



Credit: Haringey Cycling



Living Streets for Exeter

Improving residential areas and increasing permeability
for people walking and cycling in Exeter

Introduction

The Exeter Cycling Campaign welcomes the invitation from Devon County Council Transport team to propose modal filtering solutions for Exeter.

This report is built from on-the-ground local knowledge of Exeter's road network. Members of the Exeter Cycling Campaign have proposed locations where modal filtering solutions should be implemented in the city. These proposals will make residential areas more pleasant to live in and make Exeter more permeable for people to walk and cycle. This report is intended as a resource not only for Devon County and Exeter City Councils but also for community groups and local residents who wish to improve the streets in their local neighbourhood.

These proposals have been evaluated against a number key criteria: how they enable quiet streets by reducing through-traffic in residential areas, how they improve safety for children choosing to travel actively to school, how they affect the wider movement/transport network in Exeter and how they support the strategic cycle network.

This report presents a number of examples from the list of modal filtering proposals to demonstrate that implementing these solutions can be technically simple and entail low capital cost.

A case study of Heavitree/Newtown/Whipton is presented to show how, when considered across a wider area, modal filtering solutions could form an important part in improving community cohesion, create a more pleasant and permeable environment for people travelling, encourage active lifestyles and reduce environmental and safety concerns from 'rat-running' through traffic.



Content

Introduction

What is the goal?

Transforming residential areas

Modal Filtering: options

Harnessing local knowledge from communities

Heavitree, Newtown Whipton - a case study

Proposals

Current and future travel behaviour in Heavitree Newton & Whipton

Movement design

Cycle desire lines

Further considerations for Heavitree, Newtown & Whipton filter locations

One-off solutions to create living streets and enable cycling in Exeter

Barnfield Road

St.Katherine's Road

Ludwell Lane

Maple Road / Clarence Road

Hatherleigh Road

Further modal filtering locations

Conclusions

What is the goal?

Many residential areas of Exeter are hostile places to walk, play and cycle. They are blighted by through-traffic and pavement parking.

The 2015 Exeter City Futures consultation identified congestion as by far the biggest challenge the city faces. This was echoed in the 2016 Exeter Youth Strategy¹ in which children and young people cited 'traffic' as the most significant thing that they disliked about living in Exeter.

Towns and cities are beginning to find solutions to these challenges: solutions that rebuild neighbourliness into neighbourhoods, create 'places' that people want to live and meet in and make their communities more easily travelled by foot or bicycle.

Exeter has the opportunity to grasp these solutions for itself. The technical solutions are not difficult but bold leadership is required to drive the necessary culture change and help rebuild community in the residential areas of our city.

The Exeter Cycling Campaign wants to see people of all ages and abilities cycling for their normal, everyday journeys. We believe that given safe conditions and high quality provision Exeter has the potential to achieve a far greater modal share of trips by cycle on journeys to work, the shops & schools and will do so if they perceive it as safe. Reducing traffic on residential roads is a key element in achieving this as it addresses the environment around our homes, the start and end of most of our journeys.

¹ Exeter Youth Strategy: Nov 2016 - 2nd draft
<http://committees.exeter.gov.uk/documents/s54796/Exeter%20Youth%20Strategy%202nd%20draft%20Nov%202016.pdf>



Walthamstow, London

Transforming residential areas

In May 2017 the Devon County Council Transport team invited the Exeter Cycling Campaign to propose modal filtering solutions for Exeter.

The Exeter Cycling Campaign sees modal filtering as one means of reducing motorised traffic on some roads and by so doing start to make these roads safer and more attractive for people to cycle.

However, we understand the greatest gain in implementing modal filtering solutions is to make residential areas more attractive places to live by inhibiting through-traffic. Reduced traffic in residential areas opens up the opportunity for a safer environment for children to play, more intimate interactions between residents and, by encouraging active travel choices, builds a healthier population.



Credit: Hackney Gazette



Credit: London Cycling Campaign

Modal filtering : a definition

Before seeking proposals for modal filtering solutions from people across the city the Exeter Cycling Campaign sought to clarify definitions. The Campaign understands modal filtering to be a means of **separating the different transport modes**.

The aim being to enable the transport modes that the city wishes to encourage (walking, cycling and public transport) and to prioritise these over other transport modes (particularly single-occupancy private car use).

Enabling walking and cycling is done by making it safer for people to walk and cycle and by giving these modes of transport an advantage in terms of speed, distance and convenience.



Modal filtering : options

Modal filtering or filtered permeability can be achieved in a number of ways:



Traffic regulation changes that state when or which modes of transport can access a street (these can be time limited) e.g. Ludwell Lane. Note though that the experience from Ludwell Lane is that people driving will often ignore the time restrictions.



Physical barriers that prevent some modes of transport (e.g. private cars) whilst allowing other modes (e.g. buses and people cycling).

Image: Barnfield Road, Exeter.



Changing roads from two to one-way but allowing people walking and cycling to travel both ways.
Image: New North Road, Exeter.



Filtered permeability can be achieved with bollards, collapsible bollards (that emergency vehicles can drive through), planters, curb extensions, 'sump catchers', automatic bollards and 'overruns'. Filtered permeability solutions create opportunities to create new community space and play areas.



Opening up existing streets / footpaths to people walking and cycling where they are currently barred (e.g. Coates Road, Exeter).



Collapsible bollard.

Image: Park End Road, London.

Harnessing local knowledge from communities

Those who use the roads every day are a rich source of ideas for where the movement network in Exeter can be improved and traffic reduced in residential areas.

During the summer of 2017 the Exeter Cycling Campaign invited its wider network² to contribute suggestions for modal filtering solutions.

In this first tranche of suggestions, over 70 locations were proposed as being places where modal filtering will improve residential areas and make areas more permeable for people walking and cycling.

The rationale for each proposal was given and an assessment was made about the benefit to local residents, the impact upon motorised traffic, the benefit to nearby schools, parks and other key amenities, the proximity of the strategic cycle routes and the ease with which a solution could be implemented.

A workshop was held in October 2017 to review, hone and rate these proposals. They were assessed in terms of their benefit to residents, benefit to people cycling and ease of implementation.



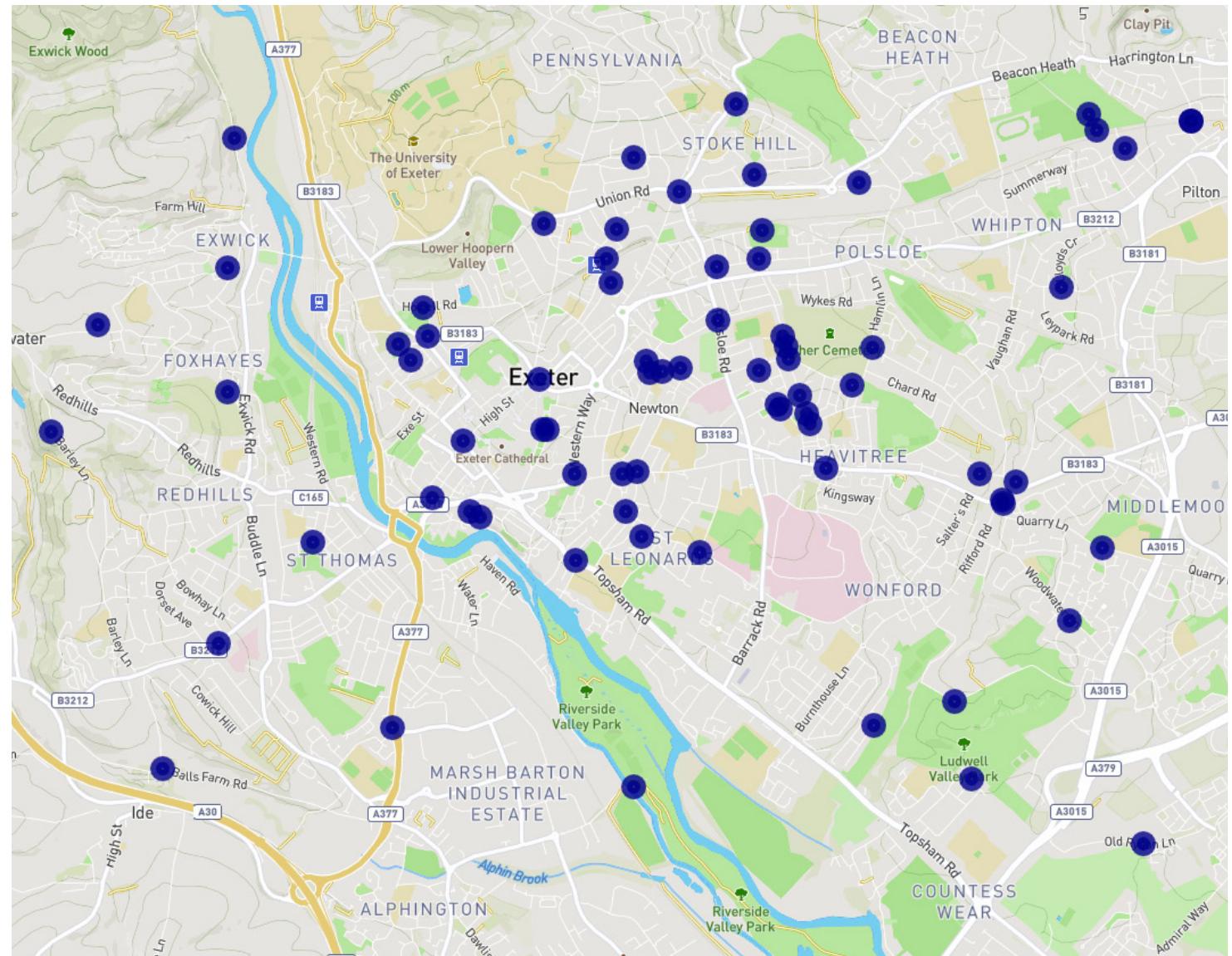
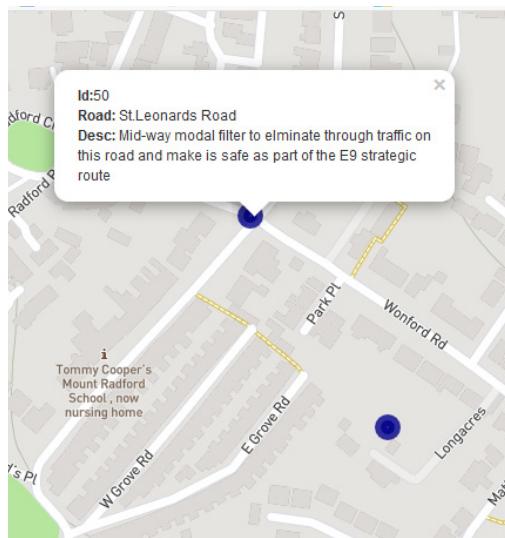
² 1500 Twitter followers, ~500 Facebook followers/members, ~300 signed up for newsletters

Modal filtering proposals map

All the proposed modal filtering locations have been mapped [here](#).

A full list of these modal filtering proposals can be found here: [Excel](#) [PDF](#)

Each modal filter location has a brief description and rationale for the proposal. For example, on Wonford Road



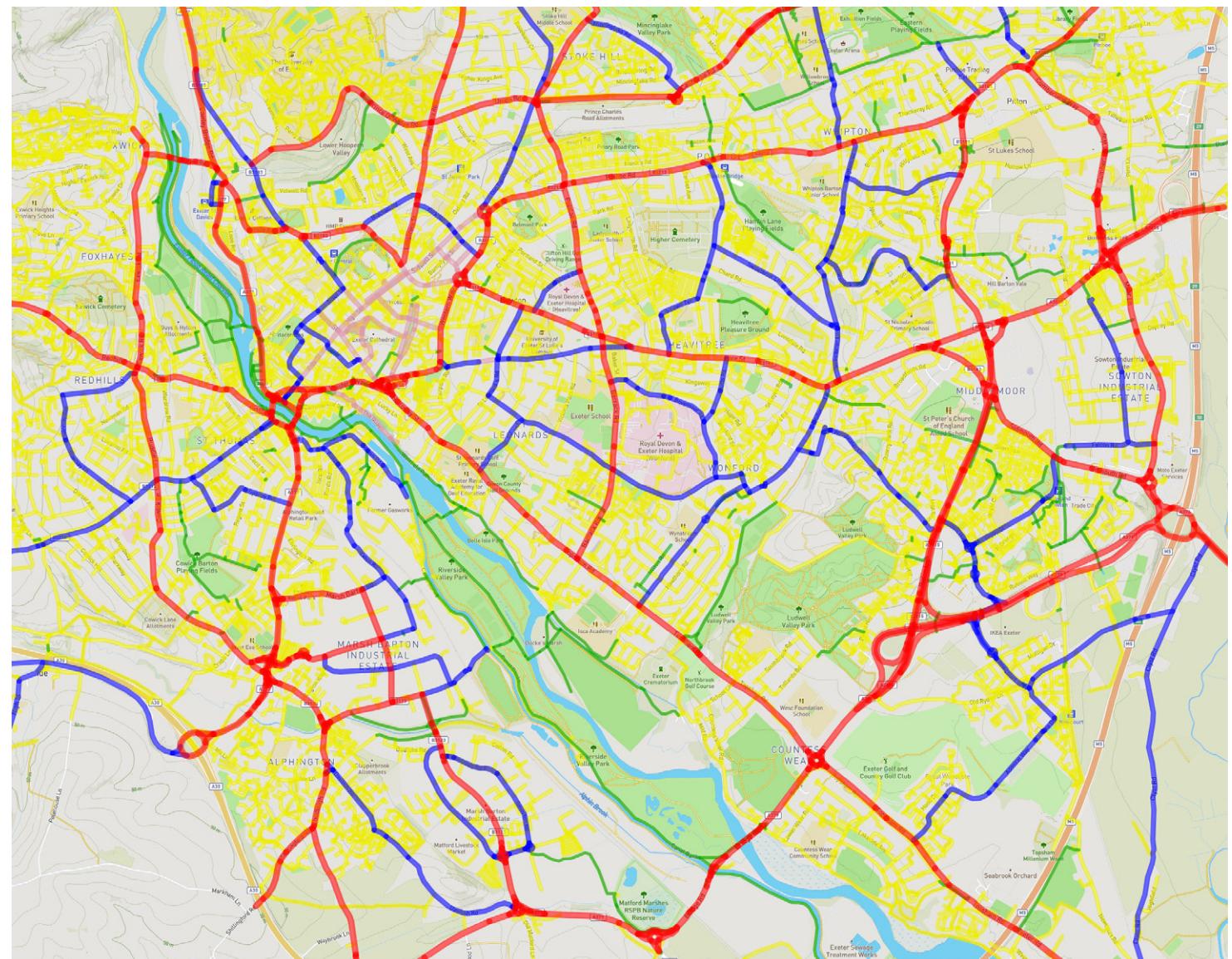
2030 Cycle Network Plan

The **2030 Cycle Network Plan** shows the aspiration for a fully comprehensive cycle network for the city, with every road and junction suitable for cycling.

Modal filtering solutions are a key means of helping to achieve this 2030 plan.

This 2030 network plan is the result of a cross-city exercise involving people from across the city.

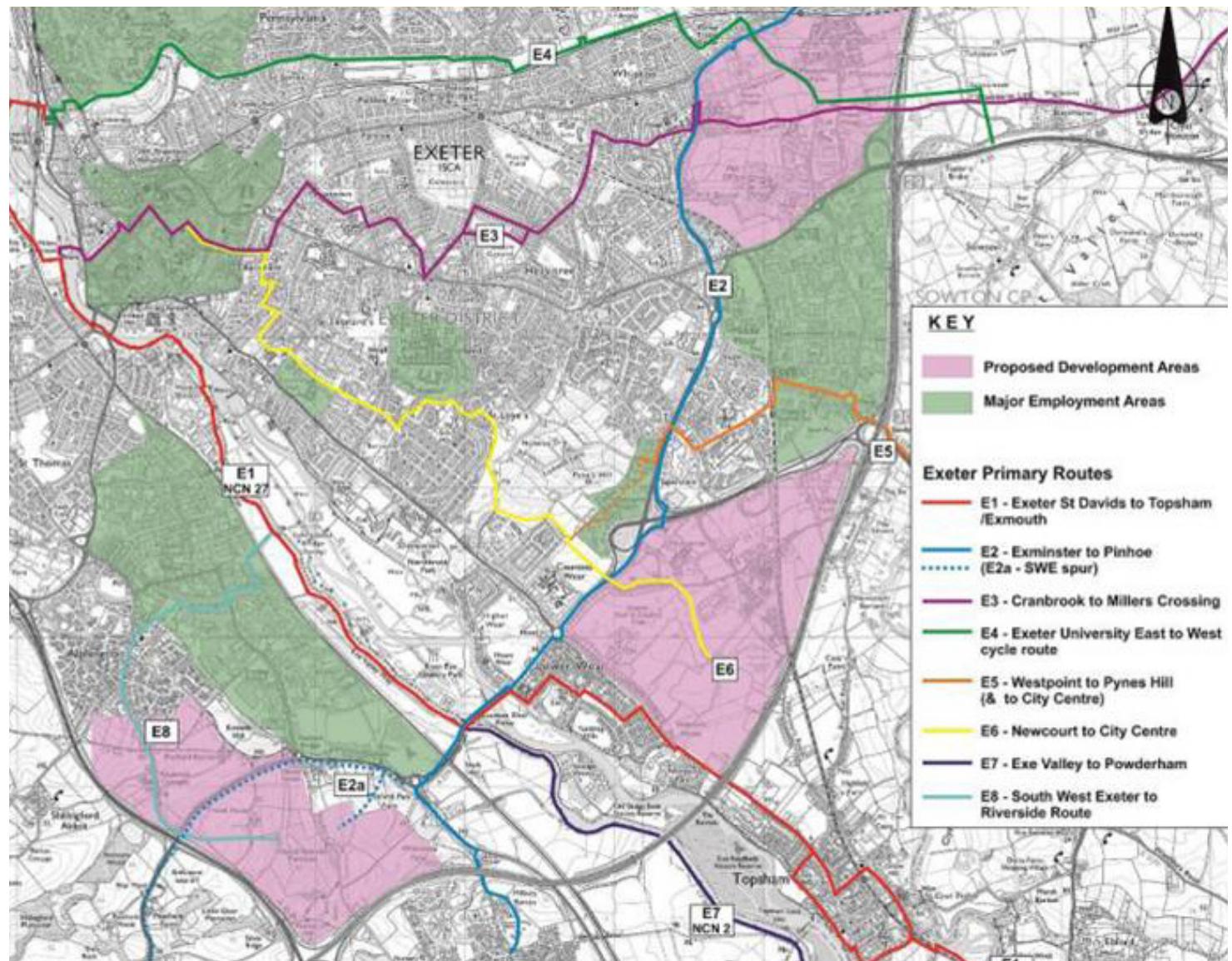
- Primary roads
 - Protected space for cycling
- Secondary roads
 - Protected space for cycling or traffic volume and speed reduction measures
- Quiet streets
 - No through traffic, speeds below 15mph
- Cycle-friendly car-free city centre street
- Off-road cycle paths



DCC Strategic Cycle Routes

Exeter strategic cycle routes (from Devon County Council's 'Cycling and Multi-Use Trail Network Strategy 2015')

One of the considerations for where modal filtering solutions should be located are the proposed strategic cycle routes. The proposals offered aim to reduce motorised traffic along these cycle routes or on access roads to these routes.



Heavitree / Newtown / Whipton - a case study

Proposals

Single point locations for modal filtering solutions can benefit residential areas. However, the most effective approach is to consider area-wide solutions so that single-point solutions don't adversely affect other streets.

An area wide example was therefore developed, looking at the potential impact of strategically located modal filters within the residential areas of Heavitree, Newtown and Whipton.

By eliminating through traffic this proposal has the potential to deliver across a number of health, wellbeing and community building objectives as well as creating a more pleasant environment for walking and cycling.

Approach

The assessment of how modal filtering can contribute to improving the liveability of this example area followed the following steps:

Modal filter area wide methodology

- 1 Step 1: Define project area & identity e.g. residential area.
- 2 Step 2: Identify local issues, opportunities & key trip generators e.g. north south through traffic on residential roads.
- 3 Step 3: Identify specific problem corridors
- 4 Step 4: Identify potential filter line
- 5 Step 5: Identify potential filter points. Test their impact in solving the micro local problem against how they fit within the macro area wide approach.
- 6 Step 6: Test against local specific trip generators: necessary traffic movements e.g. schools, refuse collection etc.

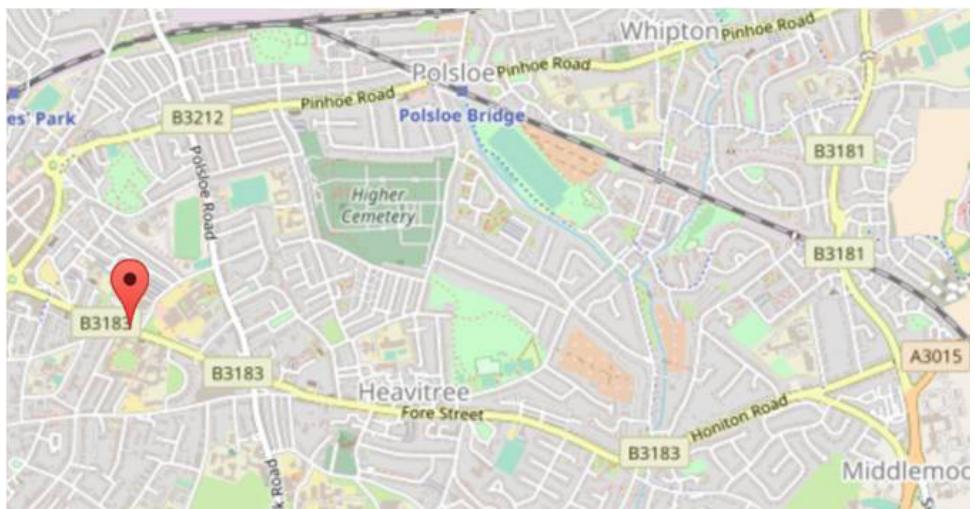
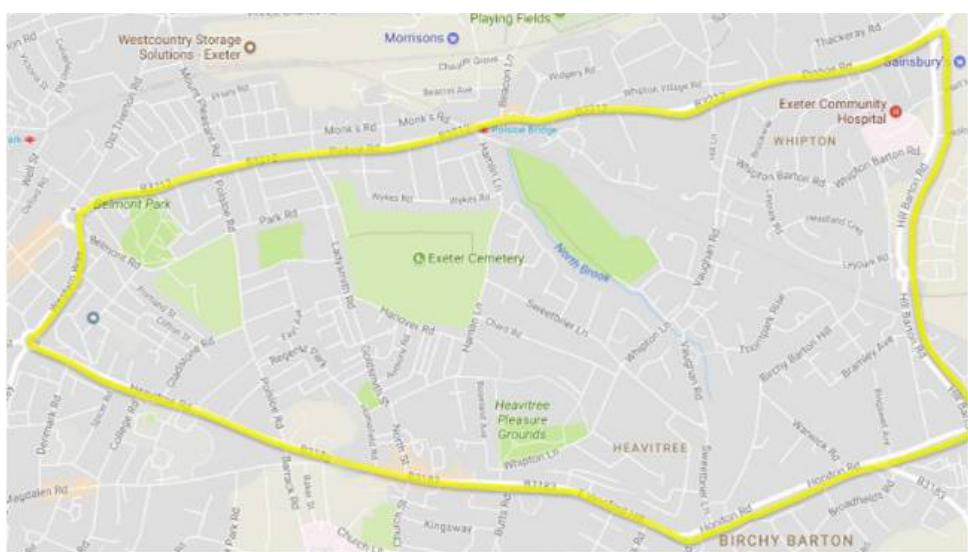
Step 1: Define project area & identity e.g. residential area

Heavitree , Newtown and Whipton were chosen as an exemplar of an approach for an area-wide study since this area:

- is an identifiable community area
- contains residential areas
- is served by the arterial roads of Heavitree Road, Western Way, Pinhoe road and Hill Barton Road
- is beginning to coalesce with community groups in tackling traffic (and other) challenges, with the support of Exeter City Futures

In assessing an area-wide approach the Exeter Cycling Campaign considered the following:

- a core tenet that residential areas should be places for people to live, play and enjoy and that through-traffic should be discouraged, enabling neighbourhoods to regain their living streets.
- emergency and utility vehicles need to access every residential house
- if streets have modal filtering solutions built then residents need to be able to turn around in streets
- the railway line already provides a barrier for much of the area - preventing traffic traversing North-South
- residents must be able to access their homes
- filtering solutions should prevent rat-running of motorised vehicles across the residential areas
- arterial roads will remain the main movement network for motorised traffic
- the area should be as permeable as possible for people walking or cycling.



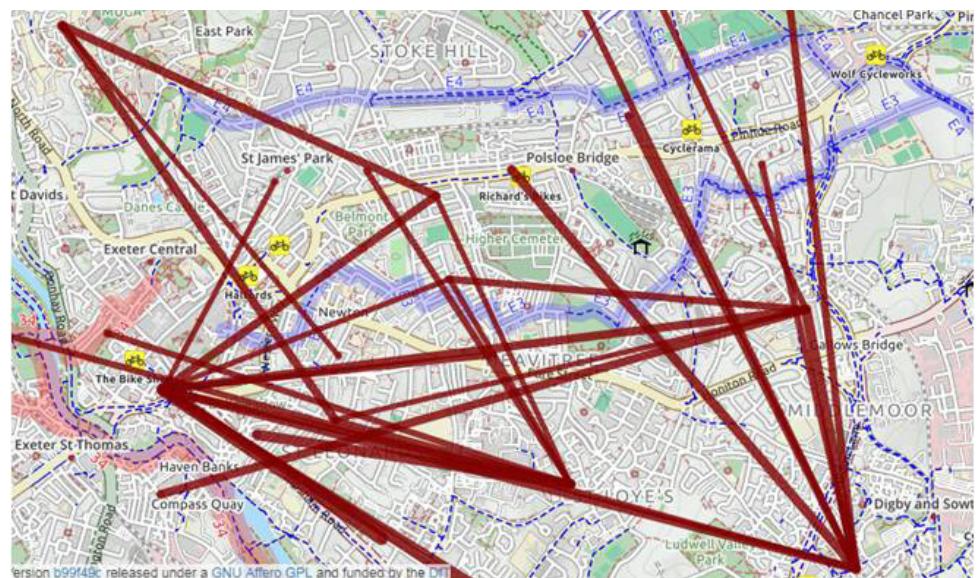
Main strategic roads

Step 2: Identify local issues and opportunities and key trip generators e.g. north south through traffic on residential roads.

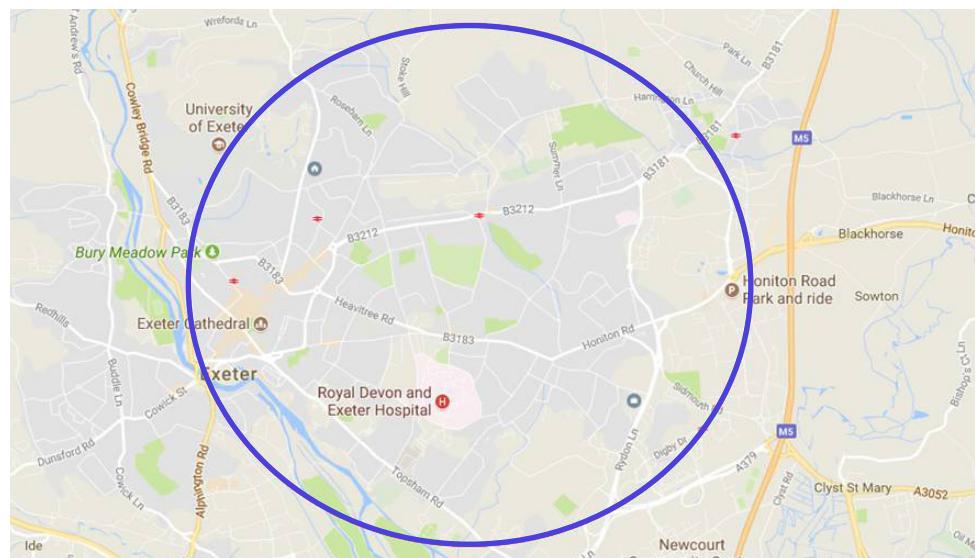
Current and future travel behaviour in Heavitree, Newtown & Whipton

Analysing the 2011 Census data and using the Propensity to Cycle modelling tool³ (**PCT**) the following conclusions can be drawn about travel choices in this area:

- Between 6%-9% of people commute by bicycle in the Heavitree / Newtown / Whipton area (2011 Census data). The UK average is only 2%. Exeter's overall cycle-commuting modal share is 6%. 31% to 53% of residents in this area travel to work by car.
- the City Centre, Sowton, University and St.Loyes are the busiest start/ destinations for cycle commuting journeys. (see PCT map)
- Reducing traffic within the Heavitree / Newtown / Whipton area will enable more people to choose to walk or cycle commute across the area. Experience from around the world suggests making an area less permeable to motorised traffic leads to traffic evaporation.
- By building cycling infrastructure which is world-class the PCT modelling suggests that bicycle commuting could be increased to between 18% and 23% in this area (or up to 40% for e-bike commuting).
- A 5km / 3 mile cycle commute will take 20 minutes. Journeys from the Heavitree / Newtown / Whipton area to the city centre, to Sowton or to the University are no more than three miles. These distances are easily travelled by bicycle. People will choose to commute by bicycle if it is safe to do so. Reducing traffic in the Heavitree / Polsoe / Whipton area will enable more people to choose to cycle-commute.



Map shows the 30 most heavily used cycle commuting journeys by plotting the start/destination journeys by bicycle (using the **Propensity to Cycle tool**) from 2011 Census. Locations plotted at the centre of the Lower Super Output Areas.



The whole of the Heavitree / Newtown / Whipton area is within 3 miles of the city centre.

Step 3: Identify specific problem corridors

Movement Design

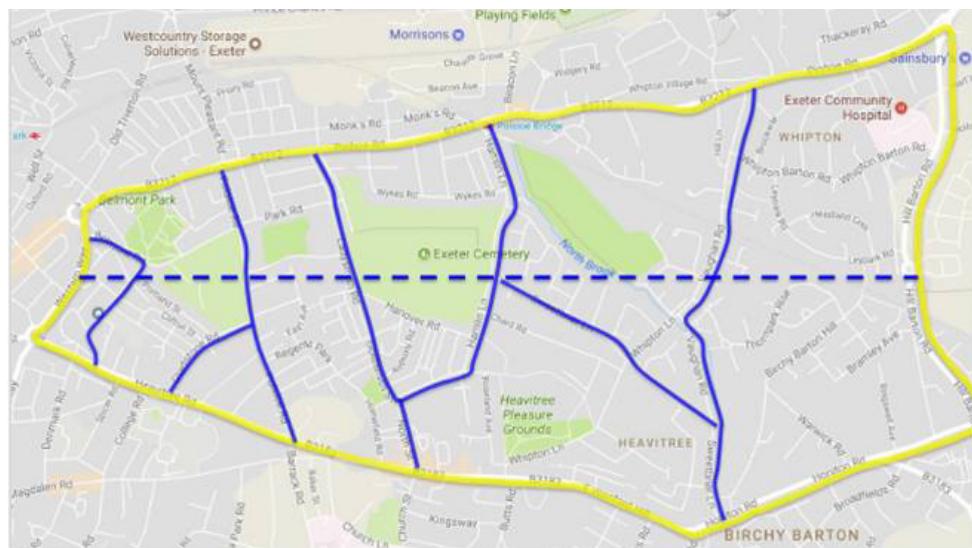
The design for movement across the area should be based on the existing filter line arising from the train track. There should therefore be a 'filter line' running approximately east-west across the area. Residents can access their home by travelling from one of the surrounding arterial routes into the residential area and out again in the same direction. Journeys across the filter line should be discouraged or inhibited so that rat-run routes across the residential area cannot be made.

There are several through routes across this area that are used as alternatives or short-cuts to the main arterial routes. The result of this is that these residential roads have effectively become 'arterial' routes. It is these cross-area journeys that need to be inhibited for these residential areas to become residential again.

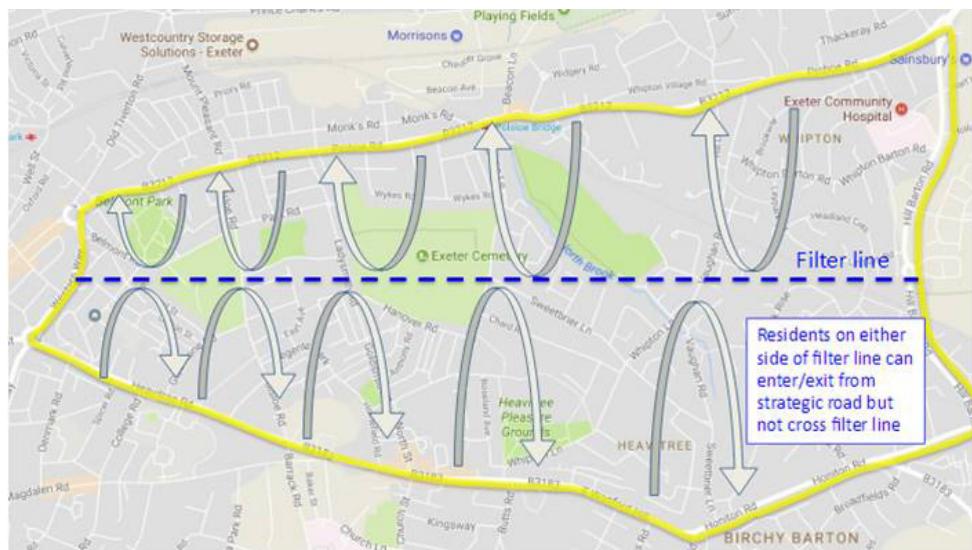
These cross-area roads are:

- Belmont Road-Clifton Road
- Gladstone Road
- Ladysmith Road - Goldsmith Street
- Hamlin Lane - South Lawn Terrace
- Sweetbriar Lane
- Vaughan Road

Polsloe Road is a north-south route currently functioning as a main road that, together with Mount Pleasant Road and Barrack Road, connects from Stoke Hill down to Topsham Road. For the purpose of this report it is assumed that this remains a main road with through traffic and that a pedestrian and cycle friendly streetscape is achieved in other ways than modal filtering. It is essential for the neighbourhood that Polsloe Road does not form a barrier to pedestrian and cycle movement along or across.



Potential for specific movements to be tackled.



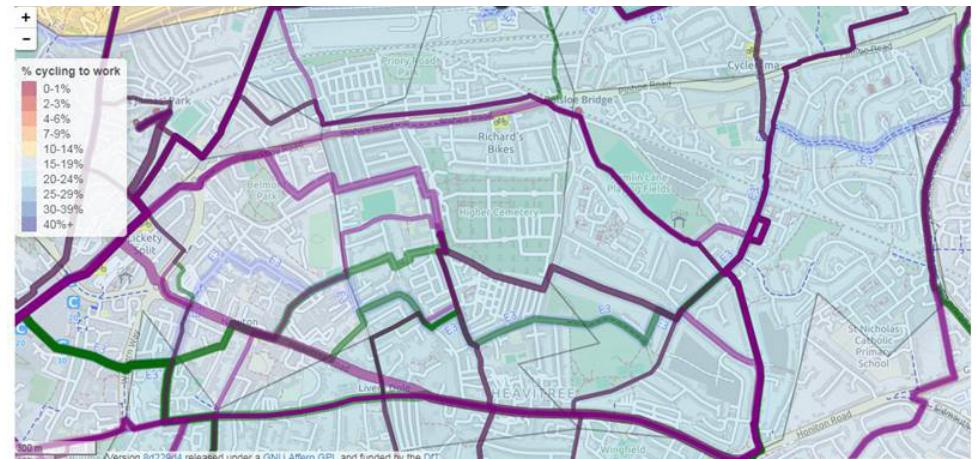
Filter line.

Cycle desire lines

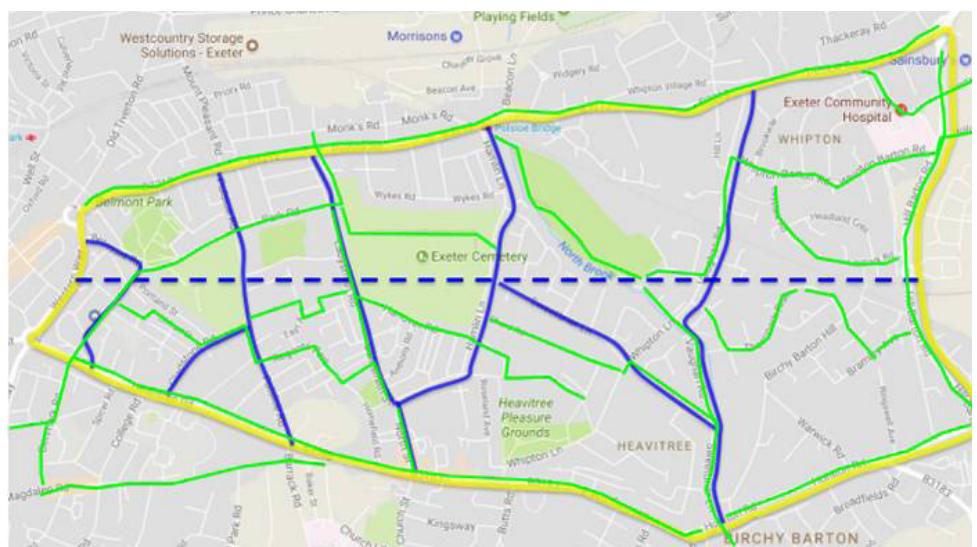
One of the ways of making the Heavitree / Newtown / Whipton area a more attractive residential area is to enable cycling. An understanding of the cycle desire lines in this area will assist in designing modal filters that both build living streets in residential areas and make the area more permeable for people cycling.

This analysis considered four ways of looking at the cycle desire lines across the area:

1. Using the Propensity to Cycle tool to map (implied) routes from the 2011 census data. The routes in purple⁴ are the primary cycle desired routes across this area. It is these that need to be preserved and reduce traffic along to start to make them safer for people to cycle on their every day journeys.
2. Cycle desire lines indicated by people who regularly cycle across the city. Note that these desire lines do not entirely match the city cycle map. For example, there is a strong cycle desire line east-west along Park Road and then down Clifton Hill. There is also a strong desire line across the cemetery and also along Hanover Road. Similarly, a desire line from Lower Avenue into East Avenue.



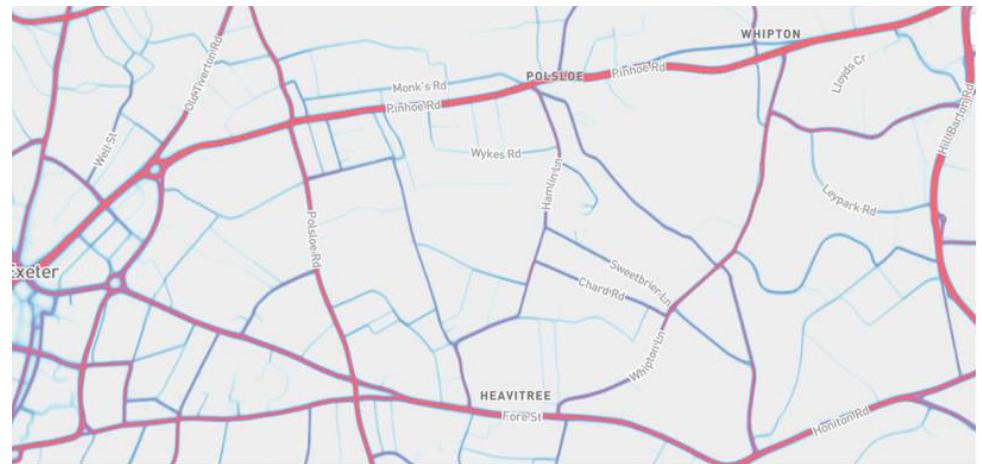
1. Desired cycle commuting routes proposed by the Propensity to Cycle Tool.



2. Desired cycle routes in green.

⁴Taken from the [Propensity to Cycle Tool](#)

3. [Strava](#)⁵ ‘heat maps’ showing where people cycling actually travel in the Heavitree / Newtown / Whipton area.
4. The DCC-produced Exeter city cycling map shows designated cycle routes across the chosen area (yellow routes are ‘advisory’ cycle routes, green are traffic free routes, red are ‘on road cycle lane’ (painted lines), blue is the (misnamed) proposed E3 route.



3. Strava Heatmap - thickness of red lines shows density of cycle traffic.



4. Exeter Cycling Map - DCC

⁵ Strava is more likely to be used by sports cyclists rather than commuting cyclists but this map still shows that Park Rd-Clifton Road is a strong cycling desire route.

Step 4: Identify potential filter line

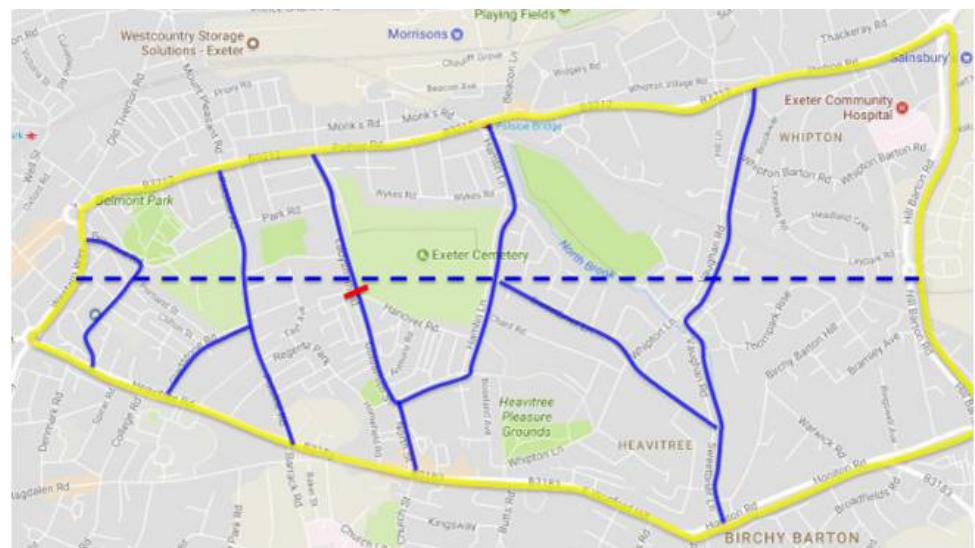
Filter Locations

The most obvious filter point in the Heavitree area would be to prevent motorised traffic along Ladysmith Road. This will prevent this road being used as a through-route across the area and will reduce motorised traffic around Ladysmith schools.

A modal filter at the junction of Ladysmith Road and Hanover road allows space for vehicles to turn.

This filter location will also reduce motorised traffic on Hanover Road making this road more attractive / safer for people cycling.

There is adequate space at the Ladysmith Road / Hanover road junction to allow vehicle turning.



Specific filter points - Ladysmith Road

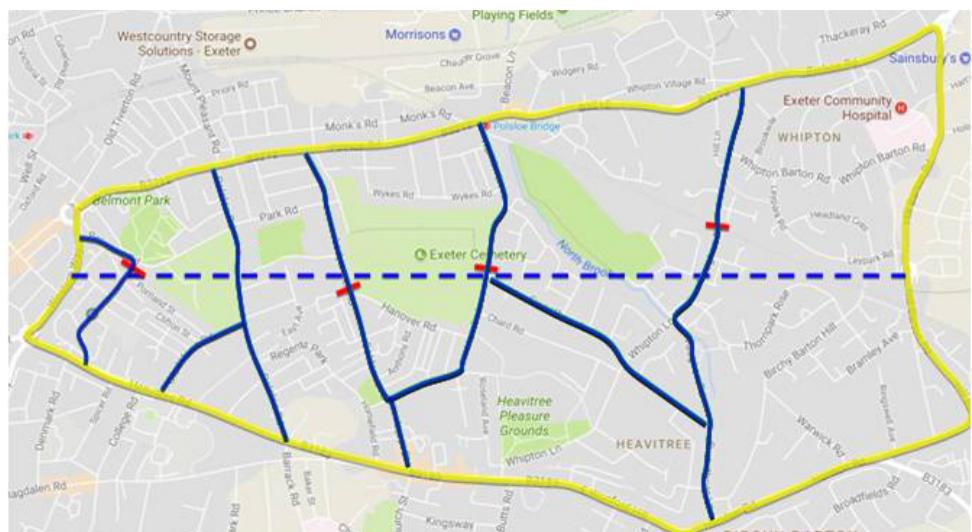
Step 5: Identify potential filter points. Test their impact in solving the micro local problem and against how they fit within the macro wide approach.

Further Considerations for Heavitree filter locations

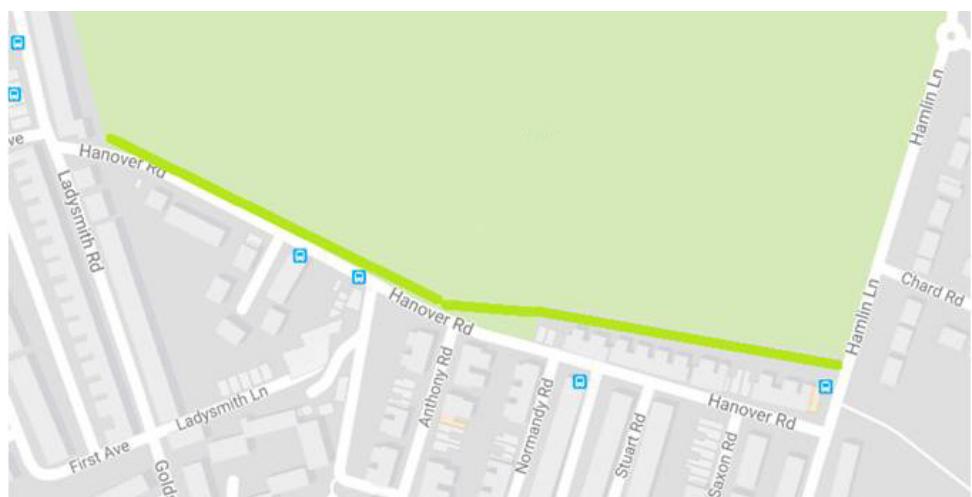
A modal filter on Ladysmith Road would inevitably encourage increased through traffic on the other main north-south roads across the area. It is clear therefore that a single point solution will bring only limited benefit to residents across the wider study area. To achieve the goal of quietening the residential streets in Heavitree, Newtown and Whipton would therefore require a modal filter on most of the main north-south roads.

Whilst this may appear a radical solution it has the benefit that:

- it prevents all north-south through-traffic, making the residential areas less trafficked
- it removes the need for modal filters at locations where cut-through routes are used to avoid traffic lights / busy junctions (e.g. Regents Park-Homefield Road is currently used as a rat run to avoid the Polsloe Road / Heavitree Road traffic lights)
- It enables movement by foot or bike: travel times within the area will be less by foot or bike than by car. Lower traffic volumes will make journeys by foot or bike safer and therefore more attractive.
- It allows access from Western Way-Belmont Road to the Clifton Hill Sports centre
- Changing the prioritising of road space in this way is often predicted to increase traffic on neighbouring streets. However, research and experience



Specific filter points



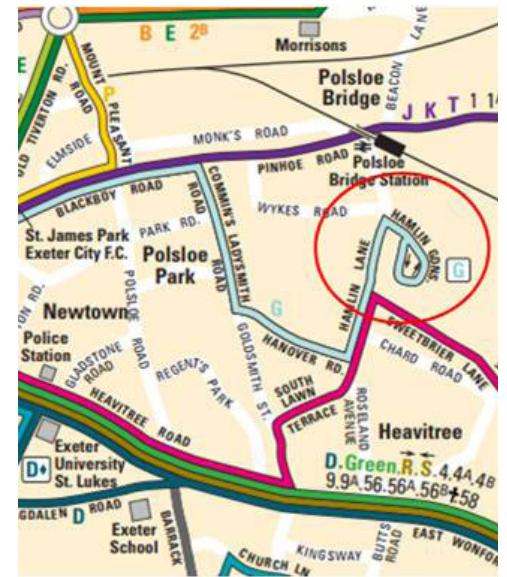
Proposed E3 cycle route to be located on the southern edge of Exeter Cemetery

repeatedly demonstrate that significant reductions in traffic can be achieved (e.g. 'Disappearing Traffic: the story so far'. Cairns et al 2002). See for example the traffic evaporation that has occurred in Paris after the right bank of the Seine was closed to traffic.

- Reduced reducing traffic volumes in the residential area could reduce the need for expensive cycle infrastructure solutions in areas like the Heavitree cemetery.
- A modal filtering solution along Polsloe Road would help build quiet, living streets in the surrounding residential areas (particularly Gladstone Road, Park Road and Regents Park). However, Polsloe Road and Barrack Road form an important north-south corridor across the city. This is recognised in the [**2030 Cycle Network Plan**](#), which designates Polsloe Road as a 'primary road - with protected space for people cycling'. If Polsoe Road is preserved as a through route then consideration should be given to inhibiting motorised through traffic on Regents Park and potentially Gladstone Road.
- Only the G-Bus route will be affected by these proposals.
- Consultation on an area wide approach would need to be carefully considered with messages managed so that residents support was gained for their local schemes rather than focusing on the wider approach
- Many of the residential properties covered by this area-wide approach are terraced housing with limited opportunities for parking bicycles. A number of London boroughs have worked to tackle this by providing secure on-street cycle parking shelters. This should be an integrated part of the project planning to accommodate the expected increases in cycling levels in the area.



Potential filter points



Bus G route



Credit: Cyclehoop

One-off solutions to create living streets and enable cycling in Exeter

Modal filtering solutions often require low tech and low-capital investment to implement. Taken from the 70+ suggestions put forward the following are offered as examples of those that have the potential to be the least contentious to implement

Barnfield Road Housing

Description: There are a number of options here, which could lead to a phased approach. The initial step would be to change traffic priorities so that people cycling and walking along Barnfield Road into Bedford Street have priority over motorised traffic along Southerhay West. Step two would be to implement the modal filter preventing anything other than delivery lorries from travelling along Barnfield Road between Southerhay East and Southerhay West

Rationale: This is the one of the main cyclist and pedestrian access points to the city centre and forms the westward end of the 'E3' cycle route entering the city centre. The crossing of Barnfield Road and Southerhay west is currently a conflict point for cyclists. Visibility of cyclists and for cyclists travelling west along Barnfield Road to cross Southerhay West is restricted by a large tree. The give way markings are currently inconsistent with the markings on Southerhay East. Southerhay West and East should be lightly trafficked and an easy alternative exists once this part of Barnfield Road is closed to motorised traffic.

A potential quick win for pedestrians and cyclists.

Considerations: Review how delivery lorries enter/exit Princesshay. A wider review of the Southerhay area could be undertaken to open up the open space which is currently underutilised, largely due to being surrounded by a collar of traffic



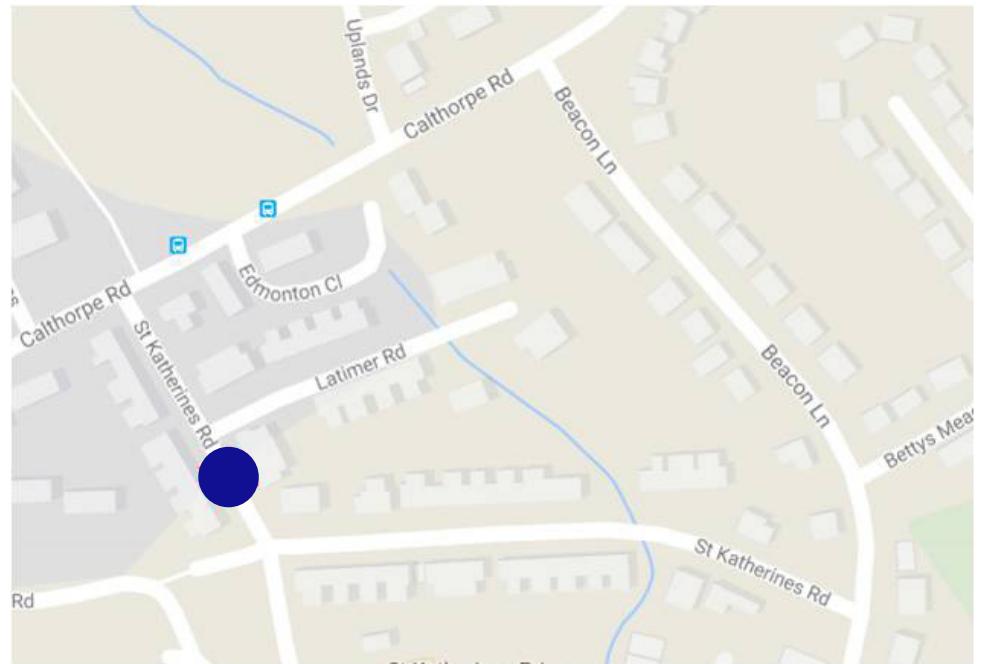
St Katherines Road

Description: prevent through traffic along St.Katherines Road with a filter which prevents vehicular traffic.

Rationale: St.Katherine's road is part of the designated 'E4' strategic cycle route and is an important access point for children cycling east towards St.James and Willowbrook schools. Speed bumps on this road testify to the inappropriate speed with which this road is often driven. This road is sometimes used as a cut through between Beacon Lane and Calthorpe Road.

Placing this modal filter will mean the existing speed bumps on this road can be removed.

An effective solution to reducing traffic on the E4 strategic cycle route.



Ludwell Lane

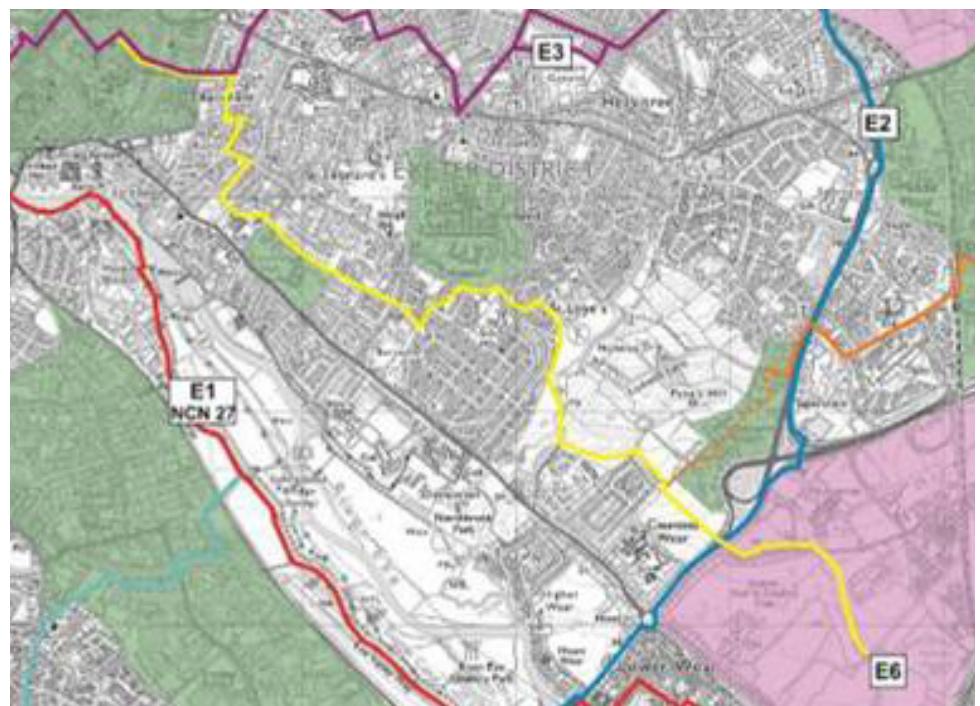
Description: The current 'restricted hours of use' notice on Ludwell Lane is often ignored by car drivers. This road is narrow and has an acute blind corner. This road should be closed to motorised traffic at one end (or middle)

Rationale: Ludwell Lane connects to the E5 and E6 proposed strategic cycle routes ('Cycling & Multi-User Trail Network Strategy' March 2015). This road is an obvious route into the city from the developments at Newcourt and Clyst Heath. There are alternative arterial roads for motorised traffic. If the closure was implemented at the Ludwell Lane end space could be reallocated to the Ludwell Valley Park creating a continuous green space uninterrupted by the potential hazards of through traffic.

This proposal would provide a strategic walking and cycling route between Wonford and Pynes Hill and make commuting to this employment area by cycling much more attractive whilst still enabling access to properties along Ludwell Lane.

A low cost opportunity to create a direct, almost traffic free, route to a strategic employment site.

Considerations: opening this road to people walking and cycling will benefit many.



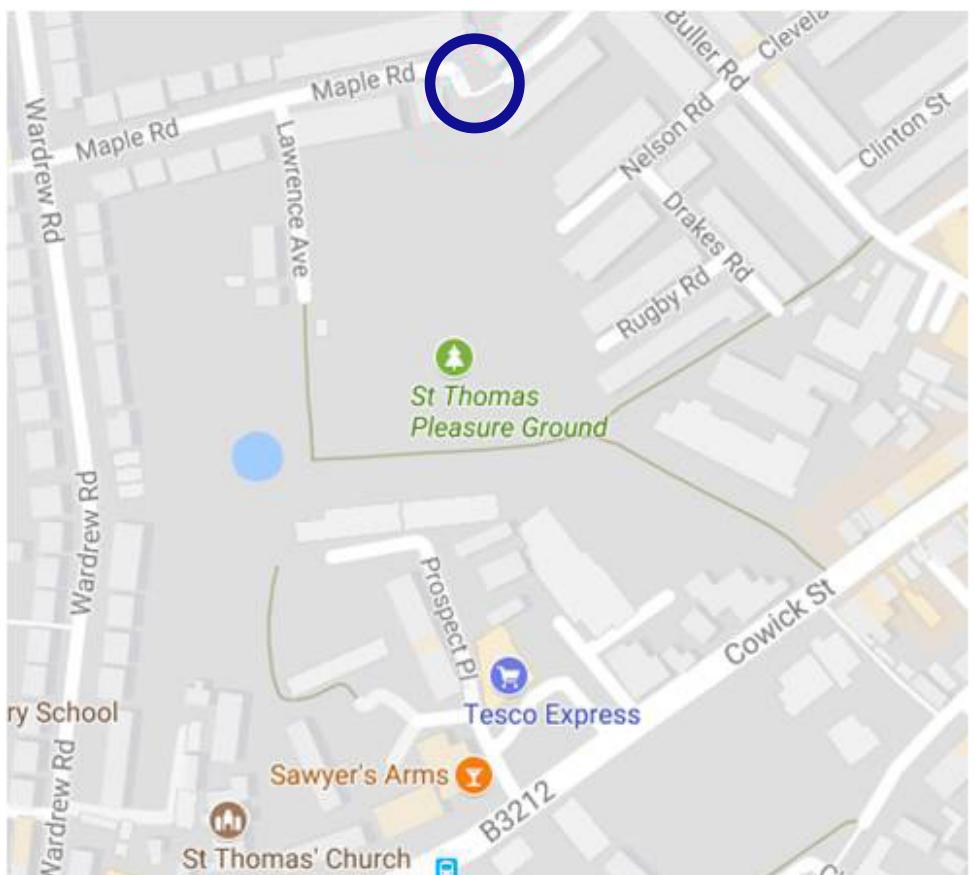
Maple Road / Clarence Road

Description: There is currently a modal filter of planters between Maple Road and Clarence Road. This prevents motorised traffic travelling between these roads.

People walking can travel between these roads but people cycling cannot. This is an alternative route for people who cycle to avoid the busy Cowick Street. This needs to be opened up with dropped kerbs so that people cycling can traverse this filter.

Rationale: This will have no effect upon motorised traffic. It will open up a quiet, safer route for people cycling to avoid Cowick Street.

A Simple low cost solution to implement.

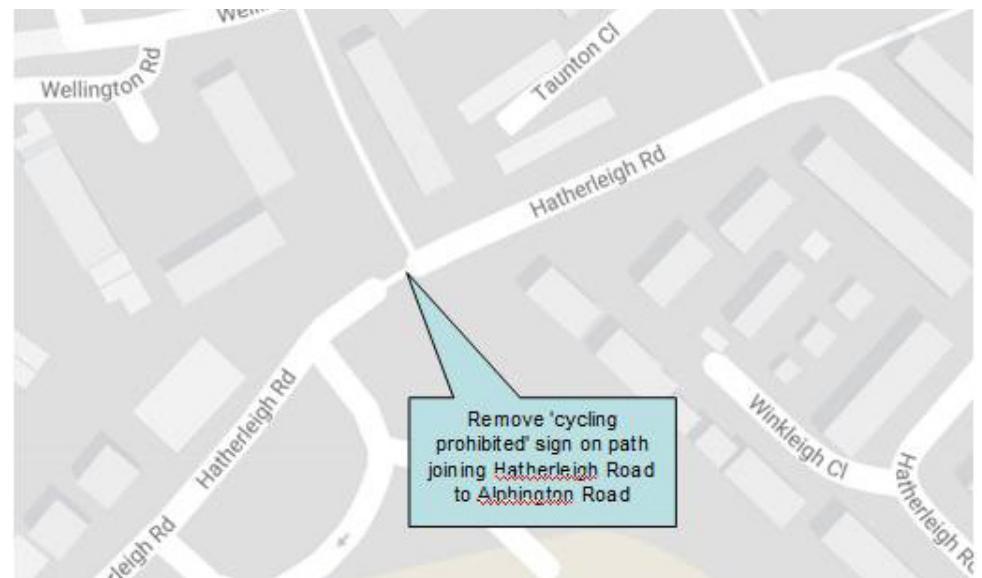


Hatherleigh Road

Description: Replace 'cycling prohibited' sign with shared use 'please consider other path users' sign on path joining Hatherleigh Road to Alphington Road.

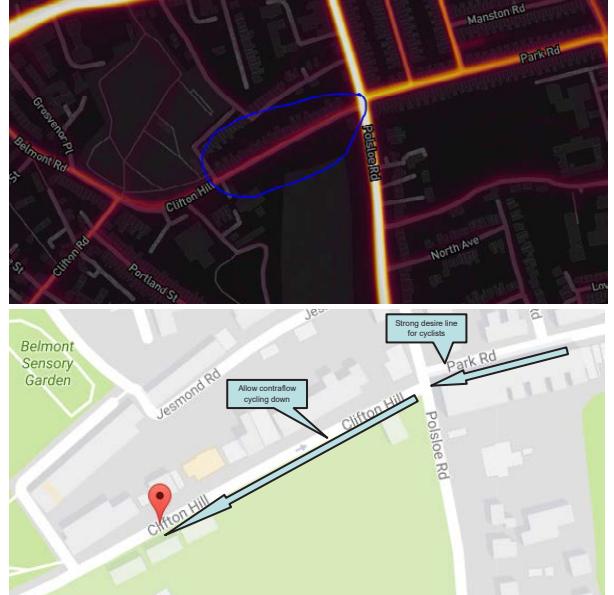
Rationale: This route is already used by children cycling to/from West Exe school. This path provides a safe route for people on bicycles.

A short cut for people cycling.



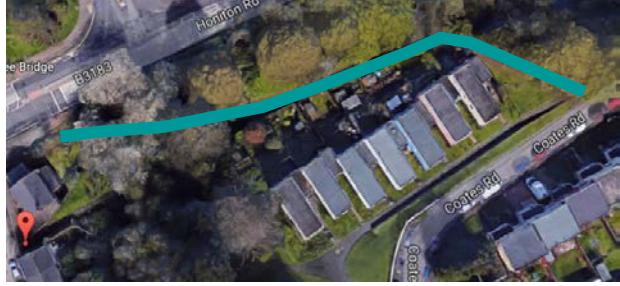
Further modal filtering locations

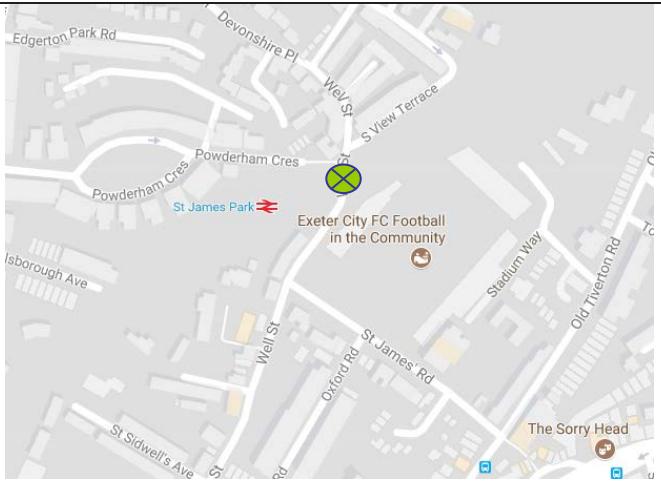
The following examples from the overall list of proposals are offered as further solutions that build living streets in residential areas and will open up the movement network in our city for people who walk and cycle.

Filter location	Description	Rationale	
Clifton Hill & Park Road	Clifton Hill - remove no entry to permit contraflow cycling between Polsloe Road and Belmont Road	<p>This road is ALREADY being used by people cycling because it is on a strong desire line across the city for people cycling (see Strava heat map⁶)</p> <p>Enabling cycling along Clifton Hill enables a safe cycling route into/out of the city centre. It would support future development to make most of Pinhoe road a strategic cycle route by taking cyclists travelling along Pinhoe Road away from the challenging pinch point between St Mark's church and the Polsloe Road / Pinhoe Road junction. Cyclists could be offered a signed quiet route along narrow section NW of St. Mark's church, down St. Mark's avenue, Park Road, Clifton Hill and Belmont Road.</p>	 <p>The map shows the area around Clifton Hill, Jesmond Rd, Belmont Rd, and Park Rd. A blue line highlights the proposed contraflow cycling path along Clifton Hill. A red line indicates a 'Strong desire line for cyclists'. A callout box points to the junction of Jesmond Rd and Clifton Hill with the text 'Allow contraflow cycling down Clifton Hill'.</p>

Sycamore Close - Lonsdale Road	Open up cycle/footpath between Sycamore Close & Lonsdale Road	Provides alternative to the challenging East Wonford Road	
Richmond Road	Allow contra-flow cycling along Richmond Road.	Opens up this road to be used as access to river (under Iron Bridge Road) and to Exeter College and Exeter Central Station	
Elm Grove Road onto B3183 clock Tower roundabout	Access needs to be opened up for people cycling down Elm Grove Road to access the Clock Tower Roundabout	Elm Grove Road / Howell Rd are obvious cycle routes on quiet roads. However, the access from Elm Grove Road onto the Clock Tower roundabout is blocked for people cycling. A simple traffic-light controlled junction for cycles only would allow safe access from Elm grove Road onto New North Road/Clock Tower Roundabout.	

Regents Park	Bollards, planting or car free zone in front of park	<p>Restrict rat run by people trying to avoid Polsloe Bridge - Heavitree Road junction.</p> <p>If the area-wide Heavitree, Newtown, Whipton filtering proposals are not adopted then this rat run needs inhibiting</p>	<p>Cut through used to avoid Polsloe Road / Heavitree Road lights passes Bramdean School</p>
Honiton Road / unnamed road off Quarry Lane	Open up this path that is already used by people cycling. Make this more legible for cyclists and pedestrians using this cut through	Legitimise the existing use of this road as a cut through for cyclists and make it safer by adding a dropped curve and signage to help pedestrians and cyclists negotiate this	<p>Dropped kerb needed here to connect un-named road off Quarry Lane to pedestrian / cyclist traffic lights on Honiton Road</p>
Junc of Exwick Hill and Moorland Way	Make this junction permeable to people who cycle. Remove existing barriers, widen path, insert hatching to prevent car parking and dropped kerb onto Moorland Way	No impact upon vehicular traffic. Opens up this road for people who cycle.	

Open up cycle path through cemetery field play area through to Foxhayes road	<p>Open up cycle route along existing gravel path from Foxhayes road, along the N of the Exwick cemetery and round to the Cemetery Field Play area.</p> <p>Opens up cycle / walking route which enables residents of Redhayes to access routes to the river easier</p>	<p>Opens up cycle / walking routes between Chelmsford Road, Gloucester Rd, Norwich Road through to Foxhayes Rd.</p> <p>Provides a good route into upper Redhills without having to cycle up to the top of Redhills.</p> <p>Improved access to Redhills community School</p>	
Remove 'No cycling' signs on the path between Coates Road & unnamed street between Quarry lane & Honiton Road	<p>Open up this path to provide alternative to very steep and fast-trafficked Quarry Lane</p> <p>Provides alternative access into St.Peter's school via Coates Rd, Broadfields Rd and Elgar Close.</p>	<p>This road might be considered steep....but is less steep than the alternative Quarry lane.</p> <p>Alternative access to St.Peters school for children cycling</p>	
Exhibition fields	Remove pointless barriers on path that links Exhibition Way to Beacon Heath.	<p>No impact upon motorised traffic. Current barriers inhibit people on non-standard bicycles (trailer-bikes, cargo bikes etc). Simpler solutions for reducing cycle traffic could be put in place.</p> <p>This provides an important link to the E4 strategic cycle route from Beacon Heath</p>	

Margaret Road	No-entry for motorised vehicles at peak times / school hours at Margaret Rd /Mincinglake Rd jnc	Creates car-reduced road into Stoke Hill Infants (and north towards Stoke Hill Junior/pre-schools). Residents of upper Margaret Road and Anne Close will need exemptions from time-limited no-entry. Helps open side roads to access E4 strategic route	
Well Street	Bollards on bridge over railway	Limits rat running between Union Road & Paris Street Road. Motorised traffic would be encouraged back onto Pennsylvania Road. Effect will be to traffic reduce Devonshire Place, Victoria Street, Soringfield Road, Culverland Road	

The full list of the tranche I set proposals from citizens across Exeter can be found here: [Excel](#) [PDF](#)

Conclusions

Exeter faces significant challenges of congestion, pollution and inactivity. Our streets are often hostile places for people walking and cycling and our residential areas are often used as through-routes for traffic or cut-throughs to avoid junctions/traffic lights.

We can choose to make our residential areas 'living streets' again by reducing traffic and opening them up as safe places for people to walk, play and cycle.

The proposals in this report are generated from citizens who live in or regularly travel across the city.

Some proposals offered here are easy and cheap to implement which Devon County Council should consider delivering quickly.

The proposals for the Heavitree / Newtown / Whipton area are offered as an exemplar of how a wide residential area can be made more liveable by preventing through-traffic. It is recognised that these area-wide proposals for Heavitree, Newtown and Whipton will require wide consultation and ownership by the communities affected. The Exeter Cycling Campaign urges Devon County Council to initiate this consultation, perhaps on the back of existing community-led work that Exeter City Futures are doing in the Heavitree area and as part of the SUMP project.

The Exeter Cycling Campaign encourages Devon County Council to develop a three year plan to build Quiet Living Streets back into the residential areas of Exeter.

Heavitree/Newtown/Whipton has been used in this report as an example area. A similar exercise should be carried out for other areas such as St.Leonards and St.James. The Exeter Cycling Campaign offers its support to Devon County Council to undertake these.



Credit: Haringey Cycling