

## **Ludwell Lane Walking and Cycling Improvements**

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 results of the Traffic Regulation Order consultations be noted;**
- (b) the Traffic Regulation Order to prohibit vehicles on Ludwell Lane, at the Pynes Hill end as indicated in Appendix I, be made and sealed;**
- (c) the proposals for Ludwell Lane shown in Appendix I are approved for construction at a total estimated cost of £105,000; and**
- (d) 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. Summary**

This report considers the results of the public consultation on the prohibition of vehicles on Ludwell Lane, Exeter and recommends that construction be progressed.

A temporary point closure to vehicles was introduced as part of the Emergency Active Travel Fund measures. The change significantly reduced traffic volumes to create a 1.5km section of quiet 'green lane' and has been generally well received by the public.

The temporary closure was introduced at the western (Wonford) end of the lane. Following consultation with residents of Ludwell Lane the preferred location for a closure was the Pynes Hill end. A proposal to progress Traffic Regulation Orders for a closure at the Pynes Hill end of the lane was agreed at the October 2020 HATOC.

A green lane proposal for Ludwell Lane is identified in the 5 year Action Plan of the Exeter Transport Strategy 2020-2030, which was approved at Cabinet in November 2020.

### **2. Proposals**

A point closure to through vehicles is proposed at the Pynes Hill end of Ludwell Lane, as illustrated in Appendix I.

The works will include physical works to install a permanent barrier and turning head at the point of closure, as shown in Appendix I. Access will be agreed with Ludwell Farm and Devon Wildlife Trust, to enable access for unusual loads from the Pynes Hill end if required.

Changes to signage and road markings are also proposed at the western and eastern ends of Ludwell Lane to make road users aware of the restrictions.

### **3. Consultations/Representations**

Initial scheme consultation was undertaken with a letter drop to local residents (Ivy Close and Ludwell Lane) and other key stakeholders (Devon Wildlife Trust, Ludwell Life and the Royal Devon & Exeter Hospital) in Summer 2020.

The views of the local residents were broadly split evenly in favour and against. The other stakeholders were all strongly in support of a permanent closure.

Further consultation with residents living on Ludwell Lane was undertaken to ascertain the most suitable location to install a closure to vehicles. The majority of respondents living on Ludwell Lane (5:3) expressed a preference for any closure to be at the Pynes Hill end of the lane.

Devon Wildlife Trust and Ludwell Farm identified a need for large vehicles to occasionally access the lane (such as cherry picker and agricultural machinery), which may only be feasible from the Pynes Hill end, and hence the proposals will provide for occasional access with a lockable bollard.

A decision was made at the [October 2020 meeting of the Exeter HATOC](#) to advertise a Traffic Regulation Order to prohibit vehicles on Ludwell Lane. The Traffic Regulation Order consultations took place from 25<sup>th</sup> February until 1<sup>st</sup> April 2021.

The Council received 13 responses to the consultation, 4 of which were from addresses on Ludwell Lane. Some of the residents who were against any closure but cited the Pynes Hill end as their preferred closure point, did not respond to the TRO consultation.

Those residents on the lane who responded included 1 in favour and 3 against the Pynes Hill End. This is a different result to the previous consultation which was a 5:3 preference for the Pynes Hill end. Those against can be summarised as:

- One whom objected to any form of closure, due to inconvenience and additional motor vehicle journey lengths.
- One strongly in support of the current temporary closure and a preference for closure to remain at the Wonford end of the lane.
- One with desire to have access via Pynes Hill end and a view that closure at the Wonford end would be best.

A further 9 response came from people living outside the area. One of these, on behalf of the Exeter Cycling Campaign was in favour of the proposal. The remainder were against, albeit very similar letters, citing longer journeys to access properties on Ludwell Lane.

A summary of the responses and the County Council's response can be found in Appendix II.

## **4. Options**

Alternatives include reopening the road to all traffic or relocating the point closure. However, reopening would hamper the delivery of the E9 strategic cycle route and slow progress towards active travel targets and carbon reduction commitments.

The closure location has been designed based on feedback from residents on the lane indicating a slight preference for the Pynes Hill end. An alternative closure location would be more inconvenient to residents as it would increase vehicle trips towards the local centre of Wonford or onwards to the City.

Officers were asked to investigate the feasibility of the installation of a barrier/gates to allow access to Ludwell Lane (at the Pynes Hill end) for its residents, emergency and other vehicles. A comprehensive review of a range of different barrier/gate options for the closure point has been undertaken by officers in Transport Planning, Traffic Policy and Highway Maintenance. A number of options were appraised against a set of criteria including,

- Access for residents at all times
- Access for residents in case of emergency
- Access for stakeholders (including Devon Wildlife Trust, Ludwell Farm and Highway Maintenance)
- Compliance with the closure
- Maintenance implications

The outcome of this is that we believe the only acceptable solutions are for a removable bollard, with access only provided to those with a requirement for access with large vehicles such as DWT/Ludwell Farm and emergency services. Although it is recognised that this may not be the preferred option for some of the residents, this is the only form of arrangement which is felt to maintain the integrity of the closure and not create an ongoing maintenance issue.

After consideration of the responses, shown in Appendix II, it is recommended that the restrictions are implemented as advertised.

## **5. Financial Considerations**

It is estimated that the construction works on Ludwell Lane would cost up to £105,000, which would be funded by:

- £45,000 from Active Travel Fund Tranche 2 allocation.
- £60,000 from S106 from Holland Park

Tranche 2 of the Active Travel Fund allocation is grant funding that is required to be spent by March 2022.

## **6. Legal Considerations**

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

When making a Traffic Regulation Order it is the County Council 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. This includes provisions for pedestrians and cyclists.

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

The measures proposed in this report will improve walking and cycling, encouraging reduced car use and boosting people's health and fitness.

There may be a slight negative impact, due to some journeys being made longer. However, it is also expected that some people will choose to switch modes rather than simply changing their driving route, and the total traffic on the road network is therefore expected to reduce as a result of the schemes.

The environmental impacts arising from the proposals are therefore expected to be positive.

## **8. Equality Considerations**

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.

The proposals help enable pedestrians and cyclists of a wide range of abilities and confidence levels to more safely travel along the roads impacted. All properties are still accessible by motor vehicles.

## **9. Risk Management Considerations**

No risks have been identified.

## **10. Public Health Impact**

The proposals improve the pedestrian and cycling environment and encourage sustainable travel, increasing physical activity levels, reducing carbon emissions and contributing positively to general health and wellbeing.

## 11. Reasons for Recommendations

The proposal helps deliver a section of the E9 strategic cycle route, 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.

The advertised closure point has been based on the preference of local residents and is recommended for approval to enable construction of the scheme.

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Division: Wonford & St Loyes**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Will Pratt

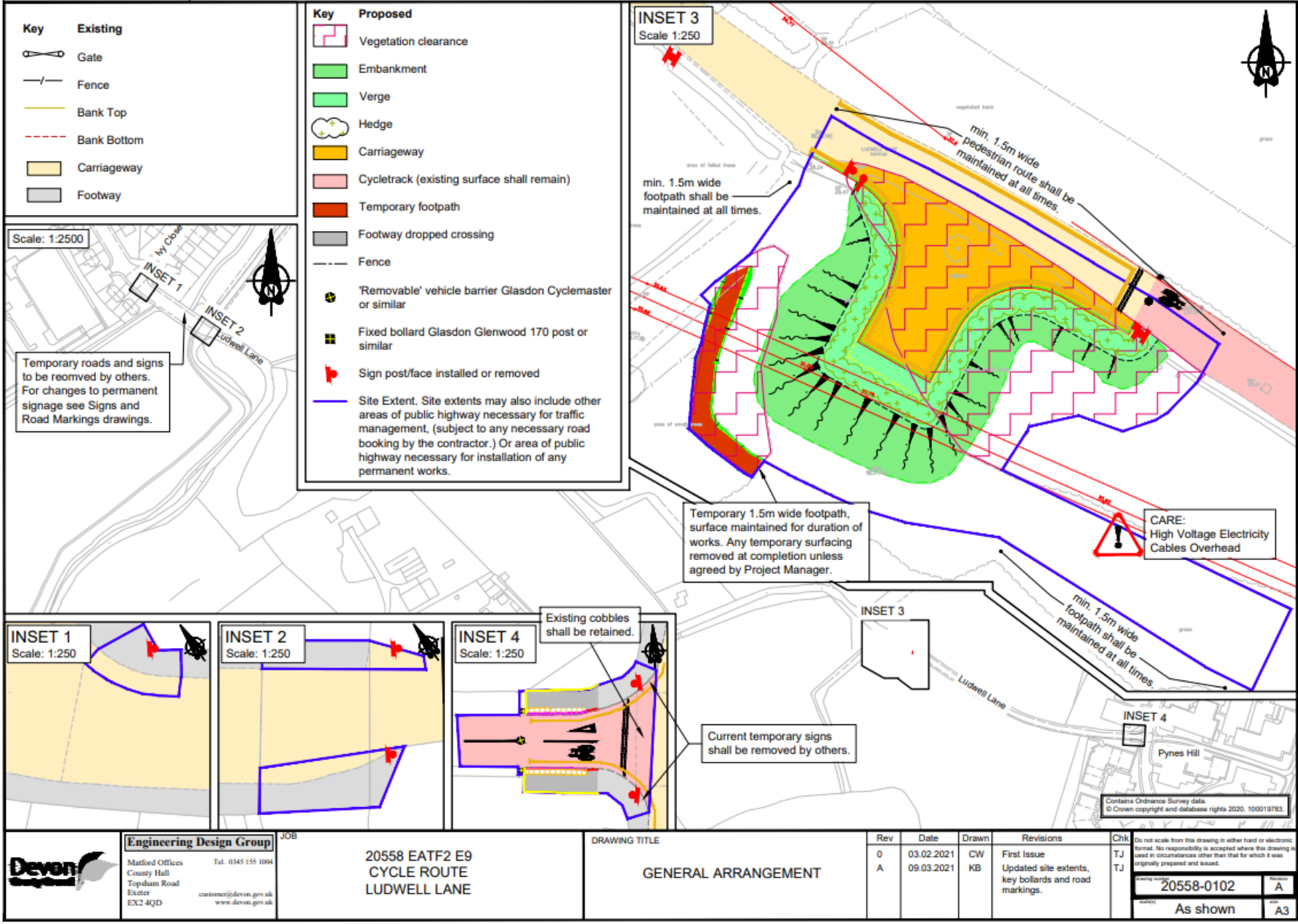
Room No: Matford Lane Offices

Tel No: 01392 383000

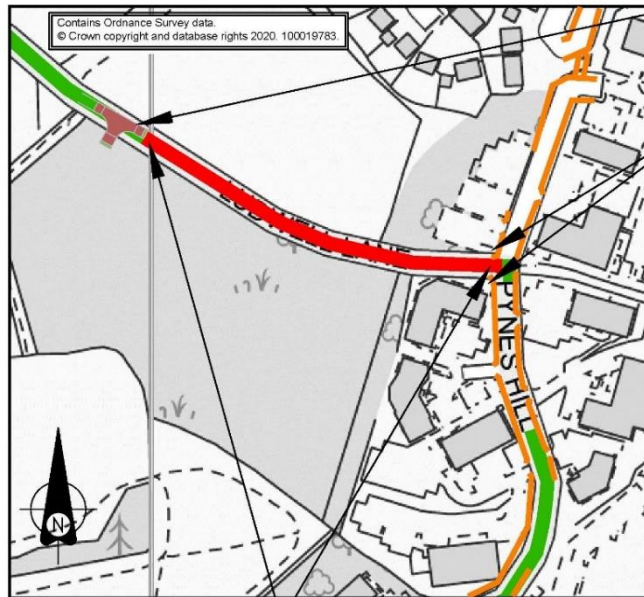
Background Paper	Date	File Ref.
E9 report to October HATOC	13 October 2020	<a href="#">(Public Pack)Minutes Document for Exeter Highways and Traffic Orders Committee, 13/10/2020 10:30 (devon.gov.uk)</a>

wp080721exh  
sc/cr/Ludwell Lane Walking and Cycling Improvements  
03 090721

Proposed Scheme



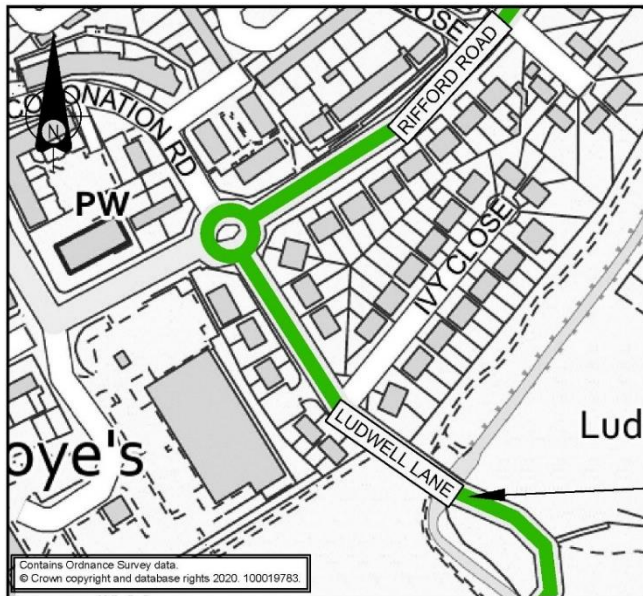




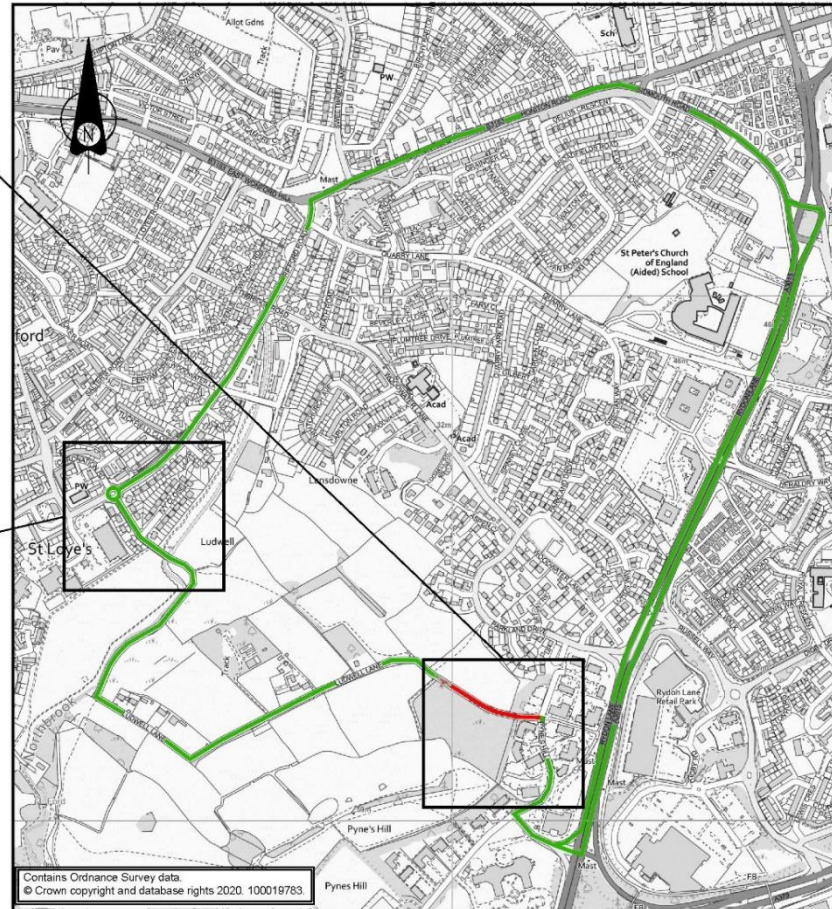
Proposed turning head.  
No Waiting At Any Time.

Existing Prohibition of Motor  
Vehicles 7am-9am Mon - Fri to  
be revoked.

Proposed Prohibition of Motor Vehicles  
with lockable bollards to maintain access  
for larger vehicles.



Existing Prohibition of Motor Vehicles  
4pm-6pm Mon - Fri to be revoked.



Key  
— Prohibition of motor vehicles  
— Diversion route  
— Existing No Waiting Mon - Fri  
8am-6pm

Do not scale from this drawing in either  
hard or electronic format. No  
responsibility is accepted where this  
drawing is used in circumstances other  
than that for which it was originally  
prepared and issued.

NOTES				
no.	details			
Rev	Date	Drawn	Revisions	Chk
0	11.11.2020	KB	First issue	TJ
A	16.11.2020	KB	Mapping changed, drawing sheet sized changed to A3, various changes to plan.	TJ
B	19.01.2021	KB	Turning head added with Propose No Waiting.	TJ
C	03.02.2021	KB	Redline updated to show full length of prohibition.	TJ

**Devon**  
County Council

**Engineering Design Group**

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JOB  
EATF2 E9: CYCLE  
ROUTE LUDWELL LANE

DRAWING TITLE  
TRO  
ROAD CLOSURE  
AND  
DIVERSION ROUTE

Dwg. No.	Revision
20558/0001	C
scale(s)	size
Not to scale	A3

## Devon County Council (Ludwell Lane, Exeter) (Prohibition of Motor Vehicles) Order

### Summary of Comments Received

Comment	Response
<b>Respondent 1: Resident of Ludwell Lane, EXETER</b>	
I am in agreement to the closure of Ludwell Lane to encourage the use by pedestrians and cyclists alike.	Noted that objection to proposed location of the closure. This location is based on outcome of resident consultation.
Over the past few months', it has been very noticeable that many more people have been using the Lane for recreation and/or exercise.	Observation noted.
It is now safer for families and wheelchair users to visit the Park hitherto denied to them by through traffic and speeding vehicles.	Safety view noted.
There has been a noticeable decline in Fly Tipping and even the litter seems almost gone.	Observation noted.
As well no through traffic The Lidl end has proved very successful because:	
<ul style="list-style-type: none"> <li>The presence of the four-lane wide area by the road block is more than satisfactory for vehicle to park and turn around when required.</li> </ul>	Agreed but during initial resident consultation preferred location for closure was at Pynes Hill end.
<ul style="list-style-type: none"> <li>It is also lit and does not attract unsocial activity.</li> </ul>	Agreed.
<ul style="list-style-type: none"> <li>Should there be flooding of the Northbrook, this has occurred on many occasions over the years, entry and exit via Pynes Hill was the only route available.</li> </ul>	Checks have been made with the NHO: there have been no recent occupancies of flooding. If it was to happen and reported it would be an emergency call out and bollards could be removed at the Pynes Hill closure.
<ul style="list-style-type: none"> <li>The time taken in getting to the City centre has only increased by a few minutes each way and is not, to me at least, a major problem.</li> </ul>	<p>The current temporary closure location will benefit some, particularly those that don't have a need to travel to the city centre and a regular basis.</p> <p>During initial informal consultation residents preferred location for closure was at Pynes Hill end.</p>
<ul style="list-style-type: none"> <li>Access to the main routes to the M5, Industrial Estates of Sowton and Marsh Barton, Topsham and the two main supermarkets (Sainsbury and Tesco), is very convenient and fast and avoids the traffic at pressure points in and out of town.</li> </ul>	
<ul style="list-style-type: none"> <li>Lidl is within walking distance.</li> </ul>	Observation noted
<ul style="list-style-type: none"> <li>Couriers delivering to properties in the Lane have now re-arranged their routes to enter through Pynes Hill as have the City Council vehicles and the Royal Mail. The current closure did cause some problems and delays etc. initially but were soon resolved.</li> </ul>	Expected regular users and deliveries will soon adapt to enter from the Rifford Road end.
<ul style="list-style-type: none"> <li>All in a very successful change and has benefited many people, both visitors and residents. The Park can be accessed by foot and cycle without the need for vehicles.</li> </ul>	Observation noted. Ludwell Park can still be easily accessed by foot or cycle.
<ul style="list-style-type: none"> <li>The new proposal has many disadvantages, although the benefit of making the Lane a 'cul de sac' is not to be dismissed.</li> </ul>	
<ul style="list-style-type: none"> <li>The Pynes Hill closure will make the residents prisoners when the Lane floods each year, and I am</li> </ul>	There have been no recent occurrences of flooding. If it was to happen and reported it would be an emergency call



led to believe climate change makes this even more likely in the future.	out.
<ul style="list-style-type: none"> <li>Allowing entry for vehicles from the Lidl end will inevitably encourage more vehicles entering the Lane by dog walkers, etc., instead of walking to the Park.</li> </ul>	Observation noted. Expected that even if this is to occur, additional movements will be small.
<ul style="list-style-type: none"> <li>Will encourage the return of Fly Tipping.</li> </ul>	Observation noted. Expected that instances would be lower on a cul-de-sac, than on a through route.
<ul style="list-style-type: none"> <li>The proposal to create a new turning area at the corner downhill from the Pynes Hill junction is an expense that does not need to be made and will be used for parking, so possibly stopping the planned use for turning.</li> </ul>	<p>Yes, there is a cost to create the turning area but following pre-consultation this was the preferred location for the closure.</p> <p>No Waiting At Any Time has been proposed to stop parking in turning area.</p>
<ul style="list-style-type: none"> <li>I note that it is intended to prohibit parking but how is that to be policed?</li> </ul>	By DCC enforcement team.
<ul style="list-style-type: none"> <li>There is no lighting facilitating so a danger at night and attracting unsocial behaviour, which will all have to pass the residents, at the moment only residents drive along the Lane.</li> </ul>	Observation noted. Changing the end of the vehicle prohibition is not expected to alter this.
<ul style="list-style-type: none"> <li>By making us to enter and exit via the Lidl end means that we all have to join the main traffic flow to and from the City Centre via Topsham Road or Rifford Road and Heavitree, which are already congested, whether we are going to the City Centre, or the M5, A30/38, Trading Estates, or supermarkets.</li> </ul>	<p>Following pre-consultation, the indication was that preferred location for the closure was the Pynes Hill end.</p> <p>The proposed closure would reduce distance to city centre.</p> <p>Distance to M5 would increase by approximately a 1km.</p>
<ul style="list-style-type: none"> <li>The Couriers and delivery vehicles will have to again change their routes to yet another, which will inevitably result in confusion and delay.</li> </ul>	Yes, there is likely to be a short transition period where delivery drivers will need to learn the new route.
<ul style="list-style-type: none"> <li>In conclusion, the current layout of closure is satisfactory and only needs a few tweaks to complete, but the proposal will cause unnecessary confusion, added danger to pedestrians and cyclists, and a totally ridiculous waste of money in building a new turning area, additional policing and encouraging anti social behaviour in our very pleasant Park.</li> </ul>	<p>Observation noted.</p> <p>Pre-consultation indicated that local residents preferred the closure at the top end.</p> <p>There is a cost to provide turning head, but overall scheme cost is relatively small to provide approximately 1 kilometres of low traffic route and considerably less than building a new section of route.</p>

Comment	Response
<b>Respondent 2: Resident of Okehampton Road, EXETER</b>	
Exeter Cycling Campaign approve of the continued steps being made to create dedicated cycling space.	Support from Exeter Cycling Campaign noted.
Should the speed limit be reduced given the increased numbers of pedestrians and cyclists using Ludwell Lane as?  Due to the reduced number of vehicles using the lane cyclists and pedestrians will most likely walk in the middle of the road thinking that they will never meet a motor vehicle?	Current layout and nature of Ludwell Lane, with some tight bends helps to self-govern suitable vehicle speeds. A reduction in speed would be a low priority.  Recent count data shows more pedestrians and cyclists than vehicles and expected that most users will be regular users and expect presence of pedestrians and cyclists.
Concerns that those not familiar with the road may drive without care and treat it as a country lane and be less prepared.	It is more likely that those unfamiliar with a road will drive with more care.
Article 3 feels excessively restrictive. Will DCC have to pre-authorise any delivery van, family visitors' estate agents etc.	DCC will not have to pre-authorise those visiting or making deliveries to properties in Ludwell Lane as they are permitted to do so under this Order.

Comment	Response
<b>Respondent 3: Resident of Ludwell Lane, EXETER</b>	
I am very much IN FAVOUR of the proposed order to close Ludwell Lane at the Pynes Hill end as my husband and I have been concerned about the danger to pedestrians and cyclists from drivers travelling too fast in Ludwell Lane. We have not found it a terrible inconvenience having had to exit and re-enter the lane from one end only. Being able to enter and exit from the lower end of the lane will be a great improvement for us however.	Support noted for closure as advertised at the Pynes Hill end.
My husband and I fully support HATOC's decision to encourage more sustainable forms of traffic. It has been a delight to see the very substantial increase in pedestrian and cycle use since the closure.	Support and observations noted.
Objectors may disagree but we have daily witness substantial number of pedestrians, cyclists and users of scooters for the elderly and disabled.	Observations noted:  Data recorded on other locations on E9 route highlights an increase in pedestrians and cyclists along the route.

Comment	Response
<b>Respondent 4: Resident of Stoke Valley Road, EXETER</b>	
I object to the proposal to prevent traffic entering Ludwell Lane at both the top and bottom of the road. I hope you will consider my concerns and look to amend the proposal.	Objection noted to any closure points on Ludwell Lane.
I regularly visit a friend who lives on this lane and it will mean I have to make a detour through the city streets adding a total of about 4-5 miles each time I visit her which is approximately twice per week. This means I will be adding to the congestion and pollution within residential areas of the city.	Detour from Stoke Valley Road is not 4 or 5 miles. Proposed relocation of closure will also reduce any additional travel distance from Stoke Valley Road by motorised vehicle.
I am elderly and using a bike is not an option. Public transport is also not an option as I visit in the evenings to play bridge and would not feel safe walking along a dark lane by myself.	These concerns are noted but vehicle access for visitors to properties in Ludwell Lane is not being prohibited.

Comment	Response
<b>Respondent 5: Resident of Cowley Place, Cowley Hill EXETER</b>	
A thoroughly bad idea.	Objection Noted.
I cannot see what provision has been made for residents and those visiting them so that they do not have a 5-mile extension to their journeys.	Local residents preferred location for closure was at Pynes Hill end.  Additional travel distance. Temporary closure location adds up to approximately 2-2.5 miles.  Proposed relocation of closure will also reduce any additional travel distance from Cowley Hill by motorised vehicle.
The closure from the Lidl end over the last year has resulted in much increased journey times and petrol consumption.	This proposal will move the current closure point at the southern (Lidl) end to the northern (Pynes Hill) end of Ludwell Lane
This proposal only changes the direction the 5 mile increase is driven.	Maximum increase in distance travelled is in the order of 2.5 miles.
The declared aim of protecting cyclists takes no account of the detrimental effect on the residents in the event of emergency services being needed for them.	Blue light services will be aware of the closure and if access is required from the Pynes Hill end they will have keys to the bollards.

Comment	Response
<b>Respondent 6: Resident in SURREY</b>	
The proposed traffic order will continue to make things unnecessarily difficult for those people who actually live on Ludwell Lane including my elderly mother; it would be more sensible to prohibit through traffic but allow access to the Lane from both ends.	Preference to keeping Ludwell Lane open at both ends with a prohibition of vehicles except for access noted. A prohibition of vehicles except with an except for access is difficult to enforce.
While I appreciate the desire for less motor traffic in general and in Ludwell Lane especially, the prospect of a good few extra miles to get to the road at the now blocked off end is less than convenient!	Objection Noted.

Comment	Response
<b>Respondent 7: Resident of Ludwell Lane, EXETER</b>	
Residents must have access at both ends.	Objection to any closure noted.
After living here for more than 15 years and seeing all the changes with the building of Newcourt, Ikea, etc, and the prevalence of GPS, you have failed to effectively respond to any of our complaints.	Comment noted.
The extra mileage and pollution that has been caused over the last year travelling to hospital appointments, work and my beehives has been incredibly stressful.	Noted. The proposed closure at Pynes Hill end will not affect travel times and distance to the hospital.
I would be happy to re-send the September petition from the residents asking that we have emergency access in case of the frequent closure due to Western Power, Highways, Emergency Services, Devon Wildlife Trust, flooding, fallen trees, etc, but I cannot see a method to do so.	Observation noted.  The use of a lockable bollard provides for access to be provided in response to rare events.
I would be happy to re-send the surveys of cycle traffic but again cannot see how. These showed that of the 5 additional	Objection noted. Rationale for scheme provided in HATOC report.

people cycling to work during Covid, only 1 continued through the winter.	
While the cessation of hooting and overturned vehicles has been delightful, the inevitable fly-tipping and noisy scooters are already making their way back.	Observation noted. Expected that instances would be lower on a cul-de-sac, than on a through route.
We have never been shown any evidence to show why we should have our access to the outside world cut off.	Objection noted. Rationale for scheme provided in HaTOC report.
We have also not been informed who will be responsible for the drop in value to our properties."	Objection Noted. A reduction in traffic on Ludwell Lane may have a positive effect.

Comment	Response
<b>Respondent 8: Resident of Pennsylvania Park, EXETER</b>	
I object to the proposal to prohibit motor vehicles on a specified length of Ludwell Lane.	Objection Noted.
The current situation prohibiting vehicles to enter the Lane from the Wonford/Lidl end has caused considerable disruption to residents and their visitors, with no noticeable advantage to cyclists.	Objection Noted. The proposal is to move the temporary closure at the Rifford Road end to the Pynes Hill end. Counts on Wonford Road show that cycle levels have increased on the E9 route.
I have walked and driven from the Wonford end of the Lane to a friend/resident of the Lane many times before the current restriction was imposed and have only occasionally met any cyclists. Has any census been taken of their numbers and have the opinions of cyclists been sought?	Counts on Wonford Road show that cycle levels have increased on the E9 route.  The proposal is supported by the Exeter Cycling Campaign.
My view is that it is highly dangerous for cyclists to believe that the Lane is free from cars, only to be confronted by cars coming from the other end.	Objection Noted. A reduction in vehicle traffic is expected to improve safety.
Why has the Council suddenly decided to reverse the traffic flow? As for residents of the Lane, they have suffered considerable disruption to their travel from their homes, probably reducing the value of their properties, and the Order, if passed, will make their travel to anywhere south of Exeter, considerably longer.	Initial resident consultation found that preferred location for closure was at Pynes Hill end.
We realise that the current prohibitions are not working to the Council's satisfaction, but it is clear the new proposals will simply reverse the traffic system, to no-one's benefit!	The Council is happy with the current arrangement but are going with the residents preferred proposal
There appears to be no justification – but additional expense - in reversing the traffic flow.	

Comment	Response
<b>Respondent 9: Resident of Chapel Road, EXETER</b>	
To close this road at the Exeter end is of incredible inconvenience not only to residents but visitors too.	Proposed closure is at Pynes Hill not the Exeter side.
We visit a friend there frequently (when not in lockdown), and to enter and exit from Pynes Hill end adds a substantial (approx 5 miles) distance to our journey.	Proposed closure is at Pynes Hill not the Exeter side. Additional travel distance is approximately 2.5 miles.
This decision really does need rethinking. Apart from inconvenience, it is ENVIRONMENTALLY unsound!	Objection Noted. As described in the HATOC report, the proposal is expected to have a positive environmental impact.

Comment	Response
<b>Respondent 10: Resident of Harrison Way, STOKE CANNON</b>	
<p>"Under normal circumstances (non Covid) I visit my friend in Ludwell Lane at least twice a week. I drive from the Pinhoe end of Exeter and use the Pynes Hill entrance to visit for a few hours and then leave via the Wonford exit to shop at Lidl. I then return up the Lane and exit at Pynes Hill, back on to the ring road towards Pinhoe.</p> <p>The temporary one-way system and closure of the Wonford exit that has been in place since the beginning of the pandemic has been most inconvenient and I have been unable to shop at Lidl without making a huge detour back up the lane and around to Topsham Road and Burnthouse Lane with its damaging speed humps.</p>	<p>The proposal is to move the temporary closure at the Rifford Road end to the Pynes Hill end.</p>
<p>Whilst I can appreciate that some residents may be averse to the lane being used as a rat run through to Pynes Hill, I feel that residents themselves, and their visitors, should be allowed access at both ends. It seems grossly unfair that those residents of the lane should become isolated from access to major road networks accessible via the Pynes Hill end and that visitors from that side of the city should be denied vehicular access without a 5 mile detour.</p> <p>Of course walking the lane, given recent events in the news, is out of the question.</p>	<p>Preference to keeping Ludwell Lane open at both ends with a prohibition of vehicles except for access noted.</p> <p>A prohibition of vehicles except with an except for access is difficult to enforce and not considered appropriate.</p>
<p>This really needs a rethink - if the proposed order is enforced, it will result in a loss of amenity for residents and visitors alike and the speed humps on Burnthouse Lane and Rifford Road would need to be removed to prevent damage to vehicles!"</p>	<p>Objection Noted</p> <p>No proposals to remove existing traffic calming facilities which are unchanged by the proposal.</p>

Comment	Response
<b>Respondent 11: Resident of Flowerpot Lane, EXETER</b>	
<p>I live on the Exe Bridge area of Exeter and was appalled to find I have to drive a further 5 miles to visit a friend. This not only adds extra congestion but uses more fuel. I am disabled so unable to cycle.</p>	<p>This objection is to the current temporary closure not the proposed closure point as they are objection to the long diversion.</p> <p>The maximum diversion if you turned up at the wrong end of Ludwell Lane is approximately 2.5 miles.</p>
<p>During the winter it is dark at 4.30pm so not safe to park at Lidl and walk.</p>	<p>It is recognised that the proposal 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.</p> <p>Under the advertised proposal resident the driving distance to Lidl will be shortened.</p>
<p>Anyone living there I am sure are suffering if they need regular carers, children who need to go to school or regular visitors.</p>	<p>This order does not prevent access to carers and visitors to properties in Ludwell Lane.</p>
<p>I would like an explanation as to what this temporary closure has achieved?</p>	<p>A quieter road for residents and pedestrians. A 1.5km section of quiet 'green lane' as part of a cross city cycle route.</p>



Comment	Response
<b>Respondent 12 (A): Resident of Ludwell Lane, EXETER</b>	
Access at Pynes Hill end MUST be maintained.	Objection Noted.
Since 2006 I have only accessed my property with a trailer in tow from Pynes Hill end as there is no passing point on the Rifford Road end and the lane is too narrow for me to turn onto my driveway with a trailer.	As noted in the report, access can be agreed to enable unusual loads.
If Ludwell Lane must be closed do so at the Rifford Road end Or at a point between Ludwell Farm and Orchard bungalow.	Reason for closure location provided in report. A closure point in between would require two turning heads.
My tenant, who owns a communication mast in Ludwell Lane has emphasised that the communication mast needs regular maintenance and that access for large vehicles from the Pynes Hill end is necessary.	As noted in the report, access can be agreed to enable unusual loads.

Comment	Response
<b>Respondent 12 (B): Property/Investment Co , EXETER</b>	
We represent over 7 properties that will use this lane daily, and also an existing horticultural business that have lorries and transit vans using the lane and access from Rifford Road end, which is not very "green" as they have to make detour of over 8 miles and use the tight end of Lane with no turning or passing areas.	Noted. The maximum diversion is approximately 2.5 miles, not the 8 miles stated.
The councils original plan has worked. We strongly feel that Ludwell Lane would be best suited to be permanently closed down at the Rifford Road, Lidl end.	Noted that objection to proposed location of the closure. This location is based on outcome of resident consultation.
Residents of Ludwell Lane seem to only looking at their own benefit, rather than a benefits to the city and the park area.	Comment noted.
This has been a very successful transition, from a local rat run and fly tipping site, to a lovely scenic cycle route.	Observations noted.
The money spent Swapping the opening ends would be better spent on a new cycle routes and give more enjoyment rather than the few residences of Ludwell Lane.	There is a cost to provide turning head, but overall scheme cost is relatively small to provide approximately 1 kilometres of low traffic route and considerably less than building a new section of route.
The Pynes Hill end is a safer route because the lower end is tight and dangerous. There are few properties at the lower end so less vehicles will need access to this end therefore the reduced traffic makes it is safer for cycles, hikers, dog walkers at the lower pinch points.	Comment noted, however the principle safety benefit is expected to be due to a reduction in vehicle traffic.
There have been no accidents since the Rifford Road end was prohibited to motor vehicles.	Noted.

Comment	Response
<b>Respondent 13: Resident of Bishop Court Lane, EXETER</b>	
I strongly object to the closing of Ludwell Lane at Pynes Hill.	Objection Noted.
This is the most direct route for me from Clyst St Mary to visit a friend in Ludwell Lane and also the hospital and as other amenities. Before lockdown I used the lane several times a week to get to the hospital and also for social activities. In particular I drive through the lane on my way to weekly bridge sessions held at Victoria Park collecting my friend on the way as she lives on the lane.	It is recognised that the proposal may create longer car journeys for some residents, although the additional journey length is moderate and the benefits for active travel and public health outweigh this.

With the road closed this would add extra miles to the journey, a waste of time and petrol, not to mention the effect on the environment.	Objection Noted. As described in the HATOC report, the proposal is expected to have a positive environmental impact.
On one occasion, when returning from bridge late in the evening I encountered a car on its roof on the lane, a frightening experience. Then it was necessary for police vehicles to access the lane from the opposite direction.	In an emergency the bollards can be unlocked and removed.
There have been other occasions when I have encountered floods, fallen trees and lorries blocking the road. Where there are such blockages it is important that all residents have an exit route from the lane in both directions.	In an emergency the bollards can be unlocked and removed.
Also emergency vehicles need swift access to all properties during emergencies.	Blue light services will be aware of the closure and if access is required from the Pynes Hill end they will have keys to the bollards.
I understand the need for pedestrians and cyclists to use the lane so perhaps a speed restriction on vehicles would be a better solution for all users.	Objection Noted The use of a point closure to reduce through traffic has provided an improved environment for pedestrians and cyclists. The layout and nature of Ludwell Lane, with some tight bends helps to self-govern suitable vehicle speeds.