

Active Streets Heavitree and Whipton Trial Scheme Update

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

It is recommended that:

- (a) The Committee note the monitoring update on the Active Streets trial;
- (b) The measures of success are reviewed by the Director of Climate Change, Environment and Transport on or after 29 February 2024 to determine whether the trial has had an overall positive impact; and
- (c) The Director of Climate Change, Environment and Transport be given delegated powers, from 1 March 2024, in consultation with the Director of Legal and Democratic Services and the Devon and Cornwall Chief Constable, to suspend the Experimental Traffic Regulation Orders associated with the trial.

2) Background/Introduction

As explained in the report to the previous Exeter Highways and Traffic Orders Committee (HATOC) meeting, the Active Streets Trial encompasses the temporary installation of three physical modal filters and two bus gates in Heavitree and Whipton, along with temporary changes to waiting restrictions on Ladysmith Road. The physical modal filters prevent the passage of all vehicular traffic, and the bus gates use signage to prohibit the passage of traffic except for exempt classes of vehicle, including buses, taxis and private hire vehicles displaying approved bus lane user signs, emergency service vehicles and local authority service vehicles.

The scheme was approved by the Exeter HATOC on 20 June 2023 and was implemented on 3 August 2023. This report provides an outline of the current progress of the trial and highlights the measures of success, which are an indication as to whether it is appropriate to continue with the trial. At present, only 2 out of the 10 measures of success for the scheme (traffic on residential roads and numbers of people cycling) are considered to be demonstrating a positive impact ('green'), with the potential impact on the expeditious, convenient and safe movement of traffic.

3) Bus gate restrictions

The changes to exempt taxis and private hire vehicles displaying approved bus lane user signs from the bus gate restrictions in the Active Streets area came into force on 9 November 2023. The same exemption was introduced for the Wonford Road bus gate on 16 November 2023.

The Council have received feedback that there are issues around compliance with the bus gates. The Police have been informed and have taken on-site observations. The Council

will continue to monitor traffic flows in the vicinity of the bus gates, and when necessary additional changes could be considered, for example the sites could be considered for moving traffic offence enforcement.

Following discussion at the previous Exeter HATOC meeting, officers have met with an officer at Oxfordshire County Council regarding exemptions to traffic restrictions within Oxford. They advised that their Low Traffic Neighbourhoods in Cowley and East Oxford primarily use physical bollards, preventing the passage of all vehicular traffic, but a small number of these are to be replaced with Automatic Number Plate Recognition (ANPR) cameras. They are not currently exempting Blue Badge holders or carers.

4) Consultation feedback

Statutory Consultation

The Statutory Consultation relating to the Active Streets trial is ongoing, having commenced on 3 August 2023. Over 4,900 responses have been received to date. The Statutory Consultation is due to close on 8 May 2024. Ongoing work is being undertaken to analyse feedback received.

Petitions/Freedom of Information Act requests

As detailed in the table below, during 2023, the Active Streets trial has been the subject of five petitions, one of which expressed support for approving the trial, two of which requested the trial be removed and two of which requested an improved consultation before implementing the trial.

Subject/Request	Date received	Signatories
Provide local residents with a more comprehensive, inclusive and widely publicised consultation before the approval of the trial LTN [Low Traffic Neighbourhood] for Heavitree/Whipton	25 May 2023	853
Approve the trial modal filter package for the Heavitree and Whipton area	19 June 2023	287
Offer local residents and stakeholders a more comprehensive, inclusive and widely publicised consultation which will include a public meeting before the approval of the trial Low Traffic Neighbourhood for Heavitree and Whipton, Exeter	23 July 2023	256
Withdraw low traffic networks and road closures in the City of Exeter	23 October 2023	2,143*
End the Heavitree and Whipton Active streets trial	10 November 2023	963

* this petition was broader than Heavitree and Whipton, including reference to other modal filter schemes in the city

During the 2023 calendar year, the Council also received 65 requests for information relating to the Active Streets trial under the Freedom of Information Act. Responses to these requests, which relate to matters including traffic count data, stakeholder engagement and budgets, are available at <https://www.devon.gov.uk/accesstoinformation/previous-access-to-information-responses/>. Further Freedom of Information requests continue to be received relating to the trial.

Engagement with taxi and private hire vehicle operators

At a November Taxi Forum meeting, taxi and private hire operators thanked the Exeter HATOC Members for introducing the ETRO exemption to the bus gates and stated that it made a big difference to the operation of their service.

Engagement with emergency services

Devon County Council officers have continued to liaise with emergency services during the trial, with the Police in September and October 2023, Fire Service in October 2023 and Ambulance Service in November 2023. No adverse incidents as a result of the trial have been reported by the emergency services. Further engagement is planned in January and February 2024.

Engagement with care/healthcare providers

Devon County Council officers will be meeting this month with Devon Carers' Care Ambassadors, who provide or have provided unpaid care, to discuss the impacts of the scheme. A verbal update on the outcomes of this meeting will be provided as part of the presentation accompanying this report.

The Council also intends to engage with paid carer representatives in the coming weeks.

5) Technical data

Weekday traffic, cycle and pedestrian flows in Active Streets area

Devon County Council is undertaking monitoring of vehicular traffic and active travel (walking and cycling) levels throughout the trial to evaluate the scheme's impacts. This is being undertaken using:

- **Manual Classified Counts (MCCs)** – 12-hour (0700-1900) counts of vehicular traffic and cycles (and pedestrians in some cases) on selected dates, manually enumerated using video footage.
- **Automatic Traffic Counts (ATCs)** – Continuous counts of vehicular traffic, automatically enumerated using inductive loops¹
- **Sensors** – Continuous counts of vehicular traffic, cycles and pedestrians, automatically enumerated using artificial intelligence-based sensors.

This approach has been taken to provide adequate spatial coverage across the Active Streets area whilst ensuring data collection costs are proportionate. ATCs and sensors provide data over longer periods and so provide more reliable indicators of typical

¹ These counters record all traffic regardless of how fast vehicles are travelling, i.e. including when traffic is queuing and stationary.

conditions, however installation costs for these significantly exceed the cost of undertaking MCCs, so relying solely on ATCs and sensors would mean significantly fewer locations could be surveyed within the available budget.

Prior to the trial, MCCs were undertaken in the area on 17 March 2022 and 15 September 2022. During the trial, the majority of these MCCs were repeated on 28 September 2023, the exceptions being:

- Pinhoe Road/Hamlin Lane junction, where an MCC was undertaken on 5 October 2023 due to an equipment failure on the 28 September;
- Vaughan Road/Thornpark Rise junction, where no MCCs were undertaken due to there being a sensor to capture during-scheme flows at this location

Summaries of changes in vehicular, cycle and pedestrian flows between the pre-trial and during trial MCC dates are shown in the tables in Appendix 1. For the ATCs and sensors, pre-trial flows are those recorded on 15 September 2022.

On the boundary roads, increases in traffic were recorded at most locations, although slight reductions were recorded on Pinhoe Road (between Vaughan Road and Whipton Village Road) and Heavitree Road (between Gladstone Road and Polsloe Road). The largest absolute increase was on Honiton Road (east of Sweetbrier Lane), where flows increased by approximately 2,200 vehicles over a 12-hour period (11%), whilst the largest percentage increase was on Polsloe Road (between Park Road and Gladstone Road), where flows increased by approximately 1,300 vehicles (20%).

On the streets within the trial area, reductions in traffic were recorded at many locations, with particularly large reductions in the vicinity of bus gates/modal filters on Ladysmith Road and Vaughan Road. However, there were also some increases in traffic, including on North Street and Goldsmith Street, which may be due to traffic re-routing to avoid modal filters.

In general, cycle flows increased on both the residential streets and the boundary roads, with some particularly large increases of greater than 100%. The exceptions to this were on Heavitree Road and Polsloe Road in the Livery Dole area, where slight reductions in cycle flows were recorded.

Pedestrian flows increased on Park Road and Ladysmith Road, in the vicinity of the Park Road/Ladysmith Road bus gate, but reduced slightly on Hamlin Lane and Roseland Crescent.

Details of changes in flows recorded by the ATCs and sensors over longer periods are given in the spreadsheet available online at devon.cc/exeterstreets, under 'Measures of Success'.

Wider traffic flows

As requested by Members at the previous HATOC meeting, changes in traffic flows on other roads in Exeter between the pre-trial and during trial MCC dates are summarised in table in Appendix 2, utilising pre-existing ATCs across Exeter. These ATCs provide data 24/7 (except for when equipment is faulty), however 12-hour (07:00-19:00) flows are reported for consistency with the MCC data discussed elsewhere.

In general, there were minimal (<5%) changes in traffic flows on most other roads between the pre-trial and during trial MCC dates. However, there were larger reductions in traffic on Topsham Road (near King George V Playing Fields) and Bridge Road, and a large (24%) increase in traffic on Prince of Wales Road (near Exeter Cricket Club). The latter may be attributable to the pre-trial MCC date being prior to the start of the University of Exeter’s autumn term, whereas the during trial MCC date was during the university’s autumn term.

It should also be noted that vehicular flows from across the city are susceptible to many influencing factors, such as road works, and it is likely that as the distance from the Active Streets trial area increases, the less confidence can be applied to the relationship between any changes and the trial itself.

Weekend traffic flow in Active Streets area

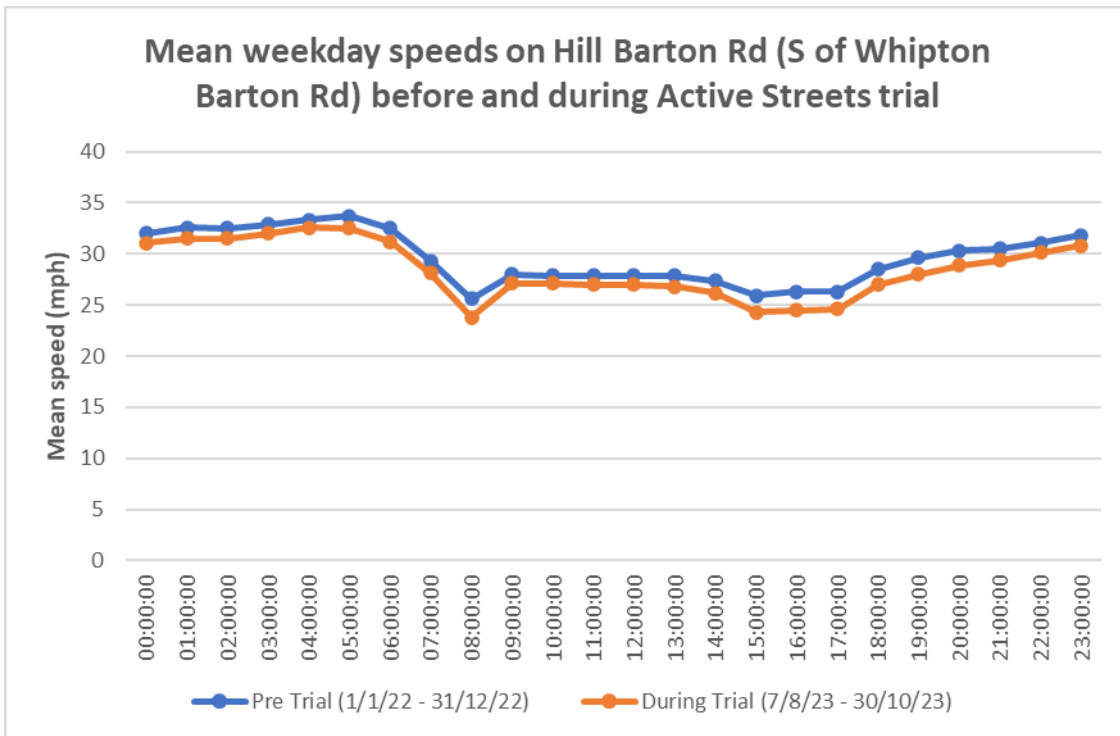
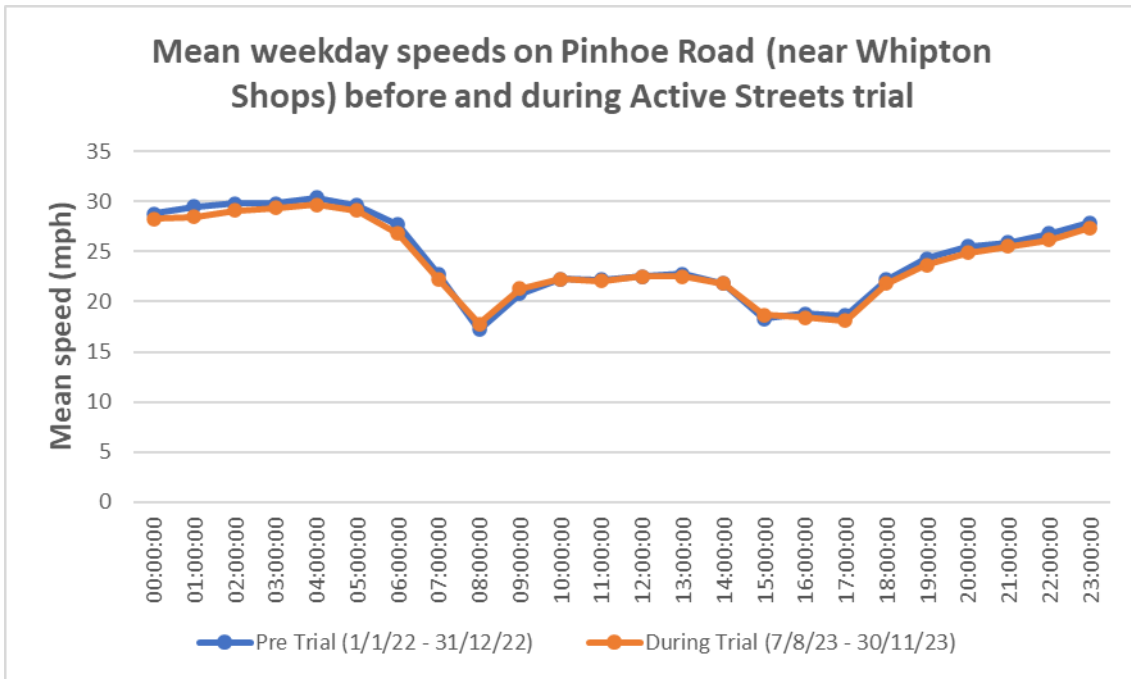
Traffic flows in the Active Streets area, recorded by ATCs and sensors, on the weekend prior to the 2023 MCC date are compared with those for the equivalent weekend in 2022 in Appendix 3. As with the wider traffic flows, 12-hour flows are reported, although the devices record data continuously.

In summary, the changes in weekend flows on Pinhoe Road and Heavitree Road were similar to the weekday changes reported in Appendix 1, but the increase in weekend flows on Hill Barton Road was significantly less than the increase in weekday flows. The reductions in weekend flows on the residential streets with sensors were broadly similar to the reductions in weekday flows, although the reduction in weekend flows (16%) on Roseland Crescent was significantly greater than the reduction in weekday flows (3%).

Traffic speeds in Active Streets area

As documented in the table and graphs below, during the Active Streets trial, journey times for drivers have increased with slightly reduced mean traffic speeds on both Pinhoe Road (1% reduction) and Hill Barton Road (4% reduction) compared to 2022. On Hill Barton Road, there has been a larger increase in journey times at peak times, with a 7% reduction in average speed recorded between 08:00 and 09:00 and between 16:00 and 17:00, although note that for the majority of the day Hill Barton Road speeds are close to the 30mph speed limit. However, on Pinhoe Road there was a slight (3%) increase in speeds during the morning peak (08:00-09:00), but a slight (2-3%) reduction in speeds during the afternoon peak (16:00-18:00).

Road	Location	Mean speed pre-trial (mph)	Mean speed during trial (mph)	Absolute change (mph)	% change
Pinhoe Road	Between Vaughan Road and Whipton Village Road	24.4	24.1	-0.3	-1%
Hill Barton Road	Between Whipton Barton Road and Peppercombe Avenue	29.7	28.5	-1.2	-4%



Air quality monitoring

The Air Quality Standards Regulations 2010 define an hourly and annual limit for nitrogen dioxide (NO₂) concentrations:

- There should be no more than 18 hours during which the mean NO₂ concentration at a given location exceeds 200 µg/m³
- The annual mean NO₂ concentration at a given location should not exceed 40 µg/m³

During 2022, the only exceedance of the annual limit within Exeter was recorded on East Wonford Hill.

Since the last HATOC meeting in October 2023, continuous air quality monitoring sensors have been installed on the Heavitree Road corridor (using Department for Environment, Food and Rural Affairs (DEFRA) funding awarded to Exeter City Council) and at four other locations in the Active Streets area (using Capability and Ambition Fund awarded to Devon County Council):

- Polsloe Road, between Park Road and Pinhoe Road junctions;
- Polsloe Road, near Heavitree Road junctions;
- Pinhoe Road, between St Johns Road and Commins Road junctions;
- Lower Hill Barton Road, near Honiton Road junction.

These provide data for 15-minute periods in real time. However, the sensors are currently undergoing an initial calibration period, to ensure their outputs are comparable to those recorded at other sites. Whilst it is not possible to share outputs at this time, it is expected that data relating to the number of times the hourly NO₂ concentration limit of 200 µg/m³ has been exceeded at the continuous monitoring sites can be reported at future HATOC meetings.

Currently, the highest levels of pollution and only site in Exeter which exceeds the national air quality objective for NO₂ is East Wonford Hill. The data shows an increase of approximately 1,000 vehicles daily on this corridor, which could potentially increase road traffic emissions on this route. However, outputs from the air quality sensors are needed to take account of other sources of pollution and factors like fleet composition (i.e. newer, cleaner vehicles), which could affect the roadside pollution concentrations.

Additionally, in Autumn 2024, Exeter City Council intend to publish outputs from their annual air quality monitoring sites (following approval by DEFRA), which will include 2023 data for 5 months of the Active Streets trial period (between August and December 2023).

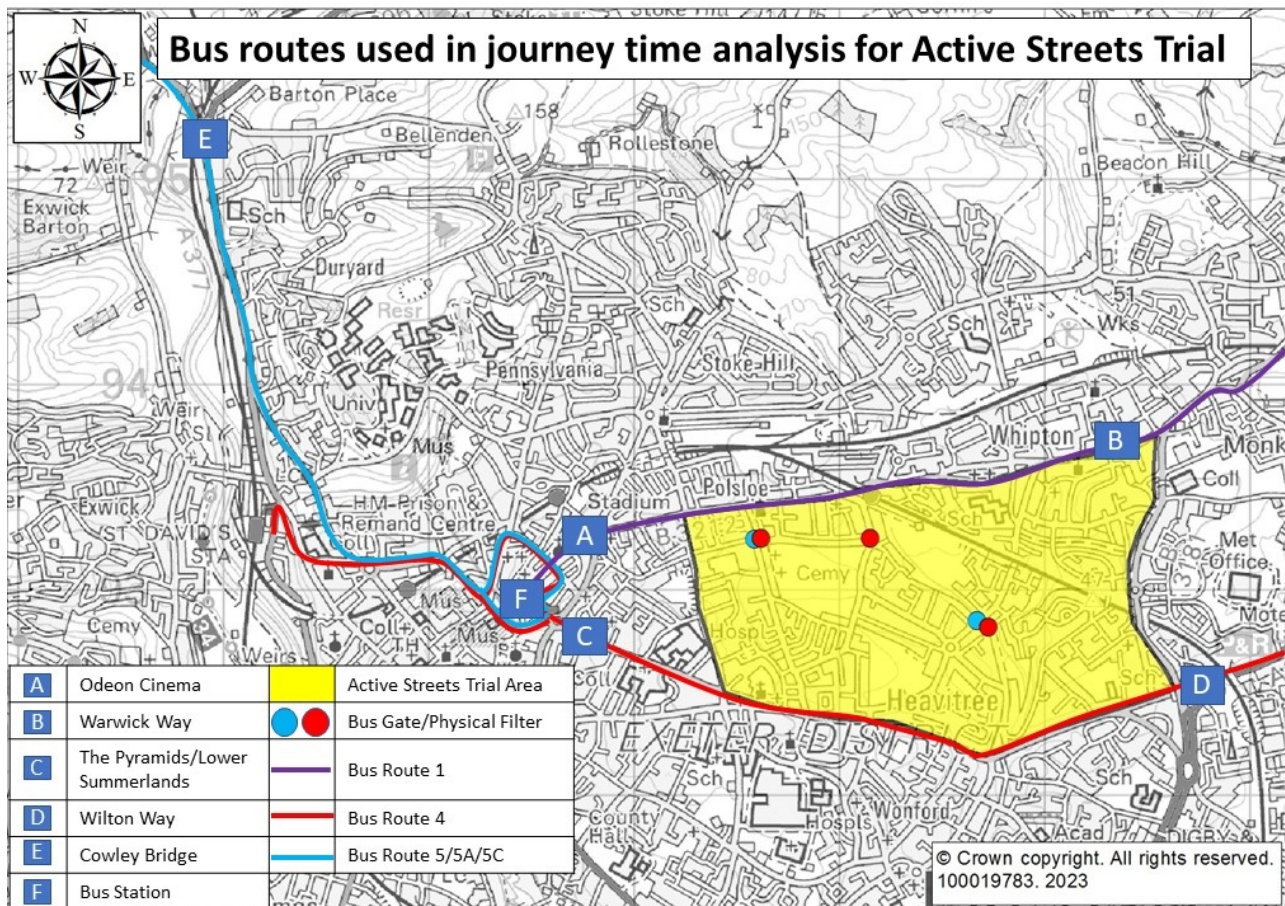
Bus journey time data

Pre-trial and during trial journey time data for buses using the following corridors on the boundary of the Active Streets trial have been provided by Stagecoach South West (with analysis undertaken by Devon County Council):

- Pinhoe Road– B3212 Blackboy Road/Pinhoe Road
- Heavitree Road– B3183 Heavitree Road/Fore Street/East Wonford Hill/Honiton Road

For comparative purposes, the highest frequency route on the Cowley Bridge Road corridor (B3183 New North Road and A377 Cowley Bridge Road), has also been considered.

A map of the routes considered is shown below.



Pre-trial data is for weekdays in November 2022, whilst during trial data is for weekdays in November 2023. The figures below are average across the day, comparing equivalent journeys in the 2022 and 2023 timetables.

The Journey Times (JTs) evaluated incorporate dwell times at intermediate bus stops as well as times for the buses to travel between stops; the former is likely to be impacted by changes in patronage levels but may also be influenced by congestion levels, as in some cases buses may be unable to pull away from stops due to queuing traffic.

Route no.	Direction	Corridor	Between	Distance (km)	Average JT Change (minutes:seconds)	Average JT Change (%)
1	Inbound	Pinhoe Road	Warwick Way – Odeon Cinema	2.9	00:28	7.6%
1	Outbound	Pinhoe Road	Odeon Cinema – Warwick Way	2.8	00:03	1.4%
4	Inbound	Heavitree Road	Wilton Way – The Pyramids	3.1	00:44	7.8%
4	Outbound	Heavitree Road	Lower Summerlands – Wilton Way	3.0	00:52	10.2%
5/5A/5C	Inbound	Cowley Bridge Road	Cowley Bridge – Bus Station	3.8	00:32	5.4%

Route no.	Direction	Corridor	Between	Distance (km)	Average JT Change (minutes:seconds)	Average JT Change (%)
5/5A/5C	Outbound	Cowley Bridge Road	Bus Station – Cowley Bridge	3.6	00:59	8.7%












Based on the data for the 5/5A/5C, which is unlikely to be significantly impacted by the Active Streets trial, it appears that there may have been a general increase in bus JTs between November 2022 and November 2023. In the inbound direction, there appears to have been an additional increase in JTs on the scheme’s boundary roads. However, in the outbound direction, the picture is less conclusive, with the 1 (on Pinhoe Road) experiencing a negligible change in JTs, whilst the 4 experienced a larger increase than the 5/5A/5C. With the Heavitree Road corridor carrying up to 800 buses a day and Pinhoe Road carrying up to 300 buses a day, there are significant numbers of bus passengers on these corridors who will have been impacted by these increased journey times.

6) Measures of Success

The key measures of success that need to be met for the trial include: public feedback supporting the view that the scheme has made travelling in the area easier, safer and more enjoyable, reduced motorised traffic volumes on residential streets and an increase in sustainable travel, and no worsening of air quality on East Wonford Hill. Whilst on many of the residential streets, traffic has reduced and active travel has increased, other metrics highlight concerns with the outcomes of the trial, such as impact on bus services and increased traffic on boundary roads. This is summarised below, using information from the Consultation Feedback following engagement with emergency services and taxi and private hire vehicle services and Technical Data sections above.

Heavitree and Whipton Active Streets

Metrics to assess changes during trial scheme

 	Traffic on residential streets	Largely reduced with some increases in specific locations (such as North Street)
	Traffic on boundary roads	Significant increases on north-south corridors, smaller increase on east-west corridors. Increases of nearly 1,000 vehicles in vicinity of East Wonford Hill.
	Vehicle speeds	Small reduction in speeds on boundary roads, resulting in slower journey times. Data only available for Hill Barton Road and Pinhoe Road.
  	Number of people walking and wheeling	Mixed results, some increases (Park Road and Ladysmith Road) but some decreases (Hamlin Lane and Roseland Crescent).
	Number of people cycling	Increases across trial area and boundary roads, except two sites.
	Air quality	Air quality sensors installed on boundary roads, outputs to be reported at future HATOC meeting.
  	Impact on emergency services	No adverse incidents as a result of the trial have been reported by the emergency services.
	Impact on bus services	Additional increase in journey times inbound on core bus corridors of Pinhoe Road and Heavitree Road.
	Impact on taxi and private hire vehicle services	Some increases in taxi and private hire vehicle journey times, albeit partially mitigated by exemption from bus gate restrictions.
	Public feedback	Received over 4,900 consultation responses, 65 Freedom of Information requests (in 2023) and 5 petitions totalling over 4,500 signatories.

7) Financial Considerations

As per the report to the 20 June 2023 Exeter HATOC, the Active Streets trial scheme is being funded from Capability and Ambition Fund funding secured from Active Travel England. The scheme is currently within budget.

8) Legal Considerations

The trial is implemented through Experimental Traffic Regulation Orders (ETRO). 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 vehicular and other traffic (including pedestrians) and the provision of parking facilities.

With reference to the above duty, the measures of success consider a range of metrics to determine wider impacts of the scheme. Given the number of metrics currently indicated as a concern ('red') or neutral ('amber'), the Director of Climate Change, Environment and Transport will review the success measures to determine whether there has been an overall positive impact on or after 29 February 2024.

In light of the evidence available, it may be appropriate to be considering the withdrawal of the ETRO in advance of the statutory consultation conclusion (8 May 2024). It is reasonable and recommended that the Director of Climate Change, Environment and Transport, in consultation with the Director of Legal and Democratic Services and the Devon and Cornwall Chief Constable, is given delegated powers to suspend the trial in line with the Road Traffic Regulation Act 1984, namely if it is:

- (a) in the interests of the expeditious, convenient and safe movement of traffic,
- (b) in the interests of providing suitable and adequate on-street parking facilities, or
- (c) for preserving or improving the amenities of the area through which any road affected by the order runs.

9) Summary

The Active Streets trial in Heavitree and Whipton has now been implemented for 5 months. The Statutory Consultation period runs until 8 May 2024 and responses continue to be received and analysed.

Traffic monitoring data indicates that there has continued to be an increase in traffic at many locations on the boundary roads, most significantly on Polsloe Road and Hill Barton Road, where flows have increased by up to 20%. On the roads within the trial area, there have been reductions in traffic at many locations, particularly in the vicinity of bus gates/physical modal filters, but there have also been increases in traffic on some roads, such as North Street. Traffic speeds have reduced slightly on both Pinhoe Road and Hill Barton Road.

There has in general been an increase in cycling on both residential streets and boundary roads, with increases in some locations exceeding 100%. The exceptions to this are near Polsloe Road and Heavitree Road, where reductions were recorded. Increases in walking have been recorded on Ladysmith Road and Park Road, but slight reductions were recorded on Hamlin Lane and Roseland Crescent.

Data supplied by Stagecoach South West indicates that there has been a moderate increase in bus journey times on the section of route 4 on the Heavitree Road corridor, impacting negatively on significant numbers of bus passengers. There has also been a moderate increase in inbound journey times on the section of route 1 on the Pinhoe Road corridor, but a much smaller change in journey times was recorded outbound. This data indicates that it is likely that journey times for all traffic on boundary roads will have increased on Heavitree Road, and some increases on Pinhoe Road.

The Council continues to liaise with key stakeholders, such as the emergency services, and feedback can continue to be provided through the statutory consultation, with over 4,900 responses received to date.

When reviewing the measures of success, there are currently only 2 indicators out of 10 that are performing well; traffic on residential roads and number of cycling trips. There is a possibility that negative impacts could outweigh the benefits of the trial. Should there not be a significant improvement by the end of February 2024 and where it meets the tests of the Road Traffic Regulation Act 1984, consideration should be given to the trial being suspended.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Heavitree & Whipton Barton, St Sidwells & St James, St David's & Haven Banks

Local Government Act 1972: List of background papers

Background Paper: Nil

Contact for enquiries:

Name: [Hannah Clark](#)

Telephone: 01392 383000

Address: Room 120, County Hall, Topsham Road, EX2 4QD

hc151223exh

sc/cr/Active Streets Heavitree and Whipton Trail Scheme Update

04 150124

Appendix 1 to CET/24/4

Changes in Weekday Traffic, Cycle and Pedestrian Flows in Active Streets Area

N.B. All flows are 12-hour flows, recorded between 07:00 and 19:00. Totals exclude flows at Lower Hill Barton Road due to lack of pre-trial count data.

Data source	Pre-trial date	During trial date
MCC	* = 17/03/2022 † = 31/03/2022 ‡ = 15/09/2022	28/09/2023 except § = 05/10/2023
ATC	15/09/2022	28/09/2023
Sensor	15/09/2022	28/09/2023

Road	Location	Data Source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Pinhoe Road West	Between Mount Pleasant Road and Commins Road	ATC	13,280	13,784	504	4%
Pinhoe Road Central West	Immediately W of Hamlin Lane	MCC	12,653*	13,622§	969	8%
Pinhoe Road Central East	Immediately E of Hamlin Lane	MCC	13,774*	14,358§	584	4%
Pinhoe Road East	Between Vaughan Road and Whipton Village Road	ATC	17,460	17,181	-279	-2%
Polsloe Road North	Immediately N of Park Road	MCC	5,865*	6,998	1,133	19%
Park Road	Immediately E of Polsloe Road	MCC	991*	1,071	80	8%
Hamlin Lane	Immediately S of Pinhoe Road	MCC	2,306*	782§	-1,524	-66%
Vaughan Road North	Immediately N of Whipton Barton Road	MCC	4,097*	3,526	-571	-14%

Road	Location	Data Source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Whipton Barton Road	Immediately E of Vaughan Road	MCC	2,936*	2,589	-347	-12%
Polsloe Road Central	Between Park Road and Gladstone Road	MCC	6,523*‡	7,818	1,295	20%
Vaughan Road Central	Immediately S of Whipton Barton Road	MCC	4,059*	3,526	-533	-13%
Hill Barton Road North	Between Hospital Lane and Whipton Barton Road	ATC	15,176	16,448	1,272	8%
Hill Barton Road South	Between Whipton Barton Road and Peppercombe Avenue	ATC	15,418	17,177	1,759	11%
Gladstone Road	Between Polsloe Road and Heavitree Road	MCC	3,546‡	3,809	263	7%
Sweetbrier Lane West	Immediately W of Whipton Lane	MCC	3,212‡	2,242	-970	-30%
Vaughan Road South	Between Whipton Lane and Sweetbrier Lane	MCC	1,443*†	134	-1,309	-91%
Polsloe Road South	Immediately N of S Lawn Terrace	MCC	5,750‡	6,668	918	16%
Goldsmith Street	Immediately E of North Street	MCC	1,420*	1,679	259	18%
South Lawn Terrace	Between Whipton Lane and Vaughan Road	MCC	2,675*	2,842	167	6%
Sweetbrier Lane Central	Between Whipton Lane and Vaughan Road	MCC	2,140*‡	2,299	159	7%
Heavitree Road	Between Gladstone Road and Polsloe Road	MCC	14,895‡	14,669	-226	-2%
Fore Street	Between Polsloe Road and North Street	MCC	14,275*‡	15,015	740	5%
North Street	Immediately N of Fore Street	MCC	3,970*	4,847	877	22%

Road	Location	Data Source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Whipton Lane	Immediately N of Fore Street	MCC	1,778*	1,118	-660	-37%
East Wonford Hill	Between Whipton Lane and Sweetbrier Lane	MCC	17,992*	18,957	965	5%
Sweetbrier Lane East	Immediately N of Honiton Road	MCC	3,739*	2,809	-930	-25%
Honiton Road	Immediately E of Sweetbrier Lane	MCC	20,210*	22,402	2,192	11%
Lower Hill Barton Road	Immediately N of Honiton Road	MCC	-	3,089	N/A	N/A
Heavitree Road	Between Grendon Road and Polsloe Road	ATC	14,968	14,584	-384	-3%
Park Road	Immediately W of Ladysmith Road	Sensor	964	580	-384	-40%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	1,429	241	-1,188	-83%
Hamlin Lane	Immediately N of Roseland Crescent	Sensor	2,037	1,621	-416	-20%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	347	335	-12	-3%

Road	Location	Data source	Pre-trial cycle flow	During trial cycle flow	Absolute change	% change
Pinhoe Road Central West	Immediately W of Hamlin Lane	MCC	213*	385§	172	81%
Pinhoe Road Central East	Immediately E of Hamlin Lane	MCC	298*	507§	209	70%
Polsloe Road North	Immediately N of Park Road	MCC	331*	358	27	8%
Park Road	Immediately E of Polsloe Road	MCC	117*	220	103	88%
Hamlin Lane	Immediately S of Pinhoe Road	MCC	165*	290§	125	76%
Vaughan Road North	Immediately N of Whipton Barton Road	MCC	47*	114	67	143%
Whipton Barton Road	Immediately E of Vaughan Road	MCC	94*	212	118	126%
Polsloe Road Central	Between Park Road and Gladstone Road	MCC	394*‡	441	47	12%
Vaughan Road Central	Immediately S of Whipton Barton Road	MCC	109*	252	143	131%
Gladstone Road	Between Polsloe Road and Heavitree Road	MCC	257‡	304	47	18%
Sweetbrier Lane West	Immediately W of Whipton Lane	MCC	93‡	143	50	54%
Vaughan Road South	Between Whipton Lane and Sweetbrier Lane	MCC	127*†	181	54	43%
Polsloe Road South	Between Gladstone Road and Heavitree Road	MCC	432‡	371	-62	-14%
Goldsmith Street	Immediately N of S Lawn Terrace	MCC	69*	141	72	104%
South Lawn Terrace	Immediately E of North Street	MCC	206*	330	124	60%
Sweetbrier Lane Central	Between Whipton Lane and Vaughan Road	MCC	122*‡	124	2	2%
Heavitree Road	Between Gladstone Road and Polsloe Road	MCC	248‡	236	-12	-5%
Fore Street	Between Polsloe Road and North Street	MCC	202*‡	219	17	8%

Road	Location	Data source	Pre-trial cycle flow	During trial cycle flow	Absolute change	% change
North Street	Immediately N of Fore Street	MCC	97*	188	91	94%
Whipton Lane	Immediately N of Fore Street	MCC	138*	252	114	83%
East Wonford Hill	Between Whipton Lane and Sweetbrier Lane	MCC	139*	286	148	106%
Sweetbrier Lane East	Immediately N of Honiton Road	MCC	70*	245	175	250%
Honiton Road	Immediately E of Sweetbrier Lane	MCC	121*	210	89	74%
Lower Hill Barton Road	Immediately N of Honiton Road	MCC	-	50	N/A	N/A
Park Road	Immediately W of Ladysmith Road	Sensor	100	143	43	43%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	88	121	33	38%
Hamlin Lane	Immediately N of Roseland Cresc	Sensor	117	121	4	3%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	227	244	17	7%

Road	Location	Data source	Pre-trial pedestrian flow	During trial pedestrian flow	Absolute change	% change
Park Road	Immediately W of Ladysmith Road	Sensor	681	764	83	12%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	640	820	180	28%
Hamlin Lane	Immediately N of Roseland Crescent	Sensor	43	39	-4	-9%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	1,127	1,037	-90	-8%

Appendix 2 to CET/24/4

Changes in Weekday Traffic Flows across Wider Network

N.B. All flows are 12-hour flows, recorded between 07:00 and 19:00

Data source	Pre-trial date	During trial date
ATC	15/09/2022	28/09/2023

Road	Location	Data source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Prince of Wales Road	Near Exeter Cricket Club	ATC	5,187	6,415	1,228	24%
Prince Charles Road	West of Morrisons	ATC	10,892	10,526	-366	-3%
Beacon Lane	East of Chancellor's Way junction	ATC	9,072	9,344	272	3%
New North Road	Near HM Prison Exeter	ATC	9,447	9,003	-444	-5%
York Road	Near St Sidwell's School	ATC	7,493	7,562	69	1%
Honiton Road	Near Met Office	ATC	17,800	18,584	784	4%
Bonhay Road	Near Mill on the Exe	ATC	11,292	11,151	-141	-1%
Okehampton Street	At Okehampton Place junction	ATC	6,464	6,428	-36	-1%
Cowick Street	Near St Thomas Railway Station	ATC	10,664	10,336	-328	-3%
Alphington Road	At Sydney Road junction	ATC	21,096	21,200	104	0%
Topsham Road North	Near County Hall	ATC	15,542	14,765	-777	-5%
Topsham Road South	Near King George V Playing Fields	ATC	21,732	19,964	-1,768	-8%
Bridge Road	Near Canal Bridge	ATC	30,622	28,494	-2,128	-7%

Appendix 3 to CET/24/4

Changes in Weekend Traffic Flows in Active Streets Area

N.B. All flows are 12-hour flows, recorded between 07:00 and 19:00

Data source	Pre-trial date	During trial date
ATC	24/09/22 - 25/09/22	23/09/23 - 24/09/23
Sensor	24/09/22 - 25/09/22	23/09/23 - 24/09/23

Road	Location	Data source	Pre-trial vehicle flow	During trial vehicle flow	Absolute change	% change
Pinhoe Road West	Between Mount Pleasant Road and Commins Road	ATC	12,136	12,212	76	1%
Pinhoe Road East	Between Vaughan Road and Whipton Village Road	ATC	15,636	15,357	-279	-2%
Hill Barton Road North	Between Hospital Lane and Whipton Barton Road	ATC	13,308	13,422	114	1%
Hill Barton Road South	Between Whipton Barton Road and Peppercombe Avenue	ATC	13,686	13,970	284	2%
Heavitree Road	Between Grendon Road and Polsloe Road	ATC	12,556	12,160	-396	-3%
Park Road	Immediately W of Ladysmith Road	Sensor	520	384	-136	-26%
Ladysmith Road	Immediately S of Park Road (at bus gate)	Sensor	943	188	-755	-80%
Hamlin Lane	Immediately N of Roseland Cresc	Sensor	1,391	1,163	-229	-16%
Roseland Crescent	Immediately E of Hamlin Lane	Sensor	325	274	-51	-16%