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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: 13 April 2023

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EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 21st April, 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.

Donna Manson
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 16 January 2023 (previously circulated).

3 Items Requiring Urgent Attention

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

4 Bus Services in Exeter

Bus and Coach Operators to answer Members' questions

5 Air Quality in Exeter (Pages 1 - 16)

Report of the Director of Climate Change, Environment and Transport (CET/23/30), attached.

6 Review of the redundant Library van bay, Lower Kings Avenue

In accordance with Standing Order 23(2) Councillor P Prowse has asked that the Committee consider this matter.

7 Review of the limited waiting spaces, Thornton Hill and adjacent streets

In accordance with Standing Order 23(2) Councillor P Prowse has asked that the Committee consider this matter.

8 Enforceability of 20mph zones in Exeter

In accordance with Standing Order 23(2) Councillor P Prowse has asked that the Committee consider this matter.

9 Petitions/Parking Policy Reviews

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's [Petition Scheme](#).]

MATTERS FOR INFORMATION

10 Actions taken under Delegated Powers (Pages 17 - 18)

Report of the Director of Climate Change, Environment and Transport (CET/23/31), attached.

11 Dates of Next Meetings

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

Confirmation of dates of all meetings available on the Council's website:
<https://democracy.devon.gov.uk/ieListMeetings.aspx?CId=168&Year=0>

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

Part II Reports

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Agenda Items and Attendance of District & Town/Parish Councillors

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Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee. For further information please contact the relevant Clerk.

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

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Induction Loop available



CET/23/30
Exeter Highways and Traffic Orders Committee
21 April 2023

Air Quality in Exeter

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) Recommendations

That the Committee be asked to note the report.

2) Introduction

Exeter City Council (ECC) is responsible for monitoring and reporting on local air quality management, including producing an Air Quality Action Plan (AQAP). The County Council has a role in supporting the AQAP as transport-related pollution is one of the main contributors to poor air quality. This report draws upon information from ECC's latest Air Quality Annual Status Report based upon monitoring data from 2021 and reported to ECC Executive in October 2022.

There are two national objectives for levels of nitrogen dioxide. These are for the average level over a whole year, which should be below 40 $\mu\text{g}/\text{m}^3$ (micrograms per cubic metre), and the average level for one hour, which should not exceed 200 $\mu\text{g}/\text{m}^3$ on more than 18 occasions during a year. Local authorities are told that this one-hour standard is unlikely to be exceeded where the average level over a whole year is below 60 $\mu\text{g}/\text{m}^3$ so this measurement is a commonly used proxy. The annual average objective applies to residential, hospital and education sites. Monitoring conducted by the City Council is not representative of typical or average conditions across the city. Instead, most of the monitoring sites are indicative of the worst-case locations.

3) Proposal

Based on 2022 report findings, the number of sites which exceed the objective has reduced significantly since the Air Quality Management Area (AQMA) was declared (a reduction from 32 exceedances in 2009 to one in 2021). The highest levels are measured on the Heavitree Road corridor at East Wonford Hill. Here, levels have previously been close to or above the levels which indicates an exceedance of the hourly objective but in 2021 were significantly lower at 42.2 $\mu\text{g}/\text{m}^3$.

Appendix 1 provides a series of graphs, summarising how pollutant levels have changed across the main corridors in the city. During 2020 levels of nitrogen dioxide fell below the objective level.

Agenda Item 5

4) Mitigation Measures

The Air Quality Action Plan identifies a series of actions to support ongoing improvement of air quality. As transport is a key contributor to air quality, Devon County Council has a lead role in delivering several of the Action Plan measures and progress on these is summarised in the table below:

Action Plan measures (DCC lead)	Progress
Filtered permeability projects including feasibility for corridors	<ul style="list-style-type: none"> - E9 route (Pynes Hill to city centre) modal filters complete (Ludwell Lane, Dryden Road, Wonford Road) - E3 route (Hill Barton/Monkerton to city centre via Heavitree) enhanced (e.g. contraflow cycle lane on Park Place; modal filters on Homefield Road and Chard Road). - E12 route segregated cycle corridor to be constructed during 23/24 on Rifford Road, building upon Sweetbrier Lane route, connecting through Wonford neighbourhood towards Riverside Valley Park or E9.
Access restrictions reducing dominance of cars, particularly city centre	<ul style="list-style-type: none"> - Reallocation of road space schemes on site in: Magdalen Road – due for completion in May 2023 & Queen Street – works commencing in April 2023 - Sport England Newtown Neighbourhood improvements – enhancing local walking and cycling linkages due for implementation in 23/24.
New transport links to make it easier for those living outside the city to choose sustainable modes	<ul style="list-style-type: none"> - Green routes delivered to improve cycle connections between urban fringe settlements and Exeter, i.e. Woodbury link to Exe Estuary (on site in 23/24); Langaton Lane connecting Pinhoe area to East of Exeter jobs (on site in 23/24); Balls Farm Road connecting Ide to Exeter (complete). - Dartmoor Line – Okehampton to Exeter railway reopened in November 2021 and funding secured for 2nd rail station serving West Devon, Torridge, North Cornwall catchment (delivered by March 2025). - Marsh Barton Station – due for completion in Spring 2023. - Park and Change – 300 space car park with bike lockers/bike hire and linked to local bus services completed in July 2021. - Bus priority measures to be delivered on Cowick Street, Pinhoe Road, New North Road and Heavitree Road to improve journey time reliability on core city bus corridors by March 2025 (BSIP funding secured).

Agenda Item 5

Development of cycle network	<ul style="list-style-type: none"> - Exeter LCWIP consultation held during February and March 2023. Publication later in 23/24. - Capability and Ambition Fund secured in late 2022 to accelerate network design for pipeline of schemes. - Awaiting Active Travel Fund tranche 4 announcement for walking and cycling schemes.
Expand school and community projects	<ul style="list-style-type: none"> - Successful School Street trials to close roads to through traffic during school drop off/pick up have been made permanent at Whipton Barton and Ladysmith Infant primary schools.
Promote and expand Co-Bikes/Co-Cars network	<ul style="list-style-type: none"> - Continued expansion of bike hire docks and growth in usage across the city, including examples of mobility hubs in new residential growth areas. - Cargo bikes funding secured to roll out bikes to assist with DCC (road safety & civil enforcement), ECC (environmental health) & RD&E operational activities.
Improved multi-modal public transport network	<ul style="list-style-type: none"> - Pinhoe Station interchange delivered offering integrated offer with bike hire, lockers, car clubs and shuttle bus services to key employment destinations. - New cycle hire docks delivered at rail stations to support better integrated last mile offer.

5) Technical Data

The table below highlights how traffic flows have reduced in recent years (due to COVID-19). There was a slight recovery in 2021 in terms of traffic volumes and slight worsening in air quality; however, significantly below pre-pandemic traffic volumes and air quality objective levels.

Site Name	2015	2020	2021	% change from 2015 to 2020	% change from 2015 to 2021
<u>Pinhoe Road (Whipton)</u>	20830	16538	17,218	-21%	-17%
<u>Heavitree Road</u>	17507	14832	16,632	-15%	-5%
Honiton Road	26832	22789	23,936	-15%	-11%
Topsham Road (King George)	26057	20702	23,635	-21%	-9%
Alphington St	28799	22012	23,401	-24%	-19%
<u>Cowick St</u>	14840	10913	11,916	-26%	-20%
Total	134865	107786	116,738	-20%	-13%

2016 count data is shown for Heavitree Road because the 2015 data was faulty

2021 count data for Pinhoe Road is estimated because of incomplete data

Agenda Item 5

6) Strategic Plan

Actions taken to support improvement in local air quality complement Strategic Plan priorities of responding positively to the climate emergency through promotion of sustainable travel alternatives. It also supports improved health and wellbeing by reducing pollution and encouraging increased physical activity and safer, better-connected communities by increasing the travel choices.

7) Financial Considerations

Financial considerations for specific transportation infrastructure schemes are set out in the annual Cabinet transport capital programme report published in the autumn.

8) Legal Considerations

Part IV of the Environment Act 1995 sets out statutory provisions on air quality and the requirements for local authorities to review the air quality within their area. The Environment Act 2021 (schedule 11) amended the Environment Act 1995 to introduce a duty for County Councils to co-operate and provide the district council with proposals for particular measures to contribute to the achievement, and maintenance, of air quality standards and objectives in the area.

9) Environmental Impact Considerations (Including Climate Change)

The measures described in section 4 aims to improve local air quality through encourage use of alternative modes of transport and reducing peoples' reliance on the private car. In doing so, it also supports the Council's aims to reduce carbon emissions from transport.

10) Equality Considerations

In recommending this proposal no potential impact has been identified on people with protected characteristics as determined by the Equality Act because the report is for information only. Exeter City Council carried out an equalities assessment as part of the production of the Air Quality Action Plan.

11) Risk Management Considerations

This report is for information and covers information taken from the contents Exeter City Council's Annual Status Report. Funding risks in relation to the delivery of Action Plan mitigation measures are addressed at capital programme level annually in the autumn and/or at individual scheme level through the appropriate committee 'approval to construct' processes.

12) Summary

The report highlights the overall improvement in air quality in Exeter, the reduction in traffic volumes across the city since 2015 and progress in delivering against the Air Quality Action Plan remedial measures to encourage mode shift and reduced reliance on private car for peoples' daily needs.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in Exeter

Local Government Act 1972: List of background papers

Background Paper Nil

Date

File Reference

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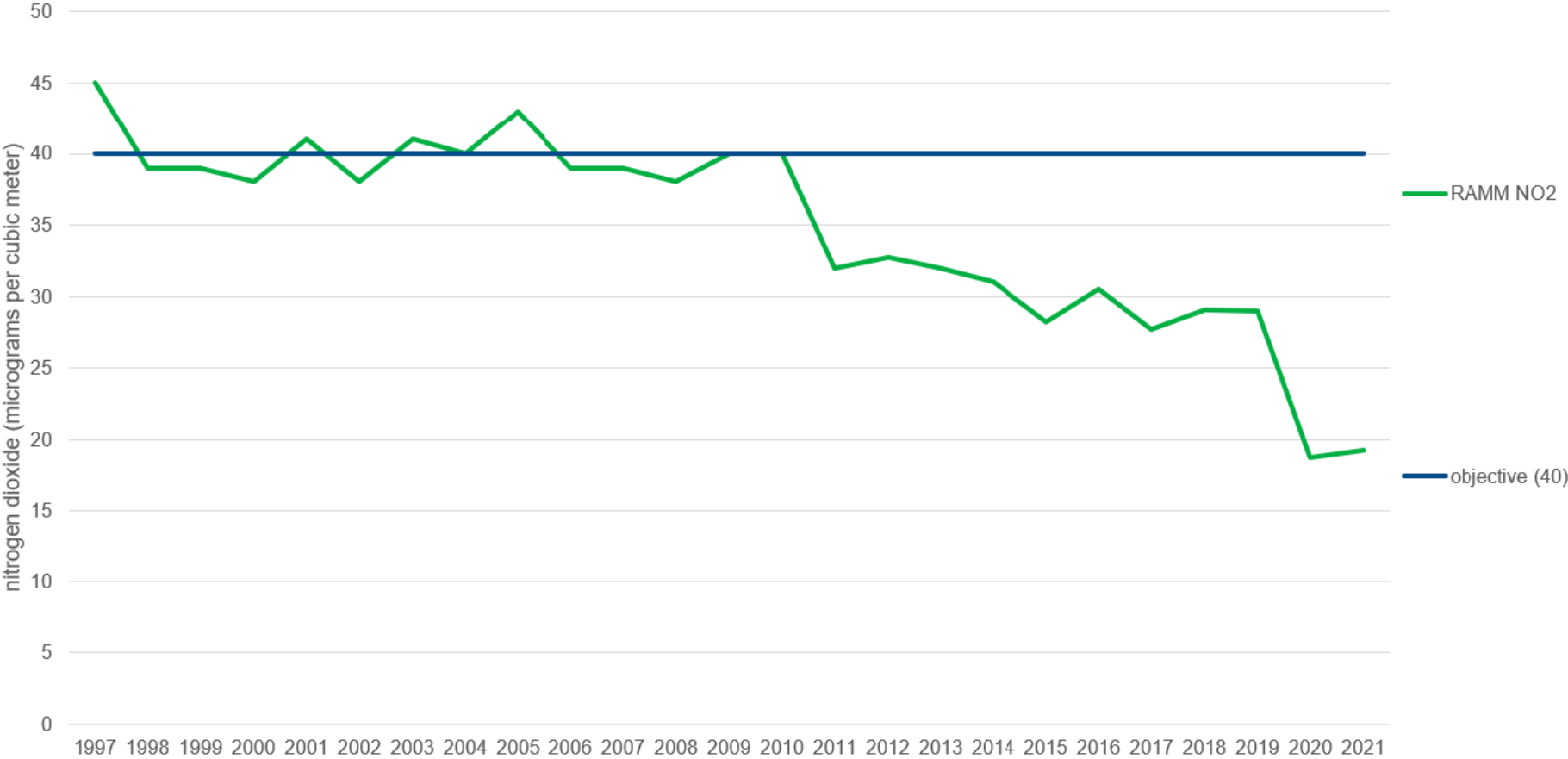
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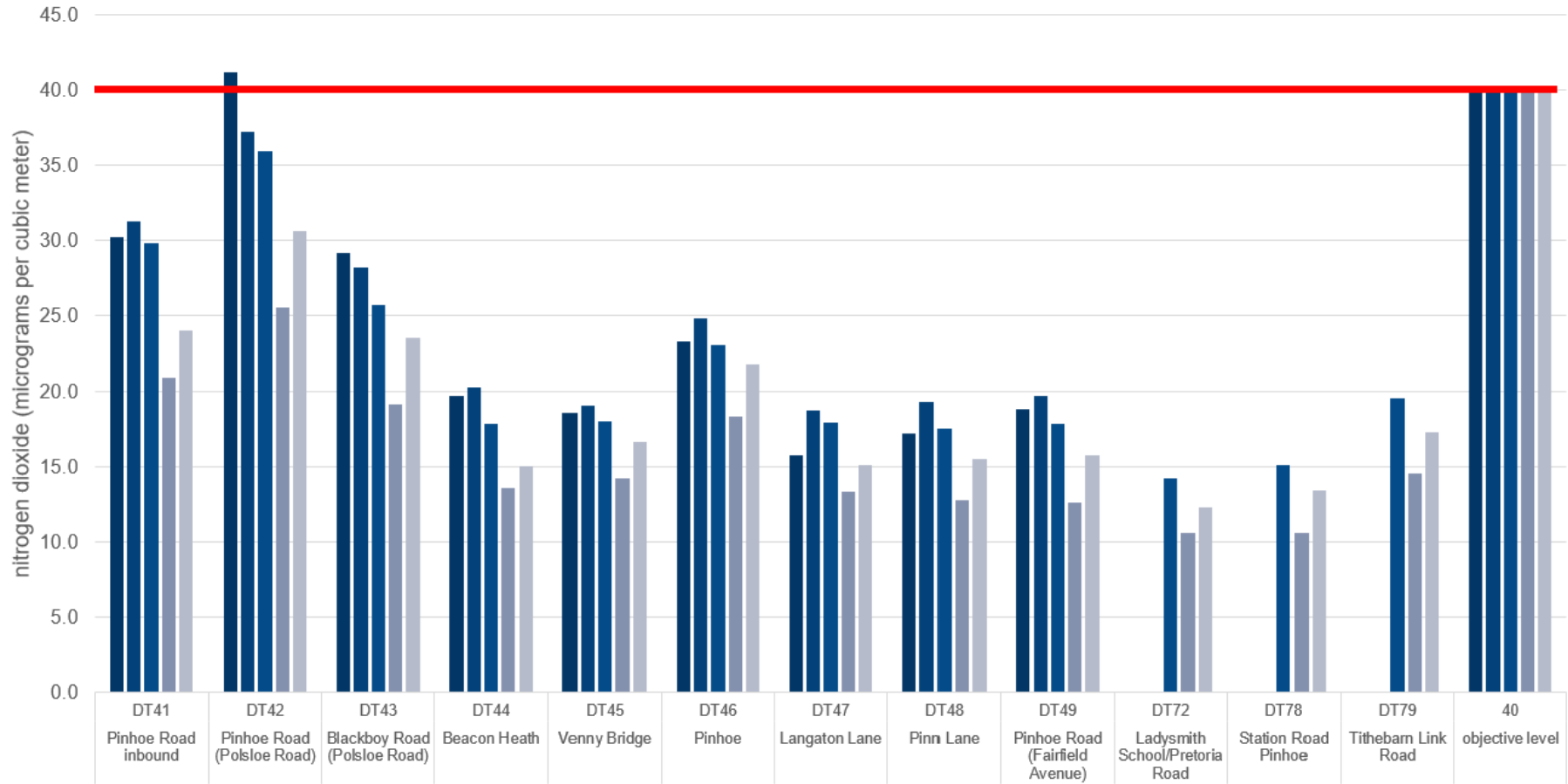
Appendix 1 to CET/23/30

Extracts from Exeter City Council Air Quality Annual Status Report 2022

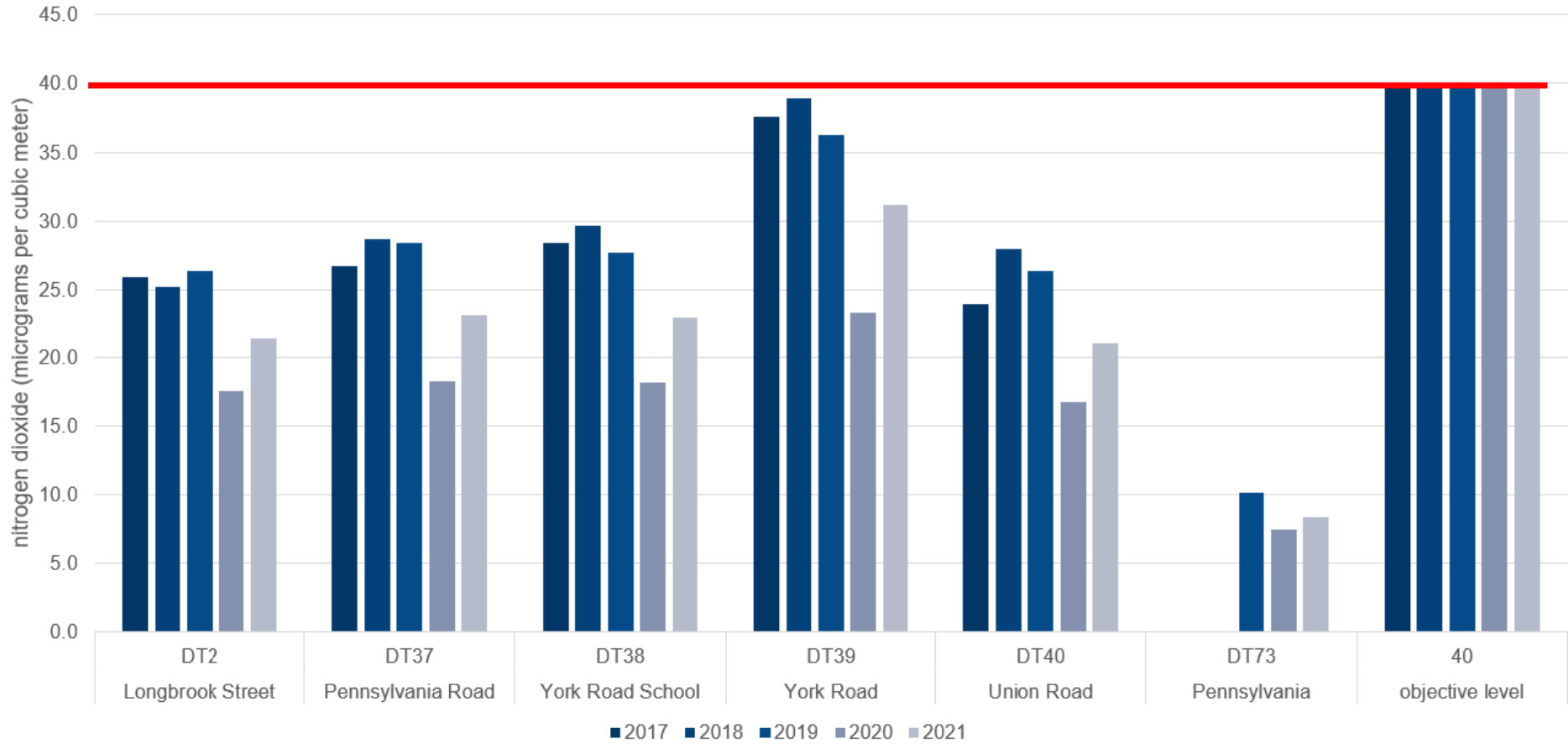
CM1 (RAMM) continuous analyser trend in annual average nitrogen dioxide concentration



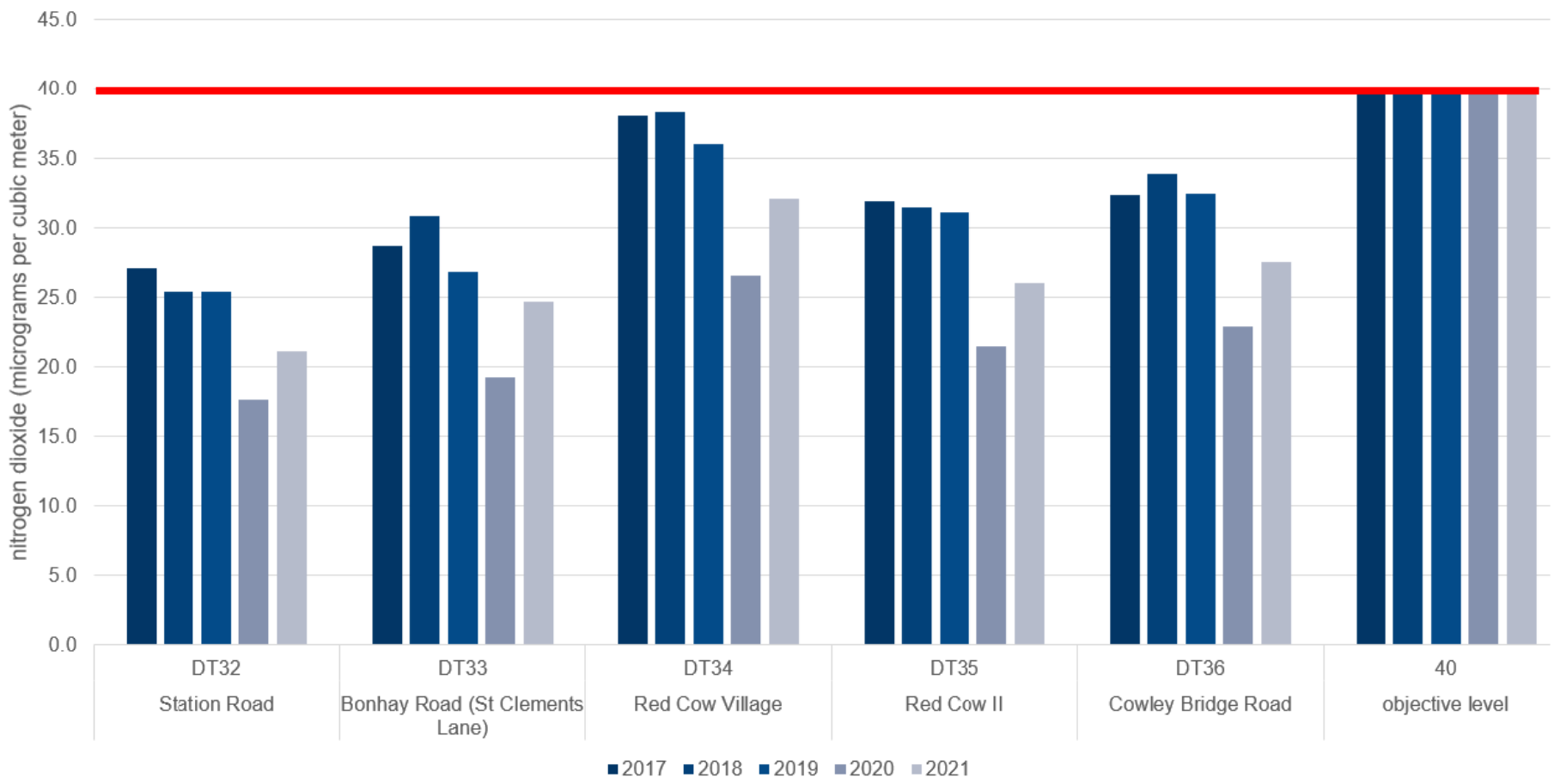
Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites along Pinhoe Corridor



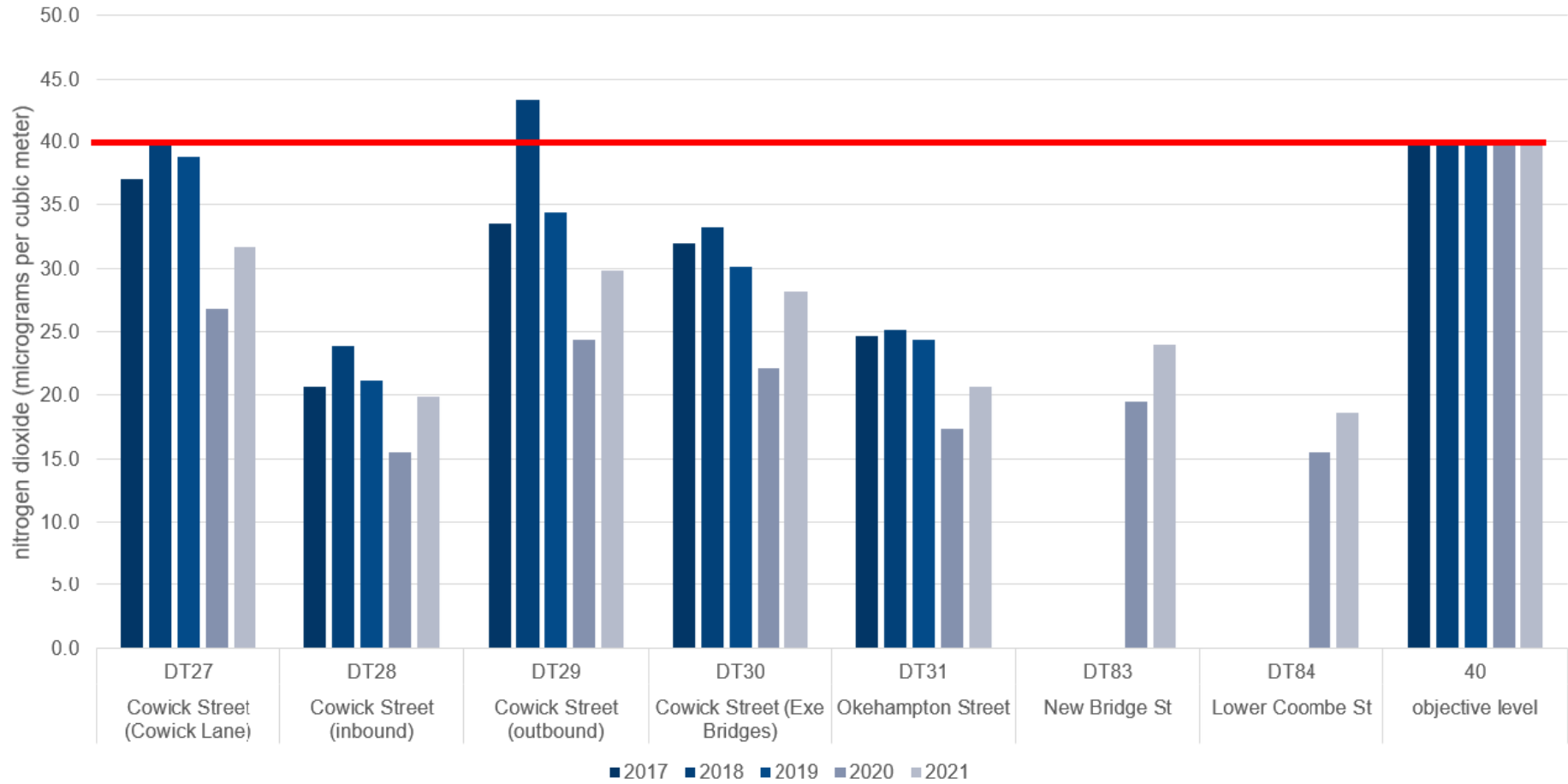
Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites along Pennsylvania Corridor



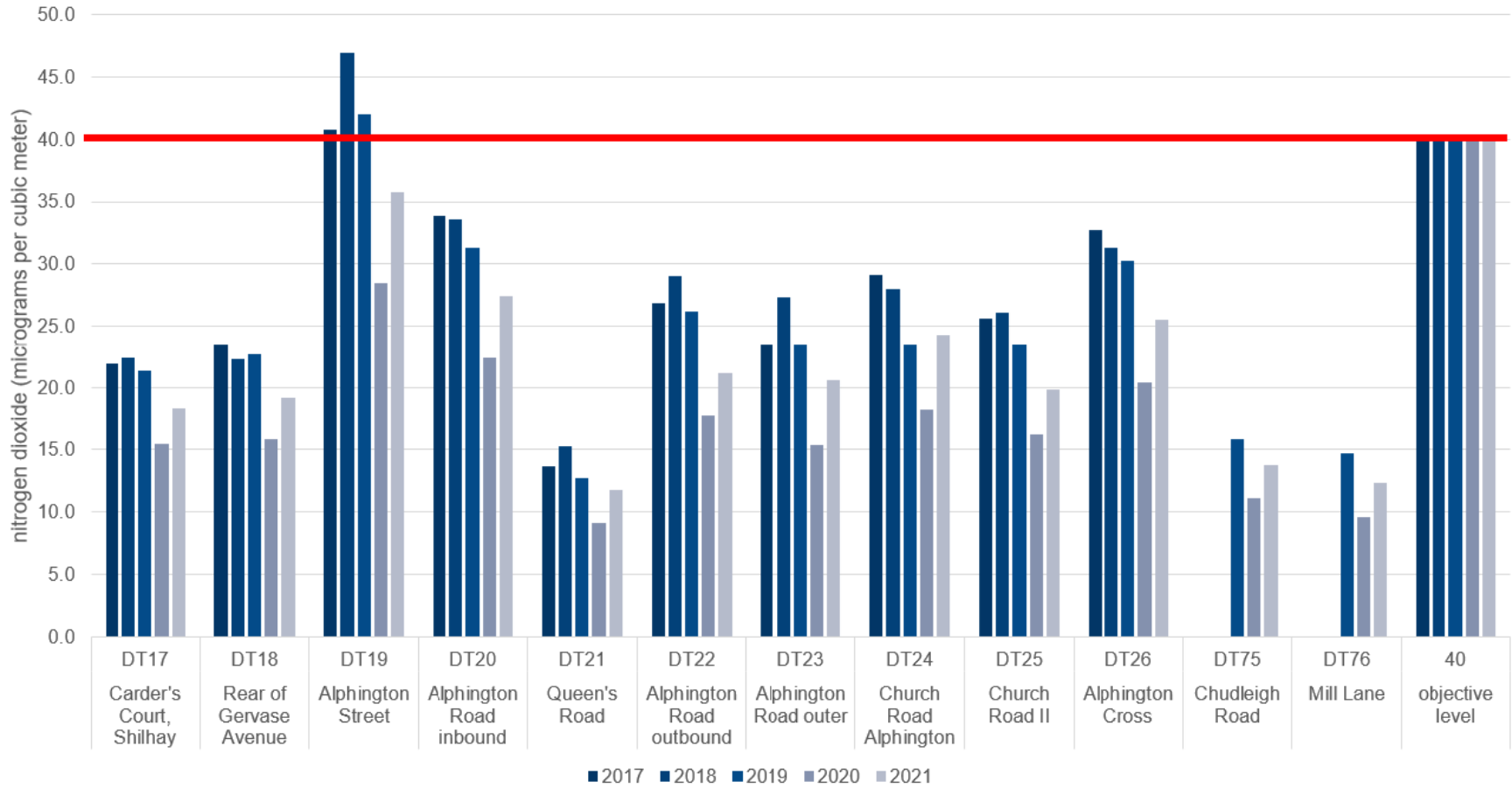
Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites in St David's Station Area

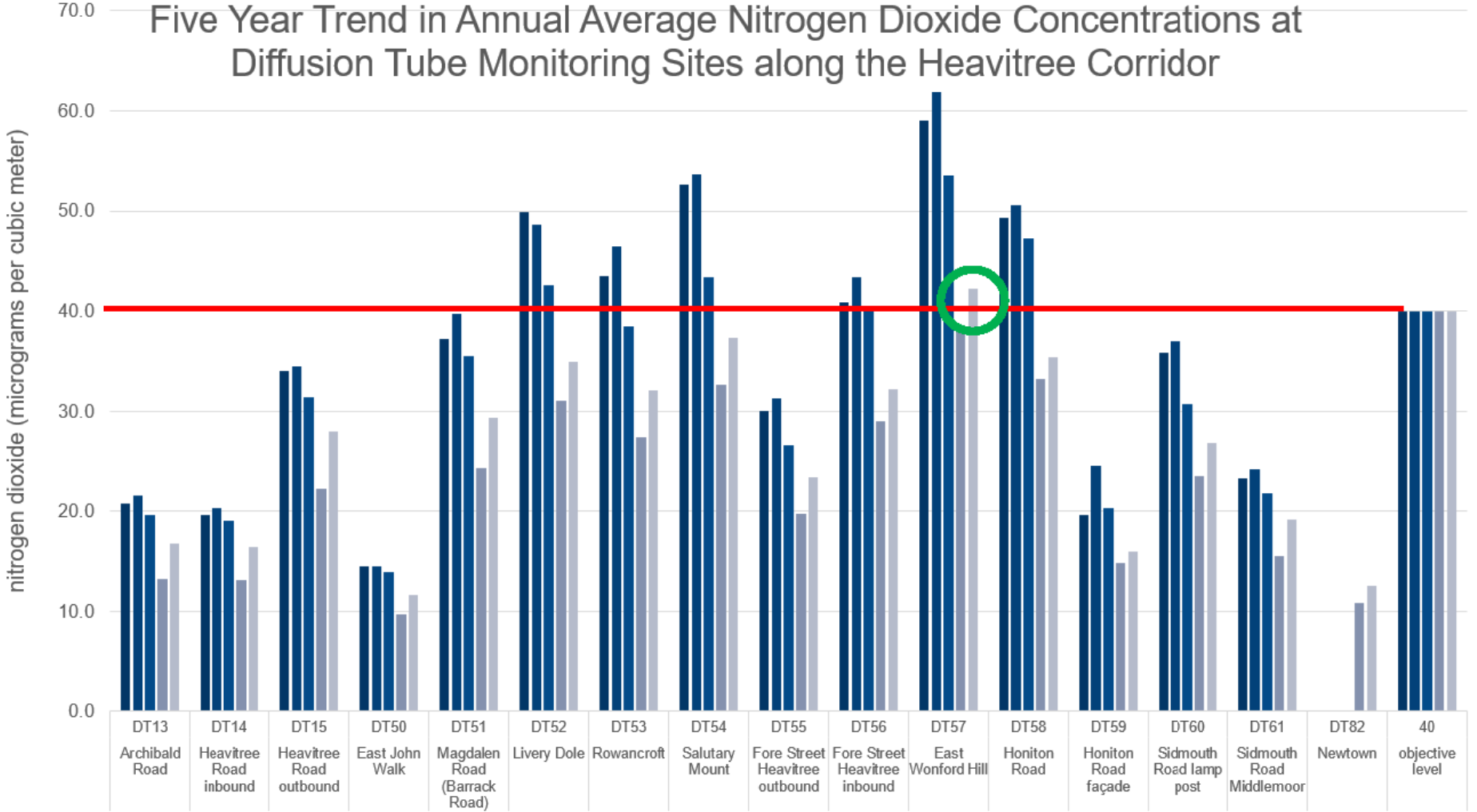


Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites along the Cowick Street Corridor

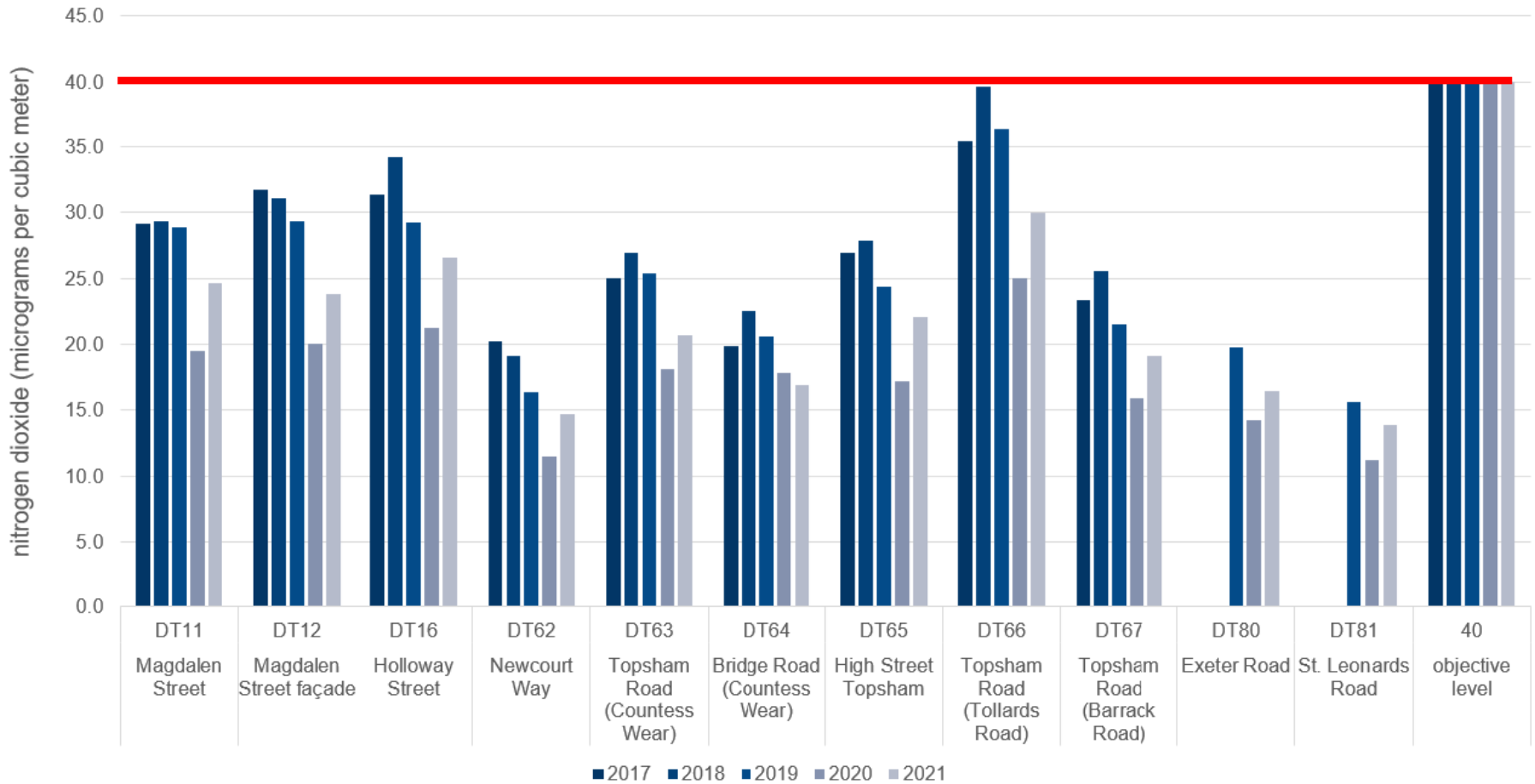


Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites along the Alphington Corridor

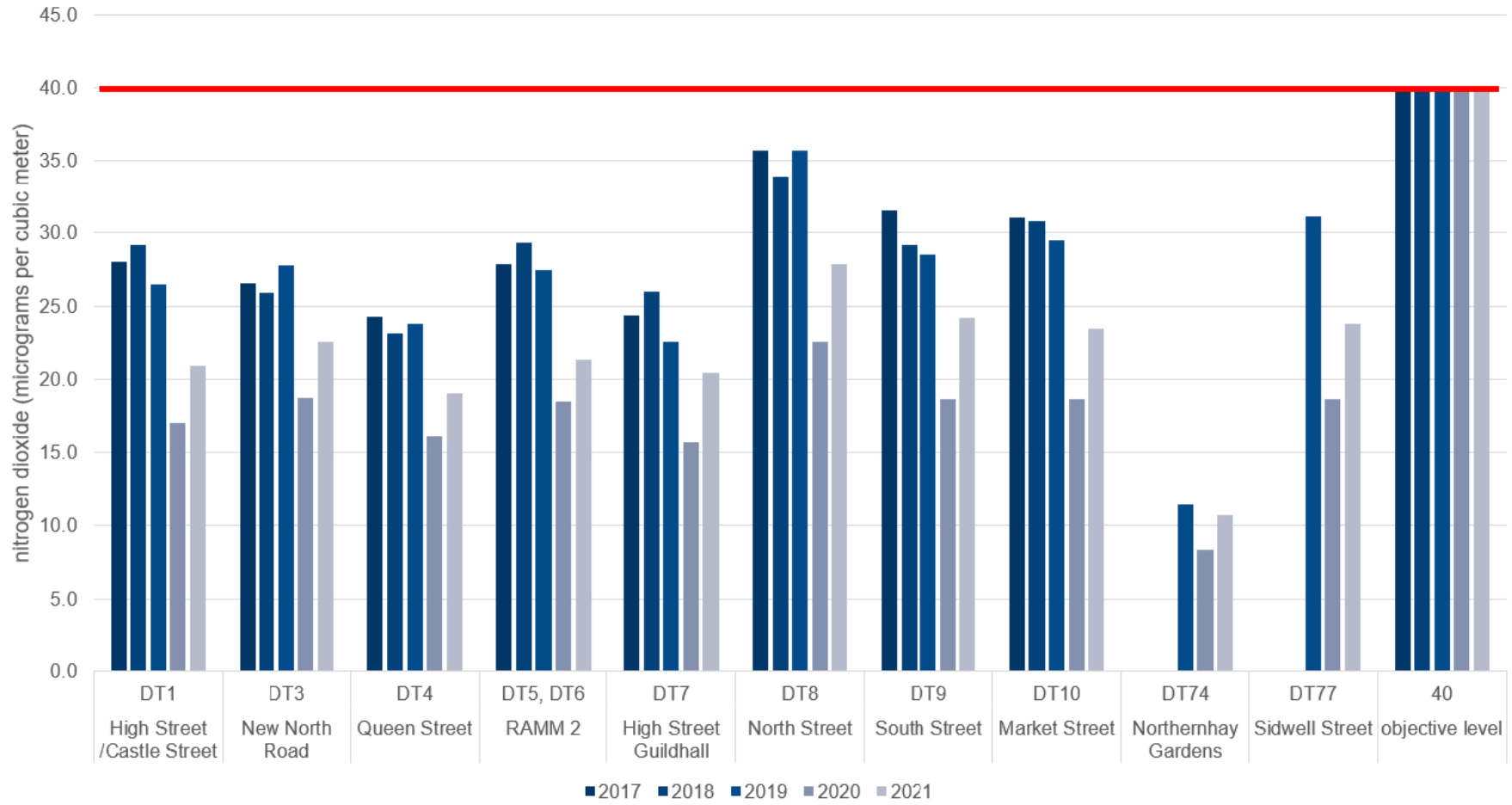




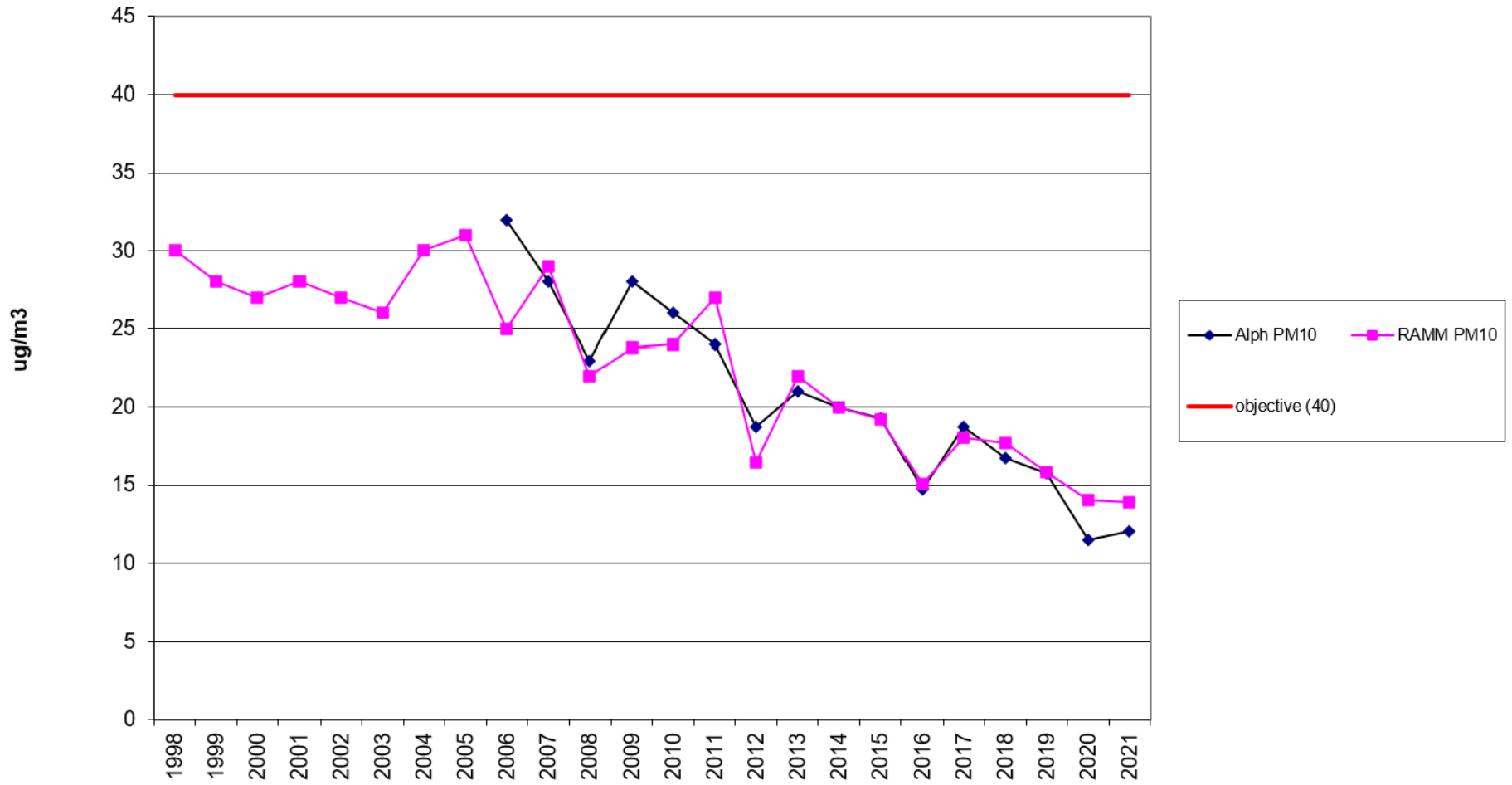
Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites along the Topsham Road Corridor



Five Year Trend in Annual Average Nitrogen Dioxide Concentrations at Diffusion Tube Monitoring Sites in City Centre Area



Trend in annual average PM10 concentrations



CET/23/31
Exeter Highways and Traffic Orders Committee
21 April 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

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
Exeter College Area	Change to waiting restrictions due to junction improvement works	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Hennock Road North	Extension to No Waiting restrictions due to new business	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Riverside Walk Development, Countess Wear	Road Hump and Extension to 20mph	Traffic order advertised and changes implemented after consultation with Local County Councillors and HATOC Chair as no objections received.
Chard Road, Exeter	Modification to No Waiting restriction	Traffic order modified, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Burnthouse Lane & Browning Close	Introduction and removal of disabled parking bays	Traffic order advertised and changes implemented after consultation with Local County Councillors and HATOC Chair as no objections received.

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Location	Proposal	Action
West Street	One Way amended to allow contraflow cycling	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Quay Hill	One Way amended to allow contraflow cycling	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
College Way	Road hump at junction with Cumberland Way	Road hump advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections received.
Marsh Barton Station area	Changes to waiting restrictions in the area around the station	Traffic order advertised, objections resolved and changes implemented after consultation with Local County Councillors and HATOC Chair.
Market Street	Removal of pedestrian crossing	Removal of crossing noticed and completed after consultation with Local County Councillors and HATOC Chair.

Meg Booth

Director of Climate Change, Environment and Transport

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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