

Impact Assessment



Assessment of: Rifford Road two-way cycle track

Service: Transport Planning and Road Safety

Head of Service: Jamie Hulland

Version / date of sign off by Head of Service:

Assessment carried out by (job title): Zsolt Schuller, Principal Transport Planner

1. Description of project / service / activity / policy under review

This project is a highway infrastructure project. It involves the delivery of a two-way segregated cycle track along Rifford Road in Exeter. The cycle track will run for a distance of approx. 700m from the junction of Rifford Road with Honiton Road to the junction of Rifford Road with Ludwell Lane. The scheme will be made possible by the reallocation of highway space achieved by the removal of central hatching that currently exists along the main carriageway on Rifford Road and the limited loss of car parking spaces (16 spaces).

The existing footway kerbs will be removed and extended into the carriageway to create the space for the two-way cycle track. The cycle track will be delivered at footway level but segregated from the footway by a raised kerb and using differentiated colouring.

The scheme will also narrow the junctions of a number of side roads along Rifford Road and include priority measures for people walking and cycling. This will reduce the speed of turning vehicles into the roads and should improve the comfort for people using wheelchairs or pushing pushchairs.

An overview of the scheme and copy of the consultation report is available to view on the scheme consultation website¹.

2. Reason for change / review

The Exeter Transport Strategy 2020-2030² includes an aim for 50% of work trips originating in Exeter to be made on foot or by cycle. Increasing the amount of walking and cycling in the city will help:

- Reduce emissions and the County Council's response to the Climate Emergency
- Make a child friendly Devon by creating infrastructure that enables everyone to more safely explore and get around Exeter
- Reduce people's dependence on cars and their associated costs by providing attractive and viable alternatives for everyday journeys
- Improve the health and wellbeing of residents by enabling people to incorporate physical activity into their everyday travel habits.
- Help communities be safe, connected and resilient. Research has shown that there is increased community activity in areas where there is less dominance of cars and other vehicles and where people choose to walk and cycle more

To achieve this aim and the desired outcomes it is necessary to create safe, direct, coherent, attractive and comfortable routes enabling people to choose to walk and cycle as part of their everyday travel. This scheme is part of a wider north-south cycle route proposed for the city.

¹ [Rifford Road Cycle Track - Have Your Say \(devon.gov.uk\)](https://www.devon.gov.uk/transport/rifford-road-cycle-track)

² [Exeter Transport Strategy 2020-2030 & InnovaSUMP - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/transport/exeter-transport-strategy-2020-2030)

3. Aims / objectives, limitations and options going forwards (summary)

The Exeter Transport Strategy 2020-2030 includes an aim for 50% of work trips originating in Exeter to be made on foot or by cycle.

The scheme will

- Improving facilities for people walking, cycling and wheeling, enabling greater use of active modes of transport for trips within the city
- Help complete the E12 strategic cycle route, which links the Beacon Heath area, Polsloe Bridge Station, Wonford area, Riverside Valley Park, Marsh Barton Station and Industrial Estate.
- Contribute towards Devon's response to tackling the Climate Emergency and supporting progress towards Exeter Transport Strategy objectives

Limitations

This scheme is only part of a wider strategic cycle route across the city that will be delivered over the coming years, as future funding becomes available. The scheme currently starts at Rifford Roads junction with Honiton Road and finishes where it meets Ludwell Lane. This limits the current potential for people to have a coherent route across the city.

The proposed scheme was designed to allow the continued use of Rifford Road by current levels of traffic that include HGVs and buses. The scheme was also designed to minimise the loss of car parking on Rifford Road. As a result this means that alternative options for cycle tracks are limited.

The reallocated road space necessary for the scheme is largely achieved by the removal of central hatching on the carriageway. The design does however also require the loss of 16 on-street car parking spaces. 4 of these spaces need to be removed due to the provision of new driveways requested through the consultation.

Due to challenges with the location of services such as drainage and telecommunications cables it was necessary to opt for a cycle track at footway level. This was not the preference for the scheme as it is harder to create a clear delineation between the footway and cycleway. This has however been achieved by providing surfaces of different colours and a raised kerb to separate users as recommended in design guidance.

Options going forward

No safe, coherent and direct off-road alternative to this route is feasible in this area and there isn't scope for the cycle route to remain on road due to the volume and nature of the traffic (HGVs and buses) in the area. Future options may exist to work with the Royal Devon and Exeter Hospital to look at traffic circulation to and from their site but these may be limited.

By not delivering this scheme it will mean that the north / south E12 strategic cycle route across the city cannot be achieved limiting people's ability to cycle for education, employment and leisure journeys.

4. People affected and their diversity profile

During construction work, it is anticipated that some negative impact on nearby residents and landowners may be experienced. This would be managed and monitored as far as possible through the phasing of the scheme.

Age

As shown below in Table 1, the population of Exeter is slightly younger than the national average at the 2021 Census, with the proportion aged between 20 and 64 above the national average.

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Exeter	130,712	23%	60%	17%
Devon	811,638	20%	54%	26%
England	56,490,045	23%	58%	18%

TABLE 1: AGE (CENSUS, 2021)

Younger people (aged 0-10) tend to be more reliant on walking and cycling than those aged 21-59 and older people (aged 60+). Under 20s make 40% of their journeys by foot or by cycle, compared to 33% for those aged 21-59, and 31% for those 65+ (National Travel Survey, 2020).

Data from the National Travel Survey in 2020 highlighted that young children aged 5 to 10 years old have the highest rates of cycle access (88%), while only 25% of those aged 60+ owns or has access to a bicycle.

Ethnicity

Exeter, as with Devon as a whole, is lower in ethnic diversity than the national average (Table 2).

Geography	Total	% White	% Mixed/multiple ethnic groups	% Asian/Asian British	% Black/African/Caribbean/Black British	% Other ethnic group
Exeter	130,707	90.3%	2.5%	4.9%	0.9%	1.4%
Devon	811,642	96.4%	1.4%	1.5%	0.3%	0.5%
England	56,490,048	81%	3%	9.6%	4.2%	2.2%

TABLE 2: ETHNICITY (CENSUS, 2021)

The 2019 National Travel Survey indicated that White people tend to make 2% of trips by cycle and Asian or Black people cycle for 1% of trips. However, Asian and Black people and people from mixed/other ethnic groups make a greater proportion of trips on foot, a greater proportion of trips by 'active travel' (i.e. walking and cycling combined) than White people³.

³ [Travel by distance, trips, type of transport and purpose - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://ethnicity-facts-figures.service.gov.uk/travel-by-distance-trips-type-of-transport-and-purpose)

Health and disability

Currently, there is no data available from the 2021 Census relating to the health and disability of residents. However, Table 3 shows this data from 2011 and shows that Devon and Exeter have similar percentages to the England average.

Geography	Total	% Activities Limited	% Activities not limited	% (Very) good health	% Fair health	% (Very) bad health
Exeter	117,773	17%	83%	83%	12%	5%
Devon	746,399	19%	81%	81%	14%	5%
England	53,012,456	18%	82%	81%	13%	5%

TABLE 3: HEALTH AND DISABILITY (CENSUS, 2011)

Disabled people and people with long-term illnesses tend to make fewer trips by all modes than non-disabled people. The disparity is particularly stark amongst those whose condition(s)/illness(es) reduce their ability to carry out day-to-day activities 'a lot', these people make an average of just 594 trips annually, compared to 1,014 among non-disabled people. Additionally, whilst the proportion of trips made by walking is similar amongst both disabled people and non-disabled people, the proportion of trips by cycle is considerably lower for disabled people (1.1%) than non-disabled people (2.0%).

Gender

Table 4 shows that, as in England overall, there were slightly more females than males recorded as residents in both Exeter and Devon. Information about gender identity was not collected as part of this census.

Geography	Total	Male	Female

Exeter	130,709	48.7%	51.3%
Devon	811,640	48.5%	51.5%
England	56,490,048	49%	51%

TABLE 4: GENDER (CENSUS, 2021)

According to the 2019 National Travel Survey, on average, females make slightly more trips in total than males, at 990 per person per year versus 915 per person per year. Females make a greater proportion of trips on foot, but a lower proportion by cycle – with males taking on average 24 trips by cycle per year compared to 8 trips for women⁴.

5. Stakeholders, their interest and potential impacts

Local residents have been key stakeholders for this project, insofar as they stand to be impacted by the delivery of this scheme along Rifford Road. The scheme will mean that people with driveways or wishing to enter or exit side roads on the south of Rifford Road will now need to pay additional attention, looking out for people passing on cycles. Consultation has therefore been undertaken that included writing to all residents along Rifford Road and with a wider designated area to make them aware of the proposals and ensure the best scheme is delivered.

In addition to residents a number of other stakeholders were identified and consulted with as part of the scheme development. These have included:

- The local member of Devon County Council, who is supportive of proposals;
- Emergency services
- Exeter City Council, the lower-tier authority within whose boundaries the scheme will be delivered.
- RNIB and Living Options Devon

⁴ [2018 National Travel Survey Factsheets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

6. Research used to inform this assessment

Demographic data for the geographies affected by the proposal has been sourced from the 2021 and 2011 Census, using the Nomis website⁵, whilst data on the demographics of users of particular modes of transport was sourced from the 2020 National Travel Survey⁶ and 2019 National Travel Survey. The 2013 Sustrans survey⁷ has also been used in this Impact Assessment.

Additionally, Impact Assessments of other cycling-based projects undertaken by DCC have been used to inform the equality analysis below.

7. Description of consultation process and outcomes

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 on the Have Your Say page⁸.

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.

⁵ <https://www.nomisweb.co.uk/>

⁶ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/national-travel-survey-2020)

⁷ [2013 Sustrans survey](https://www.sustrans.org.uk/)

⁸ [Rifford Road Cycle Track - Have Your Say \(devon.gov.uk\)](https://www.devon.gov.uk/have-your-say/rifford-road-cycle-track)

Headline results

Overall, the proposed scheme was well supported, with 58% of respondents stating they would use it, 34% stating they would not use it and 8% stating they may use it.
Of respondents that currently drive down Rifford Road, 48% stated they would use the proposed cycle path, with a further 10% 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 17 (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 Traffic Regulation Orders for the scheme were advertised during November and December 2022. There were 15 responses from members of the public. These are included in Appendix 1.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
 - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions)	<p>All residents may be impacted by noise and disruption during construction works.</p> <p>All residents may be impacted by the proposed reductions in on street parking capacity, which may increase difficulties in finding an available parking space in the vicinity of residents' homes.</p>	<p>The scheme is proposed to be constructed in phases, to minimise the duration of disruption on each section of Rifford Road. More information will be provided regarding construction works when this is available, to provide advance warning of any disruption.</p> <p>All residents will benefit from the improved cycle facilities and pedestrian/cycle crossings proposed as part of the scheme. This may increase residents' access to opportunities, by providing safer and more attractive routes to schools, workplaces and green spaces, particularly for those reliant on walking and cycling.</p> <p>The scheme has been designed to minimise parking capacity reductions as far as practicable whilst delivering significant improvements for pedestrians and cyclists. The proposed parking reduction is less than 15% of the current capacity on Rifford Road, which is considered proportionate in order to deliver a high quality scheme that is in accordance with design guidance and most likely to achieve the aim of increasing levels of active travel rates and support objectives within the Devon Carbon Plan</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Age</p>	<p>According to National Travel Survey data, older people (aged 60+) tend to be more reliant on private vehicles than children/teenagers (aged 0-19) and people aged 20-59. Therefore, some older people may be particularly impacted by the proposed reductions in parking capacity, which may increase difficulties in finding an available bay in the vicinity of one's home.</p>	<p>Children may particularly benefit from this scheme, as children are particularly vulnerable to road safety issues associated with vehicular traffic, and the scheme will provide an off-road route along Rifford Road. The scheme may give parents greater confidence in allowing their children to cycle independently, aiding their development and wellbeing.</p> <p>Older people have higher rates of disabilities such as deafness and blindness, which may make them particularly vulnerable to cyclists on footways and traffic. Therefore, by segregating pedestrians, cyclists and vehicular traffic, the scheme may reduce the risk of harm to this subset of older people. The scheme has incorporated measures recommended in latest design guidance related to segregating cycles and pedestrians and the continued input sought from the RNIB and Living Options Devon.</p>

<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>Some disabled people may be less able to walk or cycle than non-disabled people, and so may benefit less from the scheme.</p> <p>The proposed reductions in parking capacity and consequent increases in walking distances between properties and parking spaces may particularly impact disabled people with reduce mobility.</p>	<p>All disabled parking bays will be retained, ensuring the parking capacity allocated to Blue Badge holders is unaffected by the scheme.</p> <p>For the majority of the length of the cycle route, cyclists will be segregated from pedestrians and vehicular traffic. This will likely reduce the potential for conflicts between pedestrians and cyclists on footways, particularly improving safety for people with sensory disabilities, who may be less able to identify approaching cyclists.</p> <p>The scheme will be designed to accommodate non-standard cycles, such as tricycles, which may be used as a mobility aid by some disabled people. Therefore, the scheme may enhance access to opportunities for such disabled people, by providing safer and more attractive routes to schools, workplaces and green spaces.</p> <p>Cyclists with sensory disabilities may be less able to sense vehicular traffic, so may be particularly vulnerable to road safety issues. Therefore, the scheme may particularly benefit such cyclists, by providing an off-road route along Rifford Road.</p>
<p>Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief</p>	<p>It is not considered that there is the potential for any adverse impacts on the basis of culture and ethnicity.</p>	<p>Black and Asian people, people from mixed/multiple ethnic groups and people of other ethnicities make a greater proportion of trips by walking and cycling than White people, so people of these ethnicities may particularly benefit from the proposals.</p>
<p>Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right</p>	<p>Women make a smaller proportion of trips by cycle than men, meaning women may receive a smaller share of the benefits of the trail as cyclists than their proportion of the overall population.</p>	<p>In a 2013 Sustrans survey, 67% of women said cycle lanes separated from traffic was the number one thing that would get more women cycling. Therefore, by providing an off-road cycle track along Rifford Road, the scheme may encourage more women to cycle, redressing the current gender imbalance along cyclists (men currently make 2-3 times as many cycling trips as women in the UK) and increasing access to opportunities for women.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	In what way will you: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim? Are you complying with the DCC Equality Policy ?
to breastfeed)		
Sexual orientation and marriage/civil partnership	It is not considered that there is the potential for any adverse impacts on the basis of sexual orientation and marriage/civil partnership.	It is not considered that there is the potential for any beneficial impacts on the basis of sexual orientation and marriage/civil partnership.
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	It is not considered that there is the potential for any adverse impacts on the basis of other socio-economic factors.	<p>People in lower income groups in general make a greater proportion of trips by walking and cycling than those in higher income groups, so people in lower income groups may particularly benefit from the proposals. This should enable them to better meet their needs and participate more fully in society, advancing equality.</p> <p>It is considered that the route will help people better connect with their communities and engage with social activities. In alignment with Devon County Council's equality policy, this will help foster better relations between diverse groups in Devon.</p>

9. Human rights considerations:

It is not considered that there are any relevant human rights considerations impacted on by this proposed scheme.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

The proposed cycle track will improve the quality and safety of cycle provision in Exeter. Therefore, it may enable certain individuals to travel independently, e.g. it may enable children to cycle to school independently.

Additionally, the proposed infrastructure will likely improve the ease with which people can access opportunities, enabling them to become more empowered.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The proposal should encourage greater levels of cycling, improving public health and wellbeing. Furthermore, by providing segregated facilities for cyclists, these proposals will reduce the need for them to share road space with motor vehicles, increasing their safety levels.

In what way can you help people to be connected, and involved in community activities?

The proposed infrastructure will likely improve the ease with which people can visit friends and family and access community activities, enabling them to become more connected with others in their community.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A	N/A
Conserve and enhance wildlife:	N/A	Scope to incorporate planting into the scheme proposal is still being investigated
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	The cycling provision proposed on Rifford Road should could enable modal shift from car to cycling (and walking), making the local transport network operate more effectively, accommodating trips arising from local development. This may reduce or eliminate the need for further improvements to the network, e.g. road capacity increases.
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	The construction of the cycle track may generate greenhouse gas emissions in the short term. However, this will be reduced as far as practicable during the detailed design phases of the proposal.	The improvements will likely encourage modal shift from car to cycling (and walking), reducing greenhouse gas emissions from transport.
Minimise pollution (including air, land, water, light and noise):	The construction of the track may generate pollution in the short term. However, this will be reduced as far as practicable during the detailed design phases of the proposal.	The improvements will likely encourage modal shift from car to cycling (and walking), reducing pollution associated with transport such as emissions and noise.

Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	In response to the Climate Emergency, the Exeter Transport Strategy 2020-2030 includes an aim for 50% of work trips originating in Exeter to be made on foot or by cycle. This scheme will aid this goal to be reached.
Other (please state below):		

12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	N/A	These proposals should improve access to educational establishments and sites where training is provided, enabling residents to improve their knowledge and skills.
Impact on employment levels:	N/A	These proposals should improve opportunities for low cost travel to access to employment sites, increasing employment levels and enabling residents to access better-paying jobs.
Impact on local business:	N/A	These proposals should improve customers' access to local businesses, increasing revenues for said businesses.

13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The proposals should deliver social, environmental and economic benefits, by enabling people to more easily access education, employment and services, using sustainable modes of transport. Therefore, they would be expected to reduce transport-related greenhouse gas emissions, improve employment levels and increase revenues for local businesses.

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

As mentioned above, the proposals should enable people to participate more fully in society, by removing transport-related barriers to opportunities. Consequently, the social wellbeing of the area should be improved, and the modal shift from car to cycling (and walking) should improve its environmental wellbeing. Similarly, the proposal should provide a boost to the local economy.

15. How will impacts and actions be monitored?

Manual counts of cycle journeys on Rifford Road have been carried out in advance of this scheme and will be repeated after it's construction. In addition there is a network of automatic cycle counters in the city which indicate general trends across Exeter.

Walking and cycling levels are also recorded periodically through the national census, Sport England's Active Lives Survey and the National Travel survey. The census provides the most detailed data but is only undertaken every 10yrs.

Correspondence with the general public is monitored through the Transport Planning mailbox and local County Councillors also report to officers on feedback they receive from members of the public.

Appendix 1: Traffic Regulation Order Responses

Summary of Submissions

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

Proposed road humps & parallel crossing

Comment	Devon County Council Response
Response 1: Resident of Laburnum Road	Officer comments
Objection <ul style="list-style-type: none"> A cycle lane is a waste of time, very few people will use it. Sweetbrier Lane is a fine example of this!! 	Objection noted <ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> The loss of parking spaces will impact on other streets nearby with the need to park elsewhere. 	<ul style="list-style-type: none"> 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.
Comment:	<ul style="list-style-type: none"> Square cushions (humps) are

<ul style="list-style-type: none"> 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. 	<p>preferred by ambulances and on bus routes.</p> <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>
<p>Response 2: Resident of Chestnut Avenue</p>	<p>Officer comments</p>
<p>Objection</p> <ul style="list-style-type: none"> 100% object to the scheme <p>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</p>	<p>Objection noted</p> <ul style="list-style-type: none"> 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. <p>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.</p>

<ul style="list-style-type: none"> The cycle lane in Sweetbriar is barely used. I have only seen around 10 bikes using since it was built. 	<ul style="list-style-type: none"> The cycling provision on Sweetbriar 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.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Two-way traffic is being maintained so this scheme will not impact on traffic flows or cause additional congestion.
Response 3: Resident of Rifford Road	Officer comments
Objection (unless conditions are met) <ul style="list-style-type: none"> 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. 	Objection noted <ul style="list-style-type: none"> Extending the times of the resident parking is outside of the scope of this TRO. However, any changes to the residents parking would need the support of the majority of residents within the scheme
Response 4: Resident of Rifford Road	Officer comments

<p>Objection</p> <ul style="list-style-type: none"> 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. 	<p>Objection noted</p> <ul style="list-style-type: none"> 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.
<p>Response 5: Resident of Rifford Road</p>	<p>Officer comments</p>
<p>Objection</p> <ul style="list-style-type: none"> 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. 	<p>Objection noted</p> <ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> Plus, our residents parking fees are due to rise next year! 	<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> My biggest gripe is we have to pay tax & insurance for our cars & yet again the cyclist pay NOTHING!! 	<ul style="list-style-type: none"> Roads are paid for through general taxation meaning that people who choose to cycle are also contributing to roads.

	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.
Response 6: Resident of Rifford Road	Officer comments
Objection <ul style="list-style-type: none"> 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 	Objection noted <ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> Are you going to give us designated parking spot? 	<ul style="list-style-type: none"> No designated parking spaces are allocated to residents. Residents with permits can park anywhere within zone S7.
<ul style="list-style-type: none"> Are you going to be responsible for the damage to are cars? 	<ul style="list-style-type: none"> Any damage to vehicles is a matter to raise with Insurance providers.
Response 7: Resident of Lethbridge Road	Officer comments
Objection <ul style="list-style-type: none"> Cycle paths are rarely used because most cyclists consider it safer to ride on the road where there is more flow, and 	Objection noted <ul style="list-style-type: none"> There is no obligation to use this facility once it is provided. Rule 61 of the Highway Code states "Use

<p>they avoid paths that are covered in grit and debris.</p>	<p><i>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></p> <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"> • The existing cycle paths in Exeter have had a negative impact on the roads the traffic has been pushed onto. 	<ul style="list-style-type: none"> • 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.
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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.

<p>cyclists priority at the junction of Lethbridge Rd 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.</p>	<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"> 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. 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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 its 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? 	<ul style="list-style-type: none"> Alternative routes were investigated at the concept design phase including the use of Woodwater Lane and Heath Road. <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>
<p>Response 8: Resident of Woodwater Lane</p>	<p>Officer comments:</p>
<p>Support</p>	<p>Support noted</p>

<ul style="list-style-type: none"> 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. 	
<p>Response 9: Resident of Rifford Road</p>	<p>Officer comments:</p>
<p>Objection</p> <ul style="list-style-type: none"> A waste of money, I bet no one in DCC lives on Rifford Road. You need to spend the more wisely & on things which are needed in Devon. 	<p>Objection noted</p> <ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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</i>

	<p><i>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></p>
<ul style="list-style-type: none"> This Road is a 20-mph road so why do you need a cycle path. 	<ul style="list-style-type: none"> Traffic levels on Rifford Road exceed 7000 vehicles a day which includes HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.
<p>Response 10: Resident of Rifford Road</p>	<p>Officer comments:</p>
<p>Objection</p> <ul style="list-style-type: none"> 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. 	<p>Objection noted</p> <ul style="list-style-type: none"> The scheme will have minimal impact on traffic flows on Rifford Road. <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> <p>Some surfacing works of the main carriageway are being incorporated into</p>

	this scheme and investigations are underway as to whether additional works can be included.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
Response 11:	
Resident of Pennsylvania Close	Officer comments:
Support	Support noted
<ul style="list-style-type: none"> We welcome this scheme 	
We have three concerns:	
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 2. would like proper give way markings on the raised tables across the two spur roads on east side of Rifford Rd so that cyclist/peds priority is unambiguous 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 3. Are the height of the raised tables on the side junctions (75mm) sufficient to force speed reduction? 	<ul style="list-style-type: none"> The road humps & cushions have been proposed at appropriate dimensions to calm traffic.

Response 12: Resident of Milbury Farm Meadow, Exminster	Officer comments:
Support No further comments	Support noted
Response 13: Resident of Headon Gardens	Officer comments
Support <ul style="list-style-type: none"> Use this road as a cyclist on a regular basis and proposal is very welcome. 	Support noted
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> Also, Wonford Street needs a modal filter to provide a quiet road for bikes parallel to Bovemoors Lane. 	<ul style="list-style-type: none"> 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.
Response 14: Resident of Rifford Road	Officer comments
Objection	Objection noted

<ul style="list-style-type: none"> • Not happy at the removal of traffic islands on Rifford Road as there will be fewer crossing points making it less safe & 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 	<ul style="list-style-type: none"> • 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. <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"> • You could make the wide eastern pavement that is already used by cyclist an official shared path which saves both money and environmental resources. 	<ul style="list-style-type: none"> • The latest guidance does not support shared use paths as a suitable solution for high quality routes in urban areas.
<ul style="list-style-type: none"> • The zebra crossing will increase 	<ul style="list-style-type: none"> • It is considered that the frequency

<p>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.</p>	<p>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.</p>
<ul style="list-style-type: none"> • Would like a section of their wall removed to make it easier to drive in and out of our house. 	<ul style="list-style-type: none"> • It is the responsibility of the property owner to make changes to their boundary wall.
<ul style="list-style-type: none"> • Could sign post be moved from outside the property as part of the work? 	<ul style="list-style-type: none"> • This will be considered as part of the detailed design work
<ul style="list-style-type: none"> • Could the street light be moved outside of the property? 	<ul style="list-style-type: none"> • This will be considered as part of the detailed design work
<p>Response 15: Resident of Rifford Road</p>	<p>Officer comments</p>
<p>Object</p> <ul style="list-style-type: none"> • It appears that this scheme would make it less safe and potentially slower for all ie walkers, cyclists and drivers 	<p>Objection noted.</p> <ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • When crossing now I can focus on 	<ul style="list-style-type: none"> • In order to create the space to

<p>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).</p>	<p>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.</p> <ul style="list-style-type: none"> • 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.
<ul style="list-style-type: none"> • There is no mention of increased emissions from cars having to stop more frequently. 	<ul style="list-style-type: none"> • It is not envisaged that the scheme will lead to a notable increase in emissions through vehicles needing to stop more frequently.
<ul style="list-style-type: none"> • As a cyclist at present the road feels safe 	<ul style="list-style-type: none"> • Traffic levels on Rifford Road exceed

<p>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.</p>	<p>7000 vehicles a day and include a mix with HGV's and buses. Guidance recommends the use of protected space for cycling in these circumstances.</p>
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • The latest guidance does not support shared use paths as a suitable solution for high quality routes in urban areas.
Response 16:	
Resident of Rifford Road	Officer comments
Request: <ul style="list-style-type: none"> • A request has been received to adjust the location of a disabled bay within the same length of road 	Suggest