

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

15 July 2022

Present:-

Councillors D Barnes (Chair), M Asvachin, D Barnes, R Hannaford, A Leadbetter, P Prowse and C Whitton

Exeter City Council

Councillors B Denning, M Pearce, A Sparling and T Wardle

Apologies:-

Councillors T Adams, Y Atkinson and S Aves

Member attending in accordance with Standing Order 25

Councillor C Bennett (Exeter City Council)

* **60** **Election of Chair and Vice Chair**

RESOLVED that Councillor D Barnes be elected Chair and Councillor Y Atkinson be elected Vice Chair for the ensuing (municipal) year.

* **61** **Minutes**

RESOLVED that the Minutes of the Meetings held on 29 April and 6 June (special meeting) be signed as correct records.

* **62** **Items Requiring Urgent Attention**

No item was raised as a matter of urgency.

* **63** **Bus Services in Exeter**

Stagecoach had sent their apologies for the meeting.

The Committee requested that the following questions be relayed to the Company and the responses be reported to members:

(a) Is it correct that up to 50 drivers would be lost for the duration of the commonwealth Games in Birmingham which would also coincide with service cuts in the City? Can Stagecoach clarify how many drivers and buses are to be sent to cover the Commonwealth Games, how this is being funded and what cover arrangements are planned for their operations in Devon in the meantime?

(b) Could the company arrange for the stops for the R and S services (circular routes) to be opposite each other in the High Street to assist passengers who use one or the other service?

(c) Could the Company outline what consultation took place with the County Council (Members and Officers) prior to the late night bus and other service cuts as reported in the Express and Echo the previous day?

(d) With the driver shortage Exeter is already experiencing it is concerning that Stagecoach may enter into contracts to provide services for events etc elsewhere. Can the Company please confirm if any contracts to supply buses and drivers elsewhere are being negotiated or are confirmed and what mitigations will be put in place to ensure passengers in Exeter and the surrounding areas will not be affected? Or is this an example of Stagecoach South West priorities, putting private contracts above its local services?

(e) With the £2 single ticket cap being introduced in October, how will this affect the price of the different ticket types such as Day Rider tickets? Also, could the Company confirm that Councils will not end up footing the bill for this scheme or will it be fully Government funded and can you assure that it also won't be coming out of the Bus Improvement Grant? What measures will be undertaken to reverse cuts in bus services so that passengers can make the most of the price cut and the opportunity to increase passenger numbers is not missed?

(f) Can the Company comment on the percentage reliability of the remaining bus services as a result of the changes made since March, especially the reliability of the post 6pm services? And has the Company seen an increase in compensation being paid to passengers who have experienced missed journeys or late buses?

(g) At the special meeting of the Committee, it was stated by the Company that the last night bus was prioritised to ensure the safety of passengers, especially women. If this was the case why has the Company decided to stop the late night bus service in so many areas of Exeter?

Members also expressed their disappointment that Stagecoach had been unable to send a representative to the last two meetings to answer members' questions and promote dialogue and asked that a letter be sent to the Managing Director (Exeter, Stagecoach).

* 64

Local Waiting Restrictions Programme

(Councillor M Pearce declared a personal interest in so far as this item related to Third Avenue, Exeter by virtue of being a local resident)

(Councillor C Bennett (Exeter City Council) attended in accordance with Standing Order 25 and spoke to this item in so far as it related to Baker

Street, Exeter and asked questions relating to alternative traffic management arrangements).

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/30) on submissions in response to the statutory consultation on the restrictions proposed in the Exeter area, as part of the local waiting restriction programme.

In October 2021, a list of requests for new or amended waiting restrictions for the area had been collated and the relevant local County Councillors and Chair/Vice Chair had been consulted before advertisement from 9 June until 30 June 2022.

A summary of the proposals advertised were outlined in Appendix 1 (with associated plans) and a summary of submissions and officer comments and recommendations were detailed in Appendix 2 of the Report.

Members commented on the proposals in their respective divisions.

It was **MOVED** by Councillor D Barnes, and **SECONDED** by Councillor M Asvachin, and

RESOLVED

(a) that work on the local waiting restriction programme be noted; and

(b) that the recommendations contained in Appendix 2 to the Report be approved subject to the following changes:

- (i) Mill Lane, Exeter: authority be delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair and local County Councillor;
- (ii) Oak Ridge, Exeter: authority be delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair and local County Councillor;
- (iii) Union Street, Exeter: authority be delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair and local County Councillor;
- (iv) Follett Road and Pound Lane, Topsham: site visits be undertaken with the local County Councillor and authority be delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair and local County Councillor;
- (v) Pound Lane, Topsham: site visit be undertaken with the local County Councillor and authority be delegated to the Director of Climate

Change, Environment and Transport in consultation with the Chair and local County Councillor; and

(vi) Ronchetti Way, Exeter: authority be delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair and local County Councillor;

(c) that a decision relating to the proposals in Wrefords Lane, Exeter Appendix 1 of the Report (where no objections had been received) be delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair and local County Councillor.

* **65** **Stopping up of public highway; Land adjacent to Hillsborough Lodge, Prince of Wales Road, Exeter**

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/31) on a proposed application to the Magistrates' Court under Section 116 of the Highways Act 1980 for the stopping-up of part of the public highway adjacent to Hillsborough Lodge, Prince of Wales Road, Exeter as shown on the drawing attached as Appendix 1 of the Report. It was the Officers' view that this area of highway was no longer needed for public use.

It was **MOVED** by Councillor P Prowse, and **SECONDED** by Councillor M Pearce and

RESOLVED

(a) that the extent of highway land adjacent to Hillsborough Lodge, Prince of Wales Road, Exeter as detailed in Appendix 1, be agreed is not needed for public use; and

(b) that subject to the consultations referred to in section 3 of the report, Devon County Council makes an application to the magistrates' court for an order under Section 116 of the Highways Act 1980 that the said highway land be stopped up.

* **66** **Inclusive Design considerations for Cycling Schemes**

The Committee received a presentation from WSP consultants (attached) on initiatives and aspirational ideas to promote active travel and low traffic neighbourhoods (LTNs).

Members' questions and comments related to design provision for people with visual impairment and consultation arrangements with regard to local schemes and the need to balance differing demands, particularly within congested areas; and the role of Equality Assessment Impact statements in regard to the consideration of the needs of people with protected characteristics.

The Chair thanked WSP for their informative presentation.

* **67** **Sweetbrier Lane/Whipton Lane Roundabout pedestrian and cycle improvements**

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/32) on a proposed scheme to reduce vehicular entry speeds on the Sweetbrier Lane arms of the roundabout, thus addressing the underlying causes of collisions. It was intended that this would improve road safety in a residential area and support cyclists using the E3 strategic cycle route.

In recent years there had been several collisions at the roundabout involving cyclists, hence a traffic-calming scheme was developed to improve safety for pedestrians and cycles.

Following installation there would be a further road safety audit and further measures could be considered.

It was **MOVED** by Councillor D Barnes and **SECONDED** by Councillor B Denning and

RESOLVED

(a) that the construction of the proposals for Sweetbrier Lane/Whipton Lane roundabout, as shown in Appendix 1, at an estimated scheme cost of £60,000 be approved; and

(b) that authority be delegated to the Director of Climate Change, Environment and Transport, in consultation with the Chair of this Committee and local County Councillor, to make minor variations to the scheme as required.

* **68** **Heavitree and Whipton Low Traffic Neighbourhood project**

The Committee received a presentation from the Director of Climate Change, Environment and Transport (attached) on the Heavitree and Whipton Low Traffic Neighbourhood project.

Proposals to create a Low Traffic Neighbourhood for the Heavitree and Whipton area would undergo a further review following the meeting. Low Traffic Neighbourhoods aimed to reduce the impact of traffic on residential streets as an approach to help build community by creating safer and more pleasant environments where people could more easily choose to chat, meet friends, play, walk, wheel and cycle.

This was achieved by minimising the amount of through traffic that used residential streets while retaining vehicular access to homes and businesses.

Through traffic was reduced using modal filters that could be introduced through bollards, planters but also bus gates, and one way systems.

Four options for "low traffic neighbourhoods" were consulted on last year.

The results of the consultation had found that there had been no majority support for any of the options, however the proposals would be looked at again in more detail and comments raised during the consultation would be taken on board to revise plans. Further engagement would be held with a number of stakeholders including emergency services, carers, disability groups as part of the review.

Consideration would be given to how the Heavitree and Whipton proposals were aligned with other ambitious plans set out by the County Council and Exeter City Council in the Exeter Transport Strategy, the Liveable Exeter Vision, the Bus Service Improvement Plan and the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the city.

In areas of London where Low Traffic Neighbourhoods have been introduced, vehicular traffic has been reduced by 45% and active travel increased by 50%. While this demonstrated that these schemes could work, the County Council wanted to make sure it worked for people in Heavitree and Whipton.

Members' discussion and questions related to consideration of displaced traffic (which would be monitored), the need for local support and consideration of the needs of carers and the ongoing work with Public Health and other bodies; and the length of any trial.

A decision on whether to proceed with a trial of a Low Traffic Neighbourhood will be made by the Committee at a future meeting.

* **69** **Exeter Local Cycling and Walking Infrastructure Plan (LCWIP) Update**

The Committee noted the Report of the Director of Climate Change, Environment and Transport (CET/22/33) on Local Cycling and Walking Infrastructure Plans (LCWIP) which set out the strategic approach for identifying long-term improvements to enable more cycling and walking as well as making the case for funding bids and ensuring infrastructure was delivered through development.

In 2020 the Department for Transport (DfT) published 'Gear Change'. This had set out a bold new vision for cycling and walking, raising the standard of the quality of provision expected from local authorities and others delivering cycling and walking infrastructure. This was complemented by a new guidance document – LTN 1/20 Cycle Infrastructure Design which was to be followed by new guidance on improving design for walking.

The DfT LCWIP guidance set out a six-stage process as set out in the Report and the Exeter LCWIP was now working across the stages. The Report also

outlined the network plans for cycling and walking and also referred to the Low Traffic Neighbourhoods or Liveable Neighbourhoods, the wider connections and consultation arrangements and the overall strategic plan.

* **70** **Wonford Road Modal Filter**

In accordance with Standing Order 23(2) Councillor D Barnes had requested that the Committee consider this matter.

The Director for Climate Change, Environment and Transport reported that enforcement of the moving restrictions implemented to support the Wonford Road Modal filter was currently the sole responsibility of the Police.

The County Council was however currently considering the adoption of moving enforcement powers with a Scrutiny Spotlight Review which had been held on Monday 4th July, the recommendations of which would be submitted to the Corporate, Infrastructure and Regulatory Scrutiny Committee at its meeting on 22 September 2022.

If powers were adopted, there would be a significant capital investment to install permanent cameras and each site would need to be considered to prioritise investment.

* **71** **Clear Streets Charter Update**

The Director of Climate Change, Environment and Transport reported on an issue with large commercial waste bins in the highway, in the city centre and that the County Council with Exeter City Council were pursuing a resolution.

A leaflet had been prepared in partnership with Exeter City Council and would be issued to those businesses who were recognised as causing a problem, with a view to gaining buy-in to the wider principles of the Charter (Exeter clear streets charter leaflet and guidance, attached).

Inspections had identified isolated incidents of street clutter on the High Street and Magdalen Road and businesses had been visited by the local Highways Officer accordingly.

Schemes and works continued to be designed and delivered with the principles of the Clear Street Charter at the forefront.

There was ongoing communication with the City Council in regard to licences for street cafés.

Arising on a Member question about EV Charging points, each proposal would be subject to statutory consultation and considered on its individual merits.

* 72 **Dates of Future Meetings**

14 October 2022, 16 January 2023; and 21 April 2023 (all to start at 10.30 am).

Up-to-date information on dates available on-line at:

[Browse meetings - Exeter Highways and Traffic Orders Committee - Democracy in Devon](#)

NOTES:

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

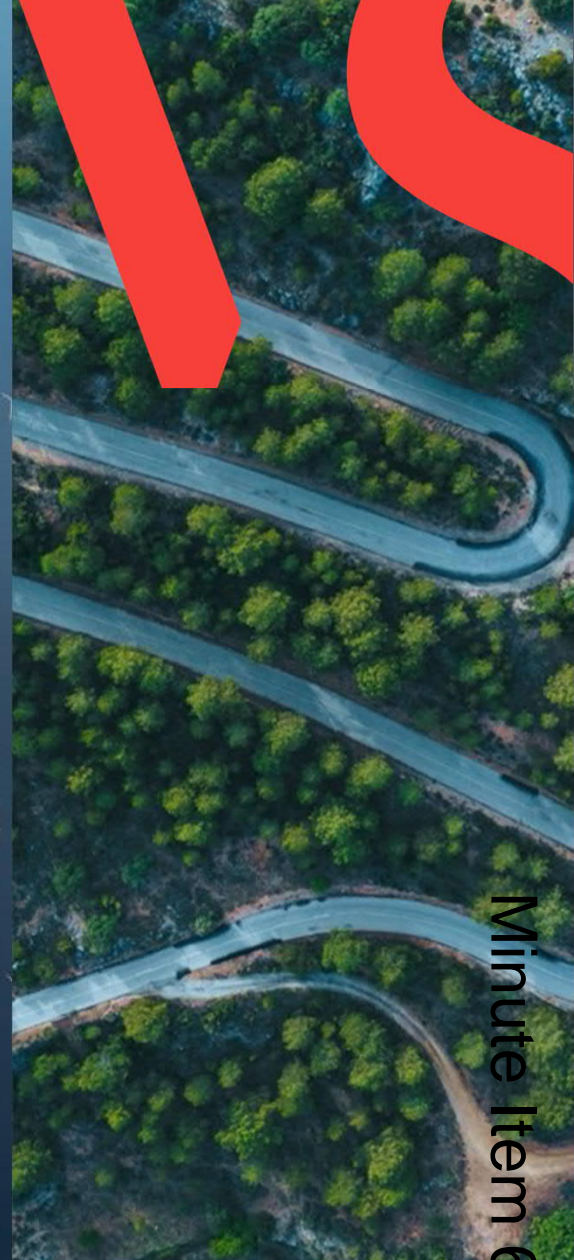
* **DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 1.30 pm

Exeter Highways and Traffic Orders Committee (HATOC)

Helen Littler

15/07/2022



Introduction

Helen Littler

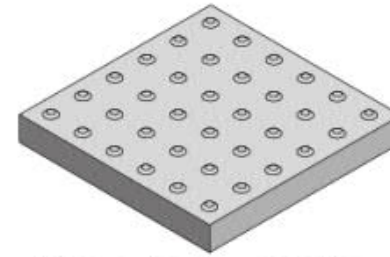
- Transport Planning & Infrastructure
- Chair of ICE Walking and Cycling Knowledge Network

WSP

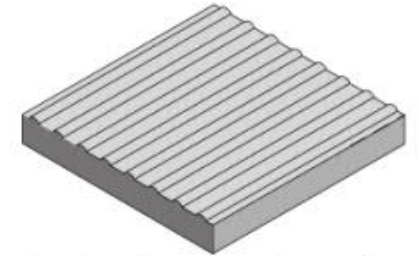
- 10 year Professional Services contract with DCC.
- Includes:
 - highway schemes;
 - bridge and structures;
 - transport planning;
 - Masterplanning;
 - walking and cycling schemes;
 - public transport; and
 - other public realm enhancements.

Inclusive Mobility

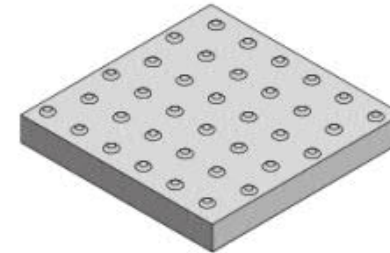
- A guide to best practice on access to pedestrian and transport infrastructure.
- An accessible public realm is crucial for ensuring disabled people play a full role in society.
- Incorporates pedestrians and walking includes people using:
 - mobility aids such as wheelchairs and rollators;
 - 'invalid carriages' including mobility scooters designed for use on the footway, and
 - people with physical, sensory or cognitive impairments who are travelling on foot.
 - cycles as a form of mobility aid.



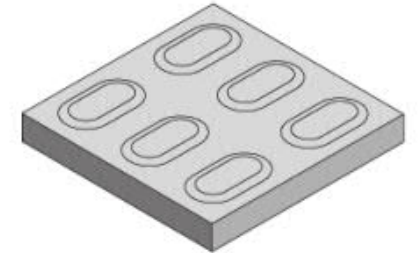
Blister surface for pedestrian crossing points



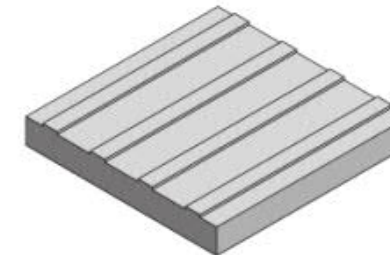
Corduroy hazard warning surface



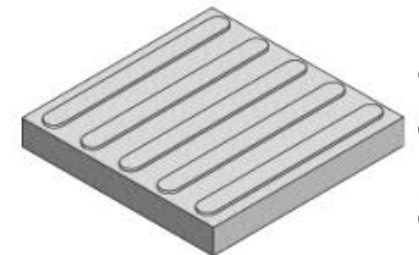
Platform edge (off-street) warning surface



Platform edge (on-street) warning surface



Segregated shared cycle-track/footway surface



Guidance path surface

LTN 1/20 - key elements

- Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
- The ability to deliver a right to cycle requires infrastructure and routes which are accessible to all regardless of age, gender, ethnicity or disability and does not create hazards for vulnerable pedestrians.



The Cycle Design Vehicle

Design Vehicle

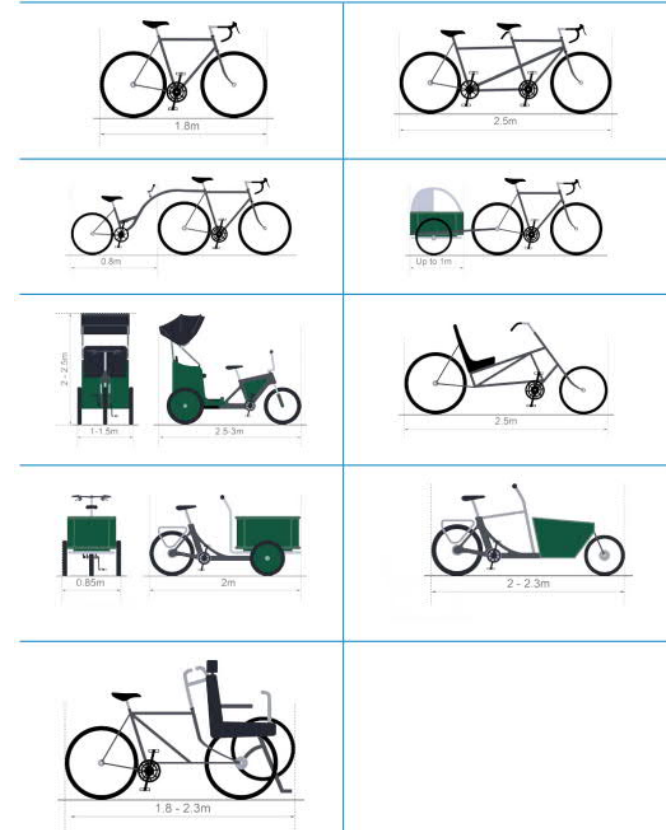
2.8m long

1.2m wide

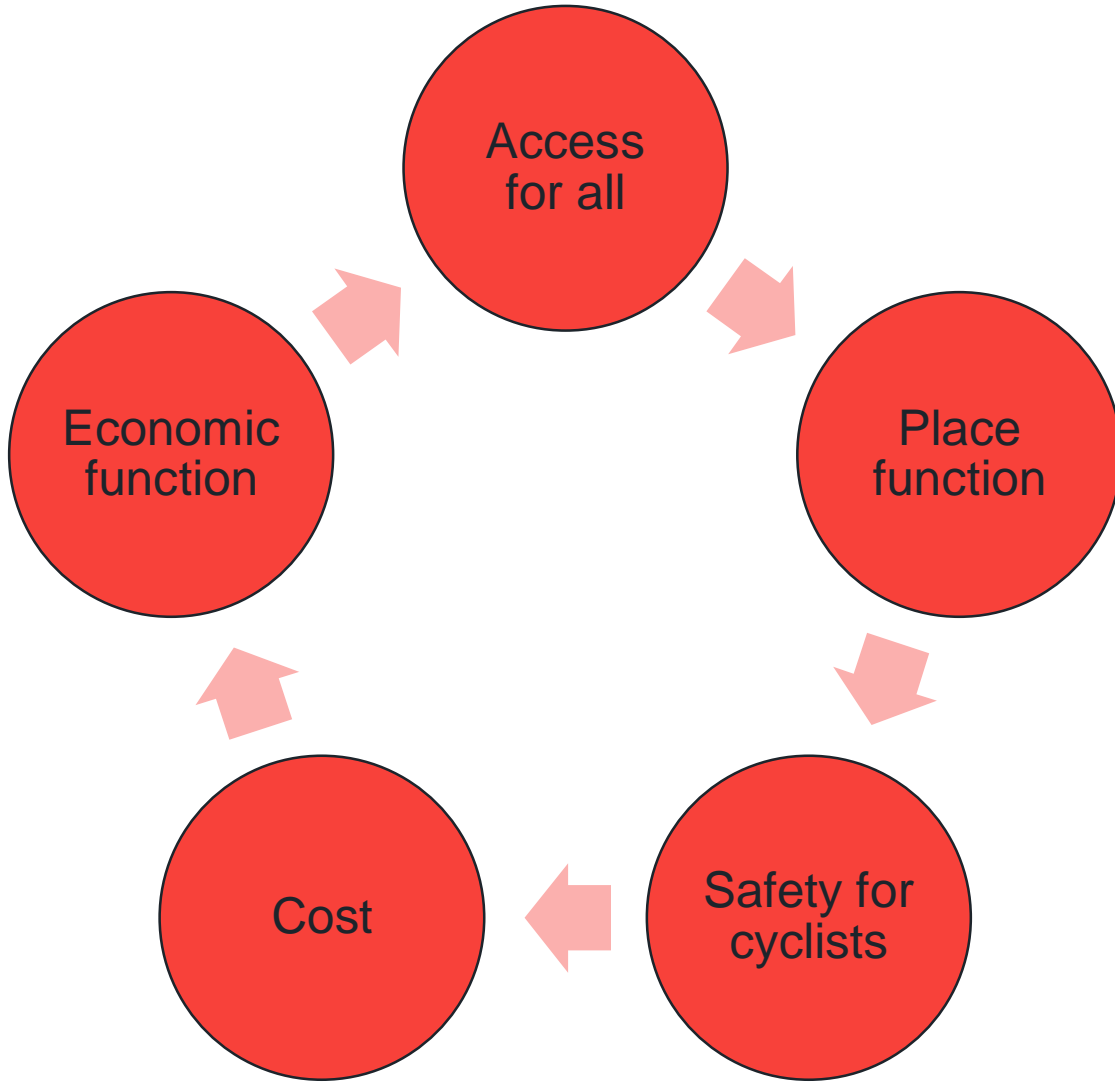
>Turning circle:

>Outer radius 3.4m

>Inner radius 2.5m



Balance of demands



WSP Experience - what can good look like? Public Realm



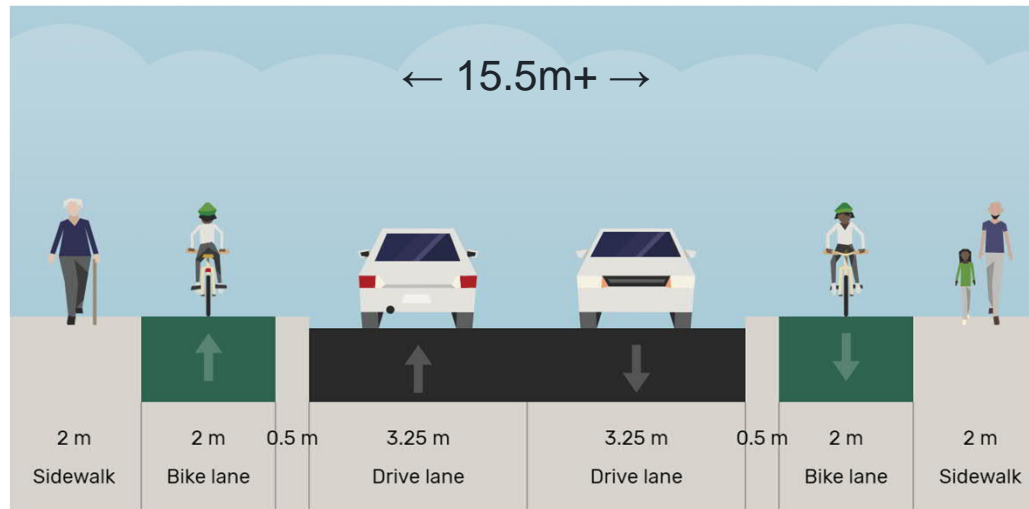
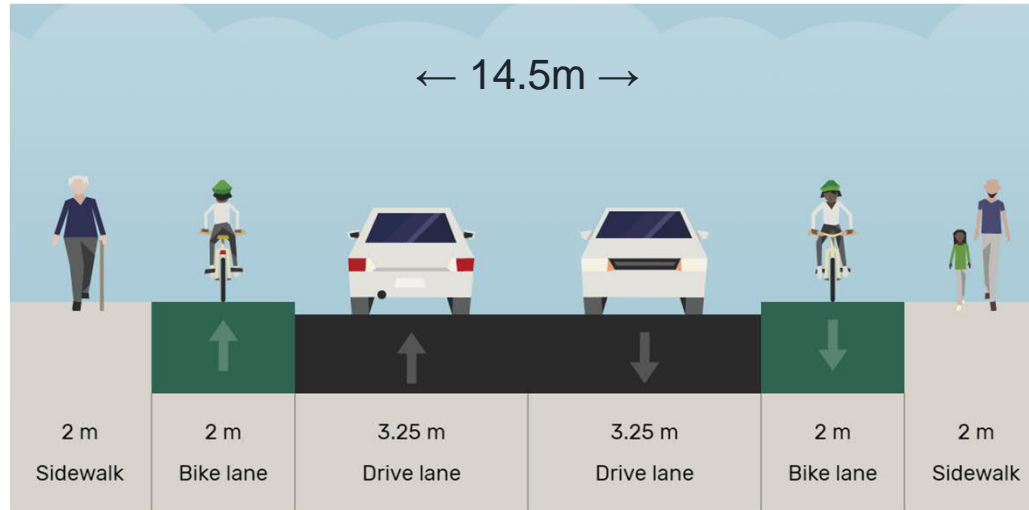
WSP Experience - what can good look like? Cycle Schemes



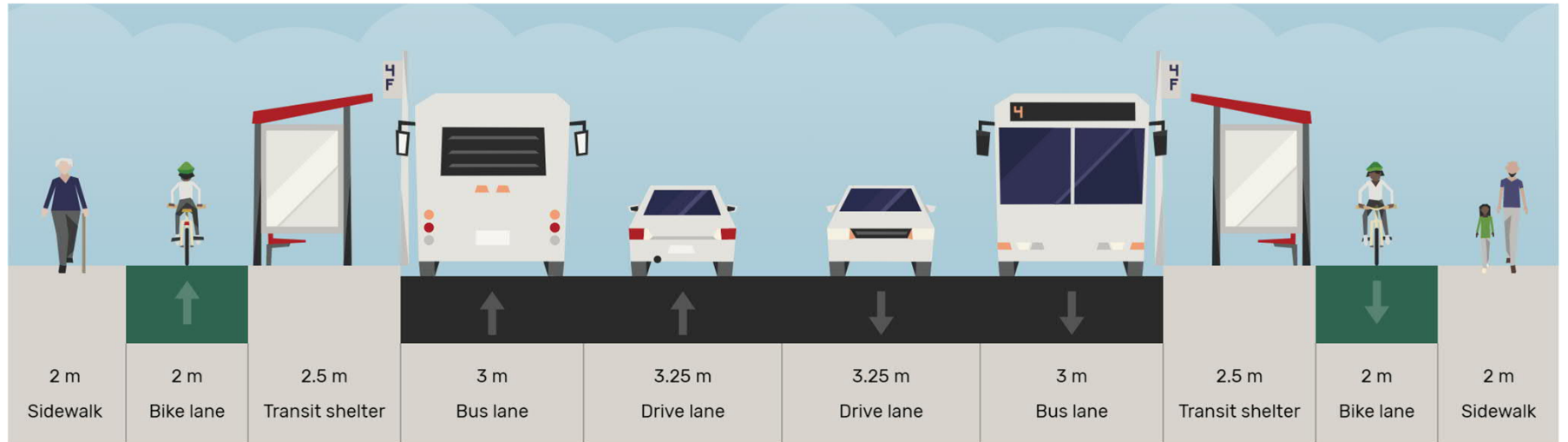
Exeter - narrow roads, historic town centre, multiple user groups.



Road Space Requirements



Road Space Requirements



Conclusion

- There is robust, researched best practice guidance available for inclusive mobility.
- LTN 1/20 offers additional details on inclusive cycling as well as appropriate provision.
- There is a need to balance competing demands when re-designing streets.
- Space requirements are often in excess of available space.

Agenda item 9

Heavitree and Whipton Low Traffic Neighbourhood project

Exeter Hatoc 15th July 2022



What are Low Traffic Neighbourhoods



Research illustrating the effect of traffic on social interaction.
Source [Donald Appleyard \(kottke.org\)](http://kottke.org)

Low Traffic Neighbourhood Impact

Statistics from 4 London LTNs

- Roads inside traffic reduced 45%
- Boundary roads increase of 5% average



- Overall total decline in traffic of 10%, increase in active travel 50%

Sources:

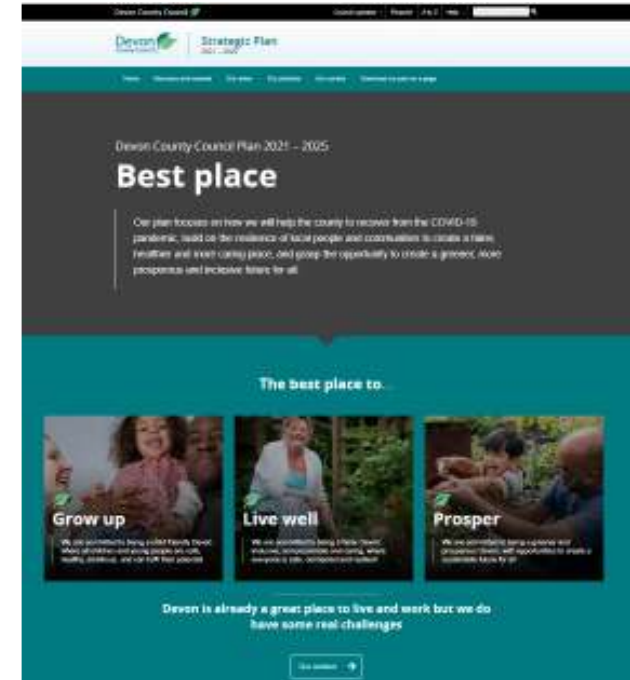
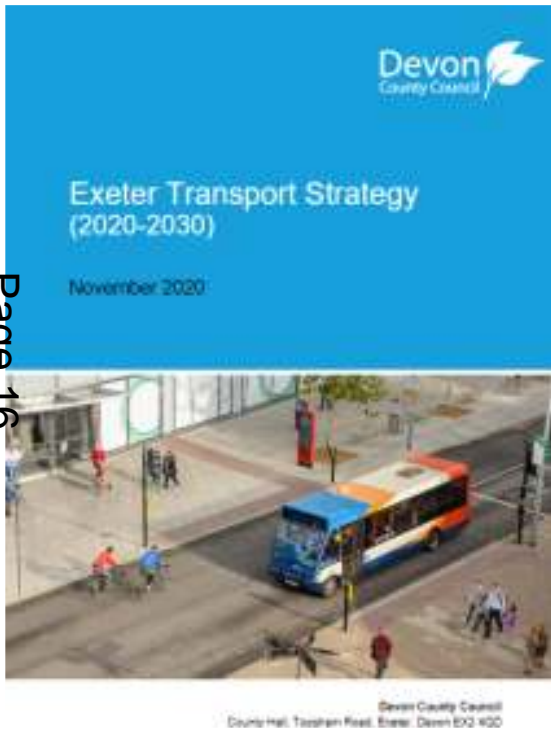
Living streets: [Impact of 2020 Low Traffic Neighbourhoods in London](#)

Sustrans – [A guide to the evidence around Low Traffic Neighbourhoods](#)



Devon County Council LTN Strategic and Policy alignment

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promoting more opportunities for active travel

Why Heavitree and Whipton LTN



November/December 2020 area wide public consultation held which identified key issues affecting streets in Heavitree & Whipton:

- Traffic has a negative effect on the attractiveness of the area
- Walking and cycling is not given priority over cars and other traffic
- Parking significantly contributes to pollution

Heavitree and Whipton consultation phase 2



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Traffic filter options:

Option 1: North- South

Option 2: North- South

Option 3: East-West

Option 4: Combination of all

Phase 2: September/ October 2021: approx. 1400 responses

Full maps and consultation material available on website devon.cc/exeterstreets



Promotion of the consultations

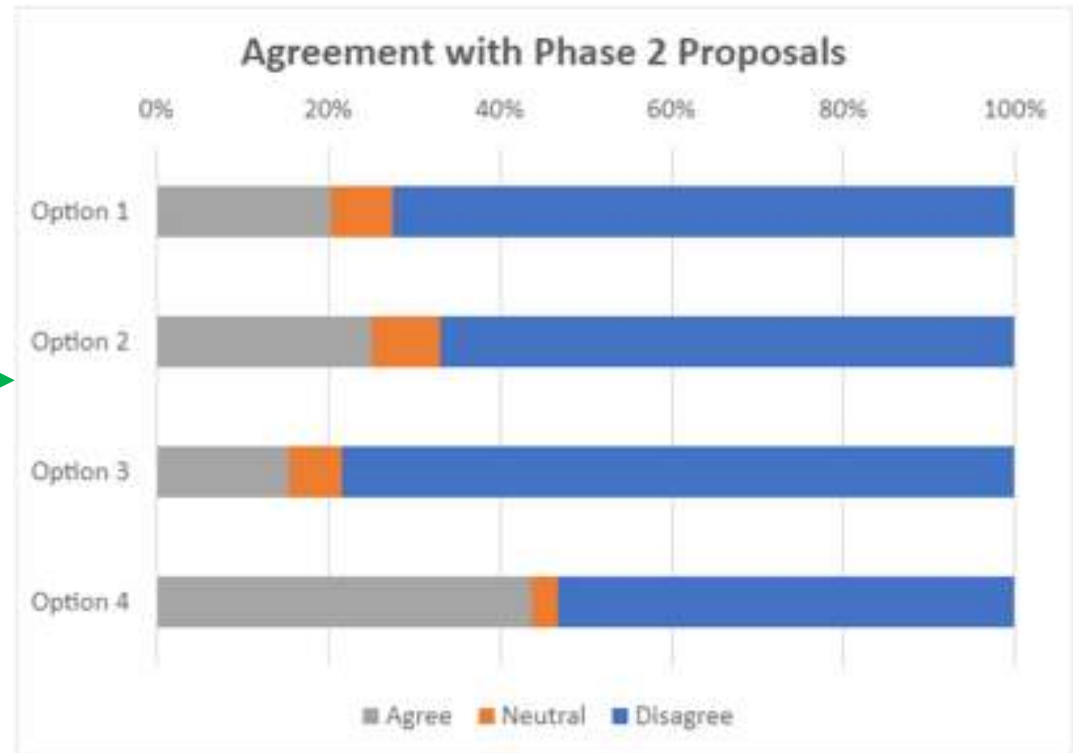
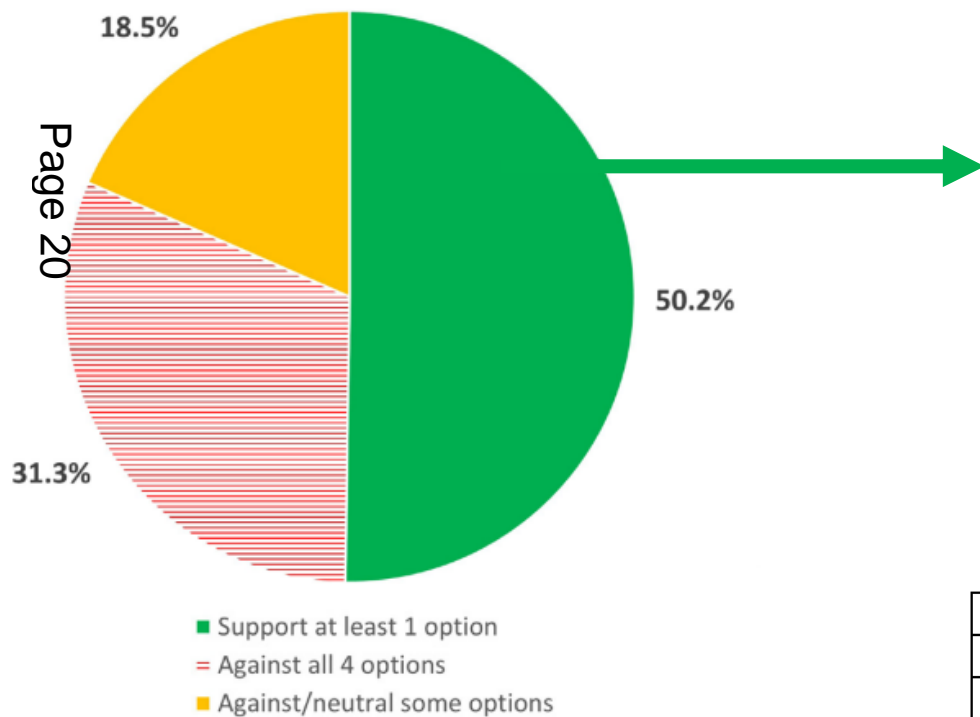
- Online Social media
- Offline (press releases, newsletters)
- Businesses, churches, community groups, schools
- Posters on lamp posts and in shop windows
- Outreach (events)
- Webinar
- Word of mouth!



The image shows a social media post from Devon County Council. At the top, the council's logo and name are visible, along with a 'Sponsored' tag and a three-dot menu icon. The main text of the post reads: 'Thank you to everyone who has taken part in the consultation so far. It has provided us with some really valuable information on how we can make your streets better for everyone. The consultation ends on Friday 18th December, so please share your views if you haven't already done so.' Below the text is a promotional graphic for a consultation. The graphic features a street scene with colorful circular markings on the pavement. The text on the graphic says: 'Heavitree and Whipton are changing' and 'Tell us what you think of your neighbourhood streets and change them for the best'. Logos for 'Live & Move', 'Exeter City Council', and 'Devon County Council' are also present. At the bottom of the graphic, it says 'PLACEBUILDER.IO Have your say Tell us what you think should ch...' and includes a 'LEARN MORE' button.

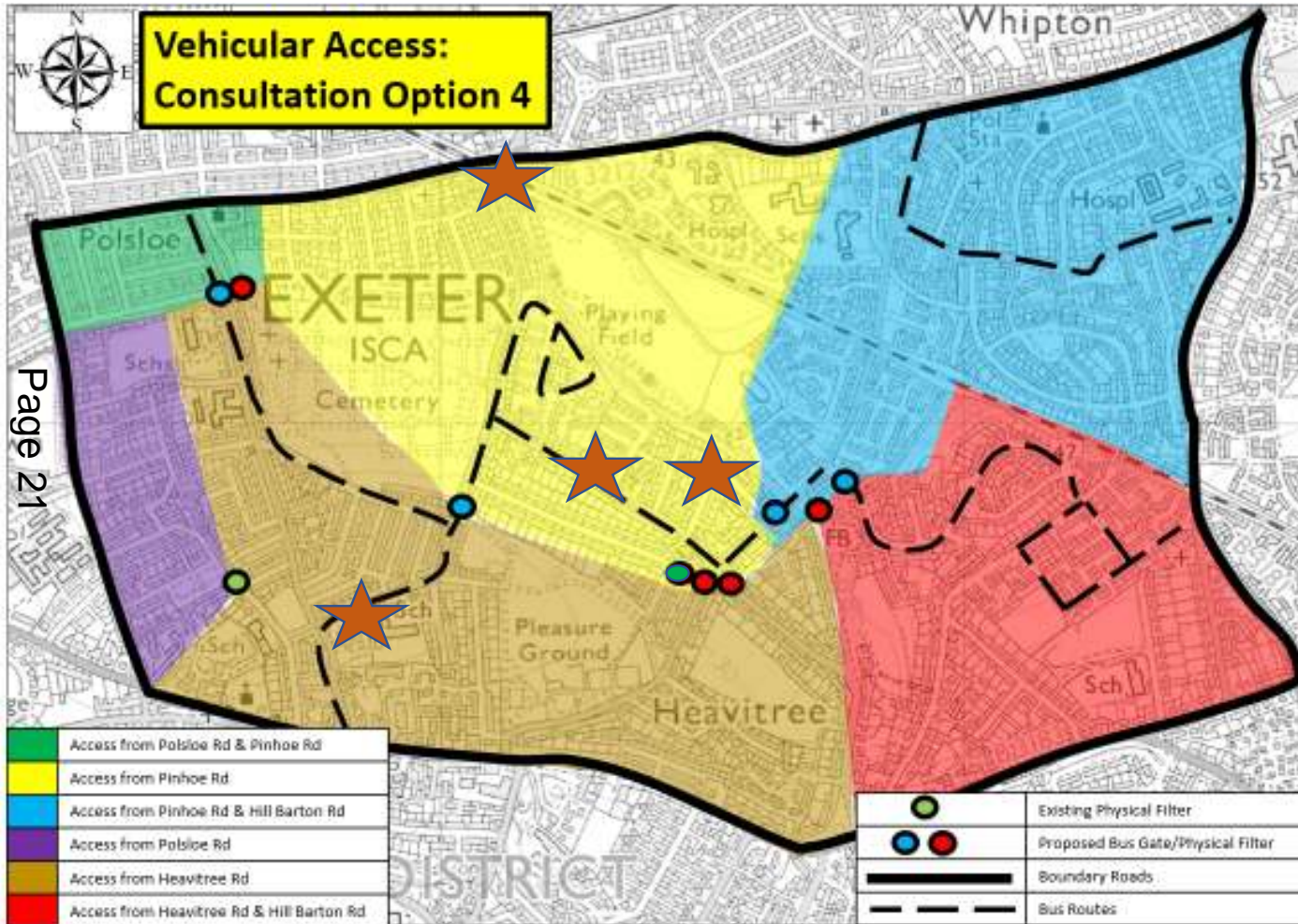
Feedback received Phase 2 consultation

Breakdown of responses regarding traffic filter options



Heavitree & Whipton Residents	Total Respondents	Oppose	Neutral	Support
Option 1	853	72%	7%	21%
Option 2	743	66%	8%	26%
Option 3	738	78%	6%	15%
Option 4	805	57%	4%	39%

Phase 2 consultation



Frequently raised comments (for option 4):

- Access to Heavitree Fore Street from the Chard Road/ Sweetbrier Lane area should be retained
- The proposed Hamlin Lane filter should be moved North
- The proposals could cause difficulties accessing the South Lawn Medical Practice
- Recent discussions held with residents of Whiteway drive regarding access to boundary roads

Next steps

- Develop a revised option based on the feedback received
- Engage with stakeholders
 - Blue light services
 - Carers
 - Disability groups
 - Taxi companies
- Develop a bespoke communication and signing plan for a possible future trial
- Continue traffic monitoring
- Update Hatoc at a future meeting



Thank you for listening

Further information

Website: devon.cc/exeterstreets

Email: transportplanning@devon.gov.uk



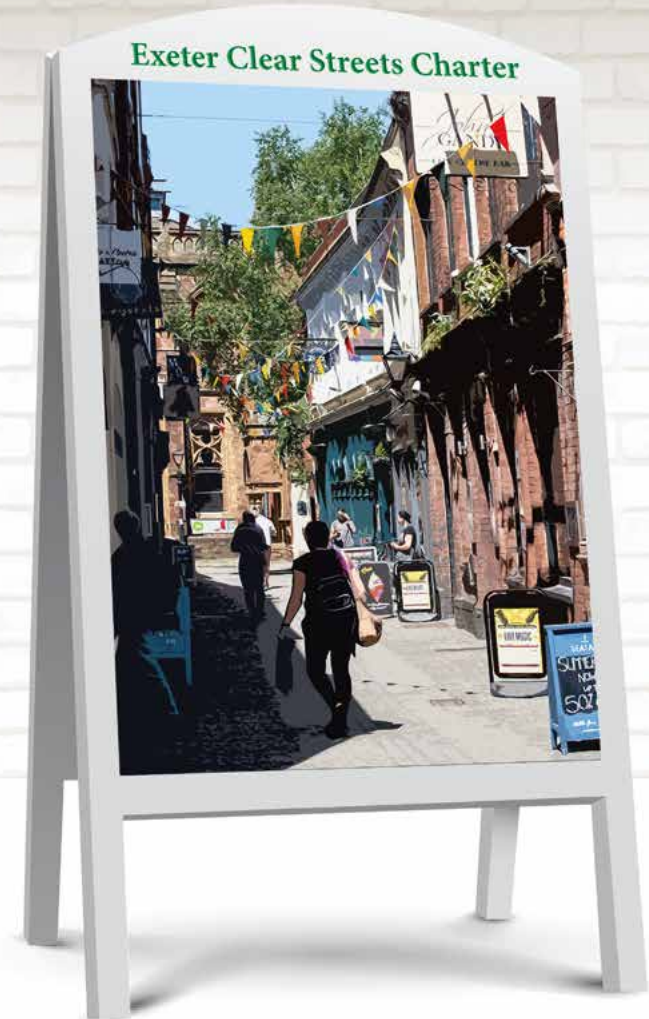
Image source BBC



Further information can be found at:
[https://www.devon.gov.uk/roadsandtransport/
maintaining-roads/managing-the-network/
unauthorised-signage/](https://www.devon.gov.uk/roadsandtransport/maintaining-roads/managing-the-network/unauthorised-signage/)
or by simply scanning the QR code.



Advertising Board (A-board) Guidance



The Exeter clear streets charter was signed in 2018 by the leaders of both Exeter City Council and Devon County Council. The charter aims to make the streets, pavements and walkways of Exeter, safe and welcoming for everyone by keeping them free of clutter and obstacles.

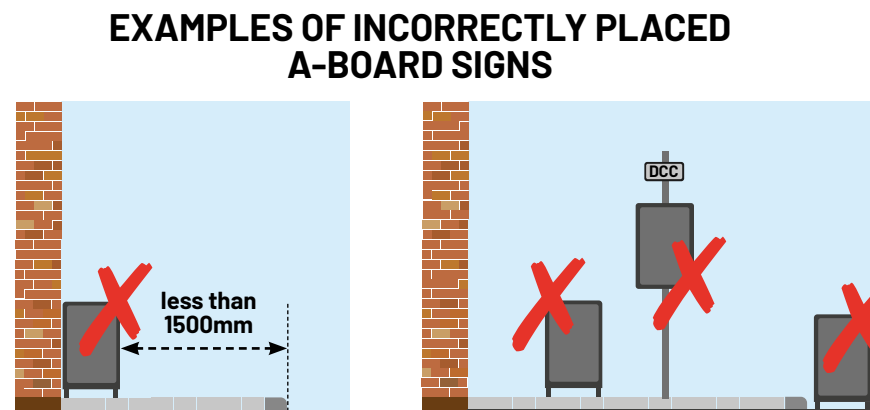
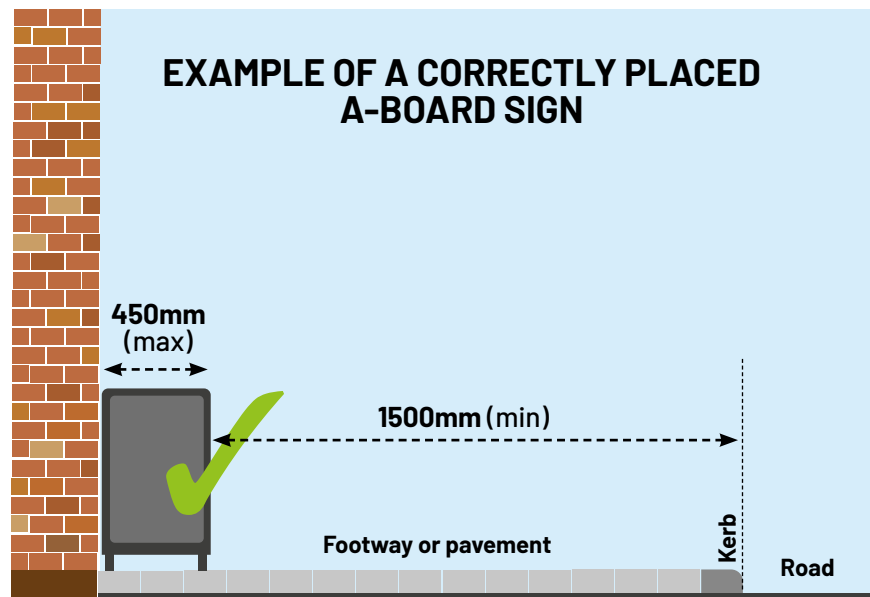
Part of the charter focusses on advertising boards and the disproportionate impact they have on people with visual impairments or mobility issues.

Although no one has a right to put an A-board on the public highway, we understand that business need to advertise, especially in the current climate. A tolerant approach is therefore taken and businesses are allowed to put A-boards directly outside their property subject to some sensible rules.

The general rules for A-boards are...

- One per business, placed directly outside the property.
- They must allow a minimum width of passage of 1.5 meters
- They must extend no more than 450mm from the shop/business frontage
- They must not force pedestrians into the road either directly or because of the number of pedestrians.
- A-boards can only be displayed during trading hours. You must remove them at the end of each day.

Following these simple rules will help to keep all of our visitors safe



No A-board sign should be placed away from the building frontage or attached to any DCC signs

A-Boards remain the owner's responsibility when placed on the public highway. Any A-Boards which are considered to be causing a considerable obstruction or are deemed to be a safety concern are at risk of being removed immediately.