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St Bridget Nursery, Exeter

Waddeton Park Ltd.

Transport Assessment Addendum
December 2023





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Rappor Consultants Ltd

A: CTP House, Knapp Road, Cheltenham, GL50 3QQ

W: www.rappor.co.uk

T: 01242 523696

E: hello@rappor.co.uk

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1 Introduction

Introduction

- 1.1 Rappor have been commissioned by Waddeton Park Ltd to provide highways and transport support for a permitted residential development on land at St Bridget Nursery, Newcourt, Exeter. The proposals comprise the redevelopment of the site for the delivery of up to 350 dwellings and associated access roads, open space, and landscaping.
- 1.2 The development site was subject to an Outline Planning application, submitted to Exeter City Council (ECC, the Local Planning Authority), in April 2022 (Planning Reference: 22/0537). A Transport Assessment (TA) and Travel Plan (TP) was produced in support of the application (by Stantec UK Ltd) which assessed the transport impacts of the development and details of the access strategy. The TA approach and methodology was discussed with Devon County Council (DCC, the Local Highway Authority) ahead of the submission.
- 1.3 The TA and TP were approved by DCC, who offered no objection to the application, subject to Conditions. This outline planning application was subsequently granted planning permission at ECC Planning Committee in July 2023.
- 1.4 This Transport Assessment Addendum (TAA) has been produced to supplement the resubmission of the application. It provides additional clarification around the transport and highways impact of the site. This TAA should be read in conjunction with the original Transport Assessment (TA) and Interim Travel Plan (TP), which have been resubmitted and remain valid.
- 1.5 Specifically, this TAA contains updates or additional assessment around the following topics:
 - a) Updates information with regard to the existing transport conditions, including public transport accessibility and personal injury collisions.
 - b) Provides information around the proposed access arrangements that were adjusted in response to requests from Members in advance of the committee meeting in July 2023.
 - c) Includes an assessment of the development's access strategy on the current and future vehicular access routes for local properties.
 - d) Includes a summary of the benefits the development would deliver to the local community.

Transport Assessment Addendum Structure

- 1.6 The remainder of this report is therefore structured as follows:
 - Section 2 presents a summary of the submitted Transport Assessment;
 - Section 3 sets out updates to the existing situation as it relates to transport matters;
 - Section 4 presents an assessment of the proposed changes to local access; and
 - Section 5 sets out the summary and conclusions



2 Transport Assessment Summary

Introduction

- 2.1 This section provides a summary of the Transport Assessment submitted in support of the application, and to which this report forms an Addendum. This is included for reference only, with full details set out in the Transport Assessment.

Transport Assessment Summary

- 2.2 The transport strategy outlined in the TA was developed around a balanced and integrated package of measures. These sought to prioritise the use of alternative modes of travel to the private car, and therefore improve the sustainable nature of the development. The assessment determined whether the surrounding transport network is suitable to accommodate the person trips associated with the proposed development in order to ensure that the site is accessible, aligns well with local and national planning policy, provides safe access for all modes, and that the development's impact on the local and strategic highway network is not 'severe'.
- 2.3 The approach and content of the assessment was discussed and agreed with DCC at the scoping phase of the works. This ensured that the scope and scale of the assessment aligned with that required by the Highway Authority to suitably conclude the impact of the proposals on the transport network.
- 2.4 The Transport Assessment was subsequently developed and submitted in support of the application. Key findings of the TA are summarised below:
- a) The proposed development is compliant with all transport related policies at a national and local level. The site is an allocated site within the Newcourt development area, under policy CP19 of the adopted Exeter Core Strategy policy.
 - b) The proposed development forms part of the wider Newcourt area and, as such, the site will be highly connected to local educational, employment retail / leisure, and community facilities, utilising the good quality pedestrian / cycle and public transport facilities that are available in the local area.
 - c) The existing road network in the vicinity of the site is in good condition and well established.
 - d) Based on the existing conditions of the surrounding highway network, and a review of the collision history within the area, it is not envisaged that the proposed development will result in or be precluded by any highway safety concerns.
 - e) The proposed development will be accessed via a new spine road which will be connected to Old Rydon Lane. The spine road will be the development's primary street and access will be provided to the east and west. Old Rydon Lane itself will be 'downgraded' to a 'quiet street' in line with DCC's identification, providing access for pedestrians, cyclists, and vehicle access (including service vehicles) to existing properties.



- f) A shared footway / cycleway will be provided at the western access to connect with the existing provision on the A379 Rydon Lane, and to the east, a 'light segregation' footway will be provided within reallocated carriageway space.
 - g) To increase the attractiveness of sustainable, low carbon modes of travel, onsite access to electric shared mobility options will be provided. This will consist of a block of 6 parking bay spaces within the development to provide access to an electric car club vehicle, shared electric bikes and traditional cycle parking.
 - h) The access strategy has been subject to a Stage 1 Road Safety Audit.
 - i) The vehicle trip generation exercise has indicated that a total of 158 and 153 two-way Vehicle trips in the AM and PM peak hours respectively are anticipated.
 - j) The extant trip generation associated with the Nursery, which currently occupies the site, has been subtracted from the proposed development's trip generation, resulting in a 'net' vehicular trip generation of 137 and 88 two-way trips in the AM and PM peak hours.
 - k) Capacity assessments have demonstrated that the proposed development will not have a significant impact on the operational capacity of junctions within the site's study area, and that the forecast vehicle trip generation of the proposed development can be suitably accommodated without the need for off-site physical mitigation.
- 2.5 The conclusions drawn in the TA, based on the findings outlined above, established that there were no reasons to refuse the planning application on highways and transport grounds. This was reflected by DCC's response to the application, which confirmed no objection, subject to conditions. The application was subsequently approved by ECC as the Local Planning Authority.
- 2.6 Whilst this TAA provides additional information and clarification around certain aspects of the proposals, the access strategy and implications of the development are unchanged and therefore the proposals should remain acceptable to DCC and ECC in highways and transport terms.



3 Update to Existing Transport Situation

General

- 3.1 The following section sets out changes to the existing transport situation since the completion of the original TA. There are no significant changes, but it is important to ensure that the baseline transport conditions remain up to date, as it is against this context that the proposals should be considered.
- 3.2 Chapter 2 of the submitted TA contains a full review of the existing transport conditions around the site. For ease, the full chapter has not been included here, with only the sections where changes have been identified included.

Local Cycle / Car Hire

- 3.3 Since the submission of the TA, Co-Bike/Co-Cars are no longer operational. Therefore, there are no longer Co-Bike hire facilities in the vicinity of the development. Previously there was a facility adjacent to the entrance to IKEA, which would have been available for residents of the development.
- 3.4 At this stage, it is not clear which company / organisation may take on the delivery of micro-mobility within the Exeter area, but DCC have stated within media releases that this method of travel forms a key part of their strategic sustainable transport vision for the city. Therefore, it is anticipated that a replacement supplier will be appointed by the time the development is opened, for the benefit of the local community and future residents of the site.

Bus Services

- 3.5 The nearest bus stops to the site are located on Newcourt Way and accommodate both northbound and southbound movements; these are located approximately 550 and 650 metres to the northeast from the existing site access onto Old Rydon Lane, respectively. Each stop comprises a shelter, raised kerb, and on-carriageway cage markings.
- 3.6 These stops are served by the I and J services, operated by Stagecoach Southwest. These services form a circular route throughout the city, with the 'I' service operating anti-clockwise and the 'J' service operating clockwise.
- 3.7 Additional bus stops are located adjacent to the Tesco Filling Station, which is approximately 550 metres from the northern boundary of the site. These are served by both the 'I' and 'J' services and are additionally served by the 'H' route. This provides further connections to Exeter St Davids via the Royal Devon and Exeter Hospital.
- 3.8 **Table 3-1** below provides a summary of these services in terms of the destinations served and the service frequency available.



Service	Stop	Route	Frequency	
			Mon-Sat	Sunday
I	Newcourt Way (NW-Bound) + Digby Tesco	Circular Route (Anti-clockwise): Exeter City Centre – Whipton – Digby – Topsham Road	Every 30 mins	Hourly
J	Newcourt Way (SE-Bound) + Digby Tesco	Circular Route (Clockwise): Exeter City Centre – Topsham Road – Digby - Whipton	Every 30 mins	Hourly
H	Digby Tesco + Digby Tesco	Digby – Hospital - Exeter City Centre	Every 30 mins	No Service

Table 3.1: Updated Bus Services

3.9 Furthermore, the Digby Park & Ride facility, located approximately 1.9 kilometres to the northeast of the site centre, provides hospital staff car parking and bus services to the Wonford RD&E hospital. Sowton Park & Ride facility, located approximately 2.2 kilometres to the northeast of the site centre, provides bus services to Exeter city centre, the Wonford RD&E hospital, Marsh Barton, and destinations further afield such as Honiton, Lyme Regis, Bristol and Plymouth.

Highway Safety Review

3.10 The TA contained a review of the Personal Injury Collision (PIC) data that set out a review of the highway safety of roads in the vicinity of the site. The conclusions drawn identified no pattern of incidents or common issues which would result in an incident, and it was also considered that the additional traffic flows on the network as a result of the proposed development would be unlikely to have any significant effect on the collision rates. It was therefore unlikely that there would be any local safety concerns or inherent highway design issues that would preclude or be exacerbated by the development proposals.

3.11 Given the time that has passed since the original analysis, an updated review of highway safety has been undertaken for the purposes of this TAA. To do so, the Crashmap database has been interrogated to understand whether there has been any change since the original conclusions were drawn.

3.12 The Crashmap reports are contained at **Appendix A**.

Crashmap Data Review

3.13 PIC data has been obtained from Crashmap for the most recently available five-year period, which comprises 2018-2022. The search area included Old Rydon Lane, Newcourt Way and A379 Rydon Lane, as per the original scope in the TA.

3.14 The area included within the PIC search has been extracted from the Crashmap database and is provided in **Figure 3.1**.

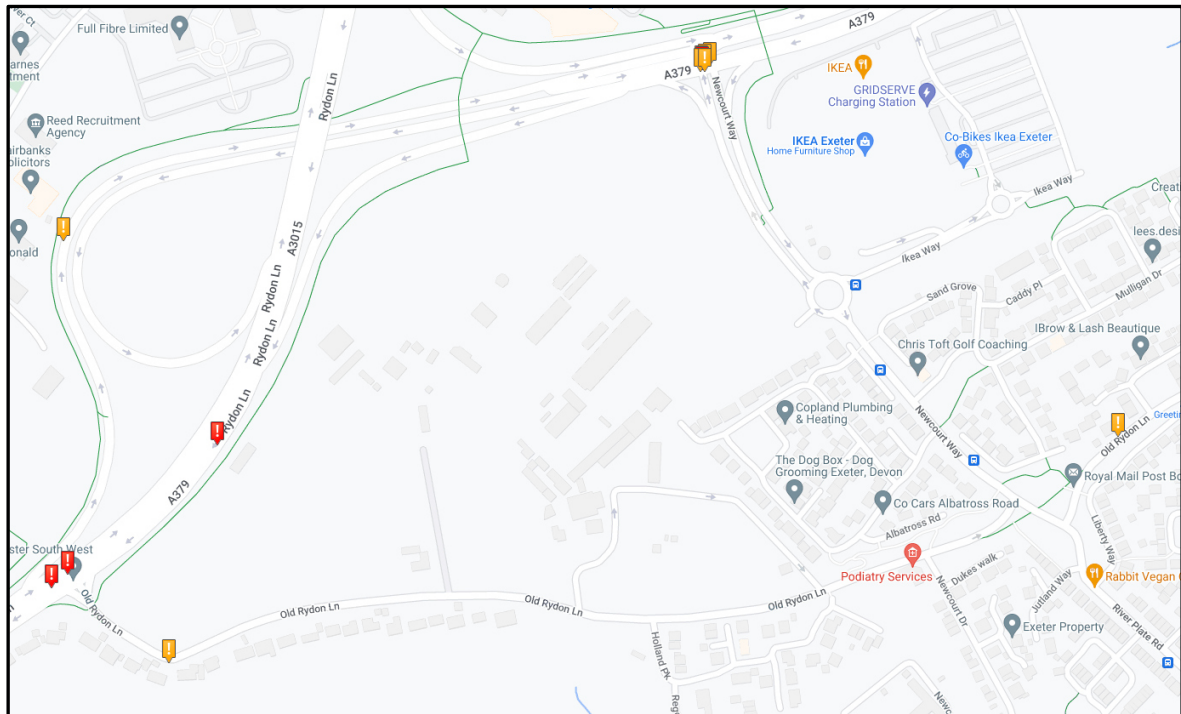


Figure 3.1: Crashmap Highway Safety Data

- 3.15 The review identified a total of 12 incidents within the study period. Of these, four were classified as ‘serious’ (denoted as red markers in **Figure 3.1**), and the remaining eight were classified as ‘slight’ (orange markers). No fatal incidents occurred within the study area over the five-year period.
- 3.16 Of the incidents, six occurred at the Newcourt Way / A379 Rydon Lane junction, two occurred at the Old Rydon Lane / A379 Rydon Lane junction, and the remaining four occurred at other locations within the study area.
- 3.17 As shown in **Figure 3.1**, there are cluster of incidents around the Newcourt Way / A379 Rydon Lane junction. The incidents recorded have been reviewed and the causations of these incidents do not appear to follow a pattern, they comprise a combination of shunt, side on and loss of control collisions and involved cars and motorcycles. On this basis, there does not seem to be a common cause. Furthermore, the junction is highly trafficked and so the six incidents recorded over the previous five years equate to, on average, just over one incident a year. This is not considered an abnormal level of collisions.
- 3.18 Two incidents were recorded at the Old Rydon Lane / Rydon Lane junction. Both of the incidents involved motorcycles. One occurred after a motorcycle overtook stationary traffic waiting to turn right, and the second occurred after a car turned right into Old Rydon Lane and colliding with an oncoming motorcyclist. Both of these incidents can be attributed to driver or rider error rather than any inherent safety concerns on the highway.
- 3.19 Whilst the development proposals will increase the volume of traffic at this junction, the proposed access strategy includes improvements to the junction. As well as providing a wider carriageway with improved visibility to allow for a greater level of vehicle movements, the proposals include improvements to existing facilities for pedestrians and cyclists at the junction and ties into existing segregated facilities along Rydon Lane. The pedestrian / cycle crossing will be improved to provide a raised table crossing, with ramps to slow vehicle approach speeds.



- 3.20 It is also noted that several objections to the original application were made referencing a recent PIC incident involving a cyclist and a motor vehicle on Rydon Lane, near the junction with Old Rydon Lane. At this stage it is unclear as to the cause of the collision, with data unavailable at present. Whilst any collision which results in a serious personal injury is regrettable, the incident is noted to be the only PIC involving a pedestrian or cyclist at the junction and as such the junction itself is not considered inherently unsafe.
- 3.21 Several other incidents were recorded at isolated locations within the study area, one of which was categorised as serious. This incident involved a single vehicle that appeared to lose control, colliding with signage adjacent to the carriageway.
- 3.22 Three other isolated incidents occurred within the study area. These involved a combination of cars, motorcycles and Light Goods Vehicles, all of which appear to be caused by driver or rider error. The incidents were all categorised as slight and do not share a common cause.
- 3.23 The updates set out above do not represent any significant change in accessibility or highway safety in the vicinity of the site, and the conclusions drawn within the relevant section of the TA remain valid.



4 Assessment of Proposed Changes to Local Access

Introduction

- 4.1 The following section provides a summary of the adjustments made to the access junction arrangement in the lead up to the ECC Planning Committee meeting (July 2023). The updated access proposals are incorporated within this TAA for completeness.
- 4.2 In addition, this section sets out analysis of the impact of the DCC approved Heritage TRO and the proposed development's access strategy on the vehicular access routes of properties along Old Rydon Lane.

Access Junction Improvements

- 4.3 For clarity, the proposed access strategy for the development is set out below. It has been agreed with DCC and formed part of the application granted at ECC Committee:
- a) Retention of the existing priority right turn ghost island junction on the A379 Rydon Lane as the main access to the site;
 - b) Provision of a new spine road to form a new development primary street, via the existing Old Rydon Lane to the priority junction with A379 Rydon Lane;
 - c) Downgrading of existing Old Rydon Lane to a 'quiet street', with access to existing residential dwellings only as well as through pedestrian and cycle movements;
 - d) Two new simple priority junctions connecting Old Rydon Lane to the new, realigned primary street;
 - e) Retention of the existing priority junction and crossing point on Newcourt Way; and
 - f) Old Rydon Lane, to the east of the proposed eastern access junction, to be delivered as one-way, eastbound only with provision of pedestrian facility (light segregated footway).

Junction Arrangement Improvements

- 4.4 Following the completion of the original TA, ECC Members requested that the pedestrian / cycle crossing facilities proposed at the A379 Rydon Lane junction be improved. This request did not fundamentally change the arrangement but provided additional detail to incorporate through subsequent detailed design stages.
- 4.5 These additional details included a different surface material and colour for the raised table crossing facility, which will contrast with the rest of the carriageway. This delineation of space using changes in colour and texture will improve the conspicuousness of the crossing, and combined with the ramp gradient for raised table, it will aid in reducing vehicle speeds at the junction and therefore enhance highway safety.
- 4.6 The details of the proposals are subject to detailed design and will form part of the Section 278 works. At this stage an option for providing a green brick paving, similar to that provided at the Bakers Way / Pinhoe Road junction is proposed and is shown in the revised **Stantec Drawing 47450-5505-SK03 B**, included at **Appendix B**.



- 4.7 As previously stated, it is important to note that the access proposals, including the proposals for the Old Rydon Lane / Rydon Lane junction, were subject to an independent Stage 1 Road Safety Audit (RSA1). A Designers Response, together with the associated amendments to the original designs to respond to the points raised, were included within the submitted TA.
- 4.8 The above has all been agreed with DCC, was known to Committee Members before the Committee meeting and subsequently forms part of the current permitted development scheme.

Assessment of Proposed Changes to Local Vehicular Access

- 4.9 During the development of the Access Strategy, consideration was given in detail to the potential implications of the proposals on the local community, specifically the properties on, or accessed via, Old Rydon Lane. However, the assessment of these alternative vehicular access routes was not specifically set out within the TA.
- 4.10 Following the proposed implementation of the Heritage TRO, and/or the proposed access strategy associated with St Bridget Nursery, changes to Old Rydon Lane will alter vehicular movement in certain directions compared to that available to local properties at present. On this basis, an assessment has been completed to set out the implications of both the Heritage TRO and the proposed access strategy upon properties on, or accessed via, Old Rydon Lane. This is included at **Appendix C**.
- 4.11 This concludes that the implementation of the St Bridget Nursery Development Access Strategy does not alter in any way the vehicular departures for Newcourt Lodge or Newcourt Drive beyond that established in the approved Heritage TRO. Arrival trips that use Old Rydon Lane will result in a marginal increase in travel distances as a result of the development.
- 4.12 The assessment also concludes that the proposed access arrangement will not result in significant changes in terms of journey times, distances or the availability of routes to and from dwellings that front the southern side of Old Rydon Lane and Holland Park.

Noise and Air Quality Considerations

Noise

- 4.13 The Noise Assessment prepared for the planning application has been reviewed, which focussed on the suitability of the Site for the proposed development. A site walkover determined that road traffic on the outer roads (A379 / Rydon Lane) dominated the noise environment to the west, which dropped away towards the south east with the M5 being audible.
- 4.14 The access strategy will redistribute a low level of local residential traffic across the local road network. With existing flows on the local network not considered to dominate the noise environment, these changes to local traffic flows are unlikely to significantly impact the overall noise levels in the area and any changes in noise, either positive or negative, as a result of the access strategy would be imperceptible.
- 4.15 Having reviewed the implications of the strategy on local road traffic movements, and the findings of the Noise Assessment submitted for the site, it is considered that the strategy will not alter the findings of the Noise Assessment and the conclusions remain valid.



Air Quality

- 4.16 The Air Quality Assessment prepared for the planning application has been reviewed. The assessment considered the impact of development-generated traffic on local air quality at existing sensitive receptors and identified a negligible impact. The suitability of the site for residential use was also considered, with pollutant concentrations across the site confirmed to be well below the current relevant air quality objectives. The development was therefore considered to have an insignificant impact on local air quality and the site was confirmed to be suitable for the proposed use with regard to air quality, with no grounds for refusal.
- 4.17 The access strategy will redistribute a low level of local residential traffic across the local road network. However, the level of traffic falls below national guidance thresholds and therefore the impact on local air quality is considered not significant. In addition, a number of residential dwellings will experience a benefit as a result of the strategy through the reassignment of eastbound and some westbound traffic away from Old Rydon Lane.
- 4.18 Having reviewed the implications of the strategy on local road traffic movements, and the findings of the Air Quality Assessment submitted for the site, it is considered that the strategy will not alter the findings of the Air Quality Assessment and the conclusions remain valid.

Benefits to Local Community

- 4.19 The proposed development access strategy will create a minor change to existing residents in terms of vehicular access route, journey times and distances to certain destinations, dependent on the route, as set out above.
- 4.20 However, it is also anticipated to bring about several benefits to the local community and so it is important that this is also highlighted for balance.
- 4.21 The existing Old Rydon Lane will be downgraded and restricted for through traffic (by use of collapsible bollards or other means), which will allow for a 'quiet street' to be provided. This will accommodate pedestrians, cyclists, and vehicle access to existing residential dwellings only.
- 4.22 Additionally, the level of traffic using this section of the road, directly in front of these dwellings, will significantly reduce compared to the existing level of traffic, improving the environment for these residents.
- 4.23 Alongside the above, key benefits that will be brought about with the delivery of the access strategy are set out below:
- a) Improvements to the Old Rydon Lane / Rydon Lane junction, including improvements to the existing pedestrian / cycle crossing on Old Rydon Lane, all of which has been subject to a Stage 1 Road Safety Audit and considered acceptable by DCC.
 - b) Improvements to the pedestrian provision along Old Rydon Lane via the provision of a light segregated footway between the eastern access and Newcourt Way, presenting safety improvements to existing and new residents.
 - c) The downgrade of Old Rydon Lane will improve the environment for existing residents along the southern frontage by providing safer Active Travel opportunities



as well as significantly reducing the level of vehicle movements that pass the dwellings.

- d) The site proposals will tie into existing excellent pedestrian / cycle facilities on Rydon Lane to the west, the Rydon Lane overbridge to the north, the Holland Park pedestrian / cycle provision to the south, and to the east on Newcourt Way, thereby providing the missing links in the wider pedestrian / cycle network which will benefit both future site users and the wider community.
- e) The provision of an LTN1/20 compliant two-way cycle corridor within the site extents will encourage a cycling culture and support Exeter City Council's objective of 50% of trips within the city being made on foot or by bike.
- f) The site proposals include the provision of a mobility hub to encourage the use of electric vehicles, car club, and active travel from the site by providing hire e-bikes and other micro-mobility options. The proposed development includes a suite of measures that would encourage active and sustainable travel patterns and provide health and wellbeing benefits to future site users and existing community.

4.24 As set out, the delivery of the access strategy will provide a range of benefits for both future residents and the existing community, in particular the occupants of dwellings along Old Rydon Lane.



5 Summary and Conclusions

Summary

- 5.1 This Transport Assessment Addendum (TAA) has been produced on behalf of Waddeton Park Ltd to supplement the resubmission of the outline application at St Bridget Nursery, Exeter. The proposals comprise the redevelopment of the site for the delivery of up to 350 dwellings and associated access roads, open space, and landscaping.
- 5.2 This TAA provides additional clarification around the transport and highways matters of the site. This TAA should be read in conjunction with the original Transport Assessment (TA) and Interim Travel Plan (TP), which have been resubmitted and remain valid.
- 5.3 The main findings of the TAA are summarised below:
- a) A summary of the submitted Transport Assessment has been set out, the findings of which are agreed by DCC, the Local Highway Authority. It is confirmed that DCC offered no objection to the proposals, subject to conditions, and subsequently ECC granted permission for the development of the site;
 - b) An update to the baseline transport conditions has been undertaken to reflect the time that has passed since the original TA was completed. The review established that there are no significant changes to the local transport conditions in the vicinity of the site and the conclusions drawn, in terms of accessibility and highway safety, in the original TA, remain valid;
 - c) Minor updates to the Old Rydon Lane / A379 Rydon Lane access arrangement have been presented, following requests from ECC Members to improve the pedestrian / cycle crossing facilities. These were agreed with DCC and presented to Members before planning permission was granted;
 - d) An assessment of the proposed changes to local vehicular access routes, as a result of the approved Heritage TRO and the proposed site access strategy, have been undertaken. This presents changes to vehicular routes, journey times and distances brought about by the proposed changes to Old Rydon Lane. The assessment establishes that the proposed development's access strategy requires only minor changes, beyond that established by the DCC approved Heritage TRO, on properties along, or accessed via, Old Rydon Lane.
 - e) Having reviewed the implications of the access strategy on local road traffic movements, and the findings of the Air Quality Assessment and Noise Assessment submitted for the site, it is considered that the strategy does not alter the findings of the Air Quality Assessment or Noise Assessment and the conclusions remain valid.
 - f) Finally, the access strategy once delivered will provide a range of benefits to both existing and new residents within the community, in particular, those along Old Rydon Lane.



Conclusions

- 5.4 The TAA presents additional information to update and supplement the detailed assessment of highways and transport matters set out in the original TA.
- 5.5 Considering the findings outlined above, the conclusions reached in the original TA, and endorsed by DCC and subsequently ECC, remain applicable for this development.
- 5.6 Namely, subject to securing the identified measures by way of appropriate legal agreement, it is concluded that there are no reasons to refuse the planning application on highways and transport grounds



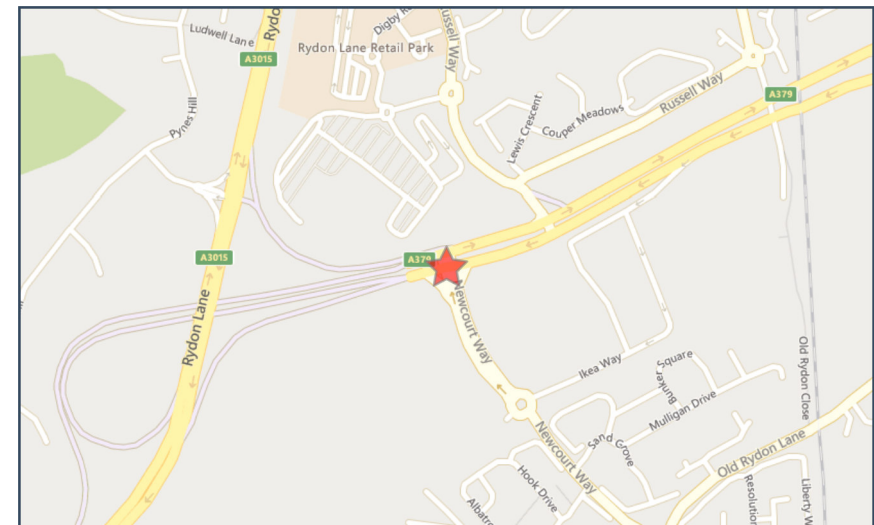
Appendix A – Crashmap Output Reports



Validated Data

Crash Date: Sunday, June 17, 2018 **Time of Crash:** 6:00:00 PM **Crash Reference:** 2018500306012

Highest Injury Severity:	Slight	Road Number:	A379	Number of Casualties:	2
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	295553 90834
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	11	Female	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

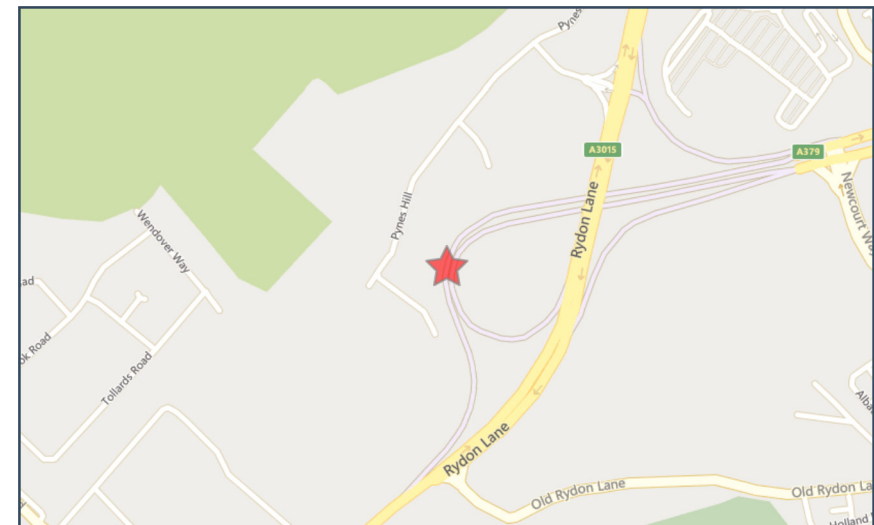
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Validated Data

Crash Date: Friday, September 07, 2018 **Time of Crash:** 2:45:00 PM **Crash Reference:** 2018500800393

Highest Injury Severity:	Slight	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	294979 90691
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Commuting to/from work	None	Other permanent object
2	Car (excluding private hire)		-1 Unknown	Unknown	Vehicle proceeding normally along the carriageway, on a right hand bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

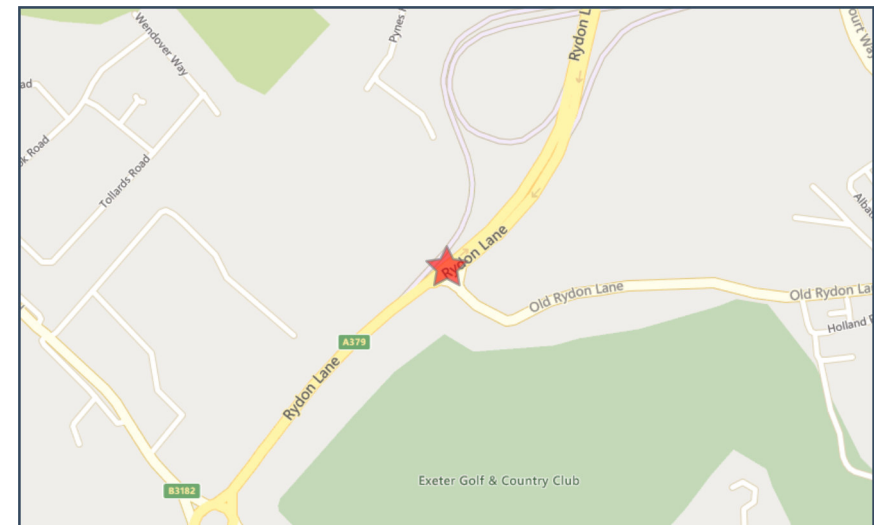
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Validated Data

Crash Date: Monday, September 10, 2018 **Time of Crash:** 8:45:00 AM **Crash Reference:** 2018500800487

Highest Injury Severity:	Serious	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	294977 90395
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Motorcycle over 50cc and up to 125cc	0	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

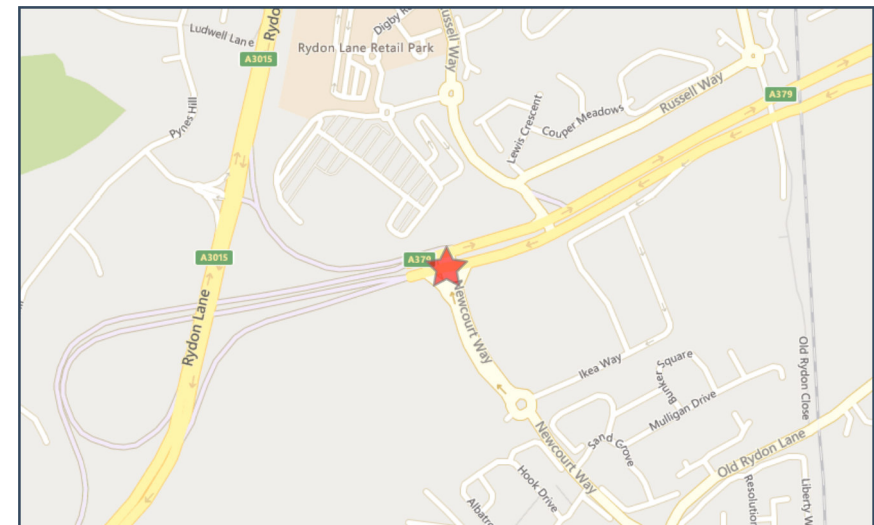
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Wednesday, November 07, 2018	Time of Crash:	5:10:00 PM	Crash Reference:	2018500801365
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	295553 90830
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc		8 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

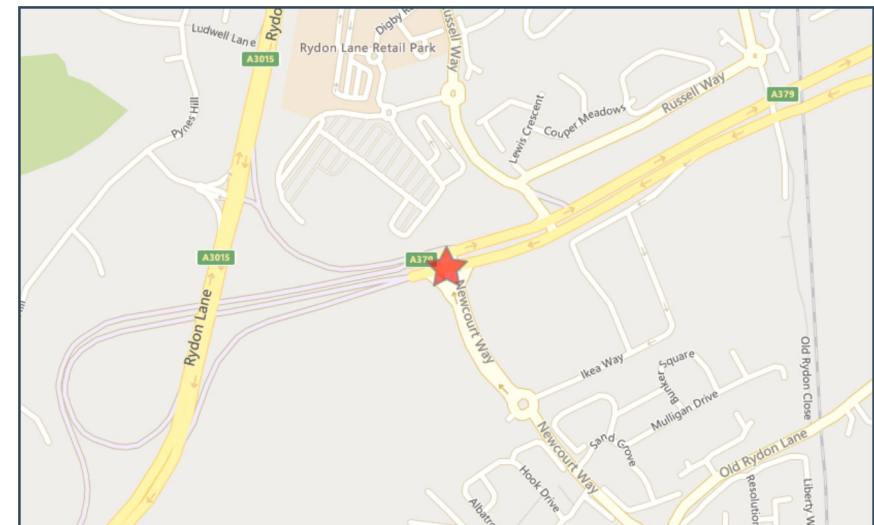
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Validated Data

Crash Date: Thursday, July 04, 2019 **Time of Crash:** 10:13:00 AM **Crash Reference:** 2019500858374

Highest Injury Severity:	Slight	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	295549 90831
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Footbridge or subway				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)		1 Male	66 - 75	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

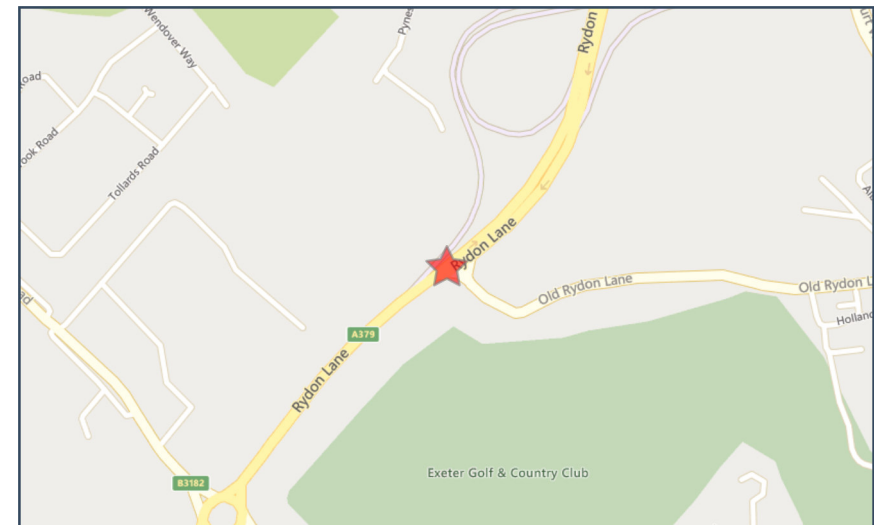
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Validated Data

Crash Date: Saturday, May 16, 2020 **Time of Crash:** 10:40:00 AM **Crash Reference:** 2020500952205

Highest Injury Severity:	Serious	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon	Number of Vehicles:	2	OS Grid Reference:	294962 90383
Local Authority:	Exeter City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Female	Over 75	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Motorcycle over 50cc and up to 125cc	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

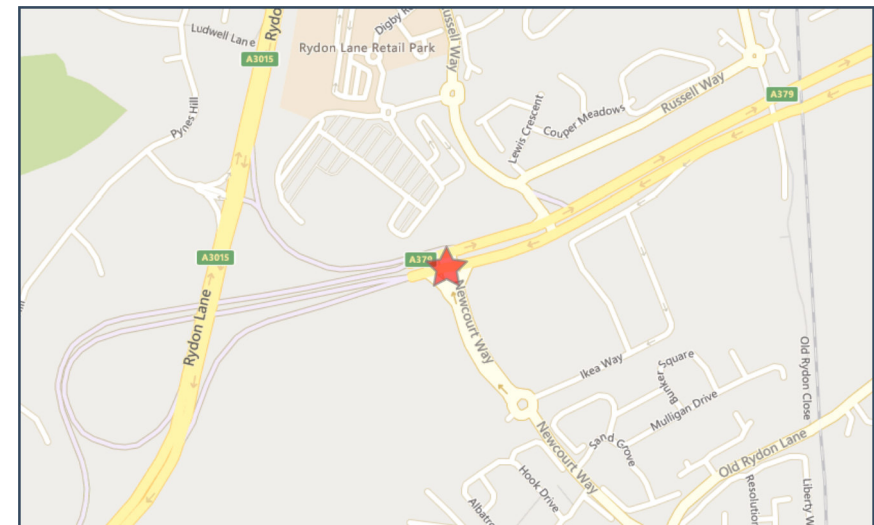
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Validated Data

Crash Date: Friday, July 17, 2020 **Time of Crash:** 12:35:00 PM **Crash Reference:** 2020500966597

Highest Injury Severity:	Serious	Road Number:	A379	Number of Casualties:	2
Highway Authority:	Devon	Number of Vehicles:	2	OS Grid Reference:	295551 90832
Local Authority:	Exeter City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Footbridge or subway				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc		3 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
2	Car (excluding private hire)		0 Female	21 - 25	Vehicle is in the act of turning left	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

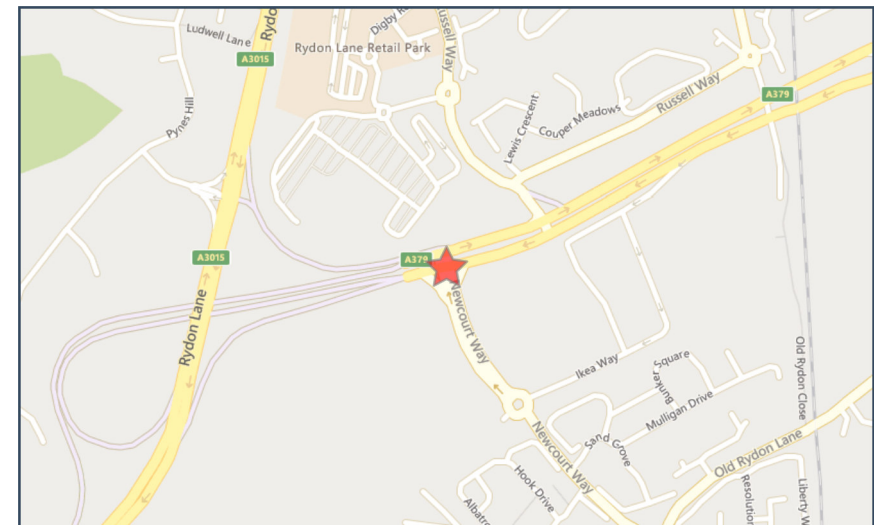
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Wednesday, September 09, 2020	Time of Crash:	11:45:00 AM	Crash Reference:	2020500985332
Highest Injury Severity:	Slight	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	295558 90835
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	9	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

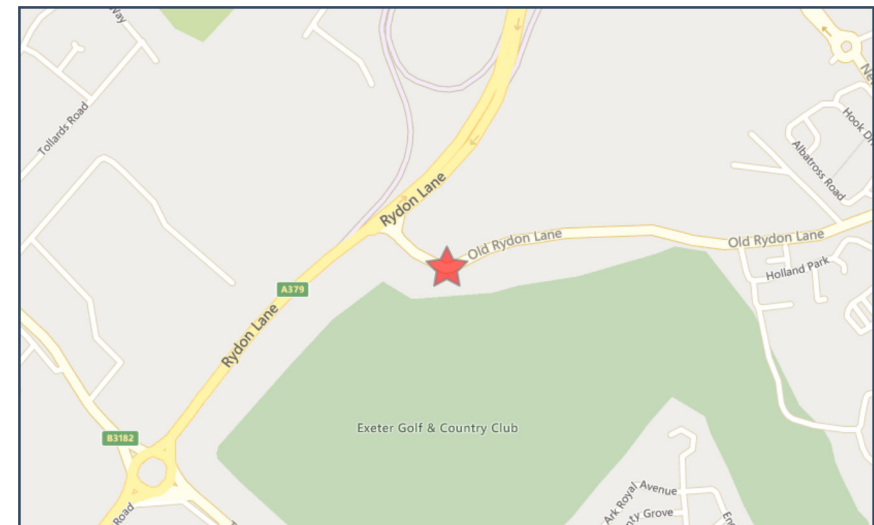
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Validated Data

Crash Date: Monday, October 12, 2020 **Time of Crash:** 1:36:00 PM **Crash Reference:** 2020501024550

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	295065 90315
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		4 Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Journey as part of work	None	None
2	Motorcycle over 50cc and up to 125cc		2 Female	36 - 45	Vehicle is passing another vehicle (moving or stationary) on its nearside	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

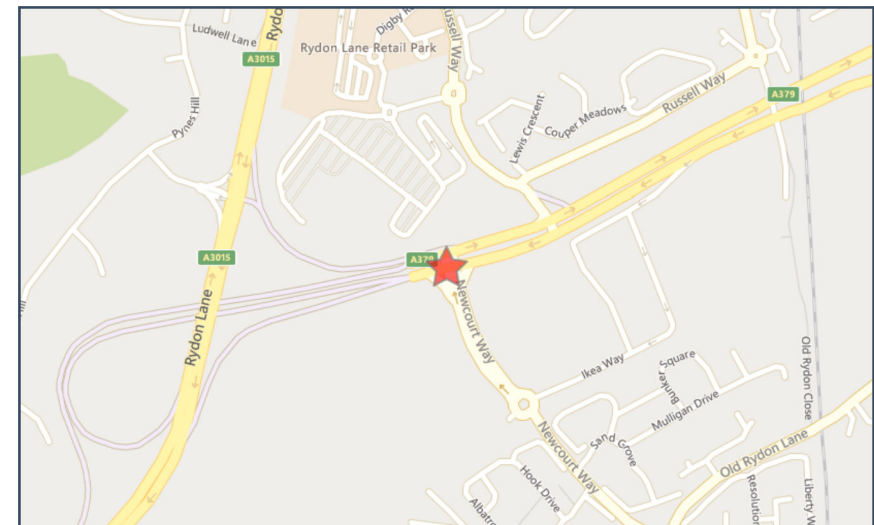
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Validated Data

Crash Date: Monday, January 18, 2021 **Time of Crash:** 5:45:00 PM **Crash Reference:** 2021501031718

Highest Injury Severity:	Slight	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	2
Local Authority:	Exeter City			OS Grid Reference:	295549 90830
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle is moving off	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	8	Male	26 - 35	Vehicle is moving off	Offside	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

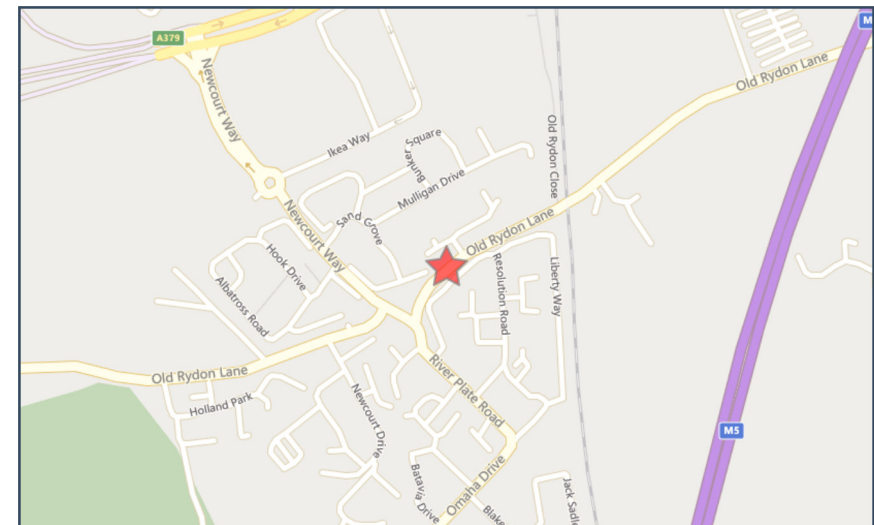
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Validated Data

Crash Date: Monday, April 18, 2022 **Time of Crash:** 3:30:00 AM **Crash Reference:** 2022501173409

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Devon	Number of Vehicles:	1	OS Grid Reference:	295914 90497
Local Authority:	Exeter City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car	3	Male	26 - 35	Vehicle is moving off	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

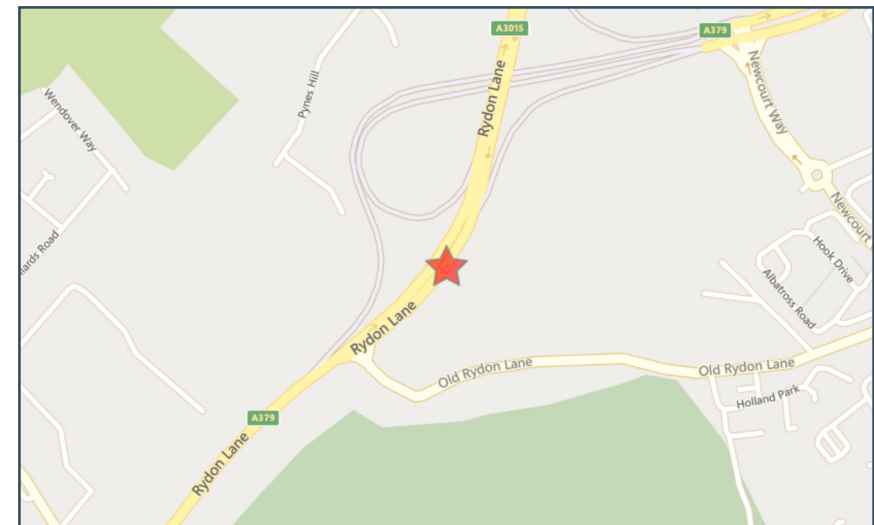
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Validated Data

Crash Date: Friday, September 02, 2022 **Time of Crash:** 9:26:00 PM **Crash Reference:** 2022501215057

Highest Injury Severity:	Serious	Road Number:	A379	Number of Casualties:	1
Highway Authority:	Devon			Number of Vehicles:	1
Local Authority:	Exeter City			OS Grid Reference:	295111 90506
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Road sign/Traffic signal

Casualties

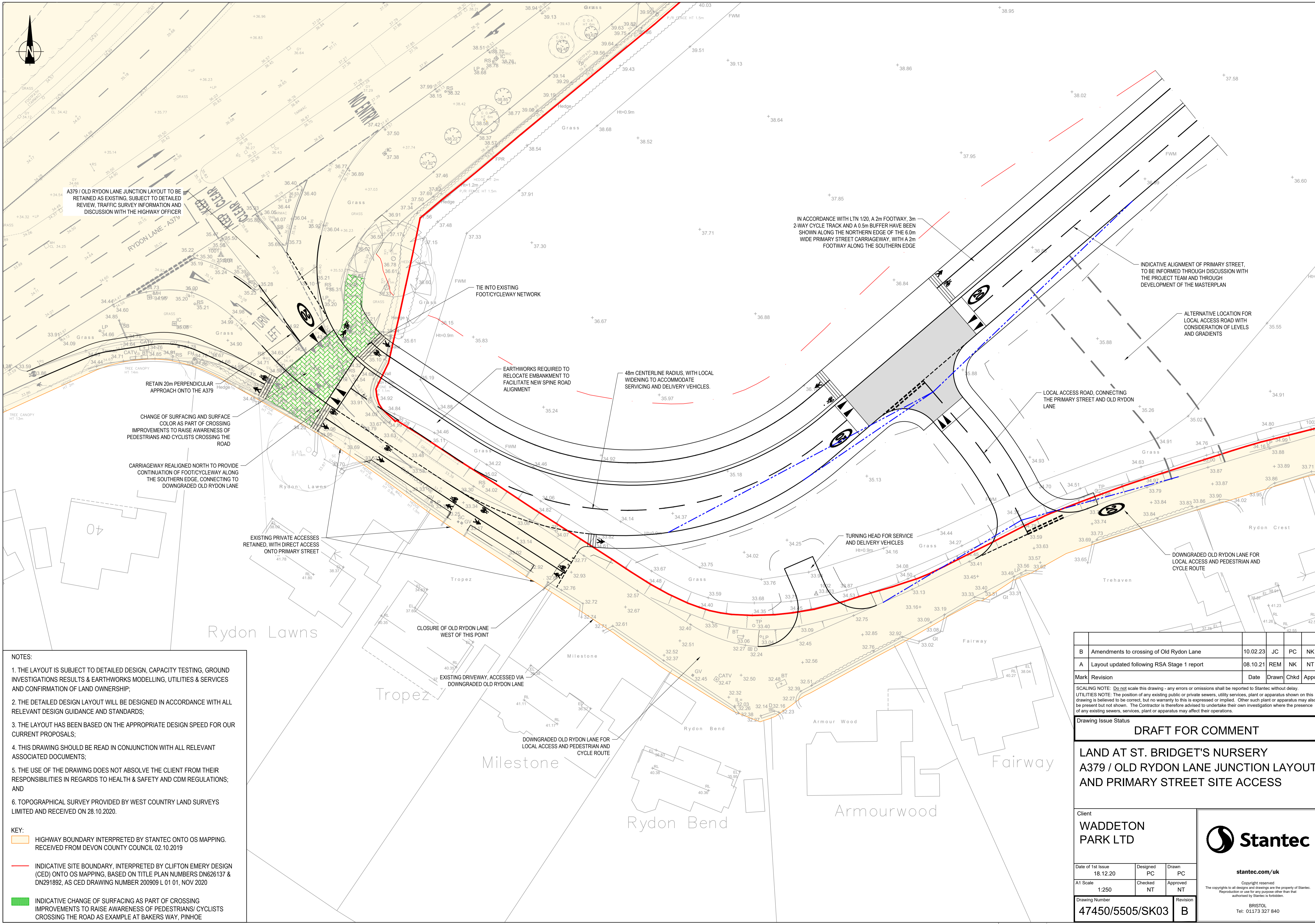
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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Appendix B – Stantec Drawing 47450-5505-SK03 B



A379 / OLD RYDON LANE JUNCTION LAYOUT TO BE RETAINED AS EXISTING, SUBJECT TO DETAILED REVIEW, TRAFFIC SURVEY INFORMATION AND DISCUSSION WITH THE HIGHWAY OFFICER

IN ACCORDANCE WITH LTN 1/20, A 2m FOOTWAY, 3m 2-WAY CYCLE TRACK AND A 0.5m BUFFER HAVE BEEN SHOWN ALONG THE NORTHERN EDGE OF THE 6.0m WIDE PRIMARY STREET CARRIAGEWAY, WITH A 2m FOOTWAY ALONG THE SOUTHERN EDGE

INDICATIVE ALIGNMENT OF PRIMARY STREET, TO BE INFORMED THROUGH DISCUSSION WITH THE PROJECT TEAM AND THROUGH DEVELOPMENT OF THE MASTERPLAN

ALTERNATIVE LOCATION FOR LOCAL ACCESS ROAD WITH CONSIDERATION OF LEVELS AND GRADIENTS

RETAIN 20m PERPENDICULAR APPROACH ONTO THE A379

CHANGE OF SURFACING AND SURFACE COLOR AS PART OF CROSSING IMPROVEMENTS TO RAISE AWARENESS OF PEDESTRIANS AND CYCLISTS CROSSING THE ROAD

CARRIAGEWAY REALIGNED NORTH TO PROVIDE CONTINUATION OF FOOT/CYCLEWAY ALONG THE SOUTHERN EDGE, CONNECTING TO DOWNGRADED OLD RYDON LANE

EXISTING PRIVATE ACCESSES RETAINED, WITH DIRECT ACCESS ONTO PRIMARY STREET

EARTHWORKS REQUIRED TO RELOCATE EMBANKMENT TO FACILITATE NEW SPINE ROAD ALIGNMENT

48m CENTERLINE RADIUS, WITH LOCAL WIDENING TO ACCOMMODATE SERVICING AND DELIVERY VEHICLES.

TURNING HEAD FOR SERVICE AND DELIVERY VEHICLES

DOWNGRADED OLD RYDON LANE FOR LOCAL ACCESS AND PEDESTRIAN AND CYCLE ROUTE

NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS;
5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS; AND
6. TOPOGRAPHICAL SURVEY PROVIDED BY WEST COUNTRY LAND SURVEYS LIMITED AND RECEIVED ON 28.10.2020.

- KEY:**
- HIGHWAY BOUNDARY INTERPRETED BY STANTEC ONTO OS MAPPING. RECEIVED FROM DEVON COUNTY COUNCIL 02.10.2019
 - INDICATIVE SITE BOUNDARY, INTERPRETED BY CLIFTON EMERY DESIGN (CED) ONTO OS MAPPING, BASED ON TITLE PLAN NUMBERS DN626137 & DN291892, AS CED DRAWING NUMBER 200909 L 01 01, NOV 2020
 - INDICATIVE CHANGE OF SURFACING AS PART OF CROSSING IMPROVEMENTS TO RAISE AWARENESS OF PEDESTRIANS/ CYCLISTS CROSSING THE ROAD AS EXAMPLE AT BAKERS WAY, PINHOE

B	Amendments to crossing of Old Rydon Lane	10.02.23	JC	PC	NK
A	Layout updated following RSA Stage 1 report	08.10.21	REM	NK	NT
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
DRAFT FOR COMMENT

**LAND AT ST. BRIDGET'S NURSERY
 A379 / OLD RYDON LANE JUNCTION LAYOUT
 AND PRIMARY STREET SITE ACCESS**

Client
**WADDETON
 PARK LTD**



Date of 1st Issue	Designed	Drawn
18.12.20	PC	PC
A1 Scale	Checked	Approved
1:250	NT	NT

Drawing Number
47450/5505/SK03

Revision
B

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Appendix C – Assessment of Proposed Changes to Local Vehicular Access (Dec, 2023)

rappor



St Bridget Nursery, Exeter

Waddeton Park Ltd.

Assessment of Proposed Changes to Local Vehicular Access

December 2023





Document Control

Job No.	23-0560	
Project Name	St Bridget Nursery, Exeter	
Document Title	Assessment of Proposed Changes to Local Vehicular Access	
Status	Final	
Client	Waddeton Park Ltd.	
	Name	Date
Prepared By	Jack Harris	November 2023
Checked By	Neil Thorne	November 2023
Approved By	Neil Thorne	November 2023

Record of Revisions

Revision	Date	Details	Made By
Final	12/12/23	Client comments	NT

Rappor Consultants Ltd

A: CTP House, Knapp Road, Cheltenham, GL50 3QQ

W: www.rappor.co.uk

T: 01242 523696

E: hello@rappor.co.uk

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Appendices

Appendix A – Heritage TRO Details

Appendix B – Assessment of Proposed Changes to Local Access – Figures



1 Introduction

- 1.1 Rappor have been commissioned by Waddeton Park Ltd to provide highways and transport support for a permitted residential development on land at St Bridget Nursery, Newcourt, Exeter. The proposals comprise the redevelopment of the site for the delivery of up to 350 dwellings and associated access roads, open space, and landscaping.
- 1.2 The development site was subject to an Outline Planning application, submitted to Exeter City Council (ECC, the Local Planning Authority), in April 2022 (Planning Reference: 22/0537). A Transport Assessment (TA) and Travel Plan (TP) was produced in support of the application (by Stantec UK Ltd) which assessed the transport impacts of the development and details of the access strategy. The TA approach and methodology was discussed with Devon County Council (DCC, the Local Highway Authority) ahead of the submission.
- 1.3 The proposed access strategy includes the provision of a new spine road as a primary street within the development. The existing Old Rydon Lane along the southern frontage of the site will be downgraded to a 'quiet lane', meaning traffic associated with the development will pass through the site, rather than along the existing route. In addition, the proposals include a Traffic Regulation Order (TRO) for the implementation of a one-way (eastbound only) restriction on Old Rydon Lane, from the eastern site access and extending to the east, together with the provision of a light segregation footway.
- 1.4 DCC subsequently confirmed within their Highways Response that based on the proposals they have no objection to the planning application, subject to Conditions. The application was granted by ECC at Committee, subject to a range of planning conditions, on July 31st, 2022.
- 1.5 A separate TRO was proposed as part of the Holland Park development (Planning ref: 12/2530/FUL) which comprised 40 dwellings to the south of Old Rydon Lane, opposite the southern frontage of the southeast corner of the site. This TRO proposed to limit traffic movements between the Holland Park junction and Newcourt Way junctions to eastbound movements only, with a contraflow (westbound) cycleway.
- 1.6 Officially, this TRO is referred to as Devon County Council (Old Rydon Lane Area, Exeter) (One-Way & Contraflow Cycling) Order 5893. With reference to the developer delivering this scheme (Heritage Homes), for the purposes of this report this TRO is described as the 'Heritage TRO'. The Heritage TRO details are included at **Appendix A**.
- 1.7 It is understood from DCC Officers that the Heritage TRO has recently been formally approved by DCC, but has yet to be 'made' (i.e. come into force) and Old Rydon Lane remains two-way in this location at this time.
- 1.8 As a result of the implementation of either the approved Heritage TRO, and/or the proposed access strategy associated with St Bridget Nursery, changes to Old Rydon Lane will alter vehicular movement in certain directions compared to that available to some local residents along Old Rydon Lane at present. On this basis, the following assessment has been completed to assess the implications of both the approved Heritage TRO and the proposed access strategy upon properties on Old Rydon Lane, Newcourt Drive and Holland Park.



2 Assessment of Proposed Changes to Local Vehicular Access

- 2.1 During the development of the Access Strategy, consideration was given in detail to the potential implications of the proposals on the local community, specifically the dwellings on / accessed via Old Rydon Lane. However, the results of this assessment of alternative vehicular access routes was not specifically set out within the TA.
- 2.2 This assessment therefore comprises two separate parts; the first of which ('Assessment 1') assesses the implementation of the DCC approved Heritage TRO. Once made, this would introduce a one-way restriction (eastbound only) for vehicles on Old Rydon Lane between Holland Park and Newcourt Way. This would therefore alter the local vehicular access routes for Newcourt Lodge and the Newcourt Drive area, accessed via Old Rydon Lane adjacent to Newcourt Lodge.
- 2.3 The second assessment ('Assessment 2') considers the implementation of the proposed St Bridget Nursery development access strategy, and associated changes to local vehicular movement along Old Rydon Lane.
- 2.4 Whilst this does not alter the vehicular access to / from Newcourt Lodge and Newcourt Drive beyond that established by the approved Heritage TRO, the access strategy does alter vehicular access routes to those dwellings that front the section of Old Rydon Lane that is to be downgraded, to the south of the site, and includes those properties within Holland Park.

Assessment 1: Journey Time and Distance Assessment – Heritage TRO

- 2.5 As set out above, the approved Heritage TRO alters the local vehicular access routes to and from Newcourt Lodge and Newcourt Drive only.
- 2.6 To consider these changes, journey distance and journey time assessments have been undertaken for different routes to and from Newcourt Lodge and Newcourt Drive, which accesses Old Rydon Lane adjacent to Newcourt Drive.
- 2.7 A summary of the routes and resulting journey times are set out in the tables below. The tables are divided into Arrival and Departure journeys, reflecting the different changes associated with the approved Heritage TRO on the availability of routes by direction.
- 2.8 Figures that illustrate the assessment are contained at **Appendix B**.



Route Reference	Journey Direction	Existing Route Description	Route Changes	Change in Journey Time	Change in Journey Distance
A	Northeast: Newcourt Way / A379 / M5	Turn right out of Newcourt Lodge / Drive, left onto Newcourt Way, right onto A379	None	Unchanged	Unchanged
B	Southwest: Old Rydon Lane / A379 Rydon Lane	Turn right out of Newcourt Lodge / Drive, left onto Rydon Lane	Alternative route: Turn right out of Newcourt Lodge / Drive, left onto Newcourt Way, left onto A379	+ <3 minutes (during peak time)	+ 586 metres
C	Northbound: A379 / Rydon Lane	Turn right out of Newcourt Lodge / Drive, left onto Newcourt Way, left onto A379, merge onto Rydon Lane	None	Unchanged	Unchanged
D	South and East: Old Rydon Lane East / Newcourt Way	Turn right out of Newcourt Lodge / Drive, right onto Newcourt Way	None	Unchanged	Unchanged

Table 2.1: Assessment 1: Heritage TRO – Trip Route Assessment - Departures

2.9 The above assessment is illustrated in **Figure 2.1**.



Route Reference	Journey Direction	Route Description	Route Changes	Change in Journey Time	Change in Journey Distance
E	From the northeast: A379 / M5 / Newcourt Way	A379 / Rydon Lane / left into Old Rydon Lane	None	Unchanged	Unchanged
F	From the southwest: Rydon Lane / Old Rydon Lane	Rydon Lane / Right into Old Rydon Lane	None	Unchanged	Unchanged
G	From the north Rydon Lane north / Old Rydon Lane	Rydon Lane / Left into Old Rydon Lane	None	Unchanged	Unchanged
H	South: Regency Drive or Newcourt Way	Regency Drive / Right onto Old Rydon Lane OR Newcourt Way / left onto A379 Rydon Lane / Left into Old Rydon Lane	None	Unchanged	Unchanged

Table 2.2: Assessment 1: Heritage TRO – Trip Route Assessment - Arrivals

2.10 The above assessment is illustrated in **Figure 2.2**.



- 2.11 Based on the assessment presented above, the only route that will be altered by the implementation of the approved Heritage TRO will be departure trips made from Newcourt Lodge and Newcourt Drive to destinations in the southwest, via Old Rydon Lane and Rydon Lane.
- 2.12 The assessment indicates that these journeys during the peak time (taken from Google Maps journey planner) would be extended from 3 minutes to 3 - 6 minutes, i.e. less than 3 minutes. At other times of the day, the increase is likely to be less than this.
- 2.13 The increase in route distance brought about by the approved Heritage TRO will also comprise a total of 586 metres, with trips being routed via Newcourt Way, A379 and Rydon Lane.
- 2.14 For arrival journeys made to Newcourt Lodge / Drive, no route changes will result following the implementation of the approved Heritage TRO, as illustrated in **Figures 2.2**.
- 2.15 Based on the results of the assessment, it is considered that the implementation of the approved Heritage TRO will not materially alter vehicular routes for occupants of Newcourt Lodge or Newcourt Drive. The only route that will be altered will be trips made from Newcourt Lodge / Drive to destinations to the southwest and this is limited to an increase of up to 3 minutes / 586 metres during the peak hours.

Assessment 2: Journey Time and Distance Assessment – St Bridget Nursery Development Access Strategy

- 2.16 The implementation of the St Bridget Nursery Development Access Strategy does not alter in any way the vehicular departures for Newcourt Lodge or Newcourt Drive beyond that established in the approved Heritage TRO, as set out above.
- 2.17 Should, for whatever reason, the approved Heritage TRO not be implemented, the changes of the proposed development access strategy on departure routes would mirror those assessed above.
- 2.18 In addition, use of the development spine road, does marginally alter arrivals to Newcourt Lodge and Newcourt Drive, as set out in **Table 2.3** below.



Route Reference	Journey Direction	Route Description	Route Changes	Change in Journey Time	Change in Journey Distance
I	From the northeast: A379/M5 / Newcourt Way	A379 / Rydon Lane / left into Old Rydon Lane	No changes other than spine road via development	+5 seconds	+ 34 metres
J	From the southwest: Rydon Lane / Old Rydon Lane	Rydon Lane / Right into Old Rydon Lane	No changes other than spine road via development	+5 seconds	+ 34 metres
K	From the north Rydon Lane north / Old Rydon Lane	Rydon Lane / Left into Old Rydon Lane	No changes other than spine road via development	+5 seconds	+ 34 metres
L	South: Admiral Way or Regency Drive	Regency Drive / Right onto Old Rydon Lane OR Newcourt Way / left onto A379 Rydon Lane / Left into Old Rydon Lane	No changes other than spine road via development	+5 seconds	+ 34 metres

Table 2.3: Assessment 2: Development Access Strategy – Trip Route Assessment - Arrivals

2.19 The above assessment is illustrated in **Figure 2.3**.



- 2.20 The above considers the changes as a result of the access strategy on the occupants of Newcourt Lodge and Newcourt Drive following the implementation of the proposed access strategy. Arrival trips that use Old Rydon Lane will result in a marginal increase in distance as a result of using the spine road through the development. This is limited to 34 metres, which equates to approximately 5 seconds.
- 2.21 Further consideration has been given to the vehicular route changes on dwellings that front the southern side of Old Rydon Lane and Holland Park, whose access routes will change marginally as a result of the proposed access strategy. Four dwellings have been selected from the properties along the road, including dwellings at the western and eastern end, to present a considered assessment of these changes representing all of these properties.
- 2.22 The assessment of local access route changes for these dwellings is set out in **Table 2.4** below.
- 2.23 The assessment is also accompanied by **Figure 2.4**.



Route Reference	Journey Direction	Route Changes	Change in Journey Time	Change in Journey Distance
Route M - Dwelling A	West	None	Unchanged	Unchanged
	East	New junction onto development spine road	+2 seconds	+16 metres
Route N - Dwelling B	West	New junction onto development spine road	+17 seconds	+ 151 metres
	East	New junction onto development spine road	+2 seconds	+16 metres
Route O - Dwelling C	West	New junction onto development spine road	+1 seconds	+ 7 metres
	East	New junction onto development spine road	+2 seconds	+16 metres
Route P - Dwelling D	West	New junction onto development spine road	+1 seconds	+ 7 metres
	East	New junction onto development spine road	+2 seconds	+16 metres

Table 2.4: Assessment 2: Development Access Strategy – Old Rydon Lane / Holland Park Dwellings Trip Route Assessment



- 2.24 The assessment set out above demonstrates that the proposed access arrangement will not result in significant changes in terms of journey times, distances or the availability of routes to and from these dwellings.
- 2.25 The maximum increase in distance has been recorded as 151 metres for Dwelling B, which will result in a very minor increase in journey time of 17 seconds.

Appendix A – Heritage TRO Details

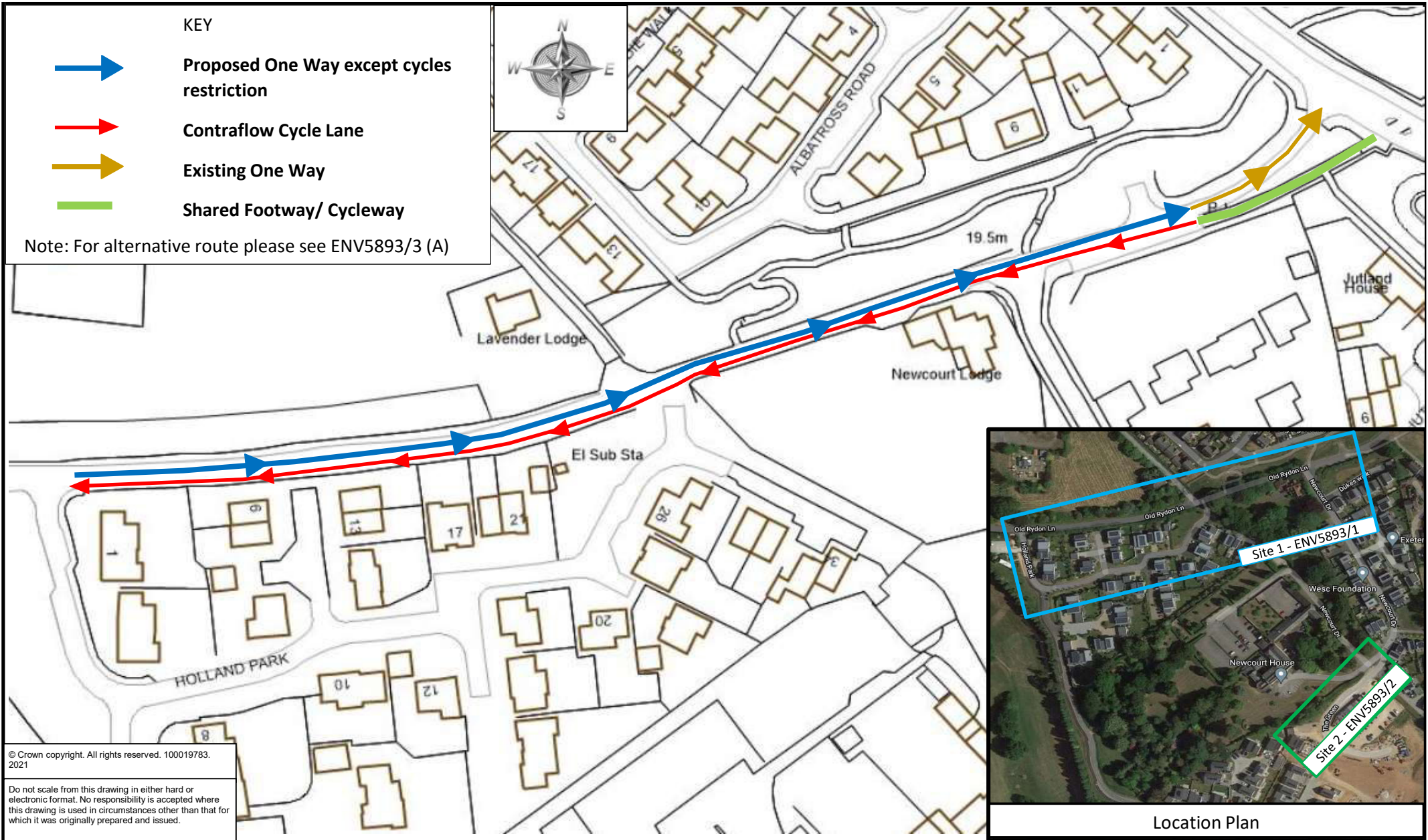






Devon County Council (Old Rydon Lane Area, Exeter)
(One-Way & Contraflow Cycling) Order
ENV ID: 5893

Accessible transcript

The following pages contain plans for the proposed traffic regulation order named above. Written details of these proposals can be found in the attached documents.

If you require further information regarding this traffic regulation order please contact our customer service centre on 0345 155 1004.

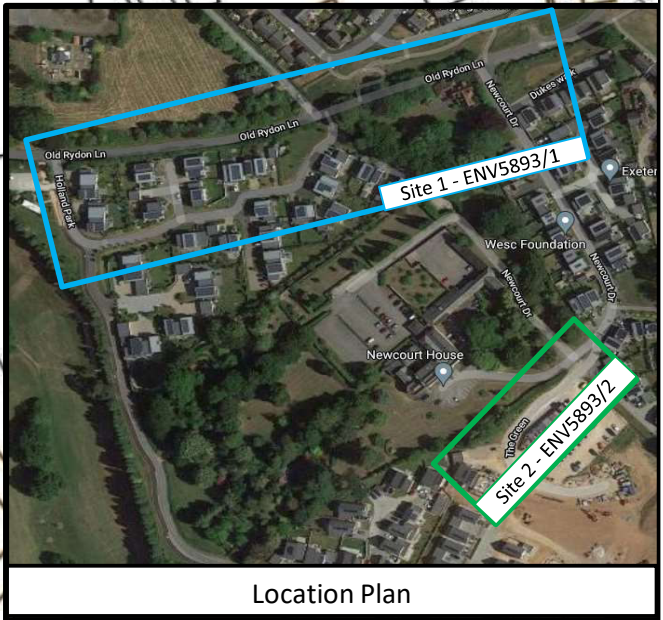


- KEY
-  Proposed One Way except cycles restriction
 -  Contraflow Cycle Lane
 -  Existing One Way
 -  Shared Footway/ Cycleway


Note: For alternative route please see ENV5893/3 (A)

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Location Plan


 <p>Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste</p> <p>TRAFFIC MANAGEMENT TEAM DEVON HIGHWAYS GREAT MOOR HOUSE, BITTERN ROAD, EXETER, EX2 7NL Telephone 0345 155 1004</p>	<p>SCHEME</p> <p>OLD RYDON LANE AND THE GREEN, EXETER</p>	<p>drawn by</p> <p>ML</p>	<p>scale</p> <p>NTS</p>	
	<p>DRAWING</p> <p>NEW ONE WAY SYSTEM - SITE 1 OLD RYDON LANE</p>	<p>date</p> <p>25-Aug-2021</p>	<p>O.S.Ref</p> <p>295660, 090370</p>	
	<p>drawing number</p> <p>ENV5893/1 (A)</p>			




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KEY

 **Proposed One Way except cycles restriction**

 **Contraflow Cycling**

Note: For alternative route please see ENV5893/3 (A)



Location Plan

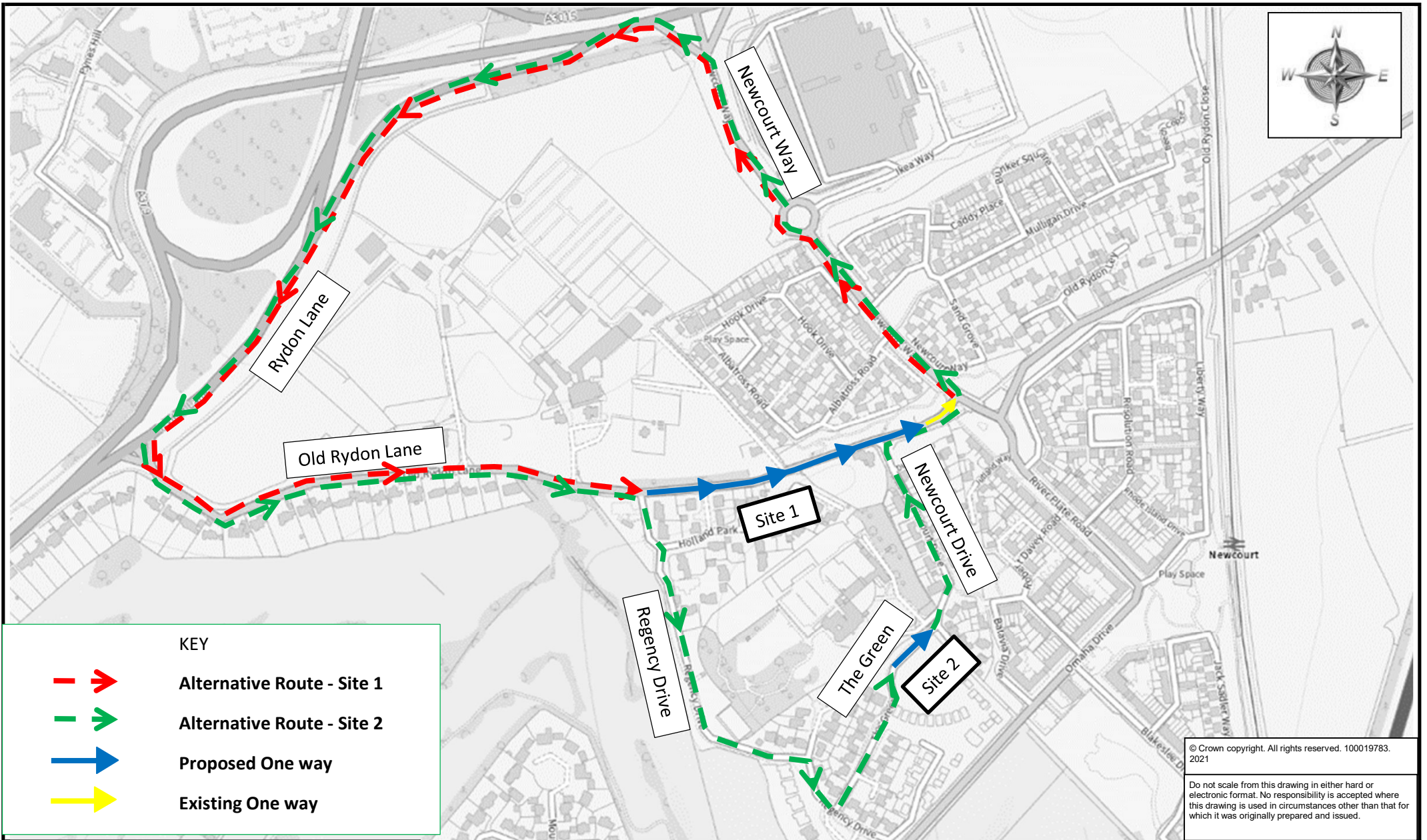


Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste





TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
GREAT MOOR HOUSE,
BITTERN ROAD,
EXETER,
EX2 7NL
Telephone 0345 155 1004

SCHEME	OLD RYDON LANE AND THE GREEN, EXETER	
DRAWING	NEW ONE WAY SYSTEM - SITE 2 THE GREEN	

<i>drawn by</i>	ML	<i>scale</i>	NTS
<i>date</i>	28-Sep-2021	<i>O.S.Ref</i>	295768, 90177
<i>drawing number</i>	ENV5893/2 (B)		



KEY

-  **Alternative Route - Site 1**
-  **Alternative Route - Site 2**
-  **Proposed One way**
-  **Existing One way**

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Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
GREAT MOOR HOUSE,
BITTERN ROAD,
EXETER,
EX2 7NL
Telephone 0345 155 1004

SCHEME

OLD RYDON LANE AND HOLLAND PARK, EXETER

DRAWING

NEW ONE WAY SYSTEMS - ALTERNATIVE ROUTES

drawn by

ML

scale

NTS

date

25-Aug-2021

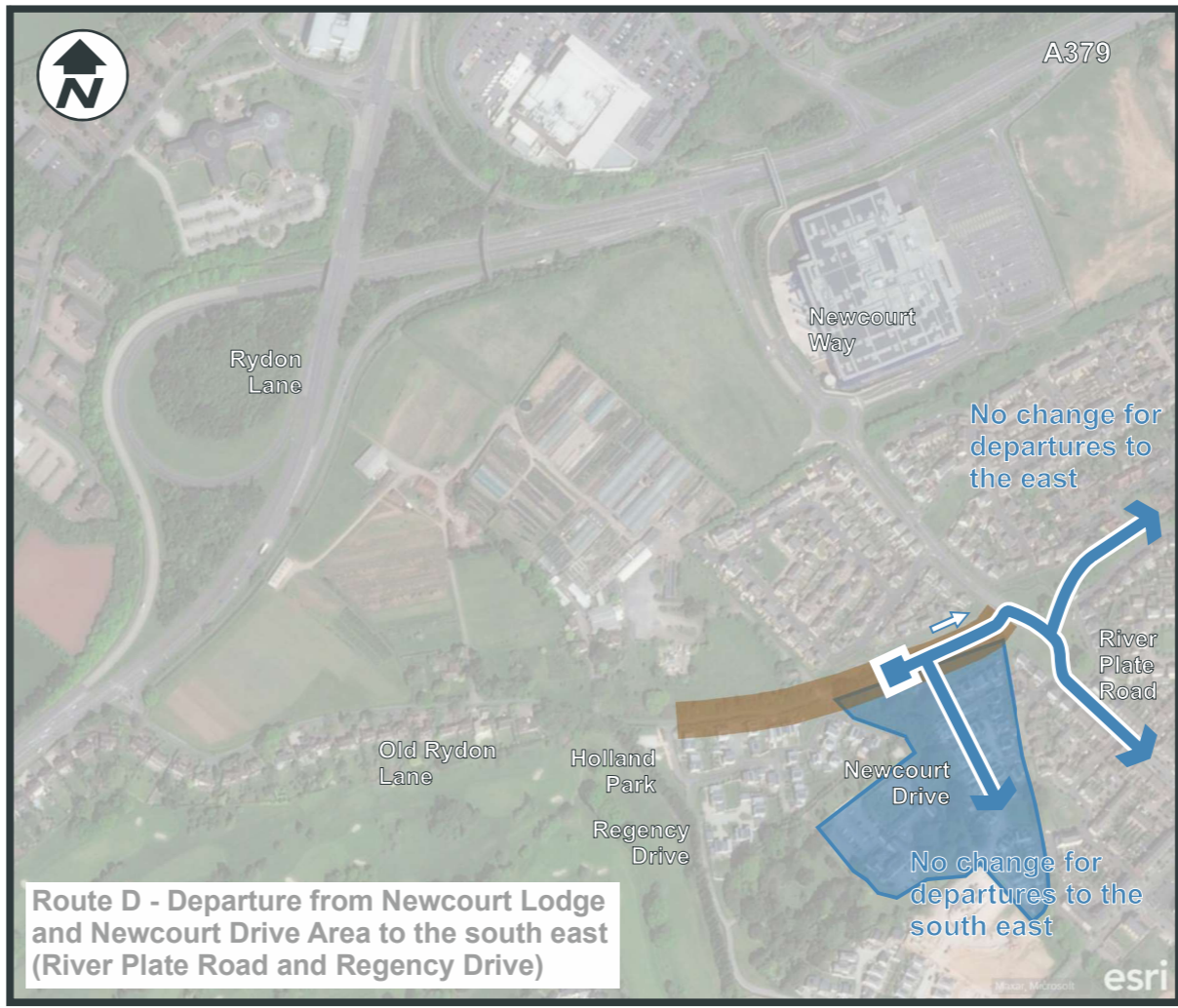
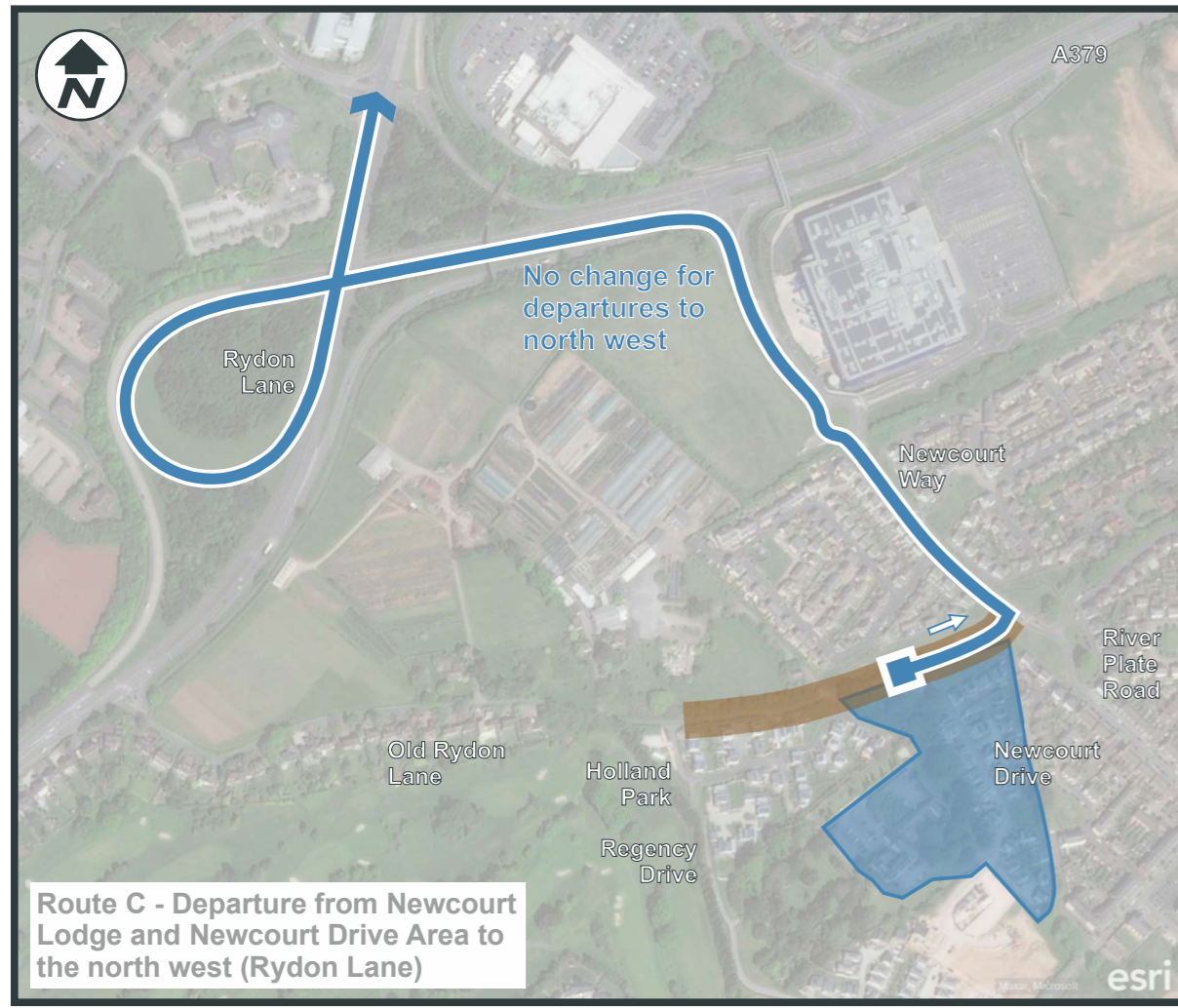
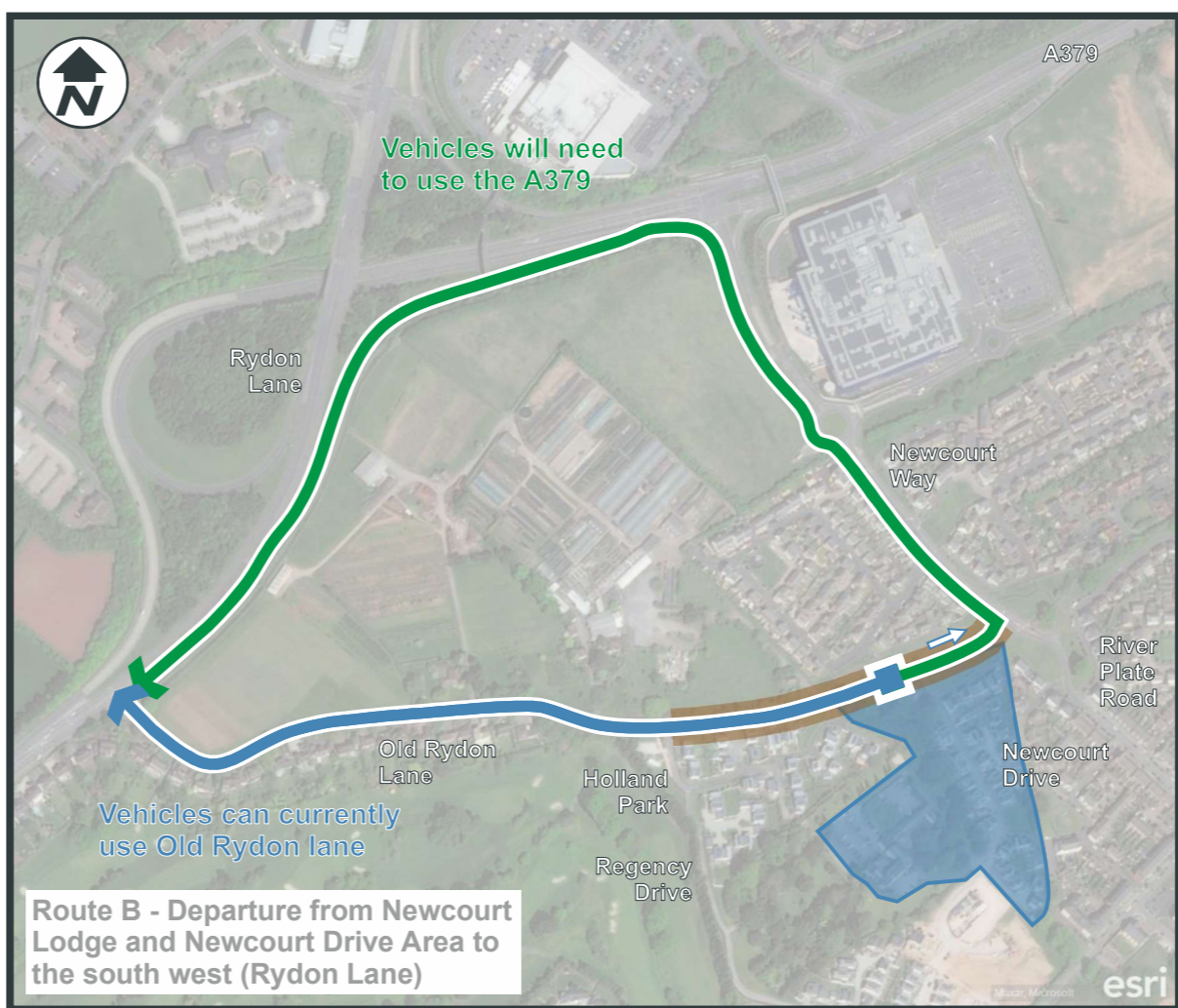
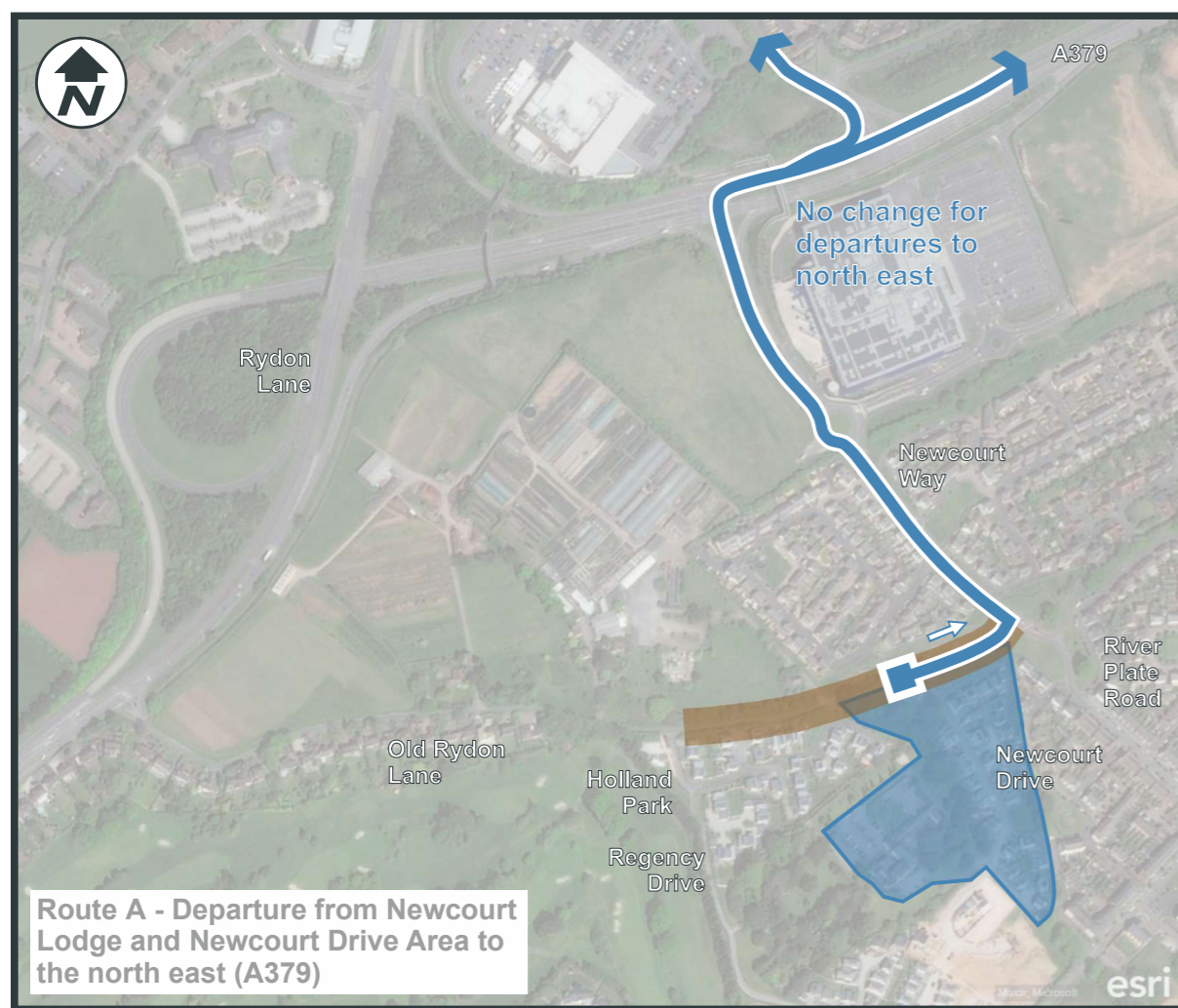
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295660, 090370

drawing number

ENV5893/3 (B)

Appendix B – Assessment of Proposed Changes to Local Access (Figures)

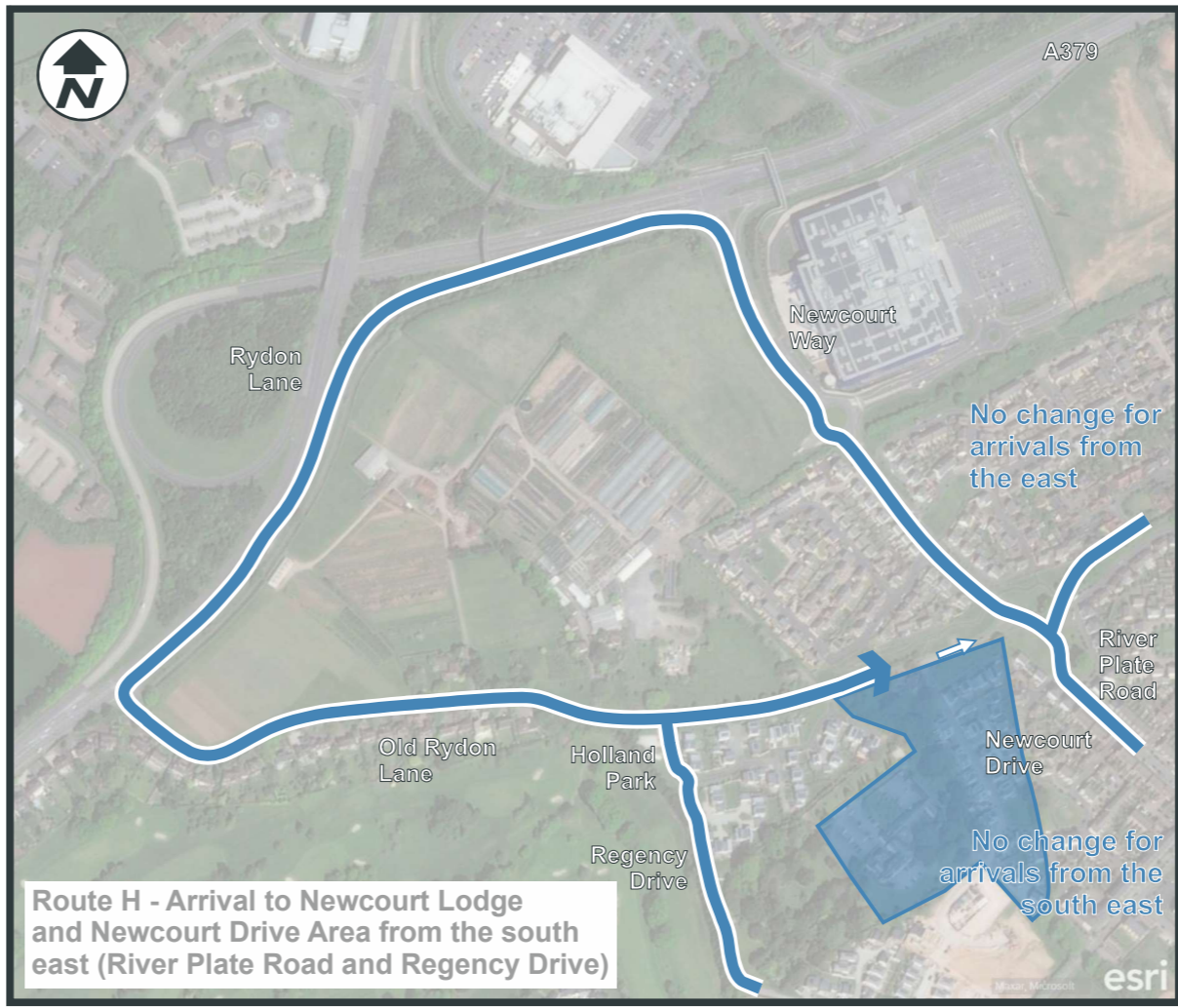
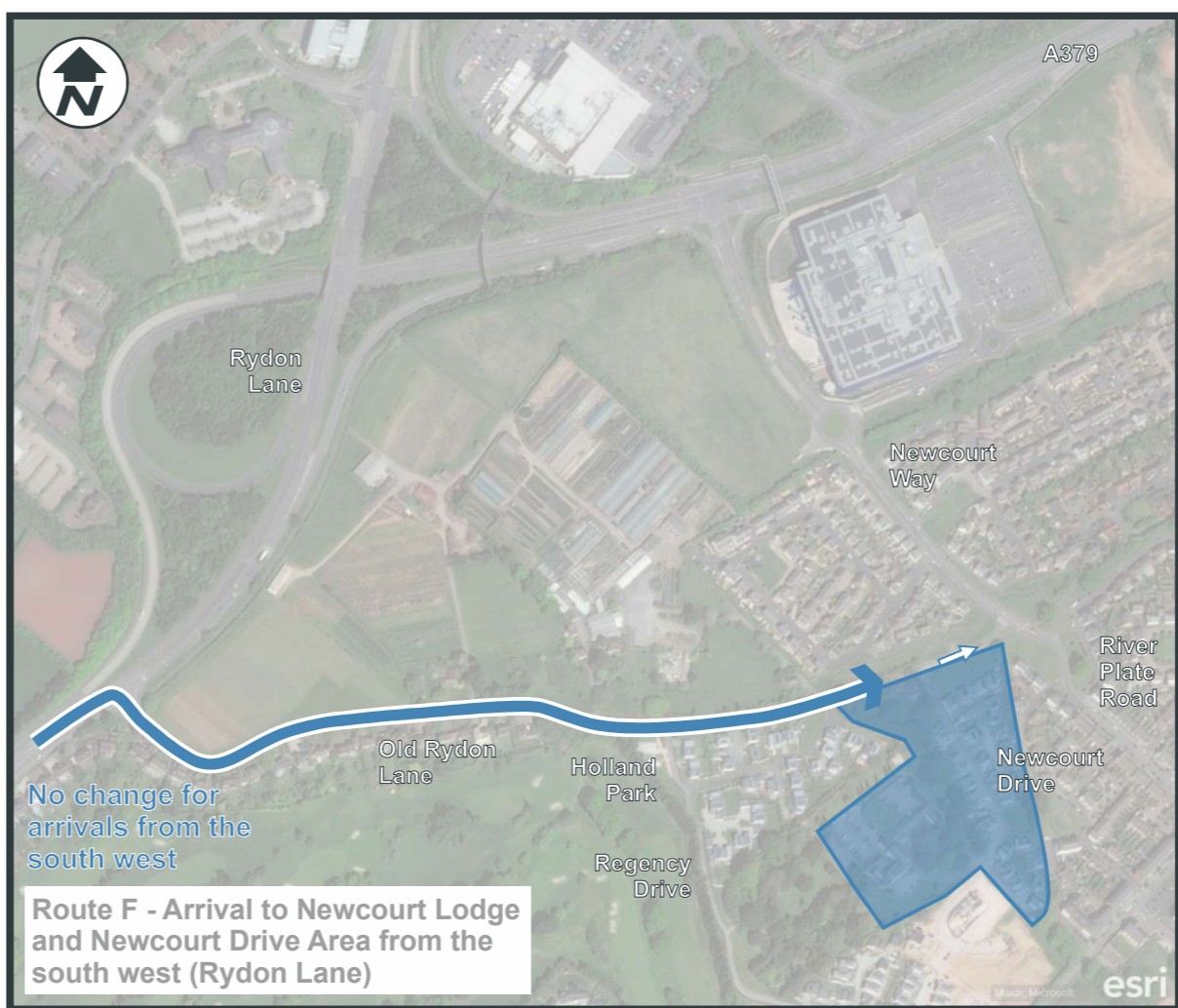
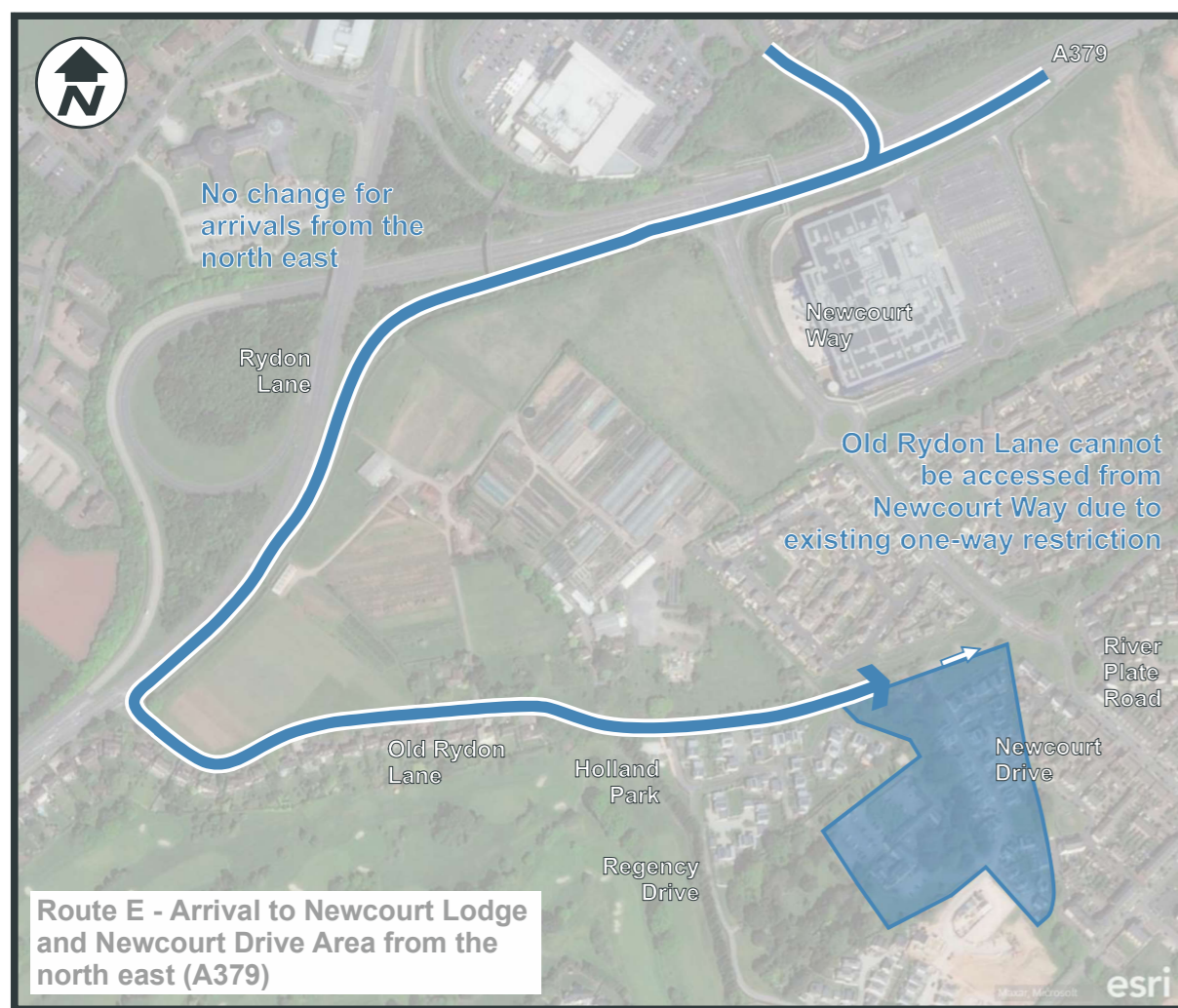


- Key:**
-  Newcourt Lodge and the Newcourt Drive Area
 -  Existing Vehicular Route from Newcourt Lodge and the Newcourt Drive Area
 -  Existing one-way section along Old Rydon Lane. east of Newcourt Drive
 -  Extent of Heritage TRO along Old Rydon Lane (As DCC Drawing ENV5893/A (A))
 -  Required Vehicular Route from Newcourt Lodge and the Newcourt Drive Area following implementation of the Heritage TRO

Rev	Date	Details	By	Chkd
-	-	-	-	-



CLIENT:	Waddeton Park Limited		
PROJECT:	St Bridget Nursery Exeter		
TITLE:	Departure Trips: Heritage TRO impact on Newcourt Lodge and Newcourt Drive Area		
DATE:	17.11.23	DRAWN:	PC
		APPROVED:	JH
DISCLAIMER:	Based on aerial map exported from Esri ArcGIS Earth		
FIGURE NO:	Figure 2.1	REVISION:	-

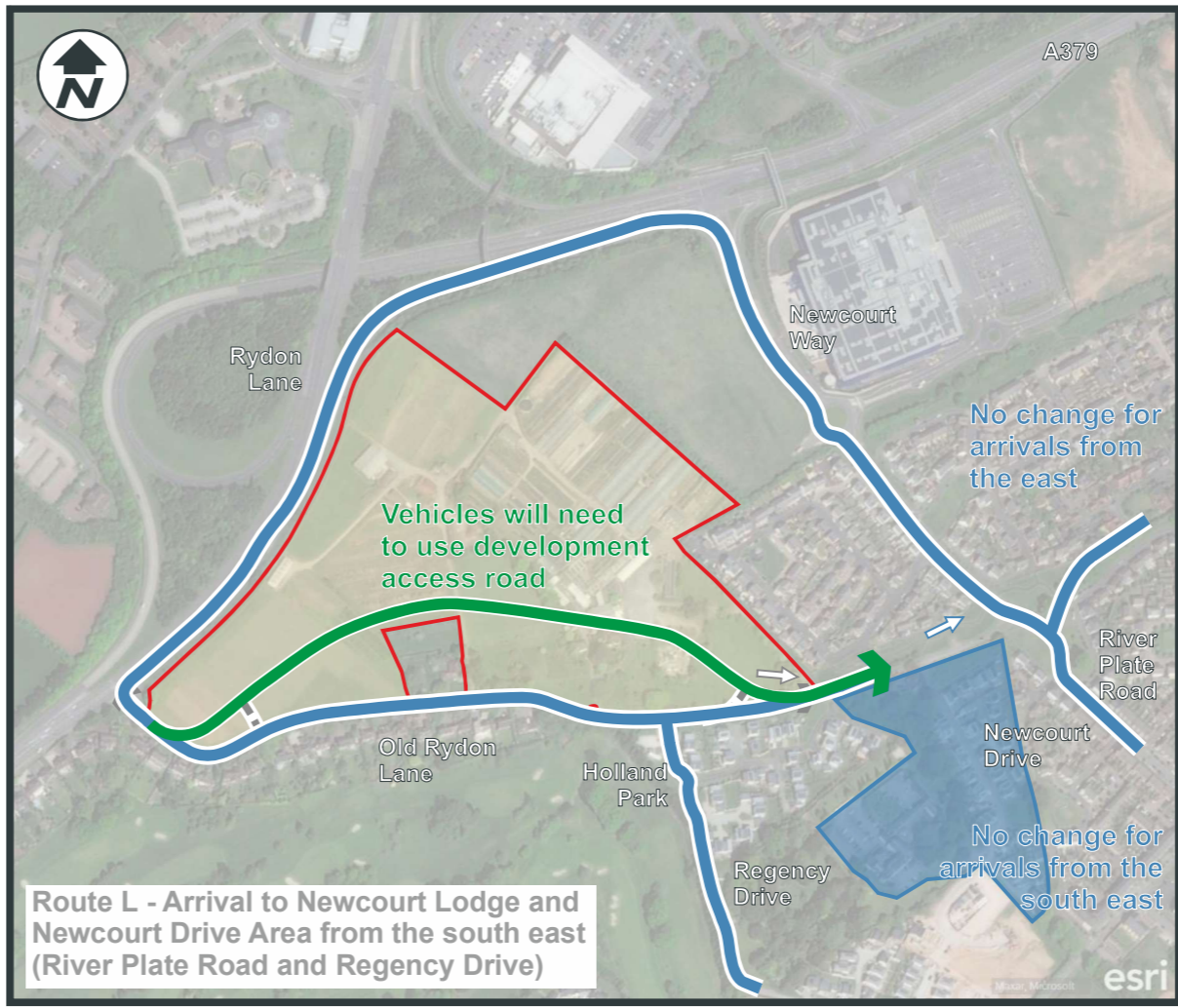
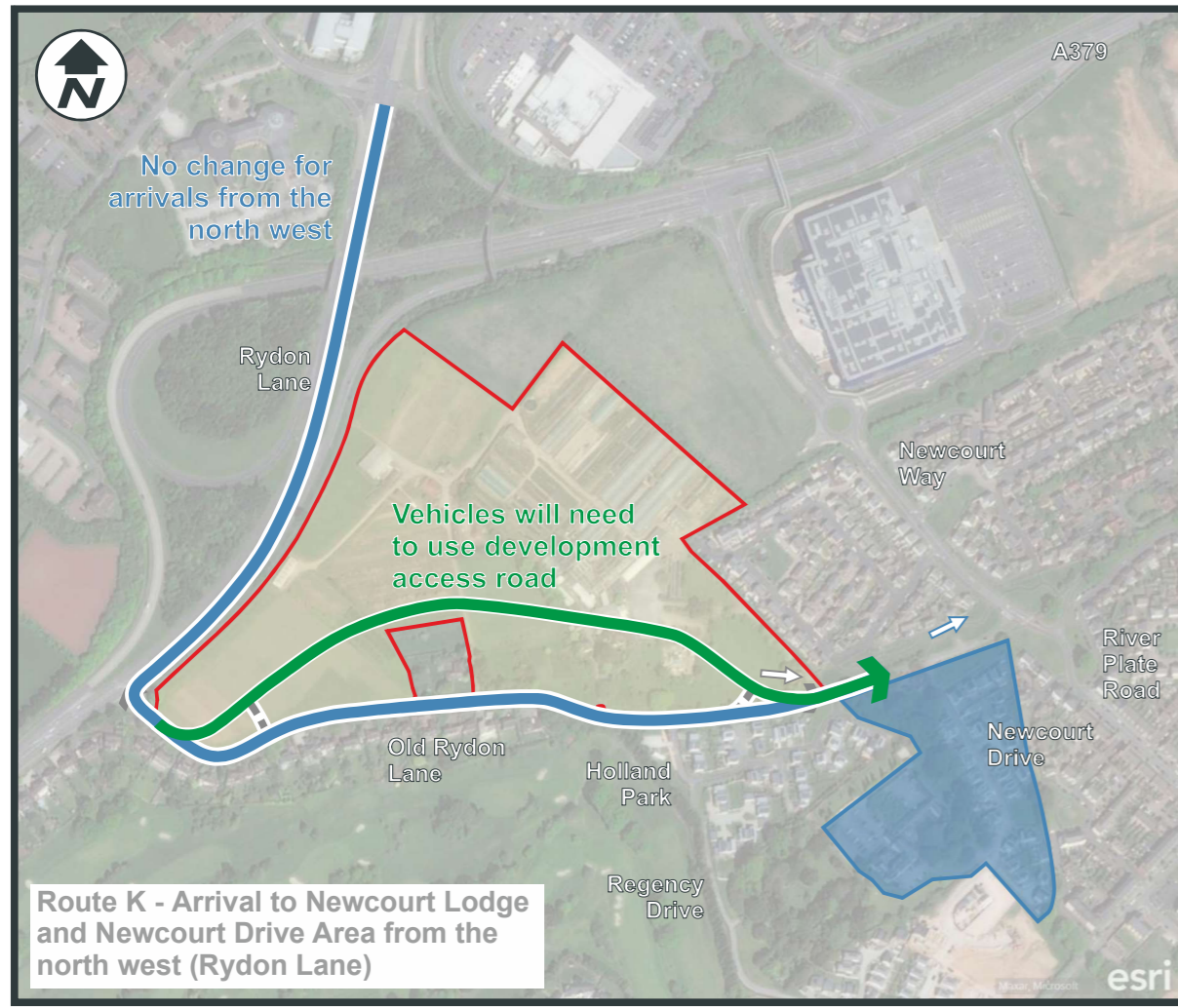
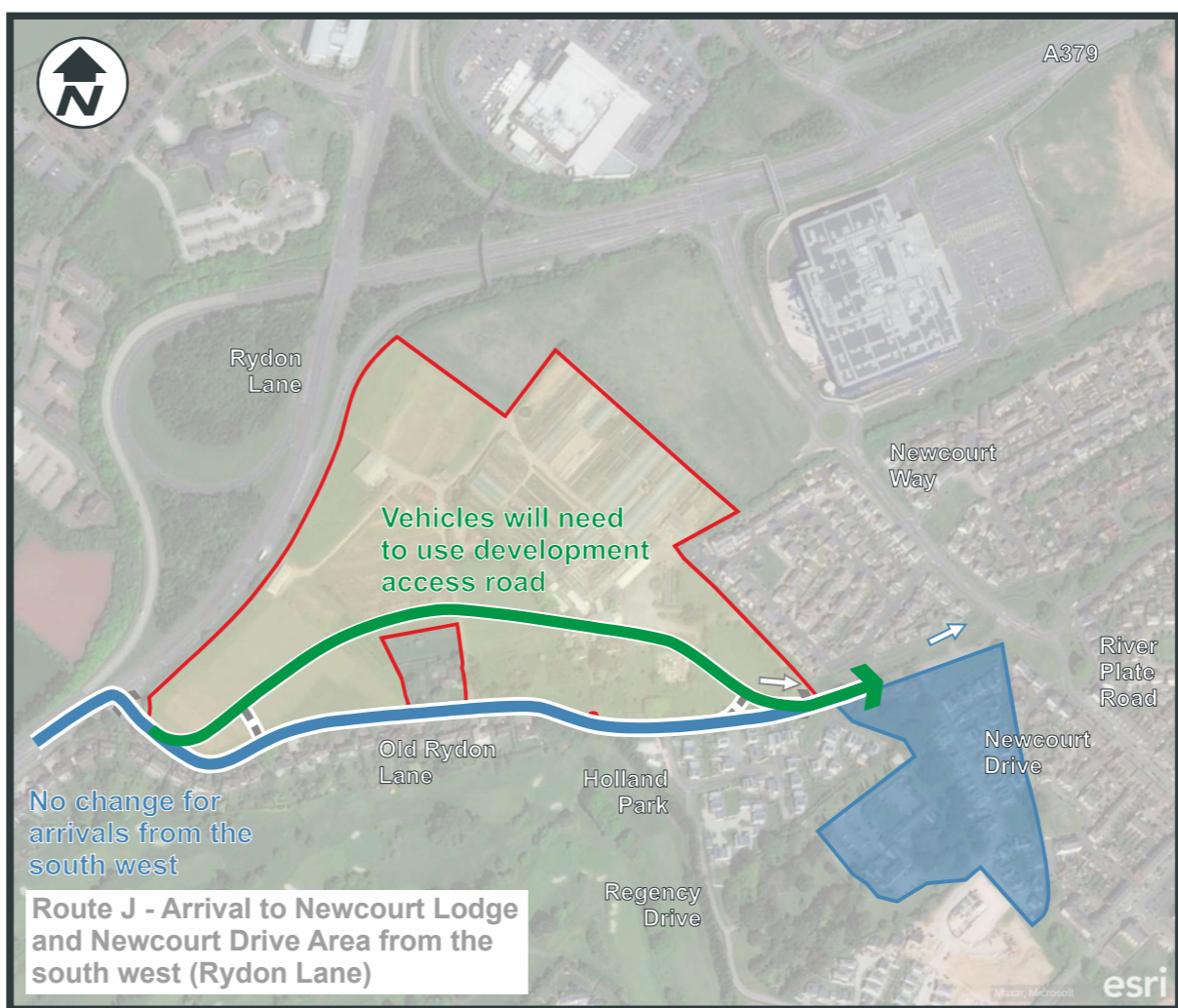
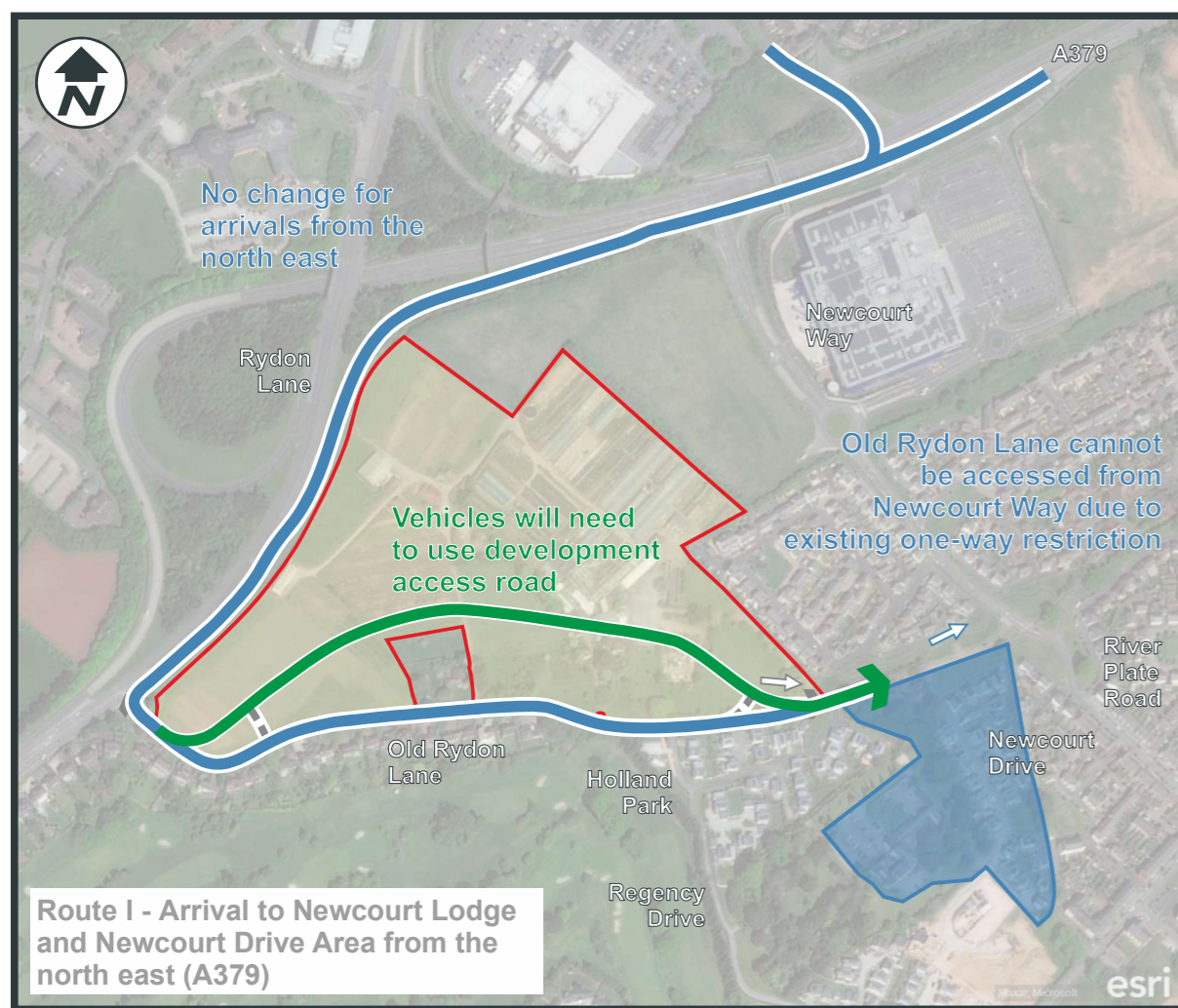


- Key:**
- Newcourt Lodge and the Newcourt Drive Area
 - Existing Vehicular Route to Newcourt Lodge and the Newcourt Drive Area
 - Existing one-way section along Old Rydon Lane. east of Newcourt Drive
 - Extent of Heritage TRO along Old Rydon Lane (As DCC Drawing ENV5893/A (A))

Rev	Date	Details	By	Chkd
-	-	-	-	-



CLIENT:	Waddeton Park Limited		
PROJECT:	St Bridget Nursery Exeter		
TITLE:	Arrival Trips: Heritage TRO impact on Newcourt Lodge and Newcourt Drive Area		
DATE:	17.11.23	DRAWN:	PC
		APPROVED:	JH
DISCLAIMER:	Based on aerial map exported from Esri ArcGIS Earth		
FIGURE NO:	Figure 2.2	REVISION:	-



- Key:**
- Indicative Site Boundary
 - Newcourt Lodge and the Newcourt Drive Area
 - Indicative Alignment Development Access Road
 - Existing Vehicular Route to Newcourt Lodge and the Newcourt Drive Area
 - ➔ Existing one-way section along Old Rydon Lane, east of Newcourt Drive
 - ➔ Relocated start of one-way section along Old Rydon Lane
 - Required Vehicular Route from Newcourt Lodge and the Newcourt Drive Area following build out of development

Rev	Date	Details	By	Chkd



CLIENT: **Waddeton Park Limited**

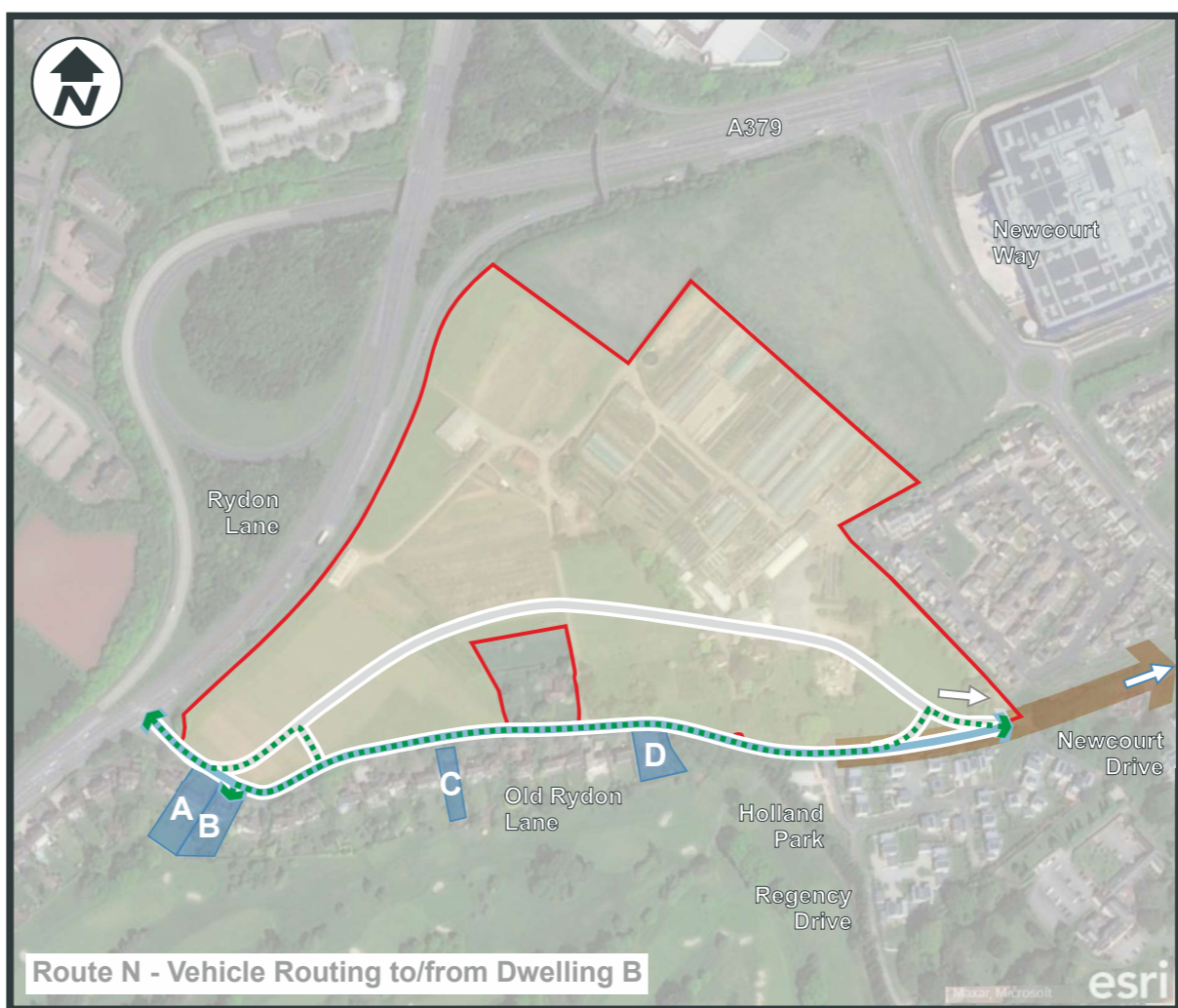
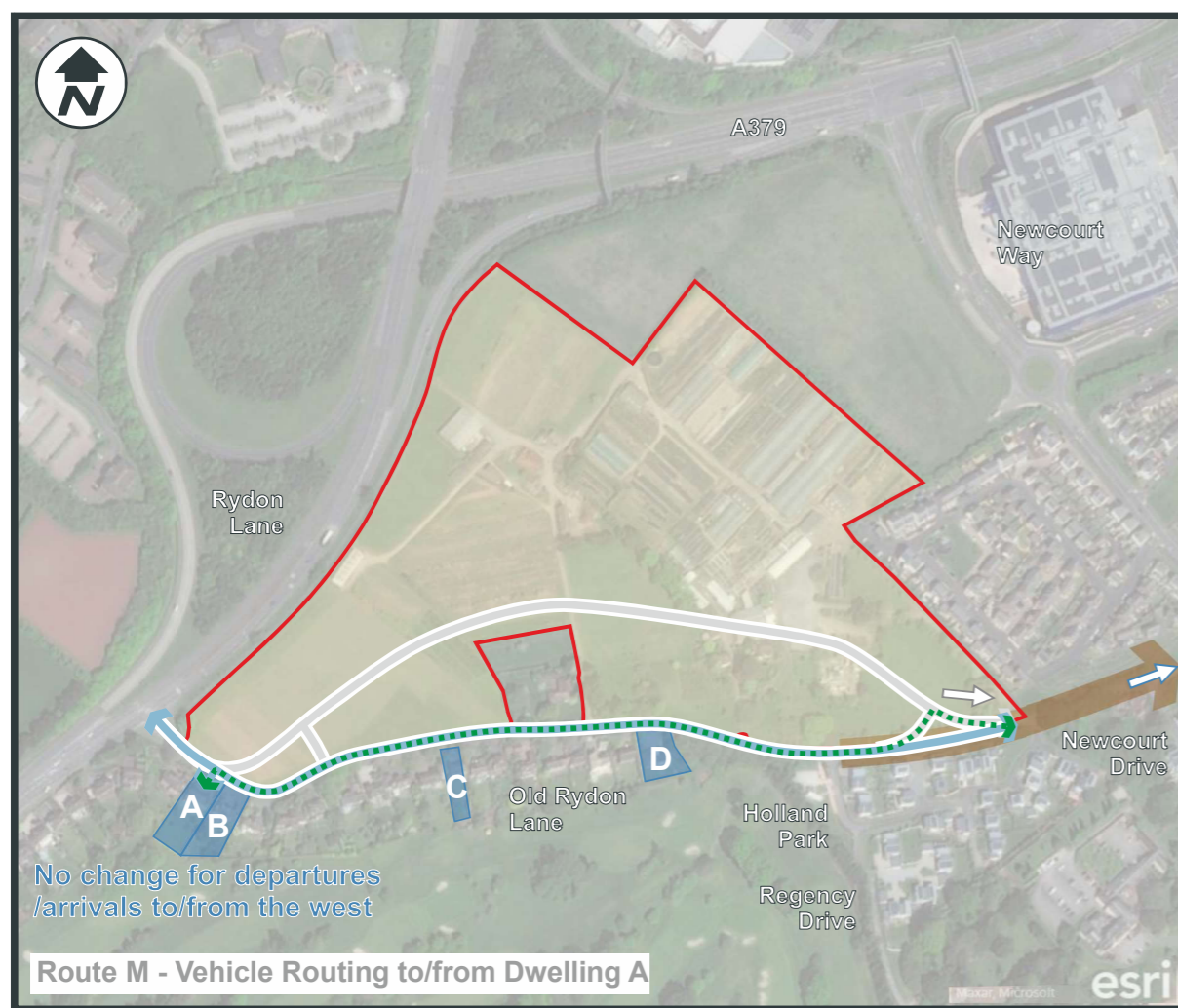
PROJECT: **St Bridget Nursery Exeter**

TITLE: **Arrival Trips: Development Access Strategy impact on Newcourt Lodge and Newcourt Drive Area**

DATE: 17.11.23 DRAWN: PC APPROVED: JH

DISCLAIMER: Based on aerial map exported from Esri ArcGIS Earth

FIGURE NO: **Figure 2.3** REVISION: -



- Key:**
- Indicative Site Boundary
 - Property X
 - Indicative Alignment Development Access Road
 - Existing Vehicular Routes to/from Property X
 - ➔ Existing one-way section along Old Rydon Lane, east of Newcourt Drive
 - ➔ Relocated start of one-way section along Old Rydon Lane
 - Extent of Heritage TRO along Old Rydon Lane (As DCC Drawing ENV5893/A (A))
 - Required Vehicular Route to/from Property X following build out of development

Rev	Date	Details	By	Chkd



CLIENT:	Waddeton Park Limited		
PROJECT:	St Bridget Nursery Exeter		
TITLE:	Development Access Strategy impact on Old Rydon Lane Dwellings		
DATE:	17.11.23	DRAWN:	PC
		APPROVED:	JH
DISCLAIMER:	Based on aerial map exported from Esri ArcGIS Earth		
FIGURE NO:	Figure 2.4	REVISION:	-

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