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To: The Chair and Members
of the Cabinet

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 2 May 2023

Contact: Karen Strahan, 01392 382264

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CABINET

Wednesday, 10th May, 2023

A meeting of the Cabinet is to be held on the above date at 10.30 am in the Committee Suite (Clinton / Fortescue) - County Hall to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 12 April 2023 (previously circulated).

3 Items Requiring Urgent Attention

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

4 Announcements

5 Petitions

6 Question(s) from Members of the Council

FRAMEWORK DECISION

NIL

KEY DECISIONS

7 Rifford Road, Exeter: Segregated Cycle Track Scheme on route E12 for Approval (Pages 1 - 48)

Report of the Director of Climate Change, Environment and Transport, (CET/23/35) seeking approval for construction of the Rifford Road two-way cycle track in Exeter, attached.

An Impact Assessment has been prepared which is attached to this agenda and is also available on the Council's website at <https://www.devon.gov.uk/impact/rifford-road-two-way-cycle-track-impact-assessment-december-2022/>

Following approval of the relevant Traffic Regulation Orders by the Exeter Highways and Traffic Orders Committee (HATOC) on 16 January 2023, approval is sought from Cabinet to construct a two-way cycle track.

*Electoral Divisions(s): All in Exeter;
Heavitree & Whipton Barton; Wonford &
St Loyes*

MATTERS REFERRED

8 South Hams Highways and Traffic Orders Committee - Site Visit A3121 Ermington (request for reduction in Speed Limit)

The South Hams Highways and Traffic Orders Committee at its meeting on 3 February 2023 considered the matter of the A3121 in Ermington (request for reduction in speed limit to 30mph), as had been requested by Councillor Thomas under Standing Order 23 (minute 29 refers). The Committee had RESOLVED 'That Cabinet be requested to consider a departure from policy, to revoke the existing 40mph Traffic Regulation Order (TRO) on the A3121 in Ermington, thus lowering the majority of the stretch to 30mph by virtue of an existing system of street lighting, with the remaining stretch (currently TRO 40mph) requiring a new 30mph TRO'.

The Cabinet considered this matter at its meeting on 8 March 2023 and RESOLVED that the matter be deferred pending a site visit with the Cabinet Member for Highway Management to meet the Local Member and officers including the Police and Road Safety Team.

The Cabinet Member for Highway Management to report on the site visit held on 20 April 2023.

Recommendation

That a departure from Policy is not agreed.

Electoral Divisions(s): South Brent & Yealmpton

9 East Devon Highways and Traffic Orders Committee - Honiton Road/Tithebarn Way Junction Signalisation (30 March 2023 - Minute *47)

At its meeting on 30th March 2023, the East Devon Highways and Traffic Orders Committee had considered the Report of the Director of Climate Change, Environment and Transport (CET/23/25) on the proposed signalisation of the existing junction of the C832 Honiton Road with the C836 Tithebarn Way (Minute 47 refers). At the meeting, the Members had referred to the need to reduce the speed limit to the approach to the junction from 40 mph to 30 mph in view of the current and proposed residential development in the area, which would not be compliant with current Department of Transport and local policy guidance. The Committee therefore RESOLVED that *(c) that this Committee's proposal to reduce the speed limit on the Honiton Road from 40 mph to 30 mph be referred to Cabinet for approval as an exception to the Council's current policy.*

Recommendation

That the matter be deferred pending site visit to Honiton Road with the Cabinet Member for Highway Management to meet the Local Member and officers including the Police and Road Safety Team.

Electoral Divisions(s): Broadclyst

10 East Devon Highways and Traffic Orders Committee - Colyford & Colyton on Coly Road (B3161): Speed Limit (30 March 2023 - Minute *49)

At its meeting on 30th March 2023, the East Devon Highways and Traffic Orders Committee had considered a request from Councillor M Hartnell, in accordance with Standing Order 23(2), to extend the 30mph speed limit between Colyford & Colyton on Coly Road (B3161) in response to local concerns regarding the safety of pedestrians and the speed of traffic.

The Committee had RESOLVED *that this Committee's proposal to extend the 30mph speed limit between Colyford and Colyton on Coly Road (B3161) be referred to Cabinet for approval, as an exception to current policy.*

Recommendation

That the matter be deferred pending site visits to Colyford and Colyton with the Cabinet Member for Highway Management to meet the Local Member and officers including the Police and Road Safety Team.

Electoral Divisions(s): Seaton & Colyton

STANDING ITEMS

11 Question(s) from Members of the Public

12 Minutes

Minutes of the bodies shown below are circulated herewith for information or endorsement as indicated therein (i.e. any unstarred minutes):

[NB: Minutes of [County Council Committees](#) are published on the Council's Website:

- a Farms Estate Committee (Special Meeting - 18 April 2023) (Pages 49 - 50)

13 Delegated Action/Urgent Matters

The Register of Decisions taken by Members under the urgency provisions or delegated powers is available on the website in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. The decisions taken and associated information can be found [here](#).

14 Forward Plan (Pages 51 - 64)

In accordance with the Council's Constitution, the Cabinet is requested to review the list of forthcoming business (previously circulated) and to determine which items are to be defined as key and/or framework decisions and included in the Plan from the date of this meeting.

The [Forward Plan is available on the Council's website](#).

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

NIL

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For the terms of reference for any Committee, please [visit the Committee page](#) on the website and click on the name of the Committee. Under purpose of Committee, the terms of reference will be listed. Terms of reference for all Committees are also detailed within Section 3b of [the Council's Constitution](#).

Access to Information

Any person wishing to inspect any minutes, reports or background papers relating to an item on the agenda should contact the Clerk of the Meeting. To find this, [visit the Committee page](#) on the website and find the Committee. Under contact information (at the bottom of the page) the Clerk's name and contact details will be present. All [agenda, reports and minutes of any Committee are published on the Website](#)

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In relation to Highways and Traffic Orders Committees, any member of the District Council or a Town or Parish Councillor for the area covered by the HATOC who is not a member of the Committee, may attend and speak to any item on the Agenda with the consent of the Committee, having given 24 hours' notice.

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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.

Members of the public may also use social media to report on proceedings.

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



CET/23/35
Cabinet
10 May 2023

Rifford Road Two-Way Cycle Track: Exeter North-South Strategic Cycle Route E12

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

1) Recommendation

It is recommended that the Cabinet be asked to:

- (a) approve construction of the Rifford Road two-way cycle track in Exeter as shown in Appendix 1 at an estimated cost of £1,700,000;
- (b) give delegated authority to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management and Local Member to approve minor changes to the scheme.

2) Background/Introduction

A new two-way (bidirectional) cycle track along Rifford Road in Exeter is being developed by Devon County Council and will form a crucial part of the north/south strategic cycle route E12 and connecting with other strategic cycle corridors delivered in recent years. The scheme passes through one of the most deprived wards in Exeter and will provide links with the neighbourhood centre of Wonford where there are wider city plans to redevelop its leisure facilities. The scheme will complement aspirations to boost physical activity in one of the city's highest areas for inactivity and poor health by enabling more people to walk, wheel, scoot and cycle for everyday journeys in the city.

Route E12 is illustrated in Fig 1 below and closely follows the alignment of Exeter's Northbrook watercourse. As a result, for a hilly city, the route is comparatively flat. There is currently an absence of coherent north/south cycling routes within the city. This strategic route creates improved links between residential areas and key employment sites as well as improving public transport connectivity at Pinhoe and Marsh Barton rail stations. In addition, this route could be used as part of education journeys to several primary and secondary schools in the city.

The proposed route intersects with strategic route E9 which is an east – west cycle route that runs from Pynes Hill via Ludwell Lane and Dryden Road to the Royal Devon and Exeter Hospital and on to the city centre.

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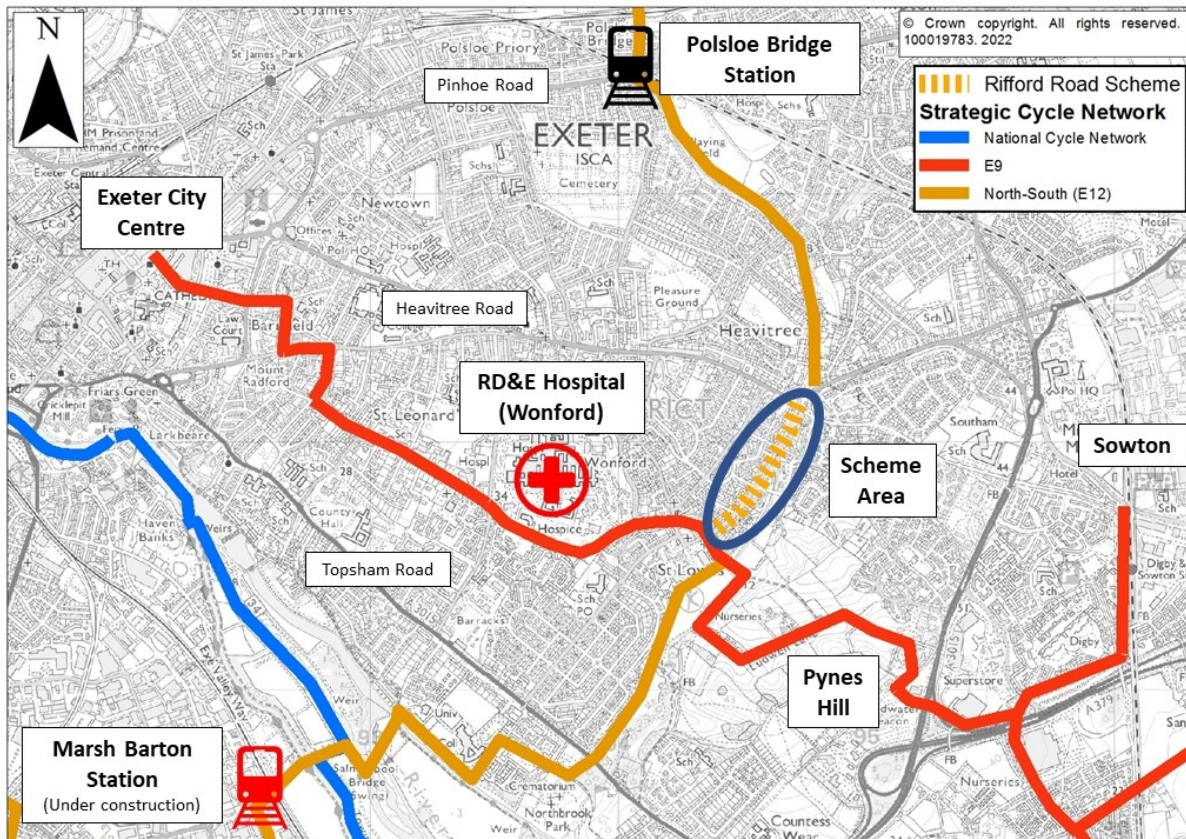


Fig 1: Route of E12 and the Rifford Road scheme proposal

Following approval of the relevant Traffic Regulation Orders by the Exeter Highways and Traffic Orders Committee (HATOC) on 16 January 2023, approval is sought from Cabinet to deliver a scheme to construct a two-way cycle track.

3) Proposal

This report seeks approval to proceed with construction of a new 700 metre two-way cycle path along the east side of Rifford Road between its junction with Honiton Road and Ludwell Lane. At present there is no dedicated provision for cyclists along Rifford Road, which carries approximately 7,000 vehicles daily and so it is unattractive for cycling.

The scheme also includes measures to make it easier and more comfortable for people to walk or use wheelchairs on Rifford Road. A full scheme drawing is shown in Appendix 1. The proposals are detailed below.

Honiton Road to Quarry Lane

An interim solution is proposed on this 50m section with minimal works, pending a future funding application to Active Travel England for a larger scheme to continue high quality provision and link across Honiton Road to the existing cycle track on Sweetbrier Lane. The principle of this approach was agreed in discussion with Active Travel England as part of the Active Travel Fund tranche 3 design approval process.

The interim works will involve the upgrade and extension of a short section of shared use path from the existing toucan (pedestrian/cycle) crossing of Honiton Road to and across the junction of Quarry Lane. The radius of the junction of Quarry Lane is being reduced and a

raised table installed, incorporating clear side road priority for people walking and cycling. Making the crossing level, improves comfort for people using wheelchairs and other mobility aids.

Quarry Lane to Ludwell Lane

South of the junction of Quarry Lane the shared use path transitions to segregated provision with a footway and two-way cycle path for approximately 600m. The segregated section will use raised trapezoidal kerbing as recommended in design guidance and meaning people who are blind or partially sighted can identify the edge of the cycle path (see Fig 2 for a standard cross section).

The cycle path will also be a buff (sand) coloured surface, providing an additional visual reference identifying the cycle path.

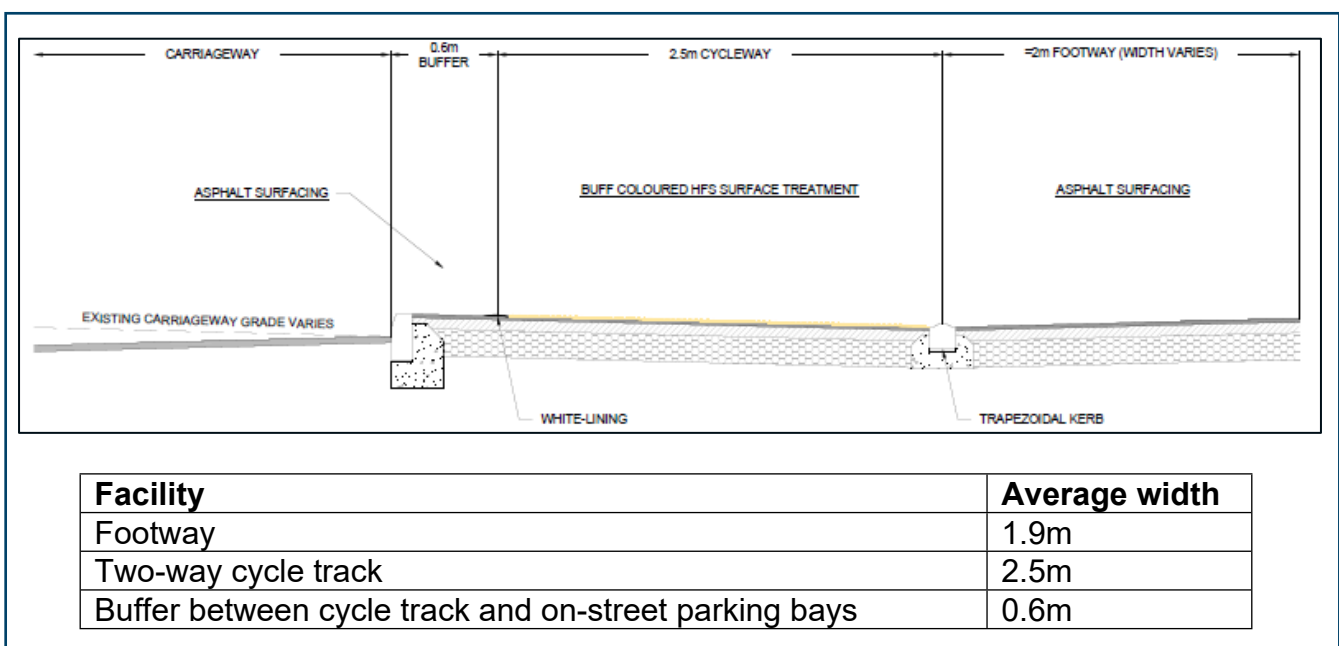


Fig 2: Typical scheme cross sections

Side road priority crossings for people walking and cycling across the junctions of Lethbridge Road, Woodwater Lane and 2 minor unnamed junctions are proposed with benefits as described for the Honiton Road to Quarry Lane section.

To deliver a cycle path and consistent width footway, unnecessary central hatching has been removed for the length of the scheme. As vehicles will use the centre of the carriageway (previously hatched), some re-surfacing of the carriageway is required. Vehicle lanes on Rifford Road measure 3.10m width in either direction, and so are able to accommodate buses and occasional HGVs. 16 of the 122 existing on street parking spaces will be removed to enable the scheme. 4 of these spaces are needed to provide dropped kerbs for new driveways, which will address some of the loss of on-street parking.

Reduced carriageway width means existing pedestrian islands will be replaced with informal raised table crossings. A formal parallel crossing allowing walking and cycling across Rifford Road is also proposed at the junction of Lethbridge Road.

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The location of bus stops on Rifford Road has not been affected. The design of these bus stops across the bi-directional cycleway is being discussed with groups representing disabled users as part of the final detailed design.

Ludwell Lane Roundabout

An interim solution has been proposed with a transition from segregated route back to a shared use path for a short section on the approach to Ludwell Lane roundabout. At this point, cyclists have the option of following the E9 cycle route or following a short length on road before joining the existing shared use path that runs through Wonford Playing fields towards the Riverside Valley Park and Exe Estuary. Development funding has been sought via Active Travel England to progress the final phase scheme, which could incorporate local place making enhancements and complement plans to redevelop local leisure facilities in the Wonford neighbourhood.

4) Options/Alternatives

A number of options were considered at the preliminary design phase.

Do Nothing

Traffic levels on Rifford Road are in excess of 7,000 vehicles a day and include a mix of buses and HGVs. This creates an intimidating environment for all but the most confident people cycling, creating a barrier to increasing active travel in the area. Using the latest design guidance this would mean that Rifford Road could not be included as part of strategic route E12, effectively preventing the whole route from being delivered.

On road advisory lanes

On road advisory cycle lanes are cycle lanes which are bounded by broken white lines, typically along the edge of the carriageway, with no formal obligation for vehicles not to enter them.

The spatial requirements for on road advisory lanes on Rifford Road would require the loss of a considerable amount of parking and reconfiguring of the carriageway. In addition, traffic levels of over 7,000 vehicles and the fact that Rifford Road is used by buses and HGVs means advisory lanes would not be a preferred solution as it would not provide the level of protected segregation according to the latest design guidance.

With flow segregated cycle lanes

With flow segregated cycle lanes would see a single segregated cycle lane along each side of Rifford Road with the cycle flow direction matching that of the adjacent carriageway. The spatial requirements for 'with flow' segregated cycle lanes on Rifford Road would require the loss of a considerable amount of on-street residential parking and substantial construction costs, potentially doubling the cost of the preferred scheme option. Continuity is an important aspect of cycle route design and as the previous scheme on Sweetbrier Lane is a two-way track, having a different 'with flow' cycle lane configuration on Rifford Road would not be a suitable option. It also doesn't preclude other future potential changes.

5) Consultations/Representations/Technical Data

A public consultation on the scheme proposal was held during March and April 2022. A survey was hosted online on Devon County Council's 'Have Your Say' pages with paper copies available on request. This was complemented by a community drop-in session and webinar. The full consultation report is available to view here –

<https://www.devon.gov.uk/haveyoursay/consultations/rifford-road-cycle-track/>

The consultation was promoted via:

- Letters sent to approximately 800 households in the vicinity of the scheme with residents of Rifford Road receiving a leaflet containing a scheme plan.
- A press release with subsequent publicity.
- Posters were also put up in a number of prominent locations around the local area.
- Stakeholders were also informed of the consultation.

293 responses were received from members of the public. The ages of respondents ranged from under sixteens to people aged over 75. Responses were also received from 6 stakeholders/local organisations.

Headline results

Overall, the proposed scheme was well supported, with 58% of respondents stating they would use it, 34% stating they would not use it and 8% stating they may use it.
Of respondents that currently drive down Rifford Road, 48% stated they would use the proposed cycle path, with a further 10% indicating they may use it. This indicated the potential for modal shift following the scheme.
The segregation of pedestrians and cyclists was supported, with many wanting full segregation to be extended, instead of having shared use paths at each end of the scheme.
The proposed removal of approximately 17 (reduced to 16) car parking spaces to facilitate the cycle path is a contentious issue as many residents feel the current number of parking spaces is inadequate. Some respondents were concerned that this situation will be made worse with the removal of spaces following delivery of the scheme.
Concerns were raised regarding changes to the road layout on Rifford Road. Many indicated that a scheme previously implemented nearby (on Sweetbrier Lane) has prevented two-way traffic flow, and wanted assurances this will not be the same in Rifford Road.
The crossing of Honiton Road, connecting the proposed scheme to Sweetbrier Lane and the wider north-south cycle route, was suggested for improvement, as currently the waiting island is too narrow for bikes to use.

The road humps, parallel crossing and Traffic Regulation Orders for the scheme were advertised during November and December 2022 and were subsequently approved at the 16 January 2023 Exeter HATOC meeting.

6) Strategic Plan

The scheme is well aligned with a range of the Strategic Plan priorities by improving the environment to enable more walking, cycling and encourage more sustainable lifestyles. The table below summarises how the proposals would impact achievement of relevant

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Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Responding to the climate emergency	Support a green recovery from COVID-19	+2 (Moderate positive)
	Prioritise sustainable travel and transport	+3 (Large positive)
	Encourage sustainable lifestyles	+3 (Large positive)
Investing in Devon's economic recovery	Maintaining and, where necessary, improve our highway network and improve sustainable transport options	+2 (Moderate positive)
Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity	+3 (Large positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport	+2 (Moderate positive)

7) Financial Considerations

The overall cost of the scheme is estimated to be £1,700,000. It forms part of Active Travel Fund Tranche 3 from the Department for Transport, which has funded a number of other sections of route E12, E9 and E3 over the last 2 years.

The financial year profile and funding sources are set out below: -

Funding Source	Prior Years Expenditure £	2023/24 Projection £	Total £
Local Transport Plan grant	37,519	542,799	580,318
Active Travel grant	91,005	874,398	965,403
Developer contributions	15,000	139,279	154,279
Total	143,524	1,556,476	1,700,000

Developer contributions have been received from the Matford Green and Holland Park developments.

The 2023/24 Local Transport Plan grant contribution is £27,796 from highways maintenance and £515,003 Integrated Transport Block.

8) Legal Considerations

The lawful implications of the proposal have been considered in the preparation of this report.

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 practicable, to secure the expeditious, convenient, and safe movement of traffic and provision of parking facilities. This includes provisions for pedestrians and cyclists. The statutory consultation has been carried out on the proposed waiting restrictions in line with the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 and the road humps in line with the Highways Act 1980. Public notice of the parallel crossing has also been advertised in line with Road Traffic Regulation Act 1984 and authorisation has been granted by the Department for Transport to install a parallel crossing on a road hump.

It is considered that the proposals comply with section 122 of the Act as they seek to encourage sustainable modes of travel which will reduce CO₂ emissions and improve air quality.

9) Environmental Impact Considerations (Including Climate Change)

The proposed scheme is expected to reduce carbon emissions through enabling more people to choose walking and cycling for everyday journeys in Exeter, encouraging reduced car use that will have a positive impact in helping to deliver the objectives of Devon's Carbon Plan. The scheme will also contribute towards the aim set out in the Exeter Transport Strategy of 50% of work trips originating in Exeter being made on foot or by cycle.

There are limited opportunities within the scheme to incorporate planting. A number of locations are still being investigated and if feasible this will be incorporated at the detailed design.

10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

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In progressing this particular scheme/proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/rifford-road-two-way-cycle-track-impact-assessment-december-2022/>

Members will need to consider the Impact Assessment for the purposes of this item.

The impact assessment for this scheme notes the potential to advance equality of opportunity for those without access to a car, by enabling and giving enhanced priority to people walking, cycling and wheeling. The Wonford area, through which the Rifford Road scheme travels, was identified as a priority community for boosting physical activity as part of the Exeter and Cranbrook Sport England Local Delivery Pilot ('Live and move') programme. These priority neighbourhood areas have high levels of entrenched physical inactivity and poor health, therefore the provision of improved walking and cycling provision should help people incorporate physical activity into their daily travel habits.

The proposals help advance equality of opportunity for people who share a protected characteristic and those who don't in numerous ways, for example, they will:

- Improve the ease and comfort across side roads for people using wheelchairs, other mobility aids or push chairs, which may improve their experiences of travelling around the city.
- The route will form part of routes connecting to schools and thereby offer safer walking and cycling routes for young people.
- Enable disadvantaged groups to gain access to training and employment opportunities.
- Enable people of all ages to enjoy being active for leisure and sport.
- Improve access to help people better connect with their communities and engage in social activities.
- Contribute to physical and mental health and wellbeing among the older population by providing an active means and independent mobility.
- Help to tackle health problems, such as those associated with inactivity.

11) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

A Stage 1 Road Safety Audit has been conducted for the proposed design scheme with recommendations being incorporated into the detailed design. A stage 2 Road Safety Audit has been completed, and comments have been addressed in the design. A further Stage 3 Road Safety Audit will be undertaken once construction is complete.

The type of buff-coloured surface treatment of the cycle track will be further reviewed as part of the detailed design process. This is to minimise risks associated with repair or replacement putting pressure on future maintenance funding whilst ensuring the scheme design provides appropriate reference to aid people with visual impairment.

The financial estimate for the scheme is based on the current design and includes assumptions regarding preliminaries, utilities and drainage that are still undergoing design.

Should the cost of the scheme escalate there is an option to deliver the project in two phases, depending on available funding. This has been considered from the outset of design. These phases are:

- **Phase 1:** Honiton Road to Woodwater Lane
- **Phase 2:** Woodwater Lane to Ludwell Lane

12) Summary/Conclusions/Reasons for Recommendations

Approval of the recommendations in this report will enable construction of a scheme that will segregate both pedestrians from cyclists and cyclists from vehicles on a busy transport corridor. The high-quality two-way cycle path forms an essential component of the strategic north/south cycle route E12 connecting residents in an area with high levels of physical inactivity and poor health to employment, education, public transport and leisure opportunities across Exeter.

Delivery of this scheme will build upon Devon County Council's progress with enabling more active travel and a modal shift away from the private car to more sustainable modes, aligning well with the County Council's Climate Emergency declaration and the aims outlined in the adopted Exeter Transport Strategy.

The route is being delivered in an area identified in work with Sport England where there is a need to increase levels of physical activity. Walking and cycling to work or school is one of the best ways of incorporating exercise into peoples' daily habits and this scheme will also complement wider plans to redevelop leisure facilities in the Wonford area.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Wonford & St. Loyes, all in Exeter

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of background papers

Nil

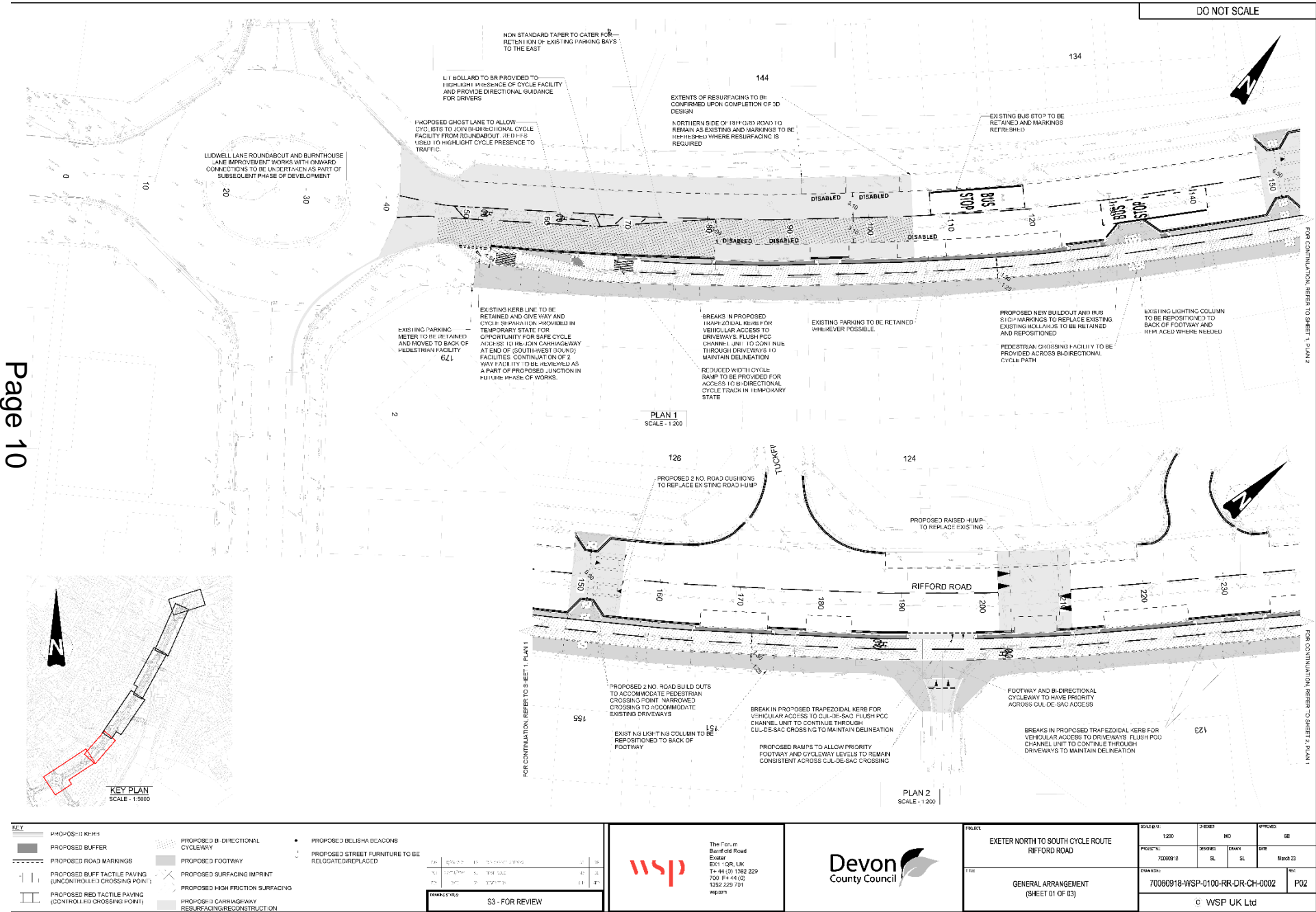
Contact for enquiries:

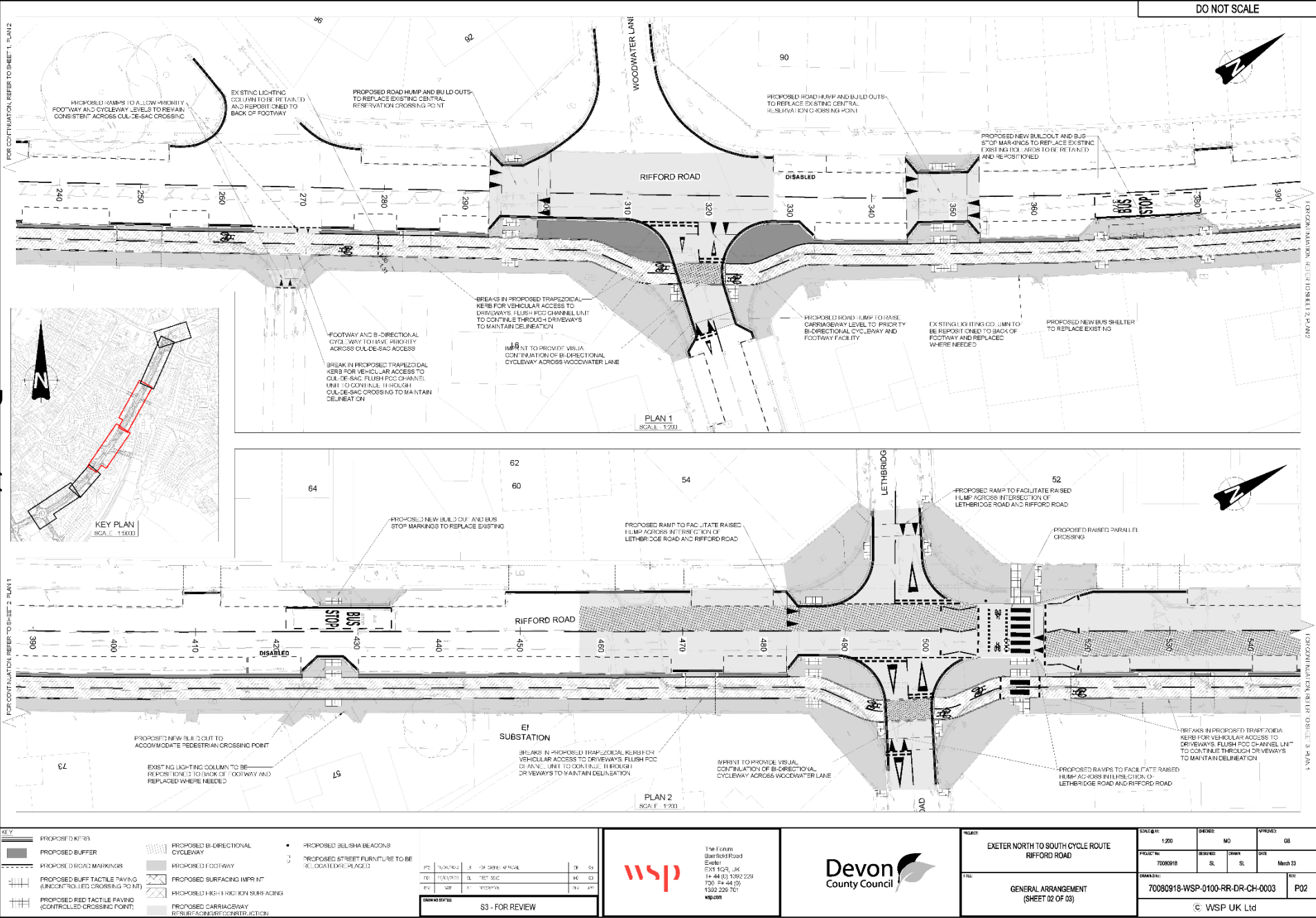
Name: Liz Holloway

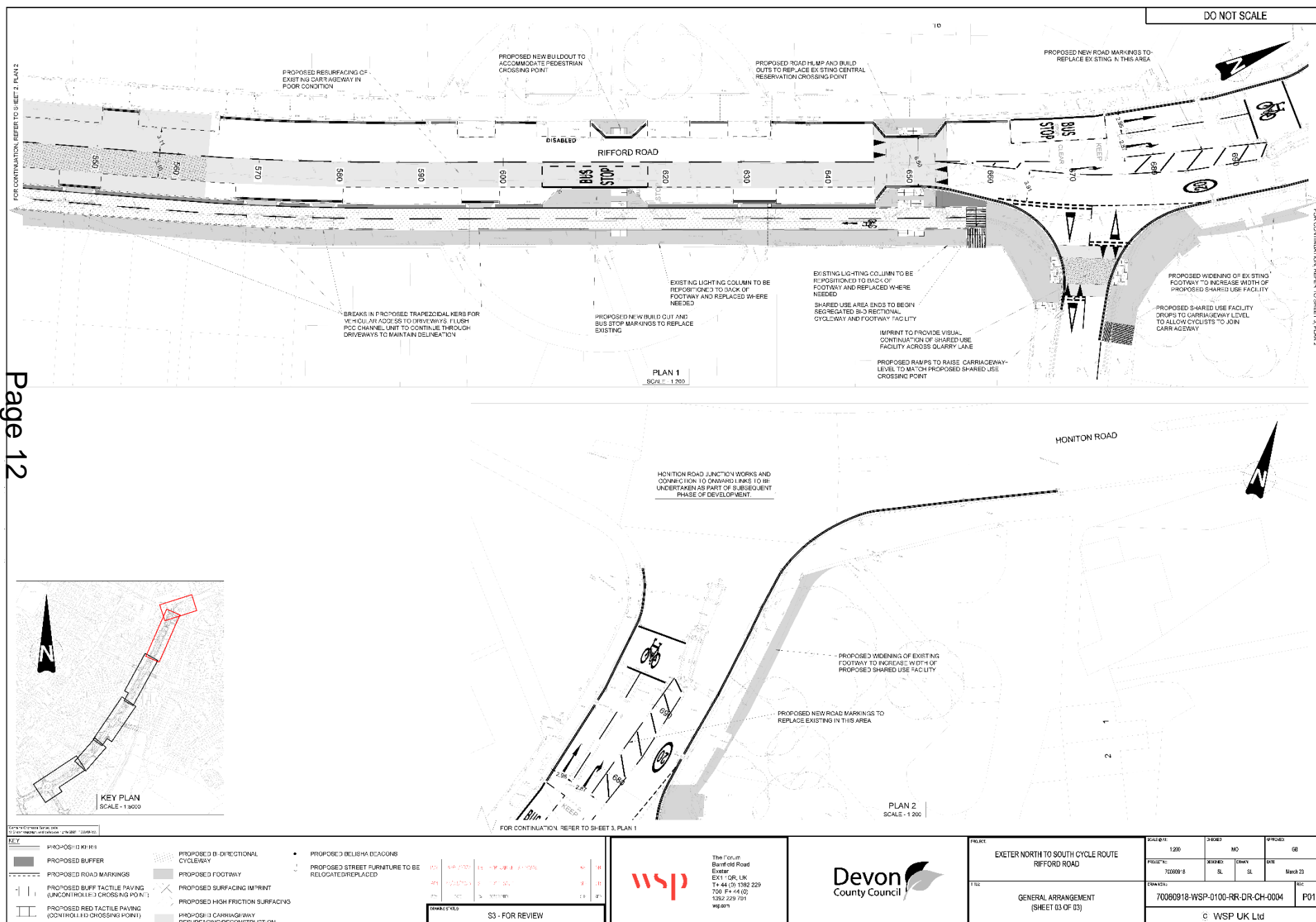
Telephone: 01392 383000

Address: Room 120 County Hall, Topsham Road, Exeter EX2 4QD

Rifford Road Two-Way Cycle Track: Exeter North-South Strategic Cycle Route E12 - Final







Impact Assessment

Assessment of: Rifford Road two-way cycle track

Service: Transport Planning and Road Safety

Head of Service: Jamie Hullah

Version / date of sign off by Head of Service:

Assessment carried out by (job title): Zsolt Schuller, Principal Transport Planner

1. Description of project / service / activity / policy under review

This project is a highway infrastructure project. It involves the delivery of a two-way segregated cycle track along Rifford Road in Exeter. The cycle track will run for a distance of approx. 700m from the junction of Rifford Road with Honiton Road to the junction of Rifford Road with Ludwell Lane. The scheme will be made possible by the reallocation of highway space achieved by the removal of central hatching that currently exists along the main carriageway on Rifford Road and the limited loss of car parking spaces (16 spaces).

The existing footway kerbs will be removed and extended into the carriageway to create the space for the two-way cycle track. The cycle track will be delivered at footway level but segregated from the footway by a raised kerb and using differentiated colouring.

The scheme will also narrow the junctions of a number of side roads along Rifford Road and include priority measures for people walking and cycling. This will reduce the speed of turning vehicles into the roads and should improve the comfort for people using wheelchairs or pushing pushchairs.

An overview of the scheme and copy of the consultation report is available to view on the scheme consultation website¹.

2. Reason for change / review

The Exeter Transport Strategy 2020-2030² includes an aim for 50% of work trips originating in Exeter to be made on foot or by cycle. Increasing the amount of walking and cycling in the city will help:

- Reduce emissions and the County Council's response to the Climate Emergency
- Make a child friendly Devon by creating infrastructure that enables everyone to more safely explore and get around Exeter
- Reduce people's dependence on cars and their associated costs by providing attractive and viable alternatives for everyday journeys
- Improve the health and wellbeing of residents by enabling people to incorporate physical activity into their everyday travel habits.
- Help communities be safe, connected and resilient. Research has shown that there is increased community activity in areas where there is less dominance of cars and other vehicles and where people choose to walk and cycle more

To achieve this aim and the desired outcomes it is necessary to create safe, direct, coherent, attractive and comfortable routes enabling people to choose to walk and cycle as part of their everyday travel. This scheme is part of a wider north-south cycle route proposed for the city.

¹ Rifford Road Cycle Track - Have Your Say ([devon.gov.uk](https://www.devon.gov.uk))

² [Exeter Transport Strategy 2020-2030 & InnovaSUMP - Roads and transport \(devon.gov.uk\)](#)

3. Aims / objectives, limitations and options going forwards (summary)

The Exeter Transport Strategy 2020-2030 includes an aim for 50% of work trips originating in Exeter to be made on foot or by cycle.

The scheme will

- Improving facilities for people walking, cycling and wheeling, enabling greater use of active modes of transport for trips within the city
- Help complete the E12 strategic cycle route, which links the Beacon Heath area, Polsloe Bridge Station, Wonford area, Riverside Valley Park, Marsh Barton Station and Industrial Estate.
- Contribute towards Devon's response to tackling the Climate Emergency and supporting progress towards [Exeter Transport Strategy](#) objectives

Limitations

This scheme is only part of a wider strategic cycle route across the city that will be delivered over the coming years, as future funding becomes available. The scheme currently starts at Rifford Roads junction with Honiton Road and finishes where it meets Ludwell Lane. This limits the current potential for people to have a coherent route across the city.

The proposed scheme was designed to allow the continued use of Rifford Road by current levels of traffic that include HGVs and buses. The scheme was also designed to minimise the loss of car parking on Rifford Road. As a result this means that alternative options for cycle tracks are limited.

The reallocated road space necessary for the scheme is largely achieved by the removal of central hatching on the carriageway. The design does however also require the loss of 16 on-street car parking spaces. 4 of these spaces need to be removed due to the provision of new driveways requested through the consultation.

Due to challenges with the location of services such as drainage and telecommunications cables it was necessary to opt for a cycle track at footway level. This was not the preference for the scheme as it is harder to create a clear delineation between the footway and cycleway. This has however been achieved by providing surfaces of different colours and a raised kerb to separate users as recommended in design guidance.

Options going forward

No safe, coherent and direct off-road alternative to this route is feasible in this area and there isn't scope for the cycle route to remain on road due to the volume and nature of the traffic (HGVs and buses) in the area. Future options may exist to work with the Royal Devon and Exeter Hospital to look at traffic circulation to and from their site but these may be limited.

By not delivering this scheme it will mean that the north / south E12 strategic cycle route across the city cannot be achieved limiting people's ability to cycle for education, employment and leisure journeys.

4. People affected and their diversity profile

During construction work, it is anticipated that some negative impact on nearby residents and landowners may be experienced. This would be managed and monitored as far as possible through the phasing of the scheme.

As shown below in Table 1, the population of Exeter is slightly younger than the national average at the 2021 Census, with the proportion aged between 20 and 64 above the national average.

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Exeter	130,712	23%	60%	17%
Devon	811,638	20%	54%	26%
England	56,490,045	23%	58%	18%

TABLE 1: AGE (CENSUS, 2021)

Younger people (aged 0-10) tend to be more reliant on walking and cycling than those aged 21-59 and older people (aged 60+). Under 20s make 40% of their journeys by foot or by cycle, compared to 33% for those aged 21-59, and 31% for those 65+ (National Travel Survey, 2020).

Data from the National Travel Survey in 2020 highlighted that young children aged 5 to 10 years old have the highest rates of cycle access (88%), while only 25% of those aged 60+ owns or has access to a bicycle.

Ethnicity

Exeter, as with Devon as a whole, is lower in ethnic diversity than the national average (Table 2).

Geography	Total	% White	% Mixed/multiple ethnic groups	% Asian/Asian British	% Black/African/Caribbean/Black British	% Other ethnic group
Exeter	130,707	90.3%	2.5%	4.9%	0.9%	1.4%
Devon	811,642	96.4%	1.4%	1.5%	0.3%	0.5%
England	56,490,048	81%	3%	9.6%	4.2%	2.2%

TABLE 2: ETHNICITY (CENSUS, 2021)

The 2019 National Travel Survey indicated that White people tend to make 2% of trips by cycle and Asian or Black people cycle for 1% of trips. However, Asian and Black people and people from mixed/other ethnic groups make a greater proportion of trips on foot, a greater proportion of trips by 'active travel' (i.e. walking and cycling combined) than White people³.

³ [Travel by distance, trips, type of transport and purpose - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://ethnicity-facts-figures.service.gov.uk/)

Health and disability

Currently, there is no data available from the 2021 Census relating to the health and disability of residents. However, Table 3 shows this data from 2011 and shows that Devon and Exeter have similar percentages to the England average.

Geography	Total	% Activities Limited	% Activities not limited	% (Very) good health	% Fair health	% (Very) bad health
Exeter	117,773	17%	83%	83%	12%	5%
Devon	746,399	19%	81%	81%	14%	5%
England	53,012,456	18%	82%	81%	13%	5%

TABLE 3: HEALTH AND DISABILITY (CENSUS, 2011)

Disabled people and people with long-term illnesses tend to make fewer trips by all modes than non-disabled people. The disparity is particularly stark amongst those whose condition(s)/illness(es) reduce their ability to carry out day-to-day activities ‘a lot’, these people make an average of just 594 trips annually, compared to 1,014 among non-disabled people. Additionally, whilst the proportion of trips made by walking is similar amongst both disabled people and non-disabled people, the proportion of trips by cycle is considerably lower for disabled people (1.1%) than non-disabled people (2.0%).

Gender

Table 4 shows that, as in England overall, there were slightly more females than males recorded as residents in both Exeter and Devon. Information about gender identity was not collected as part of this census.

Geography	Total	Male	Female
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Exeter	130,709	48.7%	51.3%
Devon	811,640	48.5%	51.5%
England	56,490,048	49%	51%

TABLE 4: GENDER (CENSUS, 2021)

According to the 2019 National Travel Survey, on average, females make slightly more trips in total than males, at 990 per person per year versus 915 per person per year. Females make a greater proportion of trips on foot, but a lower proportion by cycle – with males taking on average 24 trips by cycle per year compared to 8 trips for women⁴.

5. Stakeholders, their interest and potential impacts

Local residents have been key stakeholders for this project, insofar as they stand to be impacted by the delivery of this scheme along Rifford Road.

The scheme will mean that people with driveways or wishing to enter or exit side roads on the south of Rifford Road will now need to pay additional attention, looking out for people passing on cycles. Consultation has therefore been undertaken that included writing to all residents along Rifford Road and with a wider designated area to make them aware of the proposals and ensure the best scheme is delivered.

In addition to residents a number of other stakeholders were identified and consulted with as part of the scheme development. These have included:

- The local member of Devon County Council, who is supportive of proposals;
- Emergency services
- Exeter City Council, the lower-tier authority within whose boundaries the scheme will be delivered.
- RNIB and Living Options Devon

⁴ [2018 National Travel Survey Factsheets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

6. Research used to inform this assessment

Demographic data for the geographies affected by the proposal has been sourced from the 2021 and 2011 Census, using the Nomis website⁵, whilst data on the demographics of users of particular modes of transport was sourced from the 2020 National Travel Survey⁶ and 2019 National Travel Survey. The 2013 Sustrans survey⁷ has also been used in this Impact Assessment.

Additionally, Impact Assessments of other cycling-based projects undertaken by DCC have been used to inform the equality analysis below.

7. Description of consultation process and outcomes

A public consultation on the scheme proposal was held during March and April of 2022. A survey was hosted online on Devon County Council's 'Have Your Say' pages with paper copies available on request. This was complemented by a community drop-in session and webinar. The full consultation report is available on the Have Your Say page⁸.

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The consultation was promoted via:

- Letters sent to approximately 800 households in the vicinity of the scheme with residents of Rifford Road received a leaflet containing a scheme plan.
- A press release with subsequent publicity.
- Posters were also put up in a number of prominent locations around the local area.
- Stakeholders were also informed of the consultation.

293 responses were received from members of the public. The ages of respondents ranged from under sixteens to people aged over 75. Responses were also received from 6 stakeholders/local organisations.

⁵ <https://www.nomisweb.co.uk/>

⁶ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/national-travel-survey-2020)

⁷ [2013 Sustrans survey](https://www.sustrans.org.uk/)

⁸ [Rifford Road Cycle Track - Have Your Say \(devon.gov.uk\)](https://www.devon.gov.uk/have-your-say/rifford-road-cycle-track)

Headline results

Overall, the proposed scheme was well supported, with 58% of respondents stating they would use it, 34% stating they would not use it and 8% stating they may use it.
Of respondents that currently drive down Rifford Road, 48% stated they would use the proposed cycle path, with a further 10% indicating they may use it. This indicated the potential for modal shift following the scheme.
The segregation of pedestrians and cyclists was supported, with many wanting full segregation to be extended, instead of having shared use paths at each end of the scheme
The proposed removal of approximately 17 (reduced to 16) car parking spaces to facilitate the cycle path is a contentious issue as many residents feel the current number of parking spaces is inadequate. Some respondents were concerned that this situation will be made worse with the removal of spaces following delivery of the scheme
Concerns were raised regarding changes to the road layout on Rifford Road. Many indicated that a scheme previously implemented nearby (on Sweetbrier Lane) has prevented two-way traffic flow, and wanted assurance this will not be the same in Rifford Road
The crossing of Honiton Road, connecting the proposed scheme to Sweetbrier Lane and the wider North-South cycle route, was suggested for improvement, as currently the waiting island is too narrow for bikes to use

The Traffic Regulation Orders for the scheme were advertised during November and December 2022. There were 15 responses from members of the public. These are included in Appendix 1.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions)	<p>All residents may be impacted by noise and disruption during construction works.</p> <p>All residents may be impacted by the proposed reductions in on street parking capacity, which may increase difficulties in finding an available parking space in the vicinity of residents' homes.</p>	<p>The scheme is proposed to be constructed in phases, to minimise the duration of disruption on each section of Rifford Road. More information will be provided regarding construction works when this is available, to provide advance warning of any disruption.</p> <p>All residents will benefit from the improved cycle facilities and pedestrian/cycle crossings proposed as part of the scheme. This may increase residents' access to opportunities, by providing safer and more attractive routes to schools, workplaces and green spaces, particularly for those reliant on walking and cycling.</p> <p>The scheme has been designed to minimise parking capacity reductions as far as practicable whilst delivering significant improvements for pedestrians and cyclists. The proposed parking reduction is less than 15% of the current capacity on Rifford Road, which is considered proportionate in order to deliver a high quality scheme that is in accordance with design guidance and most likely to achieve the aim of increasing levels of active travel rates and support objectives within the Devon Carbon Plan</p>

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Age	<p>According to National Travel Survey data, older people (aged 60+) tend to be more reliant on private vehicles than children/teenagers (aged 0-19) and people aged 20-59. Therefore, some older people may be particularly impacted by the proposed reductions in parking capacity, which may increase difficulties in finding an available bay in the vicinity of one's home.</p>	<p>Children may particularly benefit from this scheme, as children are particularly vulnerable to road safety issues associated with vehicular traffic, and the scheme will provide an off-road route along Rifford Road. The scheme may give parents greater confidence in allowing their children to cycle independently, aiding their development and wellbeing.</p> <p>Older people have higher rates of disabilities such as deafness and blindness, which may make them particularly vulnerable to cyclists on footways and traffic. Therefore, by segregating pedestrians, cyclists and vehicular traffic, the scheme may reduce the risk of harm to this subset of older people. The scheme has incorporated measures recommended in latest design guidance related to segregating cycles and pedestrians and the continued input sought from the RNIB and Living Options Devon.</p>

<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>Some disabled people may be less able to walk or cycle than non-disabled people, and so may benefit less from the scheme.</p> <p>The proposed reductions in parking capacity and consequent increases in walking distances between properties and parking spaces may particularly impact disabled people with reduce mobility.</p>	<p>All disabled parking bays will be retained, ensuring the parking capacity allocated to Blue Badge holders is unaffected by the scheme.</p> <p>For the majority of the length of the cycle route, cyclists will be segregated from pedestrians and vehicular traffic. This will likely reduce the potential for conflicts between pedestrians and cyclists on footways, particularly improving safety for people with sensory disabilities, who may be less able to identify approaching cyclists.</p> <p>The scheme will be designed to accommodate non-standard cycles, such as tricycles, which may be used as a mobility aid by some disabled people. Therefore, the scheme may enhance access to opportunities for such disabled people, by providing safer and more attractive routes to schools, workplaces and green spaces.</p> <p>Cyclists with sensory disabilities may be less able to sense vehicular traffic, so may be particularly vulnerable to road safety issues. Therefore, the scheme may particularly benefit such cyclists, by providing an off-road route along Rifford Road.</p>
<p>Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief</p>	<p>It is not considered that there is the potential for any adverse impacts on the basis of culture and ethnicity.</p>	<p>Black and Asian people, people from mixed/multiple ethnic groups and people of other ethnicities make a greater proportion of trips by walking and cycling than White people, so people of these ethnicities may particularly benefit from the proposals.</p>
<p>Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right</p>	<p>Women make a smaller proportion of trips by cycle than men, meaning women may receive a smaller share of the benefits of the trail as cyclists than their proportion of the overall population.</p>	<p>In a 2013 Sustrans survey, 67% of women said cycle lanes separated from traffic was the number one thing that would get more women cycling. Therefore, by providing an off-road cycle track along Rifford Road, the scheme may encourage more women to cycle, redressing the current gender imbalance along cyclists (men currently make 2-3 times as many cycling trips as women in the UK) and increasing access to opportunities for women.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
to breastfeed)		
Sexual orientation and marriage/civil partnership	It is not considered that there is the potential for any adverse impacts on the basis of sexual orientation and marriage/civil partnership.	It is not considered that there is the potential for any beneficial impacts on the basis of sexual orientation and marriage/civil partnership.
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	It is not considered that there is the potential for any adverse impacts on the basis of other socio-economic factors.	<p>People in lower income groups in general make a greater proportion of trips by walking and cycling than those in higher income groups, so people in lower income groups may particularly benefit from the proposals. This should enable them to better meet their needs and participate more fully in society, advancing equality.</p> <p>It is considered that the route will help people better connect with their communities and engage with social activities. In alignment with Devon County Council's equality policy, this will help foster better relations between diverse groups in Devon.</p>

9. Human rights considerations:

It is not considered that there are any relevant human rights considerations impacted on by this proposed scheme.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

The proposed cycle track will improve the quality and safety of cycle provision in Exeter. Therefore, it may enable certain individuals to travel independently, e.g. it may enable children to cycle to school independently.

Additionally, the proposed infrastructure will likely improve the ease with which people can access opportunities, enabling them to become more empowered.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The proposal should encourage greater levels of cycling, improving public health and wellbeing. Furthermore, by providing segregated facilities for cyclists, these proposals will reduce the need for them to share road space with motor vehicles, increasing their safety levels.

In what way can you help people to be connected, and involved in community activities?

The proposed infrastructure will likely improve the ease with which people can visit friends and family and access community activities, enabling them to become more connected with others in their community.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A	N/A
Conserve and enhance wildlife:	N/A	Scope to incorporate planting into the scheme proposal is still being investigated
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	The cycling provision proposed on Rifford Road should could enable modal shift from car to cycling (and walking), making the local transport network operate more effectively, accommodating trips arising from local development. This may reduce or eliminate the need for further improvements to the network, e.g. road capacity increases.
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	The construction of the cycle track may generate greenhouse gas emissions in the short term. However, this will be reduced as far as practicable during the detailed design phases of the proposal.	The improvements will likely encourage modal shift from car to cycling (and walking), reducing greenhouse gas emissions from transport.
Minimise pollution (including air, land, water, light and noise):	The construction of the track may generate pollution in the short term. However, this will be reduced as far as practicable during the detailed design phases of the proposal.	The improvements will likely encourage modal shift from car to cycling (and walking), reducing pollution associated with transport such as emissions and noise.

Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	In response to the Climate Emergency, the Exeter Transport Strategy 2020-2030 includes an aim for 50% of work trips originating in Exeter to be made on foot or by cycle. This scheme will aid this goal to be reached.
Other (please state below):		

12. Economic analysis

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	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	N/A	These proposals should improve access to educational establishments and sites where training is provided, enabling residents to improve their knowledge and skills.
Impact on employment levels:	N/A	These proposals should improve opportunities for low cost travel to access to employment sites, increasing employment levels and enabling residents to access better-paying jobs.
Impact on local business:	N/A	These proposals should improve customers' access to local businesses, increasing revenues for said businesses.

13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The proposals should deliver social, environmental and economic benefits, by enabling people to more easily access education, employment and services, using sustainable modes of transport. Therefore, they would be expected to reduce transport-related greenhouse gas emissions, improve employment levels and increase revenues for local businesses.

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

As mentioned above, the proposals should enable people to participate more fully in society, by removing transport-related barriers to opportunities. Consequently, the social wellbeing of the area should be improved, and the modal shift from car to cycling (and walking) should improve its environmental wellbeing. Similarly, the proposal should provide a boost to the local economy.

15. How will impacts and actions be monitored?

Manual counts of cycle journeys on Rifford Road have been carried out in advance of this scheme and will be repeated after it's construction. In addition there is a network of automatic cycle counters in the city which indicate general trends across Exeter.

Walking and cycling levels are also recorded periodically through the national census, Sport England's Active Lives Survey and the National Travel survey. The census provides the most detailed data but is only undertaken every 10yrs.

Correspondence with the general public is monitored through the Transport Planning mailbox and local County Councillors also report to officers on feedback they receive from members of the public.

Appendix 1: Traffic Regulation Order Responses

Summary of Submissions

Devon County Council (Rifford Road & Ludwell Lane, Exeter) (Waiting Restrictions) Amendment Order – Ref 6022

Proposed road humps & parallel crossing

Comment	Devon County Council Response
Response 1: Resident of Laburnum Road	Officer comments
Objection <ul style="list-style-type: none"> A cycle lane is a waste of time, very few people will use it. Sweetbrier Lane is a fine example of this!! 	Objection noted <ul style="list-style-type: none"> The cycling provision on Sweetbrier Lane and Rifford Road are sections of a longer strategic North / South cycle route (E12) that will connect residential areas, to schools, employment, and public transport. Once this route is complete, usage is expected to increase as has been witnessed elsewhere in the city.
<ul style="list-style-type: none"> The loss of parking spaces will impact on other streets nearby with the need to park elsewhere. 	<ul style="list-style-type: none"> The cycle track design for Rifford Road was selected with the minimum loss of parking in mind and every effort has been made throughout the design process to retain parking wherever possible.
Comment:	<ul style="list-style-type: none"> Square cushions (humps) are

<ul style="list-style-type: none"> If humps are to be replaced, please use full humps not the square ones, these deteriorate due to the buses constantly going over them and damaging the edges, full humps are much better, as long as they are not too high, lower cars can cause damage to them. 	<p>preferred by ambulances and on bus routes.</p> <p>The maximum heights of humps and cushions laid out in guidance is 100mm. However, the humps proposed are at 65mm or 75mm which is a common height used in Devon.</p>
<p>Response 2: Resident of Chestnut Avenue</p>	<p>Officer comments</p>
<p>Objection</p> <ul style="list-style-type: none"> 100% object to the scheme <p>Absolutely a waste of money especially in the economy crisis we are in. The money could be better spent on sorting potholes and state of roads to reduce emissions</p>	<p>Objection noted</p> <ul style="list-style-type: none"> A value for money assessment has been carried out for this scheme using the Department for Transport Active Mode Appraisal Toolkit. The scheme scores as high value for money using this tool. The tool takes into account the health benefits of increased physical activity, the decongestion benefits of people modal shifts to cycling and the associated reduction in pollution. <p>Department for Transport funding made available to deliver this scheme is ringfenced to active travel schemes and cannot be used for repairing potholes or improving the condition of the carriageway.</p>

<ul style="list-style-type: none"> The cycle lane in Sweetbriar is barely used. I have only seen around 10 bikes using since it was built. 	<ul style="list-style-type: none"> The cycling provision on Sweetbrier Lane and Rifford Road are sections of a longer strategic North / South cycle route (E12) that will connect residential areas, to schools, employment, and public transport. Once this route is complete, usage is expected to increase as has been witnessed elsewhere in the city.
<ul style="list-style-type: none"> This causes more congestion and tries drivers' patience having to stop to let people pass due to parked cars. That causes pollution and wear and tear on cars running gear and sat causing more fumes by having to do so. 	<ul style="list-style-type: none"> Two-way traffic is being maintained so this scheme will not impact on traffic flows or cause additional congestion.
Response 3:	
Resident of Rifford Road	Officer comments
Objection (unless conditions are met) <ul style="list-style-type: none"> I will support if permit times were extended as there are currently too many work vans being parked in the street after the permit timings have finished which are causing issues for permit holders to park. 	Objection noted <ul style="list-style-type: none"> Extending the times of the resident parking is outside of the scope of this TRO. However, any changes to the residents parking would need the support of the majority of residents within the scheme
Response 4:	
Resident of Rifford Road	Officer comments

Objection <ul style="list-style-type: none"> I have my disabled daughter on weekends. I need access as close to my house as possible. With a cycle lane outside it's going to make it a lot harder for parking with her as we don't have a driveway. 	Objection noted <ul style="list-style-type: none"> The length of the parking bay outside this property is unchanged. The bay is only being moved out into the carriageway by approx. 3m which is the width of the proposed cycle track and buffer area.
Response 5: Resident of Rifford Road	Officer comments
Objection <ul style="list-style-type: none"> There is already not enough parking spaces for residents of Rifford Road. If this goes ahead, where will we park!! We all park neighbour friendly. 	Objection noted <ul style="list-style-type: none"> The cycle track design for Rifford Road was selected with the minimum loss of parking in mind and every effort has been made throughout the design process to retain parking wherever possible.
<ul style="list-style-type: none"> Plus, our residents parking fees are due to rise next year! 	<ul style="list-style-type: none"> The permit prices have been reviewed and prices increased to ensure the service remains sustainable. The application of the differential charge will ensure that residents consider the number and type of vehicles that they choose to own
<ul style="list-style-type: none"> My biggest gripe is we have to pay tax & insurance for our cars & yet again the cyclist pay NOTHING!! 	<ul style="list-style-type: none"> Roads are paid for through general taxation meaning that people who choose to cycle are also contributing to roads.

	Car Tax or Vehicle Excise Duty is based on the amount of CO2 emitted and as such cycles are exempt. Many people choosing to cycle are also motorists so will also be paying Vehicle Excise Duty.
Response 6: Resident of Rifford Road	Officer comments
Objection <ul style="list-style-type: none"> It's not really needed as the cycle lane going straight on isn't used. It also means some of us will have to park further away 	Objection noted <ul style="list-style-type: none"> Transport accounts for 30% of Devon's Carbon emissions and with many short journeys in Exeter currently being driven, there is a good opportunity to replace these by active modes. In order to do this Devon is providing safe, coherent and attractive networks that offer a clear alternative to the car.
<ul style="list-style-type: none"> Are you going to give us designated parking spot? 	<ul style="list-style-type: none"> No designated parking spaces are allocated to residents. Residents with permits can park anywhere within zone S7.
<ul style="list-style-type: none"> Are you going to be responsible for the damage to are cars? 	<ul style="list-style-type: none"> Any damage to vehicles is a matter to raise with Insurance providers.
Response 7: Resident of Lethbridge Road	Officer comments
Objection <ul style="list-style-type: none"> Cycle paths are rarely used because most cyclists consider it safer to ride on the road where there is more flow, and 	Objection noted <ul style="list-style-type: none"> There is no obligation to use this facility once it is provided. Rule 61 of the Highway Code states "Use

<p>they avoid paths that are covered in grit and debris.</p>	<p><i>facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62 and 73) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them."</i></p> <p>Off-road facilities such as these are there to enable less confident people to learn and return to cycling and avoid mixing with vehicular traffic.</p>
<ul style="list-style-type: none"> • The existing cycle paths in Exeter have had a negative impact on the roads the traffic has been pushed onto. 	<ul style="list-style-type: none"> • Without having specific locations put forward we are unable to respond to this point. Cycle usage in the city has been growing annually for over a decade and prioritising walking and cycling is a core aim of the Exeter Transport Strategy.
<ul style="list-style-type: none"> • Implementing this cycle path along a main route through Exeter is ludicrous and is dangerous. I hope the planners will be held personally accountable if and when accidents and injury happen should this be implemented. Giving 	<ul style="list-style-type: none"> • All highway schemes are subject to a safety audit process. This scheme has been through stage one of the process and will continue through the next stages during detailed design.

<p>cyclists priority at the junction of Lethbridge Rd is just an accident waiting to happen in a spot where there have been many accidents and near misses (not recorded) in the 19 years we have lived here.</p>	<p>The proposed side road priority for pedestrians and cyclists will be subject to this process and designed in accordance with latest guidance.</p>
<ul style="list-style-type: none"> Narrowing the road will decrease visibility for motorists. There will be added pressure of getting on the many driveways quicker is of huge risk to the cyclist. 	<ul style="list-style-type: none"> The marked carriageway running lanes are not being narrowed. Space is being reallocated from unnecessary central hatching along the length of Rifford Road. The scheme design will be through the full Highway Safety Audit process.
<ul style="list-style-type: none"> There are alternative routes that could be used. There is a cycle path that could be made better that would give direct access to Woodwater Lane that runs alongside Rifford Road away from traffic. Changing the way traffic uses Woodwater Lane and also Heath Road is a far safer and much cheaper option. Sometimes its better to improve what is already there than create something that is untested. It may look great to the planners but in practice is it going to be what this area actually need? 	<ul style="list-style-type: none"> Alternative routes were investigated at the concept design phase including the use of Woodwater Lane and Heath Road. <p>Heath Road was dismissed as it was less direct and hillier. There may be future options to investigate improvements on Woodwater Lane that would complement this scheme.</p>
<p>Response 8: Resident of Woodwater Lane</p>	<p>Officer comments:</p>
<p>Support</p>	<p>Support noted</p>

<ul style="list-style-type: none"> Rifford Road and Woodwater Lane are very busy routes for children and young adults going to and from the many schools close to this area. A cycle path at this junction will prevent a serious accident. 	
Response 9: Resident of Rifford Road	Officer comments:
Objection <ul style="list-style-type: none"> A waste of money, I bet no one in DCC lives on Rifford Road. You need to spend the more wisely & on things which are needed in Devon. 	Objection noted <ul style="list-style-type: none"> A value for money assessment has been carried out for this scheme using the Department for Transport Active Mode Appraisal Toolkit. The scheme scores as high value for money using this tool. The tool takes into account the health benefits of increased physical activity, the decongestion benefits of people modal shifts to cycling and the associated reduction in pollution.
<ul style="list-style-type: none"> I am a cyclist, and I will not be using a cycle path as the Highway Code states that I do not have to use it. 	<ul style="list-style-type: none"> There is no obligation to use this facility once it is provided. Rule 61 of the Highway Code states <i>"Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62 and 73) where they make your journey</i>

	<p><i>safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them."</i></p>
<ul style="list-style-type: none"> This Road is a 20-mph road so why do you need a cycle path. 	<ul style="list-style-type: none"> Traffic levels on Rifford Road exceed 7000 vehicles a day which includes HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.
<p>Response 10: Resident of Rifford Road</p>	<p>Officer comments:</p>
<p>Objection</p> <ul style="list-style-type: none"> It will never lower the traffic as you seem to think. Instead, it will clog up the area completely and will become even more dangerous since the road is in an unusable state of disrepair. 	<p>Objection noted</p> <ul style="list-style-type: none"> The scheme will have minimal impact on traffic flows on Rifford Road. <p>The only location where traffic will have to stop is at the new parallel crossing that will make it easier for people to walk or cycle across Rifford Road. The use of this is likely to be relatively infrequent and therefore not expected to have a negative impact on traffic flows.</p> <p>Some surfacing works of the main carriageway are being incorporated into</p>

	this scheme and investigations are underway as to whether additional works can be included.
<ul style="list-style-type: none"> There is a path along Northbrook stream which is already being used by 100's cyclists every day but unfortunately suffering from state of disrepair and almost unusable in wet weather. 	<ul style="list-style-type: none"> This path is the responsibility of Exeter City Council. We have contacted them and some minor works are scheduled that should resolve some of the localized puddling.
Response 11:	
Resident of Pennsylvania Close	Officer comments:
Support	Support noted
<ul style="list-style-type: none"> We welcome this scheme 	
We have three concerns:	
<ul style="list-style-type: none"> 1. Ambiguity at west end of cycle path. This part of the scheme should really be extended to provide a safe way of traversing the Lidl roundabout heading west and a safer means of accessing the path when heading east. Without this we fear the path will be underused. 	<ul style="list-style-type: none"> The section beyond Ludwell Lane, including Wonford Street by Lidl will be the next phase of the delivery of route E12, connecting this route to Burnthouse Lane and Dryden Road.
<ul style="list-style-type: none"> 2. would like proper give way markings on the raised tables across the two spur roads on east side of Rifford Rd so that cyclist/peds priority is unambiguous 	<ul style="list-style-type: none"> The final detail of markings and signing for these side road crossings will be agreed at the detailed design phase and subject to a Safety Audit.
<ul style="list-style-type: none"> 3. Are the height of the raised tables on the side junctions (75mm) sufficient to force speed reduction? 	<ul style="list-style-type: none"> The road humps & cushions have been proposed at appropriate dimensions to calm traffic.

Response 12: Resident of Milbury Farm Meadow, Exminster	Officer comments:
Support No further comments	Support noted
Response 13: Resident of Headon Gardens	Officer comments
Support <ul style="list-style-type: none"> Use this road as a cyclist on a regular basis and proposal is very welcome. 	Support noted
<ul style="list-style-type: none"> It is a shame it doesn't link through to the cycle track on Sweetbriar Lane and to the end of Dryden Road. Hopefully we will get those links in the future. 	<ul style="list-style-type: none"> The Rifford Road scheme is part of a strategic north / south route across the city (E12). Future phases of delivery include improving the connection across Honiton Road to Sweetbrier Lane and a scheme to extend the route from Ludwell Lane through Wonford Street to connect Burnthouse Lane and Dryden Road.
<ul style="list-style-type: none"> Also, Wonford Street needs a modal filter to provide a quiet road for bikes parallel to Bovemoors Lane. 	<ul style="list-style-type: none"> That is beyond the scope of this scheme but there will be opportunities to input this suggestion when the next phase of this route is consulted upon.
Response 14: Resident of Rifford Road	Officer comments
Objection	Objection noted

<ul style="list-style-type: none"> • Not happy at the removal of traffic islands on Rifford Road as there will be fewer crossing points making it less safe & less convenient for pedestrians. We, and many others, use the island at the North end of Rifford road daily, Those who live in this section of Rifford Road will either have to backtrack for ages to use the crossing by Lethbridge Road or walk out of their way, cross over Quarry Lane to get to the traffic lights near Sweetbrier Lane. In the end people will just cross the road without using the crossings which is more dangerous than before. The work seems excessive just to make it easier for cyclists but it doesn't make it much better for walkers. Narrowing the road will be bad for all the drivers that use it 	<ul style="list-style-type: none"> • In order to create the space to deliver the two-way cycle track we are reallocating road space. This has been done by removing the centrally hatched space area along Rifford Road and reducing the carriageway width. This will also reduce pedestrian crossing distances along the length of Rifford Road and the road humps will also help reduce vehicle speeds. Informal pedestrian crossing points will be retained along Rifford Road with build outs to ensure clear visibility and the minimal crossing distance for pedestrians. <p>The scheme also tightens side road junctions along Rifford Road, reducing crossing distances and giving people walking and cycling clear priority over turning vehicles. Crossings at side roads will also be level making it more comfortable and easier for people using wheelchairs or other mobility aids.</p>
<ul style="list-style-type: none"> • You could make the wide eastern pavement that is already used by cyclist an official shared path which saves both money and environmental resources. 	<ul style="list-style-type: none"> • The latest guidance does not support shared use paths as a suitable solution for high quality routes in urban areas.
<ul style="list-style-type: none"> • The zebra crossing will increase 	<ul style="list-style-type: none"> • It is considered that the frequency

congestion and emissions as cars need to stop. With an island crossing it easier to cross the road without the cars having to completely stop in both directions.	of use of the parallel crossing is unlikely to lead to a tangible increase in congestion or emissions on Rifford Road. It will also give less confident pedestrians / cyclists the confidence that vehicles have come to a complete stop when crossing Rifford Road.
<ul style="list-style-type: none"> • Would like a section of their wall removed to make it easier to drive in and out of our house. 	<ul style="list-style-type: none"> • It is the responsibility of the property owner to make changes to their boundary wall.
<ul style="list-style-type: none"> • Could sign post be moved from outside the property as part of the work? 	<ul style="list-style-type: none"> • This will be considered as part of the detailed design work
<ul style="list-style-type: none"> • Could the street light be moved outside of the property? 	<ul style="list-style-type: none"> • This will be considered as part of the detailed design work
Response 15: Resident of Rifford Road	Officer comments
Object <ul style="list-style-type: none"> • It appears that this scheme would make it less safe and potentially slower for all ie walkers, cyclists and drivers 	Objection noted. <ul style="list-style-type: none"> • It is considered that the improvements will provide safer routes for pedestrians and cyclists in Rifford Road, however, the scheme has been through a safety audit process that will continue as the scheme progresses to implementation
<ul style="list-style-type: none"> • When crossing now I can focus on 	<ul style="list-style-type: none"> • In order to create the space to

<p>vehicles coming from one direction at a time stopping in the middle islands if needed. After the plans I will need to be completely sure the cars have stopped in both directions, often meaning I have to wait for the cars to get closer to observe them slowing to a stop. I will also need to keep an eye out for cycles as I approach the cycle lane section of the crossing (or vice versa).</p>	<p>deliver the two-way cycle track we are reallocating road space. This has been done by removing the centrally hatched space area along Rifford Road and reducing the carriageway width. This will also reduce pedestrian crossing distances along the length of Rifford Road and the road humps will also help reduce vehicle speeds. Informal pedestrian crossing points will be retained along Rifford Road with build outs to ensure clear visibility and the minimal crossing distance for pedestrians.</p> <ul style="list-style-type: none"> • The scheme also tightens side road junctions along Rifford Road, reducing crossing distances and giving people walking and cycling clear priority over turning vehicles. Crossings at side roads will also be level making it more comfortable and easier for people using wheelchairs or other mobility aids.
<ul style="list-style-type: none"> • There is no mention of increased emissions from cars having to stop more frequently. 	<ul style="list-style-type: none"> • It is not envisaged that the scheme will lead to a notable increase in emissions through vehicles needing to stop more frequently.
<ul style="list-style-type: none"> • As a cyclist at present the road feels safe 	<ul style="list-style-type: none"> • Traffic levels on Rifford Road exceed

<p>because the 20 mph limit means most cars aren't approaching at high speeds, the middle hatched areas provide space to overtake, and it's easy to push along the wide pavements. For the less confident cyclists it's safe to cycle along the pavements.</p>	<p>7000 vehicles a day and include a mix with HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.</p>
<ul style="list-style-type: none"> As a driver the wide roads make passing other traffic and parked cars easy, and even cyclists if required. It's a busy road but outside of peak hours keeps moving. The new design will put vehicles very close to each other and parked cars. 	<ul style="list-style-type: none"> The scheme design is subject to a Safety Audit process that will agree proposed carriageway widths. This scheme has been through stage one of the process and will continue through the next stages during detailed design.
<ul style="list-style-type: none"> Parked cars will be at more risk, finding a parking space will become even more challenging. This might force more driveway applications, and driveways will be extra dangerous on the side with the path for all users. 	<ul style="list-style-type: none"> The cycle track design for Rifford Road was selected with the minimum loss of parking in mind and every effort has been made throughout the design process to retain parking wherever possible. Residents have had the opportunity to make applications for driveways throughout the consultation and TRO process
<ul style="list-style-type: none"> The solution on Vaughan Road has not helped to demonstrate this design working well, and Rifford Road is far busier with larger vehicles, even if a little more width is available. 	<ul style="list-style-type: none"> The Vaughan Road / Sweetbrier Lane scheme is a light segregated on-carriageway two-way cycle track. This solution was not considered suitable for Rifford Road and the cycle track is off-road, in part due to

	the increased levels of traffic on Rifford Road.
<ul style="list-style-type: none"> A shared pavement would seem to be cheaper and safer option that should be considered and tested before this plan proceeds. Other parts of the city have smaller paths that are safely shared with pedestrians and cyclists. 	<ul style="list-style-type: none"> The latest guidance does not support shared use paths as a suitable solution for high quality routes in urban areas.
Response 16:	
Resident of Rifford Road	Officer comments
Request: <ul style="list-style-type: none"> A request has been received to adjust the location of a disabled bay within the same length of road 	Suggest

FARMS ESTATE COMMITTEE - SPECIAL MEETING

18 April 2023

Present:-

Councillors J Yabsley (Chair), J Brook, A Dewhirst, H Gent, C Whitton and M Cross

Apologies:-

Councillors J Berry and L Samuel

* **78** **Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

* **79** **Exclusion of the Press and Public**

RESOLVED that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 3 of Schedule 12A of the Act, namely information relating to, and which was likely to reveal the identity of, tenants and information relating to the financial or business affairs of tenants and the County Council and, in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

* **80** **Management and Restructuring**

(An item taken under Section 100A(4) of the Local Government Act 1972 during which the press and public were excluded, no representations having been received to such consideration under Regulation 5(5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012)

Land at Clyston Farm, Blackawton

The Committee considered and discussed the Report of the Head of Digital Transformation and Business Support (Interim) (BSS/23/03) on management and restructuring issues. The Head of Conveyancing from the Council's legal team was in attendance to answer any questions.

The Head of Digital Transformation and Business Support (Interim) reported that Mr and Mrs H, having had sight of the Report, wished it clarified at

Agenda Item 12a

2

FARMS ESTATE COMMITTEE

18/04/23

paragraph 2.1.20 that the wording in the first line be strengthened so that it read 'have stated a preference and a requirement for the property...'.

It was **MOVED** by Councillor Gent, **SECONDED** by Councillor Brook and

RESOLVED

- (a) that the County Council enter into a long (ideally 99 year) lease as tenant of the 60 acres or thereabouts of land and buildings forming part Clyston Farm, Blackawton for the sole purpose of adding the land to the County Farms Estate and subletting it to new entrants to farming, subject to detailed terms and conditions being agreed.
- (b) that discussions be held with the Local Planning Authority to ascertain whether or not planning consent would be granted for a temporary or permanent agriculturally tied dwelling, that is likely to be required by a new entrant livestock farmer.
- (c) that the 60 acres of land and buildings (and possibly a temporary dwelling in the form of a static caravan) forming part Clyston Farm, Blackawton be advertised to let on the open market as a new entrant opportunity and on a Farm Business Tenancy for a term of seven years commencing 25 March 2024 (or as soon as practically possible thereafter) and terminating 25 March 2031, subject to terms being agreed.
- (d) that the County Council advises Mr H that, as policy currently stands, on the death of Mr H the County Council will accept the freehold transfer of the 60 acres or thereabouts of land and buildings forming part Clyston Farm, Blackawton but that the County Council will make Mr H aware that policy may change and should that happen before Mr H's death, meaning that the County Council would not be in a position to accept the gift, the County Council will make him aware of that fact.

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

The Meeting started at 10.36 am and finished at 11.10 am

DEVON COUNTY COUNCIL

COUNCIL/CABINET FORWARD PLAN

In line with the public's general rights of access to information and the promotion of transparency in the way which decisions are taken by or on behalf of the Council, Devon County Council produces a Forward Plan of any Key Decisions to be taken by the Cabinet and any Framework Decisions to be made by the County Council. The Plan normally covers a period of a minimum of four months from the date of publication and is updated every month.

The County Council has defined key decisions as those which by reason of their strategic, political or financial significance or which will have a significant effect on communities in more than one division are to be made by the Cabinet or a Committee of the Cabinet. Framework Decisions are those decisions, which, in line with Article 4 of the Council's Constitution must be made by the County Council.

The Cabinet will, at every meeting, review its forthcoming business and determine which items are to be defined as key decisions and the date of the meeting at which every such decision is to be made, indicating what documents will be considered and where, in line with legislation, any item may exceptionally be considered in the absence of the press and public. The revised Plan will be published with the papers for the meeting. *Where possible the Council will attempt to keep to the dates shown in the Plan. It is possible that on occasion may need to be rescheduled.* Please ensure therefore that you refer to the most up to date Plan.

Click to see an [up to date version of the Forward Plan](#) on the Council's web site at any time.

Also see the website for [Copies of Agenda and Reports of the Cabinet or other Committees of the County Council](#) referred to in this Plan

FORWARD PLAN

All items listed in this Forward Plan will be discussed in public at the relevant meeting, unless otherwise indicated for the reasons shown

Any person who wishes to make representations to the Council/Cabinet about (a) any of the matters proposed for consideration in respect of which a decision is to be made or (b) whether or not they are to be discussed in public or private, as outlined below, may do so in writing, before the designated Date for Decision shown, to The Democratic Services & Scrutiny Secretariat, County Hall, Exeter, EX2 4QD or by email to: members.services@devon.gov.uk

PART A - KEY DECISIONS

(To Be made by the Cabinet)

Date of Decision	Matter for Decision	Consultees	Means of Consultation*	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
	<i>Regular / Annual Matters for Consideration</i>				
14 June 2023	Revenue and Capital Outturn 2022/2023			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

13 September 2023	Transport Capital Programme 2023/24 and 2024/25: Update and Proposed Allocation	Public, District Councils, Stakeholders and Delivery Partners	LTP 2011 – 2026 consultation, meetings, planning applications and local plan consultation	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
8 November 2023	Childcare Sufficiency Assessment - Annual Return			Report of the Director of Children and Young Peoples Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 December 2023	Target Budget and Service Targets for 2024/2025			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
9 February 2024	Admission Arrangements and Education Travel Review: Approval to admission arrangements for subsequent academic year			Report of the Head of Education outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

13 March 2024	Flood Risk Management Action Plan 2024/2025 Update on delivery of the 2023/24 programme and approval of schemes for 2024/2025	All other Risk Management Authorities	Liaison through the Devon Flood and Water Management Group	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 March 2024	Adult Social Care - Market Sustainability Plan and Sufficiency Assessment			Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 April 2024	County Road Highway Maintenance Capital Budget and Progress on 2023/24 Schemes and Proposals for the 2024/25 Programmes and the On-street Parking Account 2024/25	Public, CIRS Scrutiny, highway maintenance suppliers	Meetings and surveys	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
	<i>Specific Matters for Consideration</i>				

10 May 2023	Rifford Road, Exeter: Segregated Cycle Track Scheme on route E12 for Approval	Public, local stakeholders including local businesses Councillors (Devon County Council and Exeter City Council); Community builders and community organisations ; Schools; Bus, shared car/bike and taxi operators; emergency services Exeter Highways and Traffic Orders Committee	Consultation website and leaflet, letter drop (~800 households in vicinity and residents of Rifford Road) press release and posters put up and circulated locally.	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All in Exeter; Heavitree & Whipton Barton; Wonford & St Loyes
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14 June 2023	Net-Zero Supply Chain Strategy	Environmental Performance Board, Climate Change Standing Overview Group of the Corporate Infrastructure and Regulatory Services Committee, Devon County Council suppliers	Meetings and surveys	Report of the Director of Climate Change, Environment and Transport, Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 June 2023	Family Centre Services Contract/ Commissioning			Report of the Director of Children and Young Peoples Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 June 2023	Integrated Adult Social Care - Vision and Strategy	All public and service users	Full public and service user engagement process.	Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

14 June 2023	Part II - Agreement to purchase the land at Rutt Lane, Ivybridge for delivery of the new school Part 2 – Para 3 (Financial and Business affairs of 3 rd party)	The new school has been through a planning consultation process. In addition meetings have been attended with the local Parish and Town Council	Planning application. Meetings	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Ivybridge
12 July 2023	Budget Monitoring - Month 2			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 July 2023	Devolution - Deal for Devon	TBC	TBC	Report of the Chief Executive outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

12 July 2023	Queen Street, Newton Abbot: Pedestrian Enhancement Scheme for Approval	Public, local stakeholders including local businesses and Newton Abbot Town Council, Teignbridge Highways and Traffic Orders Committee	Consultation website and questionnaire, letter drop (~1000 residents, ~150 businesses), webinars, public exhibition in Newton Abbot Library	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Newton Abbot North
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Between 12 July 2023 and 11 October 2023	Exeter, Heart of Teignbridge, and Barnstaple, with Bideford and Northam Local Cycling and Walking Infrastructure Plans – For adoption	Stakeholders , public, relevant Highway and Traffic Orders committees	Stakeholder engagement workshops, online DCC ‘Have Your Say’ consultation website, press releases, social media posts, HATOC reports	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All in Exeter; Ashburton & Buckfastleigh; Barnstaple North; Barnstaple South; Bideford East; Bideford West & Hartland; Bovey Rural; Broadclyst; Chulmleigh & Landkey; Fremington Rural; Ipplepen & The Kerswells; Kingsteignton & Teign Estuary; Newton Abbot North; Newton Abbot South; Northam
12 July 2023	Changes to the Mobile Library Service	Current users of the Mobile Service and general public	Feedback forms & email	Report of the Head of Communities outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

13 September 2023	Budget Monitoring - Month 4			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 September 2023	Bus Service Improvement Plan Schemes	Local Members, Cabinet Member, Public, Stakeholders and Delivery Partners	Public consultation to be held prior to Cabinet meeting	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 November 2023	Budget Monitoring - Month 6			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

PART B -FRAMEWORK DECISIONS (Requiring approval of the County Council)					
Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter

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25 May 2023	Governance Review Plan			Report of the Director of Legal and Democratic Services and Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 June 2023	People First Strategy			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
7 September 2023					
2 July 2023	Corporate Plan for 2023/24 (To includes updates on other Plans)			Report of the Chief Executive outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
7 September 2023					
12 July 2023	Cornwall Council's proposal to join Adopt South West			Report of the Director of Children and Young Peoples Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
7 September 2023					

16 January 2024	Pay Policy Statement 2024/2025			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
15 February 2024					
9 February 2024	Revenue Budget, Medium Term Financial Strategy 2024/2025 - 2027/2028 and the Capital Programme for 2024/2025 - 2028/2029			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
15 February 2024					
PART C - OTHER MATTERS (i.e. Neither Key Nor Framework Decisions)					
Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
	<i>Regular / Annual Matters for Consideration</i>				

Between 10 May 2023 and 8 May 2025	Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions) <i>[NB: Items relating to the letting or occupancy of individual holdings may contain information about, or which is likely to reveal the identity of, an applicant for a holding and about the financial and business affairs of the Council and any prospective or existing tenant that may need to be discussed in the absence of the press and public]</i>	To be considered at the Farms Estates Committee, including any advice of the Council's Agents South West Norse Ltd.		Report of the Head of Digital Transformation and Business Support, Head of Digital Transformation and Business Support outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Between 10 May 2023 and 8 May 2025	Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)	As necessary		Report of the TBC outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 July 2023	Public Health Annual Report 2022/2023			Report of the Director of Public Health, Communities and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 July 2023	Treasury Management Stewardship Outturn Report	CIRS Scrutiny Committee		Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

13 December 2023	Treasury Management Stewardship Mid Year Report			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 December 2023	Torbay and Devon Safeguarding Adults Partnership - Annual Report			Report of the outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Specific Matters for Consideration					
14 June 2023	A386 Mary Tavy – Request for Speed Limit Reduction to 40mph adjacent to Mary Tavy Inn	Parish Council / Local County Councillor	Site Meeting	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Yelverton Rural