



You can view the agenda on the [website](#)  
or use a smart phone camera and scan the code

---

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

---

Date: 27 May 2022

Contact: Gerry Rufolo, 01392 382299

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

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

Monday, 6th June, 2022

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

Phil Norrey  
Chief Executive

### **A G E N D A**

#### **PART 1 - OPEN COMMITTEE**

- 1 Apologies for Absence
- 2 Items Requiring Urgent Attention

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

#### **MATTERS FOR DECISION**

- 3 Magdalen Road, Exeter, Permanent Road Layout Changes (Pages 1 - 18)

Report of the Director of Climate Change, Environment and Transport (CET/22/1), attached

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

- 4 Chard Road, Exeter, Prohibition of Vehicles and Waiting Restrictions (Pages 19 - 28)

Report of the Director of Climate Change, Environment and Transport (CET/22/2), attached

*Electoral Divisions(s): Heavitree &  
Whipton Barton*

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

Nil

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

## **MEETINGS INFORMATION AND NOTES FOR VISITORS**

### **Getting to County Hall and Notes for Visitors**

For SatNav purposes, the postcode for County Hall is EX2 4QD

[Further information about how to get to County Hall](#) gives information on visitor parking at County Hall and bus routes.

Exeter has an excellent network of dedicated cycle routes. For further information see the [Travel Devon webpages](#).

The nearest mainline railway stations are Exeter Central (5 minutes from the High Street), St David's and St Thomas. All have regular bus services to the High Street.

Visitors to County Hall are asked to report to Main Reception on arrival. If visitors have any specific requirements, please contact reception on 01392 382504 beforehand.

### **Membership of a Committee**

For full details of the Membership of a Committee, please [visit the Committee page](#) on the website and click on the name of the Committee you wish to see.

### **Committee Terms of Reference**

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

### **Access to Information**

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

### **Public Participation**

The Council operates a Public Participation Scheme where members of the public can interact with various Committee meetings in a number of ways. For full details of whether or how you can participate in a meeting, please [look at the Public Participation Scheme](#) or contact the Clerk for the meeting.

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

### **Webcasting, Recording or Reporting of Meetings and Proceedings**

The proceedings of any meeting may be recorded and / or broadcasted live, apart from any confidential items which may need to be considered in the absence of the press and public. For more information [go to our webcasting pages](#)

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

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

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

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

### **WiFi**

An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall.

### **Fire**

In the event of the fire alarm sounding, leave the building immediately by the nearest available exit following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings; do not use the lifts; and do not re-enter the building until told to do so. Assemble either on the cobbled car parking area adjacent to the administrative buildings or in the car park behind Bellair.

### **First Aid**

Contact Main Reception (Extension 2504) for a trained first aider.

### **Mobile Phones**

Please switch off all mobile phones before entering the Committee Room or Council Chamber

### **Alternative Formats**

If anyone needs a copy of an Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Customer Service Centre on 0345 155 1015 or email: [committee@devon.gov.uk](mailto:committee@devon.gov.uk) or write to the Democratic and Scrutiny Secretariat in G31, County Hall, Exeter, EX2 4QD.

**Induction Loop available**



## **Magdalen Road, Exeter, Permanent Road Layout Changes**

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.

**Recommendation: It is recommended that the Committee:**

- (a) approve the making and sealing of the Traffic Regulation Orders restricting vehicular traffic to one-way westbound and introducing a restricted parking zone on Magdalen Road, as shown in Appendix 1;**
- (b) approve the implementation of an Experimental Traffic Regulation Order to extend the one-way restriction to the junction of Magdalen Road and Fairpark Road; and**
- (c) give delegated powers to the Director of Climate Change, Environment and Transport in consultation with the Chair of HATOC and local member, to make minor variations to the scheme as it relates to recommendation (b).**

### **1. Summary**

In June 2020, a section of Magdalen Road, Exeter was temporarily made one-way westbound, with a contra-flow (eastbound) cycleway and widened footway to support social distancing. Following public consultation and monitoring of the impacts of the temporary scheme, the [Exeter Highways and Traffic Orders Committee \(HATOC\)](#) resolved to progress permanent restrictions on the road.

Approval is now sought from HATOC to make and seal the Traffic Regulation Orders for the permanent scheme. Construction of the scheme would be subject to scheme and cost approval at the next meeting of Devon County Council's Cabinet.

Approval is also sought to implement an Experimental Traffic Order to trial an extension of the one-way restriction to the junction of Magdalen Road and Fairpark Road. This trial, which is designed to mitigate the impacts of displaced traffic on Denmark Road, would be implemented following the construction of the permanent scheme for Magdalen Road.

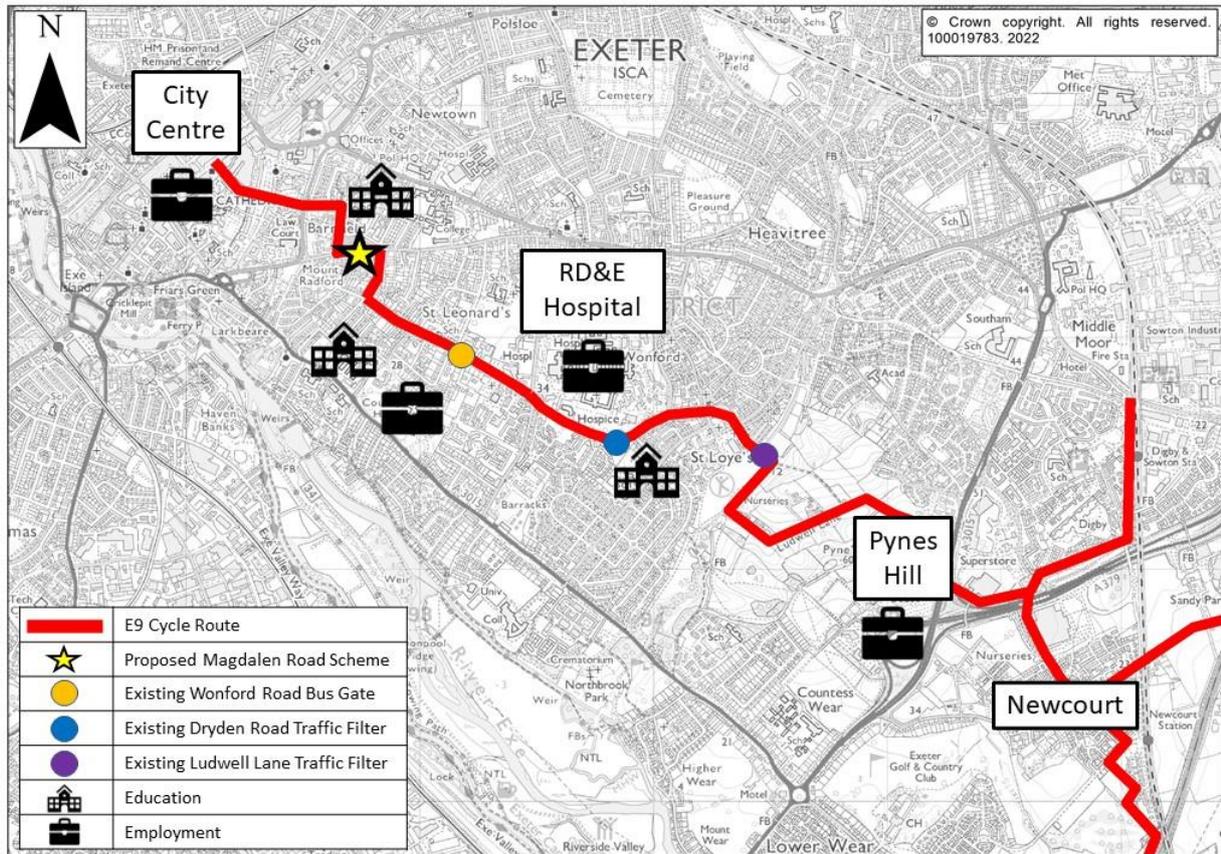
### **2. Introduction**

Magdalen Road forms part of the E9 strategic cycle route (see map below), which connects the Newcourt/Pynes Hill area to the Royal Devon & Exeter Hospital and Exeter city centre. It therefore links Exeter residents to education, employment and other amenities.

In June 2020, a section of Magdalen Road was made one way (westbound – towards the city centre) to vehicles, with a contra-flow (eastbound) cycleway and widened footway to support social distancing. This complemented changes elsewhere on the E9

# Agenda Item 3

route, on Wonford Road, Dryden Road and Ludwell Lane, to create quieter roads for walking and cycling.



Following a public consultation on next steps, the [July 2021 HATOC](#) meeting resolved to progress permanent proposals for a one-way (westbound) restriction, advisory contraflow cycle lane, widened footway and public realm improvements. After further consultation with local traders on the design of the scheme, [Traffic Regulation Orders \(TROs\) for the permanent changes](#) were advertised in March-April 2022. Subject to HATOC approval, and Cabinet scheme and cost approval to construct, it is recommended that these TROs will be made and sealed.

Resident concerns regarding traffic displacement onto Denmark Road have been raised frequently following the implementation of the temporary scheme on Magdalen Road, and traffic count data suggests a small increase in traffic on Denmark Road. In light of this, it is proposed to trial an extension of the one-way system to the junction of Magdalen Road and Fairpark Road, to prevent traffic from using Denmark Road when travelling between Western Way and Heavitree Road.

### 3. Proposal

Subject to approval of this report's recommendations, TROs will be made and sealed to:

- Restrict vehicular traffic to one-way westbound on Magdalen Road, between the junctions with College Road and Denmark Road, with contra-flow (eastbound) cycling permitted;
- Introduce a restricted parking zone to ban all parking and loading outside of the following marked bays:

# Agenda Item 3

- Existing limited waiting parking bays on the southern side of Magdalen Road, which will be widened as part of the scheme, resulting in the loss of two spaces;
- Three new loading-only bays on the northern side of Magdalen Road, incorporated into the widened footway.
- Introduce a raised hump uncontrolled crossing point on Denmark Road, at its junction with Magdalen Road;
- Alter the existing zebra crossing on Magdalen Road to match the new highway alignment.

These TROs were advertised between 24th March and 14th April 2022. It should be noted that a proposed additional parking bay on Wonford Road included in the TRO Plan has subsequently been removed from the scheme, following swept path analysis of vehicles turning into Wonford Road with the additional bay. The revised proposals recommended for implementation are shown on the plan in Appendix 1.

The new loading-only bays will allow loading/unloading at any time, following feedback from traders that deliveries are made at various times throughout the day. The location of the loading bays was also reviewed in response to traders' feedback.

Whilst we had received requests to amend the orientation of the echelon limited waiting bays, this was considered and has subsequently been dropped due to safety concerns. The highway code recommends that drivers should reverse into a parking bay and drive out, as this improves visibility. This is a particular concern when considering the increasing number of cyclists expected along the E9 route. It is hoped that widening the bays will make the parking easier.

It is also proposed to make a number of improvements to the public realm, including the introduction of planters and additional cycle parking. However, the detailed design of these aspects is beyond the scope of the TROs, hence the location/number of these shown in the TRO Plan are purely indicative.

Due to the cost of the scheme, Cabinet approval will be required prior to construction. As it is necessary to seal the TRO for the permanent one-way restrictions before the temporary TRO expires, there would be an interim period during which the permanent TRO is in force but the temporary infrastructure is largely retained.

Following the implementation of the permanent scheme for Magdalen Road, it is proposed to trial an extension of the one-way system to the junction with Fairpark Road, which is in response to consultation feedback to mitigate traffic displacement from Magdalen Road onto Denmark Road. This would be implemented through an Experimental Traffic Regulation Order.

## **4. Options/Alternatives**

Alternative options for permanent changes, including reversing the direction of the one-way restriction and introducing a low-traffic street, were considered at the July 2021 HATOC meeting. However, considering consultation feedback and alignment with wider objectives, these options were rejected in favour of making the temporary arrangements permanent.

# Agenda Item 3

It is not considered feasible to progress an alternative permanent scheme at this stage, as this would require significant additional design work, delaying the delivery of the scheme and requiring the advertisement of alternative TROs. As the temporary TRO covering the temporary changes is due to expire shortly, it would be necessary to revert to the previous (pre-COVID-19) arrangements in the interim, adversely impacting provision for pedestrians and cyclists.

## 5. Consultations/Technical Data

### Previous Consultations

A [public consultation](#) on high-level options for Magdalen Road was held in February-March 2021, with over 1,500 responses received. Nearly 75% of resident/visitor respondents agreed with reducing through traffic in Magdalen Road, but among traders, there was a 50 : 50 split for and against reducing traffic.

Considering feedback from this consultation along with the options' alignment with other objectives, at the July HATOC meeting it was resolved to progress a scheme to make the temporary arrangements permanent, i.e. with vehicular traffic restricted to one-way westbound. It was also resolved to consult further on the design of such a scheme.

This further consultation was conducted during February 2022, with feedback invited from local traders, the St Leonards Neighbourhood Association and the resident with vehicular access from Magdalen Road. 14 responses were received, which enabled revision of the parking and loading restrictions proposed under the TROs.

A consultation was also conducted with residents of the Denmark Road area regarding options to mitigate impacts of the Magdalen Road scheme. Of the 63 responses received, approximately 65% supported extending the one-way (westbound) system to the junction of Magdalen Road and Fairpark Road, whilst some 10% supported enhanced traffic calming and 25% suggested no changes.

### TRO Consultation

The TROs for the permanent scheme were advertised between 24 March 2022 and 14 April 2022. 155 representations were received by letter and through an online form, of which approximately 65% were in support of the proposals, and 35% were against.

37 representations were received from within the St Leonards area<sup>1</sup>, of which 19 (51%) were in favour, 2 (5%) were neutral and 16 (43%) were against. However, it should be noted that 9 of those against were from Denmark Road addresses, with several respondents citing concerns around traffic displacement onto Denmark Road. This is proposed to be addressed by trialling an extension of the one-way system (to the junction of Magdalen Road and Fairpark Road) following the construction of the permanent scheme for Magdalen Road. Two responses were received from addresses on Magdalen Road, both of which were in favour of the proposals.

---

<sup>1</sup> For this analysis, the St Leonards area has been defined by the area bounded by Heavitree Road, Barrack Road, Topsham Road and Western Way, which are also the roads most likely to be impacted by traffic rerouting due to the Magdalen Road scheme.

Respondent address	Responses	% In favour	% Neutral	% Against
Total	155	65%	1%	34%
St Leonards	37	51%	5%	43%
Outside St Leonards	118	69%	0%	31%

The TROs included a proposal to extend the limited waiting bays on Wonford Road by one bay, to help mitigate the impact of the loss of two bays on Magdalen Road itself (due to the widening of the bays). However, in response to representations received and swept path analysis of vehicles turning into Wonford Road with the additional bay, this has now been removed from the proposal.

A summary of the TRO representations and the Council's responses is given in Appendix 2.

## Traffic Count Data

According to a June 2021 traffic count at the St Leonards Road/College Road junction, approximately 3,100 vehicles per day use Magdalen Road over a 12-hour period (07:00-19:00). This is approximately 50% of the flow recorded in July 2019, before the implementation of the temporary one-way restriction.

At the same June 2021 traffic count, 2,500 pedestrians were recorded over a 12-hour period, along with approximately 500 cycles (an increase of 8% on that recorded in 2019). Therefore, the one-way restriction has changed the balance of road users on Magdalen Road such that pedestrian/cycle flows now approximately equal vehicular traffic flows. During the morning and evening peaks, pedestrian and cycle flows exceed vehicular traffic.

A March 2022 traffic count on Denmark Road recorded approximately 2,300 vehicles over a 12-hour period. This was an increase of approximately 400 vehicles (20%) compared to flows recorded in July 2019, prior to the implementation of the temporary scheme on Magdalen Road.

## **6. Strategic Plan**

The scheme is well-aligned with a range of actions within the Strategic Plan, insofar as it would prioritise walking and cycling over vehicular traffic, and therefore encourage more people to walk and cycle. By reducing traffic volumes on the E9 strategic cycle route and complementing existing measures on Wonford Road, Dryden Road and Ludwell Lane, it would likely make cycling a safe and attractive option for a wider range of people (including, for example, children).

The scheme is also designed to improve the urban environment on Magdalen Road, making it a more attractive destination for shopping and dining, and providing additional space for community activities. It would therefore help support a green economic recovery from COVID-19 for businesses on Magdalen Road.

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.

# Agenda Item 3

<b>Strategic Plan priority</b>	<b>Strategic Plan action</b>	<b>Alignment</b>
Responding to the climate emergency.	Support a green recovery from COVID-19.	+2 (Moderate positive)
Responding to the climate emergency.	Prioritise sustainable travel and transport.	+3 (Large positive)
Responding to the climate emergency.	Encourage sustainable lifestyles.	+3 (Large positive)
Investing in Devon's economic recovery.	Secure investment in transport infrastructure.	+3 (Large positive)
Investing in Devon's economic recovery.	Maintain 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.	+1 (Slight positive)

## 7. Financial Considerations

The scheme is expected to cost approximately £900,000. £500,000 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. Subject to approval of this report's recommendations, scheme and cost approval will be presented to the next meeting of Devon County Council's Cabinet.

As part of the submission to the Active Travel Fund, a Value for Money assessment was undertaken on the scheme. This forecast that the scheme would generate over £3 of benefits for each £1 invested, with the vast majority of benefits being public health benefits arising from increased cycling rates.

## 8. Legal Considerations

The legal implications of the proposals have been considered in the preparation of this report.

The proposed changes would be introduced through Traffic Regulation Orders, the advertisement for which was conducted in March-April 2022.

The statutory consultation on the proposed one-way restriction and parking restrictions has been carried out in line with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes a public notice placed in the local press and statutory bodies (e.g. emergency services) being 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 (including pedestrians and cyclists) and provision of parking facilities.

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

The measures proposed will improve provision for pedestrians and cyclists on a prominent street in the heart of the St Leonards neighbourhood. They will also form part of the E9 cross-city cycle route, which connects Newcourt and Pynes Hill to Exeter City Centre via Ludwell Lane, Dryden Road and Wonford Road, each of which have been made quieter for walking and cycling through the implementation of modal filters. The scheme will therefore help make walking and cycling more attractive for short distance trips, encouraging modal shift away from the car.

It is acknowledged that some car journeys will be made longer by the proposals, and there may be an increase in traffic on some adjacent roads. However, in view of the significant potential for modal shift from car to active travel, there is expected to be an overall benefit in relation to pollution and greenhouse gas emissions.

During the temporary scheme, the reduced traffic levels has seen some businesses create outdoor seating areas, which indicates a perceived improved environment for people visiting the area.

Restricting traffic to one-way westbound rather than one-way eastbound will eliminate queues back from the traffic signals at the College Road/St Leonards Road. This is expected to reduce pollution within the scheme area, making Magdalen Road a more attractive destination for shopping and dining.

## 10. Equality Considerations

Where relevant to the 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.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

The Impact Assessment for this scheme notes the potential for the scheme to particularly advance equality of opportunity for those without access to a car, by virtue of the scheme giving enhanced priority to pedestrians and cyclists. The potential benefits of the permanent scheme may significantly exceed those of the existing temporary scheme, as it will enable the footway widening to be formalised and the public realm to

# Agenda Item 3

be enhanced, whereas the potential adverse impacts are similar to those of the temporary scheme, as the moving traffic restrictions will be largely the same. Furthermore, these potential adverse impacts have been reduced as far as practicable, for example by permitting westbound vehicular traffic on Magdalen Road and thus maintaining access to businesses for those reliant on the car.

## **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 / 2 Road Safety Audit has been conducted for the proposed permanent scheme. The recommendations of this audit will be considered when refining the design.

As the proposed arrangement has been trialled for nearly 2 years, it is considered that many of the risks and potential issues are well-understood and can be mitigated through the delivery of the permanent scheme.

## **12. Public Health Impact**

The scheme will have a positive public health impact by improving facilities for walking and cycling on a busy neighbourhood centre, thus encouraging people to walk and cycle more frequently.

As noted above, the scheme will also eliminate traffic queuing back onto Magdalen Road west from the College Road/St Leonards Road junction. This will reduce the exposure to pollution for users of Magdalen Road.

## **13. Summary**

The proposal will implement permanent changes on Magdalen Road, including a one-way restriction for vehicular traffic, a contra-flow cycle lane and widened footway. These changes are designed to improve facilities for pedestrians and cyclists and create a more attractive urban environment, whilst maintaining vehicular access for local businesses and residents.

The proposal will build upon the County Council's encouragement of active travel in response to the COVID-19 pandemic and enable people to maintain behavioural changes in the longer-term. In doing so, it aligns well with the County Council's Climate Emergency declaration and the adopted Exeter Transport Strategy, by encouraging modal shift away from the private car towards more sustainable modes of travel.

Meg Booth  
Director of Climate Change, Environment and Transport

**Electoral Division: St David's & Haven Banks**

## Local Government Act 1972: List of Background Papers

Contact for Enquiries: Chris Burridge-Barney

Tel No: 01392 383131

Room: Transport Planning, Matford Offices, County Hall, Exeter EX2 4QD

<b>Background Paper</b>	<b>Date</b>	<b>File Reference</b>
-------------------------	-------------	-----------------------

Nil

cb180522exh sc/cr/Magdalen Road Exeter Permanent Road Layout Changes 05 230522		
--	--	--



## Summary of TRO Representations

Comment	Responses	DCC Response
Respondent supports proposed changes	19	Noted.
Respondent expresses concerns about impact on traders.	17	The scheme has been developed to provide an improved environment for shoppers using Magdalen Road; similar schemes elsewhere have been shown to increase footfall and turnover for local businesses. Various aspects of the scheme design, such as loading restrictions, street furniture and parking bays, have been developed in consultation with traders, and the scheme will maintain vehicular access to all businesses on Magdalen Road.
Respondent believes proposed scheme will have wider positive outcomes.	13	Noted.
Respondent proposes full pedestrianisation.	12	The option of a low-traffic street was consulted on in February-March 2021 but was not considered to be deliverable. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent experiences negative impacts from current changes.	9	It has previously been acknowledged that the proposals may make some car journeys longer. However, reducing traffic on Magdalen Road was supported by nearly 75% of respondents during the February-March 2021 public consultation. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent believes current changes increases congestion in the surrounding areas.	8	It has previously been acknowledged that the proposals may increase traffic on some roads in the vicinity of the scheme. However, consultation feedback also suggests that the temporary measures have supported increased walking and cycling, and thus reduced total traffic volumes across the area. It is also proposed to trial an extension of the one-way restriction to the junction with Fairpark Road following the construction of the permanent scheme, to mitigate impacts on the Denmark Road area.
Respondent expresses concerns about cycle lane segregation.	8	The cycle lane will be advisory rather than mandatory, hence it would not be possible to physically segregate it from vehicular traffic. However, it is proposed to provide sections of alternative surfacing, to help differentiate the cycle lane from the rest of the carriageway. The permanent scheme will also enable the footway to be physically widened, thus improving segregation between cyclists and pedestrians.

# Agenda Item 3

<b>Comment</b>	<b>Responses</b>	<b>DCC Response</b>
Respondent proposes extending one-way system.	8	It is proposed to trial an extension of the one-way (westbound) restriction to the junction with Fairpark Road following the construction of the permanent scheme. This would prevent eastbound traffic from using Denmark Road as an alternative to Magdalen Road, and may therefore reduce traffic displacement to the Denmark Road area.
Respondent believes more cycle parking is needed.	7	It is proposed to install additional cycle parking on the northern side of Magdalen Road as part of the scheme.
Respondent expresses concerns about the loading areas blocking the cycle lane.	7	It is acknowledged that some vehicles using the loading bays may temporarily obstruct the cycle lane. However, width constraints do not permit the provision of a wider loading bay without restricting footway space for pedestrians, which would not be appropriate given the levels of pedestrian footfall in this area.
Respondent mentions current changes have made it easier to access the shops.	7	Noted.
Respondent expresses concerns about traffic being displaced to Denmark Road.	6	It is proposed to trial an extension of the one-way (westbound) restriction to the junction with Fairpark Road following the construction of the permanent scheme. This would prevent eastbound traffic from using Denmark Road as an alternative to Magdalen Road, and may therefore reduce traffic displacement to the Denmark Road area.
Respondent is concerned about increased pollution.	6	It has previously been acknowledged that the proposals may increase traffic and associated pollution on some roads in the vicinity of the scheme. However, consultation feedback and traffic count data also suggests that the temporary measures have supported increased walking and cycling, and thus reduced total traffic volumes across the area.
Respondent queries need for raised hump on Denmark Road.	6	The raised hump on Denmark Road is designed to re-enforce the priority of pedestrians over vehicular traffic when crossing at the junction. The informal crossing could still be of benefit during the proposed trial extension of the one-way system, as there could still be traffic approaching the junction from Denmark Road.
Respondent calls for similar changes elsewhere.	5	Noted.
Respondent opposes changes.	5	Noted.
Respondent proposes wider Low Traffic Neighbourhood.	5	Noted.

# Agenda Item 3

Comment	Responses	DCC Response
Respondent believes council does not listen to residents.	4	The scheme has been developed following several phases of consultation, the results of which have been considered in developing these proposals. In response to feedback received regarding impacts on Denmark Road, it is proposed to trial an extension of the one-way system to the junction with Fairpark Road following the construction of the permanent Magdalen Road scheme.
Respondent suggests making restrictions more obvious.	4	The restrictions will be signed in accordance with the Department for Transport regulations and the scheme will include additional signage for the one-way restriction and the waiting restrictions. It will also include signage to indicate that contra-flow cycling is expressly permitted.
Respondent believes public transport needs improvement.	3	The section of Magdalen Road affected by the scheme is not and has not been served by public service buses. However, the scheme may deliver a slight benefit to buses using College Road, St Leonards Road and the section of Magdalen Road east of the College Road junction, by removing vehicular traffic which previously approached the junction from the west (i.e. from the scheme area), and thus enabling more signal time to be given to the other arms (a signal stage for the western arm would still be required to accommodate cycles, but this would be shorter than that previously used). Devon County Council also has wider plans to improve bus services in Devon, as part of its <a href="#">Bus Services Improvement Plan</a> .
Respondent expresses concerns about orientation of parking bays.	3	The orientation of the parking bays has been set so that users will reverse into the parking bays and drive out in a forward direction. This will improve the visibility of cyclists using the contra-flow cycle lane to those using the parking bays, and is thus considered a safer arrangement than orienting the bays so as to encourage driving in and reversing out.
Respondent is concerned about the speed of traffic.	3	It is expected that the changes to the public realm delivered by the scheme will help maintain low traffic speeds in the area.
Respondent requests that scheme accommodate non-standard cycles (e.g. handcycles, tricycles, cargo bikes), including suitable parking facilities.	3	The scheme has been developed applying the hierarchy of road users in prioritising the needs of pedestrians, followed by cycles, followed by vehicular road users. Therefore, increasing space for pedestrians has been prioritised, meaning the footway will more easily accommodate wheelchairs, double-width buggies etc. This does mean that the cycle lane will be narrower than would be proposed in the absence of width constraints. Options for providing additional parking for non-standard cycles will be considered.

# Agenda Item 3

Comment	Responses	DCC Response
Respondent believes current changes make it harder to access the Magdalen Road area.	2	The scheme will retain vehicular access to the Magdalen Road area, whilst also delivering the reduction in traffic supported by approximately 75% of respondents during the 2021 Public Consultation.
Respondent believes there is no need for the changes.	2	Reducing traffic on Magdalen Road was supported by nearly 75% of respondents during the February-March 2021 public consultation, and the scheme would also facilitate delivery of the E9 strategic cycle route. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent is concerned about level of joining up of various schemes.	2	The scheme will complement other schemes to reduce traffic on Wonford Road, Dryden Road and Ludwell Lane, helping provide a 5km quiet route for cyclists. This route, known as E9, connects Newcourt and Pynes Hill to the Royal Devon & Exeter Hospital, St Leonards and Exeter city centre, thus connecting residents to workplace, education and green spaces (such as the Ludwell Valley Park). Following the construction of the permanent scheme on Magdalen Road, it is proposed to trial an extension of the one-way system to the junction with Fairpark Road, to mitigate potential impacts on Denmark Road.
Respondent proposes pedestrianisation except for deliveries.	2	The option of a low-traffic street was consulted on in February-March 2021 but was not considered to be deliverable within the required timeframe/budget. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent proposes restricting the hours of use of the loading bays.	2	In response to feedback from traders, the loading bays will be usable at all times, thus providing maximum flexibility for local businesses. However, as they are incorporated into the footway, the loading bays will provide additional footway space when not in use.
Respondent proposes the one-way restriction to be in the opposite direction.	2	The option of reversing the one-way restriction was consulted on in February-March 2021 but was not supported by consultation respondents. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent queries whether scheme meets <a href="#">Local Transport Note</a> 1/20 requirements.	2	Due to the limited space available on Magdalen Road, it has been necessary to apply design guidance pragmatically, applying the hierarchy of road users in prioritising the needs of pedestrians, followed by cycles, followed by vehicular road users. However, the proposals are considered to be in line with the core LTN 1/20 design principles, insofar as they will provide "Coherent; Direct; Safe; Comfortable and Attractive" cycle infrastructure.

# Agenda Item 3

<b>Comment</b>	<b>Responses</b>	<b>DCC Response</b>
Respondent supports prioritising active travel.	2	Noted.
Respondent would welcome planting.	2	It is proposed to incorporate additional planters in the permanent scheme.
Changes have enabled respondent to cycle here.	1	Noted.
Respondent asks whether postbox is staying.	1	The existing postbox is proposed to be retained, although may be relocated slightly, subject to discussions with Royal Mail.
Respondent believes changes should be in keeping with the area.	1	Noted for consideration at detailed design stage.
Respondent believes current closures and restrictions need rethinking.	1	Noted.
Respondent believes proposals would adversely impact commuters.	1	It has previously been acknowledged that the proposals may make some car journeys longer. However, reducing traffic on Magdalen Road was supported by nearly 75% of respondents during the February-March 2021 public consultation. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent feels Magdalen Road needs to be safer for pedestrians and cyclists.	1	It is considered that the scheme will improve safety for pedestrians and cyclists on Magdalen Road, by increasing the space allocated to these road users and reducing vehicular traffic speeds.
Respondent has concerns about car parking arrangements.	1	The orientation of the parking bays has been set so that users will reverse into the parking bays and drive out in a forward direction. This will improve the visibility of cyclists using the contra-flow cycle lane to those using the parking bays, and is thus considered a safer arrangement than orienting the bays so as to encourage driving in and reversing out.
Respondent is concerned about impacts on service vehicles.	1	The one-way restrictions explicitly excludes vehicles that are "being used in an emergency for fire, police or ambulance purposes; being used in the service of a local authority in pursuance of statutory powers or duties; a mechanical road cleansing vehicle".
Respondent is concerned about safety of scheme.	1	The proposed scheme has been subject to a Stage 1/2 Road Safety Audit, with the recommendations of this Audit used to inform the detailed design.

# Agenda Item 3

<b>Comment</b>	<b>Responses</b>	<b>DCC Response</b>
Respondent is concerned about speeding on Denmark Road.	1	The scheme will incorporate an informal crossing across Denmark Road, which is designed to reduce traffic speeds. Additionally, it is proposed to trial an extension of the one-way system to the junction with Fairpark Road following the construction of the permanent Magdalen Road scheme, which should reduce through traffic on Denmark Road.
Respondent is concerned by current driving and parking behaviour.	1	The scheme will incorporate additional informal crossings across Magdalen Road and Denmark Road, which are designed to reduce traffic speeds. It will also formalise parking and loading arrangements.
Respondent mentions positive impact of the current changes.	1	Noted.
Respondent opposes restrictions on Iron Bridge/Queen Street.	1	Noted.
Respondent points out two parallel roads with one-way system in the same direction.	1	The option of reversing the one-way restriction was consulted on in February-March 2021 but was not supported by consultation respondents. In light of this, in July 2021 Exeter HATOC resolved to progress a one-way restriction in the same direction as the temporary arrangements.
Respondent proposes improved design of cycle parking.	1	Noted for consideration at detailed design stage.
Respondent proposes more/bigger bins.	1	Noted for consideration at detailed design stage.
Respondent proposes removing buses from the city centre.	1	Noted.
Respondent proposes taxis/private hire vehicles to be allowed to use existing and proposed 'bus gates'.	1	Noted.
Respondent proposes weekend road closures.	1	Noted.
Respondent queries the surfacing used for the advisory cycle lane.	1	The alternate surfacing of the cycle lane is designed to provide an aesthetic differentiation between the surfaces to provide a visual narrowing to the road rather than by increasing friction, hence it is not anticipated the surfacing would significantly slow cyclists.

# Agenda Item 3

<b>Comment</b>	<b>Responses</b>	<b>DCC Response</b>
Respondent queries whether chicane at western end of Magdalen Road still needed.	1	The chicane at the western end of Magdalen Road (between the junctions with Denmark Road and Fairpark Road) is currently proposed to be retained. However, this may be reviewed following the trial of the extension of the one-way system to Fairpark Road.
Respondent questions need for and safety of extra parking bay at Wonford Road.	1	The proposed additional bay on Wonford Road has subsequently been removed from the scheme, as a swept path analysis has shown it would cause difficulties for larger vehicles turning from Magdalen Road onto Wonford Road.
Respondent reports antisocial behaviour from cyclists.	1	Noted.
Respondent requests insight into results of previous consultation regarding Denmark Road.	1	As noted at the January 2022 HATOC, a majority of respondents to a December 2021 consultation supported extending the one-way system on Magdalen Road to the junction with Fairpark Road. It is therefore proposed to trial this following the construction of the permanent scheme on Magdalen Road.
Respondent supports raised crossing across Denmark Road.	1	Noted.
Respondent welcomes visual improvements.	1	Noted.
Respondent requests exit from Denmark Road to be made safer.	1	The give-way markings at the junction of Denmark Road and Magdalen Road are now proposed to be situated to the south of the pedestrian crossing on Denmark Road to the edge of carriageway of Magdalen Road. This should improve visibility between vehicles on Denmark Road and Magdalen Road.



## **Chard Road, Exeter, Prohibition of Vehicles and Waiting restrictions**

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.

**Recommendations: It is recommended that the Committee:**

- (a) approve the construction of a permanent closure on Chard Road shown in Appendix 1, at an estimated cost of £10,000;**
- (b) approve the making and sealing of the Traffic Regulation Orders necessary to deliver the scheme, including waiting restrictions immediately adjacent to the closure point; and**
- (c) delegate powers to the Director of Climate Change, Environment and Transport in consultation with the Chair of HATOC and local member, to make minor variations to the scheme as required.**

### **1. Summary**

During the COVID-19 pandemic (in July 2020), temporary restrictions were introduced to temporarily prohibit all vehicles, except for cycles, on a short length of Chard Road between the junctions with Nicholas Road and Whipton Lane. This forms part of the E3 strategic cycle corridor that connects Redhayes Bridge, Whipton, Heavitree and the City Centre.

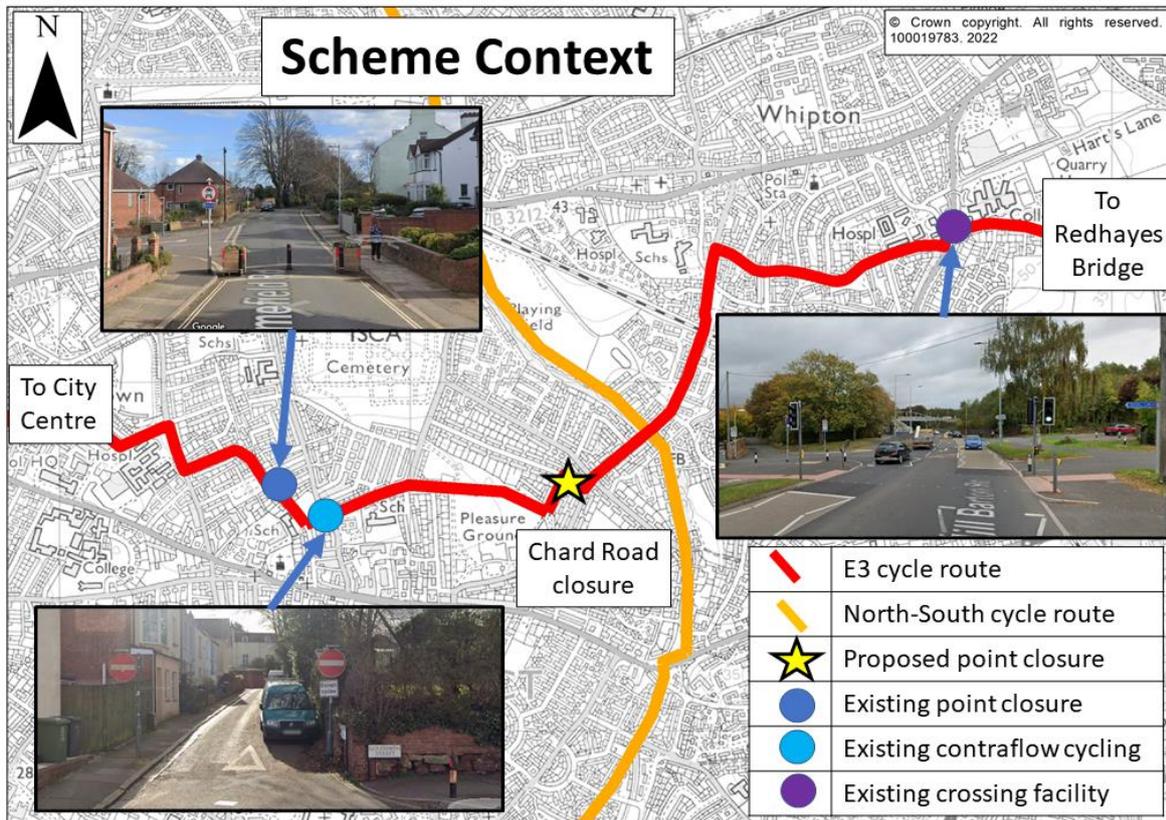
For this scheme, approval is sought to implement a closure on Chard Road, in addition to 'no waiting at any time' restrictions to prohibit parking immediately adjacent to the closure (see Plan in Appendix 1).

### **2. Introduction**

By removing through vehicular traffic from Chard Road, it is intended to provide continuity along the E3 route, providing a more attractive route for cyclists, as well as improving the amenity of the area, for example by reducing traffic noise on Chard Road.

The scheme would complement recent improvements elsewhere on the E3 route, including a point closure on Homefield Road, contraflow cycling on Park Place and a pedestrian/cycle crossing on Hill Barton Road. The E3 route also connects to the North-South cycle route towards Polsloe Bridge in the north and Marsh Barton in the south, as shown in the map below.

# Agenda Item 4



Plans for additional modal filters as part of an area wide traffic filter scheme have been consulted on in the [Phase 2 Exeter Streets Consultation](#). A decision on a potential area-wide trial of such a scheme for Heavitree and Whipton will be made at a future Exeter Highways and Traffic Orders Committee (HATOC) meeting. However, a decision on making the Chard Road changes permanent would have to be made now, due to the legal timescales of the temporary arrangements.

The proposal to implement the Chard Road filter permanently will build upon Devon County Council's encouragement of active travel, which includes the Exeter Transport Strategy aims to achieve 50% of journeys by walking and cycling. It also supports the Council's Climate Emergency objectives by encouraging modal shift away from the private car.

### 3. Proposal

Subject to approval of this report's recommendations, TROs are proposed to be sealed to:

- prohibit the passage of vehicles (excluding cycles and certain other classes of vehicle) along a short section of Chard Road; and
- introduce 'no waiting at any time' restrictions adjacent to the closure point, to ensure cycles can safely and proceed past the closure point.

The TROs were advertised between 28th April and 20th May 2022.

The closure will be constructed using planter boxes, to which will be attached reflective signs. Double-yellow lines will be painted to demarcate the waiting restrictions, and signage will be revised, including the installation of 'No through road (except cycles)' signs and removal of redundant signs.

## 4. Options/Alternatives

Removing the closure was not supported by a majority of respondents to the TRO consultation. Additionally, this would not reduce traffic on Chard Road and would not support delivery of the E3 cycle route.

## 5. Consultations/Technical Data

### Previous consultations

Views on making the Chard Road closure permanent were previously sought during the Heavitree and Whipton Phase 1 Consultation (November – December 2020), but feedback was inconclusive, with 45% in agreement, 5% neutral and 50% against.

### TRO consultation

The TROs for the permanent scheme were advertised between 28 April and 20 May 2022. 214 responses were received, of which 73 were from residents of the area directly affected by the scheme, i.e. Chard Road, Nicholas Road and Lymeborne Avenue. Overall, 60% of respondents were in favour of the proposals, with 39% against and 1% neutral.

Within the scheme area, 37% of respondents were in favour and 63% against – 53% were in favour on Chard Road itself, but on Nicholas Road and Lymeborne Avenue, only 8% were in favour, likely because the latter are already cul-de-sacs, so the reduced traffic on Chard Road has had less impact on these roads. Outside the area directly impacted by the scheme, 72% of respondents supported making the closure permanent, with many of these respondents stating that they use Chard Road on foot or by cycle.

<b>Respondent address</b>	<b>Responses</b>	<b>% In favour</b>	<b>% Against</b>	<b>% Neutral</b>
Total	214	60%	39%	1%
Chard Road	47	53%	47%	0%
Nicholas Road/ Lymeborne Avenue	26	8%	92%	0%
Outside scheme area	141	72%	27%	1%

A summary of the TRO representations and Devon County Council's responses is given in Appendix 2.

### Traffic count data

12-hour Manual Classified Counts were undertaken on Chard Road in 2019 and 2021, at the junctions with Hamlin Lane and Whipton Lane.

# Agenda Item 4

At the junction with Hamlin Lane, traffic on Chard Road reduced from approximately 1,000 vehicles in 2019 to some 600 vehicles in 2021, a 40% decrease, and there was an approximately 10% increase in cycling (from 89 to 99 cyclists).

At the Whipton Lane junction, the percentage increase in cycling was approximately the same as at the Hamlin Lane junction, with 171 and 187 cyclists recorded in 2019 and 2021, respectively. However, there was a much larger reduction in vehicular traffic, with volumes reducing from 1,200 vehicles to less than 100 vehicles, likely because the closure point is close to the Whipton Lane junction, meaning only a small number of properties have vehicular access from it. Therefore, cycle flows have exceeded vehicular traffic at the eastern end of Chard Road following the temporary closure.

## 6. Strategic Plan

The scheme is considered to be well aligned with several of the actions within the Strategic Plan, insofar as it would prioritise walking and cycling over vehicular traffic, and therefore encourage more people to walk and cycle. These impacts are summarised in the table below, whereby -3 represents a large negative impact and +3 represents a large positive impact.

<b>Strategic Plan priority</b>	<b>Strategic Plan action</b>	<b>Alignment</b>
Responding to the climate emergency.	Prioritise sustainable travel and transport.	+3 (Large positive)
Responding to the climate emergency.	Encourage sustainable lifestyles.	+2 (Moderate positive)
Investing in Devon's economic recovery.	Maintain 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.	+2 (Moderate positive)

## 7. Financial Considerations

The construction of the scheme is expected to cost up to £10,000, which will be funded from the £1.35 million grant awarded by the Department for Transport Active Travel Fund.

## 8. Legal Considerations

The legal implications of the proposals have been considered in the preparation of this report.

The proposed changes would be introduced through Traffic Regulation Orders, the advertisement for which was conducted in April-May 2022.

The statutory consultation on the proposed road closure and parking restrictions has been carried out in line with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes a public notice placed in the local press and statutory bodies (e.g. emergency services) being 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 (including pedestrians and cyclists) and provision of parking facilities.

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

The first set of filters used red and white barriers, but, in light of public feedback, these were soon replaced by planters to improve streetscape. Streets became cleaner, safer places encouraging social interaction, where parents gained more confidence in allowing their children to play on the streets but also a space for encouraging wildlife. Since the installation, community groups have been established to care for the planters and explore other ways to make neighbourhoods greener. This has undoubtedly boosted public acceptance of the closures, as they see the benefits of making streets greener and more attractive places to be.

In addition, the scheme is designed to encourage greater use of active travel, by making journeys on foot or by cycle relatively more attractive than by car, and improving provision on the E3 cycle route. Therefore, the scheme may reduce total traffic volumes (and thus emissions) in the area.

## **10. Equality Considerations**

Where relevant to the 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.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

It is acknowledged that this proposal may make some vehicular journeys slightly longer, potentially increasing fuel costs for some residents. However, the proposal is also very likely to reduce traffic volumes on Chard Road (as evidenced by traffic counts following the temporary closure), supporting walking and cycling on this section of the E3 strategic cycle route. This could enable those reliant on walking and cycling to more easily access certain opportunities, such as jobs, education and social activities, and particularly benefit children, who are more vulnerable to vehicular traffic. Furthermore, the scheme may reduce risks to people with sensory impairments, who may have difficulties perceiving the approach of vehicular traffic.

# Agenda Item 4

## 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.

As the proposed arrangement has been trialled for nearly 2 years, it is considered that many of the risks and potential issues are well-understood and can be mitigated through the delivery of the permanent scheme.

## 12. Public Health Impact

The scheme will likely have a positive public health impact by making walking and cycling more attractive, thus helping tackle health issues associated with physical inactivity (e.g. obesity). It will also reduce traffic volumes on Chard Road, reducing residents' exposure to traffic noise and pollution, which are known to adversely impact public health.

## 13. Summary

Implementing the Chard Road as permanent infrastructure will build on the continuing work to deliver the E3 cycle route, but also will be a first step in establishing a neighbourhood area which will be a more enjoyable place to live and work, and also improve options for safer travel for all residents in and around the area. It is believed that this scheme supports targets within the Exeter Transport Strategy to achieve 50% of people walking and cycling to work and education, as well as targets listed in the County Council's Carbon Zero agenda, encouraging the greening of neighbourhoods, promoting active travel and encouraging people to shift from reliance on the private car for shorter journeys.

Meg Booth  
Director of Climate Change, Environment and Transport

**Electoral Division: Heavitree & Whipton Barton**

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

Contact for Enquiries: Chris Burridge-Barney

Tel No: 01392 383131

Room: Transport Planning, Matford Offices, County Hall, Exeter EX2 4QD

<b>Background Paper</b>	<b>Date</b>	<b>File Reference</b>
-------------------------	-------------	-----------------------

Nil

lh190533exh  
sc/cr/Chard Road Exeter Prohibition of Vehicles and Waiting restrictions  
05 240522



# Agenda Item 4

Appendix 2  
To CET/22/2

## Summary of TRO Representations

Comment	Responses	DCC Response
Respondent suggests that scheme would improve safety for walking and cycling.	48	Noted.
Respondent suggests that scheme would have negative impact on vehicular journeys.	37	It is acknowledged that the scheme would slightly increase the lengths of some vehicular journeys for residents on Lymborne Avenue and Nicholas Road and some Chard Road residents. These impacts are considered to be proportionate in view of the benefits to pedestrians and cyclists across the wider area.
Respondent suggests that scheme would have negative impact on surrounding network.	34	It is acknowledged that the scheme may displace some traffic onto neighbouring roads, however these impacts are considered to be proportionate in view of the benefits to pedestrians and cyclists.
Respondent suggests that scheme would encourage walking and cycling.	28	Noted.
Respondent suggests that scheme would create danger.	25	The scheme is designed to improve safety for all users especially vulnerable users such as pedestrians and cycles. A Minor Scheme Safety Audit will be conducted prior to the scheme's construction.
Respondent expresses general support.	24	Noted.
Respondent suggests that scheme would provide benefits for children.	24	Noted.
Respondent expresses concerns re. driving on footway.	20	It is proposed that the scheme incorporates a bollard on the edge of the footway to prevent vehicles from driving past the closure point on the footway.
Respondent expresses support for wider measures to support cycling.	13	Noted.
Respondent suggests that scheme would positively impact the environment.	12	Noted.
Respondent suggests that scheme would negatively impact the environment.	12	It is acknowledged that the scheme may displace some traffic onto neighbouring roads, however these impacts are considered to be proportionate in view of the benefits to pedestrians and cyclists.
Respondent suggests that cycle route is little used.	11	Monitoring data suggests an increase in cycling following the implementation of the temporary scheme, and further monitoring will be undertaken to assess the impacts of the permanent scheme.

# Agenda Item 4

Comment	Responses	DCC Response
Respondent suggests that scheme would have general positive impact.	10	Noted.
Respondent suggests that scheme would reduce traffic.	9	Noted.
Respondent expresses concerns re. impact on emergency services.	9	The emergency services were notified of the introduction of the temporary restrictions, which were also added to Google Maps and One Network to enable users to plan alternative routes. We are continuing to liaise with the emergency services regarding the impacts of traffic filters on their operations.
Respondent expresses concerns re. democratic process.	8	The TROs have been advertised in line with the legal requirements given in Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The making of the permanent TROs is subject to HATOC approval before taking effect.
Respondent suggests that scheme would increase levels of cycling.	6	Noted.
Respondent suggests that scheme would improve public health.	6	Noted.
Respondent suggests moving the closure point to the west of the Nicholas Road junction.	6	This would not be feasible, due to the lack of a suitable turning head for vehicles approaching the closure point from the west.
Respondent suggests that inconvenience caused by scheme would not be significant.	6	Noted.
Respondent suggests that scheme would have little impact on traffic.	4	Monitoring data shows a reduction in traffic on Chard Road following the implementation of the scheme, and further monitoring will be undertaken to assess the impacts of the permanent scheme.
Respondent suggests that scheme would discourage car journeys.	3	Noted.
Respondent requests that scheme incorporate planters.	2	It is proposed that planters be used to implement the closure.
Respondent suggests improved signage.	2	The scheme will incorporate 'No through road (except cycles)' signs at either end of Chard Road, providing road users with advance warning of the closure. There will also be 'No entry (except cycles)' signs at the closure point, and directional signage for the E3 strategic cycle route.

# Agenda Item 4

<b>Comment</b>	<b>Responses</b>	<b>DCC Response</b>
Respondent requests that the scheme accommodate non-standard cycles, e.g. tricycles.	2	The closure point has been designed according to the latest standards, and will allow non-standard cycles to pass without being so wide as to allow the passage of motor vehicles.
Respondent expresses concerns re. positioning of closure in relation to private access.	2	The project team are investigating whether minor modifications could be made to address these concerns.
Respondent suggests not prohibiting parking adjacent to the closure.	2	Prohibiting parking adjacent to the closure is considered necessary to ensure cyclists can safely and comfortably proceed past the closure point.
Respondent requests to better enforce 20mph.	1	Noted.
Respondent suggests that scheme would create confusion.	1	The scheme will incorporate 'No through road (except cycles)' signs at either end of Chard Road, providing road users with advance warning of the closure.
Respondent suggests constructing a cycle lane without closing the road.	1	There is insufficient space to construct such a lane and the cost of this would likely be prohibitive.
Respondent suggests using access-only signage instead of the proposed scheme.	1	This would be unlikely to reduce traffic as significantly as the proposed scheme, due to reduced compliance with signed-only restrictions.
Respondent suggests using signage to indicate the residential area.	1	This would be unlikely to reduce traffic as significantly as the proposed scheme.
Respondent suggests introducing a 10mph speed limit.	1	This would not be possible without specific consent from the Secretary of State for Transport.
Respondent suggests prohibiting parking at nearby junctions.	1	Under the Highway Code (Rule 243), road users must not park opposite or within 10 metres of a junction, except in an authorised parking space.
Respondent suggests traffic calming on Chard Road.	1	Noted.
Respondent suggests making use of cycle routes mandatory.	1	Under the Highway Code (Rule 61), cyclists are entitled to exercise their judgement and are not obliged to use cycle routes or facilities.
Respondent states that Sweetbrier Lane scheme was a waste of money.	1	Noted.