

## **Proposed Waiting Restrictions around Exeter College**

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:**

- (i) the comments be noted; and**
- (ii) the proposed traffic restrictions are implemented as advertised and the traffic orders made and sealed.**

### **1. Summary**

This report is to consider the responses to the statutory consultation on the proposed changes to the waiting restrictions in the area around Exeter College.

### **2. Introduction**

As part of the development to the Exeter College Hele Road Campus, it is proposed to alter the road layout at the junction of Hele Road and Queen's Terrace to improve pedestrian safety as the development is expected to increase walking and cycling movements in the area.

The proposed scheme would narrow the junction of Queens Terrace with Hele Road and extend the one way system. This requires the removal of parking at the junction.

A new traffic island would be built on Hele Road to provide additional facilities for pedestrians to cross following the creation of a new entrance on to the campus.

The existing bus stop adjacent to the church would be removed and access amended to the existing bus stop 100m further along Hele Road.

### **3. Proposal**

The proposed traffic regulation order includes an extension to the existing one way restriction on Queens Terrace to bring it up to the junction with Hele Road.

It is also proposed to remove parking at the junction of Hele Road and Queens Terrace to narrow the junction which will improve facilities for pedestrians in the area and reduce vehicle speeds entering the junction.

To facilitate the new road layout, the bus stop on the north side is being moved slightly towards St Davids Hill so that there is sufficient clearance from the new traffic island.

The bus stop on the south side is being removed as there is another bus stop 100m west and there is no option to provide a bus stop in this area due to the raised footways alongside the church.

The proposals are shown on the plan in Appendix I.

#### **4. Options/Alternatives**

The option of not progressing with the proposals would not improve the benefits for pedestrians agreed with Exeter College as part of their planning application.

The option of retaining the bus stops in their current locations has been considered but would not be possible as this would cause safety issues, with the risk that traffic would be encouraged to travel the wrong side of the pedestrian island.

#### **5. Consultations**

Following consultation with the local County Councillor and Chair of HATOC, the proposals were formally advertised on 27 May 2021 until 1 July by notices on-street and in the local press and by postcard to residents in the vicinity of the changes.

The council has received 7 responses and a summary of responses and the council's response can be found in Appendix II.

#### **6. Financial Considerations**

The costs of the traffic order are being paid for by the College as part of the development. The physical works will be delivered by the College.

#### **7. 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, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic.

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

The improvements at the junction will improve the public realm making it safer for pedestrians and is therefore considered to have a positive impact on the environment.

## 9. Equality Considerations

It is noted that some respondents are concerned about parking for the church. However, there is still parking adjacent to the church and regular church goers would be aware of the need for this to be retained for those less able. It is therefore considered that the loss of parking to improve pedestrian facilities at other times is appropriate.

## 10. Risk Management Considerations

No risks have been identified.

## 11. Public Health Impact

The improvements at the junction will improve the public realm making it safer for pedestrians and is therefore considered to have a positive impact on public health.

## 12. Reasons for Recommendations

After reviewing the comments received, it is considered that the proposed highway improvements will be of greater benefit to pedestrians, especially as numbers are expected to increase due to the expansion of the College campus.

Meg Booth  
Chief Officer for Highway, Infrastructure Development and Waste

### Electoral Division: St Davids & Haven Banks

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

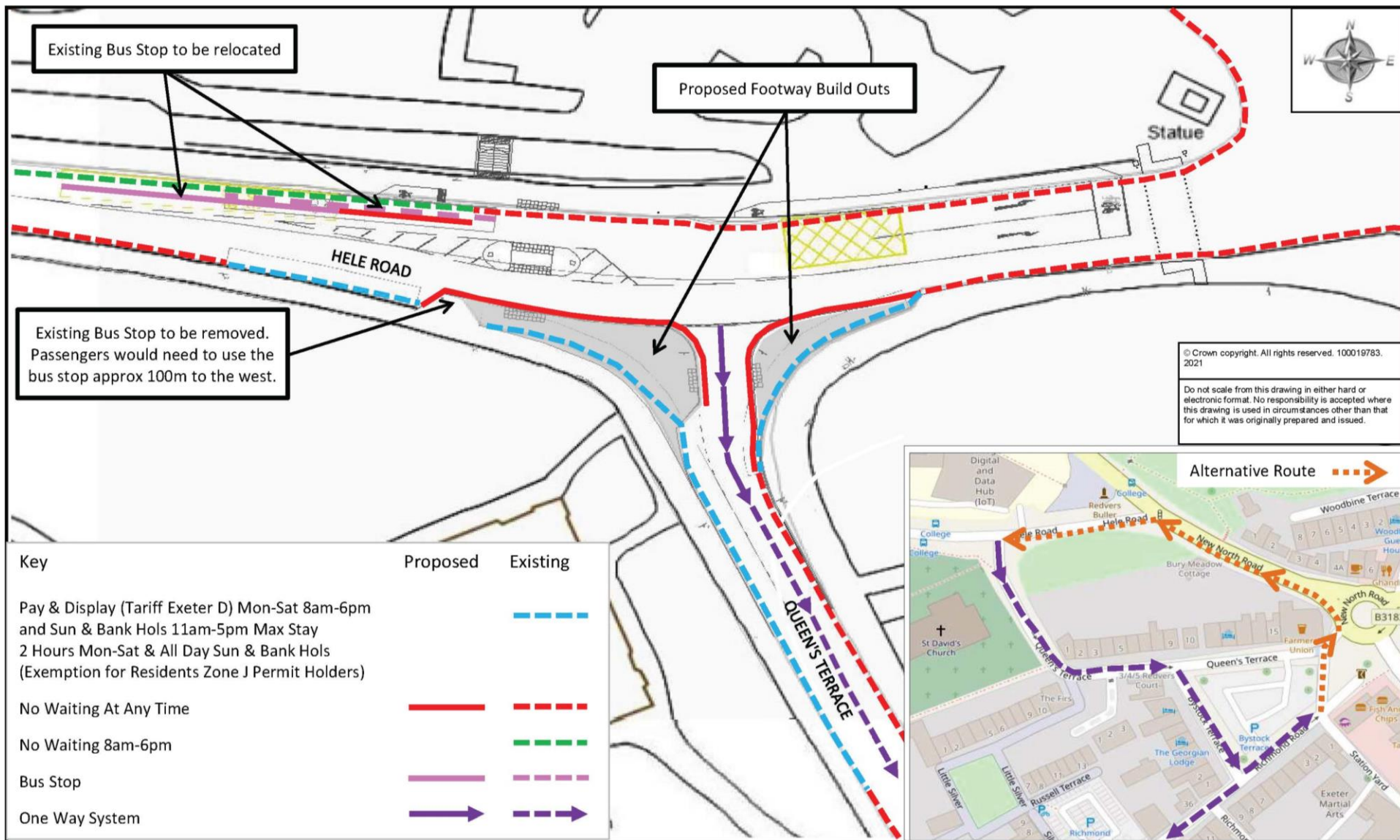
Contact for enquiries: James Bench

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Background Paper	Date	File Ref.
Exeter City Council Planning Application	5 March 2019	19/0330/FUL

jb060721exh  
sc/cr/Proposed Waiting Restrictions around Exeter College  
02 090721



Key	Proposed	Existing
Pay & Display (Tariff Exeter D) Mon-Sat 8am-6pm and Sun & Bank Hols 11am-5pm Max Stay 2 Hours Mon-Sat & All Day Sun & Bank Hols (Exemption for Residents Zone J Permit Holders)		
No Waiting At Any Time		
No Waiting 8am-6pm		
Bus Stop		
One Way System		

<p>Meg Booth - Chief Officer for Highways, Infrastructure Development &amp; Waste</p> <p>TRAFFIC MANAGEMENT TEAM DEVON HIGHWAYS GREAT MOOR HOUSE, BITTERN ROAD, EXETER, EX2 7NL Telephone 0345 155 1004</p>	<p>SCHEME</p> <p>HELE ROAD, EXETER</p>	<p>drawn by</p> <p>ML</p> <p>scale</p> <p>NTS</p>
	<p>DRAWING</p> <p>PROPOSED AMENDMENTS TO WAITING RESTRICTIONS AND ONE WAY</p>	<p>date</p> <p>16-Apr-2021</p> <p>O.S.Ref</p> <p>291551_093140</p>
	<p>drawing number</p> <p><b>ENV5871/1 (A)</b></p>	

Summary of Submissions

Devon County Council (Hele Road and Queens Terrace, Exeter) (Waiting Restrictions) Amendment Order – Ref 5871

Devon County Council (Queens Terrace, Exeter) (One Way) Order – Ref 5872

Comment	Devon County Council Response
<b>First Respondent: Resident of Queens Terrace, Exeter</b>	
Respondent feels that a way should be found to keep parking for residents in the area, due to parking in this area already being difficult.	View noted. The minimum amount of parking is being removed to provide the highway improvements.
Building works in the area create noise pollution and works vehicles reduce parking for residents.	Noted. This is a temporary situation that will be resolved when the works are complete.
Suggests converting some of the Limited waiting spaces in the area to residents only.	<b>It is recommended that the amount of limited waiting be reviewed as part of the next Exeter HATOC waiting restriction review.</b>
<b>Second Respondent: Resident of Queens Terrace, Exeter</b>	
Respondent comments that the parking spaces lost will cause even more problems in a very congested area.	View noted. It is considered that the loss of the parking spaces is acceptable when considering the benefits of the highway improvements in the area.
Suggests parking in the area to be made residents only.	View noted. It would not be appropriate to convert all parking to residents only due the businesses and church in the area. However, <b>it is recommended that the amount of limited waiting be reviewed as part of the next Exeter HATOC waiting restriction review.</b>
<b>Third Respondent: Resident of Galmpton Rise, Exeter</b>	
Respondent objects to the proposals.	Noted.
Members of the Church park along Hele Road during Sunday service. If this facility is removed, it will be discriminating against a group of people, many of whom are elderly, and who rely on their cars to attend church. Has never seen a bus at this time on a Sunday and therefore there is no viable alternative.	View noted. Buses run along Hele Road on all days and would need access to the bus stop to pick up or drop off passengers. Parking will be retained where it can be allowed.  The H & 56 services operate on Sunday mornings and would pick up and drop off passengers from the stops on Hele Road.

Comment	Devon County Council Response
<p>There is very little traffic around on a Sunday morning and therefore a few parked cars along Hele Road do not cause an obstruction or danger in anyway. Attending church means a lot to many people and prevents them from becoming isolated.</p>	<p>Comment noted.</p>
<p>Church goers are increasingly side-lined and discriminated against these days, and this is just another example of discrimination by stealth.</p>	<p>View noted.</p>
<p>Moving of the bus stop would discriminate against the elderly, the disabled and people with young children, as many members of these groups would find it difficult if not impossible to walk an extra 100 metres.</p>	<p>View noted. Parking is available adjacent to the church which could be prioritised by church goers for those in need of it. Alternative parking will remain available on the single yellow line on St Davids Hill on Sundays.</p>
<p>Respondent would reluctantly accept parking restrictions that began at 11am on a Sunday, as by then the service is over and people have left, but the current proposals are completely unacceptable and discriminatory.</p>	<p>Comment noted. Bus services operate all day, every day and therefore it is proposed the bus stop clearway would operate 24/7 to ensure buses were able to drop passengers off at the kerbside.</p>
<p><b>Fourth Respondent: Resident of Little Silver, Exeter</b></p>	
<p>Respondent objects to the proposals.</p> <p>No need to spend the unspecified amount this will cost/No details of the cost of this project have been published.</p>	<p>Exeter College are funding the changes as their new building is expected to result in an increase in pedestrian and cycles in the area.</p>
<p>No evidence of any safety issues by way of accidents or near-misses;</p> <ul style="list-style-type: none"> <li>• No data to support any decisions made.</li> <li>• Never heard of or witnessed an accident at this junction.</li> <li>• The area is within the 20mph zone and at busy times of day traffic is limited to walking pace.</li> <li>• Queens Terrace is only used by residents, this therefore limits vehicle movements and keeps speeds low.</li> <li>• The most danger to pedestrians is from cyclists ignoring the one way system.</li> </ul>	<p>View noted.</p> <p>Changes within the Exeter College campus are expected to increase pedestrian and cycle movements in the area. It is proposed to make changes to the highway to improve pedestrian facilities.</p>
<p>Unlikely the route will be used by pedestrians as it is longer route to most destinations and alternative campus exits are provided for other destinations.</p>	<p>View noted.</p>

<b>Comment</b>	<b>Devon County Council Response</b>
<p>Unnecessary loss of a bus stop adjacent to the College:</p> <ul style="list-style-type: none"> <li>• Exeter College is poorly served by bus stops.</li> <li>• There are no traffic-controlled crossing points for students alighting from Crediton or Tiverton. Pedestrians are expected to walk away from the College to use crossings points.</li> <li>• People travelling from Exeter to Crediton/Tiverton on the bus need to negotiate tricky junctions in order to reach bus stops.</li> <li>• Pedestrians with limited mobility will have difficulty accessing the alternative bus stop.</li> <li>• The College plans to change the layout of its site and the bus stop being removed is well-positioned for this.</li> </ul>	<p>The removal of the bus stop is considered necessary to provide the improvements for pedestrians and cycles in the area.</p> <p>It is considered that the existing bus stop 100m further along Hele Road is reasonable considering the benefits of the highway improvements.</p> <p>Crossing facilities are provide on New North Road for pedestrians using the bus stop.</p>
<p>Unnecessary loss of parking in a congested residents parking zone and popular public short-stay paid-for parking area:</p> <ul style="list-style-type: none"> <li>• Loss of parking spaces in an area which are popular with both residents and the paying public.</li> <li>• The resident parking scheme has already excluded some properties in the geographic area as well as excluding converted or redeveloped properties.</li> <li>• Parking spaces are generally full during the day meaning valuable revenue will be lost.</li> <li>• Parking is extensively used by those attending musical events and St David's Church.</li> </ul>	<p>View noted. It is considered that the loss of the parking spaces is acceptable when considering the benefits of the highway improvements in the area.</p>
<p>Unnecessary loss of a useful space for drop-off and pick-up of students, employees and visitors to the college.</p> <ul style="list-style-type: none"> <li>• Reduction in road space used as a drop off point for staff, students and visitors to Exeter College and other activities in the area.</li> <li>• Insufficient drop off points within college grounds.</li> </ul>	<p>View noted. The changes on Queens Terrace will make the junction safer for pedestrians as it will narrow the junction to ensure traffic movements are slowed.</p>
<p><b>Fifth Respondent: Resident of Bystock Close, Exeter</b></p>	
<p>Respondent partly supports the proposal.</p>	<p>Support noted.</p>

Comment	Devon County Council Response
<p>Respondent comments that there has been no notification of the changes taking place apart from notices on-site.</p>	<p>Details of the changes were included with the planning application. However changes to the traffic regulations are consulted by notices in the local press and on-site.</p>
<p>Respondent agrees with the proposed footway buildouts as this will improve visibility at the junction.</p>	<p>Support noted.</p>
<p>The bus stop is located on a very important route and should be kept. The current proposals will decrease accessibility and safety.</p> <p>There is currently significant use of the bus stops on both sides of the road:</p> <ul style="list-style-type: none"> <li>• Students using long distance buses to attend college.</li> <li>• Level access for the elderly and those with less mobility, also for pedestrians alighting with shopping or prams.</li> <li>• Level access for pedestrians traveling with luggage.</li> <li>• Historically has always been a bus stop at this location.</li> <li>• Proposes that bus shelters should be provided.</li> </ul>	<p>It is not possible to retain the existing bus stop on the south side for road safety reasons.</p>
<p><b>Sixth Respondent: St Davids Neighbourhood Partnership</b></p>	
<p>Respondent feels that these proposals have been worked on in isolation and local residents have not been duly consulted on these changes.</p>	<p>The proposals have been progressed with Exeter College as part of their planning application.</p> <p>Respondent has responded to this consultation on the proposed changes to the traffic restrictions.</p>
<p>Large and expensive alteration to an existing pedestrian crossing point which is not used.</p> <p>There are no road safety issues in this area and therefore these changes are not required.</p>	<p>View noted.</p> <p>Changes within the Exeter College campus are expected to increase pedestrian and cycle movements in the area. It is proposed to make changes to the highway to improve pedestrian facilities.</p>
<p>Feels that this scheme would be a waste of public funds</p>	<p>Exeter College are funding the changes as their new building is expected to result in an increase in pedestrian and cycles in the area.</p>



<b>Comment</b>	<b>Devon County Council Response</b>
<b>Seventh Respondent: Resident of Aspen Close, Exeter</b>	
Respondent is concerned that students would use this uncontrolled crossing point as opposed to the controlled crossing point further up the road and this would reduce pedestrian safety.	Pedestrians have already been observed crossing at this location and the changes will improve the safety to cross Hele Road and Queens Terrace.
Will further reduce parking for residents in the area.	View noted. It is considered that the loss of the parking spaces is acceptable when considering the benefits of the highway improvements in the area.
Parking in this area is used for evening events held by the Church/College and therefore a parking plan is required to cater for this.	View noted. It is the responsibility of drivers to ensure they park in a safe and legal location. Locations where it is considered inappropriate to park are already protected by existing waiting restrictions.
The removal of the bus stop means that pedestrians, especially those with mobility issues will have to travel further to access the College and Church.	The removal of the bus stop is considered necessary to provide the improvements for pedestrians and cycles in the area.  It is considered that the existing bus stop 100m further along Hele Road is reasonable considering the benefits of the highway improvements.