

Old Rydon Lane – One Way and Contraflow Cycle Lane

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that:

- (a) the comments submitted be noted and**
- (b) the traffic regulation order is made and sealed as advertised.**

1. Summary

This report considers the comments and objections submitted to the proposed traffic regulation order to introduce a one-way restriction with a contra-flow cycle lane on a section of Old Rydon Lane to mitigate the traffic changes following the construction of a hotel for Sandy Park.

2. Background

In June 2018 Exeter City Council gave outline planning consent for the construction of a 250 bedroom hotel on Old Rydon Lane. Whilst hotel guests would park in the Sandy Park car park accessed via the A379, staff and deliveries would need to access the hotel parking via Old Rydon Lane. There is concern that the road is unsuitable for the additional traffic and a pre-commencement condition is required by the planning permission for the introduction of a one-way system. (See Appendix I)

3. Introduction

Exeter City Council, as the planning authority have placed a condition that the hotel cannot be built unless a one-way restriction is introduced on Old Rydon Lane. However, the planning authority cannot authorise the introduction of a one-way restriction as this requires a separate legislative process with its own consultation (a traffic regulation order).

It is proposed to introduce a one-way restriction (eastbound) on the section of Old Rydon Lane between Oaklea and Sandy Park Lodge, with a contra flow cycle lane on the south side of the road as shown on the plans in Appendix II.

4. Consultations and Discussion

The traffic regulation order was advertised from 27 September until 18 October 2018 during which 73 representations were received.

39 submissions, from 35 addresses, support the proposal.

34 submissions, from 32 addresses, oppose the proposal.

A summary of the responses received, with the County Council's response, can be found in Appendix III.

The authority is aware of plans for housing development in the area which may include a new link road connecting Old Rydon Lane with the A379. However, details of the plans have not yet been submitted to Exeter City Council and there is no timeline for delivery of this scheme. It is therefore appropriate to consider the current proposals to manage traffic associated with the hotel. The restrictions can be reconsidered should further proposals be submitted for a link road.

5. Financial Considerations

All costs for the traffic regulation are being covered by the developer who is responsible for arranging any associated works.

6. Environmental Impact Considerations

The proposed restriction aims to manage traffic flows on Old Rydon Lane and promote the route as a green route by promoting the use of sustainable travel modes. Encouraging more people to walk and cycle.

7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

8. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

There is a risk that once the order is sealed, it may be challenged at the High Court if a member of the public wishes to question the validity of the order or any of its provisions because it or they are not within the powers conferred by the Road Traffic Regulation Act 1984 or that any requirement of that Act or any instrument made under it has not been complied with.

10. Public Health Impact

The proposed restriction aims to manage traffic flows on Old Rydon Lane and promote the route as a green route by promoting the use of sustainable travel modes. Encouraging more people to walk and cycle. Improving public health.

11. Options/Alternatives

A number of options and issues have been considered including:

- Not implementing the one-way. This would not be appropriate as it does not manage the traffic that will be attracted to the hotel.
- Waiting for the link road to be constructed. As there is no timescale for the delivery of this road then this places an unacceptable delay on the developer of the hotel. The one way restriction can be reconsidered when details of the link road are submitted to the planning authority.
- Having a westbound one-way restriction. It is considered that an eastbound one-way restriction has a greater impact to reduce traffic attracted to the hotel site and would have meant a longer alternative route.

The first and third options would mean that the applicant cannot meet the planning conditions for the hotel specified by Exeter City Council.

12. Reason for Recommendation

After consideration of the comments submitted and the impact of the proposed hotel, it is recommended that the one-way and contra flow cycle lane is implemented as advertised.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Weirside & Topsham

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No. ABG Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Reference
None		

jb020119exh
sc/cr/Old Rydon Lane One Way and Contraflow Cycle Lane
02 030119



City Development
Civic Centre
Paris Street
Exeter
EX1 1NN

01392 265223
www.exeter.gov.uk/planning

Mr Cord
Kensington Court
Woodwater Park
Pynes Hill
Exeter
EX2 5TY

Exeter Rugby Group Plc
Sandy Park Stadium
Sandy Park Way
Exeter
EX2 7NN

Town and Country Planning Act 1990 and its orders

OUTLINE PLANNING PERMISSION GRANTED

LOCATION: Sandy Park Lodge (Formerly Primrose Orchard) Old Rydon Lane Exeter EX2 7JP.

PROPOSAL: Demolition of Existing Bungalow to allow construction of New Hotel with up to 250 Bedrooms and associated facilities including new pedestrian foot Bridge link as main entrance at high level via Sandy Park Stadium Car Park. (Outline application with all matters reserved)

APPLICATION NUMBER: 17/0665/OUT

The Local Planning Authority grants outline permission for the above development subject to the following conditions:-

1) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun not later than two years from the final approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 (as amended).

2) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 24th April, 11th July and 8th September 2017 (including dwg. nos. 1632 L01.04 Rev B, SPH-KT-L01.03-D, SPH-KT-L01.02-D, SPH-KT-L02.01-A, SPH-KT-L03.01-A and 1632L03.02 A) as modified by other conditions of this consent.

Reason: In order to ensure compliance with the approved drawings.

3) **Pre-commencement condition:** The development hereby approved (planning application no. 17/0665/01) shall not be implemented until a Traffic Regulation Order (TRO) in respect of the introduction of a one-way system (east bound only) along a stretch of Old Rydon Lane between the railway bridge and the application site has been approved and implemented by Devon County Council as the relevant Highway Authority, and all works necessary to implement the Order have been completed to the Highway Authority's satisfaction and the Order brought into force.

Reason for pre-commencement condition: To ensure that traffic associated with the servicing of the hotel, and associated use of staff parking spaces provided directly on the hotel site, is managed to protect the capacity of the highway network and the safety of pedestrian and cycle users of Old Rydon Lane in the vicinity of the site.

4) Unless otherwise agreed in writing by the Local Planning Authority the building hereby approved shall achieve a BREEAM 'excellent' standard as a minimum, and shall achieve 'zero carbon' if commenced on or after 1st January 2019. Prior to commencement of development of such a building the developer shall submit to the Local Planning Authority a BREEAM design stage assessment report to be written by a licensed BREEAM assessor which shall set out the BREEAM score expected to be achieved by the building and the equivalent BREEAM standard to which the score relates. Where this does not meet the BREEAM minimum standard required by this consent the developer shall provide prior to the commencement of development of the building details of what changes will be made to the building to achieve the minimum standard, for the approval of the Local Planning Authority to be given in writing. The building must be completed fully in accordance with any approval given. A BREEAM post-completion report of the building is to be carried out by a licensed BREEAM assessor within three months of substantial completion of the building and shall set out the BREEAM score achieved by the building and the equivalent BREEAM standard to which such score relates.

Reason: To ensure that the proposal complies with Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development. The design stage assessment must be completed prior to commencement of development because the findings may influence the design for all stages of construction.

5) **Pre-commencement condition:** Prior to the commencement of the development hereby permitted, a detailed surface water management plan shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). Surface water management shall be implemented in line with the approved plan and maintained as such thereafter.

Reason for pre-commencement condition: To protect the integrity of the adjacent M5 motorway embankment and drainage system.

6) **Pre-commencement condition:** Prior to the commencement of the development hereby permitted, a detailed landscaping plan and planting schedule for the treatment of the M5 motorway boundary shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). Planting shall be undertaken in accordance with the approved schedule and maintained as such thereafter.

Reason for pre-commencement condition: To protect the integrity of the adjacent M5 motorway soft estate.

7) Prior to the development hereby permitted being brought into use, a revised travel plan for the whole of the Sandy Park site, incorporating the hotel, shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). The travel plan measures shall be implemented in accordance with the agreed plan.

Reason: In order that the development promotes public transport, walking and cycling, and limits the reliance on the private car.

8) Prior to the development hereby permitted being brought into use, a revised Match Day Access Strategy shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). Thereafter the hotel shall only be used and operated in accordance with the approved Match Day Access Strategy.

Reason: In the interests of highway safety, the efficient operation of the local and strategic road networks, and to safeguard the amenities of neighbouring residents.

9) Samples of the materials it is intended to use externally in the construction of the development shall be submitted to the Local Planning Authority. No external finishing material shall be used until the Local Planning Authority has confirmed in writing that its use is

acceptable. Thereafter the materials used in the construction of the development shall correspond with the approved samples in all respects.

Reason: To ensure that the materials conform with the visual amenity requirements of the area.

10) Pre-commencement condition: A detailed scheme for landscaping, including the planting of trees and/or shrubs, the use of surface materials and boundary screen walls and fences shall be submitted to the Local Planning Authority and no development shall take place until the Local Planning Authority have approved a scheme; such scheme shall specify materials, species, tree and plant sizes, numbers and planting densities, and any earthworks required together with the timing of the implementation of the scheme. The landscaping shall thereafter be implemented in accordance with the approved scheme in accordance with the agreed programme.

Reason for pre-commencement condition: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

11) In the event of failure of any trees or shrubs, planted in accordance with any scheme approved by the Local Planning Authority, to become established and to prosper for a period of five years from the date of the completion of implementation of that scheme, such trees or shrubs shall be replaced with such live specimens of such species of such size and in such number as may be approved by the Local Planning Authority.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

12) Pre-commencement condition: A Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development on site and adhered to during the construction period. This should include details of monitoring and mitigation measures to control the environmental impact of the development during the construction and demolition phases, including site traffic and traffic routing, the effects of piling, and emissions of noise and dust. The CEMPs should contain a procedure for handling and investigating complaints as well as provision for regular meetings with appropriate representatives from the Local Authorities during the development works, in order to discuss forthcoming work and its environmental impact.

Reason for pre-commencement condition: In the interest of the environment of the site and surrounding areas. This information is required before development commences to ensure that the impacts of the development works are properly considered and addressed at the earliest possible stage.

13) No construction/demolition work shall take place outside the following times: 8am to 6pm (Mondays to Fridays) 8am to 1 pm (Saturdays) nor at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity.

14) Pre-commencement condition: No development related works shall take place within the site until a written scheme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include on-site work, and off-site work such as the analysis, publication, and archiving of the results, together with a timetable for completion of each element. All works shall be carried out and completed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Reason for pre-commencement condition: To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development. This information is required before development commences to ensure that historic remains are not damaged during the construction process.

15) Noise from mechanical building services plant shall not exceed the limits set in Table 6.5 of the Sandy Park Hotel Noise Impact Assessment report dated April 2017 by WSP Parsons Brinckerhoff.

Reason: In the interests of the residential amenity of the occupants of surrounding properties.

16) Pre-commencement condition: The applicant shall undertake a noise impact assessment for this application, which shall be submitted and approved in writing prior to commencement of the development. This report shall consider the impact of noise from the development on local receptors and shall include noise from patrons, deliveries, collections and events.

If, following the above assessment, the LPA concludes that noise mitigation measures are required, the applicant shall then submit a scheme of works to ensure that the development does not have a significant negative impact on local amenity. These measures shall be agreed in writing by the LPA and shall be implemented prior to and throughout the occupation of the development.

Reason for pre-commencement condition: In the interests of the residential amenity of the occupants of surrounding properties.

17) Pre-commencement condition: Prior to the commencement of the development hereby approved a Wildlife Plan which demonstrates how the proposed development has been designed to enhance the ecological interest of the site, and how it will be managed in perpetuity to enhance wildlife has been submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out and managed strictly in accordance with the approved measures and provisions of the Wildlife Plan.

Reason for pre-commencement condition: In the interests of protecting and improving existing, and creating new wildlife habitats in the area.

18) No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, National Planning Policy Guidance and the Department for Environment, Food and Rural Affairs Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) Include a timetable for its implementation; and
- iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: - To ensure the satisfactory drainage of the development.

19) Pre-commencement condition: The development shall not begin until full details of drainage works have been submitted to and approved by the Local Planning Authority in writing.

Reason for pre-commencement condition: To ensure the satisfactory drainage of the development.

20) No more than a maximum of 40 staff/servicing parking spaces shall be provided on the site of the hotel building itself i.e. on the land on the south of Old Rydon Lane, and these spaces shall only be used by staff/servicing vehicles and not at all by hotel guests or visiting members of the public.

Reason: To ensure that highway impacts of the scheme on Old Rydon Lane are limited to staff/servicing related traffic.

21) No part of the development hereby approved shall be brought into its intended use until the footpath (of at least 3m in width) and crossing of Old Rydon Lane located adjacent to the frontage of the building, have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

22) Prior to the construction of any bridge over the public highway, a detailed Approval In Principle for the footbridge shall be submitted and approved in writing by the Local Highway Authority (Devon County Council).

Reason: To ensure the integrity of adjacent structures and land.

23) No part of development shall commence until a Car Park Management Plan has been submitted to and agreed in writing by the Local Planning Authority outlining how adequate car parking will be provided for the onsite guests/staff/deliveries/Match Day uses, and be maintained during construction works on site, and once the hotel is open for use.

Reason: To ensure that adequate onsite parking provision is provided for all uses.

24) No part of the development hereby approved shall be commenced until details (including timeframe for delivery) of the access into the staff car park/delivery area have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of permeability and encouragement of the use of sustainable modes of transport.

INFORMATIVES

1) In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.

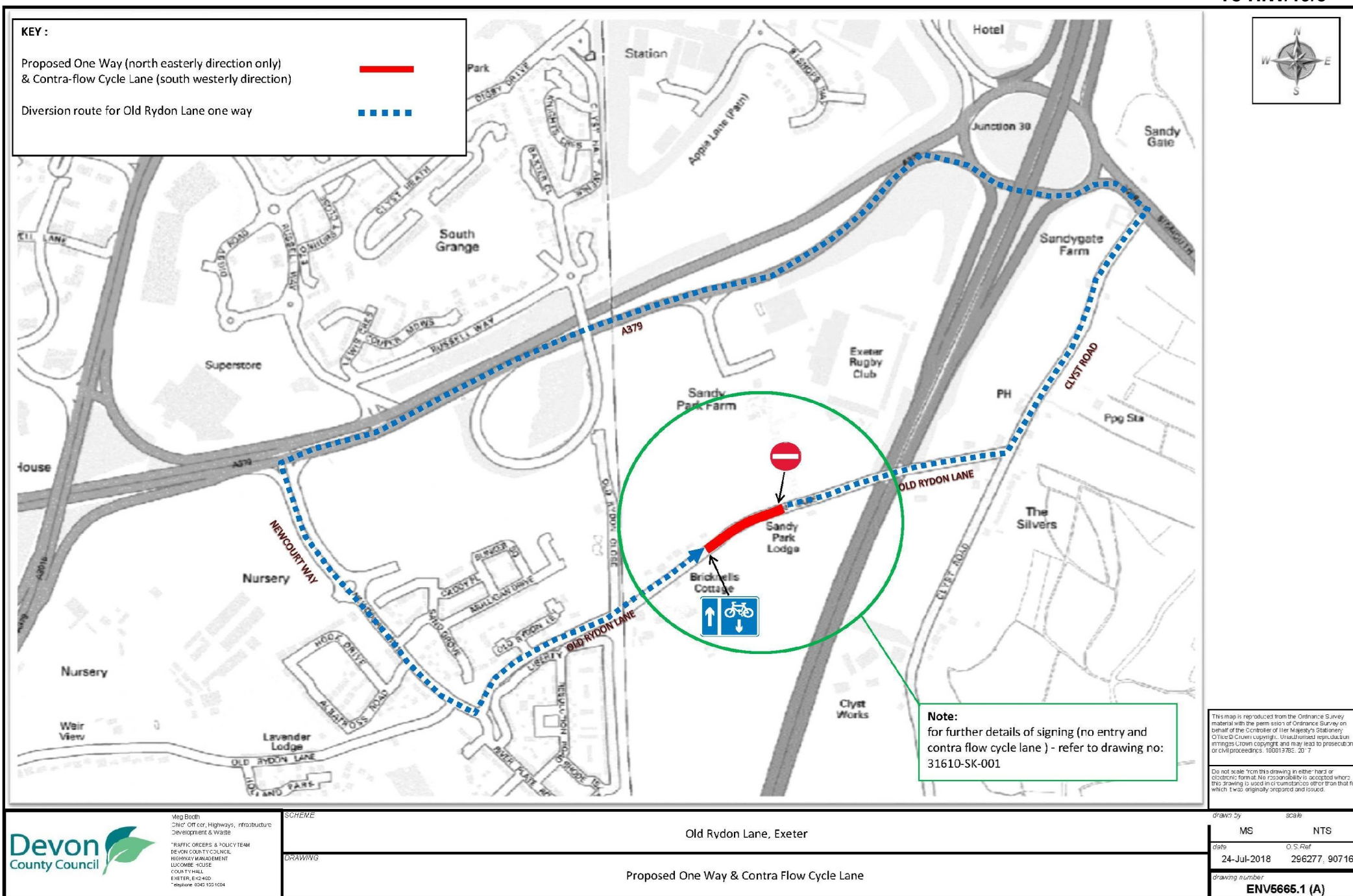
2) A legal agreement under Section 106 of the Town and Country Planning Act 1990 relates to this planning permission.

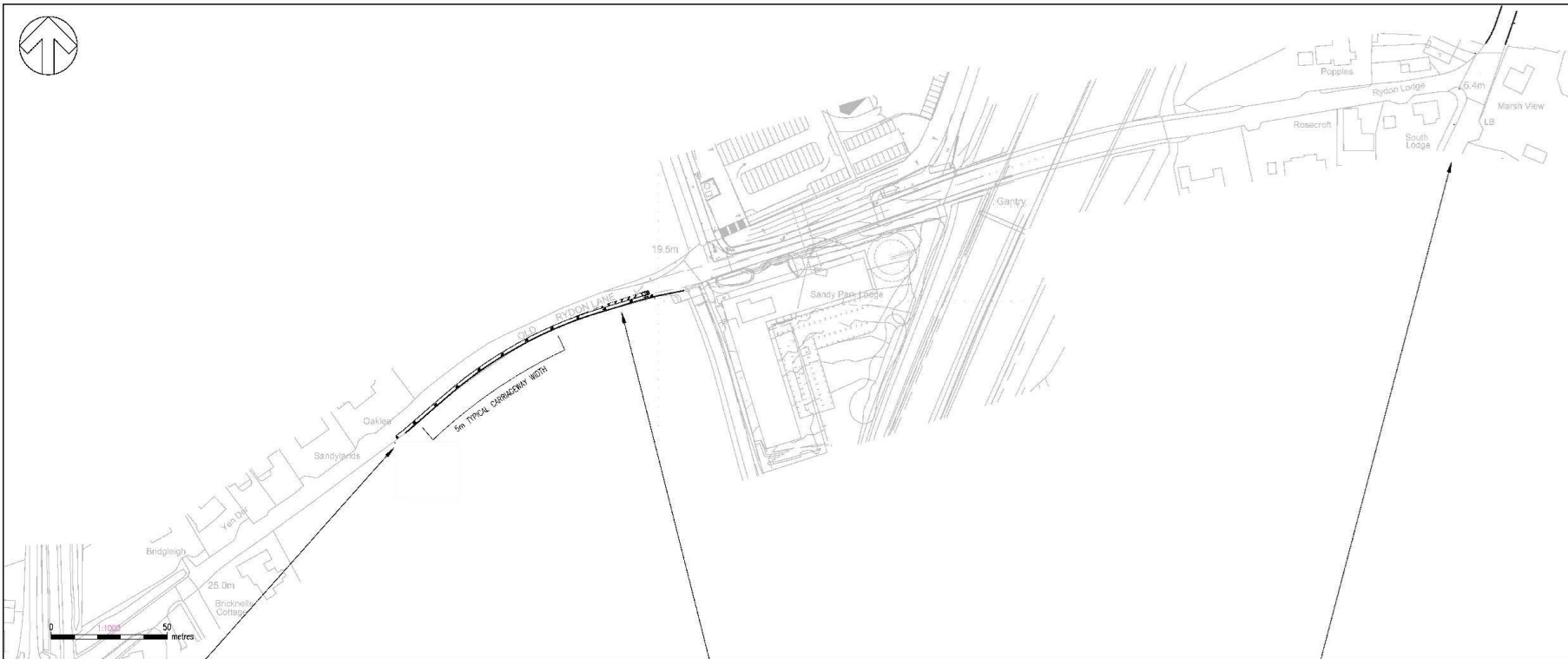
3) With regard to condition 16 further advice on appropriate methodology for this assessment is available from the Council's Environmental Protection Unit (01392 265148).

Mitigation measures may include management techniques and controls as well as infrastructure works.

Signed 
City Development Manager

Dated: 26th June 2018

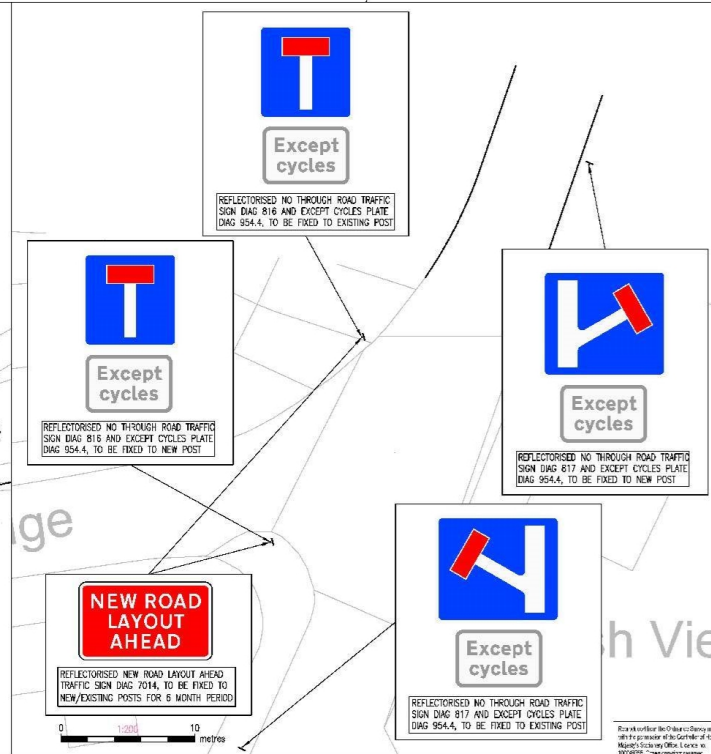
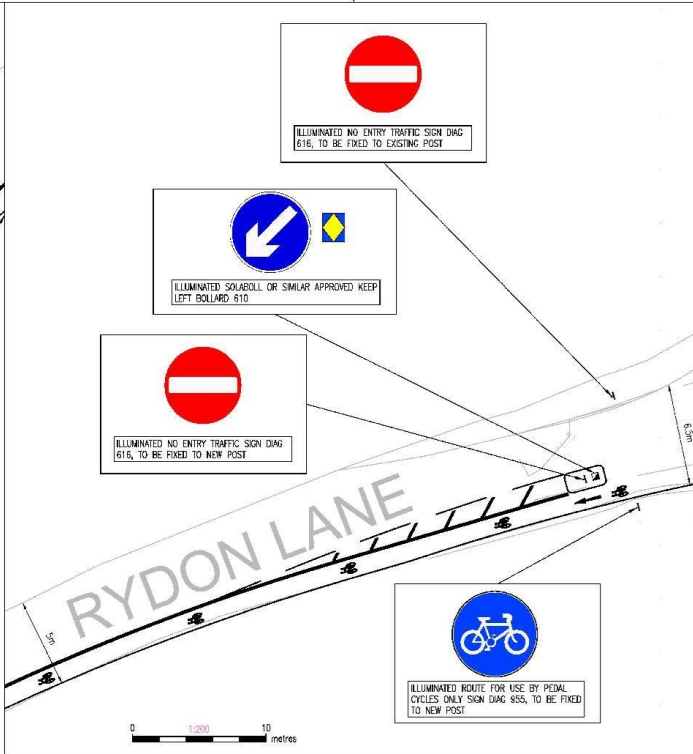
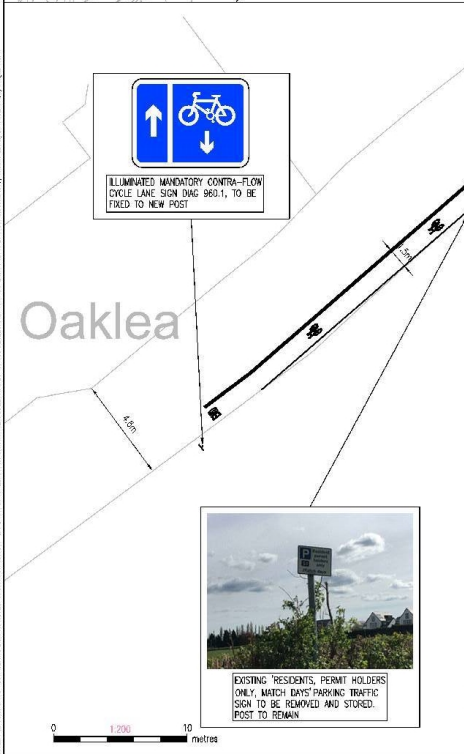




DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL PROPOSED TRAFFIC SIGNS TO BE MOUNTED AT LEAST 2300mm ABOVE GROUND LEVEL AND SET BACK AT LEAST 450mm FROM THE EDGE OF CARRIAGEWAY.
3. ALL SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH TSGRD 2016.



P06	20/05/2016	AUT	NOTES ADDED	EJF	AJA
P25	06/05/2016	AUT	CYCLE LANE CHANGED TO MIDDLE	EJF	AJA
P54	06/05/2016	AUT	NEWPOST ADDED	EJF	AJA
P23	07/05/2016	AUT	SOURCE AMENDMENTS	EJF	AJA
P22	06/05/2016	AUT	LINKING AND SIGNING AMENDMENTS	EJF	AJA
P01	15/02/2016	EAUF	FIRST ISSUE	EJF	AJA
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING DATE: S0 - WORK IN PROGRESS					
					
1st Floor Keble House, Southernhay Gardens, Southernhay East, Exeter, EX1 1NT, UK T: +44 (0) 1392 267 599 wsp.com					
CLIENT: EXETER RUGBY GROUP					
ARCHITECT: KENSINGTON TAYLOR LTD					
TITLE/PROJECT: SANDY PARK HOTEL					
TYPE: PRELIMINARY HIGHWAY LAYOUT OLD RYDON LANE					
SCALE(S): AS SHOWN		CHECKED: IDGM	APPROVED: IDGM		
PROJECTED: 70021610	DESIGNED: IDGM	SIGNED: EAUF	DATE: May 16		
PROJECT NO: 31610-SK-001				REV: P06	
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**5665 Devon County Council
(Old Rydon Lane, Exeter) (One Way & Contraflow Cycle Lane) Order**

Summary of Submissions

Comment	Devon County Council Response
First Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent fully agrees with the traffic order and it should be implemented prior to the construction of Sandy Park Hotel.</p> <p>Respondent is concerned that there is no reference to 'no parking at any time'. This will be at odds with the traffic order for the Apple Lane housing development at Bishops Court which is being made 'No parking at all times'.</p> <p>All residents of Old Rydon Lane (east) have their own parking spaces and do not require to park on the road.</p> <p>'No parking' would ensure that:</p> <ul style="list-style-type: none"> • Contractors and future hotel residents do not park in lane; • Safety of pedestrians and cyclists is ensured as they will not have to avoid parked cars; • Emergency services have full access to hotel and resident homes at all times; • Any form of parking in the narrow lane was proven to be a major safety issue when contractors regularly parked on the lane during construction of the Bricknalls Cottage development – intervention was required. 	<p>Support noted.</p> <p>Old Rydon Lane is covered by the zonal residents parking that prohibits parking on match days. The contraflow cycle lane also prohibits parking however any parking on Old Rydon Lane is likely to obstruct the road which is a separate offence that the police can enforce.</p> <p>The scheme in Bishops Court is being funded by the developer to introduce residents parking to apply at all times as requested by the residents. Exeter Rugby Club is not supporting this scheme and therefore residents will be required to bear the cost of their permits.</p>
Second Respondent: Resident of Ashford Road, Topsham	
<p>Respondent understands there has been no trouble with Old Rydon Lane regards congestion etc so there is no need to make things worse.</p> <p>Stopping traffic using Old Rydon Lane will push more traffic onto Topsham Road via Countess Wear Roundabout and Sandygate roundabout making the situation worse. All traffic going to Topsham will have to use these routes and not go via the lane and out through Highfield at Topsham which effectively alleviates traffic through Topsham.</p> <p>The hotel can be reached via the club entrance and David Lloyd.</p>	<p>The one way in Old Rydon Lane is proposed to manage traffic flows and promote the route as a green route by promoting the use of sustainable travel modes.</p> <p>Surveys undertaken have shown a negligible impact on Sandygate and Countess Wear roundabouts.</p>

Comment	Devon County Council Response
Third Respondent: Resident of Clyst Road, Exeter	
<p>Respondent objects to the proposals.</p> <p>The A376 operates at rush hour on full capacity forcing traffic to detour via Topsham and Clyst Road. Clyst Road has indeed become a "rat run" over the years and frustrating as this is it has become a way of life and residents accept it.</p> <p>Residents presently use Old Rydon Lane to go about their daily business, as driving back to Topsham to get to Exeter takes a 5 mile detour and the traffic at Sandygate roundabout has become unbearable. The problem of exiting Clyst Road at the lights at Sandygate is made worse as you are lucky to get 4 cars through at a time, with queues quite often reaching back to the Blue Ball pub at peak times and on Rugby match days.</p> <p>Residents use Old Rydon Lane daily to exit and return. If residents were forced to exit via Sandygate roundabout or via Topsham this would make the current traffic congestion problems around these areas at peak times even worse along. The new housing development at the Topsham end of Clyst Road will add even more traffic to the area.</p> <p>Clyst Road and Old Rydon Lane are also common diversion routes. If there is an accident on the A376 or Topsham Road, can you afford to block this diversion route. Recently when one of the main routes was closed. Traffic was heavily using both Old Rydon Lane and Clyst Road to avoid the gridlock.</p> <p>Respondent understands that this one-way plan has been proposed as a result of the hotel being built and the concerns about heavy goods vehicles using Old Rydon Lane and turning toward Newcourt Way estate on exit from the loading area. Perhaps other management systems could be proposed, for example width restriction bollards or perhaps the entrance to the loading bays of the hotel being designed at an angle to make entry and exit only possible from the one desired direction?</p> <p>It is important to reach a solution that considers the needs of the local residents as well as the management of traffic from the hotel but does not hinder the residents anymore.</p>	<p>The proposed one way in Old Rydon Lane is proposed to manage traffic flows and promote the route as a green route by promoting the use of sustainable travel modes.</p> <p>Surveys undertaken have shown a negligible impact on Sandygate and Countess Wear roundabouts.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>Any new housing in the area will be required to build a new access road linking to the A379 and therefore this traffic will have minimal impact on Clyst Road.</p> <p>Old Rydon Lane would never be a diversion route if the A376 or Topsham Road were shut as it is unsuitable for the level of traffic using these roads.</p> <p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.</p>

Comment	Devon County Council Response
Fourth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent in complete favour of the traffic order.</p> <p>At present it is a complete nightmare for walkers, cyclists and young families who use this lane daily to access schools and facilities. Many people who regularly walk the lane are really supportive of this order.</p> <p>Order will greatly reduce the daily rat run of speeding cars who show no regard for the people using the lane.</p> <p>Respondent hopes order will be implemented as soon as possible before dark nights and dark mornings add to the immense risk of a nasty accident.</p>	<p>Support noted.</p>
Fifth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent supports the traffic order as it will make the lane safer for residents.</p> <p>Respondent uses a mobility scooter and at present does not use it on Old Rydon Lane due to the increase in traffic.</p> <p>This order will make the lane safer for disabled persons, parents with prams, walkers in general, cyclists and dog walkers. It will also make exiting out of properties by car in lane much safer.</p>	<p>Support noted.</p>
Sixth Respondent: Resident of Liberty Way, Exeter	
<p>Respondent welcomes a one-way system as it will reduce the volume of traffic and enables the road to become slightly safer since many children use this route to cycle to school.</p> <p>At present, Old Rydon Lane is a very dangerous road. Cars tear down from Newcourt Road or up from Clyst Road, not just boy racers, those in vans and those driving 4x4's, rarely do people stick to the 30mph speed limit. It is frightening for both cyclists and pedestrians. Animals are frequently seen squashed dead in the road too, including a pet cat.</p> <p>Would prefer no traffic to be able to come under the railway bridge towards Newcourt, as when crossing from the rural lane to the steps opposite, it is impossible to see traffic coming towards the bridge due to the corner and very difficult to hear traffic approaching due other noises such as the train and motorway traffic.</p>	<p>Support noted.</p> <p>The comment about the speed will be passed to the Neighbourhood Team for investigation in line with the council's Speed Compliance Action Review Forum.</p> <p>A closure could not be introduced as there is insufficient highway on both sides of the bridge to create a turning head.</p>

Comment	Devon County Council Response
Seventh Respondent: Resident of Old Rydon Ley, Exeter	
<p>Respondent supports the proposal to make Old Rydon Lane one way.</p> <p>Since the building of the Newcourt estate, traffic has increased dramatically down this once safe and leafy lane. Large lorries are also using the lane which causes mayhem in the narrow parts where only 1 vehicle can pass at a time.</p> <p>The lane is a cycle and pedestrian route and cannot support the current level of traffic. There is no lighting and no pavements for pedestrians many of which are parents with young children walking to school with pushchairs.</p> <p>The road is also being used as a rat run for commuters wishing to cut out Sandygate roundabout and only adds to the traffic congestion onto River Plate Road.</p> <p>Old Rydon Lane is supposed to be a green route and at the time of building the Newcourt development it was promised that retaining the character of Old Rydon Lane was a priority which has clearly not been the case considering the massive increase in commuter traffic up and down the lane.</p> <p>The whole lane needs to be made access to residents only from both directions, with a barrier at the bridge and no through road.</p>	<p>Support noted.</p> <p>It will not be possible to introduce an access only restriction as it is unlikely to receive support from the police due to the level of resource required for them to enforce.</p> <p>A closure could not be introduced as there is insufficient highway on both sides of the bridge to create a turning head.</p>
Eighth Respondent: Resident of Old Rydon Ley, Exeter	
<p>Respondent objects to the proposal to close Old Rydon Lane westbound as family uses it daily to return from work in Topsham so it would extend journey times.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Ninth Respondent: Resident of Sandygate, Exeter	
<p>Respondent objects to the plan to make Old Rydon Lane one way as it will have a detrimental impact on respondent's family. At times in rush hour traffic is already backed up due to queueing at the traffic lights on Clyst Road and this effects our ability to even get out of driveway at times.</p> <p>If there is not an option to travel westbound on Old Rydon Lane it will push even more traffic on to Clyst Road. It will increase respondents travel to and from work, impact school pick up and drop offs as the traffic flow in this area is already poor at rush hour and taking an alternate route away</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction.</p>

Comment	Devon County Council Response
<p>will increase the issues further.</p> <p>Situation will be even worse when Exeter Chiefs are playing at home as traffic is at ridiculously high levels. This will have an impact on traffic out on to the motorway as that will be the only route in and out for those parking at the Blue Ball pub.</p> <p>Feels very strongly that the views of the residents need to be paramount as it will be the residents who are directly impacted by developments rather than those making the decision.</p>	
Tenth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent objects to making Old Rydon Lane one way as proposals will severely impact on family, journeys to work, visiting elderly relatives and children who use the road daily.</p> <p>It will also impact on the amount of traffic exiting Clyst Road onto the A379 during rush hour as cars will not be able to use Old Rydon Lane, therefore an already busy road will become very busy during rush hours.</p>	<p>Objection noted.</p> <p>It is excepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction.</p>
Eleventh Respondent: Resident of Old Rydon Ley, Exeter	
<p>Respondent welcomes the order as it will provide safety for residents of Newcourt.</p> <p>It will enhance local pedestrian and cyclist access. The proposed order restricts westbound traffic from Clyst Road travelling beyond the hotel. For traffic travelling eastwards towards Clyst Road, right turn into the hotel will be restricted - thus encouraging delivery traffic to the hotel to travel from Clyst Road.</p> <p>The major safety issue is related to protecting pedestrians and cyclists crossing Old Rydon Lane at the railway bridge. This is a widely used pedestrian and cyclist thoroughfare and establishing the order will ensure an element of safety at that crossing.</p> <p>Residents believe that Exeter Chiefs support these moves. The order will provide and support safe pedestrian access from the Newcourt train halt to the rugby ground.</p>	<p>Support noted.</p>
Twelfth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent objects as they will be badly affected by the proposed closure as they use the road frequently to get into town or shopping.</p>	<p>Objection noted.</p>

Comment	Devon County Council Response
<p>In addition, respondent's wife is in poor health and needs to get her to the hospital quickly and this will seriously affect the time it takes.</p> <p>Also objects to the fact that the council failed to notify local residents adequately as few had heard of it beforehand. Understands that a notice was stuck on one lamp post in my road in an unreadable position, but such a serious matter should require properties in the area to be individually informed.</p> <p>There is a lot of ill feeling about this and could provoke demonstrations if local concerns are ignored and this goes ahead unchallenged.</p>	<p>The proposal was advertised in accordance with the council's process and the legal requirements.</p> <p>It is excepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Thirteenth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent objects as they use Old Rydon Lane daily and on any normal day traffic delays on Clyst Road and Sandygate can be 20 minutes plus to get though the lights at the junction with the A379 at Sandygate Roundabout.</p> <p>Old Rydon Lane proves to be a reliable alternative.</p> <p>There could be a delay to Topsham Fire Service who do use Clyst Road and any delay to them could cost lives.</p>	<p>Objection noted.</p> <p>It is excepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction. The council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction.</p> <p>The fire service will be unaffected as they can contravene the one-way restriction in case of emergencies.</p>
Fourteenth Respondent: Resident of Old Rydon Ley, Exeter	
<p>Respondent fully endorses this order as it will once again promote Old Rydon Lane as a 'Green Route', as was originally set out in the Newcourt Master Plan, reducing the existing safety issues for pedestrians, school children, mobility scooter users, dog walkers and cyclists. The route will become more attractive for cyclists, promoting a more sustainable form of non-vehicle transportation.</p> <p>As the Newcourt estate continues to grow and to mitigate the traffic pressures brought by IKEA and the pending Sandy Park Hotel, it's vital to have this traffic order in place ASAP.</p> <p>It will ease the serious safety problems, that Exeter Chiefs own supporters have to face on mass, when walking along a narrow Country lane on match days, with no pavements, a 30 MPH</p>	<p>Support noted.</p>

Comment	Devon County Council Response
<p>speed limit which is regularly ignored and increased use by HGV's.</p> <p>Respondent delivered a speech to Exeter City Council in October 2017 (at the original Sandy Park Hotel planning application), highlighting these issues and has campaigned for this order with local Councillors, gaining widespread support from the local Newcourt community/Old Rydon Lane residents. ECC, DCC, Tony Rowe CEO of Exeter Chiefs are all in support of this order.</p> <p>The only people respondent envisages may object to this are commuters from the Clyst Road/Topsham area, who use Old Rydon Lane simply as a rat-run. This is an acceptable argument against the TRO, on the basis that they're willing to sacrifice all of the above benefits, just so they can continue to shave a minute or 2 off their journey times by avoiding Sandy Gate roundabout.</p>	
Fifteenth Respondent: Resident of Old Rydon Lane, Exeter	
Respondent welcomes this move with open arms as they live on Old Rydon Lane and wants it implemented and enforced before the hotel build starts.	Support noted.
Sixteenth Respondent: Resident of Old Rydon Ley, Exeter	
<p>Respondent approves of change to Old Rydon Lane. It will certainly help to improve safety, particularly for pedestrians and cyclists, on this country lane.</p> <p>Given all recent developments and the proposed hotel this is a necessary change.</p>	Support noted.
Seventeenth Respondent: Resident of Liberty Way, Exeter	
<p>Respondent approves as this will help reduce the existing safety issues for pedestrians, school children, mobility scooter users, dog walkers and cyclists who use Old Rydon Lane (East). As well as Exeter Chiefs supporters who walk on mass up the narrow country lane on match days.</p> <p>It'll make the route more attractive for cyclists etc.</p>	Support noted.
Eighteenth Respondent: Resident of Mulligan Drive, Exeter	
Respondent approves of the highly welcomed solution to traffic flow to and from the new Sandy Park Hotel.	Support noted.

Comment	Devon County Council Response
<p>This traffic order will limit safety issues for pedestrians and school children using Old Rydon Lane; without these measures there would have been an increased risk of death along this road.</p>	
Nineteenth Respondent: Resident of Mulligan Drive, Exeter	
<p>Respondent supports the order, as the order, with the traffic plan actions proposed by the hotel and Sandy Park, will help to ensure the safety of pedestrians and cyclist using the Green Transport Route section of Old Rydon Lane.</p> <p>Disappointed that direct access for hotel deliveries and staff is not from the recent A379 junction built by Devon County, however, this order will ensure that Newcourt and Old Rydon Lane west section safety is improved.</p>	<p>Support noted.</p> <p>The hotel development does not justify the building of a new link road; however, this is to be include as part of the new housing estate.</p>
Twentieth Respondent: Resident of River Plate Road, Exeter	
<p>Respondent fully supports this order in the interests of road safety and traffic control for their young family.</p>	<p>Support noted.</p>
Twenty-First Respondent: Resident of Albatross Road, Exeter	
<p>Respondent thinks it looks good as a solution for Newcourt residents and chiefs fan.</p> <p>It would be good for west bound traffic to be banned from the "chiefs farm" exit to force parked spectators to use the Clyst road out.</p>	<p>Support noted.</p> <p>There is residents only parking on the public highway on match days and DCC has no control over private parking.</p>
Twenty-Second Respondent: Resident of Ferryman Way, Exeter	
<p>Respondent approves as it makes sense to manage the flow of traffic around this area as more housing and large amenities are being added. It also takes into account the needs of cyclists.</p> <p>Clear signage and routing also essential.</p>	<p>Support noted.</p>
Twenty-Third Respondent: Resident of Liberty Way, Exeter	
<p>Respondent fully supports the proposed traffic order for Old Rydon Lane east in the interests of pedestrian and cyclists' safety.</p> <p>Stopping the cut-through for traffic travelling west will help lower the risk to Rugby fans, David Lloyd customers, cyclists, families on the section of the lane where pedestrians have to walk in the road as there is no pavement, and not reliably wide enough for two cars to pass. This needs to be put in place as soon as possible.</p>	<p>Support noted.</p>

Comment	Devon County Council Response
Twenty-Fourth Respondent: Resident of Tillage Way, Clyst St Mary	
<p>Respondent objects that this road should not be made one way until the road infrastructure on the A376 and A3052 has been improved.</p> <p>Closing Old Rydon Lane from Clyst Road westbound, will add even more vehicles to an already congested A376 and Sandygate roundabout. Respondent is forced to use this route when travelling to local office in Countess Wear in the mornings and leisure time at the Golf and Country Club due to the heavily congested road network.</p> <p>The council should be looking at easing road congestion in this area, then this route wouldn't be used as a "short cut."</p>	<p>Objection noted.</p> <p>Surveys undertaken have shown a negligible impact on Sandygate and Countess Wear roundabouts.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The one way in Old Rydon Lane is proposed to manage traffic flows and promote the route as a green route by promoting the use of sustainable travel modes and reduce congestion.</p>
Twenty-Fifth Respondent: Resident of Tillage Way, Clyst St Mary	
<p>Respondent objects as it will affect them going to work, as they live in Clyst St Mary and work in Countess Wear.</p> <p>Due to the poor road infrastructure taking the conventional route takes another 30 minutes.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Twenty-Sixth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent supports the proposed one way (north easterly direction) along Old Rydon Lane.</p>	<p>Support noted.</p>
Twenty-Seventh Respondent: Resident of Liberty Way, Exeter	
<p>Respondent approves.</p>	<p>Support noted.</p>
Twenty-Eighth Respondent: Resident of Sand Grove, Exeter	
<p>Respondent approves as being a resident of Newcourt they feel that the proposed one-way route will be a great improvement on the current system.</p> <p>The increase in the level of safety will benefit pedestrians and cyclists of all ages and maintain the integrity of this designated green route.</p>	<p>Support noted.</p>
Twenty-Ninth Respondent: Resident of Sand Grove, Exeter	
<p>Respondent approves as being a resident of Newcourt, they feel this will greatly benefit pedestrians and cyclists, young and old, and will protect the quality and safety of this designated green route.</p>	<p>Support noted.</p>

Comment	Devon County Council Response
Thirtieth Respondent: Resident of Newcourt Way, Exeter	
<p>Respondent feels restriction is important to stop the traffic in the Newcourt estate being further increased (its already under huge pressure).</p> <p>It will also protect pedestrians along Old Rydon Lane which is already a dangerous road.</p>	Support noted.
Thirty-First Respondent: Resident of Newcourt Way, Exeter	
Respondent feels this is very necessary to protect pedestrians and cyclists using Old Rydon Lane and residents of Newcourt Way who already have to put up with a ridiculous amount of traffic and HGVs.	Support noted.
Thirty- Second Respondent: Resident of Old Rydon Lane, Exeter	
Respondent approves.	Support noted.
Thirty- Third Respondent: Resident of Old Mulligan Drive, Exeter	
Respondent welcomes and approves of this traffic Order. This will help with the actual pedestrian and cyclist safety problems.	Support noted.
Thirty- Fourth Respondent: Resident of Old Mulligan Drive, Exeter	
<p>Respondent approves of the traffic order as it is desperately needed to increase the safety of the lane for its users.</p> <p>This should have been done when the new estate was created next to the stadium. It is currently an unpleasant lane (in terms of safety) to walk or cycle along and is not fit for purpose. It certainly cannot cope with anymore traffic that the new hotel would place on it or being used as a rat run.</p> <p>Hopes that this would lead to a footpath improving safety still more. There's no point in building new estates if the existing infrastructure is not adapted to be fit for purpose.</p>	Support noted.
Thirty- Fifth Respondent: Resident of River Plate Road, Exeter	
Respondent approves, as it will help reduce existing and future safety issues for pedestrians, school children and scooter users. It is a narrow country lane that gets too much traffic as it is.	Support noted.
Thirty- Sixth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondents object as they see no benefit in this proposal.</p> <p>The status-quo relieves some vehicles from using Sandygate roundabout and if the closure goes ahead, further delays will occur.</p>	Objection noted.

Comment	Devon County Council Response
<p>The residents of the lane and Newcourt Way and surrounding roads will be severely inconvenienced in terms of their time, cost of extra fuel and most importantly exhaust pollution.</p>	<p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Thirty- Seventh Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent wholeheartedly supports the proposal to make a section of Old Rydon Lane one way.</p> <p>As a long-term resident, the road has become increasingly dangerous, especially for pedestrians and the flow of traffic in both directions has at times become very high indeed.</p> <p>Due to its width, respondent is fed up with other vehicle users using their drive as a lay-by on a daily basis as the lane isn't big enough for its current flow of traffic.</p>	<p>Support noted.</p>
Thirty-Eighth Respondent: Employee at Clyst Works, Exeter	
<p>Respondent objects as at peak times there is already excessive traffic back logs from the traffic lights to Clyst Works making use of Clyst Works difficult and extended time delays for those travelling to it and from for work as well as adding to the already congested Sidmouth Road dual carriageway. Extending travel times and creating further excessive traffic back log along Clyst Road will make it a more dangerous route.</p> <p>This will also cause delays for those who wish to enter Newcourt that will now have to use the entrance via Ikea and make that area busier as well causing issues for local Newcourt residents.</p> <p>It will also lead to a loss of business for those on the Clyst Works business park and the public house on Clyst Road.</p>	<p>Objection noted.</p> <p>The council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Thirty-Ninth Respondent: Employee at Clyst Works, Exeter	
<p>Respondent works on the Clyst Works site on Clyst Road. Access to the office is difficult as it is without making the journey to work even longer. Travelling by car will involve a longer journey and travelling by train will also involve a longer journey by the vehicle that collects staff from Newcourt station.</p> <p>Many staff go to Tesco or other companies on the Exe Vale site at lunch time and this closure will involve a longer journey, taking up more of the lunch hour.</p>	<p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>

Comment	Devon County Council Response
The environmental impact will increase, which in these times is not the outcome we want.	
Fortieth Respondent: Employee at Clyst Works, Exeter	
<p>Respondent objects as travelling home from work, will add additional distance, but will impact on time due to having to travel via Topsham Road or the M5 junction 30 roundabout. These routes can be congested.</p> <p>Respondent believes that the narrow road between Topsham and Old Rydon Lane will be more congested and less safe.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Forty-First Respondent: Employee at Clyst Works, Exeter	
<p>Respondent objects as this road shouldn't be closed westbound because it would affect their way back from work (Clyst Works industrial state) to Newcourt train station.</p> <p>Currently respondent get lifts to the station at the end of working day and the people dropping me there wouldn't be so keen to do it if they have to deal with the interchange beneath the M5.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Forty-Second Respondent: Resident of Ark Royal Avenue, Exeter	
Respondent concurs with solution.	Support noted.
Forty-Third Respondent: Resident of Altamira, Topsham	
<p>Respondent objects as they use this route on a daily/weekly basis, in both directions, and do not see the reason for the closure westbound.</p> <p>Perhaps a widening program, would be a better proposal.</p>	<p>Objection noted.</p> <p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.</p>
Forty-Fourth Respondent: Resident of Clyst Road, Exeter	
Respondent objects as the scheme will considerably add to journeys time (and those of many others), thus increasing pollution and adding to congestion at Sandygate roundabout.	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The proposed one way in Old Rydon Lane is proposed to manage traffic flows and promote the route as a green route by promoting the use of sustainable travel modes.</p>

Comment	Devon County Council Response
Forty-Fifth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent fully supports traffic order.</p> <p>Any order that reduces the ever-increasing amount of traffic coming up and down Newcourt Way has to be good! It makes sense in so many ways!</p>	<p>Support noted.</p>
Forty-Sixth Respondent: Resident of Liberty Way, Exeter	
<p>Respondent approves of the traffic order in relation to the planning application for the Sandy Park Hotel.</p> <p>Respondent welcomes the proposed development, but it is important to ensure sufficient provision is made to reduce potential for increased traffic and commercial vehicles wishing to access the hotel from Newcourt Way access due to reduced road widths and lack of footpath.</p> <p>Solution would certainly help reduce the risk of accidents to the many pedestrians and cyclists who frequently use Old Rydon Lane from/to Newcourt but would suggest there would still be some safety issues with the access from Clyst Road end that is currently proposed.</p>	<p>Support noted.</p>
Forty-Seventh Respondent: Employer on Clyst Road, Exeter	
<p>Respondent has a business on Clyst Road and the proposal will close one access way for vans out of the premises.</p> <p>The options will be along Clyst Road towards Topsham, which is a very narrow lane or Sandygate roundabout, which is very busy and congested already early mornings.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Forty-Eight Respondent: Resident of Leat View, Saltash	
<p>Respondent visits in-laws who live on Old Rydon Lane and fully supports the traffic order.</p> <p>Currently the lane is very dangerous for all pedestrians (especially parents with young children and pushchairs). Devon County Council want to promote walking and cycling, and this order will help keep Old Rydon Lane as a green corridor. With the new Hotel coming this is a critical piece of legislation to maintain this goal.</p>	<p>Support noted.</p>
Forty-Ninth Respondent: Resident of Sandygate, Exeter	
<p>Respondent objects as to permanently restrict the route of travel for residents is disproportionate to the rationale for its implementation.</p> <p>Surely a heavy goods vehicles weight limit could be implemented so as to restrict the use of Clyst</p>	<p>Objection noted.</p> <p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate</p>

Comment	Devon County Council Response
<p>Road to HGVs, thus meeting the need of stopping HGVs using it. Evidence being that currently there is no restriction yet they do not use the road. Understanding that a new premise will require HGV access for the development period, whilst on the face of it would be inconvenient, we're not in objection to that, do not see how this needs to affect everyone around it on a permanent basis.</p> <p>In terms of making Old Rydon Lane better for pedestrians on day to day basis, being a driver on that road every single day one can confirm the only time this road is busy (busy being more than 1 or 2 people on the entire stretch) with pedestrians is during an Exeter chiefs game, therefore the volume of foot traffic outside of these times in itself would not warrant a permanent change.</p> <p>During match days this is different, and something needs to be in place to protect the footfall, bearing in mind this is only for approx 18-20 times in the entire year, why not make match days one-way traffic, like the parking restrictions? This would ensure the solution is in place for the busy pedestrian period, then open to local traffic when not needed, which is for the majority of the year.</p> <p>Do not oppose the hotel and will support the worthwhile contribution to the community but fails to see why the service road opposite the bungalow cannot be used and accessed from the Sandypark roundabout, unless there is a genuine reason (fire access etc) this seems a very poor broad-brush approach to traffic management.</p> <p>In terms of the closure of the road, the traffic currently using Old Rydon Lane to come from the Exmouth/Topsham direction will be diverted to a signal at the end of Sandygate that is not appropriate for that amount of traffic flow, approx 10-15 seconds worth of green light against the flow of the A379, this would need changing or an alternative in place, or everyday will be the same as an Exeter chiefs game with traffic queues back from the traffic lights to the junction with Old Rydon Lane for hours everyday day.</p> <p>Surely alternatives to a permanent change have or at least should be seriously considered. Having just received an invite to an informal chat by Tony Rowe at the club as part of a consultation (although not named as such) the approach of "I have been asked by the local Councillor to...." gives a real sense of contempt for those around the ground, who are rugby fans and who do</p>	<p>method to manage traffic in the area to mitigate residents' concerns.</p> <p>The Council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction.</p>

Comment	Devon County Council Response
<p>support a very successful club.</p> <p>As residents of Sandygate, we put up with a lot on match days with so much traffic and parking at the pub, along with the associated noise and not being able to get out of our own driveway, we regularly encounter intoxicated fans climbing over our walls and across driveways, most recently rugby balls being kicked at cars on driveways, yet we still support the club and its endeavours.</p> <p>The reality is that things like this tend to push the goodwill into forcing residents to write objections. We are not opposed to the hotel or the club, we are opposed to a permanent change to the roads the local residents use on a daily basis causing a disproportionate impact on daily life, to facilitate a simple expansion to what is a local business.</p>	
Fiftieth Respondent: Resident of Leat View, Saltash	
<p>Respondent frequently visits relatives in Old Rydon Lane and fully supports the plan to make the road one way.</p> <p>Respondent regularly walks along the lane with young daughter to Newcourt Station, Newcourt Play park and Clyst Heath Play park. As it stands it is very dangerous for pedestrians, cyclists and general road users. Cars, vans and lorries travel far too fast along the lane and with it essentially being the size of a one-way road, there is insufficient space for vehicles to pass with a pedestrian in the road.</p> <p>This will only be aggravated when the Hotel is built, and this order should be implemented prior to any construction starting.</p> <p>Respondent recommends that the road is double yellow lined to prevent car parking blocking the road.</p>	Support noted.
Fifty-First Respondent: Resident of Albatross Road, Exeter	
Respondent fully supports the traffic order.	Support noted.
Fifty-second Respondent: Resident of Sandygate, Exeter	
Respondents disappointed that all deliveries and maintenance will still be able to access the hotel from Old Rydon Lane rather than redirect traffic from the A379 through the stadium direct to the hotel.	The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.

Comment	Devon County Council Response
<p>Old Rydon Lane is designated as a 'green route' friendly to pedestrians and cyclists. Current plan clearly violates this principle.</p> <p>Sandygate and Clyst Road has already become very hazardous and extra traffic will only make matters worse. The exit from cottage onto the road is on a blind bend and traffic often exceeds the speed limit so progress is already dangerous.</p> <p>No consideration is being given to local residents living conditions. Residents look to the council to have a much broader perspective to protecting the safety of its citizens and the character of the areas.</p>	<p>The proposed one way in Old Rydon Lane will reduce traffic flows and promote the route as a green route by promoting the use of sustainable travel modes.</p> <p>The comment about the speed will be passed to the Neighbourhood Team for investigation in line with the council's Speed Compliance Action Review Forum.</p>
Fifty-Third Respondent: Employee at Clyst Road, Exeter	
<p>Respondent objects to proposal as it will mean driving to work will require an alternative route which is longer and already congested.</p> <p>In addition, there seems to have been no consultation or justification provided for the proposed closure.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The one way in Old Rydon Lane is proposed to manage traffic flows and promote the route as a green route by promoting the use of sustainable travel modes as explained in the statement of reasons produced as part of the consultation for this order.</p>
Fifty-Fourth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent objects to Traffic Regulation Order no. 5665.</p> <p>Respondent has been a resident and motorist in Old Rydon Lane for the past 55 years and protests in the strongest possible way to the westbound closure of Old Rydon Lane to traffic. This is a vital and necessary route for motorists coming from Topsham, the motorway and Clyst St. Mary/Sidmouth. Hundreds of cars use this route daily and it is essential, when traffic builds up on major roads, that this road is used as a useful alternative to alleviate general congestion.</p>	<p>Objection noted.</p> <p>Any new housing in the area will be required to build a new access road linking to the A379 and therefore this traffic will have minimal impact on Clyst Road.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>

Comment	Devon County Council Response
<p>A case in point was on August 24th, 2018 when tragically a young motor cyclist was killed on Topsham Road near Aldi. Topsham Road was then closed, and as the motorway and Sandygate roundabout was clogged with heavy summer traffic, the only route left available was old Rydon Lane, when hundreds of motorists used it westbound as a diversionary route. If this road had been closed, there would have been total gridlock for hours.</p> <p>With the added number of houses being built in the area, Exeter needs more roads to alleviate congestion - not less. The prospects of total traffic gridlock in the future is very real if this vital road link is closed.</p>	<p>Old Rydon Lane would never be a diversion route if the A376 or Topsham Road were shut as it is unsuitable for the level of traffic using these roads.</p>
Fifty-Fifth Respondent: Resident of Newcourt Drive, Exeter	
<p>Respondent would like to express approval for this traffic order.</p>	<p>Support noted.</p>
Fifty-Sixth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent objects as personally uses this route to get to work and if forced to go in another direction it could put as much as 15 minutes on journey in peak times as well as using extra fuel causing more pollution.</p> <p>This road can't be closed as it is a main route for people living in Clyst Road to get to the shopping area and to work, people rely on this road for access to the shopping area without having to go all around the dual carriageway sections where it means waiting at several sets of traffic lights and adding extra traffic to that area.</p> <p>The only reason to close this road is to keep Mr Tony Rowe happy with his Hotel and his Chiefs supporters. Think about the locals for a change not some money spinning business man.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.</p>
Fifty-Seventh Respondent: Resident of Clyst Road, Exeter	
<p>Respondent does not think it is a good idea to make this a one way.</p> <p>Respondent lives here, and it's not used as a short cut with boy racers or anyone. If you make it, one way for us to get to IKEA or green acres or even Tesco everyone would then have to join the very busy main road at the bottom and go all the way around. Seems stupid.</p>	<p>Objection noted.</p> <p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.</p>

Comment	Devon County Council Response
<p>People still drive up the other one-way Devon County made one way as well which when using several times has met oncoming traffic when it states one way.</p> <p>All this just to please rugby fans who believe on match days that the road is theirs.</p>	<p>Any abuse of the one-way system should be reported to the police who have the powers to enforce.</p>
Fifty-Eighth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent, as a local resident, believes the one-way system will have a negative impact on journey times and put more traffic on the already heavily congested Sandygate roundabout.</p> <p>Respondent uses the road as a cyclist too and fears the contraflow will make it dangerous as car speeds will increase as motorists will not be on the lookout for others.</p>	<p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>Surveys undertaken have shown a negligible impact on Sandygate and Countess Wear roundabouts.</p> <p>The contraflow cycle lane will be clearly marked to provide a segregated route for cyclists.</p>
Fifty-Ninth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent objects as it will make their commute in the morning longer. There is no proper infrastructure to support walking or cycling and there is no choice but to use car.</p> <p>Please consider as part of this making the whole area including Clyst Rd safer with pavements, street lighting and cycle paths included in any plan.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>Improvements in the area will be considered as developments and funding opportunities occur.</p>
Sixtieth Respondent: Consultant on behalf of local landowner, Old Rydon Lane	
<p>Respondents client objects to the proposed order as the proposal has come about from a condition imposed on the planning permission for the hotel development at Sandy Park on the following grounds:</p> <ul style="list-style-type: none"> • traffic order has been designed partly on private land which is unavailable to the hotel developer or the authorities meaning that it is undeliverable; • lack of need for the traffic order due to the limited additional traffic from the hotel; • alternatives that are readily available in order to overcome the unevidenced concerns leading to the traffic order; • prejudice and financial impacts related to the delivery of the residential allocation to the 	<p>Objection noted.</p> <p>The restrictions will be placed on the public highway. Signs will be placed on the public highway unless the developer can make an agreement with the adjacent landowner.</p> <p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.</p> <p>The proposed one way in Old Rydon Lane is proposed to manage traffic flows and promote the route as a green route by promoting the use of sustainable</p>

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<p>south of Old Rydon Lane (which was permitted with all-movements access);</p> <ul style="list-style-type: none"> • lack of the purported policy support for the traffic order (it is not a requirement of the wider Newcourt Masterplan nor of its Green Infrastructure Strategy); • failure to fully consider and consult upon alternatives such as speed restrictions, traffic calming and street lighting etc; • unfair impacts on adjacent residents and landowners due to turning vehicles as the order does not incorporate turning heads to allow vehicles to U-turn prior to restriction; • inconsistency with planning conditions; • prematurity in relation to the planned link road between Old Rydon Lane and the A379; • wider impacts on M5 J30, Countess Wear and Topsham Road; • outdated traffic evidence; • lack of street-lighting in the proposed contraflow; • lack of easily-available scheme plans. Plans of the traffic order were not placed on the County Council's website; • lack of available Road Safety Audit which identifies a number of issues and conflicts; • longer car trips, with related environmental and traffic delay implications; and, • removal of a well-used emergency diversion / large loads route. 	<p>travel modes. To ensure cycles can travel against the one way, a mandatory on road cycle lane is proposed to ensure the traffic is segregated.</p> <p>The one-way restriction can be reviewed when the reserved matters application for the housing development has been submitted, including consideration of the proposed roundabout. It is appropriate to consider the one way now due to the timescales for the construction of the hotel (that has planning consent) and unknown timescales for the construction of the housing development (which does not have planning consent).</p> <p>ECCs planning consent specifies that a one-way system should be introduced along a stretch of Old Rydon Lane between the railway bridge and the proposed hotel. The one-way system is proposed on a length within this stretch and therefore satisfies the condition.</p> <p>Highways England (HE) have not objected to the proposed one way in Old Rydon Lane and it should be noted that the impact on junction 30 is likely to change when the new link to the A379 is constructed.</p> <p>The proposed length of one way allows a number of residents to travel west which will reduce the number of vehicles using Sandygate roundabout, as originally modelled, and therefore reducing the impact on the HE network.</p> <p>The traffic regulation order has been advertised in accordance with the legal requirements and the councils process. There is no requirement for any pre-consultation prior to the statutory consultation. However, it is understood that previous consultations have taken place regarding the hotel and its associated traffic access.</p> <p>Signs will be erected to advise drivers that Old Rydon Lane is a no through road from the eastern end. Therefore, any traffic using the road will be visiting properties east of the M5, the Hotel or Sandy Park Farm where there is room to turn around. Drivers who use the road</p>

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	<p>incorrectly will be able to turn around using the access road to Sandy Park.</p> <p>It is unlikely that drivers will contravene the one-way restriction due to the length and lack of visibility along the route.</p> <p>Old Rydon Lane is covered by the zonal residents parking that prohibits parking on match days. The contraflow cycle lane also prohibits parking however any parking on Old Rydon Lane is likely to obstruct the road which is a separate offence that the police can enforce.</p> <p>The scheme has been through a Road Safety Audit and no concern has been raised about the introduction of a one-way system and contraflow cycle lane is not in question. Warning signs and locations do not form part of the traffic regulation order. There is no requirement for street lighting for the one way/contraflow cycle lane.</p> <p>Old Rydon Lane would never be a diversion route if the A376 or Topsham Road were shut as it is unsuitable for the level of traffic using these roads. In addition, there is a railway bridge with a height restriction on the lane.</p>
<p>Sixty-First Respondent: Resident of Russell Walk, Exeter</p> <p>Respondent lives in Kings Heath and travels in both directions on Old Rydon Lane 4 times a day, 5 days a week, travelling to work and back including lunch time. At lunch time, goes home to walk the dog. Closing this road will seriously affect being able to do this.</p> <p>When there are issues on the M5 (accidents) there is serious issues with getting onto the Sandygate roundabout because on occasions the tail back from at the end of Clyst Road by "Martins" has stretched back beyond Clyst Works where employed. By using Old Rydon Lane, respondent can get home in 4 minutes.</p> <p>Quite often on Monday mornings, work colleagues have stated it took them nearly an hour to get to the M5 the previous Friday after work due to an incident on the M5.</p> <p>The alternative route would be to go into Topsham and travel to Countess Weir roundabout and up the dual carriage way, which will take</p>	
<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>	

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approximately 15 minutes or even longer if that route is also affected by accidents.	
Sixty-Second Respondent: Employer on Clyst Road, Exeter	
<p>Respondent states that the company has one third of its turf growing fields in Clyst Road, and also the office where equipment is stored, and delivery lorries parked.</p> <p>For one third of the year deliveries are made out of Clyst Road. Deliveries go out several times a day, eg 6 lorry loads is normal, of which some via Old Rydon Lane. The remainder of the year lorries are still leaving office every morning along Clyst Road or Old Rydon Lane, and tractors travel between Newcourt Barton and other turf fields outside Topsham.</p> <p>The company assesses traffic levels and adjust routes accordingly so when traffic backs up from the Clyst Road junction onto Sidmouth Road, Old Rydon Lane can be used. This would be routinely at morning rush hour. When an incident causes serious traffic problems then local routes are vital to prevent business closure and hence product perishing.</p> <p>Turf is so highly perishable it is always harvested and delivered on a "just in time" basis. Consequently, hold ups cause major upsets for customers as they schedule their staffing to install turf on the basis of delivery schedule.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Sixty-Third Respondent: Resident of Resolution Road, Exeter	
Respondent fully approves.	Support noted.
Sixty-Fourth Respondent: Resident of Milbury Farm Meadow, Exminster	
<p>Respondent welcomes any improvements to cycling infrastructure and safety.</p> <p>Making traffic one way along this section will be an improvement and will be safer for all using this section.</p>	Support noted.
Sixty-Fifth Respondent: Resident of Clyst Road, Exeter	
<p>Respondent lives in Clyst Road near the proposed one-way restriction. Clyst Road is a route that is already overburdened at certain times eg rush hour and at rugby game starts and finishes. The latter is manageable because games usually happen at weekends.</p> <p>Rush hour traffic is just about manageable at present unless there is an accident or road closure on the Exmouth road; M5; A38 or Sidmouth Road or a large event at Westpoint. When this occurs</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>Surveys undertaken have shown a negligible impact on Sandygate and Countess Wear roundabouts.</p>

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<p>Clyst Road becomes completely snarled up and finds it difficult to enter or exit property whether by vehicle or even on foot.</p> <p>Currently, Old Rydon Lane provides an alternative route and so diminishes the traffic. It also provides an alternative route to get home if the M5 is closed/Sandygate roundabout is totally congested or the Exmouth Road is shut. If this option is closed, then residents will face many more delays.</p> <p>It has taken over an hour from the M5 sliproad to house at the start of Clyst Road because of traffic build up resulting from a crash. It would have been no more than 15mins if used the alternative route along Old Rydon Lane.</p> <p>Clyst Road is already considered to be too dangerous for pupils to walk to Clyst St Mary Primary School and the Clyst Vale Community College bus stop. The pupils have to be taxied the short distance at the council's expense because it is felt that their safety would be at risk if they walked on the road. If more traffic is forced to use the road then this will exacerbate this situation.</p> <p>If it gets any worse, children who live in the road will not be able to walk up to the village to meet with their friends to use the MUGA. This is a very important step towards independence and also very important for their activity levels. It would be a great shame to have that taken away from them.</p> <p>The alternative route through Old Rydon Lane also reduces the pressure on Sandygate roundabout which is often very congested. If this alternative is removed, then the roundabout will be more crowded, and accidents will be inevitable.</p> <p>This restriction will considerably add to journey times for all the family. Alternative routes are all longer and more prone to congestion thereby lengthening time spent in the car causing additional pollution and burden to the infrastructure.</p>	
<p>Sixty-Sixth Respondent: Resident of Old Rydon Lane, Exeter</p> <p>Respondent objects as the closure of this road will make journey to work longer and cost more.</p> <p>The traffic chaos it will cause from rugby supporters being dropped off at both ends of the cordon will be a nightmare for residents.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>

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Sixty-Seventh Respondent: Resident of Liberty Way, Exeter	
<p>Respondent appreciates efforts to limit traffic on Old Rydon Lane but sees nothing to protect pedestrians, especially on match days.</p> <p>Several train loads of spectators are forced to share the road from Newcourt station with aggressive motorists. The road along to Sandy Park is only wide enough that two cars can barely squeeze past and when this happens vulnerable pedestrians have to squeeze up into the hedge bank.</p> <p>It is a dereliction of intrinsic duty of care not to insist on provision of a safe footpath so everyone young and old can come and go. Please act before someone vulnerable is seriously hurt or worse.</p>	<p>The one way in Old Rydon Lane is proposed to reduce traffic flows and promote the route as a green route by promoting the use of sustainable travel modes.</p> <p>Improvements in the area will be considered as developments and funding opportunities occur.</p>
Sixty-Eighth Respondent: Resident of Sandygate, Exeter	
<p>Respondent objects as the closing of Old Rydon Lane for vehicles heading from Clyst Road to Newcourt will create an increase in the quantity of traffic coming out to the A376 at Sandygate which will then be sat waiting at the traffic lights (event when the dual carriageway is empty), currently there is rarely a time when cars are not waiting for the traffic lights to change, engines running out side of home.</p> <p>In addition, anyone who wishes to come from Sandygate, Clyst Road or Highfield areas to go to Newcourt Station, Ikea, Tesco, Countess Wear etc will now have to go to Sandygate (A376) and negotiate their way through SIX sets of traffic lights, to get around what is now a short drive up through Old Rydon Lane.</p> <p>This will increase the pollution around Sandygate with the constant stop/start and idling of the cars. This road closure will again put more strain on junction 30 roundabout which is backed up for much of the time and a nightmare at rush hour, the weekends and during the summer.</p> <p>Old Rydon Lane is a two-way road with space for two cars to pass without problem and is currently already slowed under the railway bridge.</p>	<p>Objection noted.</p> <p>The council's Traffic Signal Engineer has been asked to review the timings with lights at the Sandygate/A376 junction.</p> <p>Surveys undertaken have shown a negligible impact on Sandygate and Countess Wear roundabouts.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p>
Sixty-Ninth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent being an elderly person has frequent doctors' appointments at Countess Wear Surgery. As respondent cannot drive, they use taxis.</p>	<p>Objection noted.</p>

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Closing Old Rydon Lane westbound will significantly increase transport costs necessary to attend appointments as well as doing weekly shopping and respondent cannot afford it.	It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.
Seventieth Respondent: Resident of Old Rydon Lane, Exeter	
<p>Respondent strongly opposes making Old Rydon Lane a one-way road, as the only access to the property is through Old Rydon Lane.</p> <p>Respondent has a young child who needs to be taking to school each morning. If the road is closed westbound, they will have to drive via Clyst Road and then Middlemoor - both are extremely busy during morning school runs. This will not only lengthen journey to school but also will increase the amount of emission in stop-go traffic.</p> <p>If Exeter Chiefs want to build their hotel, they should seek building a new road accessible directly from M5.</p>	<p>Objection noted.</p> <p>It is accepted that some journey times will increase. It is considered acceptable due to the benefits for the safety of pedestrian and cyclists on Old Rydon Lane.</p> <p>An access from the M5 would not be acceptable to Highways England.</p>
Seventy-First Respondent: Cycling Uk Campaigner	
<p>Respondent supports the proposed advertised Traffic Regulation Order to introduce One Way on Old Rydon Lane, Exeter (Ref 5665), as this will reduce traffic and encourage the use of the lane by pedestrians and cyclists.</p> <p>Believes there is an error in the draft order. Paragraph 3 appears to introduce the one way in the opposite direction to that indicated in the advert. Suggest the insertion of "other than" after "Schedule 1".</p>	<p>Support noted.</p> <p>The typographical error will be corrected when the order is made.</p>
Seventy-Second Respondent: Resident of Exeter	
<p>Respondent supports the traffic order.</p> <p>Respondent would support even wider consideration of a motor-traffic reduction policy on this road to enable active travel modes.</p>	Support noted.
Seventy-Third Respondent: Resident of Exeter	
Respondent thinks any filtering of traffic in this area is excellent, and that the ideal would be close the whole of Old Rydon lane to through traffic - like much of Exeter, allowing through traffic makes every road into a rat-run, as drivers attempt to save a few minutes off their journey.	Support noted.

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<p>Old Rydon Lane has no footpath along its entire length yet is used by spectators for the rugby matches coming from Newcourt station and is well used by people walking and cycling as a commuter route yet is often made unsafe by fast traffic - any approach to reduce traffic speed, and volume, and to make cycling and walking safer is to be welcomed.</p>	<p>The one way is proposed because of the planning application of Sandy Park Hotel and it is considered by the planning authority to be the most appropriate method to manage traffic in the area to mitigate residents' concerns.</p> <p>Improvements in the area will be considered as developments and funding opportunities occur.</p>