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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 6 January 2023

Contact: Gerry Rufolo, 01392 382299

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EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 16th January, 2023

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Committee Suite - County Hall to consider the following matters.

Jan Spicer
Interim Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 14 October 2022 (previously circulated).

3 Items Requiring Urgent Attention

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

4 Bus Services in Exeter

Stagecoach to update on service developments.

5 Bus Users and Stakeholders (BUS) Forum

A Bus Users and Stakeholders (BUS) Forum has been established by Devon Bus Enhanced Partnership Board under the new Enhanced Partnership arrangements (more information on the Travel Devon website: [DevonBus Enhanced Partnership - Travel Devon](#))

This would be an opportunity to share information, receive feedback and discuss relevant issues amongst stakeholder representatives. The Board has agreed that one representative from each Highways and Traffic Orders Committee (8 in total) should be appointed to the Forum to help ensure adequate geographical representation of elected Members. Other key stakeholders and interested parties will be invited to join the Forum.

The date of the first meeting of the Forum is 9 February 2023. The Forum will meet 3 times a year.

RECOMMENDED that a representative from this Committee be appointed.

6 Clear Streets Charter

Director of Climate Change, Environment and Transport to report.

7 Traffic Sensitive Streets Review 2023 (Pages 1 - 4)

Report of the Director of Climate Change, Environment and Transport (CET/23/2), attached

8 Rifford Road Lane two-way Cycle track: Exeter North-South Strategic Cycle Route E12 (Pages 5 - 30)

Report of the Director of Climate Change, Environment and Transport (CET/23/3), attached

9 Proposed Traffic Regulation Orders for Queen Street and Iron Bridge/St David's Hill, Exeter (Pages 31 - 44)

Report of the Director of Climate Change, Environment and Transport (CET/23/4), attached

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

10 Parking in the Sweetbriar Area of Exeter

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

MATTERS FOR INFORMATION

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

Report of the Director of Climate Change, Environment and Transport (CET/23/5), attached

12 Dates of Meetings

21 April, 24 July and 30 October 2023 and 11 January and 17 April 2024.

Confirmation of dates available here: [Browse meetings - Exeter Highways and Traffic Orders Committee - Democracy in Devon](#)

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

Nil

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

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Induction Loop available



CET/23/2

All Highways and Traffic Orders Committees

January-April 2023

Traffic Sensitive Streets Review 2023

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

It is recommended that the Committee notes that Devon County Council propose to undertake a full review of the traffic sensitive streets network across the county.

2) Background

Devon County Council has a legal duty under the Traffic Management Act 2004/Section 59 New Roads and Street Works Act 1991 to Co-ordinate works activities on the road network. As part of this duty, a power is afforded to Devon County Council to enable the designation of certain streets as 'Traffic Sensitive'. When a street is designated 'Traffic Sensitive', timings of works can be better regulated to ensure the free flow of traffic so far as reasonably practicable through the council's Permit for Works Scheme. E.g. Restrict works on Topsham Road, Exeter during peak traffic flow times.

The project works in line with Devon County Council's strategic objective in the Better Place vision, 'Help Communities be safe, connected and resilient'. The last recorded full review was undertaken in 2018. The proposed review forms part of a 5 yearly routine review, designed to ensure that designations remain fit for purpose.

The Department for Transport (DfT) recent consultations also indicate that changes to the legal powers for destinations may be imposed. Proceeding with this review will put Devon in the best place to react to any statutory changes.

3) Proposal

Statutory Regulations outline when a street can be designated traffic sensitive. The following steps must be completed before a designation can be updated:

- Each street is crossed referenced against the statutory criteria.
- Proposals for revised designations are outlined.
- Communications are undertaken with affected stakeholders.
- A 1-month statutory consultation period is held.
- The updating of Devon's mapping data is completed.

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	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Internal assessment of designations						
Informal communications with stakeholders						
Formal Consultation						
Review of Consultation						
Update Designations						

What are the Impacts?

It is envisaged that some designations will be decreased due to the statutory requirements being adjusted (as indicated by a recent DfT consultation). This may mean reduced controls for the following areas:

- Winter gritting routes.
- Tourist areas.
- Special events.

The proposal aims to consider strategic visions for network growth wherever possible. Works promoters may find adjusted restrictions on working practices/timescales (this includes Devon County Council's contractors). However, the overall objective is to trigger early communication and better planning. It is not to prevent works taking place.

4) Options

The process is determined by statute, therefore there is no alternative.

5) Consultations

Statutory consultation proposed for April 2023 and this will include County Councillors.

6) Strategic Plan

<https://www.devon.gov.uk/strategic-plan>

This proposal helps network management and aims to keep traffic flowing. It also reducing idling traffic for lengthily queues at road works sites, reducing the amount of CO2 emitted into the atmosphere. The following areas of the strategic plan are drivers for this review:

- Respond to the climate emergency.
- Help communities be safe, connected and resilient.

7) Financial Considerations

There are no additional costs as the review will be undertaken by existing highway staff.

8) Legal Considerations

This change is required to remain compliant with Devon County Council's duties under the Traffic Management Act 2004 and ensure our Permit for Works Scheme remains lawful in its application.

9) Environmental Impact Considerations (Including Climate Change)

This review will offer a method of better managing road works and give controls for idling traffic. The environmental impacts are therefore positive and in line with Devon County Council's Carbon Plan objectives.

10) Equality Considerations

No areas have been identified. Project is operating to standard designation tolerances and will be implemented consistently across the county.

11) Risk Management Considerations

The recent DfT consultation indicates that local authorities would have reduced powers for designating routes that impact on winter gritting locations, tourist areas and special events. *(To be confirmed if this will proceed)*. This may result in Devon having to deregulate some of the existing traffic sensitive routes. This will be led by statutory changes to regulations.

The proposed review aims to help identify the areas where powers may be reduced so Devon can consider other forms of designations/education to minimise the impacts on end road users.

12) Summary

This review is required for 2 purposes:

- To ensure Devon's traffic sensitive network is in line with network changes and reflects the current traffic choices of our communities.
- To ensure compliance with statutory changes.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All

Local Government Act 1972: List of background papers

Background Paper Nil

Date

File Reference

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sc/cr/Traffic Sensitive Streets Review 2023

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CET/23/3
Exeter Highways and Traffic Orders Committee
16 January 2023

Rifford Road Lane 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 Committee before taking effect.

1) Recommendation

It is recommended that the Committee 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 £1.55 million;
- (b) approve the making and sealing of the Traffic Regulation Order to change the parking restrictions; and
- (c) give delegated authority to the Director of Climate Change, Environment and Transport, in consultation with relevant HATOC Chair and Local Member, to approve minor changes to the scheme design.

2) Background

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. The cycle track is being designed according to the latest design guidance with input from Active Travel England to enable more people to walk, wheel, scoot a 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 linking with public transport at Pinhoe and Marsh Barton rail stations. In addition, the 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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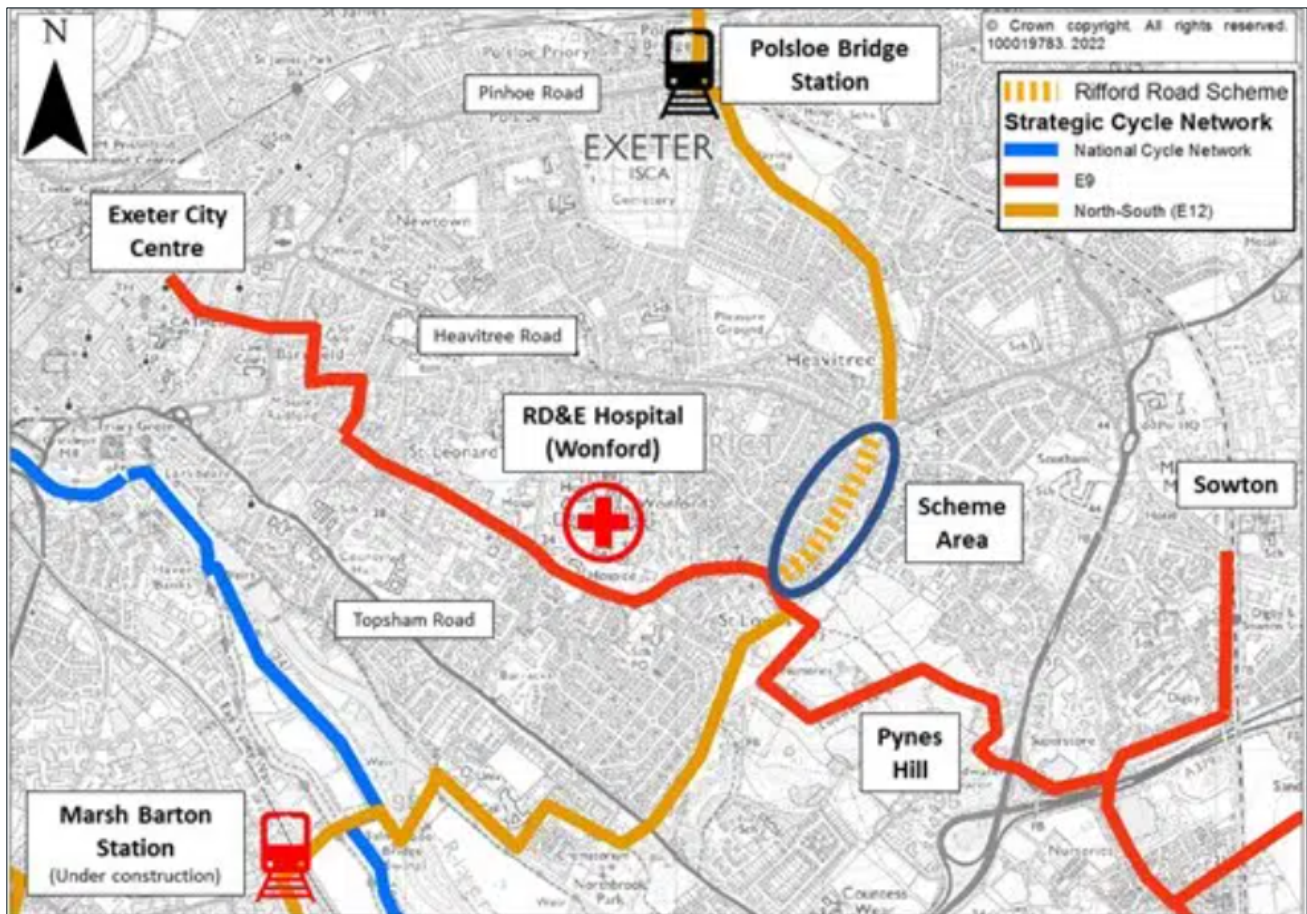


Fig 1: Route E12 and the Rifford Road scheme proposal

3) The Proposal

This report seeks approval to proceed with construction of a new 700 metre two-way cycle track 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 and this facility is an important section of route E12, introduced in section 2.

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 100m section with minimal works proposed, 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 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 and making a level crossing, improving comfort for people using wheelchairs or 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 track for approximately 600m. The footway and cycle track will be segregated, where possible, using raised trapezoidal kerbing as recommended in design guidance and meaning people who are blind or partially sighted can identify the edge of the cycle track. A standard cross section of the scheme is shown in Fig.2 below.

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

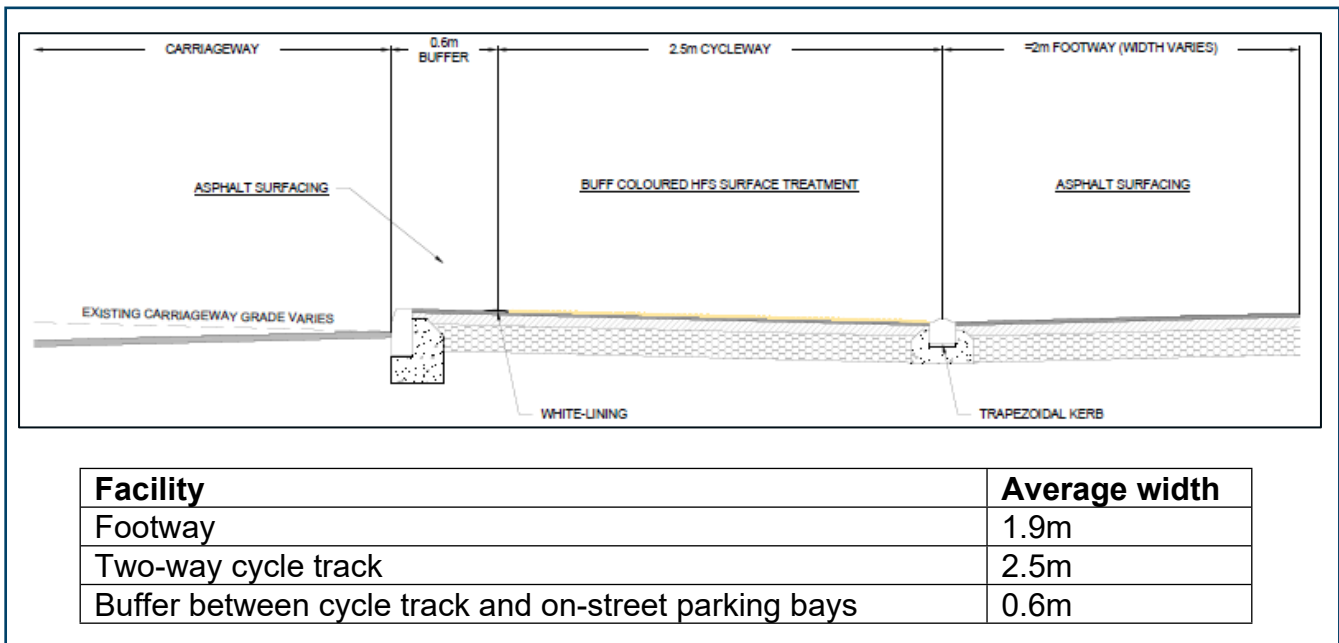


Fig.2: Typical scheme cross sections

Where the cycle-track and footway along Rifford Road cross side roads at Lethbridge Road, Woodward Lane and 2 minor unnamed junctions, side road priority for people walking and cycling is included as part of the scheme. This involves reducing the radii of junctions to slow turning vehicles and reduce the crossing distances for people walking and cycling and raised tables and clear signing. The raised tables have the added benefit of improving the ease of use and comfort for people using wheelchairs or other mobility aids.

To provide the space necessary to deliver the cycle-track and a consistent width footway, carriageway space has been reallocated by removing unnecessary central hatching for the length of the scheme. Vehicle lanes on Rifford Road are 3.10m in either direction which allows its continued safe use by buses and occasional HGVs. It has also been necessary to remove 16 on street parking spaces, 4 of these spaces need to be removed due to the provision of new driveways requested through the consultation. This will enable off street parking for the properties making the requests.

Existing pedestrian islands have been removed and replaced with a number of informal raised table crossings. The islands were no longer necessary as the carriageway width has

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been reduced. A formal parallel crossing that allows people to both walk and cycle across Rifford Road is also proposed at the junction of Lethbridge Road.

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

Ludwell Lane roundabout

An interim solution is proposed at Ludwell Lane roundabout, pending a future funding application to Active Travel England. This next phase will continue the cycle track to Wonford Street where it will connect with existing routes on Burnthouse Lane and Dryden Road. This could also incorporate local place making enhancements in the Wonford area, which is one of the target communities for increased physical activity in Exeter City Council's Sport England Local Delivery Pilot.

The Interim works will see the segregated cycle-track and footway transitioning back to a shared use path that turns into Ludwell Lane. Cyclists would then continue for a short length on road before joining the existing shared use path that runs through Wonford Playing fields and connects through to Topsham Road for routes through to the Riverside Valley Park and Exe Estuary.

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. 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

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 latest design guidance.

With flow segregated cycle lanes

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

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 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 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.

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 road humps, parallel crossing and Traffic Regulation Orders for the scheme were advertised during November and December 2022. There were 15 responses from members of the public. A full summary of the comments is included in Appendix 2.

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6) Strategic Plan

The scheme is well aligned with a range of the Strategic Plan priorities by improving environments that enable more walking and cycling and encourage more sustainable lifestyles. The table below summarises how the proposals would impact achievement of relevant 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 £1,555,000. 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.

£550,000 of Department for Transport Active Travel Capital Funding will be used to deliver the scheme with the balance from Devon County Council Local Transport Plan funding and developer contributions. There is a current funding shortfall of £135,638. We are awaiting the outcome of an application to the Department for Transport for additional funding to cover this shortfall. This additional funding is required to cover the cost of changes requested by Active Travel England to ensure the delivery of a high-quality scheme that is compliant with the latest design guidance (LTN 1/20) and to deal with current inflationary pressures. As this is a time-constrained, grant-funded scheme, should the Active Travel England 'top-up' funding bid be unsuccessful, the balance will be covered by Local Transport Plan capital funds. This will impact on the 2023/24 capital programme but will be managed by slipping some schemes into the following 2024/25 programme.

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.

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 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 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).

An Impact Assessment has been carried out for the scheme and is available to view here [Rifford Road Two-Way Cycle Track Impact Assessment - December 2022 - Impact Assessment \(devon.gov.uk\)](#). The scheme has been designed following the latest design guidance notes:

- Cycle Infrastructure Design (LTN 1/20)
- Inclusive mobility: making transport accessible for passengers and pedestrians.

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

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scheme travels, was identified as a target community as part of the Exeter and Cranbrook Sport England Local Delivery Pilot ('Live and move') programme. These target areas had high levels of entrenched physical inactivity and the provision of improved walking and cycling provision should help people incorporate physical activity into their daily travel habits.

The proposals meet equality requirements 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 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 of 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 scheme with recommendations being incorporated into the detailed design.

The 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 stage of 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 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) Reasons for Recommendations

Approval of the recommendations in this report will enable construction of a high-quality two-way cycle track that forms an essential component of the strategic north/south cycle route E12 connecting residents 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 proposed cycle track will help enable this.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Wonford & St. Loyes

Local Government Act 1972: List of background papers

Background Paper None

Date

File Reference

Contact for enquiries:

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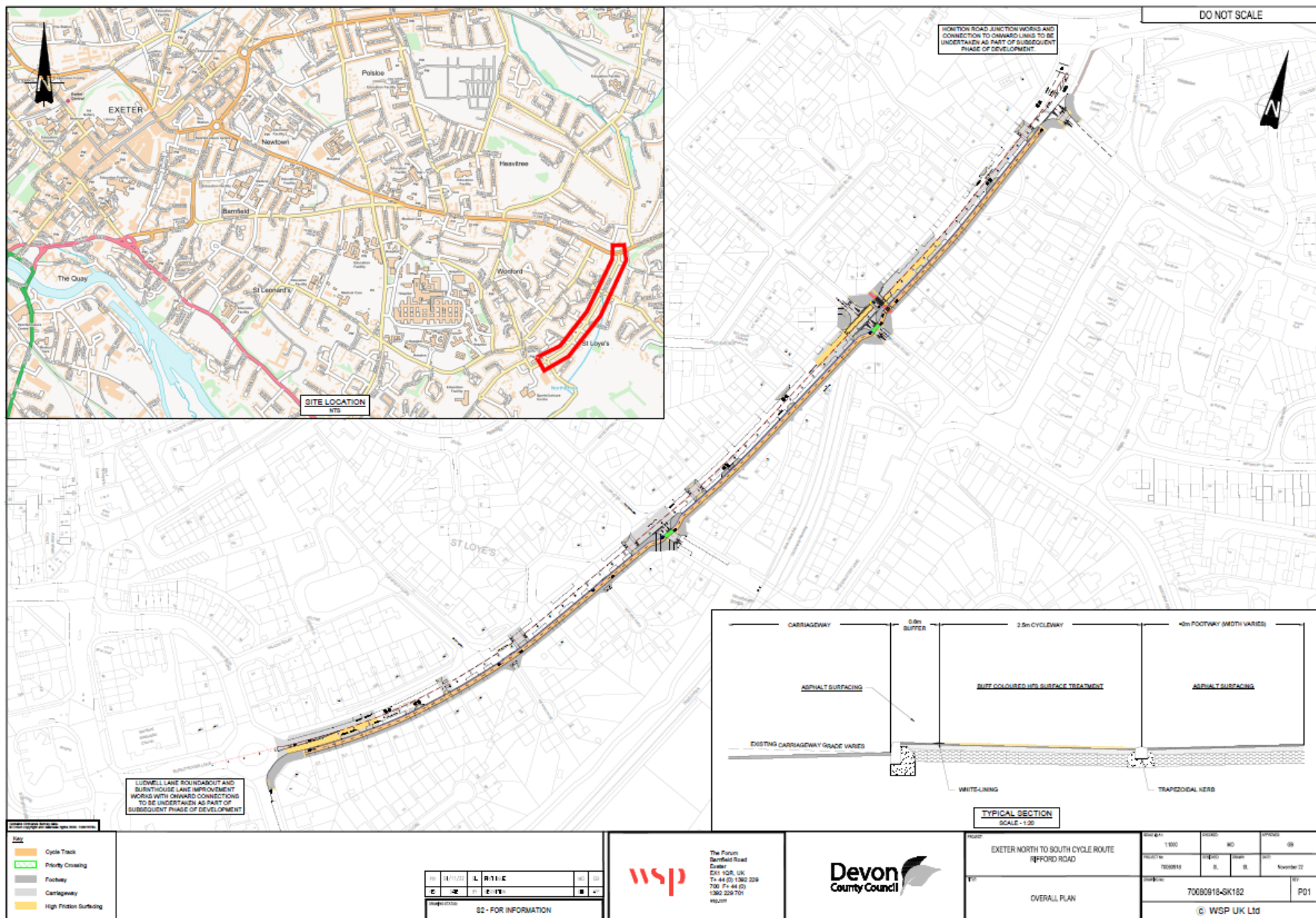
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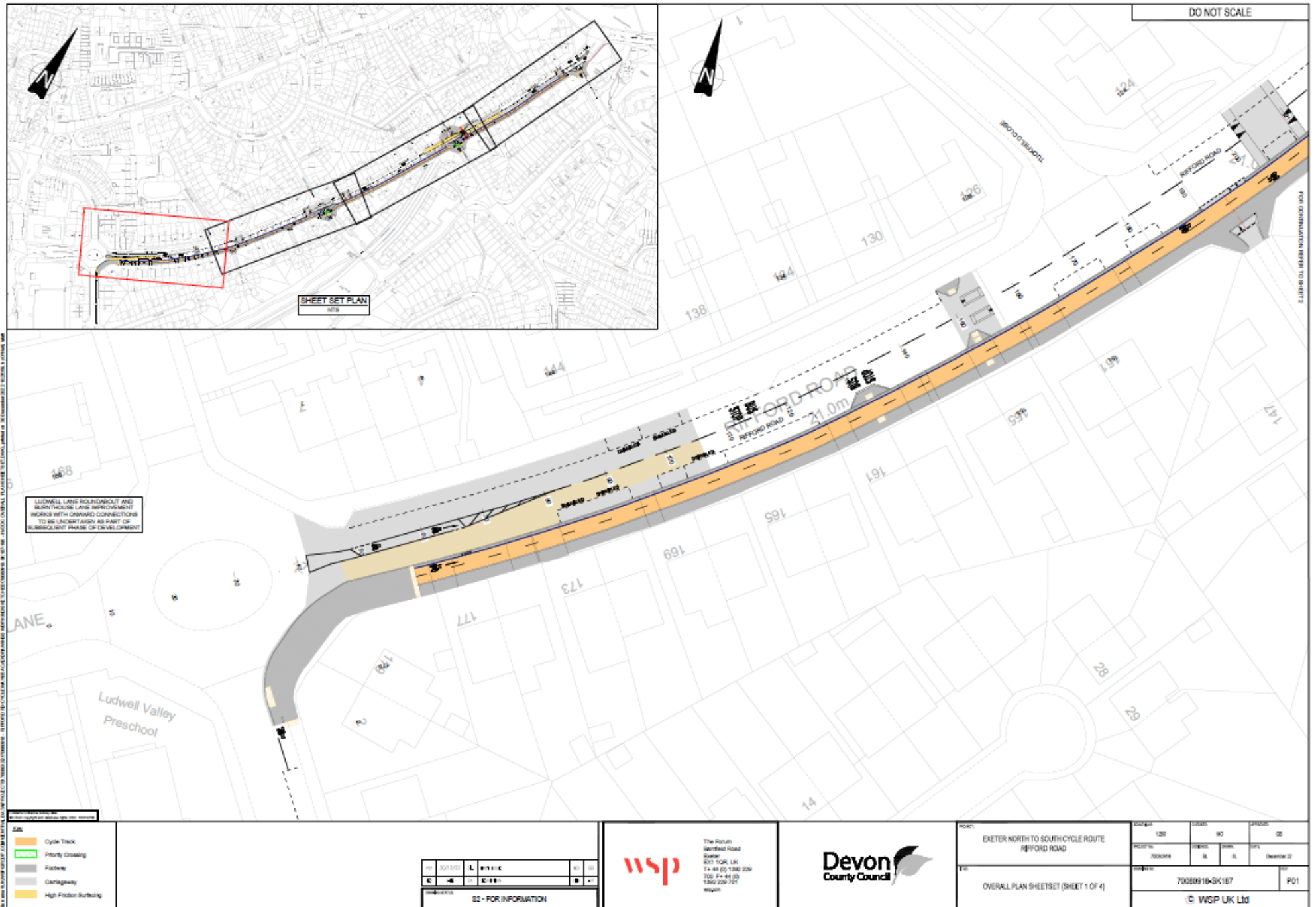
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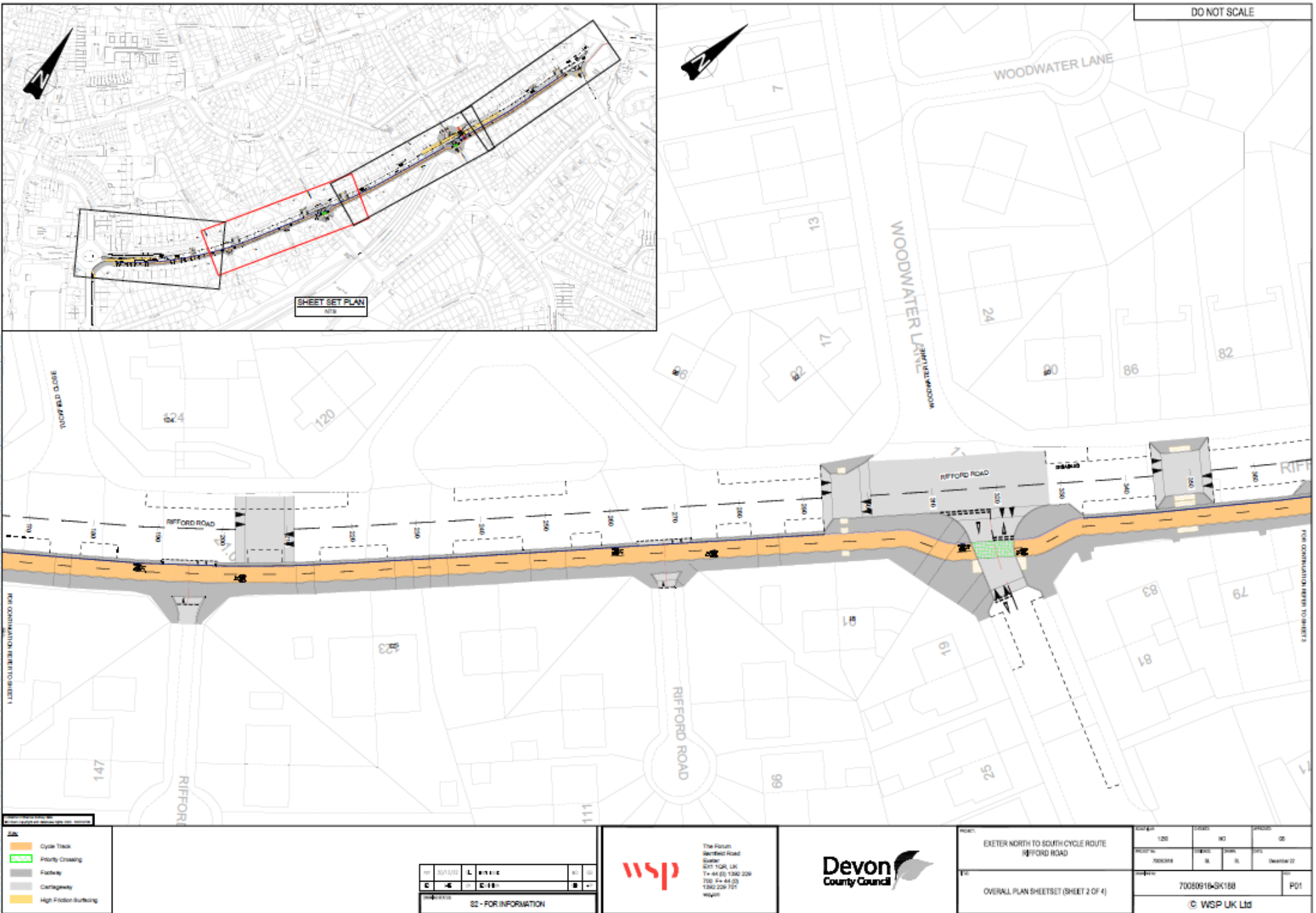
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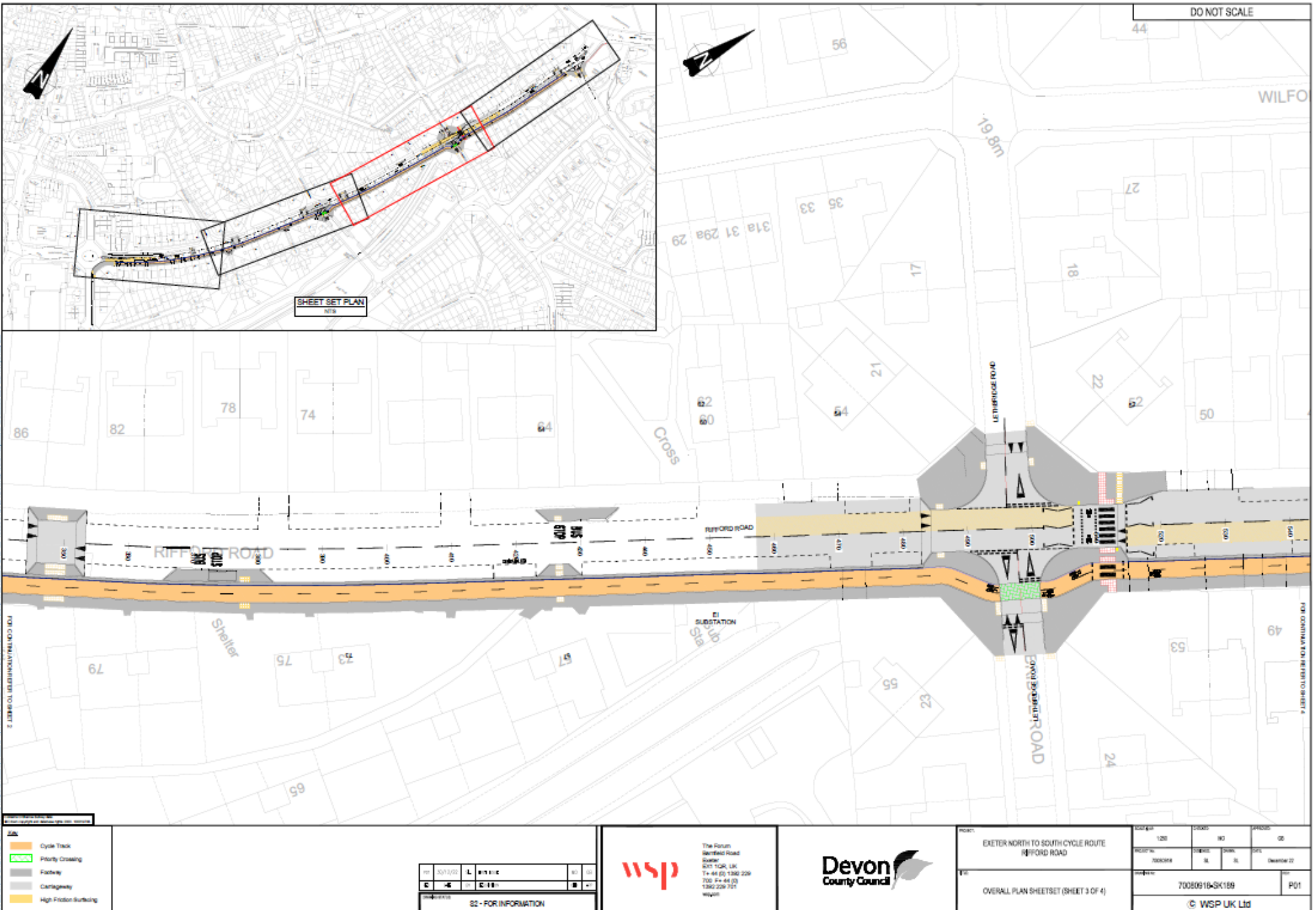
Appendix 1 to CET/23/3 Exeter Rifford Road two-way cycle track proposals

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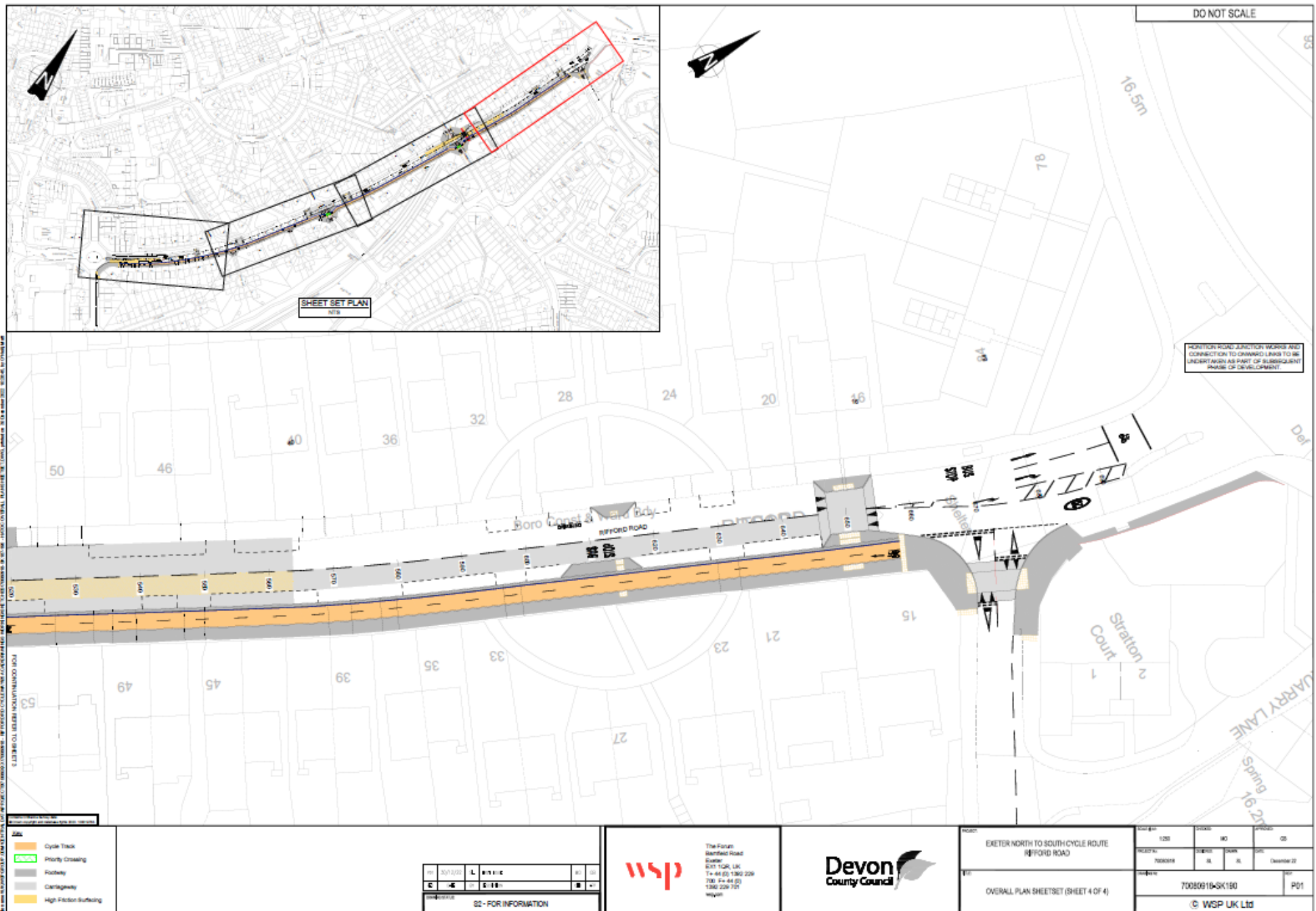








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Appendix 2 to CET/23/3

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"> 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. 	<ul style="list-style-type: none"> Square cushions (humps) are preferred by ambulances and on bus routes. <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>

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Comment	Devon County Council Response
Response 2: Resident of Chestnut Avenue	Officer comments
Objection <ul style="list-style-type: none"> 100% object to the scheme. 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 	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. 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.
<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.

Comment	Devon County Council Response
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. <p>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.</p>

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Comment	Devon County Council Response
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 they avoid paths that are covered in grit and debris. 	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 <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 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>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.

Comment	Devon County Council Response
<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 cyclists priority at the junction of Lethbridge Road 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. 	<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>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 it's 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>
Response 8: Resident of Woodwater Lane	Officer comments:
Support <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. 	Support noted

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Comment	Devon County Council Response
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 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>
<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 7,000 vehicles a day which includes HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.
Response 10: Resident of Rifford Road	Officer comments:
Objection <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. 	Objection noted <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>

Comment	Devon County Council Response
	Some surfacing works of the main carriageway are being incorporated into 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 <ul style="list-style-type: none"> We welcome this scheme. 	Support noted
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 Road 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

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Comment	Devon County Council Response
<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 Sweetbriar 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 <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 Sweetbriar 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. 	Objection noted <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.

Comment	Devon County Council Response
<ul style="list-style-type: none"> The zebra crossing will increase 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. 	<ul style="list-style-type: none"> It is considered that the frequency 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.

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Comment	Devon County Council Response
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 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). 	<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. 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 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. 	<ul style="list-style-type: none"> Traffic levels on Rifford Road exceed 7,000 vehicles a day and include a mix with HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.

Comment	Devon County Council Response
<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 We can relocate the bay can when the order is sealed as there is no substantial change to the proposals as the same amount of parking will exist once the bay is moved.

CET/23/4
Exeter Highways and Traffic Orders Committee
16 January 2023

Proposed Traffic Regulation Orders for Queen Street and Iron Bridge/St David's Hill, Exeter

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

That the Committee be asked that:

- (a) The comments of the consultation be noted;
- (b) the Traffic Regulation Orders, as modified in accordance with part 3 of this report, are made and sealed;
- (c) the footway widening on Queen Street and Iron Bridge proposals shown indicatively in Appendix 1, are approved at an estimated cost of £245,000; and
- (d) the Director of Climate Change, Environment and Transport be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.

2) Background/Introduction

Temporary changes to provide more space for pedestrians in Queen Street were installed in 2021. Iron Bridge was also made one way, except cycles, to mitigate the impact of displaced traffic on the residential community around St David's Hill. The implemented scheme was discussed and agreed at the December 2020 meeting of the Exeter Highways and Traffic Orders Committee (HATOC)¹.

The temporary scheme has reduced the dominance of vehicles in the city centre and active travel levels have increased. This aligns with the Exeter Transport Strategy 2020-2030. Improving the pedestrian corridor of *St David's station and Queen Street to the city centre* is also identified in the Exeter Transport Strategy's 5-year Implementation Plan.

Following public consultation in Autumn 2021 on the future of Queen Street, a decision to advertise permanent changes was made by the Exeter HATOC on 17 January 2022². Following further discussions with local members and the Chair of HATOC, minor changes were agreed to the scheme approved in January before the traffic regulation orders were advertised in November 2022.

However, with significant rises in construction costs over the last 12 months, it is proposed to make some further modifications to the advertised scheme.

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3) Revised Proposals

The final proposed scheme includes permanent changes to make Iron Bridge one way eastbound except cycles and it is recommended that this is implemented as advertised. To avoid excavations near a sensitive structure, the no entry signs will replace the existing weight limit signage that is illuminated and located on the buildouts before the bridge. Advance warning signage of the no entry on Iron Bridge will also be provided on St David's Hill and Hele Road approaches to the St David's Hill/Hele Road mini roundabout junction.

On Queen Street, it is now proposed that the southern footway be widened by 1.3 metres to approximately 3.4 metres width. The vehicle carriageway between Northernhay Street and Paul Street will be narrowed to achieve this, with the residual carriageway width of between 6.1- 6.3 metres which is wide enough for two buses to pass.

It is also proposed that vehicles and cycles in this section of Queen Street would be under signalised control using the existing Queen Street/Paul Street junction. Utilising this existing junction would mean less delay for all users than under a shuttle signal working arrangement, particularly for westbound buses, taxis and cycles which experience long red times under the temporary shuttle arrangement. The junction of Northernhay Street and Queen Street would return to a priority junction where vehicles exiting Northernhay Street would be allowed to turn left or right out.

Pedestrian crossing points outside the RAMM and top of Paul Street are incorporated into the signals. Following feedback from the Royal National Institute of Blind People (RNIB), the Paul Street crossing would be a single stage for pedestrians, instead of the previously proposed pedestrian zebra over the cycle lane and signals crossing the vehicle carriageway. The Toucan crossing by Northernhay Gate will be a standalone toucan crossing, as it was before the temporary scheme.

The revised scheme does not include cycle lanes on the 80-metre section of Queen Street between Northernhay Street and Paul Street. Instead, eastbound cycles will mix with all traffic whereas westbound would be for cycle, bus and taxi only. In the westbound direction the mixing of cycles with vehicles with daily flows of less than 1,000 vehicles would be fully compliant with Local Transport Note (LTN) 1/20 Cycle infrastructure design guidance. Eastbound cycles would have to mix with traffic, which although not improved by the proposal would be consistent with the provision along 300 metres of Queen Street from the Clock Tower.

After further consideration, it is recommended that the restrictions prohibiting northbound vehicles on Paul Street, between the Guildhall Car Park and Queen Street, and ahead only out of Upper Paul Street are modified to allow cycles. Cycles will be the only vehicle allowed to enter Queen Street from Paul Street and Upper Paul Street therefore allowing greater permeability for cyclists within the city centre.

A summary of the changes in the revised scheme compared to the January 2022 approved proposal are shown in the table below.

	Previous proposal	Revised Scheme
Footway width	4.0 metres	3.4 metres
Cycle provision	Cycle lanes	With traffic
Carriageway width	5.7 metres	6.3 metres
Bus and Taxi	Two way under shuttle	Two-way can pass in carriageway
Vehicle egress from Northernhay Street	Signalised - left out only	Priority - Left and right out

In addition to the changes to access, it is proposed to change the eastern loading bay at the front of Exeter Central Station to a taxi bay. The loss of the eastern loading would be partially mitigated by provision of a new loading bay on the narrow section of Queen Street which will help serve those businesses on this stretch of Queen Street without rear access. Following representation from Exeter College it is recommended to modify the traffic order and relocate the loading bay 10 metres south, in front of Big Bakes and part of Brodys, so as to avoid the narrowest part of the footway by the Music and Performing Arts Centre and glass frontage of Brody's.

It is proposed to convert the existing taxi rank on the railway bridge to additional disabled parking and convert the electric vehicle recharging point to an additional car club space. It is recommended that these changes are implemented as advertised.

4) Technical Data

Traffic surveys on Queen Street from before the scheme (October 2019) recorded approximately 9,000 pedestrian movements, 6,500 two-way vehicles, and 700 two-way cycle movements between 07:00-19:00.

The impact of the temporary changes has been monitored through manual traffic counts in the city centre, which found that between 07:00-19:00:

- Queen Street traffic flows have reduced on average by 35%, with revised flows ranging from 3,600 by the RAMM to 5,100 by the Clock Tower.
- Iron Bridge traffic flows have reduced by 30% (from 3,700 to 2,600) and St David's Hill flows have reduced on average by 15%, ranging from a 30% decrease at Iron Bridge end to a 5% increase at the Hele Road junction.
- Traffic flows have increased by 7% on Bonhay Road (10,600 to 11,000), but there is no change in traffic flows on New North Road east of Clock Tower.
- Cycle flows on Queen Street have increased by 25% (from 680 to 850) and more than doubled on St David's Hill (from 50 to 130).

The Clock Tower Roundabout has been a collision cluster site over recent years. The scheme has reduced traffic entering the Clock Tower roundabout and the 2021 collision

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data and provisional 2022 data shows that there have not been any recorded injury collisions at this junction since the temporary scheme was introduced.

Average annual number of personal injury collisions		
Location	Before (2015-2019)	After (2021-2022)
Clock Tower Roundabout	2.0	0.0
Queen Street	2.6	2.5

Queen Street is a busy 20mph city centre street and access considerations include:

- Queen Street has a number of bus services including the Stagecoach H/University service (linking rail stations to the University of Exeter, City Centre and the RD&E Hospital), 359, 360 and 366 bus services.
- Taxi interchange at Exeter Central Station and Queen Street is the main route for taxis between Exeter St David's Station and the city centre.
- Queen Street is used by fire service appliances travelling to and from Danes Castle Station.
- On-street access for loading and deliveries is required for a number of businesses on Queen Street.
- Queen Street is the only vehicular access for residents of Northernhay Street.
- East of Paul Street junction, Queen Street South is semi-pedestrianised, with access only permitted for buses, loading and taxis.
- Approximately 1,000 car park spaces are located off either Queen Street (including Isca Car Park (295 spaces), Central Station Car Park (70) and Northernhay Street (30)), or Paul Street (Guildhall (397) and Harlequins (91)).

5) Consultations/Representations

Consultation on the temporary proposals was undertaken in Autumn 2020. Traders and businesses contacted about the temporary changes were predominantly in favour of a scheme. Two thirds of public respondents also favoured a scheme, with many respondents wanting to see pedestrians and cyclists be given more priority and space on Queen Street in the future. The impact on St David's Hill was the most raised concern and a hybrid scheme with the smallest impact on that area was progressed.

Public Consultation on a permanent change was undertaken from 15 September to 13 October 2021. Approximately 600 public responses were received with a broadly 50:50 split in favour and against. Key stakeholders including InExeter (BID), Exeter City Council and Exeter College stated strong support for permanent changes. Some stakeholders did however want the scheme to be more ambitious in reducing traffic on Queen Street and segregating cyclists. Concern was however raised by St David's Primary School about the impact of the scheme on St David's Hill. Traders on this section of Queen Street also

asked for a loading bay. A summary of the consultation responses is provided with the January 2022 HATOC report².

Following subsequent design changes, further local consultation on a revised scheme was undertaken in October and November 2022 with letters sent out to key stakeholders and approximately 100 properties affected by changes to the layout on Queen Street and, Northernhay Street. A meeting was also held with the RNIB to discuss the revised layout and confirm that concerns around crossing types in the January 2022 proposal has been resolved in the proposed scheme.

Exeter College raised concerns about a loading bay reducing the benefit for pedestrians and the proximity of the loading bay to the area where the footways are narrowest adjacent to the black railings next to the Music and Performing Arts Centre. Moving the loading bay out into the carriageway would mean cycles would be obstructed and therefore it is proposed to move the loading bay south in front of Big Bakes and partly in front of Brody's.

The Exeter Cycling Campaign stated the proposed changes would reverse the benefits of the temporary scheme and do not support the proposed scheme. In Exeter agreed the proposals were a pragmatic solution to lock in the trial and wished to see some planting to be included in a final scheme. Exeter City Council were supportive of the permanent scheme, but highlighted some potential negative impacts about increased queuing exiting the Guildhall car park and air quality with traffic queuing by the RAMM instead of more open area around Central Station. Stagecoach were also content with the proposed scheme.

The Traffic Regulation Orders (TROs) for the changes were advertised from the 3rd until the 24th November 2022. Overall 6 respondents provided comments to the TROs. A summary of comments received and council response is provided in Appendix 2 and main points summarised below:

- Social distancing no longer necessary;
- Longer journey times;
- Reduced vehicular route options and displaces traffic onto other routes;
- Drivers ignoring no entry on Iron Bridge;
- Preference for temporary scheme layout to be made permanent;
- Support for scheme, but that the proposals should go further.

There also remained a desire from some stakeholders responding to the local and TRO consultation for a comprehensive scheme along the length of Queen Street, although there was acknowledgement of the challenges and viability of this given rising material and construction costs.

Approved redevelopment of the Harlequins Centre includes significant changes to Paul Street. A suitable tie in of the Queen Street County-promoted scheme with the developer Paul Street proposals have been discussed to ensure both schemes are compatible.

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6) Strategic Plan

<https://www.devon.gov.uk/strategic-plan>

The scheme is well-aligned with several actions within the Strategic Plan. It creates a more attractive environment to support the city centre economy and improves road safety.

The table below summarises how the proposals would impact achievement of relevant 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.	Prioritise sustainable travel and transport.	+3 Large Positive
Investing in Devon's economic recovery.	Secure investment in travel infrastructure, improving travel choices and road safety.	+2 Moderate positive
Improving health and wellbeing.	Give people greater opportunities for walking and cycling to increase their physical activity.	+2 Moderate Positive
Helping communities to be safe, connected and resilient.	Enable a range of Transport options, to improve access to services and jobs.	+1 Moderate Positive

7) Financial Considerations

As a consequence of rising materials and civils works costs, the cost of the original proposal brought to January 2022 Exeter HATOC has increased above the approved budget.

This revised proposal represents a cheaper scheme. The 3.4m width footway would save costs, while still delivering a substantially improved environment for pedestrians compared to the existing situation. Using the existing signals would also avoid the need for new signal heads, a new electrical connection between each end of the shuttle and changes to surfacing. The revised proposal would also take less time to construct, with less programme risk and associated disruption for users of Queen Street.

The cost of the proposals is £245,000. This would be fully funded from DCC Local Transport Plan budget and is identified in the approved capital programme.

8) Legal Considerations

The proposed changes would be introduced through Traffic Regulation Orders. The statutory consultation on the proposed orders has been carried out in line with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes a public notice having been placed in the local press and statutory bodies (e.g. emergency services) are notified of the restrictions.

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. After reviewing the comments submitted during the consultation and the data collected, it is considered the scheme is acceptable.

The 18 month Temporary Traffic Regulation Order covering the temporary arrangements has been extended by the Secretary of State to run until February 2023. Approval of the proposal would enable the traffic restrictions to be made permanent before expiration of the temporary order.

9) Environmental Impact Considerations (Including Climate Change)

Sustainable travel enhancements achieved by reducing vehicle capacity are identified in the Exeter Transport Strategy 2020-2030 as one of the most effective means of reducing carbon emissions from transport. The scheme is therefore expected to have a large positive environmental impact.

The temporary measures have reduced the volumes of vehicles and supported improved facilities for pedestrians and cyclists on Queen Street with increased cycles recorded since the temporary scheme. Access for buses and taxis in Queen Street has also been retained, ensuring the proposals support sustainable travel options.

Some traffic has been displaced onto other roads and some journeys being made longer. Typically, traffic has rerouted from the city centre onto routes such as Bonhay Road (A377) which are more appropriate networks for cross-city traffic movements.

10) Equality Considerations

An Equality Impact Assessment (EIA) has also been undertaken for the proposed scheme. This identified that overall, the proposals are expected to advance equality of opportunity and particularly noting benefits to the wide ranging ages of people using Queen Street and in the city centre. The Equality Impact Assessment will be published on the DCC webpages at <https://www.devon.gov.uk/impact/published>.

Through feedback on the temporary scheme and consultation on the proposed scheme, it highlighted that people with mobility impairments wanted the crossing outside RAMM to be retained, and the RNIB requested the Paul Street crossing be a single stage crossing. These are both reflected in the proposed scheme.

The proposals also retain two-way bus, cycle and taxi access to Queen Street, therefore improving the situation for people who do not have access to a car, which may include young people, elderly people or people with disabilities.

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11) Risk Management Considerations

A form of temporary changes has been in place for 18 months, and the period of most significant disruption that occurs immediately after any change will have already taken place, with traffic flows having largely settled down.

A road safety audit has been undertaken for the proposed scheme and recommendations will be addressed through the detailed design.

The Iron Bridge is subject to a weight restriction. The traffic monitoring suggests that not only have vehicle volumes fallen, but that the proportion of larger vehicles has reduced by a greater extent than the traffic flow reduction providing benefit to a sensitive structure.

12) Reasons for Recommendations

The proposal supports the County Council's encouragement of active travel and aims to reduce the dominance of vehicles in the city centre, both of which are targets of the adopted Exeter Transport Strategy 2020-2030.

The scheme provides a balanced approach of improving the environment on Queen Street, while limiting the impact on St David's Hill and maintaining access for sustainable modes.

Meg Booth,
Director of Climate Change, Environment and Transport

Electoral Division: St David's & Haven Banks

Local Government Act 1972: List of background papers

¹ [Exeter Highways and Traffic Orders Committee on Monday, 14th December 2020](#)

² [Exeter Highways and Traffic Orders Committee on Monday, 17th January, 2022](#)

Equalities Impact Assessment – published on the DCC webpages at
<https://www.devon.gov.uk/impact/published>

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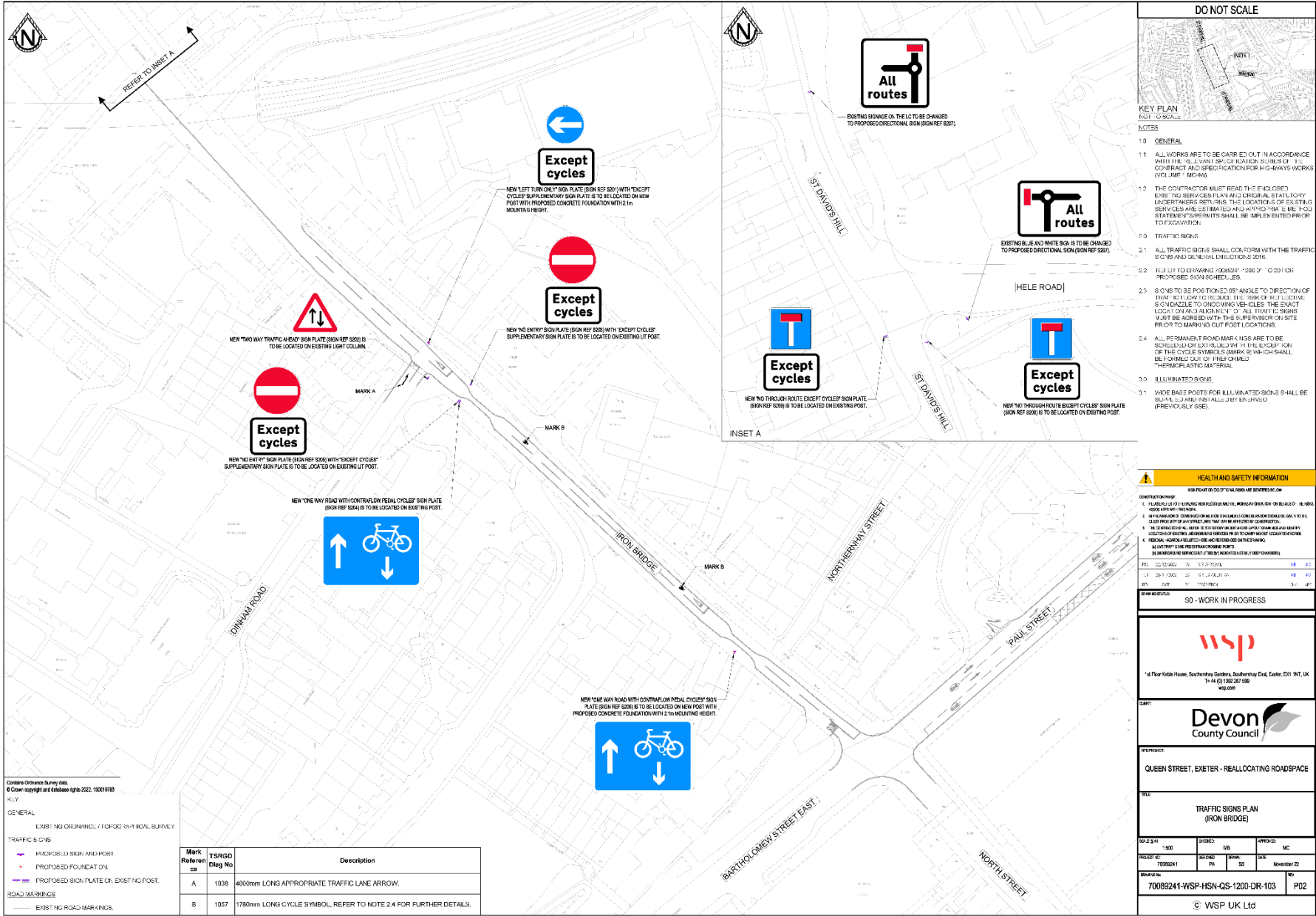
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sc/cr/Queen Street and Iron Bridge St David's Hill Exeter

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Appendix 2 – Summary of TRO comments

Submissions received for proposed moving & waiting restrictions

Devon County Council (Paul Street, Exeter) (Prohibition of Motor Vehicles) Order - ENV ID 5977

Devon County Council (Queen Street, Exeter) (Waiting Restrictions) Amendment Order - ENV ID 5978

Devon County Council (Queen Street South, Paul Street, Upper Paul Street, Northernhay Street & Iron Bridge, Exeter) (Traffic Regulation) Amendment Order - ENV ID 6023

Comments	DCC Response
Respondent 1 - Resident of St David's Hill, Exeter	
<ul style="list-style-type: none"> Respondent objects to the one way systems and that these are no longer necessary as we are no longer social distancing. 	<p>Objection noted.</p> <p>Noted that social distancing is no longer government advice. However, this scheme has a number of wider benefits and following the trial the temporary scheme it is now being proposed to be made permanent.</p>
<ul style="list-style-type: none"> It will increase travel times for the residents of St Davids Hill to get to North Street. The extra journey time will cause more pollution from car emissions which in turn contributes to global warming. 	<p>Noted that some journeys by car will be longer, although additional journey length is modest. It is considered that the benefits of increased active travel and road safety outweigh this.</p>
Respondent 2 – Resident of Topsham	
<ul style="list-style-type: none"> Respondent feels that this will not reduce use of vehicles but just displace traffic onto other already busy routes – for instance Paris Street and New North Road. 	<p>Noted that some journeys by car will be longer, although additional journey length is modest. It is considered that the benefits of increased active travel and road safety outweigh this.</p>
Respondent 3 – Business Owner, South Street	
<ul style="list-style-type: none"> Respondent supports the proposal. 	<p>Support Noted.</p>
<ul style="list-style-type: none"> Respondent feels that traffic should be banned from going down Paul Street completely. Pedestrians rarely look when crossing the road at the crossing near the junction with Queen Street and it is dangerous for pedestrians, they should have right of way. 	<p>Noted, but this is outside the scope of this scheme. Within this scheme it is proposed that the traffic signals at Paul/Queen Street will be utilised to improve visibility from drivers at the eastbound stop line to pedestrians crossing Paul Street.</p>

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Respondent 4 – Resident of Iron Bridge, Exeter	
<ul style="list-style-type: none"> Respondent supports the one way proposal as it reduces harmful fumes from vehicles and improves air quality. 	Support noted.
<ul style="list-style-type: none"> Respondent feels that the one way system is not being adhered to by motorists and that enforcement is required. 	<p>Comment noted.</p> <p>Additional sign illumination requirements with the permanent change will increase prominence of the no entry signs. We can explore enforcement here if we experience problems once the scheme is made permanent.</p>
<ul style="list-style-type: none"> Respondent suggests camera enforcement. 	The council is currently investigating Moving Traffic Enforcement so this is something that could be considered in the future if it were felt necessary.
Respondent 5 – Chairman of Exeter Civic Society	
<p>Comments on 5977 (Prohibition of Vehicles on Paul Street)</p> <ul style="list-style-type: none"> Respondent supports the one way proposal, the pavement widening and introduction of a cycle lane. 	Support noted.
<p>Comments on 5978 (Changes to Waiting Restrictions)</p> <ul style="list-style-type: none"> Respondent objects to the proposal to return two way traffic into Queen Street between Paul Street & Northernhay Place. 	Objection noted.
<ul style="list-style-type: none"> Respondent would like the temporary restrictions to be made permanent. 	Noted. The rationale for the revised scheme has been based on cost, design iteration following safety audits and reducing delay to users.
<ul style="list-style-type: none"> Respondent objects to the loading bay proposed opposite the museum as they feel that other loading bays in Queen Street are sufficient for all businesses of Queen Street. 	Objection Noted. The loading bay was proposed in response to requests from local traders.
<ul style="list-style-type: none"> Respondent suggests having a loading bay outside Harlequins on Paul Street instead. 	Noted. There is planning consent granted for the new development that would include loading here.
<ul style="list-style-type: none"> Respondent would like the pavements on both sides to be widened, though they admit that widening the granite pavement will be difficult. 	Noted. Insufficient scheme budget to widen footway on both sides. The priority is to widen narrower footway on south.

<ul style="list-style-type: none"> Respondent suggests amending the pedestrian crossing near Paul Street to make it a wide raised platform to assist pedestrians. 	<p>Noted, the crossing is planned to be narrowed from to assist pedestrians.</p>
<ul style="list-style-type: none"> Respondent suggests that a single lane for traffic with two 1.5 metre cycle lanes on Queen Street would be preferable. 	<p>Noted. The rationale for the revised scheme has been based on cost, design iteration following safety audits and reducing delay to users.</p>
<p>Comments on 6023 (One Way on Iron Bridge and Compulsory Turns along Queen Street)</p> <ul style="list-style-type: none"> Respondent supports the proposals. Respondent does not think Hackney Carriages should be allowed to travel along Queen Street, they should have to use the same routes as other normal traffic. 	<p>Noted. Noted. Access has been retained for taxis throughout the temporary scheme and there is no proposal to restrict this.</p>
<ul style="list-style-type: none"> Respondent suggests that the pavements on the Iron Bridge should be widened or a cycle contraflow lane be introduced. 	<p>Not part of current scheme due to cost. Can however be explored alongside future maintenance if one way except cycles is made permanent.</p>
<ul style="list-style-type: none"> Respondent says that they have heard that drivers are sometimes ignoring the one way system here, for the one way system to work, improvements to the road layout are required. 	<p>Comment noted. Additional sign illumination requirements with the permanent change will increase prominence of the no entry signs. We can explore enforcement here if we experience problems once the scheme is made permanent.</p>
<p>Respondent 6 – Resident of Dinham Mews, Exeter</p>	
<ul style="list-style-type: none"> Respondent objects to making the Iron Bridge one way for vehicles. As a local resident, the respondents journey time is now increased. 	<p>Noted that some journeys by car will be longer, although additional journey length is modest and it is considered that the benefits with increased active travel and road safety outweigh this.</p>
<ul style="list-style-type: none"> Vehicles do not always see advance signage at the St Davids Hill roundabout so when they find they cannot pass over the iron bridge they hold up traffic by turning in the road. 	<p>The proposed scheme includes advance warning signage and as drivers become familiar with new layout instances of this expected to reduce.</p>
<ul style="list-style-type: none"> Respondent would like for the one way restriction on Richmond Road to be reversed to aid drivers who are residents in Dinham Road, Mount Dinham and Dinham Crescent. 	<p>Comment Noted. It is considered that Hele Road is the more appropriate route for the additional traffic.</p>

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<ul style="list-style-type: none">• Respondent is concerned of the effects of future works to the iron bridge should it need repairing, it may become out of use completely during the works.	Comment noted. Any maintenance/roadworks can reduce availability of routes during temporary works.
<ul style="list-style-type: none">• This proposal makes travelling through the city centre less flexible.	Noted that less access/egress routes by private vehicle. However, reduced traffic volumes improve safety and attractiveness of city centre routes for other travel modes, such as walking and cycling.

CET/23/5
Exeter Highways and Traffic Orders Committee
16 January 2023

Actions Taken Under Delegated Powers

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

It is recommended that the Committee be asked to note the report.

2) Background/Introduction

In accordance with Minute *3 of the Meeting of this Committee on 19 July 2021 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

3) Actions on Advertised Traffic Orders

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

Location	Proposal	Action
Various Streets, Exeter & Topsham	Introduction and removal of disabled parking bays	Traffic orders advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Harrington Lane area	Introduction of Road Humps and No Waiting At Any Time	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Doctors Walk	Prohibition of Motor Vehicles and extension to 30mph speed limit	Traffic regulation orders advertised following HATOC and member approval with objections resolved and restrictions implemented after consultation with Local County Councillor and HATOC Chair.
West Avenue	No Waiting At Any Time for a new vehicle access	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.

Meg Booth
Director of Climate Change, Environment and Transport

Agenda Item 11

Electoral Divisions: All in Exeter

Local Government Act 1972: List of background papers

Background Paper: None

Date

File Reference

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sc/cr/Actions Taken Under Delegated Powers

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