

Wonford Road Exeter: E9 Strategic Cycle Route

Report of the Head of Planning, Transportation and Environment

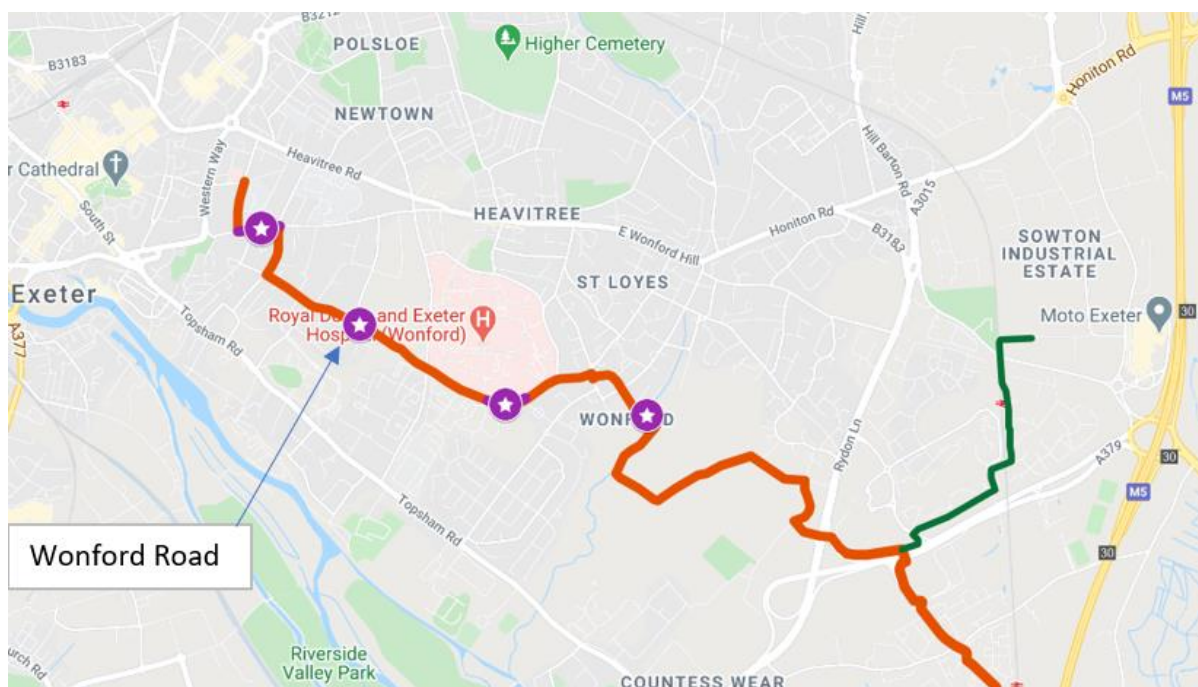
Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the traffic regulation order to prohibit all vehicles except buses and cycles on Wonford Road, at a point between Deepdene Park and Mardon Centre as shown in Appendix I, be made and sealed;
- (b) the proposals for Wonford Road shown indicatively in Appendix I are approved for construction at a total estimated cost of £127,500; and
- (c) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.

1. Background/Introduction

A temporary no entry except buses and cycles on Wonford Road was introduced in June 2020 as part of the DCC Emergency Active Travel Fund measures in response to the COVID-19 pandemic. The change is part of the 5km E9 strategic cycle route that connects the Newcourt/Pynes Hill area to the RD&E Hospital and the City Centre.



E9 Cycle Route Plan (red), popup changes (purple) and spur to Sowton (green)

Monitoring since the closure has recorded increases in walking and cycling. The changes have created a more pleasant environment for active travel on Wonford Road and helped to reduce vehicle traffic across the residential area of St Leonards.

The use of point closures on existing highway represents a comparatively low cost way of providing a significant length of the E9 cycle corridor and supporting the County Council's carbon reduction commitments and walking and cycling targets set out in the Exeter Transport Strategy 2020-2030.

Following primarily positive feedback on the temporary trial and increased active travel usage, it was agreed at the October 2020 meeting to advertise a permanent restriction. A recommendation was brought to January 2021 meeting, but following concerns from some local residents in Deepdene Park regarding the type of restriction the committee agreed to defer any decision and seek further views on the enforcement issues to include possible bollard/barrier arrangement; camera surveillance; extent of any proposed prohibition; and analysis of data and views of the Devon and Cornwall Constabulary and local Member.

A summary of the feedback from the Devon and Cornwall Constabulary was provided at the March 2021 HATOC, and provided as Appendix II. This highlighted how enforcement of an alternative signed restriction (prohibition of motor vehicles) would be more difficult to enforce and that the Police preferred restriction was to make permanent the current 'no entry' Temporary Traffic Regulation Order with engineered pinch points.

Further views on the preferred location of the 'no entry' were also sought from residents of Deepdene Park and those in the immediate vicinity of Wonford Road, and the preference was to relocate the 'no entry' to east of Deepdene Park. It is therefore proposed to implement a 'no entry except cycles and buses' to the east of Deepdene Park.

2. Proposals

This report seeks approval to make permanent a restriction for 'no entry except buses and cycles' on Wonford Road, at a point between Deepdene Park and Mardon House. The scheme will also include an additional footway on the south side of Wonford Road, as illustrated in Appendix I.

The traffic restriction would be the same type as the current temporary measure, albeit moved further east such that residents of Deepdene would have vehicle access to the west towards St Leonards, instead of towards Barrack Road as they do currently. Additional advance signage advising of the closure point and physical pinch points to reinforce the restriction would also be provided.

The proposal also includes construction of a new footway on the southern side of Wonford Road, filling a gap in footway provision from the western end of number 43 Wonford Road towards the westbound bus stop by number 37/opposite Victoria Park Road. Dropped kerbs are also proposed to aid crossing of Wonford Road. The section of new footway will also help to improve visibility to and from vehicles emerging from Deepdene Park and 39 and 41 Wonford Road.

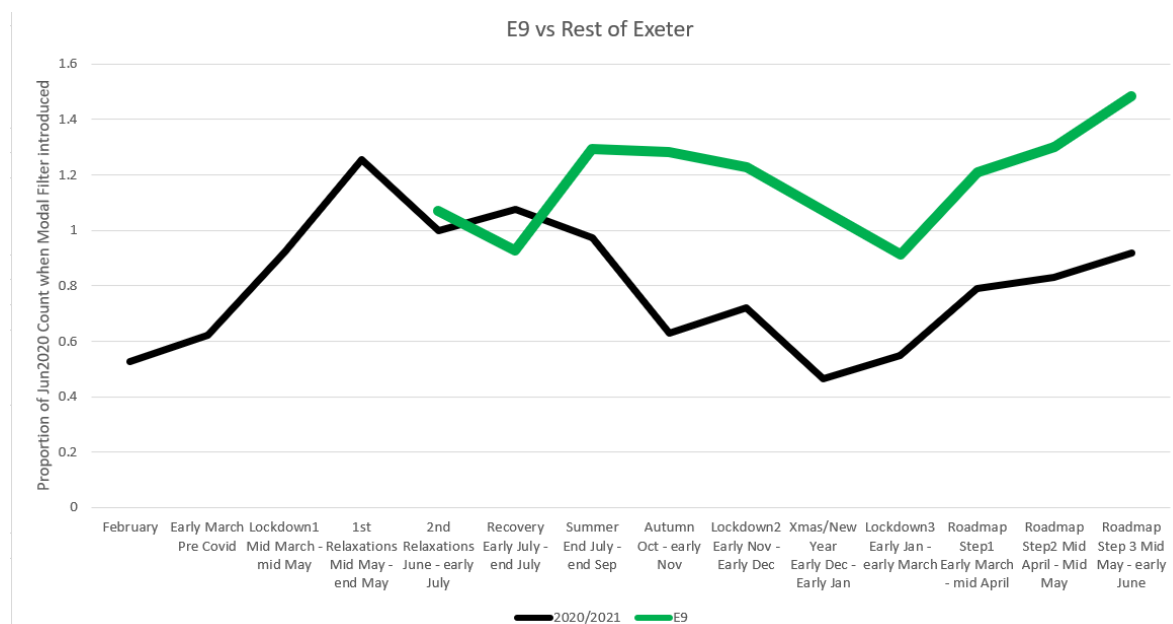
The recommendation includes delegated powers to the Head of Planning, Transportation and Environment, in consultation with the Chair of HATOC and the local member, to make any further minor amendments to the scheme details.

3. Data

The impact of the changes on Wonford Road have been monitored through regular traffic counts and a speed survey.

Peak period traffic counts between 8:00 - 9:00 and 16:30 -17:30 have been undertaken on Wonford Road regularly over the last 12 months. The first count was in June 2020, before the closure was implemented, and further counts (on 25 different weeks) have been continued through to June 2021 to provide a profile of transport usage across the year. This data is provided in Appendix III.

The graphic below compares the profile of cycle use on Wonford Road to cycle levels across the city taken from automatic cycle counters. This enables the usage of the E9 route to be separated from changes due to seasonality (i.e. cycling levels are higher in summer) and any wider increases in cycling following the COVID-19 pandemic. The count data shows that cycling on the E9 route (shown in green) has increased by approximately 50% in the last 12 months, representing an increase from approximately 65 cyclists in the peak periods to 100. Cycle volumes have also increased by over 60% compared to cycle flows across the Exeter network (shown in black).



Comparison of E9 cycle count data (Wonford Road) vs Citywide cycle data

The reduction in traffic has also created a more pleasant walking environment on Wonford Road and pedestrian numbers have also increased. The peak period count data also shows pedestrian numbers approximately 70% higher than the same time in 2020.

A Speed radar to capture vehicle flow and speeds was also undertaken in December 2020. The (mean) average speed of vehicles was 17.6mph, with an 85th percentile of 22.6mph, confirming that vehicle speeds are typically compliant with the 20mph speed limit. Average daily flow through the modal filter was 270 vehicles per day, approximately 90 of these are scheduled bus movements and the remainder likely to be drivers entering through illegally. Formalising the closure as per the plans is expected to reduce further instances of illegal vehicular movements.

Two way daily vehicle flows on Wonford Road approach to Barrack Road prior to COVID-19 were approximately 5,000-6,000 a day, and since the closure this has reduced to just over 1,000 vehicles (as Wonford Road still provides access to residential streets, Nuffield Hospital and Mardon Centre). The vehicular impact on other routes is difficult to ascertain due to changing travel patterns through lockdown over the year. Nevertheless, flows on the two nearest radial routes of Heavitree Road and Topsham Road remain at or below pre-COVID levels, as shown in Appendix IV.

The data evidences a steady increase in active travel levels. It should however be noted that changing lockdown restrictions, significant numbers working from home, reopening of schools and seasonal variations will have also influenced travel.

We have also collected qualitative data on the support for the scheme. The positive feedback previously highlighted at the October HATOC was based on the 151 letters received with comments on Wonford Road to that point, of which 83 had been positive and 68 negative.

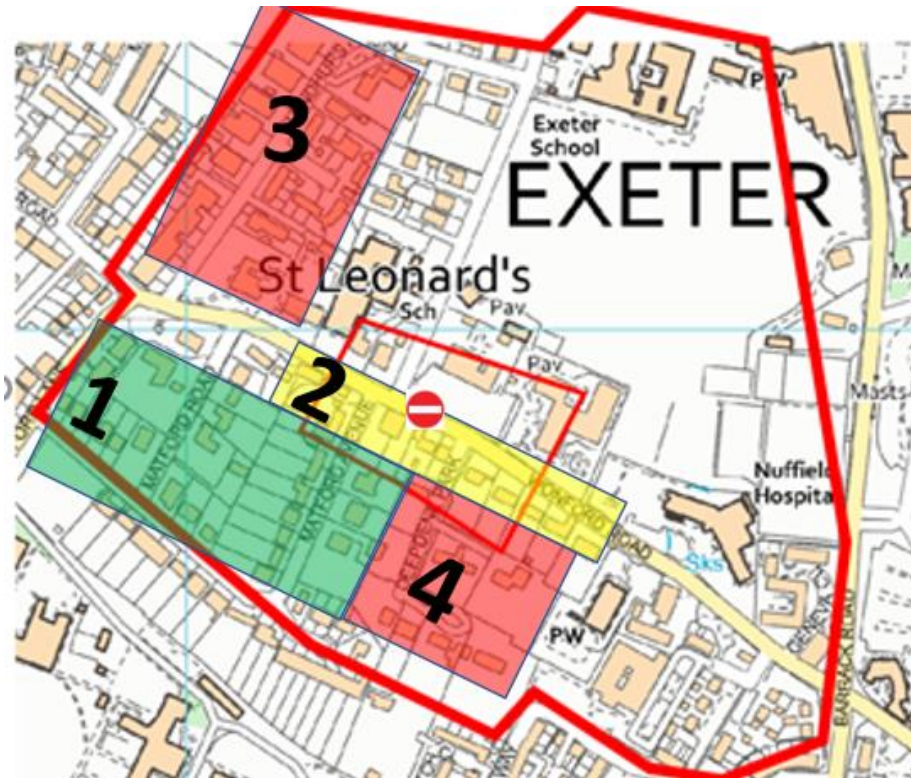
4. Consultations/Representations

A Traffic Regulation Order (TRO) for the restriction was advertised for 5 weeks from November to December 2020. Comments on the scheme design were invited alongside the TRO advert and a letter drop to properties within 250 metres of the proposed restriction was undertaken. A summary of the comments received was appended to the [January 2021 HATOC report](#).

Typically, the views provided were similar across respondents from that street and can be categorised as follows:

- Respondents of Matford Avenue, Matford Road and Leighdene Close were typically in favour, highlighting the improved environment, improved safety for children cycling to school and making public transport more punctual (see area 1 on map below).
- Wonford Road residents views were mixed, with equal numbers for and against (area 2).

- Residents of Victoria Park Road, Penleonard Close, Romsey Drive and Lyndhurst Road, typically raised concerns about displaced traffic (area 3),
- Residents of Deepdene Park were typically against. A number highlighted that although there was no objection in principle to restricting vehicles on Wonford Road, they wanted an alternative form of restriction (all motor vehicles except buses and access) which residents would be exempt from (area 4).



Overview of views received at consultation- green in favour, red against

Stagecoach, who currently operate the bus services on Wonford Road support the principle of encouraging more active travel, while continuing to enable convenient access for buses on core routes such as the hospital services.

Comments on the proposed design were supportive of the additional footway on the southern side of Wonford Road for improving pedestrian facilities and improving visibility for properties on Wonford Road and out of Deepdene. Several respondents stated that any signed restriction needs to be enforced.

Following comments from local residents about the type of restriction at the January meeting of Exeter HATOC, the committee resolved that:

consideration of a Traffic Regulation Order to prohibit all vehicles except buses in the Wonford Road area be deferred to the next meeting for determination pending: further investigation by Officers of the enforcement issues to include possible bollard/barrier arrangement; camera surveillance; extent of any proposed prohibition; and analysis of data and views of the Devon and Cornwall Constabulary and local Member.

A summary of the feedback from the Devon and Cornwall Constabulary was provided at the March HATOC. This highlighted how enforcement of an alternative signed restriction (prohibition of motor vehicles) would be more difficult to enforce and that the Police's preferred restriction was to make permanent the current 'No Entry' Temporary Traffic Regulation Order and with engineered pinch points.

At March HATOC,

The Committee noted and supported the proposed next steps which were to seek local views on two 'no entry' locations (as advertised and immediately east of Deepdene). Following this, an updated report would be made to a future meeting which would set out the Police response, provide additional traffic and travel data, outline the enforcement issues, and feedback on local views on the two 'no entry' options.

Letters were sent out on 20th May to local residents seeking their preference of the two options. The delay from the March HATOC followed a request from a local resident to delay this consultation until further lifting of lockdown restrictions. All the responses that indicated a preference preferred Option 2, to relocate the closure point to the east of Deepdene.

Following this, a modification to the traffic regulation order has been advertised by a notice on site, on the website and by letter to the local properties that would be affected by the modification. This consultation ran from the 15 June until 7 July 2021. A summary of the comments submitted and the County Council's response are in Appendix V.

The owner of number 43 Wonford Road also enquired about ensuring it does not affect a future access they have planning for, and the proposal has been designed to avoid interfering with their approved proposals.

5. Financial Considerations

The proposed works are estimated to cost up to £127,500.

This would be fully funded from tranche 2 of the Active Travel Fund allocation (grant funding). The deadline for spending this money is March 2022.

6. Environmental Impact Considerations

The measures proposed in this report will improve walking and cycling, encouraging reduced car use and boosting people's health and fitness. By retaining public transport access and reducing flow and delays through the Wonford Road/Barrack Road junction the change will also benefit public transport.

There may be slight negative impacts at certain locations, due to traffic being displaced onto other roads and some journeys being made longer. However, the impact on vehicles is expected to be modest and there is easy access to parallel routes. It is also expected that some people will switch modes rather than simply changing their driving route and therefore total vehicle distance is expected to reduce as a result of the schemes.

Given the benefits to active travel and expected reduction in vehicle travel, the environmental impacts arising from the proposals are expected to be positive.

7. Equality Considerations

The proposals help enable pedestrians and cyclists of a wide range of abilities and confidence levels to more safely travel along the roads impacted. Despite the closures of roads at certain points, all properties are still accessible by motor vehicles although in some cases alternative routes may be required.

An Equality Impact Assessment was undertaken prior to implementing the 'pop up' closures, and it was concluded that there was an overall benefit in creating a low traffic, safer environment for walking and cycling, which would encourage greater participation in cycling/physical activity amongst young people, older people, women and people with disabilities. Letters of support for the scheme have reiterated the positive impact on cycling levels for some of the groups listed above.

8. Legal Considerations

The statutory consultation on the proposed vehicle prohibition has been carried out in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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 is practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

In June 2019, the UK became the first major country to legislate for a net-zero target for carbon emissions by 2050. The proposed restrictions on Wonford Road would support low carbon travel, reduce car usage and support carbon commitments.

9. Risk Management Considerations

As discussed in section 8, multiple elements of the scheme include legal considerations and consultations. The progression of the scheme to construction will be subject to sealing of the Traffic Regulation Order.

A stage 2 road safety audit is being undertaken on the design. The temporary measures were audited prior to their installation and the pop-up measures benefit from having been trialled so that a decision to progress is based on the actual, rather than predicted impacts, of a scheme, therefore reducing potential unforeseen risks.

Similarly, a variation of the proposal has already been in place for over 12 months, and therefore the risk of any unforeseen negative transport impacts from the change are small.

10. Public Health Impact

The proposals improve the pedestrian and cycling environment, with new footway and crossings to improve safety and encourage sustainable travel. The scheme is expected to increase activity levels, reduce carbon emissions and contribute positively to general health and wellbeing.

It is recognised that the closure of Wonford Road may create longer car journeys for some residents, although the additional journey length is small and the benefits for active travel and public health outweigh this.

11. Options/Alternatives

Options in terms of alternative designs and types of restriction considered are covered in detail in the January HATOC report, with the main points for and against these described below.

Full closure to all vehicles with a physical barrier would have had a detrimental impact on public transport, reducing some of the environmental benefits and emergency service access to the area.

An alternative restriction, in the form of a traffic prohibition except for access over a longer distance, would be less effective in reducing vehicles and is more difficult to enforce. As such a restriction is more difficult to enforce (as confirmed by the Police) there is likely to be more traffic contravening the restriction. It could also not be easily enforced by camera.

The proposed 'no entry' restriction is easier for users to understand and for the relevant authorities to enforce and so is considered the most appropriate solution, taking into account the scheme objectives to improve active travel and public health.

Complete removal of the measures would slow progress towards active travel targets and carbon reduction commitments. Alternative routes proposed by some objectors through Gras Lawn and County Hall is longer, circuitous, involves an uncontrolled junction on Barrack Road and is not consistent with new design principles set out in the Government's *Local Transport Note 1/20: Cycle Infrastructure Design*. All schemes funded by the Active Travel Fund are expected to comply with this latest design guidance.

12. Summary/Conclusions/Reasons for Recommendations

The proposal helps deliver a section of the E9 strategic cycle route from Newcourt/Sowton to the City Centre and provides enhancements to pedestrian and public transport provision through densely populated residential areas of the city, maximising opportunities for modal shift.

It supports the County Council's ambitious target of encouraging 50% of Exeter's population to walk and cycle to employment and education destinations, including access to the RD&E Hospital, therefore supporting safe, sustainable and healthy travel.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: St Davids & Haven Banks

Local Government Act 1972: List of Background Papers

Contact for enquiries: Will Pratt

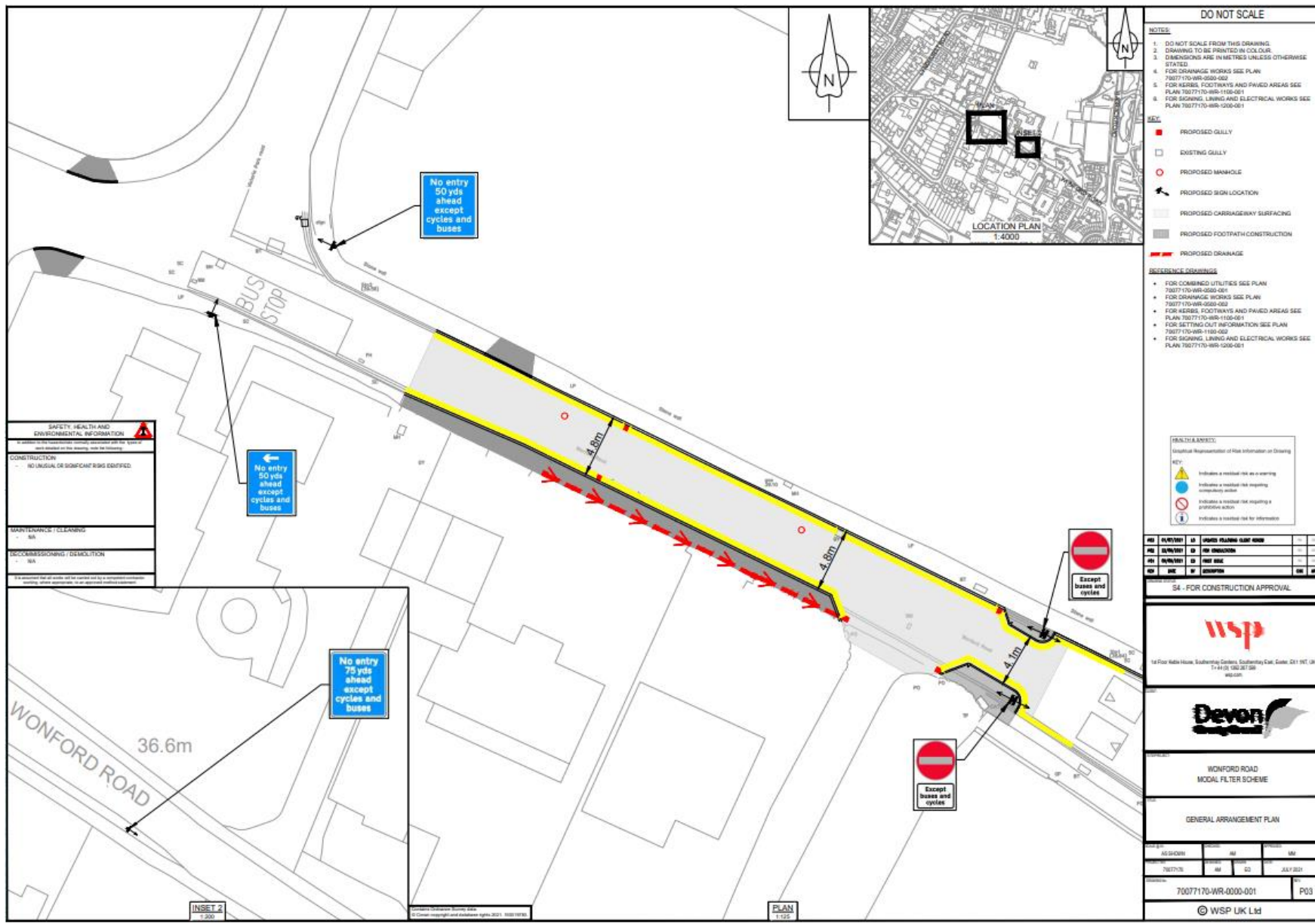
Room No: County Hall, Topsham Road, Exeter

Tel No: 01392-383000

Background Paper	Date	File Reference
1. None		

wp080721exh
sc/cr/Wonford Road Exeter E9 Strategic Cycle Route
02 090721

Wonford Road Scheme Plan

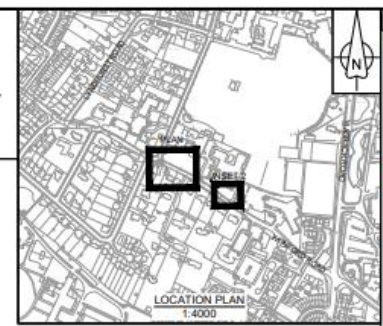
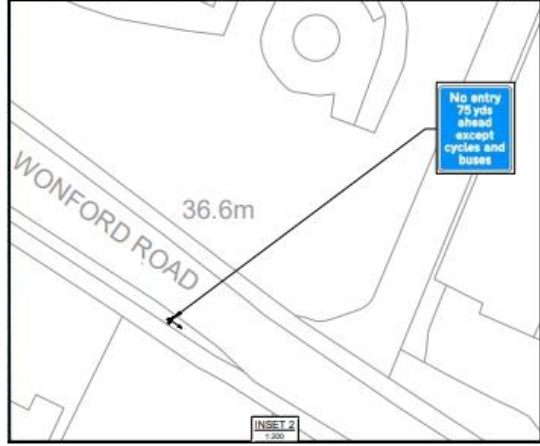


SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

CONSTRUCTION: NO UNUSUAL OR SIGNIFICANT RISKS IDENTIFIED.

MAINTENANCE / CLEANING: NA

DECOMMISSIONING / DEMOLITION: NA



DO NOT SCALE

NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- DRAWING TO BE PRINTED IN COLOUR.
- DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- FOR DRAINAGE WORKS SEE PLAN: 70077170-WR-000-002
- FOR KERBS, FOOTWAYS AND PAVED AREAS SEE PLAN 70077170-WR-100-001
- FOR SIGNING, LIGHTING AND ELECTRICAL WORKS SEE PLAN 70077170-WR-100-001

KEY:

- PROPOSED GULLY
- EXISTING GULLY
- PROPOSED MANHOLE
- PROPOSED SIGN LOCATION
- PROPOSED CARRIAGEWAY SURFACING
- PROPOSED FOOTPATH CONSTRUCTION
- PROPOSED DRAINAGE

REFERENCE DRAWINGS:

- FOR COMBINED UTILITIES SEE PLAN: 70077170-WR-000-001
- FOR DRAINAGE WORKS SEE PLAN: 70077170-WR-000-002
- FOR KERBS, FOOTWAYS AND PAVED AREAS SEE PLAN 70077170-WR-100-001
- FOR SETTING OUT INFORMATION SEE PLAN 70077170-WR-100-002
- FOR SIGNING, LIGHTING AND ELECTRICAL WORKS SEE PLAN 70077170-WR-100-001

HEALTH & SAFETY:

Operational Representation of Risk Information on Drawing

KEY:

- Includes a material risk to workers
- Includes a material risk requiring emergency action
- Includes a material risk requiring a prohibition action
- Includes a material risk for information

REV	DATE	BY	DESCRIPTION	ISSUED
001	01/07/2020	WSP	ISSUED FOR CONSTRUCTION APPROVAL	001

WSP

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T: +44 (0) 1802 371 500
wsp.com

Devon

WONFORD ROAD
MODAL FILTER SCHEME

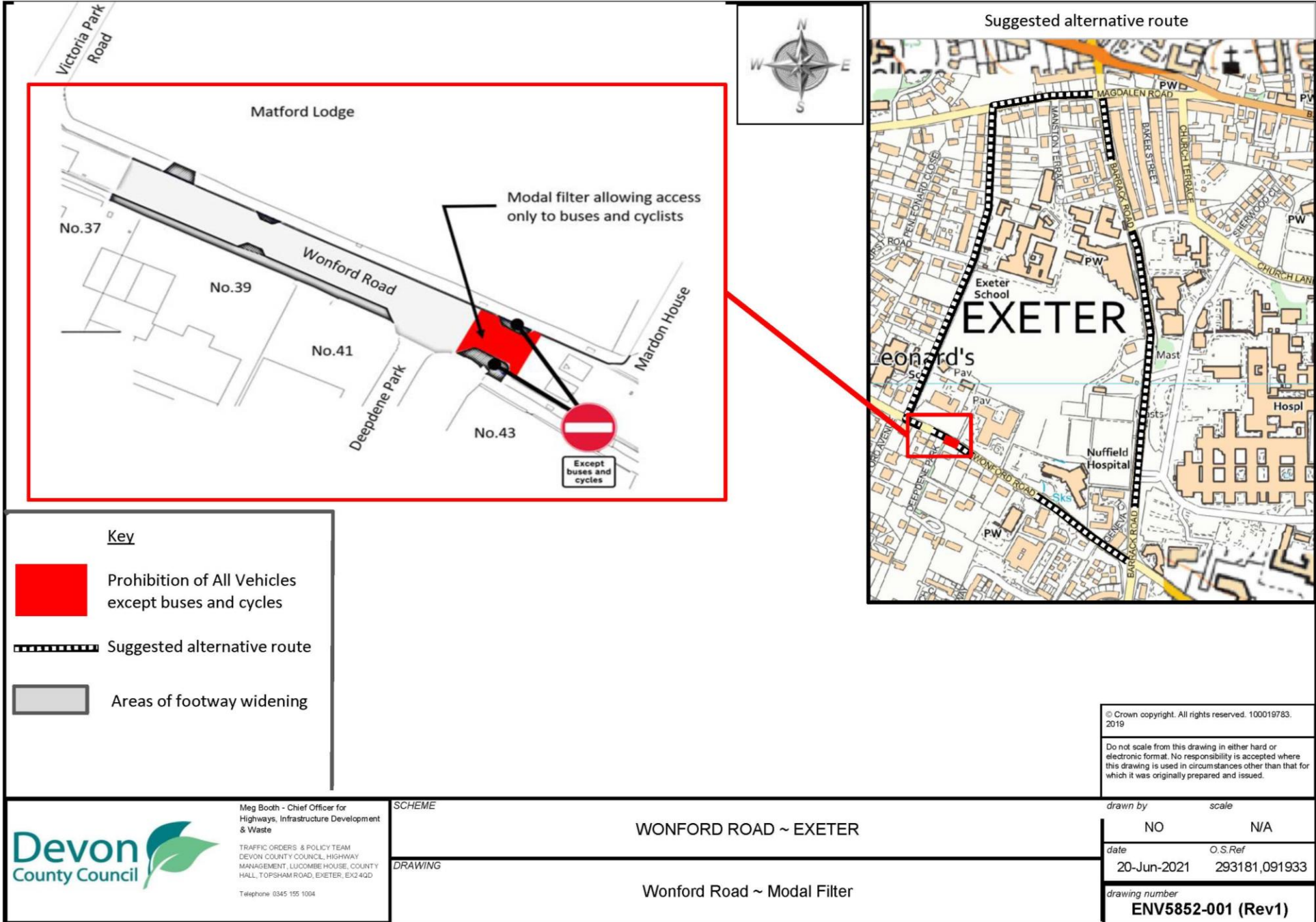
GENERAL ARRANGEMENT PLAN

AS SHOWN	REV	DATE
70077170	01	01
70077170	02	01

70077170-WR-000-001 P03

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Plan Showing the Modified Restriction



Key

- Prohibition of All Vehicles except buses and cycles
- Suggested alternative route
- Areas of footway widening

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Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4GD

Telephone 0345 155 1004

SCHEME

WONFORD ROAD ~ EXETER

DRAWING

Wonford Road ~ Modal Filter

drawn by scale

NO N/A

date O.S.Ref

20-Jun-2021 293181,091933

drawing number

ENV5852-001 (Rev1)

Police Comments on Traffic Restrictions

Hi Will,

Thanks for the inclusion on this matter and the constructive teams meeting we shared. I have detailed my responses as per your listed questions from your e-mail.

a.) *views on the suitability of such a restriction- and how easy for the police to enforce –*

- As discussed we could look at this by way of a 3 tiered approach, the most compliant & desired being a very expensive retracting physical barrier , the second being the current NO Entry and thirdly the prohibition of MV's except for access.
- The most suitable solution to the Police would be the tier 2 option – make permanent the current No Entry signage and associated pinch point engineering.

b.) *Would you be in support of such a restriction*

- I would certainly support the implementation of a **permanent 'No Entry' TRO** over and above the proposed amended TRO. This is evidenced based & on the understanding that this has appeared to work well over the last 9 months and with very little if any issues reported to Police or requirement for additional Police enforcement.
- 'No Entry' signage is a readily recognisable visual indicator to motorists and in my experience subject to less non-compliance than a prohibition to MV's restriction with the complications of 'except for access'.
- This is often explained by the fact that failure to comply with a 'No Entry' is an absolute offence committed at the point at which a vehicle travels beyond the posted restriction. Unlike other restrictions with 'Except for access' which lead to a more resource intensive enforcement regime and will often lead to additional prosecution administration work as defendants attempt to falsely claim / try their luck at claiming the access exemptions as a defence.

c.) *Availability of police resource to enforce such restrictions.*

- Police resources as with all reported incidents are triaged & prioritised on the basis of a harm and threat assessment. This particular task will undoubtedly fall to local Neighbourhood officers to pick up any required enforcement action. In my experience the current No Entry restrictions will invite less non-compliance and therefore less complaints to Police and requirement for enforcement.
- If enforcement is justified and therefore undertaken, again the current 'No Entry' will be less resource intensive for Police as this can be enforced at the signage point and can if required be enforced with no Officer/Driver interaction by witnessing the offence recording vehicle details and dealing with the matter by postal notice of intended prosecution.
- In contrast enforcing the alternative 'prohibition to MV except access' will require more than 1 officer to enforce and will often need a spotting officer at the point of contravention along with a second officer at the exit to the restrictions in order to evidence the fact that any defence in respect to 'access' exemptions were not applicable. This would also require a positive vehicle stop and driver interaction in order to establish the facts of the offence there and then.
- I might also mention a very relevant point in respect to enforcement. As with any organisation there are constant demands on already stretched resources. The offence in relation non-compliance of 'No Entry' Traffic sign or signal is an de criminalised offence under the sec.6 Traffic Management Act & can be enforced both by Police and by the DCC on street Civil Enforcement Officers (CEO). Should non-compliance become an issue enforcement there will be more resources to call upon to conduct enforcement work.
- In contrast the 'Prohibition of MV' signage is only enforceable by Police officers. Paradoxically by introducing a restriction that is highly likely to attract less compliance

and hence a higher of enforcement action, we will have fewer resources available to do so.

- *Finally if in the future compliance issues do become an issue these TRO restrictions are also able to be enforced by fixed cameras.*

d.) A preferred restriction from your perspective.

The preferred restriction would be to make permanent the current 'No Entry' TTRO along with some permanent engineered pinch points. This in my experience is clear prohibitive signage, unambiguous and I believe will invite a higher degree of compliance. As has been evidenced over the existing 9 months in which it has been in situ.

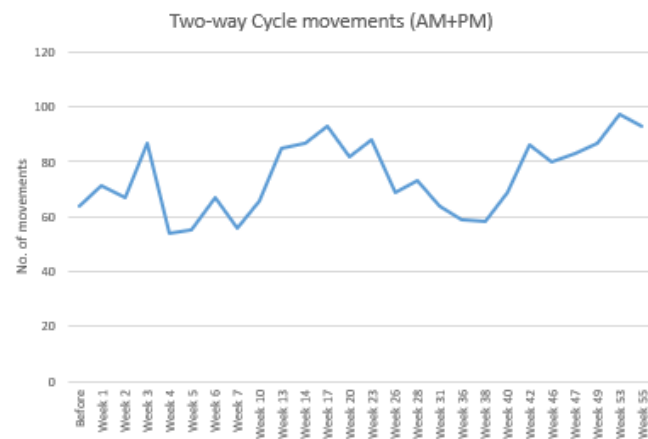
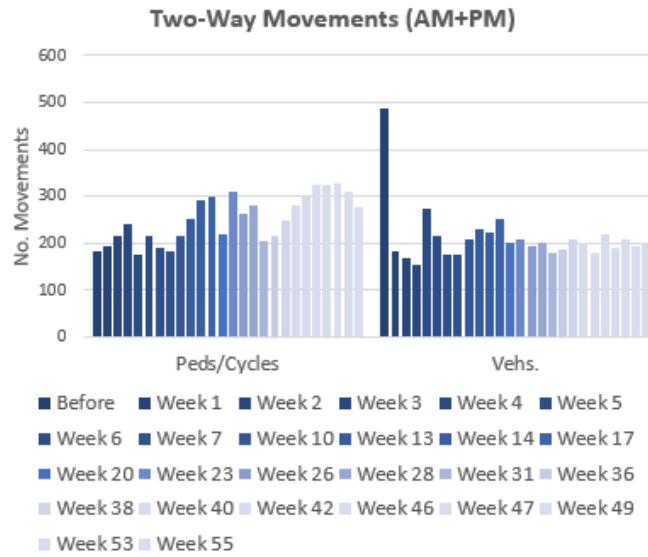
Regards

Andy

Transport Data

Wonford Rd count data

	Two-Way AM+PM			
	Peds	Cycles	Peds/Cycles	Vehs.
Before	117	64	181	488
Week 1	124	71	195	181
Week 2	147	67	214	169
Week 3	152	87	239	155
Week 4	122	54	176	272
Week 5	159	55	214	216
Week 6	121	67	188	174
Week 7	127	56	183	174
Week 8	0	0	0	0
Week 9	0	0	0	0
Week 10	148	66	214	208
Week 11	0	0	0	0
Week 12	0	0	0	0
Week 13	166	85	251	231
Week 14	204	87	291	222
Week 15	0	0	0	0
Week 16	0	0	0	0
Week 17	207	93	300	253
Week 18	0	0	0	0
Week 19	0	0	0	0
Week 20	137	82	219	200
Week 21	0	0	0	0
Week 22	0	0	0	0
Week 23	223	88	311	208
Week 24	0	0	0	0
Week 25	0	0	0	0
Week 26	192	69	261	195
Week 27	0	0	0	0
Week 28	207	73	280	201
Week 29	0	0	0	0
Week 30	0	0	0	0
Week 31	139	64	203	180
Week 32	0	0	0	0
Week 33	0	0	0	0
Week 34	0	0	0	0
Week 35	0	0	0	0
Week 36	155	59	214	186
Week 37	0	0	0	0
Week 38	190	58	248	208
Week 39	0	0	0	0
Week 40	212	69	281	199
Week 41	0	0	0	0
Week 42	214	86	300	180
Week 43	0	0	0	0
Week 44	0	0	0	0
Week 45	0	0	0	0
Week 46	244	80	324	217
Week 47	241	83	324	188
Week 48	0	0	0	0
Week 49	242	87	329	208
Week 50	0	0	0	0
Week 51	0	0	0	0
Week 52	0	0	0	0
Week 53	211	97	308	195
Week 54	0	0	0	0
Week 55	185	93	278	197
Week 56	0	0	0	0



Appendix IV To PTE/21/26

Transport Data – Vehicle Volumes on Main roads in Exeter

Exeter Average Traffic Flows Pre and Post Covid19 at 13 Locations on Arterial Routes		Mar-19	Early March 2020 (Pre Covid)	Lockdown	1st Relaxations	2nd Relaxations	Recovery Early July - end July	Summer End July - end Sep	Autumn Oct - early Nov	Lockdown2 Early Nov - Early Dec	Xmas/NYear Early Dec - Early Jan	Lockdown3 Early Jan - early March	Roadmap Step1 Early March - mid April	Roadmap Step2 Mid April - Mid May	Roadmap Step3 Mid May - early June	Comparison to March 2019 Traffic Levels
		Time Period	Sun 03/03/19 to Sun 24/03/19	Sun 01/03/20 to Sun 22/03/20	Mon 23/03/20 to Sun 10/05/20	Mon 11/05/20 to Sun 31/05/20	Mon 01/06/20 to Fri 03/07/20	Sat 04/07/20 to Fri 31/07/20	Sat 01/08/20 to Wed 30/09/20	Thu 01/10/20 to Wed 04/11/20	Thu 05/11/20 - Tue 01/12/20	Wed 02/12/20 - Mon 04/01/21	Tue 05/01/21 - Sun 07/03/21	Mon 08/03/21 - Sun 11/04/21	Mon 12/04/21 - Sun 16/05/21	
Exeter	045 Bonhay Road	11062	11,735	3,889	6,139	8,079	9,635	11,178	10,585	8,191	8,434	7,706	10,146	11,564	12,291	1.11
	7009 Cowick Street	12026	12,827	5,665	7,702	9,610	10,631	11,791	11,506	9,384	10,663	8,605	10,101	11,877	12,037	1.00
	7014 Western Way	27282	27,675	11,267	17,003	21,372	23,162	27,013	26,968	21,882	23,747	19,599	23,501	26,472	26,805	0.98
	7005 Alphington Street	24457	23,817	10,193	16,222	20,232	22,426	23,895	22,499	20,296	21,604	18,565	21,594	24,136	25,043	1.02
	7038 Cowick Lane (one-way towards Sainsburys only)	7811	6,896	2,969	4,552	5,912	6,628	6,381	6,844	5,793	6,272	5,070	6,125	7,158	7,194	0.92
	0418 Bad Homburg Way	24556	23,853	8,124	13,403	19,845	21,772	21,756	21,536	17,317	18,168	16,616	18,653	22,047	21,704	0.88
	0418 Topsham Road east of Countess Wear Rbt	17613	16,435	6,837	11,877	14,393	16,213	17,343	16,789	12,486	14,726	12,085	15,393	17,655	18,035	1.02
	0408-9 Topsham Road west of Countess Wear Rbt	25860	23,075	9,234	14,414	18,274	21,634	23,743	22,965	16,307	19,843	16,321	19,620	23,500	24,356	0.94
	0430 Topsham Road near County Hall	16928	15,047	5,500	8,644	12,082	14,911	16,786	16,859	11,994	14,652	11,176	13,230	16,542	17,104	1.01
	9073-4 Rydon Lane near Countess Wear Rbt	32639	30,496	11,599	19,231	25,360	29,801	31,646	28,929	20,830	24,505	21,367	26,181	30,649	30,834	0.94
	425 Moor Lane, Sowton	10678	9,755	4,355	7,251	8,868	9,656	9,911	10,622	8,990	9,213	8,601	9,982	11,511	11,552	1.08
	7001 Honiton Road near Sidmouth Road	25648	24,609	10,464	15,830	20,241	22,422	24,557	23,943	20,098	22,068	17,812	20,407	23,969	25,391	0.99
	030 Pinhoe Road near Vaughan Road	19448	17,537	7,783	12,887	13,917	15,790	17,603	17,876	14,911	16,280	12,763	14,551	16,214	16,587	0.85
2020 /2021	256008	243,757	97,879	155,155	198,185	224,681	243,603	237,921	188,479	210,175	176,286	209,484	243,294	248,933		
Comparison with same period in previous year			-5%	-62%	-41%	-27%	-16%	-7%	-9%	-29%	-12%	-32%	40%	120%	48%	

Summary of Comments Received to Modification Notice

5852– Devon County Council (Wonford Road, Exeter) (Prohibition of All Vehicles) Order

Customers Comment	Devon County Council Response
1st respondent: Resident of WONFORD ROAD	
<p>SUPPORT We live in Wonford road near the changes. On a personal level the decrease in traffic is safer for our children and as a wider point we think it supports the council's objectives around climate change.</p> <p>If this modification isn't possible, we would still like to support the original changes to keep the road as it currently is.</p>	<p>Officer comments Support noted.</p>
2nd Respondent: Residents of DEEPDENE PARK	
<p>This objector is representing 5 property owners in Deepdene Park (10 residents). These residents commissioned a report from “Tetra Tech Engineering Limited” to challenge this TRO and proposal.</p> <p>The conclusion of this report was:</p> <p>Based on the information provided by DCC and the noted amendments (actual and proposed) to the TRO scheme presented to date, it is recommended that DCC consider alternative design and implementation options to permanent adoption of this emergency pop-up scheme.</p> <p>Any promoted scheme should be supported by robust data, collected on Wonford Road and the adjacent local road network during typical traffic flow conditions, thus enabling the supporting analysis to be robust and so able to justify the conclusions made. This approach would enable SCC to determine if the TRO on Wonford Road supports the County Council’s target of encouraging 50% of Exeter’s population to walk or cycle to employment and education destinations.</p>	<p>Officer comments</p> <p>The main point is that the residents wish to be able to travel through the closure so that it should not be necessary for them to take a longer route.</p> <p>Alternative options have been explored, in consultation with Police and local residents.</p> <p>A Vehicle prohibition except for access was considered but rejected as this is difficult to enforce and is more likely to be abused by drivers. The location of the no entry has been changed following consultation with local residents.</p>

<p>Further design options or alternative layouts should address concerns of local residents and also aim to achieve the objective of compliance and enhanced safety. The options should be subject to the relevant design scheme checks and assessed through the appropriate road safety audits. All schemes should be subject to public consultation in entirely the same manner as other parts of the scheme (reference: Dryden Road and Magdalen Road routes).</p> <p>Should you have any questions regarding the detailed analysis, summary and recommendations presented above, please advise. Otherwise we recommend that you attach this highway assessment to your next written representation to DCC regarding the TRO in Wonford Road and request that the HATOC have regard to this assessment when reaching any conclusions on the way forward.</p>	<p>The scheme/TRO forms part of a strategic cycle route and promotes and encourages cycling, walking and the use of public transport.</p> <p>Data has been collected on Wonford Road across the last 12 months and shows an increase in active travel levels.</p> <p>A letter drop to properties within 250 metres of the proposed restriction was undertaken alongside the advertising of the Traffic Regulation Order (TRO). Further consultation with residents was also undertaken on location options for a no entry and a modification advertised on site.</p> <p>This scheme has been safety audited and will be again following construction.</p>
<p>The following text is from the covering email with the report from Tetra Tech Engineering Limited:</p> <p>Further to the public notice modifying the proposed prohibition to all motorised vehicles in Wonford Road, we wish to make the following representation.</p>	
<p>Throughout this process residents of Deepdene Park, whilst accepting the temporary emergency Covid 19 measures, have struggled to see the clear justification for the permanent prohibition of all motorised vehicles in Wonford Road, other than to cut out, or to displace vehicles 'rat running' through St Leonards, especially at peak times.</p>	<p>The scheme/TRO forms part of the E9 cycle route. Reduction in traffic and promotes and encourages cycling, walking and the use of public transport. Evidence of increased active travel usage is included in the report.</p>
<p>The impact on local residents is to increase local journey times and to force us onto routes that are already congested by traffic. Sadly we continue to receive abuse from pedestrians and cyclists who fail to understand the permitted movements under the current layout. We have voiced our unhappiness directly to the HATOC committee and in our written representations. We remain of the view that there are alternative and better means to restrict traffic movements in Wonford Road and these have not been the subject of</p>	<p>Noted that some journeys by car will be longer, although additional journey length is modest and the benefits outweigh this.</p> <p>A Vehicle prohibition except for access was considered but rejected as this is difficult to enforce and is more likely to be abused by drivers.</p>

<p>proper consultation, in contrast to the wide consultation that has taken place on proposed permanent changes to Dryden Lane and Magdalen Road.</p>	
<p>Even at this late stage, we would ask the Council to consider alternative forms of prohibiting motorised vehicles other than simple, "back to back" No Entry signage and to properly consult upon them. These alternative types of restriction already exist in St Leonards (in Penleonard Close and Romsey Drive).</p> <p>The Council's proposed modification to locate the No Entry signs to the east of Deepdene Park may reduce the sense of being "cut off" from St Leonards for residents in Deepdene Park and so is a modest improvement, however it does not alter the fundamental concerns we have raised.</p>	<p>Vehicle prohibitions except for access are often abused and are difficult to enforce.</p> <p>Penleonard Close and Romsey Drive are cul-de-sacs so there is less demand for access and risk of abuse in these roads.</p> <p>Preference for moving No entry east of Deepdene Park, as proposed, noted.</p>
<p>These concerns have resulted in the production of a highway assessment report of the proposed prohibition in Wonford Road by international highway consultants Tetrattech Ltd. The report was commissioned by a number of residents living in Deepdene Park, as it appears that the Council has not adequately addressed questions raised by them, nor provided evidence to justify the permanent prohibition.</p>	<p>Response to comments are provided in this table and the previous HATOC report.</p> <p>Evidence of increased active travel usage is included in the report. This includes counts on Wonford Road across the last 12 months and shows an increase in active travel levels.</p>
<p>We would be grateful if you would share a copy of the Tetrattech Report with officers responsible for this Order and with members of the HATOC</p>	<p>The report will be shared with officers and with members of the HATOC</p>
<p>To conclude, we believe the prohibition of motorised vehicles to reduce rat running through this section of Wonford Road can be achieved through the introduction of standard signage preventing motorised vehicles with the exception of buses and for access. We would ask that the Council consider this alternative alongside others, in a formal and wide consultation.</p>	<p>Comment noted.</p> <p>Vehicle prohibition except for access are often abused and more difficult to enforce.</p>