

Heavitree & Whipton LTN – Active Streets

On 3 June 2024 HATOC was presented with a changed recommendation by Cllr Whitton, the newly elected chair of this committee. This then was voted through. We find it important to see the decision to suspend the Active Streets Trial in this full light, as the later points d) to g) open up opportunities to look ahead with some positive outcomes. We feel ECS should monitor that these points are fully implemented and support the work of HATOC on this.

The minutes of the meeting read:

It was **MOVED** by Cllr Whitton and seconded by Cllr Bialyk
RESOLVED that:

- a) The Experimental Traffic Regulation Orders associated with Hamlin Lane, Whipton Lane and Vaughan Road are suspended as soon as is practicable.
- b) The Experimental Traffic Regulation Orders associated with St Mark's Avenue and Ladysmith Road/Park Road are suspended as soon as practicable after the end of the school summer term.
- c) Road narrowing plantings remain in place to slow down traffic, subject to safety audit.
- d) Officers bring a further report covering the consultation responses to the next HATOC meeting, detailing elements of the current scheme which received negative responses, and those which received positive responses with a view to identifying any positive aspects which could be considered further.
- e) Officers hold further discussions with all schools within the Trial area, with representatives of those with protected characteristics and with disabled blue badge holders to obtain more detailed feedback on the impacts of the scheme and actions that might be taken to mitigate disproportionate impacts experienced by those with protected characteristics under Equalities legislation.
- f) Officers with the support of members, facilitate focus groups with local community leaders and residents to identify further measures or amendments which will restrict unwanted rat running in residential areas, will encourage those who can and particularly children to walk and cycle or wheel, and will allow residents to access the places they need to.**
- g) The committee approves budget increase to £250,000 from the Active Travel England, Capability and Ambition Fund to accommodate additional activities associated with the trial scheme.

We are actively promoting points d) to g) as part of Exeter Civic Society's '**Active Travel**' and **what is really means for you** project launched in May 2023. We never got this off the ground, as we instead focussed on the Heavitree & Whipton LTN.

For Active Travel and Active Streets in Exeter, Exeter Civic Society wants to promote the following measures on the basis of what residents of individual streets can agree upon:

- 1) In responding to the changes to bus lanes we were consistent in asking that primary routes should allow traffic to flow. Roads such as Blackboy's Road, Buddle Lane, Bonhay Road, Polsloe Road and St Andrews Road suffer from parked cars restricting traffic flow. DCC may say this calms traffic, but we think it adds to congestion.
- 2) It will be harder to find funded schemes, so existing funding avenues must be looked into again for better outcomes.
- 3) We urgently need an understanding of the status of ECC's Net Zero 2030 plan with a time frame of what has been achieved and what needs be more urgent doing till 2030.
- 4) Improve bus stops (proper shelter from the weather, accurate and on time information).
- 5) Make streets less car dominated by introducing:
 - a. On-Street planters to improve the (bio-)diversity of our streets; these planters should be adopted by streets and cared for by their residents
 - b. Safe on-street bicycle shelters (work together with the University to promote no-car-student-living in residential areas; find out whether DCC. ECC and the university can come together and finance and install these secure bicycle shelters for students and residents to use)
- 6) Improve safety features of residents' streets to slow down traffic, even below 20mph in predominantly residential streets
- 7) New pedestrian crossings and better pavements to increase pedestrian safety - some are very narrow or non-existent (e.g at the top of Magdalen Road just past the chicane on one side). And why can't we have a proper pedestrian crossing between St Luke's campus and Waitrose before the campus redevelopment - there used to be one we understand
- 8) Measures to reduce commuter traffic into Exeter, make commuting less car focussed
 - a. Identifying and ending rat runs
 - b. Supporting alternatives to get into the city (change Park&Ride stations into commuter hubs)
- 9) Encourage our local members to provide ideas for improvements in their area
- 10)...**Please help us with your ideas!**

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