



# DRYDEN ROAD CONSULTATION - MEMBER GUIDANCE SUMMARY

*(Consultation closes 10th April)*

Dear Members,

The Dryden Road consultation is now live and closes on **10 April**. We strongly encourage all members to submit an individual responses here;

<https://dcctransportplanning.commonplace.is/>

The club has submitted a formal response (included below) focusing specifically on cycling safety and the integrity of Exeter's developing cycling network. However, every member is encouraged to respond in their own words based on personal experience and judgement. We've put together some concise information as guidance for members, below, in order to help you with the process, as all responses will count, and the more the better.

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## 1. The Structure of the Consultation

The consultation formally presents **Options 1, 2 and 3**, all of which involve changes to the current arrangement.

Throughout most of the questionnaire, respondents are asked to indicate their level of support for these change options.

Only at the final stage are respondents given the opportunity to indicate a preference for retaining the current arrangement (i.e. no change).

We want to reassure members that **choosing to retain the current scheme is a valid option**, even though it is not presented as one of the main numbered options. This is also an **early stage consultation** "Certain Groups" may suggest this is a referendum however the details can and will change. Provision of other options not captured within the 3 options can be provided within the final response textbox.

You may wish to reflect on this structure when completing the consultation.

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## 2. The Club's Position

For clarity, the club's formal position is:

1. **Preferred outcome: Retain the current arrangement (no change).**
2. If change is pursued, **Option 1 (Bus Gate / Authorised Vehicles Only)** is the least harmful alternative.
3. **Option 2 (One-Way Arrangement)** could only be considered if redesigned to protect uphill cyclists with dedicated infrastructure.
4. **Option 3 (Two-Way Traffic with Unprotected Cycle Lanes)** is not supported.

Our position is based solely on cycling safety, inclusivity, and the integrity of the adopted Exeter cycling network.

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## 3. Safety points members to consider on certain options:

- There would be a reintroducing motor traffic onto a currently low-conflict strategic route.
- A risk to slower-moving cyclists travelling uphill.
- The absence of protected infrastructure.
- Increased turning conflicts at Barrack Road and other adjacent junctions.
- Compliance of design with LTN 1/20 and the adopted LCWIP (E9)

A wide range of thoughtful, well-reasoned responses will help ensure decision-makers fully understand the safety implications of any proposed change.

# FORMAL RESPONSE – EXETER WHEELERS CYCLING CLUB

## EWCC Response to Dryden Road Consultation

12 March 2026

### Introduction

Exeter Wheelers Cycling Club is a long-established sporting cycling club, founded in 1924. We promote cycling and undertake club rides to support positive fitness, social and wellbeing outcomes. Our members regularly ride on open public roads, and frequently use the cycle network in and around Exeter.

However, we also recognise that not everyone is willing or able to ride in mixed traffic conditions. As a club, we strongly support the development and protection of safe, high-quality cycling infrastructure that enables a broader range of people, including less confident riders, younger users, and those travelling for everyday purposes, to cycle safely and develop confidence in wider road riding.

We therefore support infrastructure that reduces conflict between motor vehicles and cyclists and aligns with modern design guidance, including LTN 1/20 and the adopted Exeter Local Cycling and Walking Infrastructure Plan (LCWIP).

Dryden Road forms a key section of the E9 strategic cycle route. Since its closure to motor vehicles in 2020 (and permanent closure in 2022), it has provided a low-conflict and strategically important connection into the city centre, avoiding heavily trafficked routes such as Topsham Road and Heavitree Road.

The stated aim of the October 2025 consultation was:

“To address local traffic concerns while still offering safe, attractive routes for people walking and cycling.”

Our response focuses on cycling safety, inclusivity, and network integrity.

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### Consultation Structure

The consultation presents Options 1–3 as the principal proposals, all of which involve changes to the current arrangement. The option to retain the existing scheme is not presented alongside these as a formal numbered option and only appears at the final stage of the questionnaire.

This structure risks creating an impression that change is assumed or required.

For transparency and fairness, those analysing the consultation results should take into account that maintaining the current arrangement is a legitimate and policy-aligned option, even though it is not framed as one of the primary proposals.

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## **Club Position (in order of preference)**

1. **Retain the current arrangement (no change).**
  2. If change is pursued, **Option 1 (Bus Gate / Authorised Vehicles Only)** is the least harmful alternative.
  3. **Option 2 (One-Way Arrangement)** could only be considered if redesigned to prioritise protected infrastructure for uphill cyclists.
  4. **Option 3 (Two-Way Traffic with Unprotected Cycle Lanes)** is not supported.
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### **1. Preferred Position – Retain Current Arrangement**

The current closure provides a low-conflict environment consistent with modern active travel principles and LTN 1/20 guidance. It enables a broad range of users — including less confident cyclists — to use a strategic route safely.

No proposal has demonstrated that reintroducing motor traffic would maintain or improve the current level of safety.

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### **2. Option 1 – Bus Gate / Authorised Vehicles Only**

While this option reintroduces motor vehicles, it limits access and represents the least detrimental change among those presented.

If implemented, it must demonstrate low and enforceable vehicle volumes and preserve the strategic cycling function of the route.

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### **3. Option 2 – One-Way Arrangement**

The currently proposed configuration protects downhill cyclists while requiring uphill cyclists to share space with motor vehicles.

Cyclists travelling uphill are slower and therefore more vulnerable to overtaking conflicts. Allocating protection to downhill movements does not address this risk.

Option 2 could only be considered if redesigned to provide protected infrastructure for uphill cyclists.

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## 4. Option 3 – Two-Way Traffic with Unprotected Cycle Lanes

This option represents a regression from current conditions, reopening the road to bi-directional traffic without protected cycling infrastructure.

It risks reducing the route's suitability to experienced cyclists only and undermines the inclusive principles of LTN 1/20 and the adopted LCWIP.

The club does not support this option.

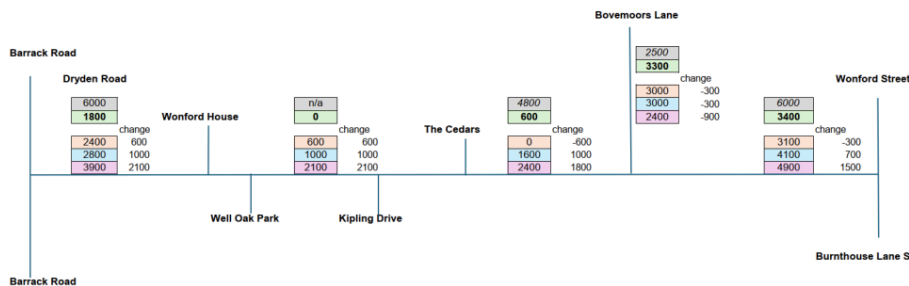
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## Additional Concerns / Comments

Additionally to the direct comments against consultation options, EWCC has the following additional wider concerns / comments.

- **Option 1** bus gate location should be in a position to match local property links with appropriate additional hospital permitted access. A positive opportunity for Option 1 however is the creation of a direct "express" route for authorised vehicles east / west across the city. This will improve taxi / buses journey speeds at peak travel times across this section of the city.
- **Traffic Flow Calculation Concerns** It has been noted within the *Equality Assessment Appendix 2: Indicative Traffic Flows* that no change of traffic flows within option 1 Bus gate has been assessed along Dryden. This is unlikely to be the case with the opportunity for this route to become a peak time expressway for Buses / Taxi's. There is also a concern that the assessed flows for additional options doesn't account for this incentive route for authorised vehicles and as such is under reporting design traffic flows. If this has been omitted from the latter option assessments then traffic flows will immediately be above the 4000 limit in critical locations.

Traffic Flows	
Historic Flows 2019 where available, or 2005 data in <i>italics&gt;</i>	
<b>2024 Existing Traffic Flows</b>	
Option A: Move filter east and bus gate	
Option B: One-Way between Well Oak Park and Kipling Drive	
Option C: Reopen to two way vehicle traffic	



- **An additional crossing point** should be placed on Dryden road regardless of what option is taken forward.
- **Option 2 westbound traffic** would have a potential to reduce “rat running through the RD&E ignoring other traffic increase issues more widely.
- **Option 3, assessed traffic flows** are currently at 3900 vehicles; this doesn’t take into account any future traffic increase and risks any design becoming non-compliant before it can even be constructed (Additional physical protection is required above the 4000 limit).
- **Sub option b (Option 2 / 3)**, Wonford Road → Bovemoors Lane. is immediately above the 4000 limit with no provision for cycle protection.
- **No assessment** has been made for increased risks at adjacent junctions. Specifically with Wonford Road Bus gate in place traffic volumes east / west are low. Critically any proposed options will increase conflict at Barrack road with the majority of traffic turning left / right turns from and into Dryden.
- **An assumption** has been made that funding for these options will come from Active Travel England. There has been no correspondence between ATE & DCC. As such access to funds amounts to a significant project risk, due to current design options fundamentally increasing risk to active travel. If this ATE funding pot is not accessible, attempts may be made to access other existing ringfenced active travel funds within DCC. This is an inappropriate use of funds and will have a material delay on other projects across DCC which will have far more significant long term cost benefits than this project.
- **Option 3 fundamentally undermines** the principle of the adopted Exeter Transport Strategy dismantling Exeter’s developing cycling network and may also be an unsafe legal decision for DCC to undertake as shown in a recent judicial review in Tower Hamlets. <https://www.bailii.org/ew/cases/EWCA/Civ/2026/24.html>
- **Future Risk to Protected Infrastructure**, the removal of the closure at Dryden Road would likely enhance calls for further removal of protection sections of the E9 and increased risks to users across the developing protected network. This has been

explicitly stated by well known anti active travel activists within the city as their “next goal”.

- **HATOC’s request was to assess “Dryden Road and the surrounding areas”**; the open consultation has very few references to the wider area. Significant opportunities exist to improve emergency access and general traffic flows within the RD&E estate (which DCC could support) along with parking adjustments within Bovemoors lane / Church Lane to reduce bus stoppages along their route. This would reduce significant peak time congestion at a fraction of the proposed costs of other options.

### **Relevant Document Links;**

[Exeter Local Cycling and Walking Infrastructure Plan Adopted in Jan 2024](#)  
[Local Transport Design Note 1/20](#)  
[Consultation Equality Impact Assessment](#)  
[Impact on Road Characteristics and Infrastructure](#)  
[October HATOC](#)  
[HATOC - DCC Committee Details / Contacts](#)

### **Relevant Consultation Contacts;**

[HATOC - DCC Committee Details](#)  
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## **Conclusion**

Dryden Road is a strategic component of Exeter’s developing cycling network.

The safest and most policy-aligned outcome is to retain the current arrangement. If change is pursued, it must not compromise cyclist safety or undermine the integrity of the adopted network.