

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

20 June 2023

Present:-

Councillors D Barnes (Chair), T Adams, M Asvachin, Y Atkinson, S Aves, D Barnes, A Leadbetter, P Prowse and C Whitton,

Exeter City Council

Councillors J Parkhouse, M Pearce, A Sparling and D Wood.

Apologies:-

Councillor R Hannaford

Members attending in accordance with Standing Orders 8 and 25

Councillors C Bennett and P Holland.

* **101 Election of Chair and Vice Chair**

RESOLVED that Councillor D Barnes be elected Chair and Councillor C Whitton be elected Vice Chair for the ensuing year.

* **102 Items Requiring Urgent Attention**

No item was raised as a matter of urgency.

* **103 Active Streets Heavitree and Whipton Trial Scheme**

(Councillor M Pearce declared a personal interest as a resident within the proposed Trial area; and Councillor D Barnes declared a personal interest as a member of the Whipton and Pinhoe Labour Club located within the area).

In accordance with the Council's Public Participation Scheme, the Committee received and acknowledged representations from: Galvin Short (against the published proposals), Anita Wood (in support of the published proposals), Ben Greenwood (in support), Ellen Bullied (in support), Lucy Haigh (against), Carol Finning (against), Harriet Sharp (in support), Neil Martin (against), Sarah Beare (in support), Marilyn Spur (in support), Gary Ford (against); and Jacqui Dart (broadly supportive, with reservations).

(Councillors P Holland and C Bennett (both Exeter City Council) attended in accordance with Standing Order 25 and spoke respectively against and in support of the published proposals).

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/38) on the proposed Active Streets Heavitree and Whipton Trial Scheme. The Report detailed the proposed scheme design, expected impacts, past communication, engagement and consultation arrangements with residents and representations and proposed statutory consultation arrangements during the first six months of the proposed Experimental Traffic Regulation Orders, options and alternatives, technical data, alignment with the national priorities and local strategic plans, and financial, legal, environmental, equality, and risk management considerations.

The Committee also received and considered the published Impact Assessment on the Active Streets Trial.

The Committee also received a presentation from the Director of Climate Change, Environment and Transport (attached).

Members' discussion points with the Officers included:

- the importance of effective communication with local residents over the wide trial area;
- the budget allocations for engagement and communications which would include on-line and direct, with flyers, posters and letter box drops for example; and which would also include key stakeholders (including Taxi representatives and directly with the local Schools); and generally the budget was in place for the Trial; and subject to approval, funding was available for any permanent scheme (via the Local Transport Plan or other grant funds);
- assurance that there was no predetermination from advanced work notices and appropriate actions and modifications would be proposed/taken in relation to Trial trends/outcomes including abandonment of the scheme; and any substantial change would require further Orders and would be subject to statutory consultation;
- some concerns about the extent and coverage of past informal consultations was acknowledged and lessons learnt for the consultation phase during any trial;
- the traffic monitoring arrangements within the Trial area and on peripheral roads;
- improving Stagecoach performance and plans for bus lane improvements as part of the Bus Support Improvement Plan; and need for improved access arrangements at Polsloe Rail Station in relation to the need for improved public transport;
- confirmation that the bus gates would be enforceable by Devon and Cornwall Police, however the public could submit video evidence of violations of these and other traffic regulations via Operation Snap; and that the County Council was also exploring other options for enforcing bus gate restrictions and other restrictions in the longer term;

- assurances that current bus routes would not be affected, the relevant legal notices had been placed, the appropriate safety audits had been carried out and that Google maps etc would be informed if the Orders were made;
- the need for consideration for exemptions and signage for low emission taxi services;
- consideration of the bus time data and Air Quality impacts on peripheral roads which would be added to the Monitoring and Evaluation assessments (and officers would liaise with Exeter City Council in regard to Air Quality); and
- the potential for road safety improvements, associated local community health and wellbeing benefits, as well as wider climate change issues and progress towards net zero as a result of these proposals.

It was **MOVED** by Councillor D Barnes, **SECONDED** by Councillor S Aves and

RESOLVED

(a) that the implementation of a trial modal filter package for the Heavitree and Whipton area, as illustrated in Appendix 1 of the Report, at an estimated cost of up to £190,000 be approved;

(b) that the implementation of the Experimental Traffic Regulation Orders required to implement the trial be approved; and

(c) that delegated authority be given to the Director of Climate Change, Environment and Transport, in consultation with the Chair and local County Council Members, to approve minor changes to the scheme design.

NOTES:

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

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

The Meeting started at 10.30 am and finished at 1.40 pm

Heavitree & Whipton Active Streets Trial

Exeter HATOC 20th June 2023

What Active Streets *are*...



Page 2

Physical modal filter



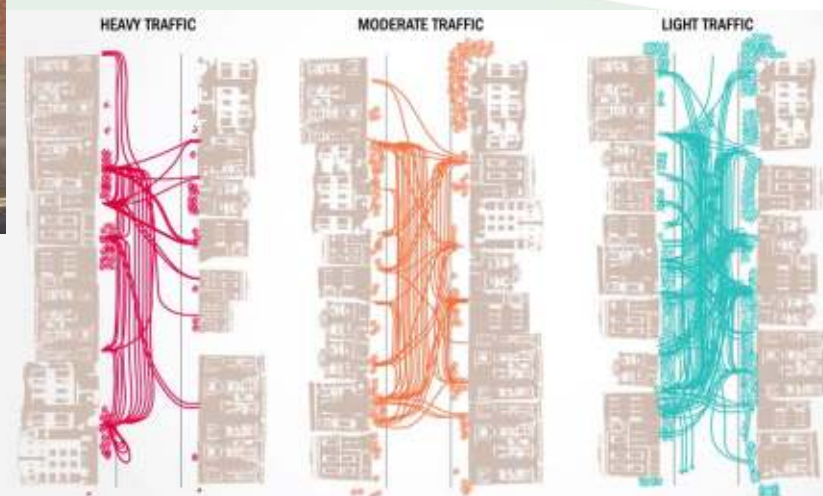
Bus gate



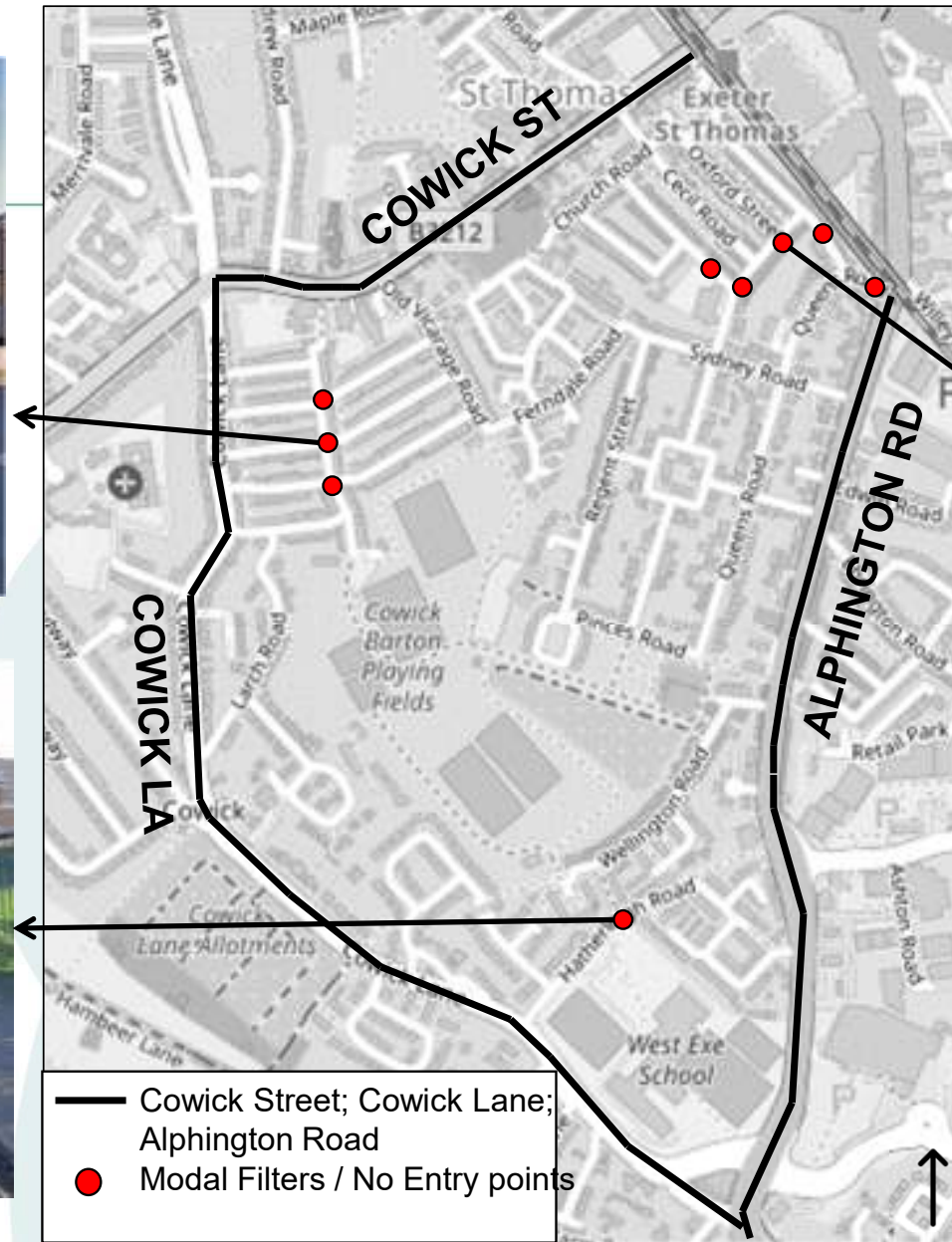
Existing Active Street in
St Thomas, Exeter
(image source: Google
Maps)



School Street



Social interaction on streets with differing traffic flows. Source: [Donald Appleyard \(kottke.org\)](http://kottke.org)

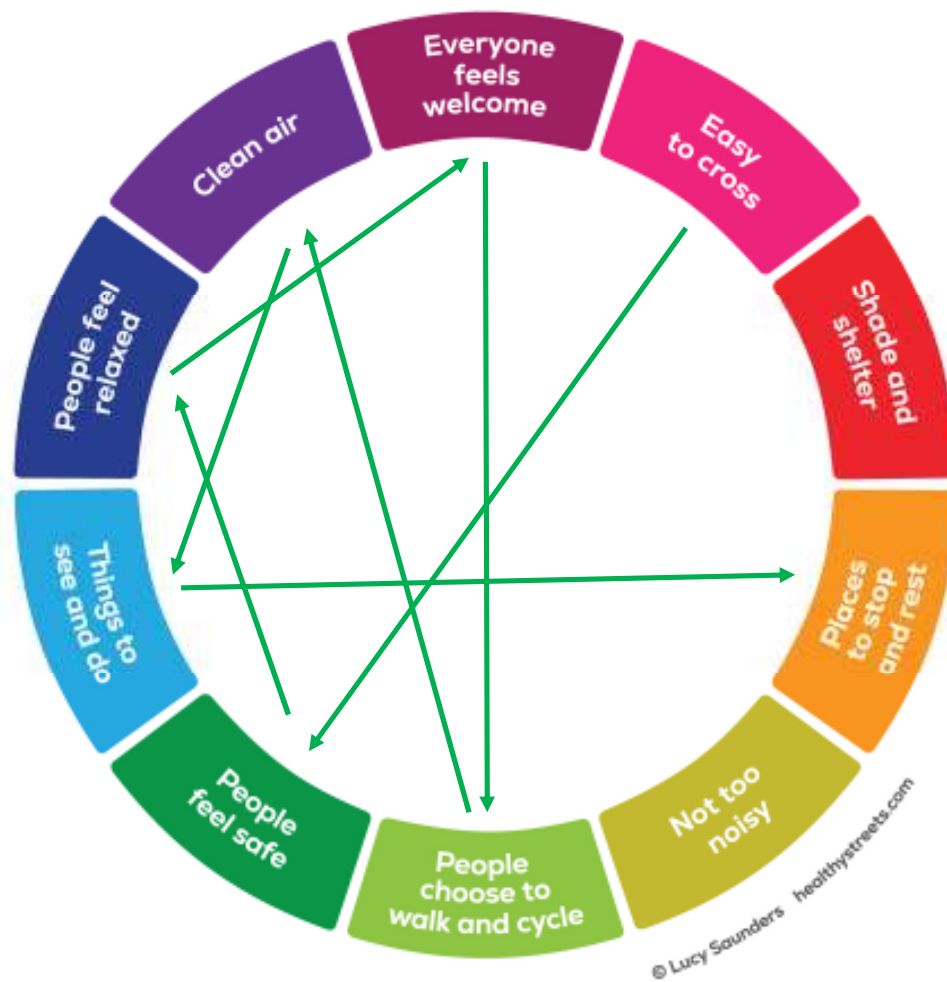


Existing Active Streets in St Thomas

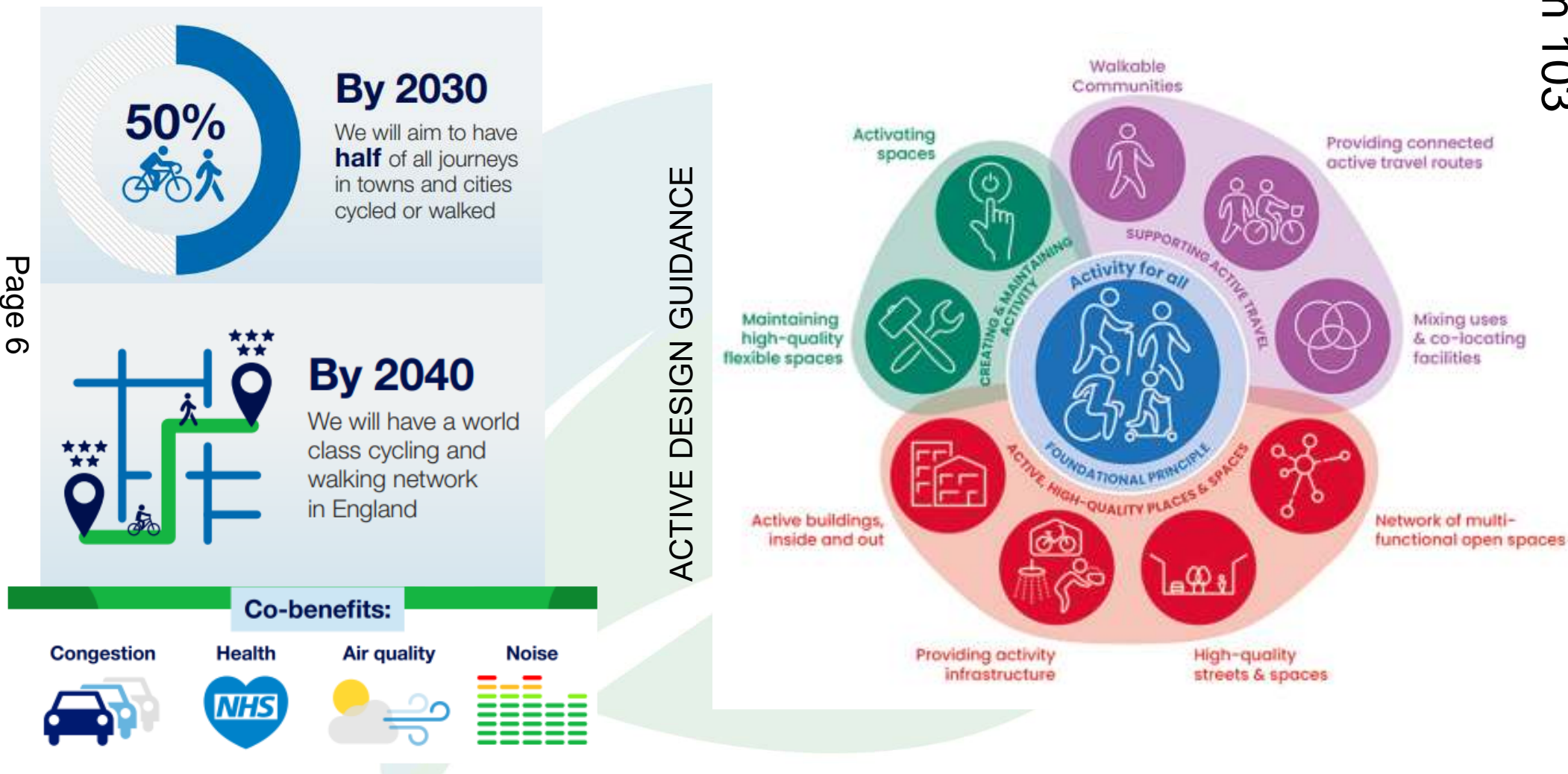
What Active Streets *are not*

- Removal of vehicular access to any property
- Restrictions on the range of destinations people are able to travel to
- Mandates that people must walk, cycle or use public transport
- Toll roads or charges for entering/exiting certain areas
- Surveillance of individuals' travel habits/carbon footprints

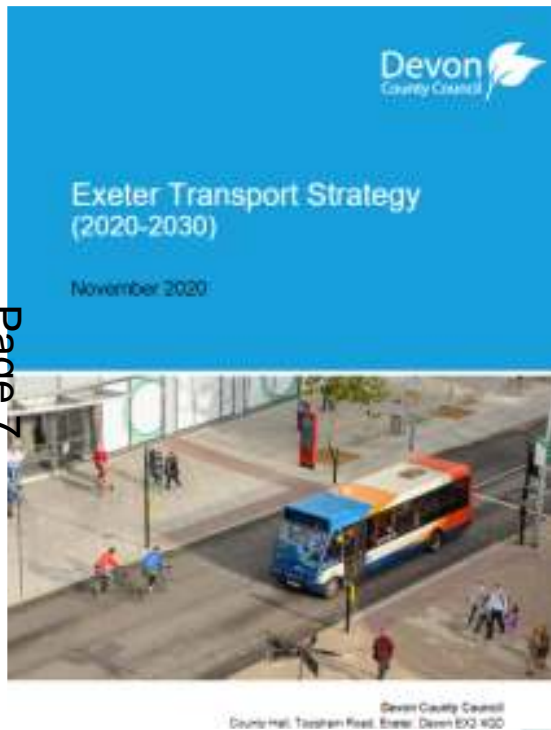
The 10 Indicators are interdependent



National Policy / Guidance alignment



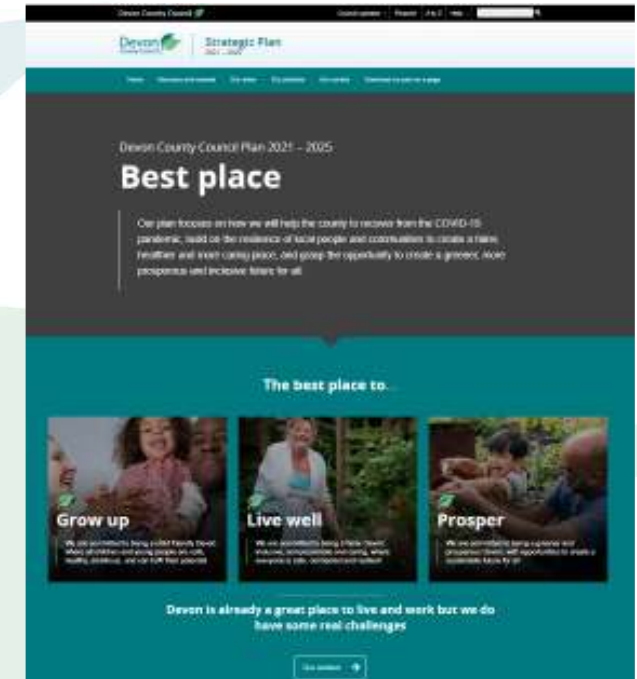
Local Policy alignment



- Active Exeter
- People-based places
- Innovation and invention

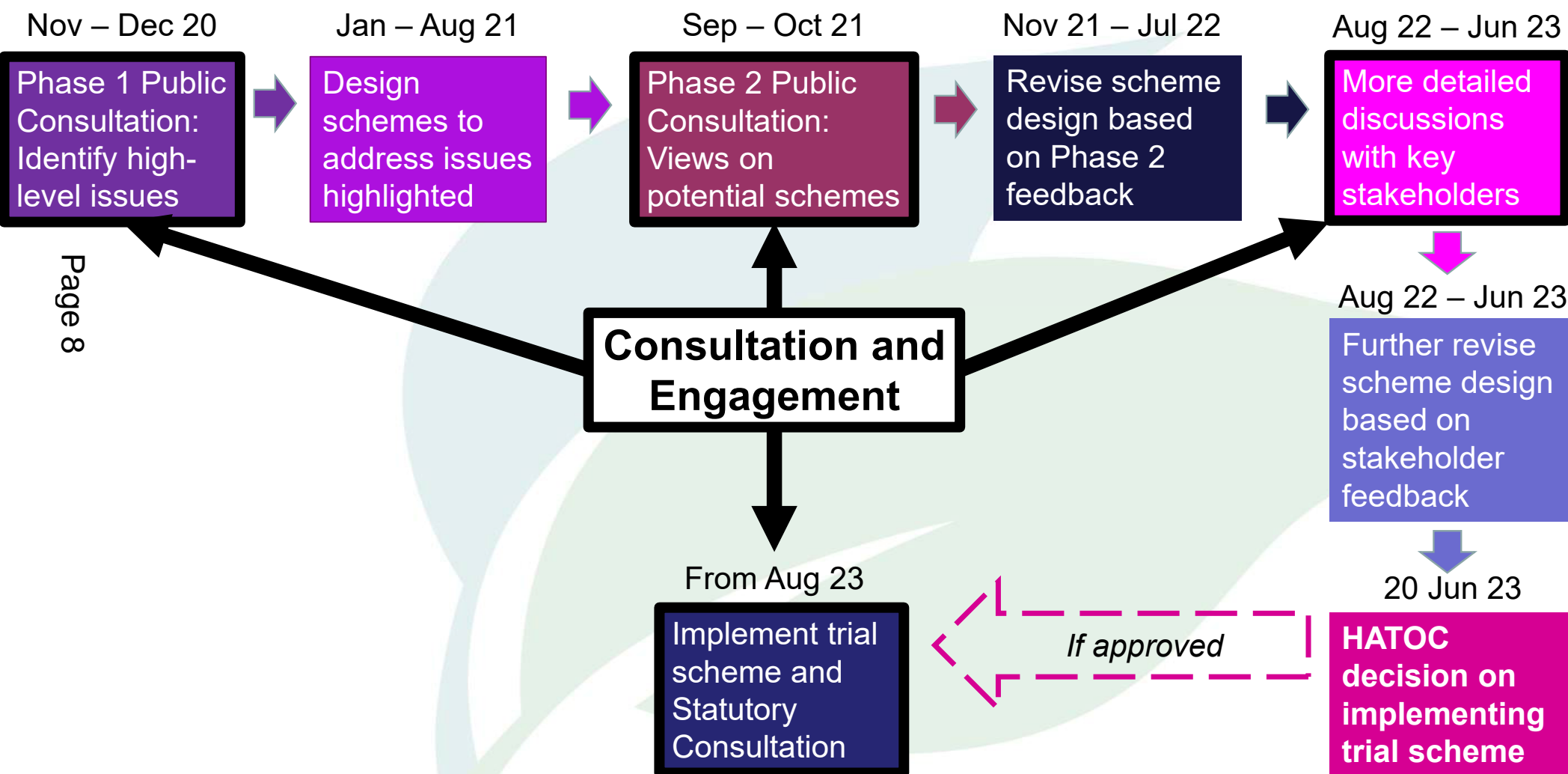


- Reduce the need to travel
- Shift to sustainable transport



- Respond to climate emergency
- Improve health and wellbeing

Active Streets project timeline



Phase 1 and 2 Area Wide Consultation



Why are we asking you to tell us your views?

Devon County Council and Exeter City Council are working with the Heavitree and Whipton communities to seek views on the design of their local streets.

We want to make it easier for people to walk and cycle in Whipton and Heavitree and to enjoy moving around the city safely and easily. Another benefit of this is to reduce traffic and carbon emissions.

One of the aims in Devon County Council's Transport Strategy for Exeter is for 50% of all Exeter journeys to work and education to be made by foot or bicycle by 2036. Similar aims are shared in Exeter City Council's Carbon Neutral 2030 plan and through the Local Delivery Plan programme where its vision is to become the most active city in England.

Time of Consultation: November/ December 2020

Feedback: Traffic has a negative effect on the area



Thank you for your feedback that you provided for Phase 2 of the Heavitree and Whipton Better Streets consultation.

We received over 1000 responses. We are summarising the feedback and will publish a summary report under the 'News' section of this website in due course. If you have any questions about the consultation please visit the 'What's on' or 'FAQ' pages, or our 'Have Your Say' pages. If you need further information you can email us at transport@devon.gov.uk

About this project

Time of Consultation: September/ October 2021

Four modal filter proposals for the area were put forward

Phase 2 consultation engagement

Online

- 200+ people emailed as well as key stakeholders
- 2x issues of Instagram and Facebook adverts (~8,000 views)
- All secondary and primary schools in and around the area contacted, all clubs and community associations as well as Exeter's Wellbeing officers
- Webinar (attended by 51 people)

Offline

- 2x Press release on 7th September and on 30th September
 - published in Devon Live, Exeter Express and Echo and on local radio
- 120+ businesses (included a flyer and poster)
- 11 churches (included a flyer and poster)
- Unscheduled pop-up events (130+people)
 - 2 school events
 - Heavitree Park Life event
- Posters on lampposts
- Word of mouth



Phase 2 Consultation Proposals



Modal filter:

- Bus gates

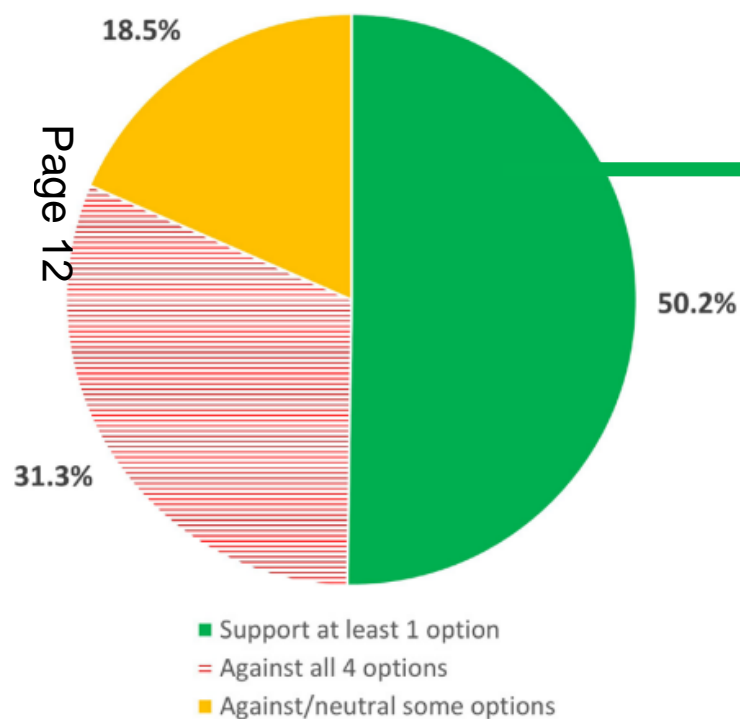


- Physical modal filter

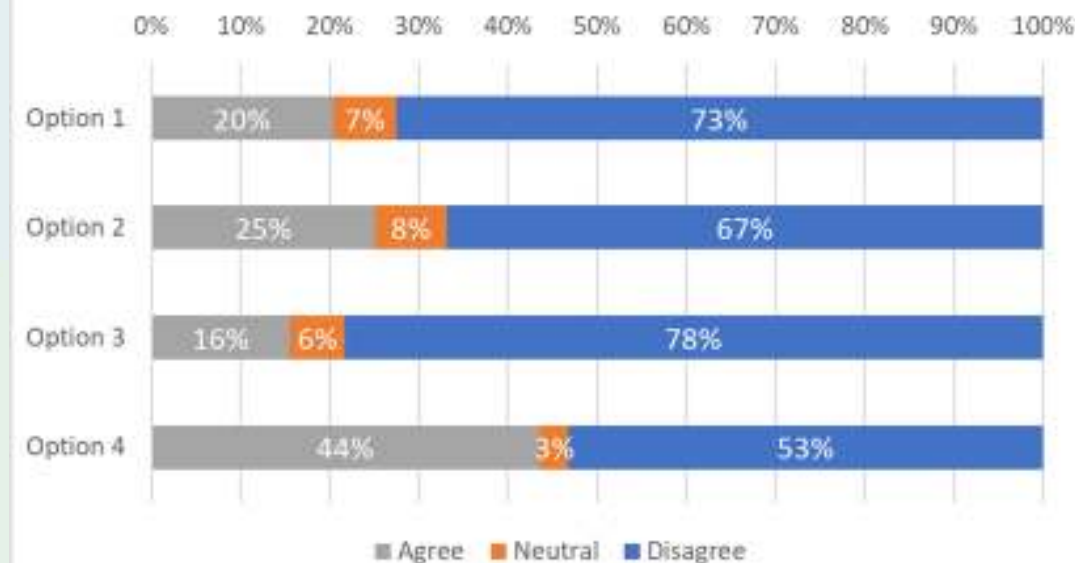


Feedback received Phase 2 consultation ~1,400 responses received

Breakdown of responses
regarding traffic filter options

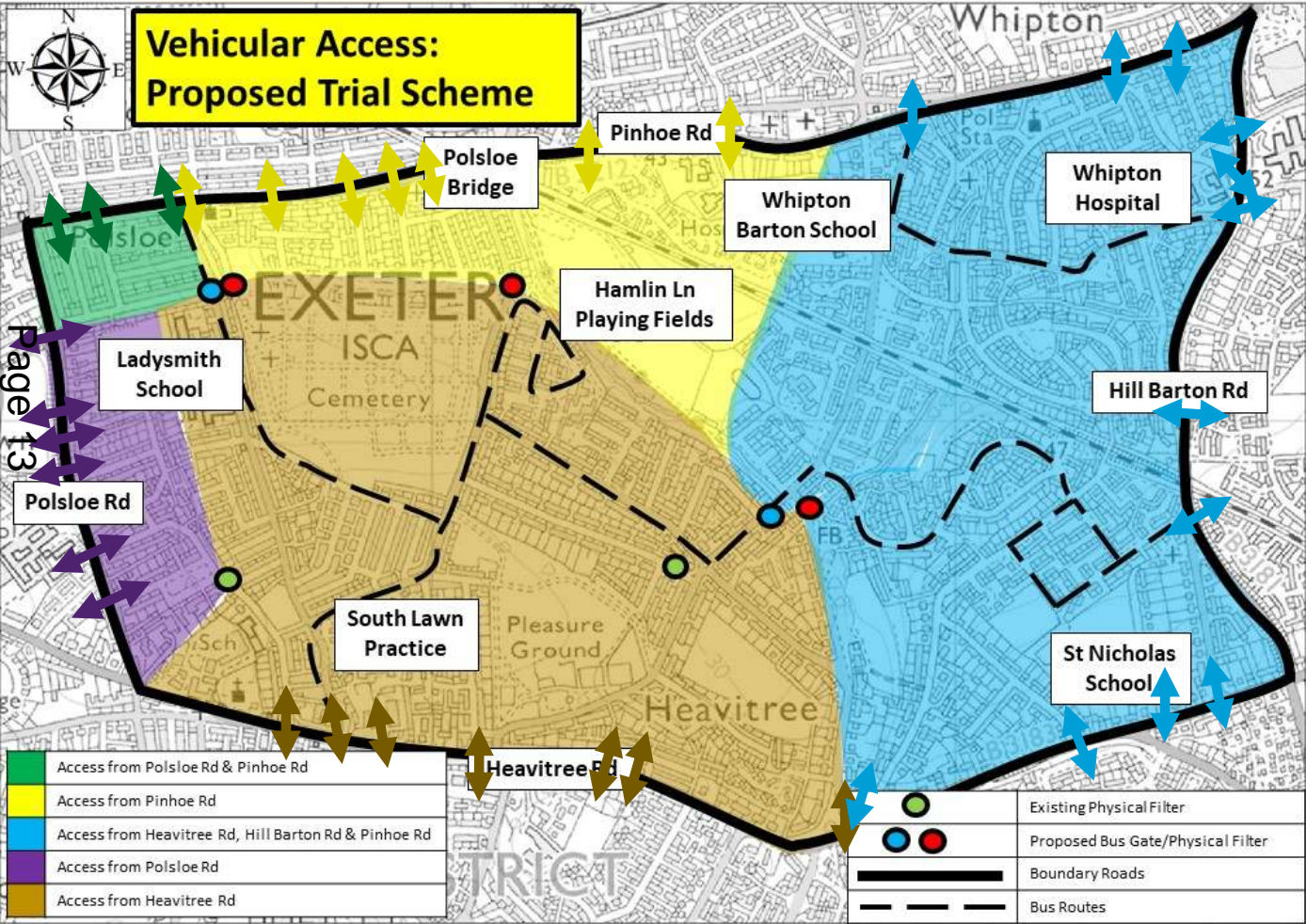


Agreement with Phase 2 Proposals (All Respondents)



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

Proposed Active Streets Trial Overview



Proposals were modified after public consultation feedback and stakeholder engagement.

The current proposal has traffic filters on

- Ladysmith Road
- St Marks Avenue
- Hamlin Lane
- Whipton Lane
- Vaughan Road

Further stakeholder engagement

Stakeholder

Public

Emergency services

Clinicians

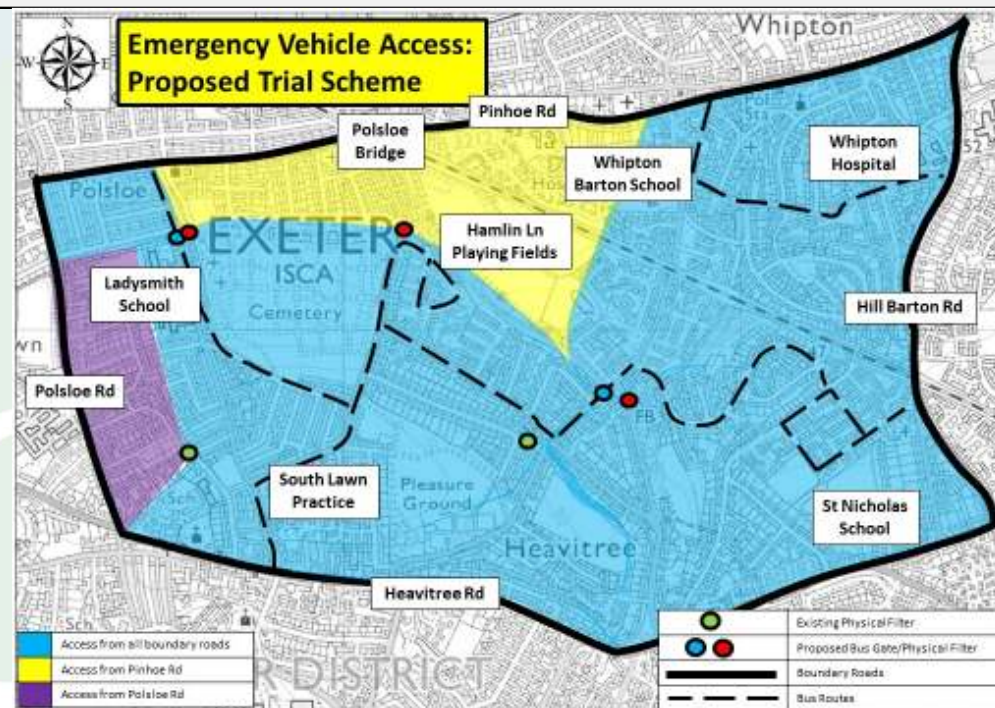
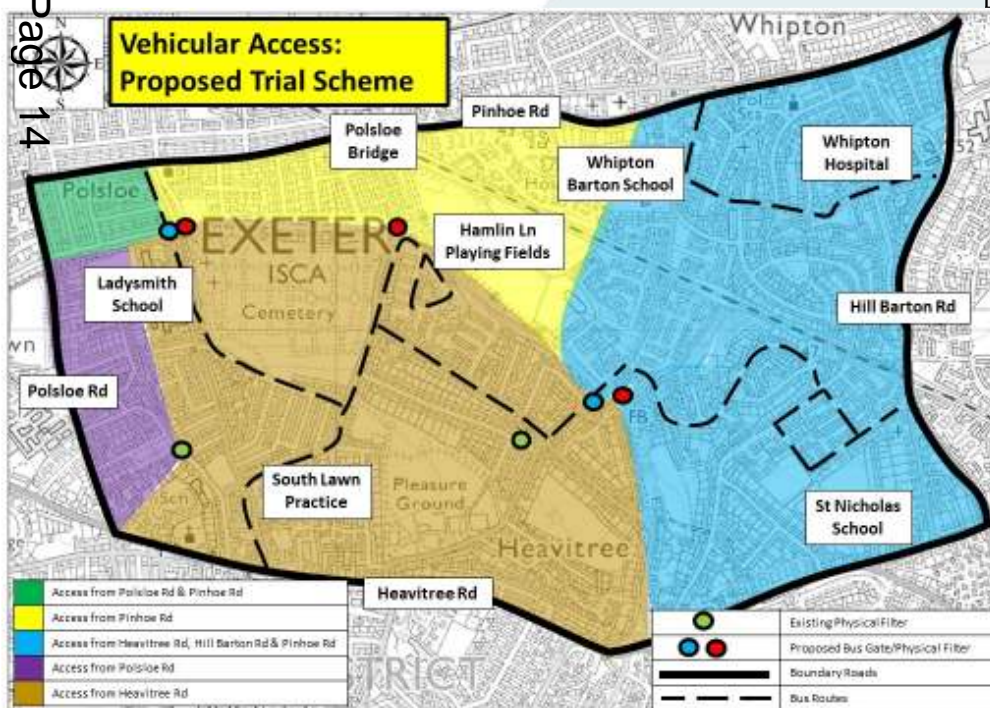
Refuse (ECC)

RNIB/ Living Options

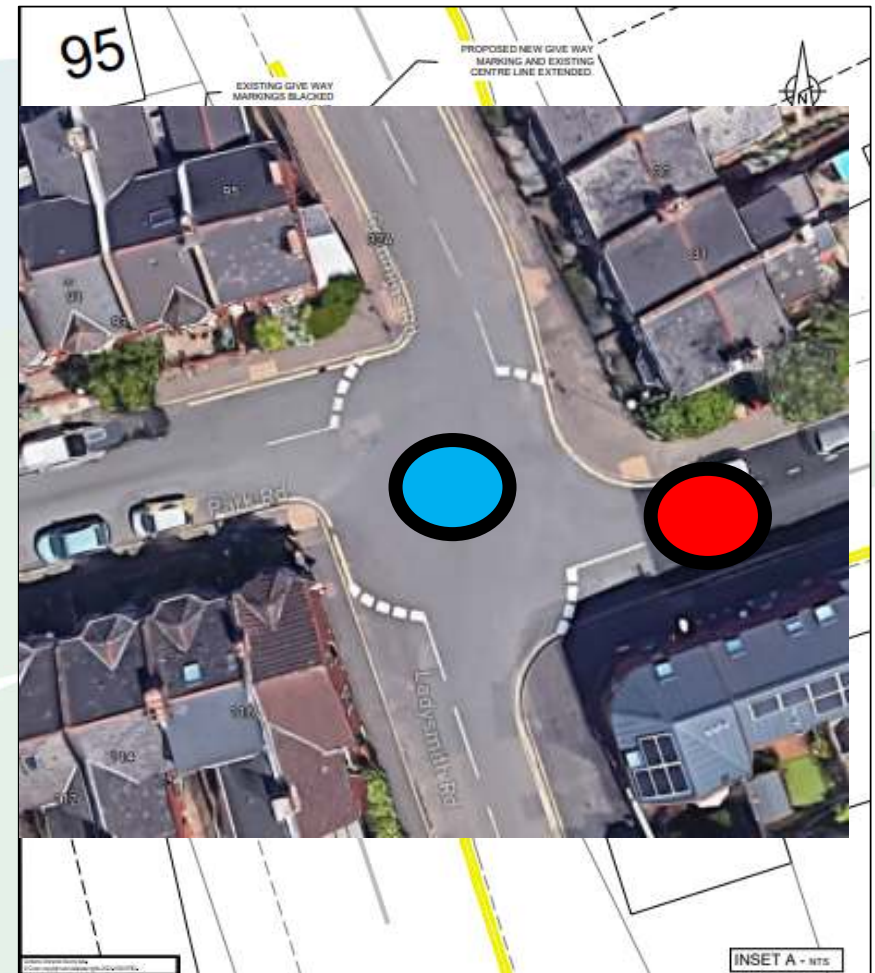
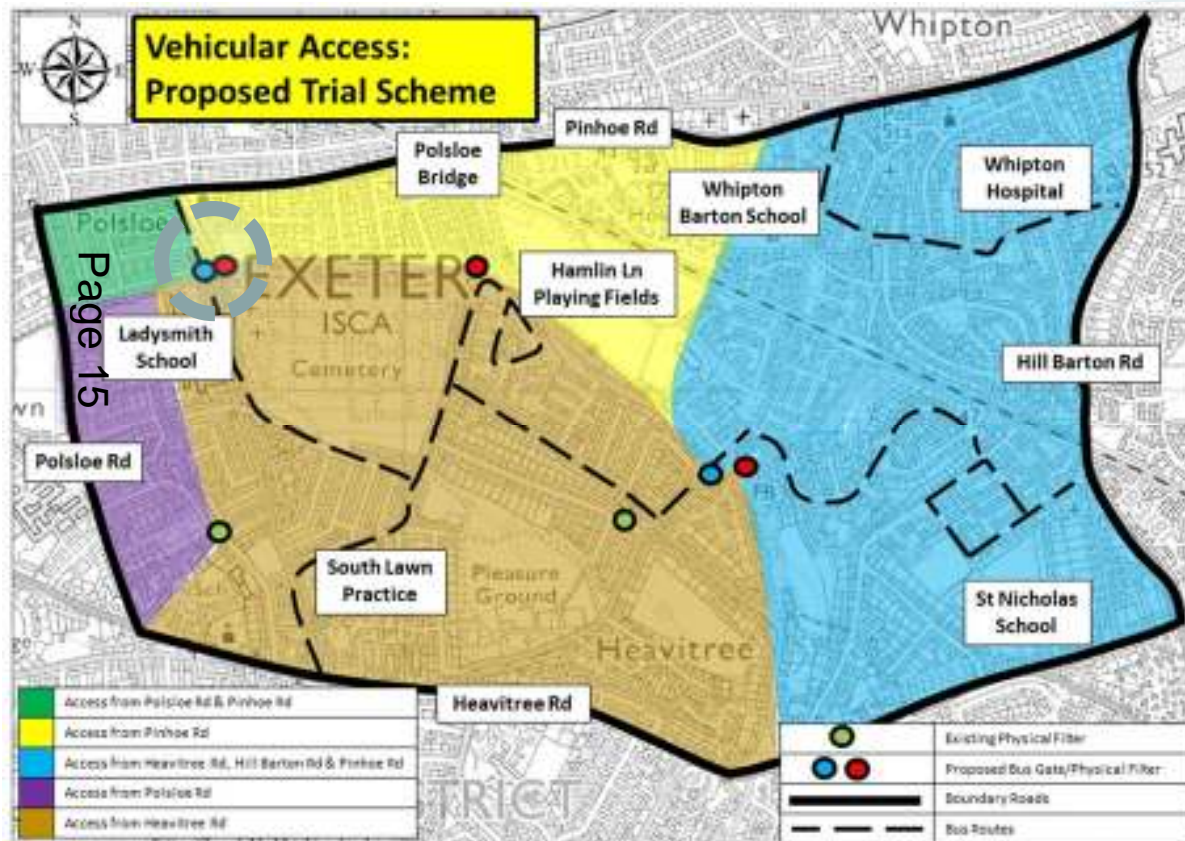
Health Practice managers and Friends of Surgery

Schools

Page 14



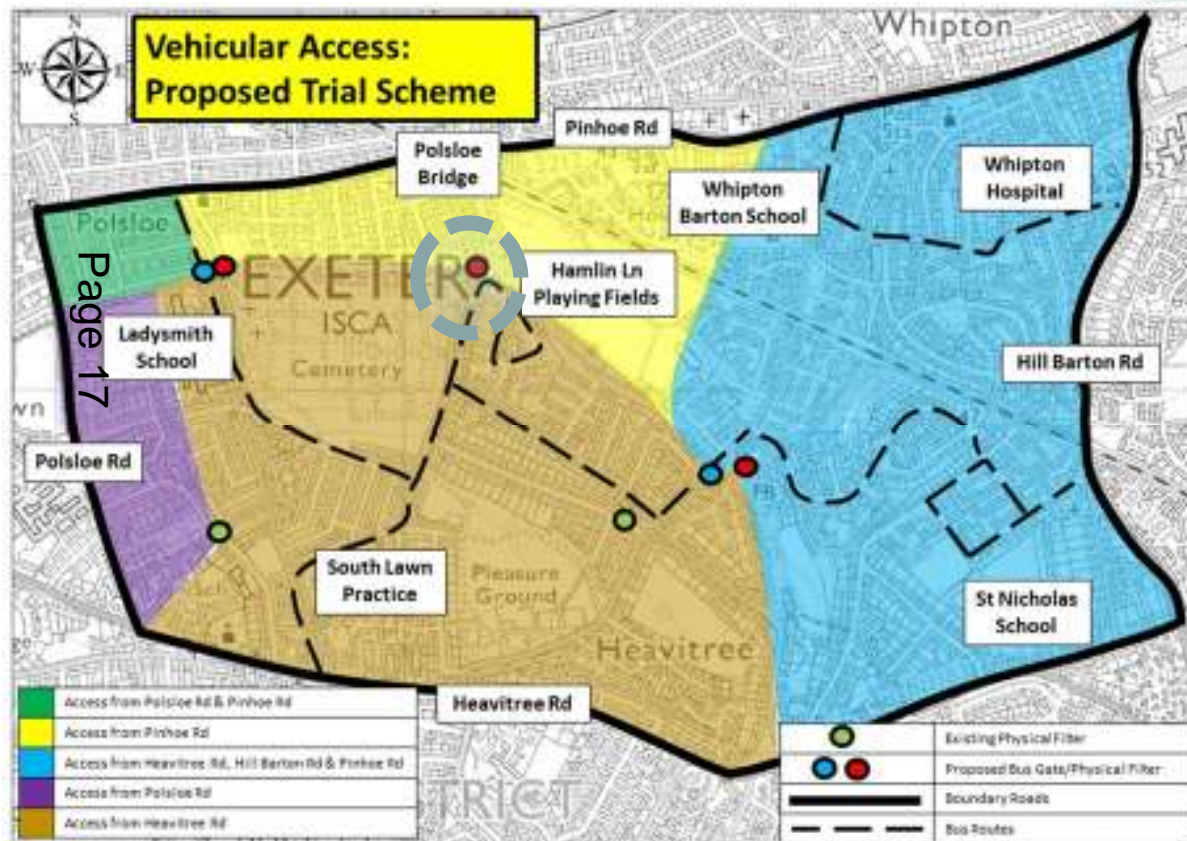
1) Ladysmith Rd & St Marks Ave bus gate and modal filter



Visualisation of Ladysmith Road bus gate



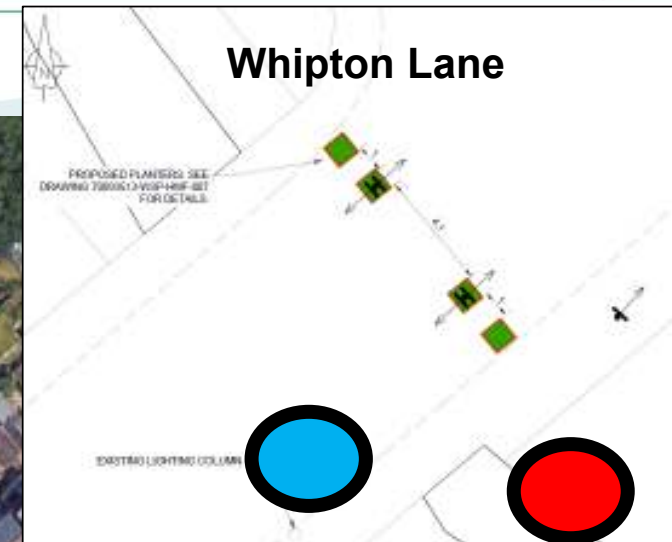
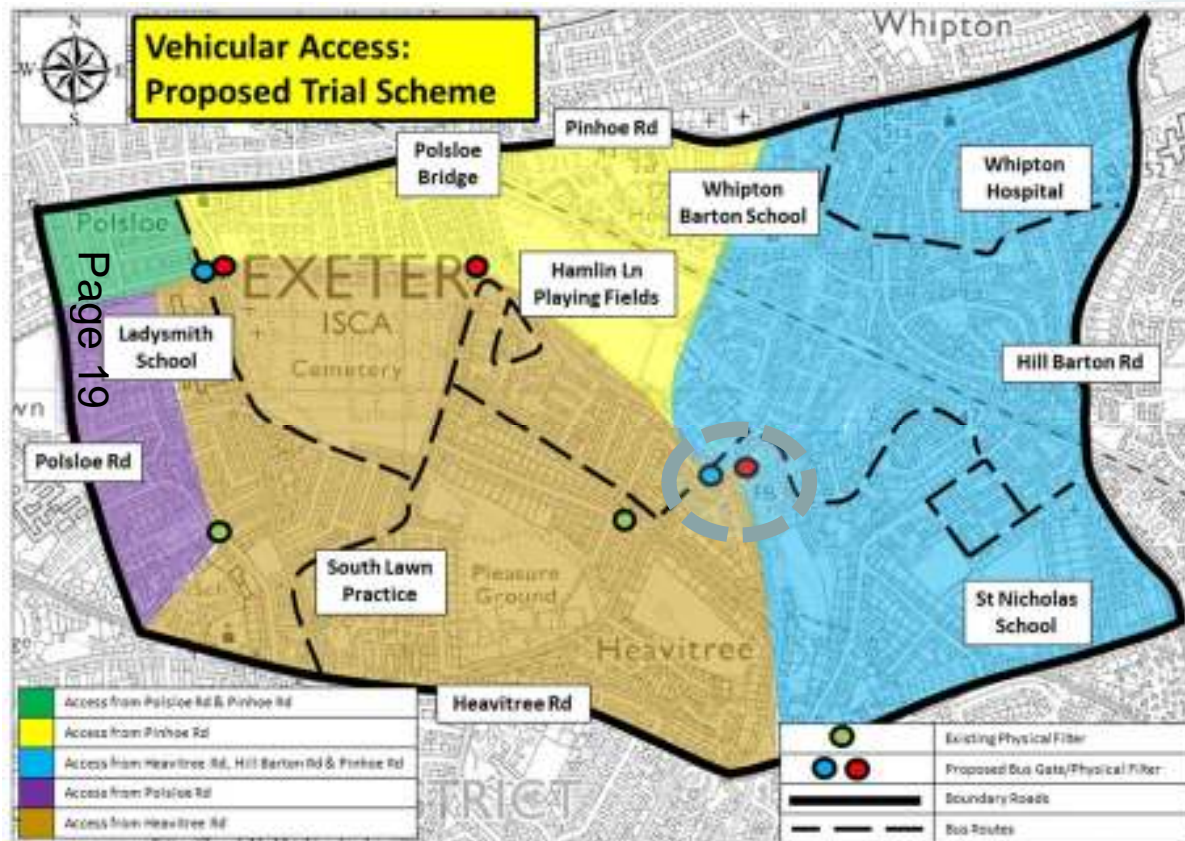
2) Hamlin Lane modal filter








Visualisation of Hamlin Lane filter



3) Whipton Lane & Vaughan Rd bus gate and modal filter



Monitoring and evaluation

Heavitree and Whipton Active Streets Metrics to assess changes during trial scheme		
	Traffic on residential streets	
	Traffic on boundary roads	
	Vehicle speeds	
	Number of people walking and wheeling	
	Number of people cycling	
	Travel to School Mode Share	
	Healthy Streets score	

Summary and next steps

- Scheme expected to significantly reduce traffic on residential streets
- Intended to improve local environment and encourage greater interaction between neighbours
- Would support people to walk, wheel and/or cycle more often, in line with Devon Carbon Plan, Devon Strategic Plan etc.

Page 21

Next steps if HATOC approval granted:

- New website with interactive map of modal filters
- Leaflets/flyers to be sent to local residents
- Engagement events before and during trial
- Statutory consultation for public feedback during trial

Recommendations:

- **approve** the implementation of a trial modal filter package for the Heavitree and Whipton area, as illustrated in Appendix 1, at an estimated cost of up to £190,000;
- **approve the implementation** of the Experimental Traffic Regulation Orders required to implement the trial; and
- give delegated authority to the Director of Climate Change, Environment and Transport, in consultation with the Highways and Traffic Orders Committee (HATOC) Chair and local County Council Members, to approve minor changes to the scheme design.



