

## EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

23 July 2024

Present:

Councillors C Whitton (Chair), T Adams, M Asvachin, Y Atkinson (remote), R Hannaford, A Leadbetter, P Prowse, D Wood, L Wetenhall, P Bialyk and L Wright

Apologies:

Councillor S Aves

\* **154**     **Declarations of Interest**

The Chair reminded Members they should declare any interests they may have in any item to be considered, prior to any discussion taking place on that item. [A list of county councillors who are also district, borough, city, parish or town councillors.](#)

\* **155**     **Minutes**

**RESOLVED** that the Minutes of the meeting held on 3 June 2024 be signed as a correct record.

\* **156**     **Accident at Bowhay Lane**

(An item taken under Section 100B(4) of the Local Government Act 1972)

The Chair had decided that at the request of Councillor Wright, the Committee should consider this under item 11 on the agenda as a matter of urgency for reasons of safety.

\* **157**     **Petitions/Parking Policy Reviews**

There was no petition presented.

\* **158**     **Active Streets Heavitree and Whipton Trial Scheme Update**

(Councillors C Rees, L Haigh and C Bennett from Exeter City Council attended and spoke to this item in accordance with Standing Order 25.)

The Committee received a verbal update and visual [Presentation](#) from the Director of Climate Change, Environment and Transport which gave an update on the Heavitree and Whipton Active Streets Trial (AST).

By way of background, it was stated that the AST had been implemented in August 2023 and included a mix of bus gates and physical modal filters at four

key locations: Ladysmith Road/St Marks Avenue, Hamlin Lane, Whipton Lane and Vaughan Road. In November 2023 the exemptions were changed to allow taxis through the bus gates, extending the statutory consultation window which ended on 8 May 2024. On 3 June 2024, this Committee made the decision to revoke the experimental Traffic Regulation Orders as soon as possible for the modal filters on Hamlin Lane, Whipton Lane and Vaughan Road; and for the Ladysmith Road and St Marks Avenue filters to be suspended soon after the schools broke up for the summer.

The [Presentation](#) provided an update on progress against the agreed recommendations at the Committee's last meeting on 3 June 2024. In summary:

- Modal filters in Hamlin Lane, Whipton Lane and Vaughan Road were suspended on 3 July 2024. Following road safety advice, it was not possible to keep the planters in place at these locations.
- Modal filters on Ladysmith Road and St Marks Avenue would be suspended on 24 and 25 July 2024. Some planters would be kept at these locations.
- A new road layout would be introduced on Ladysmith Road at the junction with Park Road, Commins Road and St Marks Avenue.
- A further report covering the consultation responses would be brought to the next Committee meeting in October.
- Further discussion would be held with schools and focus groups in the Autumn 2024 to capture more detailed feedback and to suggest further improvements to the area for people walking, wheeling and cycling.

Points made during questions and discussion included:

- Suggestion of a cross-party group across both Councils for information sharing, in the spirit of compromise.
- Requests for greater transparency about funding and timescales, and objectives going forward.
- Request that any future presentation updates were shared with Members for consideration and understanding in advance of meetings, if written reports were not available.
- The impact of transport pressures in Exeter were city wide and increasing, and the benefits of sustainable travel were seen as two key drivers going forward.
- Focus groups would be community-led discussions to determine next steps in terms of delivery.

\* 159

### **Exeter Western Corridor Bus Service Improvement Plan - Cowick Street Bus Lane Proposals**

Councillor A Fullam from Exeter City Council attended in accordance with Standing Order 25 and spoke against the proposals.

Two speakers attended the meeting under the Council's Public Participation Scheme. Firstly, Mr R Ruffle stated his concern that if the proposals were implemented, traffic flow in Cowick Street would not be improved due to existing congestion problems and would damage local businesses. Secondly, Mr A Clarke from Clarkes Electrical in Cowick Street stated that parking was important for Carers and that he had collected many objections.

The Committee then considered the report of the Director of Climate Change, Environment and Transport (CET/24/62) on the Exeter Western Corridor Bus Service Improvement Plan (BSIP), Cowick Street Bus Lane Proposals.

The report stated that one of the routes identified in the Council's BSIP was the Exeter Western Bus Corridor which connected St Thomas with the city centre along Cowick Street, Exe Bridges, Fore Street/Preston Street and Western Way. This carried passengers between residential and key employment areas in the city centre. It was one of the busiest public transport corridors in the city.

At the 23 January 2024 meeting of this Committee (Minute\*133), Members approved recommendations to implement proposals and advertise the required Traffic Regulation Orders (TRO) for bus lane operating time changes and associated loading/waiting restrictions.

The TRO was advertised during May and June 2024. Nineteen objections had been received to the TRO during the consultation period, detailed at appendix 2 to the report. A petition with 759 signatories objecting to the proposals was also submitted.

The report recommended the Committee approve the TROs with the modifications detailed in section 3 of the report; and to make minor amendments to the scheme as required, under delegated powers.

Discussion points included:

- Cowick Street was a small community that included sheltered housing reliant on Carers and local businesses; following two consultations, a vast number of local people were opposed to the proposals.
- The issue of existing congestion at the yellow box junctions at Exe Bridges, where enforcement would improve bus regularity.
- Although Stagecoach had not provided a formal response to the TRO consultation, officers stated they were in support of the proposals and provided responses to the informal consultation.
- The Enhanced Partnership Board, consisting of representatives from Stagecoach and other bus companies, were also supportive of the proposals.

It was **MOVED** by Councillor Whitton, **SECONDED** by Councillor Wetenhall and

*“(a) to approve the making and sealing of the traffic regulation orders with the modifications detailed in section 3 of the report; and  
(b) to delegate authority to the Director of Climate Change, Environment and Transport, in consultation with the Chair of this Committee and Local County Councillors, to make minor amendments to the scheme as required.”*

The Motion was put to the vote and declared **LOST**.

\* **160**      **Bus Users and Stakeholders (BUS) Forum**

Councillor Whitton, as the Committee’s representative on the Bus Users and Stakeholders (BUS) Forum, updated the Committee as follows:

- The updated Bus Services Improvement Plan had now been published online.
- Cabinet had approved the advertising of the TRO for Heavitree and Pinhoe corridors and would revert to this Committee following any objections to make a decision.

[Devon BUS Forum - Travel Devon](#) provided notes from previous Forum meetings.

\* **161**      **Cheeke Street/Paris Street roundabout**

In accordance with Standing Order 23(2) Councillor Wetenhall had asked that the Committee consider this item.

Councillor Wetenhall raised significant concerns regarding the safety and adequacy of pedestrian crossings around the Paris Street roundabout. Councillor Aves had requested a full report at the July 2023 meeting, but this had not been forthcoming. Councillor Wetenhall proposed a joint working group was formed to address the issues, emphasising the need for a comprehensive approach to improve safety and accessibility for all.

Mr P Knight, in attendance from WSP on behalf of the Sport England commission between Exeter City Council and Devon County Council, explained that the Live and Move project was part of a broader initiative to enhance active travel and community health in Exeter. The project's potential impact on the Paris Street roundabout and surrounding areas was highlighted, with a Briefing offered to provide Members with more detailed information, including pedestrian movements and crossing and casualty data.

It was **MOVED** by Councillor Whitton, **SECONDED** by Councillor Adams and

**RESOLVED** that Officers arrange a Members’ Briefing with Mr P Knight, open to other interested Councillors, to provide further detail on work undertaken to date and on the Live and Move Project.

\* **162**      **Section 106 Agreements**

In accordance with Standing Order 23(2) Councillor Prowse had asked that the Committee consider this item.

Councillor Prowse raised concerns over possible misallocation of Section 106 funding relating East Park, North Park and Morrison's housing developments; and the need for better tracking and a clearer understanding of how funds were allocated and spent across city developments.

Officers clarified that Section 106s did not come under the Committee's remit but offered a Members' Briefing to discuss the process.

The Committee were happy with this approach.

\* **163**     **Items requested by Councillors in accordance with Standing Order 23(2):**

\* **a**     **Monmouth Street**

Councillor Leadbetter proposed that, due to satellite navigations systems sending vehicles along Monmouth Street which was narrow and without a pavement, a traffic regulation order for a prohibition of motor vehicle except for access should be introduced.

It was **MOVED** by Councillor Leadbetter, **SECONDED** by Councillor Bialyk and

**RESOLVED** that a traffic regulation order for a prohibition of motor vehicle except for access be advertised in respect of Monmouth Street, Topsham, subject to funding becoming available.

\* **b**     **Parker's Cross Zebra Crossing**

Councillor Adams expressed frustration over the prolonged delays in implementing the zebra crossing funded by Section 106 money in Pinhoe, emphasising the need for urgent action to improve road safety.

There was discussion around the difficulties encountered in the process of implementing the zebra crossing, which had contributed to the delays and the need for resolution to move forward and increased transparency and updates regarding the crossing.

It was agreed that Councillor Adams would meet with Officers outside the meeting to take forward.

\* **c**     **Bowhay Lane**

Councillor Wright reported on safety concerns at Bowhay Lane, following a recent bad accident at the location, which had highlighted the need for more

prominent 20mph signs. Concerns had been raised previously as it was an area where children played nearby.

Officers agreed to initiate the SCARF process to evaluate speed concerns and potential safety measures on Bowhay Lane.

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

The Meeting started at 10.30 am and finished at 2.05 pm