

## Rifford Road Lane two-way Cycle track: Exeter North-South Strategic Cycle Route E12

### Report of the Director of Climate Change, Environment and Transport

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

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#### **1) Recommendation**

It is recommended that the Committee be asked to:

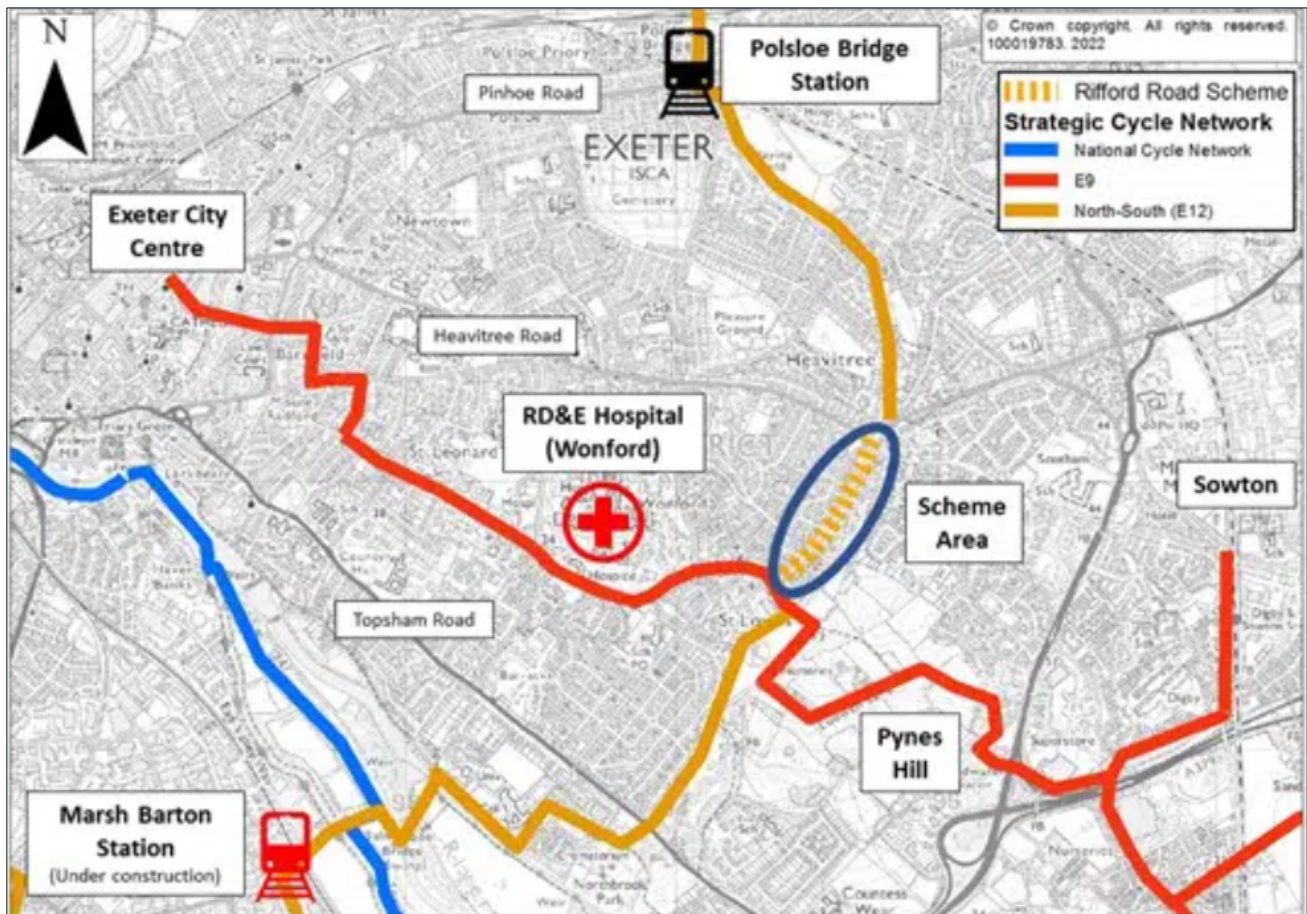
- (a) approve construction of the Rifford Road two-way cycle track in Exeter as shown in Appendix 1 at an estimated cost of £1.55 million;
- (b) approve the making and sealing of the Traffic Regulation Order to change the parking restrictions; and
- (c) give delegated authority to the Director of Climate Change, Environment and Transport, in consultation with relevant HATOC Chair and Local Member, to approve minor changes to the scheme design.

#### **2) Background**

A new two-way (bidirectional) cycle track along Rifford Road in Exeter is being developed by Devon County Council and will form a crucial part of the north/south strategic cycle route E12. The cycle track is being designed according to the latest design guidance with input from Active Travel England to enable more people to walk, wheel, scoot a cycle for everyday journeys in the city.

Route E12 is illustrated in Fig.1 below and closely follows the alignment of Exeter's Northbrook watercourse. As a result, for a hilly city, the route is comparatively flat. There is currently an absence of coherent north/south cycling routes within the city. This strategic route creates improved links between residential areas and key employment sites as well as linking with public transport at Pinhoe and Marsh Barton rail stations. In addition, the route could be used as part of education journeys to several primary and secondary schools in the city.

The proposed route intersects with strategic route E9 which is an east – west cycle route that runs from Pynes Hill via Ludwell Lane and Dryden Road to the Royal Devon and Exeter Hospital and on to the city centre.



**Fig 1: Route E12 and the Rifford Road scheme proposal**

### 3) The Proposal

This report seeks approval to proceed with construction of a new 700 metre two-way cycle track along the east side of Rifford Road between its junction with Honiton Road and Ludwell Lane. At present there is no dedicated provision for cyclists along Rifford Road and this facility is an important section of route E12, introduced in section 2.

The scheme also includes measures to make it easier and more comfortable for people to walk or use wheelchairs on Rifford Road. A full scheme drawing is shown in Appendix 1. The proposals are detailed below.

#### Honiton Road to Quarry Lane

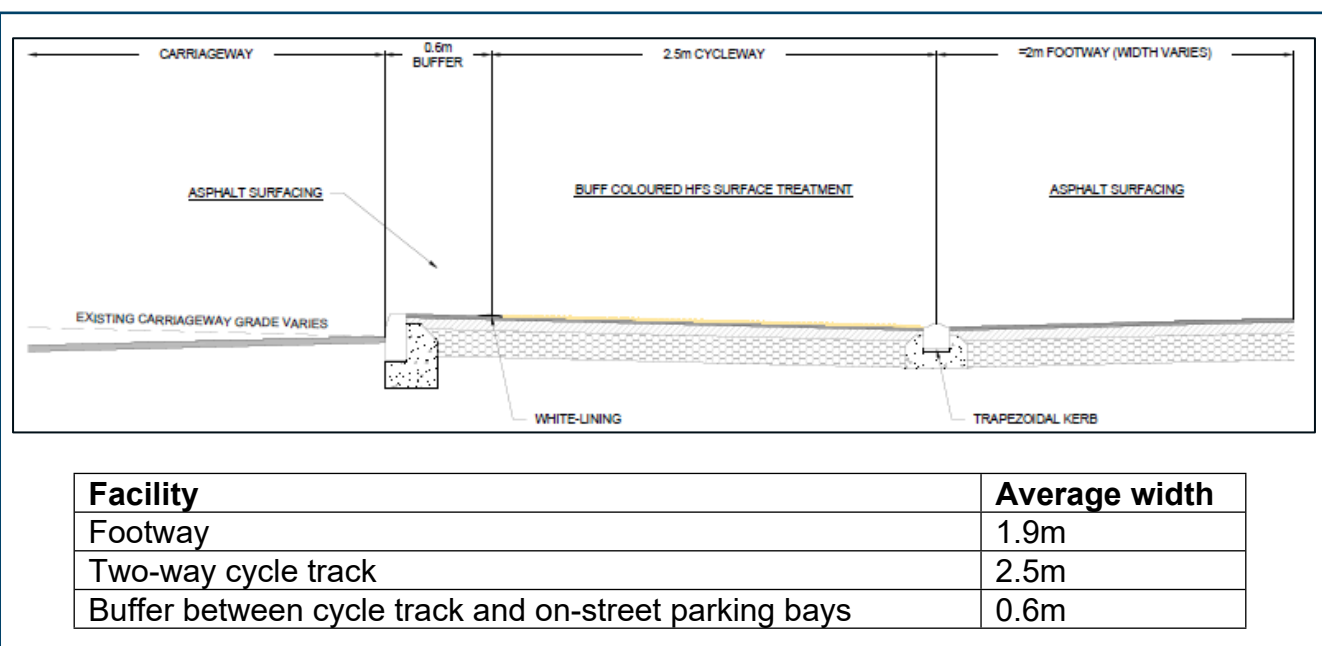
An interim solution is proposed on this 100m section with minimal works proposed, pending a future funding application to Active Travel England for a larger scheme to continue high quality provision and link across Honiton Road to the existing cycle track on Sweetbrier Lane.

The interim works will involve the upgrade and extension of a short section of shared use path from the existing toucan (pedestrian/cycle) crossing of Honiton Road to and across the junction of Quarry Lane. The radius of the junction of Quarry Lane is being reduced and a raised table installed, incorporating clear side road priority for people walking and cycling and making a level crossing, improving comfort for people using wheelchairs or other mobility aids.

## Quarry Lane to Ludwell Lane

South of the junction of Quarry Lane the shared use path transitions to segregated provision with a footway and two-way cycle track for approximately 600m. The footway and cycle track will be segregated, where possible, using raised trapezoidal kerbing as recommended in design guidance and meaning people who are blind or partially sighted can identify the edge of the cycle track. A standard cross section of the scheme is shown in Fig.2 below.

The cycle track will also be a buff (sand) coloured surface, providing an additional visual reference identifying the cycle track.



**Fig.2:** Typical scheme cross sections

Where the cycle-track and footway along Rifford Road cross side roads at Lethbridge Road, Woodward Lane and 2 minor unnamed junctions, side road priority for people walking and cycling is included as part of the scheme. This involves reducing the radii of junctions to slow turning vehicles and reduce the crossing distances for people walking and cycling and raised tables and clear signing. The raised tables have the added benefit of improving the ease of use and comfort for people using wheelchairs or other mobility aids.

To provide the space necessary to deliver the cycle-track and a consistent width footway, carriageway space has been reallocated by removing unnecessary central hatching for the length of the scheme. Vehicle lanes on Rifford Road are 3.10m in either direction which allows its continued safe use by buses and occasional HGVs. It has also been necessary to remove 16 on street parking spaces, 4 of these spaces need to be removed due to the provision of new driveways requested through the consultation. This will enable off street parking for the properties making the requests.

Existing pedestrian islands have been removed and replaced with a number of informal raised table crossings. The islands were no longer necessary as the carriageway width has

been reduced. A formal parallel crossing that allows people to both walk and cycle across Rifford Road is also proposed at the junction of Lethbridge Road.

The location of bus stops on Rifford Road has not been affected. The design of these is being discussed with groups representing disabled users as part of the final detailed design.

### **Ludwell Lane roundabout**

An interim solution is proposed at Ludwell Lane roundabout, pending a future funding application to Active Travel England. This next phase will continue the cycle track to Wonford Street where it will connect with existing routes on Burnthouse Lane and Dryden Road. This could also incorporate local place making enhancements in the Wonford area, which is one of the target communities for increased physical activity in Exeter City Council's Sport England Local Delivery Pilot.

The Interim works will see the segregated cycle-track and footway transitioning back to a shared use path that turns into Ludwell Lane. Cyclists would then continue for a short length on road before joining the existing shared use path that runs through Wonford Playing fields and connects through to Topsham Road for routes through to the Riverside Valley Park and Exe Estuary.

## **4) Options/Alternatives**

A number of options were considered at the preliminary design phase.

### **Do Nothing**

Traffic levels on Rifford Road are in excess of 7,000 vehicles a day and include a mix of buses and HGVs. This creates an intimidating environment for all but the most confident people cycling. Using the latest design guidance this would mean that Rifford Road could not be included as part of strategic route E12, effectively preventing the whole route from being delivered.

### **On road advisory lanes**

The spatial requirements for on road advisory lanes on Rifford Road would require the loss of a considerable amount of parking and reconfiguring of the carriageway. In addition, traffic levels of over 7,000 vehicles and the fact that Rifford Road is used by buses and HGVs means advisory lanes would not be a preferred solution as it would not provide the level of protected segregation according to latest design guidance.

### **With flow segregated cycle lanes**

The spatial requirements for 'with flow' segregated cycle lanes on Rifford Road would require the loss of a considerable amount of on-street residential parking and substantial construction costs, potentially doubling the cost of the preferred scheme option. Continuity is an important aspect of cycle route design and as the previous scheme on Sweetbrier Lane is a two-way track, having a different 'with flow' cycle lane configuration on Rifford Road would not be a suitable option. It also doesn't preclude other future potential changes.

## 5) Consultations

A public consultation on the scheme proposal was held during March and April of 2022. A survey was hosted online on Devon County Council's 'Have Your Say' pages with paper copies available on request. This was complemented by a community drop-in session and webinar. The full consultation report is available to view here -

<https://www.devon.gov.uk/haveyoursay/consultations/rifford-road-cycle-track/>

The consultation was promoted via:

- Letters sent to approximately 800 households in the vicinity of the scheme with residents of Rifford Road received a leaflet containing a scheme plan.
- A press release with subsequent publicity.
- Posters were also put up in a number of prominent locations around the local area.
- Stakeholders were also informed of the consultation.

**293** responses were received from members of the public. The ages of respondents ranged from under sixteens to people aged over 75. Responses were also received from 6 stakeholders/local organisations.

### Headline results

Overall, the proposed scheme was well supported, with <b>58%</b> of respondents stating they would use it, <b>34%</b> stating they would not use it and <b>8%</b> stating they may use it.
Of respondents that currently drive down Rifford Road, <b>48%</b> stated they would use the proposed cycle path, with a further <b>10%</b> indicating they may use it. This indicated the potential for modal shift following the scheme.
The segregation of pedestrians and cyclists was supported, with many wanting full segregation to be extended, instead of having shared use paths at each end of the scheme.
The proposed removal of approximately <b>17</b> (reduced to 16) car parking spaces to facilitate the cycle path is a contentious issue as many residents feel the current number of parking spaces is inadequate. Some respondents were concerned that this situation will be made worse with the removal of spaces following delivery of the scheme.
Concerns were raised regarding changes to the road layout on Rifford Road. Many indicated that a scheme previously implemented nearby (on Sweetbrier Lane) has prevented two-way traffic flow, and wanted assurance this will not be the same in Rifford Road.
The crossing of Honiton Road, connecting the proposed scheme to Sweetbrier Lane and the wider North-South cycle route, was suggested for improvement, as currently the waiting island is too narrow for bikes to use.

The road humps, parallel crossing and Traffic Regulation Orders for the scheme were advertised during November and December 2022. There were 15 responses from members of the public. A full summary of the comments is included in Appendix 2.

## 6) Strategic Plan

The scheme is well aligned with a range of the Strategic Plan priorities by improving environments that enable more walking and cycling and encourage more sustainable lifestyles. The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
<b>Responding to the climate emergency</b>	Support a green recovery from COVID-19	+2 (Moderate positive)
	Prioritise sustainable travel and transport	+3 (Large positive)
	Encourage sustainable lifestyles	+ 3 (Large positive)
<b>Investing in Devon's economic recovery</b>	Maintaining and, where necessary, improve our highway network and improve sustainable transport options	+ 2 (Moderate positive)
<b>Improving health and wellbeing</b>	Give people greater opportunities for walking and cycling to increase their physical activity	+3 (Large positive)
<b>Helping communities to be safe, connected and resilient</b>	Enable a range of transport options, including public transport	+ 2 (Moderate positive)

## 7) Financial Considerations

The overall cost of the scheme is estimated to be £1,555,000. It forms part of Active Travel Fund Tranche 3 from the Department for Transport, which has funded a number of other sections of route E12, E9 and E3 over the last 2 years.

£550,000 of Department for Transport Active Travel Capital Funding will be used to deliver the scheme with the balance from Devon County Council Local Transport Plan funding and developer contributions. There is a current funding shortfall of £135,638. We are awaiting the outcome of an application to the Department for Transport for additional funding to cover this shortfall. This additional funding is required to cover the cost of changes requested by Active Travel England to ensure the delivery of a high-quality scheme that is compliant with the latest design guidance (LTN 1/20) and to deal with current inflationary pressures. As this is a time-constrained, grant-funded scheme, should the Active Travel England 'top-up' funding bid be unsuccessful, the balance will be covered by Local Transport Plan capital funds. This will impact on the 2023/24 capital programme but will be managed by slipping some schemes into the following 2024/25 programme.

## 8) Legal Considerations

The lawful implications of the proposal have been considered 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. This includes provisions for pedestrians and cyclists. The statutory consultation has been carried out on the proposed waiting restrictions in line with the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 and the road humps in line with the Highways Act 1980. Public notice of the parallel crossing has also been advertised in line with Road Traffic Regulation Act 1984.

It is considered that the proposals comply with section 122 of the Act as they seek to encourage sustainable modes of travel which will reduce CO2 emissions and improve air quality.

## **9) Environmental Impact Considerations (Including Climate Change)**

The proposed scheme is expected to reduce carbon emissions through enabling more people to choose walking and cycling for everyday journeys in Exeter, encouraging reduced car use that will have a positive impact in helping deliver the objectives of Devon's Carbon Plan. The scheme will also contribute towards the aim set out in the Exeter Transport Strategy of 50% of work trips originating in Exeter being made on foot or by cycle.

There are limited opportunities within the scheme to incorporate planting. A number of locations are still being investigated and if feasible will be incorporated at the detailed design.

## **10) Equality Considerations**

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

An Impact Assessment has been carried out for the scheme and is available to view here [Rifford Road Two-Way Cycle Track Impact Assessment - December 2022 - Impact Assessment \(devon.gov.uk\)](#). The scheme has been designed following the latest design guidance notes:

- Cycle Infrastructure Design (LTN 1/20)
- Inclusive mobility: making transport accessible for passengers and pedestrians.

The Impact Assessment for this scheme notes the potential to advance equality of opportunity for those without access to a car, by enabling and giving enhanced priority to people walking, cycling and wheeling. The Wonford area, through which the Rifford Road

scheme travels, was identified as a target community as part of the Exeter and Cranbrook Sport England Local Delivery Pilot ('Live and move') programme. These target areas had high levels of entrenched physical inactivity and the provision of improved walking and cycling provision should help people incorporate physical activity into their daily travel habits.

The proposals meet equality requirements in numerous ways, for example, they will:

- Improve the ease and comfort across side roads for people using wheelchairs, other mobility aids or push chairs, which may improve their experiences of travelling around the city.
- The route will form part of routes connecting to schools and thereby offer safer routes for young people.
- Enable disadvantaged groups to gain access to training and employment opportunities.
- Enable people of all ages to enjoy being active for leisure and sport.
- Improve access to help people better connect with their communities and engage in social activities.
- Contribute to physical and mental health and wellbeing among the older population by providing an active means of independent mobility.
- Help to tackle health problems, such as those associated with inactivity.

## **11) Risk Management Considerations**

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

A Stage 1 Road Safety Audit has been conducted for the proposed scheme with recommendations being incorporated into the detailed design.

The buff coloured surface treatment of the cycle track will be further reviewed as part of the detailed design process. This is to minimise risks associated with repair or replacement putting pressure on future maintenance funding whilst ensuring the scheme design provides appropriate reference to aid people with visual impairment.

The financial estimate for the scheme is based on the current stage of design and includes assumptions regarding preliminaries, utilities and drainage that are still undergoing design. Should the cost of the scheme escalate there is an option to deliver project in two phases, depending on available funding. This has been considered from the outset of design. These phases are:

- **Phase 1:** Honiton Road to Woodwater Lane
- **Phase 2:** Woodwater Lane to Ludwell Lane

## **12) Reasons for Recommendations**

Approval of the recommendations in this report will enable construction of a high-quality two-way cycle track that forms an essential component of the strategic north/south cycle route E12 connecting residents to employment, education, public transport and leisure opportunities across Exeter.



Delivery of this scheme will build upon Devon County Council's progress with enabling more active travel and a modal shift away from the private car to more sustainable modes, aligning well with the County Council's Climate Emergency declaration and the aims outlined in the adopted Exeter Transport Strategy.

The route is being delivered in an area identified in work with Sport England where there is a need to increase levels of physical activity. Walking and cycling to work or school is one of the best ways of incorporating exercise into peoples' daily habits and this proposed cycle track will help enable this.

**Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions: Wonford & St. Loyes**

**Local Government Act 1972: List of background papers**

Background Paper None

Date

File Reference

**Contact for enquiries:**

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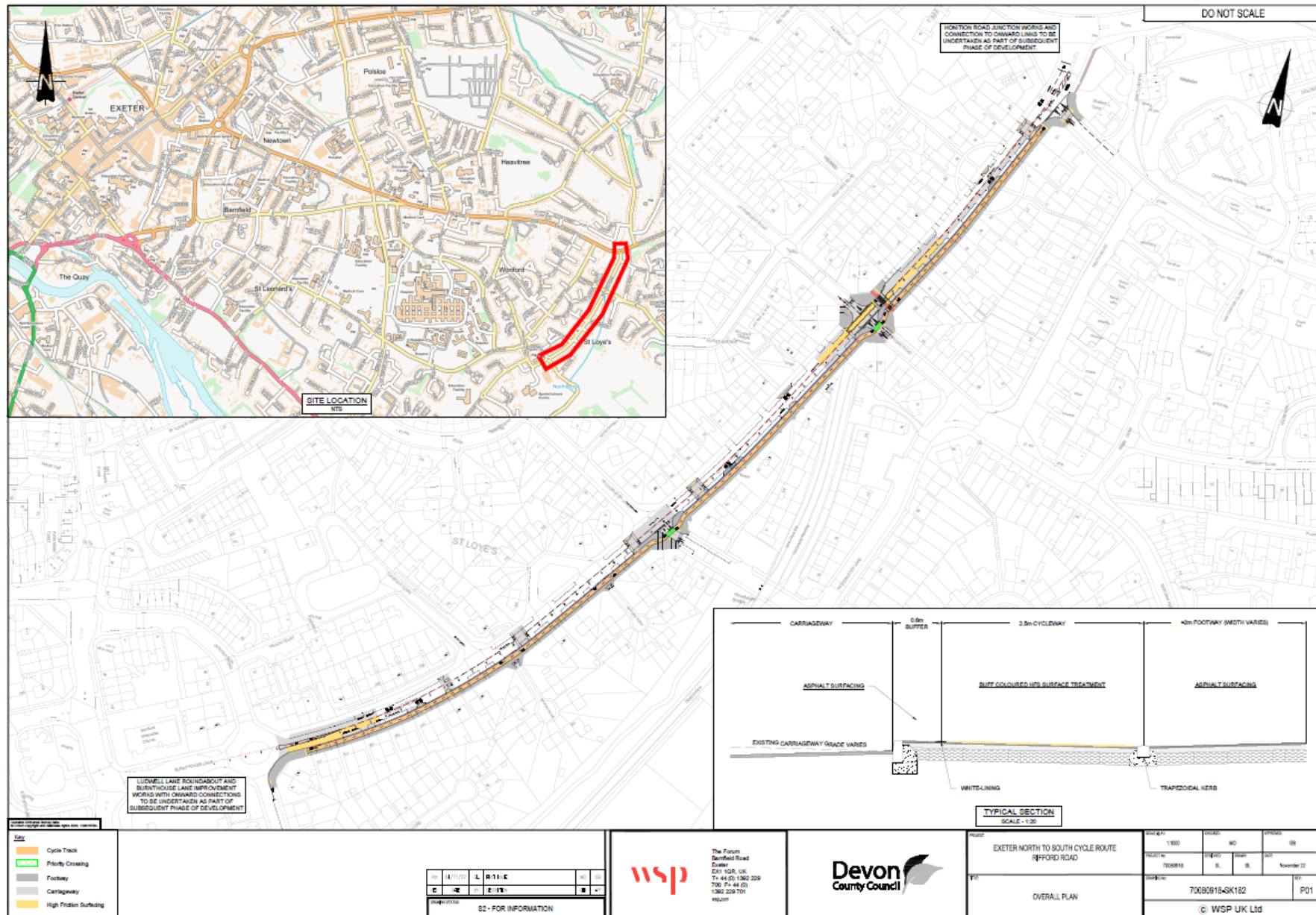
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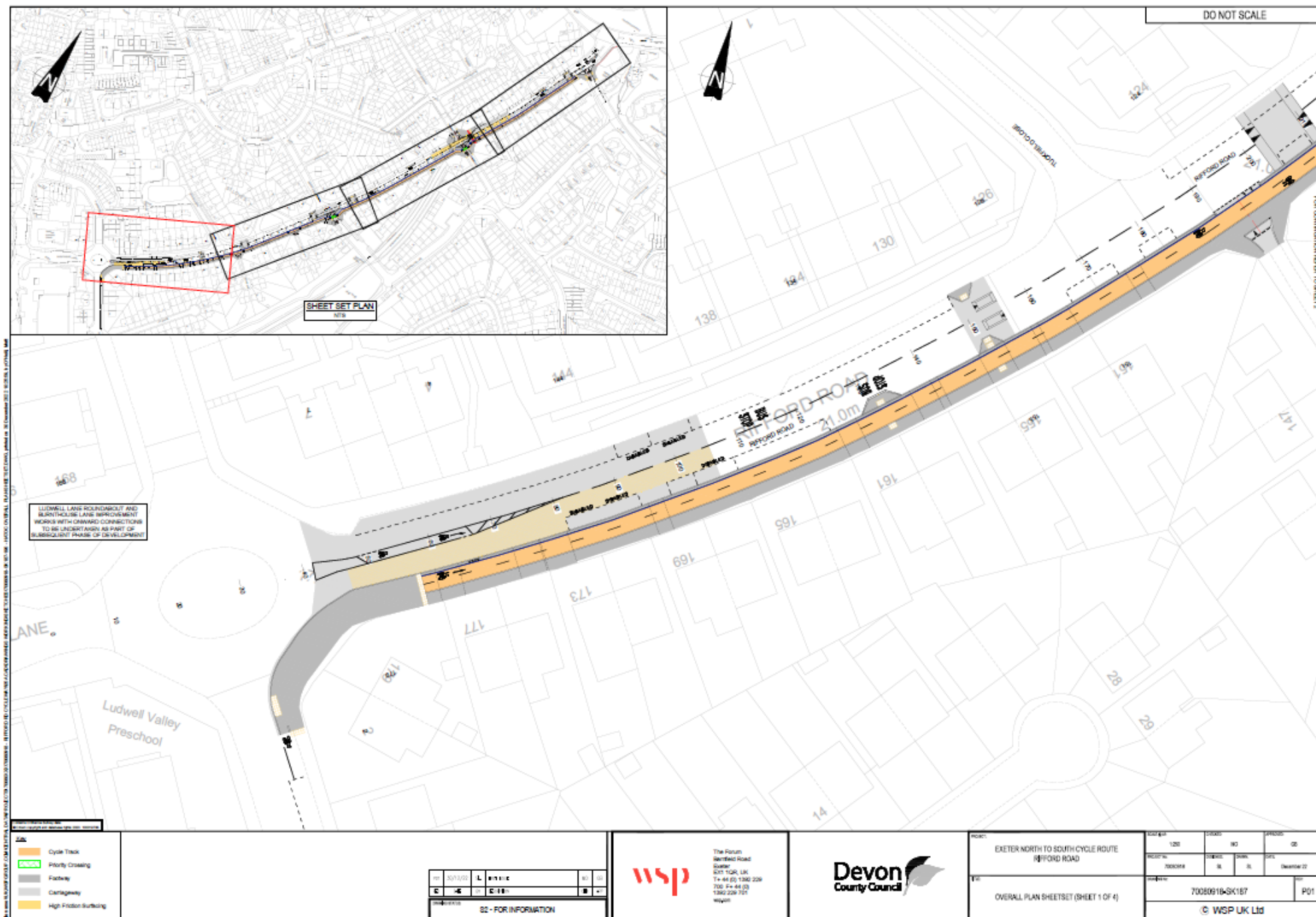
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sc/cr/Rifford Road Lane two-way Cycle track

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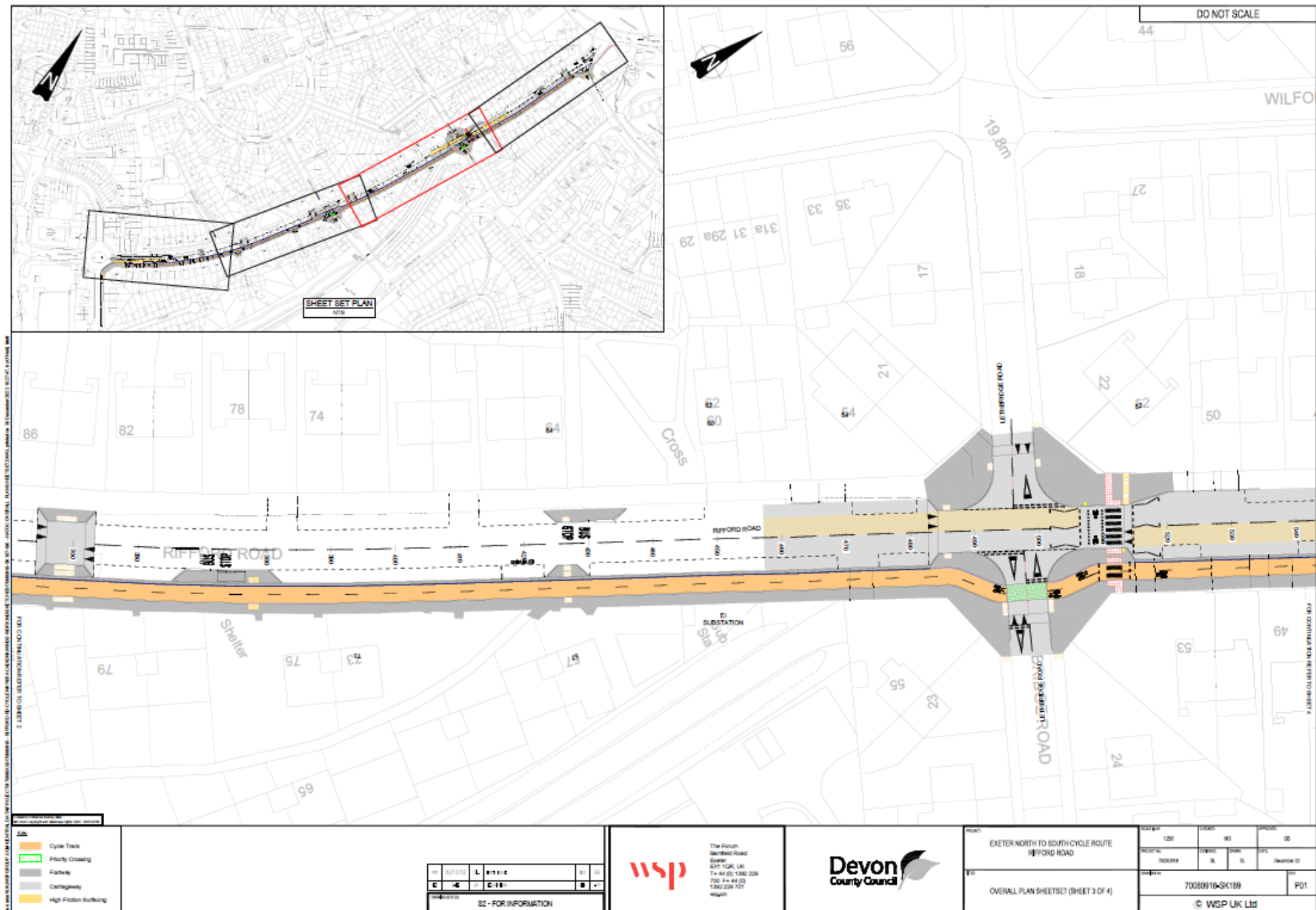
# Appendix 1 to CET/23/3 Exeter Rifford Road two-way cycle track proposals











FOR CONTINUATION REFER TO SHEET 2

Orange	Cycle Track
Green	Priority Crossing
Grey	Footway
Yellow	Carriageway
Dark Yellow	High Friction Surfing

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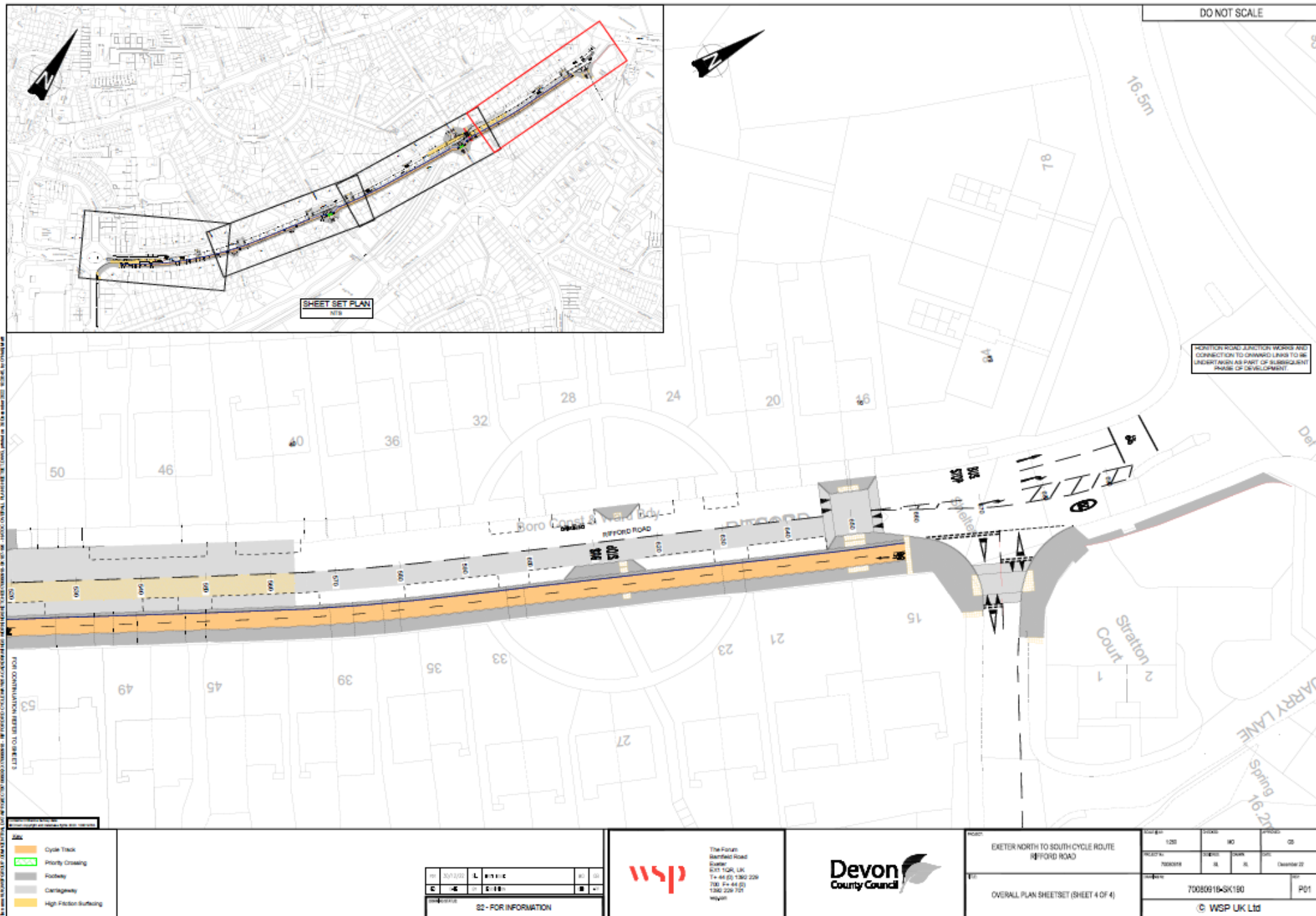
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PROJECT	EXETER NORTH TO SOUTH CYCLE ROUTE RUFFORD ROAD
DATE	OVERALL PLAN SHEETSET (SHEET 3 OF 4)

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**Summary of Submissions**  
**Devon County Council (Rifford Road & Ludwell Lane, Exeter) (Waiting Restrictions)**  
**Amendment Order – Ref 6022**

**Proposed road humps & parallel crossing**

<b>Comment</b>	<b>Devon County Council Response</b>
<b>Response 1:</b> <b>Resident of Laburnum Road</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>A cycle lane is a waste of time, very few people will use it. Sweetbrier Lane is a fine example of this!!</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>The cycling provision on Sweetbrier Lane and Rifford Road are sections of a longer strategic North/South cycle route (E12) that will connect residential areas, to schools, employment, and public transport. Once this route is complete, usage is expected to increase as has been witnessed elsewhere in the city.</li> </ul>
<ul style="list-style-type: none"> <li>The loss of parking spaces will impact on other streets nearby with the need to park elsewhere.</li> </ul>	<ul style="list-style-type: none"> <li>The cycle track design for Rifford Road was selected with the minimum loss of parking in mind and every effort has been made throughout the design process to retain parking wherever possible.</li> </ul>
<b>Comment:</b> <ul style="list-style-type: none"> <li>If humps are to be replaced, please use full humps not the square ones, these deteriorate due to the buses constantly going over them and damaging the edges, full humps are much better, as long as they are not too high, lower cars can cause damage to them.</li> </ul>	<ul style="list-style-type: none"> <li>Square cushions (humps) are preferred by ambulances and on bus routes.</li> </ul> <p>The maximum heights of humps and cushions laid out in guidance is 100mm. However, the humps proposed are at 65mm or 75mm which is a common height used in Devon.</p>



Comment	Devon County Council Response
<b>Response 2:</b> Resident of <b>Chestnut Avenue</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>100% object to the scheme. Absolutely a waste of money especially in the economy crisis we are in. The money could be better spent on sorting potholes and state of roads to reduce emissions</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>A value for money assessment has been carried out for this scheme using the Department for Transport Active Mode Appraisal Toolkit. The scheme scores as high value for money using this tool. The tool takes into account the health benefits of increased physical activity, the decongestion benefits of people modal shifts to cycling and the associated reduction in pollution. Department for Transport funding made available to deliver this scheme is ringfenced to active travel schemes and cannot be used for repairing potholes or improving the condition of the carriageway.</li> </ul>
<ul style="list-style-type: none"> <li>The cycle lane in Sweetbriar is barely used. I have only seen around 10 bikes using since it was built.</li> </ul>	<ul style="list-style-type: none"> <li>The cycling provision on Sweetbrier Lane and Rifford Road are sections of a longer strategic North/South cycle route (E12) that will connect residential areas, to schools, employment, and public transport. Once this route is complete, usage is expected to increase as has been witnessed elsewhere in the city.</li> </ul>
<ul style="list-style-type: none"> <li>This causes more congestion and tries drivers' patience having to stop to let people pass due to parked cars. That causes pollution and wear and tear on cars running gear and sat causing more fumes by having to do so.</li> </ul>	<ul style="list-style-type: none"> <li>Two-way traffic is being maintained so this scheme will not impact on traffic flows or cause additional congestion.</li> </ul>
<b>Response 3:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Objection (unless conditions are met)</b> <ul style="list-style-type: none"> <li>I will support if permit times were extended as there are currently too many work vans being parked in the street after the permit timings have finished which are causing issues for permit holders to park.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>Extending the times of the resident parking is outside of the scope of this TRO.</li> <li>However, any changes to the residents parking would need the support of the majority of residents within the scheme.</li> </ul>

Comment	Devon County Council Response
<b>Response 4:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>I have my disabled daughter on weekends. I need access as close to my house as possible. With a cycle lane outside it's going to make it a lot harder for parking with her as we don't have a driveway.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>The length of the parking bay outside this property is unchanged. The bay is only being moved out into the carriageway by approx. 3m which is the width of the proposed cycle track and buffer area.</li> </ul>
<b>Response 5:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>There is already not enough parking spaces for residents of Rifford Road. If this goes ahead, where will we park!! We all park neighbour friendly.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>The cycle track design for Rifford Road was selected with the minimum loss of parking in mind and every effort has been made throughout the design process to retain parking wherever possible.</li> </ul>
<ul style="list-style-type: none"> <li>Plus, our residents parking fees are due to rise next year!</li> </ul>	<ul style="list-style-type: none"> <li>The permit prices have been reviewed and prices increased to ensure the service remains sustainable. The application of the differential charge will ensure that residents consider the number and type of vehicles that they choose to own.</li> </ul>
<ul style="list-style-type: none"> <li>My biggest gripe is we have to pay tax &amp; insurance for our cars &amp; yet again the cyclist pay NOTHING!!</li> </ul>	<ul style="list-style-type: none"> <li>Roads are paid for through general taxation meaning that people who choose to cycle are also contributing to roads.</li> </ul> <p>Car Tax or Vehicle Excise Duty is based on the amount of CO2 emitted and as such cycles are exempt. Many people choosing to cycle are also motorists so will also be paying Vehicle Excise Duty.</p>

Comment	Devon County Council Response
<b>Response 6:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>It's not really needed as the cycle lane going straight on isn't used. It also means some of us will have to park further away.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>Transport accounts for 30% of Devon's Carbon emissions and with many short journeys in Exeter currently being driven, there is a good opportunity to replace these by active modes. In order to do this Devon is providing safe, coherent and attractive networks that offer a clear alternative to the car.</li> </ul>
<ul style="list-style-type: none"> <li>Are you going to give us designated parking spot?</li> </ul>	<ul style="list-style-type: none"> <li>No designated parking spaces are allocated to residents. Residents with permits can park anywhere within zone S7.</li> </ul>
<ul style="list-style-type: none"> <li>Are you going to be responsible for the damage to are cars?</li> </ul>	<ul style="list-style-type: none"> <li>Any damage to vehicles is a matter to raise with Insurance providers.</li> </ul>
<b>Response 7:</b> Resident of <b>Lethbridge Road</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>Cycle paths are rarely used because most cyclists consider it safer to ride on the road where there is more flow, and they avoid paths that are covered in grit and debris.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>There is no obligation to use this facility once it is provided. Rule 61 of the Highway Code states <i>"Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62 and 73) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them."</i></li> </ul> <p>Off-road facilities such as these are there to enable less confident people to learn and return to cycling and avoid mixing with vehicular traffic.</p>
<ul style="list-style-type: none"> <li>The existing cycle paths in Exeter have had a negative impact on the roads the traffic has been pushed onto.</li> </ul>	<ul style="list-style-type: none"> <li>Without having specific locations put forward we are unable to respond to this point. Cycle usage in the city has been growing annually for over a decade and prioritising walking and cycling is a core aim of the Exeter Transport Strategy.</li> </ul>

Comment	Devon County Council Response
<ul style="list-style-type: none"> <li>Implementing this cycle path along a main route through Exeter is ludicrous and is dangerous. I hope the planners will be held personally accountable if and when accidents and injury happen should this be implemented. Giving cyclists priority at the junction of Lethbridge Road is just an accident waiting to happen in a spot where there have been many accidents and near misses (not recorded) in the 19 years we have lived here.</li> </ul>	<ul style="list-style-type: none"> <li>All highway schemes are subject to a safety audit process. This scheme has been through stage one of the process and will continue through the next stages during detailed design.</li> </ul> <p>The proposed side road priority for pedestrians and cyclists will be subject to this process and designed in accordance with latest guidance.</p>
<ul style="list-style-type: none"> <li>Narrowing the road will decrease visibility for motorists. There will be added pressure of getting on the many driveways quicker is of huge risk to the cyclist.</li> </ul>	<ul style="list-style-type: none"> <li>The marked carriageway running lanes are not being narrowed. Space is being reallocated from unnecessary central hatching along the length of Rifford Road. The scheme design will be through the full Highway Safety Audit process.</li> </ul>
<ul style="list-style-type: none"> <li>There are alternative routes that could be used. There is a cycle path that could be made better that would give direct access to Woodwater Lane that runs alongside Rifford Road away from traffic. Changing the way traffic uses Woodwater Lane and also Heath Road is a far safer and much cheaper option. Sometimes it's better to improve what is already there than create something that is untested. It may look great to the planners but in practice is it going to be what this area actually need?</li> </ul>	<ul style="list-style-type: none"> <li>Alternative routes were investigated at the concept design phase including the use of Woodwater Lane and Heath Road.</li> </ul> <p>Heath Road was dismissed as it was less direct and hillier. There may be future options to investigate improvements on Woodwater Lane that would complement this scheme.</p>
<b>Response 8:</b> Resident of <b>Woodwater Lane</b>	<b>Officer comments:</b>
<b>Support</b> <ul style="list-style-type: none"> <li>Rifford Road and Woodwater Lane are very busy routes for children and young adults going to and from the many schools close to this area. A cycle path at this junction will prevent a serious accident.</li> </ul>	<b>Support noted</b>

Comment	Devon County Council Response
<b>Response 9:</b> Resident of <b>Rifford Road</b>	<b>Officer comments:</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>A waste of money, I bet no one in DCC lives on Rifford Road. You need to spend the more wisely &amp; on things which are needed in Devon.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>A value for money assessment has been carried out for this scheme using the Department for Transport Active Mode Appraisal Toolkit. The scheme scores as high value for money using this tool. The tool takes into account the health benefits of increased physical activity, the decongestion benefits of people modal shifts to cycling and the associated reduction in pollution.</li> </ul>
<ul style="list-style-type: none"> <li>I am a cyclist, and I will not be using a cycle path as the Highway Code states that I do not have to use it.</li> </ul>	<ul style="list-style-type: none"> <li>There is no obligation to use this facility once it is provided. Rule 61 of the Highway Code states <i>"Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62 and 73) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them."</i></li> </ul>
<ul style="list-style-type: none"> <li>This Road is a 20-mph road so why do you need a cycle path.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic levels on Rifford Road exceed 7,000 vehicles a day which includes HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.</li> </ul>
<b>Response 10:</b> Resident of <b>Rifford Road</b>	<b>Officer comments:</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>It will never lower the traffic as you seem to think. Instead, it will clog up the area completely and will become even more dangerous since the road is in an unusable state of disrepair.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>The scheme will have minimal impact on traffic flows on Rifford Road.</li> </ul> <p>The only location where traffic will have to stop is at the new parallel crossing that will make it easier for people to walk or cycle across Rifford Road. The use of this is likely to be relatively infrequent and therefore not expected to have a negative impact on traffic flows.</p>

Comment	Devon County Council Response
	Some surfacing works of the main carriageway are being incorporated into this scheme and investigations are underway as to whether additional works can be included.
<ul style="list-style-type: none"> <li>There is a path along Northbrook stream which is already being used by 100's cyclists every day but unfortunately suffering from state of disrepair and almost unusable in wet weather.</li> </ul>	<ul style="list-style-type: none"> <li>This path is the responsibility of Exeter City Council. We have contacted them and some minor works are scheduled that should resolve some of the localized puddling.</li> </ul>
<b>Response 11:</b> Resident of <b>Pennsylvania Close</b>	<b>Officer comments:</b>
<b>Support</b> <ul style="list-style-type: none"> <li>We welcome this scheme.</li> </ul>	<b>Support noted</b>
<b>We have three concerns:</b> <ul style="list-style-type: none"> <li>1. Ambiguity at west end of cycle path. This part of the scheme should really be extended to provide a safe way of traversing the Lidl roundabout heading west and a safer means of accessing the path when heading east. Without this we fear the path will be underused.</li> </ul>	<ul style="list-style-type: none"> <li>The section beyond Ludwell Lane, including Wonford Street by Lidl will be the next phase of the delivery of route E12, connecting this route to Burnthouse Lane and Dryden Road.</li> </ul>
<ul style="list-style-type: none"> <li>2. would like proper give way markings on the raised tables across the two spur roads on east side of Rifford Road so that cyclist/peds priority is unambiguous</li> </ul>	<ul style="list-style-type: none"> <li>The final detail of markings and signing for these side road crossings will be agreed at the detailed design phase and subject to a Safety Audit.</li> </ul>
<ul style="list-style-type: none"> <li>3. Are the height of the raised tables on the side junctions (75mm) sufficient to force speed reduction?</li> </ul>	<ul style="list-style-type: none"> <li>The road humps &amp; cushions have been proposed at appropriate dimensions to calm traffic.</li> </ul>
<b>Response 12:</b> Resident of <b>Milbury Farm Meadow, Exminster</b>	<b>Officer comments:</b>
<b>Support</b> No further comments.	<b>Support noted</b>
<b>Response 13:</b> Resident of <b>Headon Gardens</b>	<b>Officer comments</b>
<b>Support</b> <ul style="list-style-type: none"> <li>Use this road as a cyclist on a regular basis and proposal is very welcome.</li> </ul>	<b>Support noted</b>

Comment	Devon County Council Response
<ul style="list-style-type: none"> <li>It is a shame it doesn't link through to the cycle track on Sweetbrier Lane and to the end of Dryden Road. Hopefully we will get those links in the future.</li> </ul>	<ul style="list-style-type: none"> <li>The Rifford Road scheme is part of a strategic north/south route across the city (E12). Future phases of delivery include improving the connection across Honiton Road to Sweetbrier Lane and a scheme to extend the route from Ludwell Lane through Wonford Street to connect Burnthouse Lane and Dryden Road.</li> </ul>
<ul style="list-style-type: none"> <li>Also, Wonford Street needs a modal filter to provide a quiet road for bikes parallel to Bovemoors Lane.</li> </ul>	<ul style="list-style-type: none"> <li>That is beyond the scope of this scheme but there will be opportunities to input this suggestion when the next phase of this route is consulted upon.</li> </ul>
<b>Response 14:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Objection</b> <ul style="list-style-type: none"> <li>Not happy at the removal of traffic islands on Rifford Road as there will be fewer crossing points making it less safe &amp; less convenient for pedestrians. We, and many others, use the island at the North end of Rifford road daily. Those who live in this section of Rifford Road will either have to backtrack for ages to use the crossing by Lethbridge Road or walk out of their way, cross over Quarry Lane to get to the traffic lights near Sweetbrier Lane. In the end people will just cross the road without using the crossings which is more dangerous than before. The work seems excessive just to make it easier for cyclists but it doesn't make it much better for walkers. Narrowing the road will be bad for all the drivers that use it.</li> </ul>	<b>Objection noted</b> <ul style="list-style-type: none"> <li>In order to create the space to deliver the two-way cycle track we are reallocating road space. This has been done by removing the centrally hatched space area along Rifford Road and reducing the carriageway width. This will also reduce pedestrian crossing distances along the length of Rifford Road and the road humps will also help reduce vehicle speeds. Informal pedestrian crossing points will be retained along Rifford Road with build outs to ensure clear visibility and the minimal crossing distance for pedestrians.</li> </ul> <p>The scheme also tightens side road junctions along Rifford Road, reducing crossing distances and giving people walking and cycling clear priority over turning vehicles. Crossings at side roads will also be level making it more comfortable and easier for people using wheelchairs or other mobility aids.</p>
<ul style="list-style-type: none"> <li>You could make the wide eastern pavement that is already used by cyclist an official shared path which saves both money and environmental resources.</li> </ul>	<ul style="list-style-type: none"> <li>The latest guidance does not support shared use paths as a suitable solution for high quality routes in urban areas.</li> </ul>



Comment	Devon County Council Response
<ul style="list-style-type: none"> <li>The zebra crossing will increase congestion and emissions as cars need to stop. With an island crossing it easier to cross the road without the cars having to completely stop in both directions.</li> </ul>	<ul style="list-style-type: none"> <li>It is considered that the frequency of use of the parallel crossing is unlikely to lead to a tangible increase in congestion or emissions on Rifford Road. It will also give less confident pedestrians/cyclists the confidence that vehicles have come to a complete stop when crossing Rifford Road.</li> </ul>
<ul style="list-style-type: none"> <li>Would like a section of their wall removed to make it easier to drive in and out of our house.</li> </ul>	<ul style="list-style-type: none"> <li>It is the responsibility of the property owner to make changes to their boundary wall.</li> </ul>
<ul style="list-style-type: none"> <li>Could sign post be moved from outside the property as part of the work?</li> </ul>	<ul style="list-style-type: none"> <li>This will be considered as part of the detailed design work</li> </ul>
<ul style="list-style-type: none"> <li>Could the street light be moved outside of the property?</li> </ul>	<ul style="list-style-type: none"> <li>This will be considered as part of the detailed design work.</li> </ul>

Comment	Devon County Council Response
<b>Response 15:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Object</b> <ul style="list-style-type: none"> <li>It appears that this scheme would make it less safe and potentially slower for all ie walkers, cyclists and drivers.</li> </ul>	<b>Objection noted.</b> <ul style="list-style-type: none"> <li>It is considered that the improvements will provide safer routes for pedestrians and cyclists in Rifford Road, however, the scheme has been through a safety audit process that will continue as the scheme progresses to implementation.</li> </ul>
<ul style="list-style-type: none"> <li>When crossing now I can focus on vehicles coming from one direction at a time stopping in the middle islands if needed. After the plans I will need to be completely sure the cars have stopped in both directions, often meaning I have to wait for the cars to get closer to observe them slowing to a stop. I will also need to keep an eye out for cycles as I approach the cycle lane section of the crossing (or vice versa).</li> </ul>	<ul style="list-style-type: none"> <li>In order to create the space to deliver the two-way cycle track we are reallocating road space. This has been done by removing the centrally hatched space area along Rifford Road and reducing the carriageway width. This will also reduce pedestrian crossing distances along the length of Rifford Road and the road humps will also help reduce vehicle speeds. Informal pedestrian crossing points will be retained along Rifford Road with build outs to ensure clear visibility and the minimal crossing distance for pedestrians.</li> <li>The scheme also tightens side road junctions along Rifford Road, reducing crossing distances and giving people walking and cycling clear priority over turning vehicles. Crossings at side roads will also be level making it more comfortable and easier for people using wheelchairs or other mobility aids.</li> </ul>
<ul style="list-style-type: none"> <li>There is no mention of increased emissions from cars having to stop more frequently.</li> </ul>	<ul style="list-style-type: none"> <li>It is not envisaged that the scheme will lead to a notable increase in emissions through vehicles needing to stop more frequently.</li> </ul>
<ul style="list-style-type: none"> <li>As a cyclist at present the road feels safe because the 20 mph limit means most cars aren't approaching at high speeds, the middle hatched areas provide space to overtake, and it's easy to push along the wide pavements. For the less confident cyclists it's safe to cycle along the pavements.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic levels on Rifford Road exceed 7,000 vehicles a day and include a mix with HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.</li> </ul>

Comment	Devon County Council Response
<ul style="list-style-type: none"> <li>As a driver the wide roads make passing other traffic and parked cars easy, and even cyclists if required. It's a busy road but outside of peak hours keeps moving. The new design will put vehicles very close to each other and parked cars.</li> </ul>	<ul style="list-style-type: none"> <li>The scheme design is subject to a Safety Audit process that will agree proposed carriageway widths. This scheme has been through stage one of the process and will continue through the next stages during detailed design.</li> </ul>
<ul style="list-style-type: none"> <li>Parked cars will be at more risk, finding a parking space will become even more challenging. This might force more driveway applications, and driveways will be extra dangerous on the side with the path for all users.</li> </ul>	<ul style="list-style-type: none"> <li>The cycle track design for Rifford Road was selected with the minimum loss of parking in mind and every effort has been made throughout the design process to retain parking wherever possible. Residents have had the opportunity to make applications for driveways throughout the consultation and TRO process.</li> </ul>
<ul style="list-style-type: none"> <li>The solution on Vaughan Road has not helped to demonstrate this design working well, and Rifford Road is far busier with larger vehicles, even if a little more width is available.</li> </ul>	<ul style="list-style-type: none"> <li>The Vaughan Road/Sweetbrier Lane scheme is a light segregated on-carriageway two-way cycle track. This solution was not considered suitable for Rifford Road and the cycle track is off-road, in part due to the increased levels of traffic on Rifford Road.</li> </ul>
<ul style="list-style-type: none"> <li>A shared pavement would seem to be cheaper and safer option that should be considered and tested before this plan proceeds. Other parts of the city have smaller paths that are safely shared with pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>The latest guidance does not support shared use paths as a suitable solution for high quality routes in urban areas.</li> </ul>
<b>Response 16:</b> Resident of <b>Rifford Road</b>	<b>Officer comments</b>
<b>Request:</b> <ul style="list-style-type: none"> <li>A request has been received to adjust the location of a disabled bay within the same length of road.</li> </ul>	<b>Suggest</b> We can relocate the bay can when the order is sealed as there is no substantial change to the proposals as the same amount of parking will exist once the bay is moved.