Woodwater Lane Area

This report considers the responses submitted and makes recommendations on the next steps.

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## **3. Consultations/Representations**

The consultations took place from 3 February until 24 February 2020 and households were sent details of how a residents parking scheme would work and invited to respond with their views.

The council received 1,335 responses to the consultation and the results are summarised in the tables in Appendix I and on the maps in Appendix II.

## **4. Proposal**

After consideration of the responses, shown in Appendices I & II, the position of each proposed zone is considered below.

### **Barton Road Area**

The total responses from this area suggest that residents are not in favour of a scheme. However, there is a difference of opinion within this area.

The majority of streets on the east side (Old Vicarage Road and Ferndale Road area) are in favour of restrictions. However, those on the west side (Cowick Lane area) are not in support of restrictions.

After considering the previous consultation responses from the 2019 consultations, it is recommended that proposals are considered in the Old Vicarage Road and Ferndale Road areas as it falls between the Wardrew Road and Queens Road areas that are to be progressed.

Barton Road would be an obvious road to divide the east and west areas, however as the road itself is split into sections with alternate sections being accessed from the east and west sides, it would not be appropriate to split a scheme along this road. Therefore, it is recommended that a scheme is proposed for the entire area so that residents can consider this at the statutory consultation stage.

### **Ebrington Road Area**

The total responses from this area suggest that residents are not in favour of a scheme. However, there is overwhelming support in Edwin Road (65% of properties).

It is therefore recommended that Edwin Road is considered as part of the adjacent Queens Road scheme.

### **New Valley Road Area**

The total responses from this area suggest that residents are supportive of a scheme. It is therefore recommended that a scheme is progressed for this area.

### **Heraldry Way Area**

The total responses from this area suggest that residents are supportive of a scheme. It is therefore recommended that a scheme is progressed for this area.

### **Southbrook Road Area**

The total responses from this area suggest that residents are supportive of a scheme.

# Agenda Item 5

It is therefore recommended that a scheme is progressed for this area.

## **Sweetbrier Lane Area**

The total responses from this area suggest that residents of the main routes are supportive of a scheme. It is only the side roads off of Sweetbrier Lane that do not support a scheme, however it would not be appropriate to exclude them from a scheme.

It is therefore recommended that a scheme is progressed for this area.

## **Cotfield Street Area**

The total responses from this area suggest that residents are supportive of a scheme. It is therefore recommended that a scheme is progressed for this area.

## **Woodwater Lane Area**

The total responses from this area suggest that residents are broadly supportive of a scheme.

It is therefore recommended that restrictions are progressed for this area as an extension to the adjacent Rifford Road area scheme (Zone S7).

## **5. Priorities for Delivery**

Each scheme will require detailed design and a statutory consultation before a final decision will be made on which restrictions can be implemented. The council does not have sufficient resource to progress all of these areas at the same time therefore areas will be prioritised to identify which areas to progress first.

In April 2019, it was resolved that a scheme be progressed for the Wardrew Road and Queens Road areas, subject to further consultations being carried out in the adjacent areas. As these additional consultations have now been completed, it is recommended that the first scheme to be progressed should include the Wardrew Road, Barton Road and Queens Road areas, including Edwin Road.

It is also recommended that the detailed design for this area be agreed with the local County Councillors and the Chair or Vice Chair of the committee, prior to the statutory consultation.

Due to the resources required to progress proposals for this area, the remaining areas, listed alphabetically below, would need to be progressed in later years.

- Cotfield Street Area
- Heraldry Way Area
- New Valley Road Area
- Southbrook Road Area
- Sweetbrier Lane Area
- Woodwater Lane Area – extension to Zone S7

The priorities for the delivery of these schemes would be discussed with County Councillors in due course. It is proposed that a report be brought to a future meeting with the priorities, considering the budget and resources that would be required.

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## **6. Options**

An option of not doing anything has been considered and dismissed as this would not resolve the parking issues being experienced by residents of Exeter.

Other priorities are possible, but as the residents of Wardrew Road and Queens Road were consulted first, it is considered appropriate that restrictions are considered for this area as a priority above those areas consulted in 2020.

## **7. Financial Considerations**

A total of £100,000 has been set aside from the capital programme to fund Traffic Management Plans on a County-wide basis. It intended to draw upon this funding to progress the traffic regulation order proposed in this report.

## **8. Legal Considerations**

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, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **9. Environmental Impact Considerations (Including Climate Change)**

The introduction of restrictions would remove commuter parking in residential areas. This will encourage sustainable travel and reduce traffic looking for a parking space and improve air quality.

## **10. Equality Considerations**

No new policies are being recommended in this report but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

## **11. Risk Management Considerations**

No risks have been identified.

## **12. Public Health Impact**

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon Joint Health and Wellbeing Strategy.

## **13. Reasons for Recommendations**

The recommendation to progress with a traffic regulation order for the Wardrew Road, Barton Road and Queens Road area, including Edwin Road is based on the results of the public consultation.

The detailed design will require input from the local county councillors, however the final decision will be reported to a future meeting of this committee to consider the submissions received to the statutory consultation.



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Due to the changing resources of the council it is not appropriate to prioritise the remaining schemes at this time. It is appropriate for the future schemes to be reviewed in the future when it is better understood what resources are required for each scheme and what resources are available for delivery of these schemes.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: All in Exeter**

**Local Government Act 1972: List of Background Papers**

Contact for Enquiries: James Bench

Tel No: 0345 155 1004 Room: M8, Great Moor House

<b>Background Paper</b>	<b>Date</b>	<b>File Reference</b>
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None		
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### Do you support the introduction of residents parking restrictions in your street/area?

#### Barton Road Area - Breakdown of responses by Road

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA			16	100.0%	16			16	100.0%	16	0	0.0%
BARTON ROAD	8	42.1%	11	57.9%	19	7	43.8%	9	56.3%	16	60	26.7%
CHIEFTAIN WAY	11	47.8%	12	52.2%	23	11	55.0%	9	45.0%	20	85	23.5%
CHURCH PATH ROAD	1	12.5%	7	87.5%	8	1	14.3%	6	85.7%	7	31	22.6%
CHURCHILL ROAD	9	56.3%	7	43.8%	16	8	53.3%	7	46.7%	15	35	42.9%
COLERIDGE ROAD	10	62.5%	6	37.5%	16	8	61.5%	5	38.5%	13	39	33.3%
COLES MEWS	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	3	66.7%
CORDERY ROAD	3	9.4%	29	90.6%	32	3	10.3%	26	89.7%	29	89	32.6%
COWICK LANE	2	16.7%	10	83.3%	12	2	16.7%	10	83.3%	12	40	30.0%
COWICK STREET			5	100.0%	5			4	100.0%	4	46	8.7%
DUCKWORTH ROAD	14	48.3%	15	51.7%	29	13	50.0%	13	50.0%	26	61	42.6%
FERNDALE GARDENS					0					0	4	0.0%
FERNDALE ROAD	9	60.0%	6	40.0%	15	9	60.0%	6	40.0%	15	52	28.8%
HOLLAND ROAD	9	47.4%	10	52.6%	19	8	47.1%	9	52.9%	17	34	50.0%
LARCH ROAD	5	35.7%	9	64.3%	14	5	35.7%	9	64.3%	14	28	50.0%
OLD VICARAGE ROAD	13	56.5%	10	43.5%	23	12	60.0%	8	40.0%	20	39	51.3%
PARKHOUSE ROAD	3	17.6%	14	82.4%	17	3	20.0%	12	80.0%	15	33	45.5%
POWDERHAM ROAD	15	71.4%	6	28.6%	21	14	70.0%	6	30.0%	20	47	42.6%
RICES MEWS	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	36	16.7%
SANFORD PLACE	5	25.0%	15	75.0%	20	5	26.3%	14	73.7%	19	36	52.8%
SHAFTESBURY ROAD	18	56.3%	14	43.8%	32	15	53.6%	13	46.4%	28	57	49.1%
TIN LANE	1	100.0%			1	1	100.0%			1	4	25.0%
<b>Total</b>	<b>141</b>	<b>40.8%</b>	<b>205</b>	<b>59.2%</b>	<b>346</b>	<b>130</b>	<b>41.3%</b>	<b>185</b>	<b>58.7%</b>	<b>315</b>	<b>859</b>	<b>36.7%</b>

**Ebrington Road Area - Breakdown of responses by Road**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA			1	100.0%	1			1	100.0%	1	0	0.0%
ALPHINGTON ROAD	5	62.5%	3	37.5%	8	5	71.4%	2	28.6%	7	48	14.6%
ASHWOOD ROAD	4	28.6%	10	71.4%	14	4	30.8%	9	69.2%	13	26	50.0%
COURTENAY ROAD	3	27.3%	8	72.7%	11	3	27.3%	8	72.7%	11	34	32.4%
COVERDALE ROAD	5	45.5%	6	54.5%	11	5	45.5%	6	54.5%	11	21	52.4%
EBRINGTON ROAD	13	40.6%	19	59.4%	32	13	41.9%	18	58.1%	31	95	32.6%
EDWIN ROAD	22	95.7%	1	4.3%	23	17	94.4%	1	5.6%	18	26	69.2%
FORTESCUE ROAD	9	45.0%	11	55.0%	20	8	44.4%	10	55.6%	18	36	50.0%
OLD MARKET CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	10	20.0%
PERCY ROAD			3	100.0%	3			3	100.0%	3	14	21.4%
WOODVILLE ROAD	7	35.0%	13	65.0%	20	7	46.7%	8	53.3%	15	39	38.5%
<b>Total</b>	<b>69</b>	<b>47.6%</b>	<b>76</b>	<b>52.4%</b>	<b>145</b>	<b>63</b>	<b>48.5%</b>	<b>67</b>	<b>51.5%</b>	<b>130</b>	<b>349</b>	<b>37.2%</b>

**New Valley Road Area - Breakdown of responses by Road**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA			1	100.0%	1			1	100.0%	1	0	0.0%
EXWICK ROAD	18	58.1%	13	41.9%	31	16	59.3%	11	40.7%	27	68	39.7%
FAIRHAZEL DRIVE	15	88.2%	2	11.8%	17	11	84.6%	2	15.4%	13	26	50.0%
NEW VALLEY ROAD					0					0	1	0.0%
OLD BAKERY CLOSE	33	89.2%	4	10.8%	37	30	88.2%	4	11.8%	34	76	44.7%
VALLEY ROAD	1	100.0%			1	1	100.0%			1	2	50.0%
<b>Total</b>	<b>67</b>	<b>77.0%</b>	<b>20</b>	<b>23.0%</b>	<b>87</b>	<b>58</b>	<b>76.3%</b>	<b>18</b>	<b>23.7%</b>	<b>76</b>	<b>173</b>	<b>43.9%</b>

**Heraldry Way Area - Breakdown of responses by Road**

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	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA	3	27.3%	8	72.7%	11	3	30.0%	7	70.0%	10	0	0.0%
BROCKEY WALK	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	14	42.9%
BUCKINGHAM ROAD	4	44.4%	5	55.6%	9	3	42.9%	4	57.1%	7	40	17.5%
COBURG GREEN	1	16.7%	5	83.3%	6	1	25.0%	3	75.0%	4	34	11.8%
CORONET CLOSE	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	6	50.0%
CROWN WAY	3	33.3%	6	66.7%	9	3	37.5%	5	62.5%	8	34	23.5%
CULM CLOSE	2	100.0%			2	2	100.0%			2	9	22.2%
CULM GROVE	20	90.9%	2	9.1%	22	14	87.5%	2	12.5%	16	42	38.1%
CUMBERLAND DRIVE	7	87.5%	1	12.5%	8	5	83.3%	1	16.7%	6	13	46.2%
DIGBY DRIVE	2	100.0%			2	2	100.0%			2	8	25.0%
EDWARDS COURT			3	100.0%	3			3	100.0%	3	24	12.5%
HADDEO DRIVE	1	16.7%	5	83.3%	6	1	25.0%	3	75.0%	4	19	21.1%
HERALDRY ROW					0					0	9	0.0%
HERALDRY WALK	8	88.9%	1	11.1%	9	6	85.7%	1	14.3%	7	45	15.6%
HERALDRY WAY	22	68.8%	10	31.3%	32	22	68.8%	10	31.3%	32	90	35.6%
NORMAN MEWS	2	40.0%	3	60.0%	5	2	50.0%	2	50.0%	4	14	28.6%
NORMAN PLACE	4	50.0%	4	50.0%	8	3	50.0%	3	50.0%	6	18	33.3%
PLANTAGENET WALK	1	100.0%			1	1	100.0%			1	9	11.1%
ROYAL CRESCENT	5	50.0%	5	50.0%	10	5	50.0%	5	50.0%	10	45	22.2%
RUSSELL WALK	8	53.3%	7	46.7%	15	8	57.1%	6	42.9%	14	92	15.2%
SOVEREIGN COURT					0					0	8	0.0%
UNICORN STREET	4	33.3%	8	66.7%	12	4	40.0%	6	60.0%	10	27	37.0%
WALSINGHAM PLACE	3	75.0%	1	25.0%	4	3	75.0%	1	25.0%	4	23	17.4%
WALSINGHAM ROAD	6	50.0%	6	50.0%	12	5	50.0%	5	50.0%	10	31	32.3%
<b>Total</b>	<b>111</b>	<b>56.9%</b>	<b>84</b>	<b>43.1%</b>	<b>195</b>	<b>98</b>	<b>58.0%</b>	<b>71</b>	<b>42.0%</b>	<b>169</b>	<b>654</b>	<b>25.8%</b>

**Southbrook Road Area - Breakdown of responses by Road**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA	1	100.0%			1	1	100.0%			1	0	0.0%
BISHOP WESTALL ROAD	23	40.4%	34	59.6%	57	23	44.2%	29	55.8%	52	142	36.6%
SOUTHBROOK ROAD	28	53.8%	24	46.2%	52	27	56.3%	21	43.8%	48	72	66.7%
SWALLOWFIELD ROAD	10	55.6%	8	44.4%	18	9	52.9%	8	47.1%	17	30	56.7%
TOLLARDS ROAD	26	56.5%	20	43.5%	46	24	60.0%	16	40.0%	40	63	63.5%
TOPSHAM ROAD	8	66.7%	4	33.3%	12	8	66.7%	4	33.3%	12	22	54.5%
WENDOVER WAY	14	70.0%	6	30.0%	20	13	72.2%	5	27.8%	18	33	54.5%
<b>Total</b>	<b>110</b>	<b>53.4%</b>	<b>96</b>	<b>46.6%</b>	<b>206</b>	<b>105</b>	<b>55.9%</b>	<b>83</b>	<b>44.1%</b>	<b>188</b>	<b>362</b>	<b>51.9%</b>

**Sweetbrier Lane Area - Breakdown of responses by Road**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA			1	100.0%	1			1	100.0%	1	0	0.0%
CARLYON CLOSE	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	28	10.7%
CARLYON GARDENS	5	23.8%	16	76.2%	21	5	25.0%	15	75.0%	20	49	40.8%
CHARD ROAD	41	59.4%	28	40.6%	69	36	56.3%	28	43.8%	64	102	62.7%
DAWN CLOSE			3	100.0%	3			2	100.0%	2	5	40.0%
HAMLIN LANE	19	65.5%	10	34.5%	29	19	70.4%	8	29.6%	27	41	65.9%
LYMEBORNE AVENUE	7	77.8%	2	22.2%	9	5	83.3%	1	16.7%	6	10	60.0%
MADISON AVENUE	7	38.9%	11	61.1%	18	7	41.2%	10	58.8%	17	33	51.5%
NICHOLAS ROAD	7	53.8%	6	46.2%	13	6	50.0%	6	50.0%	12	21	57.1%
SWEETBRIER LANE	24	52.2%	22	47.8%	46	24	53.3%	21	46.7%	45	92	48.9%
WHIPTON LANE	22	51.2%	21	48.8%	43	22	55.0%	18	45.0%	40	68	58.8%
WHITEWAY DRIVE	9	33.3%	18	66.7%	27	9	34.6%	17	65.4%	26	49	53.1%
<b>Total</b>	<b>142</b>	<b>50.4%</b>	<b>140</b>	<b>49.6%</b>	<b>282</b>	<b>134</b>	<b>51.0%</b>	<b>129</b>	<b>49.0%</b>	<b>263</b>	<b>498</b>	<b>52.8%</b>

**Cotfield Street Area - Breakdown of responses by Road**

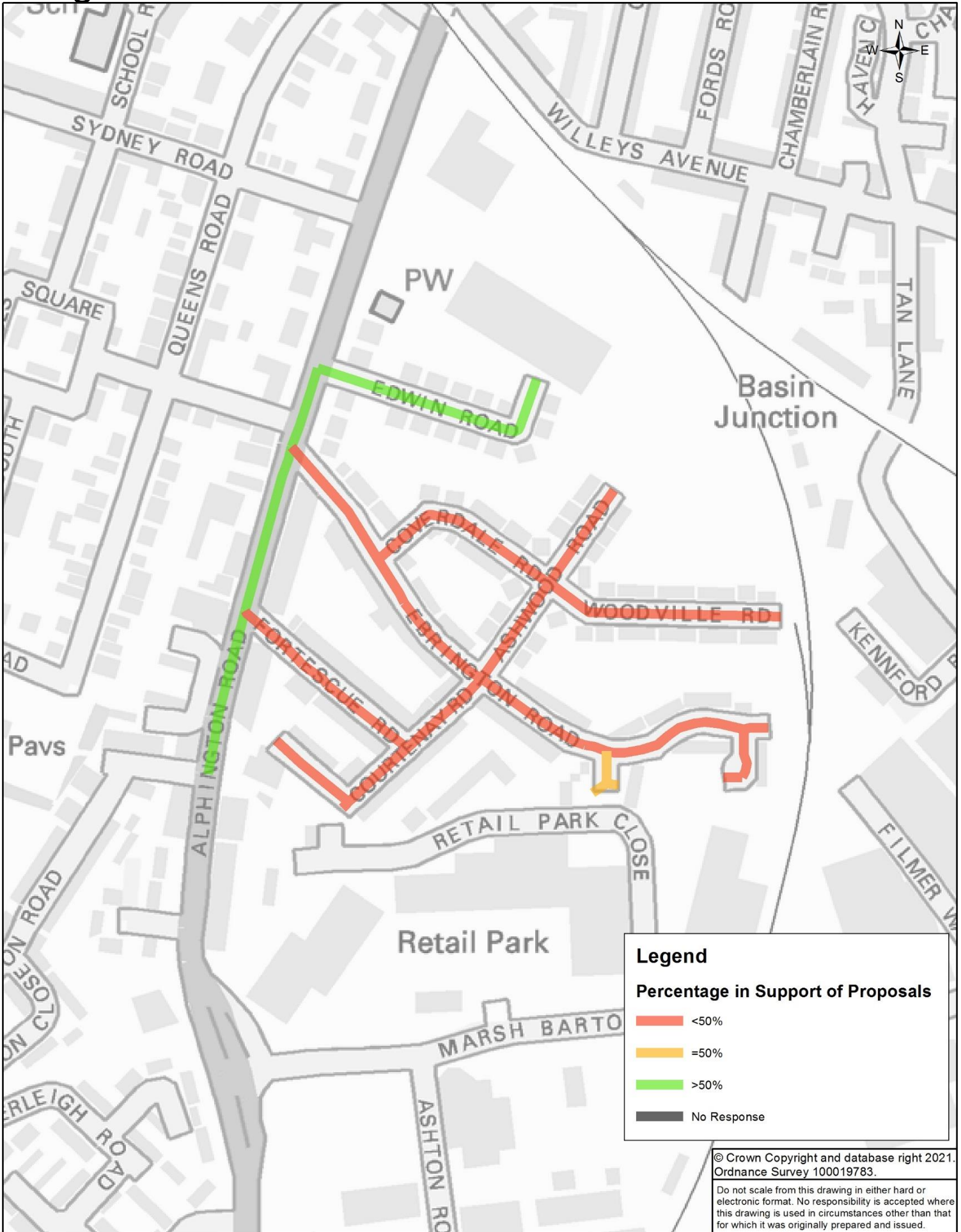
	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
COTFIELD STREET	7	77.8%	2	22.2%	9	6	85.7%	1	14.3%	7	28	25.0%
WATER LANE	9	47.4%	10	52.6%	19	9	52.9%	8	47.1%	17	109	15.6%
<b>Total</b>	<b>16</b>	<b>57.1%</b>	<b>12</b>	<b>42.9%</b>	<b>28</b>	<b>15</b>	<b>62.5%</b>	<b>9</b>	<b>37.5%</b>	<b>24</b>	<b>137</b>	<b>17.5%</b>

**Woodwater Lane Area - Breakdown of responses by Road**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ALLER VALE CLOSE	10	100.0%			10	8	100.0%			8	14	57.1%
BEVERLEY CLOSE	8	33.3%	16	66.7%	24	8	33.3%	16	66.7%	24	41	58.5%
CARLTON ROAD	15	71.4%	6	28.6%	21	14	70.0%	6	30.0%	20	34	58.8%
HOLNE RISE	1	12.5%	7	87.5%	8	1	16.7%	5	83.3%	6	12	50.0%
WHITCHURCH AVENUE	11	55.0%	9	45.0%	20	10	58.8%	7	41.2%	17	41	41.5%
WOODWATER LANE	4	36.4%	7	63.6%	11	4	40.0%	6	60.0%	10	30	33.3%
<b>Total</b>	<b>49</b>	<b>52.1%</b>	<b>45</b>	<b>47.9%</b>	<b>94</b>	<b>45</b>	<b>52.9%</b>	<b>40</b>	<b>47.1%</b>	<b>85</b>	<b>172</b>	<b>49.4%</b>



# Agenda Item 5



**Legend**

**Percentage in Support of Proposals**

- <50%
- =50%
- >50%
- No Response

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drawn by	JPB
scale	NTS
date	05/01/2021
drawing number	<b>ERP/2020/2 (A)</b>



Meg Booth  
 Chief Officer for Highways,  
 Infrastructure Development  
 and Waste

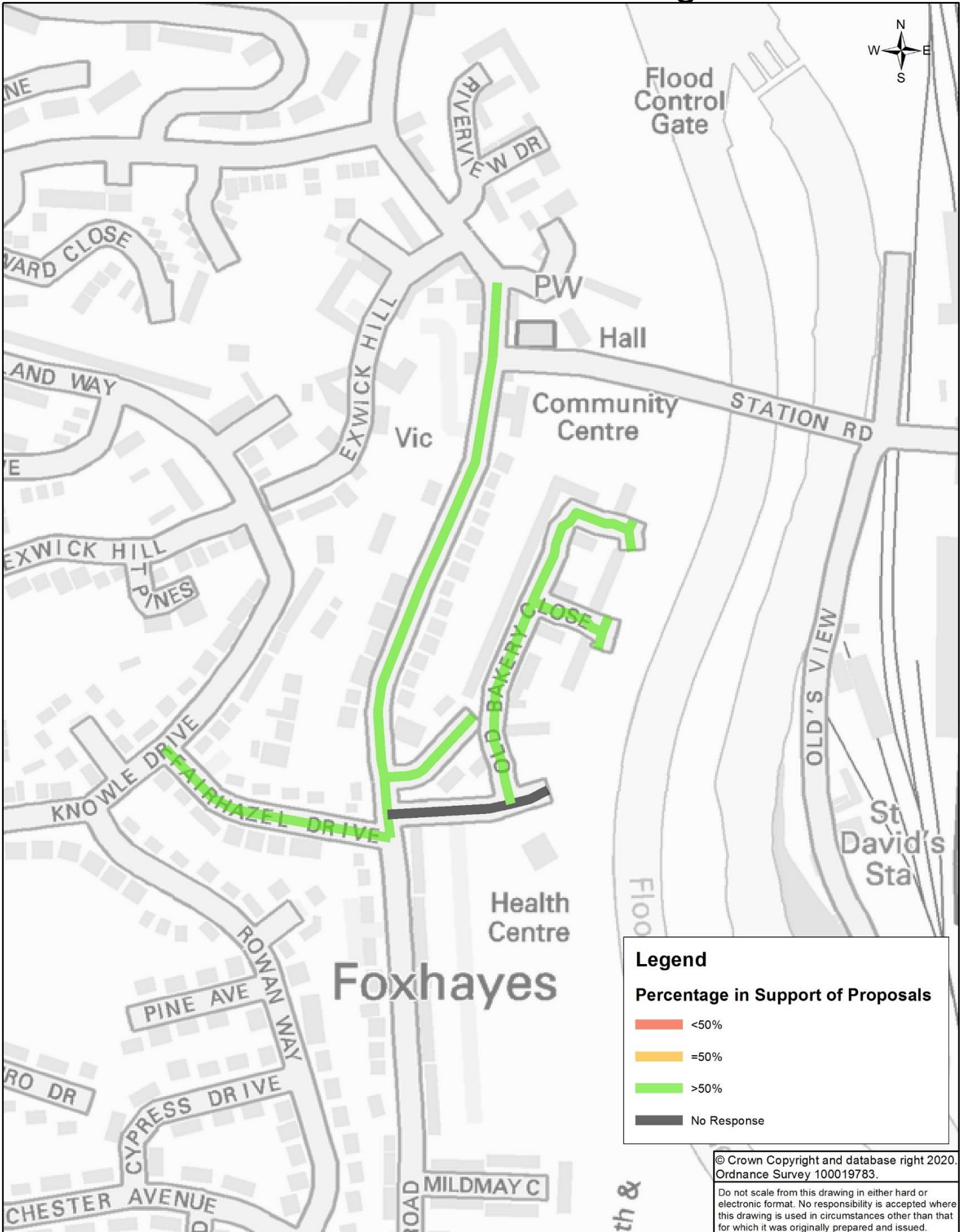
TRAFFIC MANAGEMENT TEAM  
 GREAT MOOR HOUSE  
 BITTERN ROAD  
 EXETER  
 EX2 7NL  
 Telephone 0345 155 1004

**Drawing Title:**  
 Do you support the introduction of residents  
 parking restrictions in your street/area?

**Page 12**

Ebrington Road Area, Exeter





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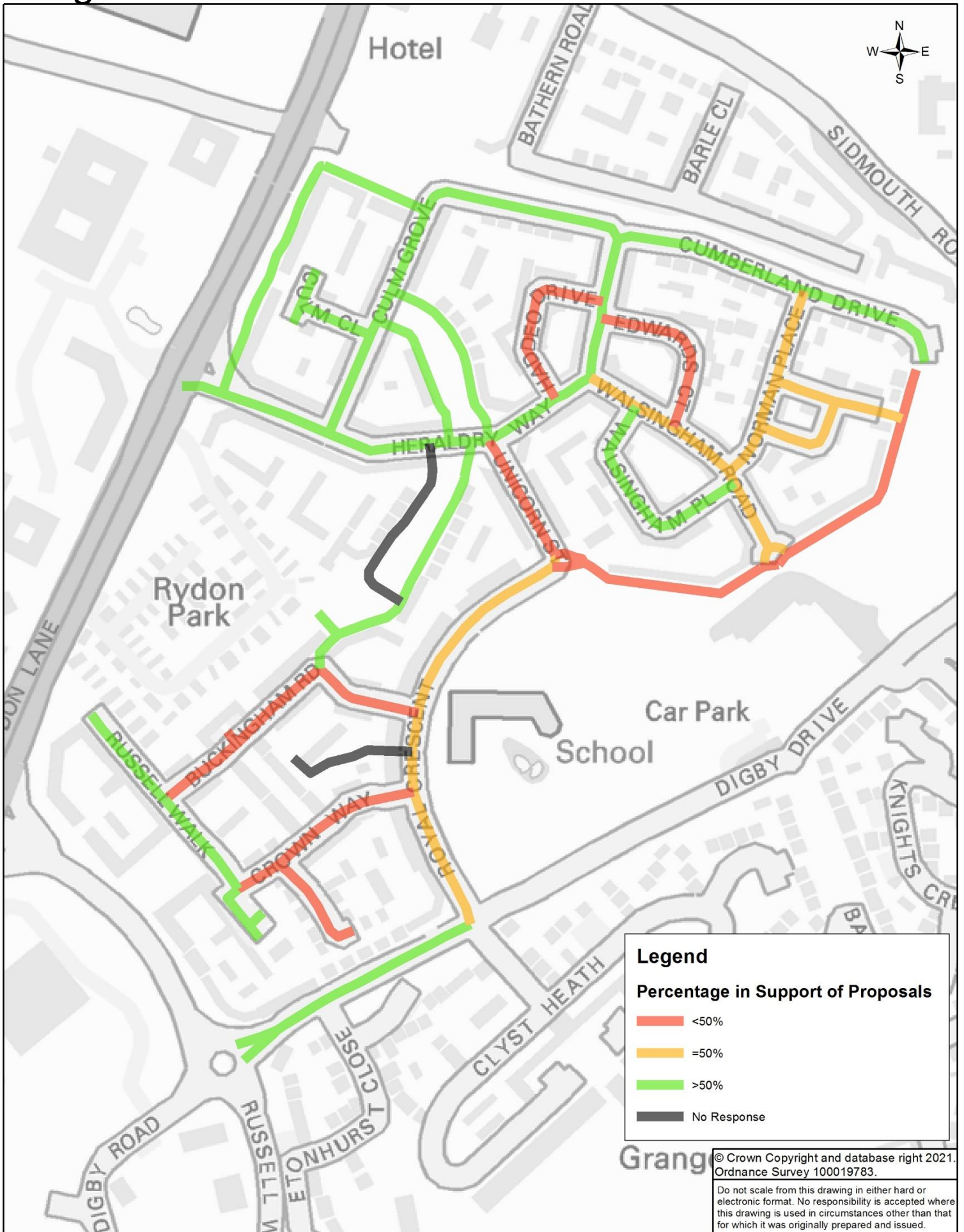
scale NTS

date 21/12/2020

drawing number

**ERP/2020/3 (A)**

# Agenda Item 5



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**ERP/2020/4 (A)**

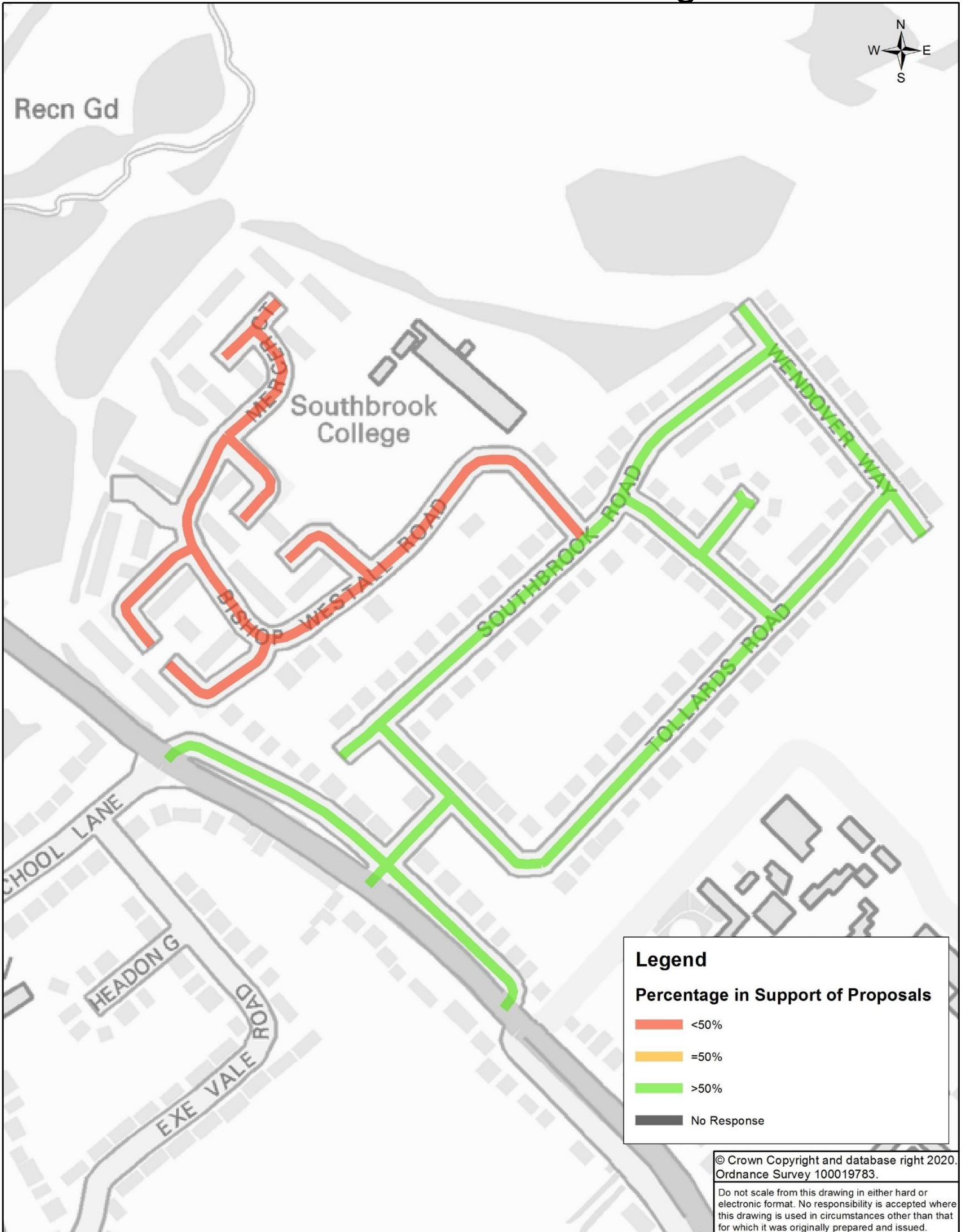
Drawing Title:

Do you support the introduction of residents parking restrictions in your street/area?



Meg Booth  
Chief Officer for Highways,  
Infrastructure Development  
and Waste

TRAFFIC MANAGEMENT TEAM  
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BITTERN ROAD  
EXETER  
EX2 7NL  
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**Legend**

**Percentage in Support of Proposals**

- █ <50%
- █ =50%
- █ >50%
- █ No Response

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**ERP/2020/5 (A)**

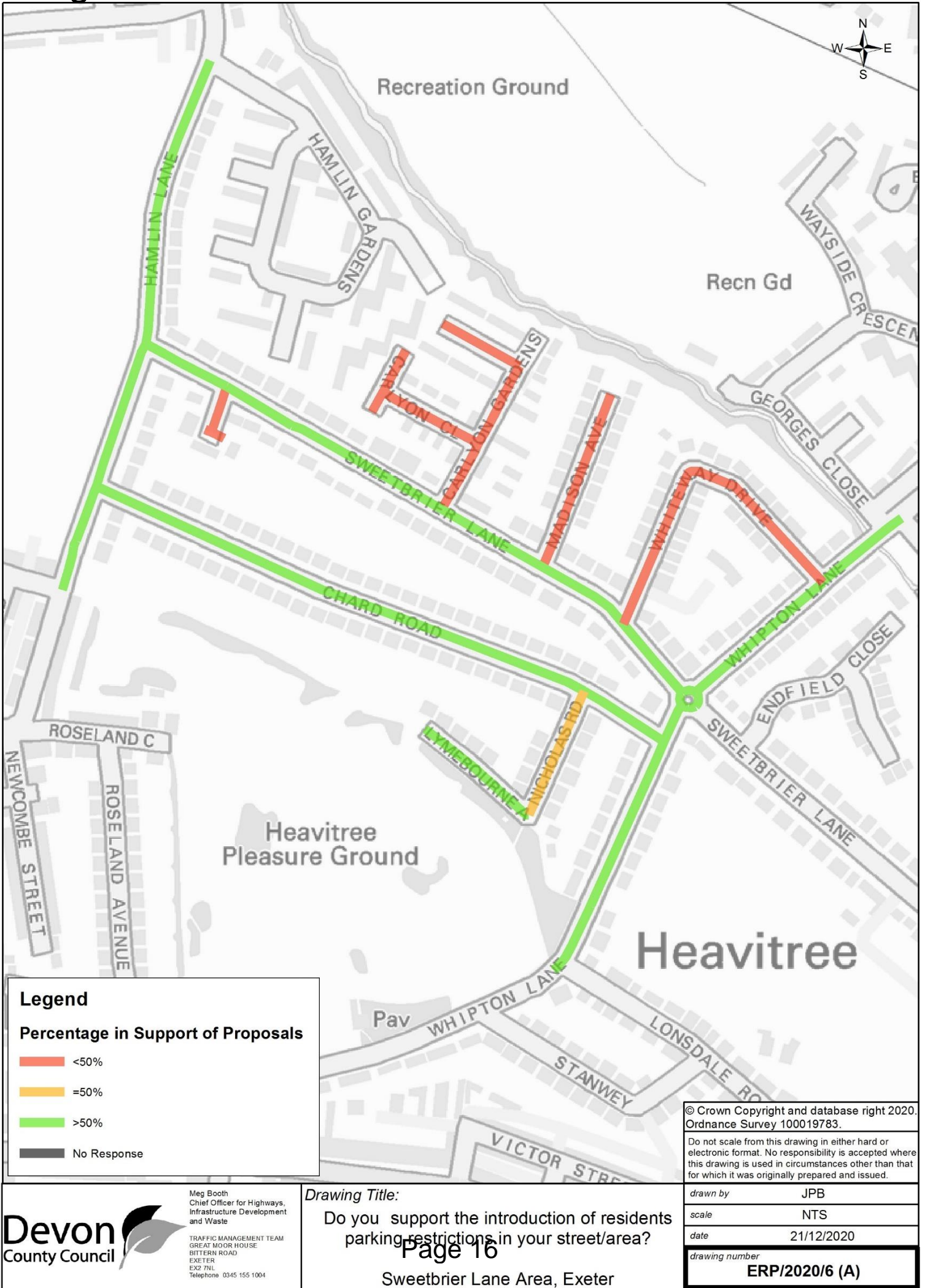
**Devon**  
County Council

Meg Booth  
Chief Officer for Highways,  
Infrastructure Development  
and Waste

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BITTERN ROAD  
EXETER  
EX2 7NL  
Telephone 0345 155 1004

**Drawing Title:**  
Do you support the introduction of residents  
parking restrictions in your street/area?  
**Page 15**  
Southbrook Road Area, Exeter

# Agenda Item 5



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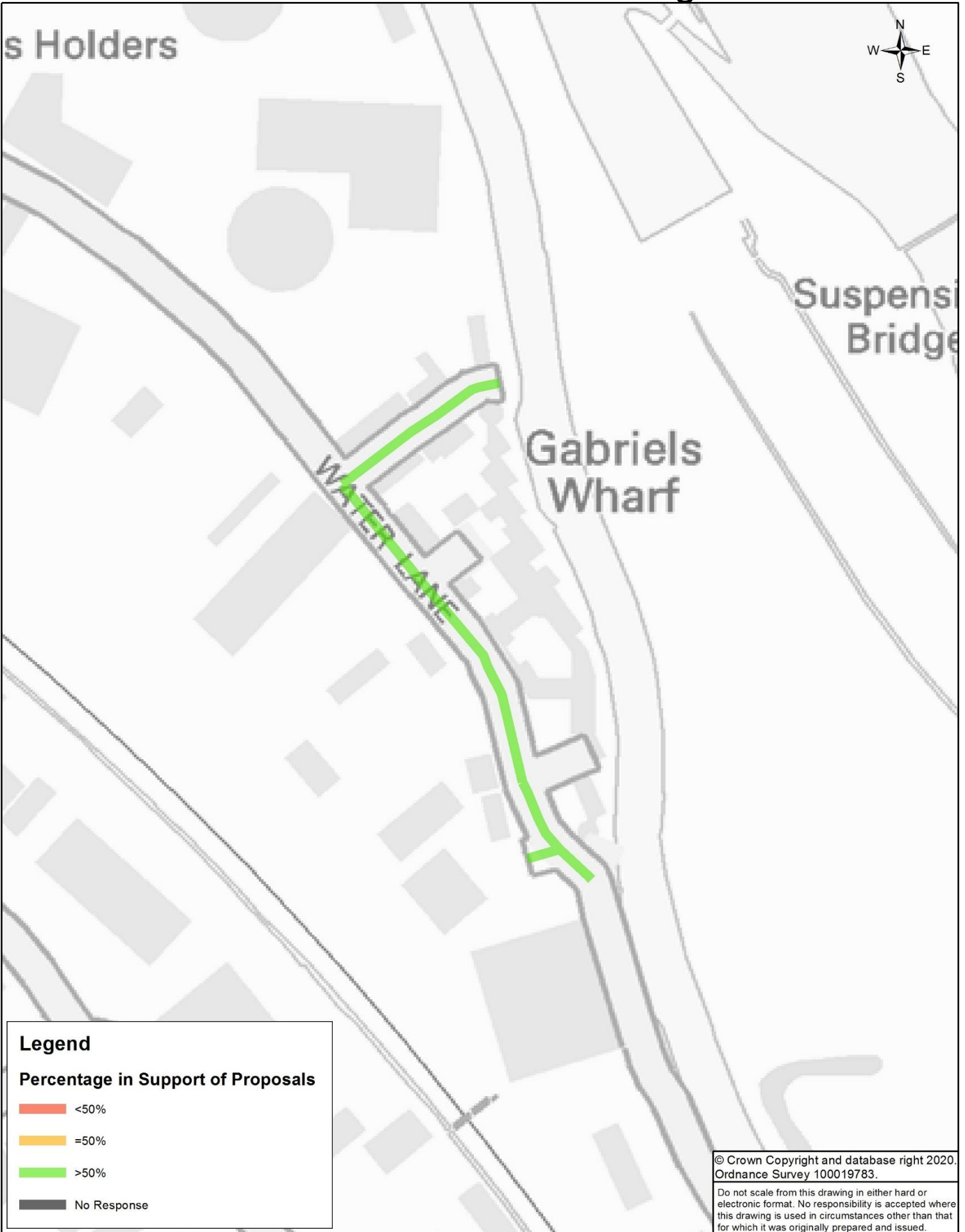
date 21/12/2020

drawing number

**ERP/2020/6 (A)**

Drawing Title:

Do you support the introduction of residents parking restrictions in your street/area?



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drawing number **ERP/2020/7 (A)**

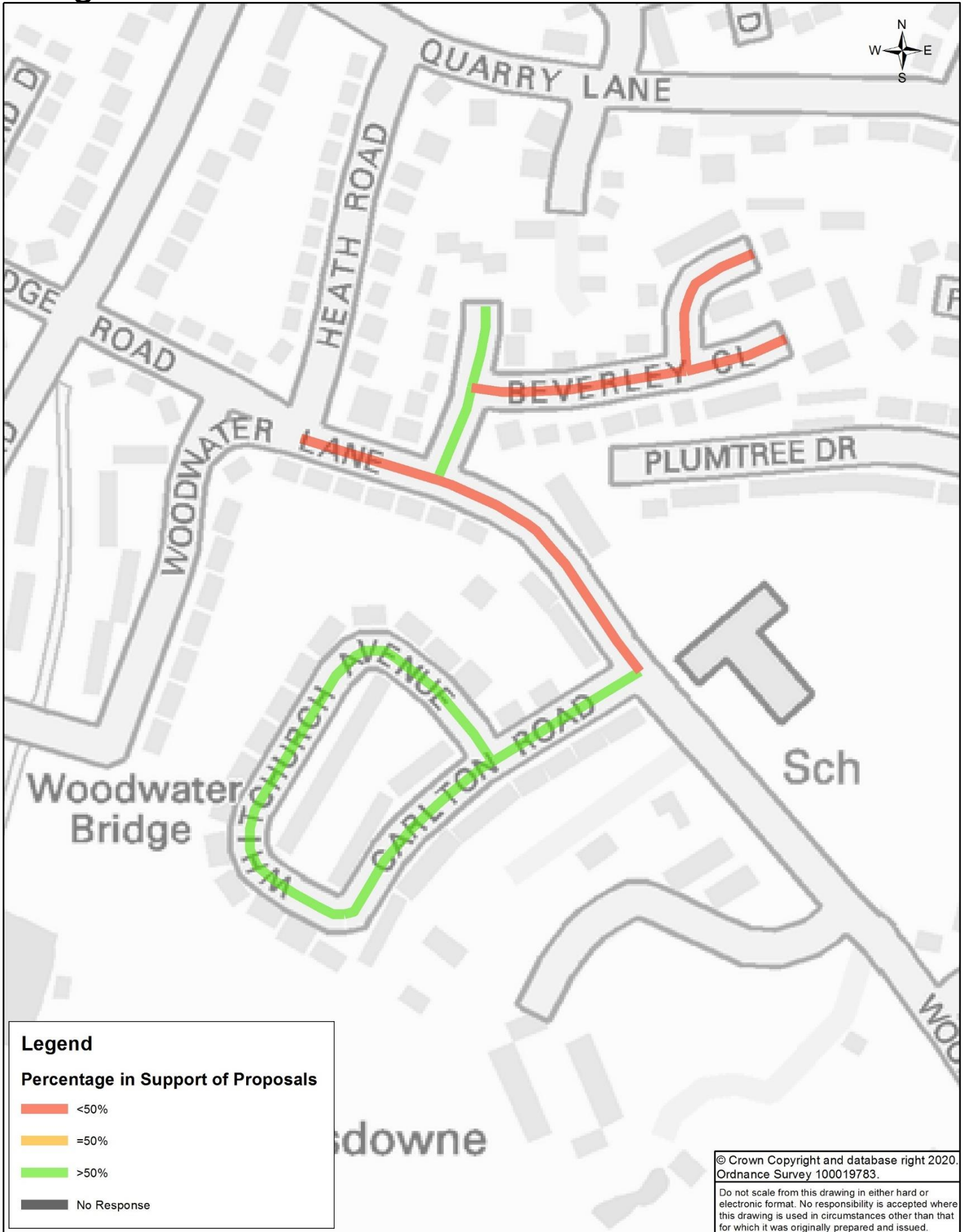


Meg Booth  
Chief Officer for Highways,  
Infrastructure Development  
and Waste

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**Drawing Title:**  
Do you support the introduction of residents parking restrictions in your street/area?  
**Page 17**  
Cotfield Street Area, Exeter

# Agenda Item 5



### Legend

#### Percentage in Support of Proposals

- <50%
- =50%
- >50%
- No Response

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**ERP/2020/8 (A)**



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Chief Officer for Highways,  
Infrastructure Development  
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Drawing Title:

Do you support the introduction of residents parking restrictions in your street/area?

Page 18

Woodwater Lane Area, Exeter

## Wonford Road Exeter: E9 Strategic Cycle Route

Report of the Head of Planning, Transportation and Environment

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

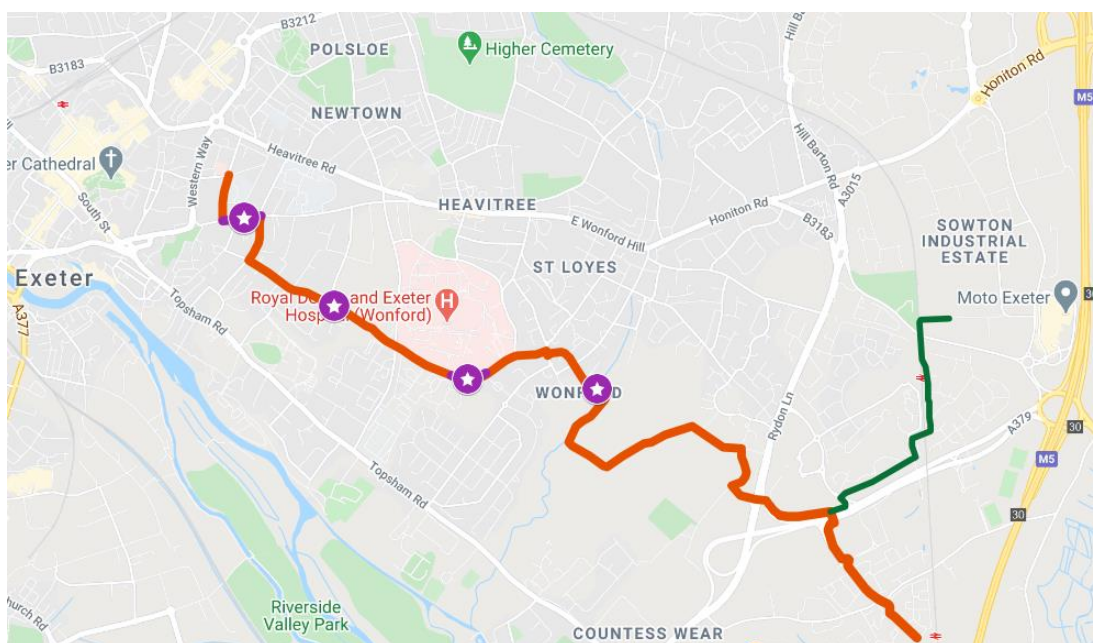
### Recommendation: It is recommended that:

- (a) the traffic regulation order to prohibit all vehicles except buses and cycle at a point on Wonford Road approximately 30 metres to the east of Victoria Park Road, as shown in Appendix I, be made and sealed;
- (b) the proposals for Wonford Road shown indicatively in Appendix I are approved for construction at a total estimated cost of £127,500
- (c) 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.

To improve active travel facilities during the COVID-19 pandemic a E9 quiet corridor was created in June 2020 through temporary 'pop-up' changes on Wonford Road, Dryden Road, Ludwell Lane and Magdalen Road. The 4km 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)

# Agenda Item 6

On Wonford Road, through traffic was restricted by a signed restriction of no-entry except buses and cycles between Victoria Park Road and Deepdene Park. Following feedback from local residents, the layout was amended in Autumn to provide a more prominent restriction and increase protection for pedestrians on the south side of Wonford Road.

Monitoring since the closure has recorded significant increases in walking and cycling. Anecdotally the changes have created a more pleasant environment for active travel on Wonford Road and have helped to significantly reduce traffic in the wider St Leonards area.

Following positive feedback on the temporary trial and increased active travel usage, proposals to advertise a permanent restriction were agreed at October HATOC and advertised in November.

The use of point closures on existing highway represents a comparatively low cost way of providing a significant length of the E9 cycle corridor and supporting the County Councils carbon reduction commitments and walking and cycling targets set out in the Exeter Transport Strategy 2020-2030.

## **2. Proposals**

This report seeks approval to make permanent a restriction for no entry except buses and cycles on Wonford Road, as illustrated in Appendix I.

The traffic restriction, at a point approximately 30 metres east of Victoria Park Road, would be similar to the current temporary measure albeit with the length of the restriction slightly reduced so as to not affect access to adjacent driveways. Additional advance signage advising of the closure point would also be provided.

The proposal also includes construction of a new footway on the southern side of Wonford Road, filling a gap in footway provision from the western end of number 43 Wonford Road west towards the westbound bus stop by number 37/opposite Victoria Park Road. Dropped kerbs are also proposed to aid crossing Wonford Road. The section of new footway would also help to improve visibility to and from vehicles emerging from 39 and 41 Wonford Road and residents in Deepdene Park.

The recommendation includes delegated powers to the Head of Planning, Transportation and Environment, in consultation with the Chair of HATOC and the local member, to make any further minor amendments to the scheme details.

## **3. Data**

Regular peak period traffic counts have been undertaken on Wonford Road. The peak hour surveys have been undertaken between 8:00 - 9:00 and 16:30 -17:30 since June, before the closure was implemented, up until the end of 2020. A Speed radar to capture vehicle flow and speeds was also undertaken in December 2020. The reported data provides a useful indication of changing usage. It should however be noted that changing lockdown restrictions, significant numbers working from home, reopening of schools and seasonal variations will have also influenced travel.



The peak period count data shows an upward trend in both walking and cycling since the changes were made, with combined pedestrian and cycle numbers having increased by 70% from June to November. Cycling has increased by around 40% over the same period.

Pedestrian numbers have also increased. The reduction in traffic has created a more pleasant environment on Wonford Road and although school reopening will have increased pedestrian numbers, the pedestrian/cycling flows are still around 20% higher in October half term than in June before the change was implemented. This should also be considered in the context of active travel usage usually decreasing from Summer to Autumn.

Vehicle flows and speeds through the closure point recorded in December showed average daily flow through the modal filter was 270 vehicles per day. Approximately 90 of these are scheduled bus movements, with the remainder 160 being drivers entering through illegally. The (mean) average speed of vehicles was 17.6mph, with an 85<sup>th</sup> percentile of 22.6mph, confirming that even though vehicles are contravening the restriction, they are typically complying with the 20mph speed limit.

The vehicular impact on other routes is difficult to ascertain due to changing travel patterns through lockdown over the year. Nevertheless, in Summer when traffic levels approached that of previous years, flows on the two nearest radial routes of Heavitree Road and Topsham Road also remained below 2019 levels.

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**

The positive feedback previously highlighted at the October HATOC was based on the 151 letters received with comments on Wonford Road to that point, of which 83 had been positive and 68 negative.

A Traffic Regulation Order (TRO) for the restriction was advertised for 5 weeks from November to December 2020. To capture views, a letter drop to properties within 250 metres of the proposed restriction was undertaken. Comments on the scheme design were invited alongside the TRO advert.

In total 72 responses were received, of which 37 were in favour, 34 objected and one provided comment but no clear preference. Typically, the views provided were similar across respondents from that street and can be categorised as follows:

- Residents of Victoria Park Road, Penleonard Close, Romsey Drive and Lyndhurst Road, typically raised concerns about diverted traffic onto these roads and past Exeter School and objected to the scheme,
- Respondents of Matford Avenue, Matford Road and Leighdene Close were typically in favour, highlighting the improved environment, improved safety for children cycling to school and making public transport more punctual.

# Agenda Item 6

- Residents of Deepdene Park were typically against. A number highlighted that although there was no objection in principle to restricting vehicles on Wonford Road, they were against the advertised scheme and preferred an alternative form of restriction (all motor vehicles except buses and access) which residents would be exempt from.
- Residents on Wonford Road had mixed views, with equal numbers in favour and against. Those in favour highlighted the benefit of reduced traffic in improving the environment, quality of life and reduced damage to Grade 2 listed Old Matford. Those against primarily wanting access for locals, some of whom provided a similar response to that of the Deepdene Park residents letter.

Respondents also provided comments on the proposed design. The additional footway on the southern side of Wonford Road was welcomed for improving pedestrian facilities and improving visibility out of Deepdene.

It was also noted that the current temporary restriction can make access into the driveways of 39 and 41 Wonford Road more difficult and should be addressed in any permanent scheme. It is recommended that the advertised prohibition be shortened to make it easier for the residents to reverse into their driveways. The shortened prohibition is indicated on the plan in Appendix I and further consultation will be undertaken with these two properties and any amendments can be made under delegated powers.

Those wishing an alternative form of closure, requested a longer length of restriction over 180 metres from Victoria Park Road to the Church of Jesus Christ of Latter-day Saints. All properties, including the NHS Mardon Centre, within this section would be allowed access. A number of respondents felt that any signed restriction needs to be enforced, such as with cameras, and that additional advance signage of the closure would be helpful to users.

A full summary of the comments submitted and the council response can be found in Appendix II.

## **5. Financial Considerations**

The proposed works to implement a permanent point closure and new footway on the southern side of Wonford Road would cost up to £127,500. This would be fully funded from tranche 2 of the Active Travel Fund allocation (grant funding).

## **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. By retaining public transport access and reducing flow and delays through the Wonford Road/Barrack Road junction the change will also benefit public transport.

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 switch modes rather than simply changing their driving route and therefore total vehicle distance is expected to reduce as a result of the schemes.

Given the benefits to active travel and expected reduction in vehicle travel, the environmental impacts arising from the proposals are expected to be positive.

## **7. Equality Considerations**

The proposals help 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 in cycling/physical activity amongst young people, older people, women and people 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.

## **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. The proposed restrictions on Wonford Road would support low carbon travel, reduce car usage and support carbon commitments.

## **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 sealing of the Traffic Regulation Order.

# Agenda Item 6

The detailed scheme design will be road safety audited before any works are undertaken. The temporary measures were audited prior to their installation and 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.

It is recognised some local traffic may have to divert creating a longer journey. Although closure of Wonford Road may create longer journeys for some residents, the additional journey length for through traffic is via Barrack Road is a few minutes and on classified roads.

## **11. Options/Alternatives**

Options in terms of design and type of restriction considered, and the reasons for progressing the current outlined below.

Full closure to all vehicles, with a physical barrier, would remove all through vehicular traffic and provide a more attractive active travel route. Wonford Road is however part of the public transport route for the H1 and H2 service to the hospital and a physical closure would have had a detrimental impact on public transport, reducing some of the environmental benefits, and emergency service access to the area.

A number of residents, primarily within Deepdene park, have suggested an alternative restriction, in the form of a traffic prohibition except for access over a longer distance. In principle, this could achieve a similar reduction in traffic volume, while maintaining vehicular access in both directions for residents.

However, such a restriction is very difficult to police. It is difficult to distinguish between legitimate vehicles using it and those that are not. This is further complicated as legitimate ones could stop somewhere within the zone which is much more onerous to enforce. Camera enforcement would not be practical as it would require the details of every vehicle that would need to pass through (not just the residents but also visitors). As a result, there is likely to be more traffic contravening the restriction which will result in complaints to the authorities about these offences.

A restriction that is easier for users to understand and authorities to enforce is considered a more appropriate solution.

Complete removal of the measures would slow progress towards active travel targets and carbon reduction commitments. Alternative means of providing the strategic cycle route could include the route through Gras Lawn and County Hall. However, this is longer, circuitous, involves an uncontrolled junction on Barrack Road and therefore not consistent with one of the 5 main principles of the Local Transport Note 1/20: Cycle Infrastructure Design that cycle routes should be direct.

The proposal has also been in situ since June, albeit with minor modifications in October. The restriction is felt to have worked well.

## 12. Summary/Conclusions/Reasons for Recommendations

The proposal accelerates the provision of an E9 strategic cycle route from Newcourt/Sowton to the City Centre and provides enhancements to pedestrian and public transport provision.

It supports the County Council's ambitious target of encouraging 50% of Exeter's population to walk and cycle to employment and education destinations, including access to the RD&E Hospital, therefore supporting safe, sustainable and healthy travel.

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Division: St Davids & Haven Banks**

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Will Pratt

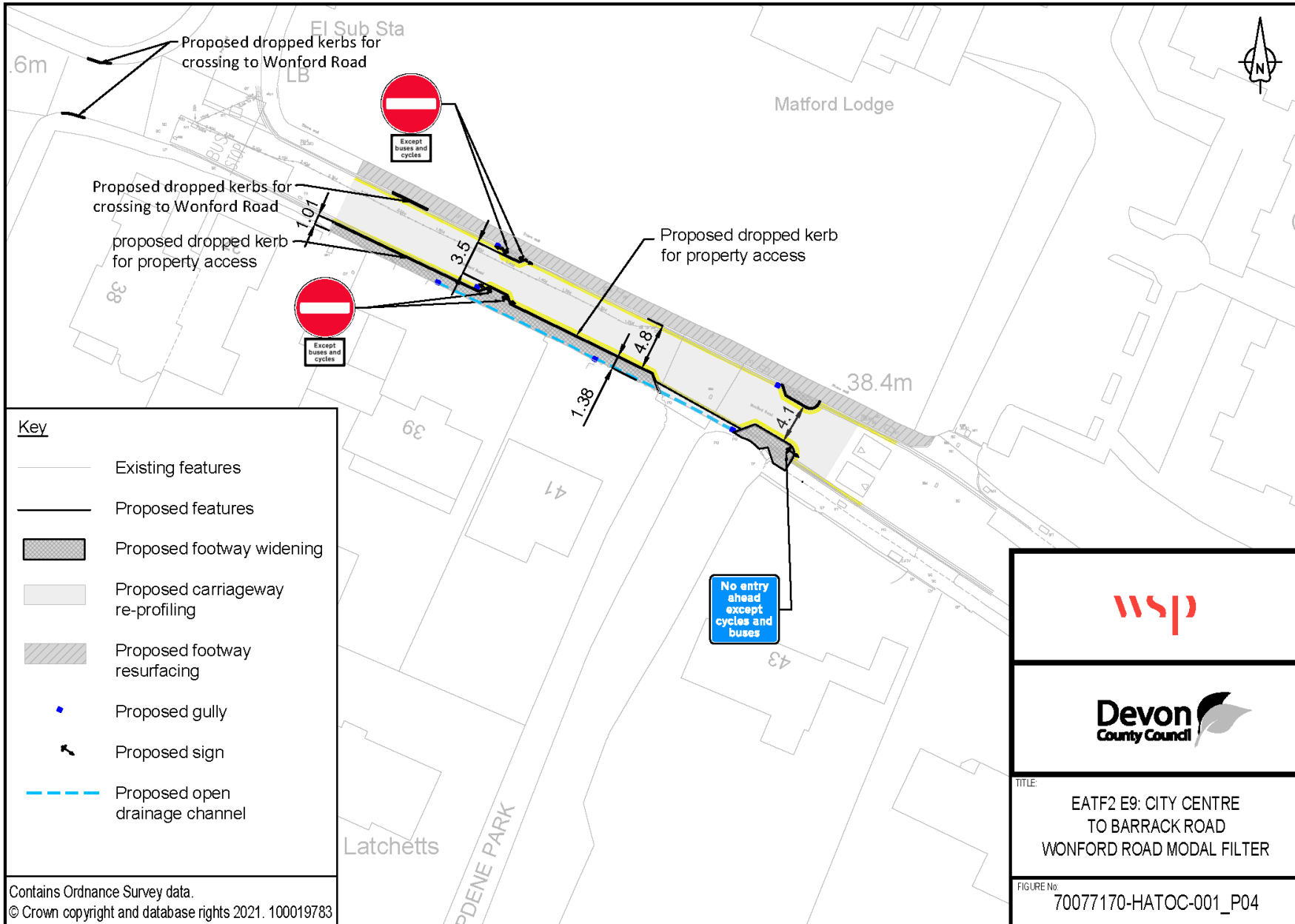
Room No: County Hall, Topsham Road, Exeter

Tel No: 01392-383000

Background Paper	Date	File Reference
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1. None		
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wp070121exh  
sc/cr/Wonford Road Exeter E9 Strategic Cycle Route  
03 070121



## Devon County Council (Wonford Road, Exeter) (Prohibition of All Vehicles) Order

### Summary of Comments Received

Comment	Response
<b>Respondent 1 - Resident of Matford Lane</b>	
Proposal will make road safer.	View noted.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Proposal will increase travel time to the hospital.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Supports proposal.	Support noted.
Suggests installing a camera.	The police would be responsible for enforcing the proposed restrictions
<b>Respondent 2 - Resident of Leighdene Close</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 3 - Resident of Wonford Road</b>	
Supports proposal.	Support noted.
The restriction has made the road quieter with less pollution.	View noted.
Would like exemption for the four Wonford Road properties fronting the restriction to reduce the journey into the City Centre.	An exemption for local properties is not appropriate. It would confuse motorists who will see private cars driving through the restriction and assume they can follow them. It is accepted that some local residents may require slightly longer journeys, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Requests that current buses are switched for hybrid or electric vehicles.	This is a commercial decision for the bus operator. However, the emissions from buses has been reduced with newer vehicles.
<b>Respondent 4 - Resident of Penleonard Close</b>	
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
Suggests one way restriction with contraflow cycle lane as this is an easier restriction for drivers to understand.	View noted. However, this would impact the bus route and limit access to this facility for those that use it.
<b>Respondent 5 - Resident of Lyndhurst Road</b>	
Objects to the proposal.	Objection noted.

# Agenda Item 6

Comment	Response
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
The temporary changes were implemented without consultation and without reason or merit.	Due to the coronavirus pandemic, temporary restrictions were implemented across Exeter to create safer routes for walking and cycling as capacity on public transport was reduced by social distancing. Due to the urgent need, there was no time to consult local resident on the temporary restrictions. However, this consultation has been carried to consider a permanent restriction.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Proposal will increase travel time to the hospital.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
This is a fait accompli.	The committee will consider submitted comments before any decision is made.
<b>Respondent 6 - Resident of Romsey Drive</b>	
Objects to the proposal.	Objection noted.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Respondent has increased journey distance/time increasing their carbon footprint.	Noted. It is accepted that some local vehicular journeys will be slightly longer however it is considered that the provision of a strategic cycling route will encourage more cycling to mitigate this.
Not aware of an increase in cyclists and walking since temporary restrictions were introduced and asks for data.	Feedback from residents suggests a different view and information on changes in walking and cycling can be found in the report above.
There is an existing parallel cycle route through County Hall	Wonford Road provides a more direct E9 cycle route linking Newcourt, Pynes Hill, the Hospital and City Centre.
Money could be better spent.	The money has been provided by central government as part of the Active Travel Fund and can only be spent on schemes that provide and secure safer routes for walking and cycling.
<b>Respondent 7 - Resident of Haven Road</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.



# Agenda Item 6

Comment	Response
<b>Respondent 8 - Resident of Romsey Drive</b>	
Objects to the proposal.	Objection noted.
The temporary changes were implemented without consultation and without reason or merit.	Due to the coronavirus pandemic, temporary restrictions were implemented across Exeter to create safer routes for walking and cycling as social distancing reduced capacity on public transport. Due to the urgent need, there was no time to consult local resident on the temporary restrictions. However, this consultation has been carried to consider a permanent restriction.
Cycles along Wonford Road and always feels safe.	View noted. The reduction of traffic in the road will help make the E9 route more attractive to less confident cyclists.
Would like to know number of collisions involving cyclists on Wonford Road.	There are no recorded collisions on this section of Wonford Road in the last 5 years.
Respondent has increased journey distance/time increasing their carbon footprint.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route will encourage more cycling to mitigate this.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Money could be better spent.	The money has been provided by central government as part of the Active Travel Fund and can only be spent on schemes that provide and secure safer routes for walking and cycling.
Suggests removing the parking between Marlborough Road and Park Place as traffic does not always give way to cyclists.	The parking helps control the speed of traffic at this location and is well used by residents. Plus the introduction of the proposed restriction means is likely to reduce the number of vehicles on Wonford Road.
<b>Respondent 9 - Resident of Matford Avenue</b>	
Supports proposal.	Support noted.
Have seen an increase in cycling and walking, reduced traffic levels and noise.	View noted.
Proposal will make road safer.	View noted.
Uses and supports the E9 route.	Support noted.
Understands the climate emergency and supports any steps to encourage sustainable and healthier travel options.	Support noted.
<b>Respondent 10 - Resident of Victoria Park Road</b>	
Supports proposal.	Support noted.
Suggests better advanced signing at Matford Lane.	Signage at Matford Lane is not considered necessary as no traffic is directed along the route and therefore only local users will use the road and soon be aware of the

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Comment	Response
	changes and make a decision on their alternative route.
Believes part of the reduction of traffic on Wonford Road is because of the one-way in Magdalen Road and supports it being made permanent.	Comments noted.
<b>Respondent 11 - Resident of Lyndhurst Road</b>	
Objects to the proposal.	Objection noted.
Not aware of an increase in cyclists and walking since temporary restrictions were introduced and asks for data.	Feedback from residents suggests a different view and information on changes in walking and cycling can be found in the report above.
Suggests removing the parking between Marlborough Road and Park Place as traffic does not always give way to cyclists.	The parking helps control the speed of traffic at this location and is well used by residents. Plus the introduction of the proposed restriction means is likely to reduce the number of vehicles on Wonford Road.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
<b>Respondent 12 - Resident of Victoria Park Road</b>	
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
Suggests one way restriction as this is an easier restriction for drivers to understand.	View noted. However, this would impact the bus route and limit access to this facility for those that use it.
<b>Respondent 13 - Resident of Headon Gardens</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 14 - Resident of Lyndhurst Road</b>	
Objects to the proposal.	Objection noted.
Restrictions have pushed more traffic into Lyndhurst Road.	Noted. It is accepted that there may be a small amount of displacement to adjacent roads, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
<b>Respondent 15 - Resident of Leighdene Close</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
Now feels able to use the route to cycle with their children.	View noted.
<b>Respondent 16 - Resident of Lyndhurst Road</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
Have seen an increase in cycling and walking, reduced traffic levels and noise.	View noted.

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Comment	Response
<b>Respondent 17 - Resident of Victoria Park Road</b>	
Objects to the proposal.	Objection noted.
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
<b>Respondent 18 - Resident of Penleonard Close</b>	
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are more appropriate for traffic.
Not aware of an increase in cyclists and walking since temporary restrictions.	Feedback from residents suggests a different view and information on changes in walking and cycling can be found in the report above.
Does not work in the city so cycling is not an option and public transport is not good enough as there is not enough buses.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
<b>Respondent 19 - Resident of Lister Close</b>	
Objects to the proposal.	Objection noted.
Pointless restriction with zero benefit to anyone.	View noted.
<b>Respondent 20 - Resident of Romsey Drive</b>	
Has a study been undertaken into the effect of closing Wonford Road?	Traffic volumes have been monitored as detailed within the report.
<b>Respondent 21 - Resident of Bonhay Road</b>	
Supports proposal.	Support noted.
Suggests installing a camera.	The police would be responsible for enforcing the proposed restrictions.
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
<b>Respondent 22 - Resident of Milbury Farm Meadow, Exminster</b>	
Supports proposal.	Support noted.
<b>Respondent 23 - Resident of Milbury Farm Meadow, Exminster</b>	
Supports proposal.	Support noted.
Now feels able to use the route to cycle with their children.	View noted.
Proposal will make road safer.	View noted.
Suggests installing a camera.	The police would be responsible for enforcing the proposed restrictions.
<b>Respondent 24 - Resident of Pennsylvania Close</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.

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Comment	Response
<b>Respondent 25 - Resident of Leighdene Close</b>	
Objects to the proposal.	Objection noted.
Respondent must drive further to visit friends.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Suggests one way restriction as this is an easier restriction for drivers to understand.	View noted. However, this would impact the bus route and limit access to this facility for those that use it.
<b>Respondent 26 - Resident of Lyndhurst Road</b>	
Drivers ignore the current restrictions	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
Proposal will make road safer.	View noted.
With bus routes on St Leonards Road, Magdalen Road and Topsham Road, is one needed on Wonford Road?	Wonford Road is the route for the H1 and H2 services to the hospital.
<b>Respondent 27 - Resident of Cavendish Road</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 28 - Resident of Victoria Park Road</b>	
Objects to the proposal.	Objection noted.
Not aware of an increase in cyclists and walking since temporary restrictions.	Feedback from residents suggests a different view but data can be found in the report above.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
<b>Respondent 29 - Resident of Wonford Road</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
Have seen an increase in cycling and walking, reduced traffic levels and noise.	View noted.
Now cycles more often.	Noted.
<b>Respondent 30 - Resident of Wonford Road</b>	
Not aware of an increase in cyclists and walking since temporary restrictions.	Feedback from residents suggests a different view and information on changes

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Comment	Response
	in walking and cycling can be found in the report above.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Buses are a bigger danger for cyclists on Wonford Road.	View noted.
<b>Respondent 31 - Resident of Exe Vale Road</b>	
Supports proposal.	Support noted.
<b>Respondent 32 - Resident of Fleming Way</b>	
This has been a disaster increasing pollution and congestion for local residents.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
<b>Respondent 33 - Resident of Matford Avenue</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 34 - Resident of Lyndhurst Road</b>	
Does not understand the reasoning for the closure.	The reasons for the restriction are detailed within the report.
There is an existing parallel cycle route through County Hall.	Wonford Road provides a more direct E9 cycle route linking Newcourt, Pynes Hill, the Hospital and City Centre.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
<b>Respondent 35 - Resident of Lyndhurst Road</b>	
Strongly supports measures to reduce traffic in Exeter but objects to this proposal.	Objection noted.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
<b>Respondent 36 - Resident of Wessex Close</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 37 - Resident of Village Way, Aylesbeare</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 38 - Resident of Wonford Road</b>	
Supports proposal.	Support noted.
<b>Respondent 39 - Resident of Linda Close</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 40 - Resident of Pennsylvania Close</b>	

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Comment	Response
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
Requests contraflow cycling be allowed on Wonford Road between St Leonards Road and Magdalen Road.	It is unlikely this can be safely accommodated due to the width of the road and the demand/lack of alternatives for on-street parking in the area.
<b>Respondent 41 - Resident of Penleonard Close</b>	
Objects to the proposal.	Objection noted.
There is an existing parallel cycle route on Topsham Road.	Wonford Road provides a more direct E9 cycle route linking Newcourt, Pynes Hill, the Hospital and City Centre.
Wandsworth Council has shown that nitrogen dioxide levels have increased when roads were closed but dropped when streets were open to cars.	Noted. It is accepted that there may be a small amount of displacement to adjacent roads, however it is considered that the provision of a strategic cycling route is of benefit to the wider community to encourage more people to switch to a sustainable mode of transport.
<b>Respondent 42 - Resident of Hamlin Lane</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
The restriction has made the road quieter with less pollution.	View noted.
<b>Respondent 43 - Resident of Penleonard Close</b>	
Objects to the proposal.	Objection noted.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic
<b>Respondent 44 - Resident of Penleonard Close</b>	
Objects to the proposal.	Objection noted.
To increase the safety of cyclists a cycle lane or widened footway could be provided.	There is insufficient width to provide such a facilities along the length of Wonford Road without restricting traffic flows.
Cyclists will still need to negotiate two way traffic either side of the closure.	Noted. However, the level of traffic on Wonford Road will be reduced.
Inconvenienced drivers.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Suggests that Exeter School should have a dropping off zone.	This is outside the jurisdiction of the council.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
<b>Respondent 45 - Cycling UK</b>	
Supports proposal.	Support noted.

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Comment	Response
<b>Respondent 46 - Resident of Deepdene Park</b>	
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Layout fails to maintain safe access and egress from adjacent properties, creating additional hazards for residents.	View noted. It is considered that the reduction of traffic along the route and the additional footway on the south side will improve access and egress from the adjacent properties.
Layout fails to provide for pedestrians.	The proposed scheme provides improvements for pedestrians.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be lightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
The temporary changes were implemented without consultation.	Due to the coronavirus pandemic, temporary restrictions were implemented across Exeter to create safer routes for walking and cycling as social distancing reduced capacity on public transport. Due to the urgent need, there was no time to consult local resident on the temporary restrictions. However, this consultation has been carried to consider a permanent restriction.
The temporary arrangements are confusing.	The temporary arrangements were introduced at speed using temporary traffic management. The permanent scheme will be implemented using traditional measures to ensure the restriction is clear to motorists.
Reasoning is inconsistent - original restriction was signed for social distancing but the council now claims the restriction is to improve safety for cycling.	The temporary arrangements were introduced at speed using temporary traffic management as a result of the need to introduce safer walking and cycling routes as social distancing reduced capacity on public transport. Following the introduction of the temporary restrictions, the benefits to cyclists have been considered and is the reason why a permanent scheme has been proposed.
There is a 250 space car park being built east of the closure which will put additional pressure on the Barrack Road junction.	View noted. The daily traffic flow into the Barrack Road junction will be lower than with through traffic on Wonford Road and the proposed restriction will ensure car park traffic is limited to the eastern part of Wonford Road.
Comments about the behaviour of bus drivers using the route.	Concerns about bus drivers should be directed to the bus company to allow them to investigate and discuss with the relevant drivers.

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Comment	Response
Comments about the behaviour of cyclists that do not understand the residents need for access.	View noted.
Pavements are poorly maintained and slippery and with social distancing is forcing pedestrians into the road between the barriers.	The temporary barriers will be removed as part of the final scheme. However, if pedestrians choose to walk in the road, then they are allowed to and a reduction in traffic along the road will make this safer.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
<b>Respondent 47 - Resident of Deepdene Park</b>	
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Layout fails to maintain safe access and egress from adjacent properties, creating additional hazards for residents.	View noted. It is considered that the reduction of traffic along the route and the additional footway on the south side will improve access and egress from the adjacent properties.
Layout fails to provide for pedestrians.	The proposed scheme provides improvements for pedestrians.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
The temporary changes were implemented without consultation.	Due to the coronavirus pandemic, temporary restrictions were implemented across Exeter to create safer routes for walking and cycling as social distancing reduced capacity on public transport. Due to the urgent need, there was no time to consult local resident on the temporary restrictions. However, this consultation has been carried out to consider a permanent restriction.
The temporary arrangements are confusing.	The temporary arrangements were introduced at speed using temporary traffic management. The permanent scheme will be implemented using traditional measures to ensure the restriction is clear to motorists.
Reasoning is inconsistent - original restriction was signed for social distancing but the council now claims the restriction is to improve safety for cycling.	The temporary arrangements were introduced at speed using temporary traffic management as a result of the need to introduce safer walking and cycling routes as social distancing reduced capacity on public transport. Following the introduction of the temporary restrictions, the benefits to cyclists have been considered and is the reason why a permanent scheme has been proposed.



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Comment	Response
There is a 250 space car park being built east of the closure which will put additional pressure on the Barrack Road junction.	View noted. The daily traffic flow into the Barrack Road junction will be lower than with through traffic on Wonford Road and the proposed restriction will ensure car park traffic is limited to the eastern part of Wonford Road.
Comments about the behaviour of bus drivers using the route.	Concerns about bus drivers should be directed to the bus company to allow them to investigate and discuss with the relevant drivers.
Comments about the behaviour of cyclists that do not understand the residents need for access.	View noted.
Pavements are poorly maintained and slippery and with social distancing is forcing pedestrians into the road between the barriers.	The temporary barriers will be removed as part of the final scheme. However, if pedestrians choose to walk in the road, then they are allowed to and a reduction in traffic along the road will make this safer.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
<b>Respondent 48 - Resident of Matford Avenue</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
<b>Respondent 49 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Reasoning is inconsistent - original restriction was signed for social distancing but the council now claims the restriction is to improve safety for cycling.	The temporary arrangements were introduced at speed using temporary traffic management as a result of the need to introduce safer walking and cycling routes as social distancing reduced capacity on public transport. Following the introduction of the temporary restrictions, the benefits to cyclists have been considered and is the reason why a permanent scheme has been proposed.
Inconvenienced drivers.	Noted. It is accepted that some local vehicular journeys will be longer journeys, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
There is an existing parallel cycle route through County Hall.	Wonford Road provides a more direct E9 cycle route linking Newcourt, Pynes Hill, the Hospital and City Centre.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.

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Comment	Response
Comments about the behaviour of bus drivers using the route.	Concerns about bus drivers should be directed to the bus company to allow them to investigate and discuss with the relevant drivers.
Cars are turning in the entrance to Deepdene Park.	It is likely that some traffic will reach the closure and need to turn around. However, this will reduce as there are advanced signs at Barrack Road and regular drivers will know of the closure and plan their route accordingly.
There is a 250 space car park being built east of the closure which will put additional pressure on the Barrack Road junction.	View noted. The daily traffic flow into the Barrack Road junction will be lower than with through traffic on Wonford Road and the proposed restriction will ensure car park traffic is limited to the eastern part of Wonford Road.
Respondent has received verbal abuse when accessing their property.	Noted. The council is not responsible for the behaviour of members of the public. It is hoped that those members of the public will realise their error when they observe residents accessing their properties.
Respondent believes that restriction should be considered after the pandemic.	The aim of the restriction is to encourage new travel behaviour once the pandemic is over. This is in line with national guidance, advice and funding.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
<b>Respondent 50 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Reasoning is inconsistent - original restriction was signed for social distancing but the council now claims the restriction is to improve safety for cycling.	The temporary arrangements were introduced at speed using temporary traffic management as a result of the need to introduce safer walking and cycling routes as social distancing reduced capacity on public transport. Following the introduction of the temporary restrictions, the benefits to cyclists have been considered and is the reason why a permanent scheme has been proposed.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic
There is an existing parallel cycle route through County Hall	Wonford Road provides a more direct E9 cycle route linking Newcourt, Pynes Hill, the Hospital and City Centre.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.

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Comment	Response
Comments about the behaviour of bus drivers using the route.	Concerns about bus drivers should be directed to the bus company to allow them to investigate and discuss with the relevant drivers.
Cars are turning in the entrance to Deepdene Park.	It is likely that some traffic will reach the closure and need to turn around. However, this will reduce as there are advanced signs at Barrack Road and regular drivers will know of the closure and plan their route accordingly.
There is a 250 space car park being built east of the closure which will put additional pressure on the Barrack Road junction.	View noted. The daily traffic flow into the Barrack Road junction will be lower than with through traffic on Wonford Road and the proposed restriction will ensure car park traffic is limited to the eastern part of Wonford Road.
Respondent has received verbal abuse when accessing their property.	Noted. The council is not responsible for the behaviour of members of the public. It is hoped that those members of the public will realise their error when they observe residents accessing their properties.
Respondent believes that restriction should be considered after the pandemic.	The aim of the restriction is to encourage new travel behaviour once the pandemic is over. This is in line with national guidance, advice and funding.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
<b>Respondent 51 - Resident of Deepdene Park</b>	
A study should be undertaken into the effect of closing Wonford Road.	Traffic volumes have been monitored as detailed within the report.
Not aware of an increase in cyclists and walking since temporary restrictions were introduced and asks for data.	Feedback from residents suggests a different view and information on changes in walking and cycling can be found in the report above.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 52 - Resident of Deepdene Park</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 53 - Mount St Mary's Convent</b>	
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be slightly longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
<b>Respondent 54 - Resident of St Leonards Road</b>	
Objects to the proposal.	Objection noted.

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Comment	Response
Asks how the restriction makes Wonford Road safer for cyclists.	The reduction of traffic in the road will increase the safety for all cyclists and help make the E9 route more attractive.
Has a study been undertaken into the effect of closing Wonford Road?	Traffic volumes have been monitored as detailed within the report.
Why is it proposed to ban emergency service vehicles?	Emergency service vehicles will be exempt from the restriction.
What about bin lorries, delivery drivers, royal mail, taxis?	These vehicles must comply with the prohibition.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
<b>Respondent 55 - Resident of Rosebarn Lane</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 56 - Resident of Wonford Road</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
Drivers ignore the current restrictions.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined.
<b>Respondent 57 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Layout fails to maintain safe access and egress from adjacent properties, creating additional hazards for residents.	View noted. It is considered that the reduction of traffic along the route and the additional footway on the south side will improve access and egress from the adjacent properties.
Accessing adjacent properties requires residents to enter the restriction.	It is recommended that the proposed restriction is modified to facilitate these manoeuvres.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic
The temporary changes were implemented without consultation.	Due to the coronavirus pandemic, temporary restrictions were implemented across Exeter to create safer routes for walking and cycling as social distancing reduced capacity on public transport. Due to the urgent need, there was no time to consult local resident on the temporary restrictions. However, this consultation has been carried to consider a permanent restriction.

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Comment	Response
Does not believe the traffic counts demonstrate an increase in pedestrians and cycles.	View noted. The traffic data is considered within the report.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 58 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 59 - St Leonards News</b>	
Objects to the proposal.	Objection noted.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 60 - Resident of Wonford Road</b>	
Objects to the proposal.	Objection noted.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. .Data also suggests that drivers are driving at an acceptable speed.

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Comment	Response
Layout fails to maintain safe access and egress from adjacent properties, creating additional hazards for residents.	View noted. It is considered that the reduction of traffic along the route and the additional footway on the south side will improve access and egress from the adjacent properties.
Accessing adjacent properties requires residents to enter the restriction.	It is recommended that the proposed restriction is modified to facilitate these manoeuvres.
<b>Respondent 61 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Not aware of an increase in cyclists and walking since temporary restrictions were introduced and asks for data.	Feedback from residents suggests a different view and information on changes in walking and cycling can be found in the report above.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys may be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Comments about the behaviour of bus drivers using the route.	Concerns about bus drivers should be directed to the bus company to allow them to investigate and discuss with the relevant drivers.
<b>Respondent 62 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys may be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Respondent has received abuse when accessing their property.	Noted. The council is not responsible for the behaviour of members of the public. It is hoped that those members of the public will realise their error when they observe residents accessing their properties.
Pedestrians are walking in the road because of the barriers.	The temporary barriers will be removed as part of the final scheme.
<b>Respondent 63 - Resident of Rosebarn Lane</b>	
Supports proposal.	Support noted.
<b>Respondent 64 - Resident of Deepdene Park</b>	
Objects to the proposal.	Objection noted.
Inconveniences drivers.	Noted. It is accepted that some local vehicular journeys will be longer, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
Comments about the behaviour of bus drivers using the route.	Concerns about bus drivers should be directed to the bus company to allow them to investigate and discuss with the relevant drivers.

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Comment	Response
Cyclists have shot out from Wellingtonia not expecting cars to be using the road.	Cyclists are responsible for checking for oncoming traffic when exiting. As there will still be cars using the eastern end of the road to access premises along this section.
Cars are turning in the entrance to Deepdene Park.	It is likely that some traffic will reach the closure and need to turn around. However, this will reduce as there are advanced signs at Barrack Road and regular drivers will know of the closure and plan their route accordingly.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 65 - Resident of Rosebarn Lane</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 66 - Resident of Barn Orchard, Cranbrook</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 67 - Resident of Whimble</b>	
Objects to the proposal.	Objection noted.
Proposal will push more traffic past the school.	View noted. The proposal does however improve access for non-car modes, encouraging the use of alternative modes for traveling to school.
Restriction is being considered at a time when traffic volumes are lower as staff are not working at County Hall.	Traffic volume data is considered in the report.
Diverts traffic onto other routes that are already busy e.g. Topsham Road & Magdalen Road.	These routes are appropriate for traffic.
Diverted traffic will reduce safety and air quality on the alternative routes.	Noted. It is accepted that there may be a small amount of displacement to adjacent roads, however it is considered that the provision of a strategic cycling route is of benefit to the wider community.
<b>Respondent 68 - Resident of Wonford Road</b>	
Supports proposal.	Support noted.
Proposal will make road safer.	View noted.
<b>Respondent 69 - Exeter Cycling Campaign</b>	
Supports proposal.	Support noted.
Proposal will encourage a modal shift away from car usage.	View noted.

# Agenda Item 6

Comment	Response
<b>Respondent 70 - Resident of Wonford Road</b>	
Objects to the proposal.	Objection noted.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Vehicles turn and obstruct driveway.	It is likely that some traffic will reach the closure and need to turn around. However, this will reduce as there are advanced signs at Barrack Road and regular drivers will know of the closure and plan their route accordingly.
Has planning consent to change access but the proposed scheme will prevent this.	There are no changes outside the respondents property so no reason this would have any impact.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 71 - Resident of Wonford Road</b>	
Objects to the proposal.	Objection noted.
Drivers ignore the current restrictions, at speed.	Noted. The majority of drivers understand and obey the restriction however vehicles driving through the prohibition can be fined. Data also suggests that drivers are driving at an acceptable speed.
Vehicles turn and obstruct driveway.	It is likely that some traffic will reach the closure and need to turn around. However, this will reduce as there are advanced signs at Barrack Road and regular drivers will know of the closure and plan their route accordingly.
Has planning consent to change access but the proposed scheme will prevent this.	The proposed scheme design will be amended such that a change to access can still be implemented.
Suggest the restriction should be changed to a prohibition of motor vehicles except for access.	This option is considered within the report.
To increase the safety of pedestrians a footway could be provided on the south side.	Improvements are proposed on the south side to benefit pedestrians.
<b>Respondent 72 - Resident of Ashleigh Mount Road</b>	
Supports proposal.	Support noted.
The narrowing will cause a conflict between buses and cycles, similar to High Street.	View noted. The length of the narrowing is significantly shorter than High Street and is necessary to provide a clear gateway for the restriction and improved footway for pedestrians.



## Actions Taken Under Delegated Powers

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 the report be noted.

### 1. Summary

In accordance with Minute \*4 of the Meeting of this Committee on 4 July 2017 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

### 2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Bampfylde Street and Bude Street	Introduction of loading bays related to The Depot student development	Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received.
Paris Street	Introduction of loading bays & road hump related to the Central Living student development	Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received.
Bartholomew Street East	Introduction of loading bays related to The Neighbourhood student development	Traffic regulation order advertised, objections resolved and scheme implemented following consultation with the Local County Councillor and HATOC Chair
Monks Road and Priory Road	Introduction and removal of disabled parking bays	Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

# Agenda Item 7

**Electoral Divisions: All in Exeter**

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: Room: M8, Great Moor House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
Nil		

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sc/cr/Actions Taken Under Delegated Powers  
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