

Phil Norrey  
Chief Executive

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To: The Chairman and Members of  
the Exeter Highways and  
Traffic Orders Committee

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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(See below)

Your ref :  
Our ref :

Date : 4 November 2016  
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

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**EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Monday, 14th November, 2016

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 2.15 pm at County Hall, Exeter to consider the following matters.

P NORREY  
Chief Executive

**AGENDA**

**PART 1 - OPEN COMMITTEE**

- 1 Apologies for Absence
- 2 Minutes  
Minutes of the meeting held on 12 July 2016 (previously circulated).
- 3 Items Requiring Urgent Attention  
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 4 Bus Services in Exeter  
Bus and Coach Operators to answer Members' questions
- 5 Devon Highways Update  
Chief Officer for Highways, Infrastructure Development and Waste to report

*Electoral Divisions(s): All Divisions*

**MATTERS FOR DECISION**

- 6        Green Travel Plan  
Chief Officer for Highways, Infrastructure Development and Waste to report  
*Electoral Divisions(s): All Divisions*
- 7        Exeter Bus Station Interim Arrangements (Pages 1 - 14)  
Report of the Head of Planning, Transportation and Environment (PTE/16/55) attached  
*Electoral Divisions(s): All Divisions*
- 8        Road Works and Traffic Congestion  
In accordance with Standing Order 23(2) Councillor Hannaford has requested that the Committee consider this matter.  
Chief Officer for Highways, Infrastructure Development and Waste to report  
*Electoral Divisions(s): All Divisions*
- 9        Bus Shelters in Exeter (Pages 15 - 18)  
In accordance with Standing Order 23(2) Councillor Hannaford has requested that the Committee consider this matter.  
Report of the Head of Planning, Transportation and Environment (PTE/16/56) attached  
*Electoral Divisions(s): All Divisions*
- 10       Wayside Crescent  
In accordance with Standing Order 23(2) Councillor Foggin has requested that the Committee consider this matter.  
Chief Officer for Highways, Infrastructure Development and Waste to report  
*Electoral Divisions(s): Heavitree and Whipton Barton*
- 11       Road and Pavement Re-surfacing: Criteria  
In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter.  
Chief Officer for Highways, Infrastructure Development and Waste to report  
*Electoral Divisions(s): All Divisions*
- 12       Chelmsford Road, Exwick  
In accordance with Standing Order 23(2) Councillor Hannaford has requested that the Committee consider this matter.  
Chief Officer for Highways, Infrastructure Development and Waste to report
- 13       Petitions/Parking Policy Reviews  
*[An item to be taken under s18 of the Traffic management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme (https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/)].*

**MATTERS FOR INFORMATION**

- 14 Transport Capital Programme (Pages 19 - 32)  
The Report of the Head of Planning, Transportation and Environment (PTE/16/43) is attached for information, approved by the Cabinet at its meeting on 14 September 2016 (Cabinet minute 70 refers)

*Electoral Divisions(s): All Divisions*

- 15 Actions Taken Under Delegated Powers (Pages 33 - 34)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/8) attached

- 16 Dates of Meetings  
17 January 2017, 29 March 2017, 4 July 2017, 20 November 2017; and 16 January 2018 and 26 April 2018.

County Council Committee dates available on the website:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

**PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS**

**MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER**

<p><b><i>Part II Reports</i></b></p> <p><i>Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).</i></p> <p><i>Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.</i></p> <p><b><i>Agenda Items and Attendance of District &amp; Town/Parish Councillors</i></b></p> <p><i>Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.</i></p> <p><i>Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.</i></p> <p><i>For further information please contact Gerry Rufolo on 01392 382299.</i></p>
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<p><b>Membership</b></p> <p><u>County Councillors</u></p> <p>Councillors R Hannaford (Chairman), O Foggin, A Hannan, R Hill, A Leadbetter, E Morse, J Owen (Vice-Chair), P Prowse and R Westlake</p> <p><u>Exeter City Council</u></p> <p>Councillors P Bull, D Harvey, R Newby and T Wardle</p>
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**Declaration of Interests**

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

**Access to Information**

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Gerry Rufolo on 01392 382299.

Agenda and minutes of the Committee are published on the Council's Website

**Webcasting, Recording or Reporting of Meetings and Proceedings**

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

**Public Participation**

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Gerry Rufolo on 01392 382299.

**Emergencies**

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

**Mobile Phones**

Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: [centre@devon.gov.uk](mailto:centre@devon.gov.uk) or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

PTE/16/55

Exeter Highways and Traffic Orders Committee  
14 November 2016

## **Exeter Bus Station Interim Arrangements**

Report of the Head of Service for Planning, Transportation and Environment

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) the committee approves the introduction of the temporary traffic restrictions detailed within this report to support the temporary transfer of bus services from Exeter Bus Station;**
- (b) officers be authorised to vary the temporary traffic restrictions as required in consultation with the Local Member(s) and Chair and in line with the statutory process;**
- (c) a report be brought to this committee on the restrictions required for future phases of the bus station redevelopment.**

### **1. Introduction**

This report seeks approval for the plans for the temporary transfer of bus services from the existing bus station to on-street locations in the city centre. This is necessary to enable the redevelopment site to be cleared and the consented leisure-led, mixed use development to be delivered. The report seeks approval to advertise the associated proposals with the introduction of Temporary Traffic Regulation Orders (TTROs) and Experimental Traffic Regulation Orders (ETROs). The interim bus station arrangements are expected to be in place for approximately 2 years, while the bus station site is redeveloped.

### **2. Proposal**

There are 2 phases of work relating to the interim bus station arrangements. Phase 1 will see Paris Street remaining open and the bus services previously using the bus station instead operating from new stands on-street on Paris Street, Sidwell Street and Cheeke Street. Phase 2 would continue to see the bus station operating on-street; however, Paris Street would be closed to traffic to enable the redevelopment/construction of the westernmost corner, opposite Next/John Lewis. The report recommendations relate only to the Phase 1 works, with Phase 2 changes being subject to a future committee decision.

#### **Phase 1 works**

Phase 1 involves providing new bus stands/shelters in the following locations (see drawing 19976-SK-048 and 19976-SK-054 in Appendix III):

- South (citybound) side of Paris Street (between Paris Street roundabout and Dix's Field junction).
- extending the existing outbound stands on Sidwell Street (outside the walk-in centre).
- north-east (outbound) side of Cheeke Street (between Sidwell Street and Bampfyld Street and extension of stand outside depot building).

# Agenda Item 7

- extending the existing outbound stand on Sidwell Street (between Cheeke Street and Summerland Street).
- extending the existing inbound stand on Sidwell Street (between Summerland Street and Cheeke Street).

A service strategy was supplied by Stagecoach to determine which transferred bus services will operate from the new stands and has been reviewed by Devon County Council's public transport team. A provisional list of the services and their proposed stand locations is provided in Appendix I. Meetings are ongoing with Stagecoach to discuss how the changes will be effectively communicated to bus users in advance of the transition to the temporary arrangements.

In order to facilitate the works, existing pay and display parking bays, planters and footway on the westbound section of Sidwell Street will need to be removed for the duration of the works. To ensure that the buses will retain unhindered access to the bus stops it is also proposed to prohibit all traffic in both directions along this section except for buses, cycles, taxis and private hire. In addition, the traffic signals at the Cheeke Street/Sidwell Street junction will be removed and replaced with a new pedestrian refuge on Sidwell Street (outside the St Sidwells Centre) and a Zebra crossing across Cheeke Street.

In addition, there will be new layover bays, which are required for drivers to take a rest or where there is a need to clear a stand ahead of their scheduled service. These are proposed in the following locations:

- in the existing loading bay on the south-west side of Sidwell Street (between 10am and 4pm only).
- Bampfylde Street, Summerland Street, Red Lion Lane and Verney Street.

With the exception of those in Summerland Street, the layover bays will be retained for the Phase 2 works, and may remain for the final layout once the redevelopment of the bus station has been completed and the new bus station is operational.

It is also proposed to replace some pay & display on both sides of South Street to create additional drop off points for touring coaches, both UK and foreign.

A full list of temporary traffic regulation orders (TTROs) and traffic regulation orders (TROs) that will support the above changes are included in Appendix II and are shown in drawings 19976-SK-046, 19976-SK-047, 19976-SK-048 and 19976-SK-053.

In order to accommodate bus stands on Paris Street, the Phase 1 works also include changes to the vehicle access arrangements for Princesshay 1 and Princesshay 3 (Broadwalk House) car parks. This will remove the possibility of cars queuing in Paris Street and preventing buses from accessing the stops. It is proposed to remove the prohibition and bollards near Princesshay 3 car park to open access from Southernhay East to the two car parks. Access to the car parks will be via Barnfield Road and Southernhay East only and cars exiting will have a choice of Paris Street, Barnfield Road or Southernhay East. Associated with these changes, there are a number of changes to current on-street parking in the area (pay and display/disabled parking/United Reform Church permit spaces/loading/Co-Cars). These are detailed in Appendix III (drawing 19976-SK-046). Access arrangements for Dix's Field and Princesshay 2 car park will continue to be accessed from Paris Street. Temporary signage off site will be installed to redirect car park traffic to the Princesshay 1 and Princesshay 3 car parks, with separate signage for Princesshay 2 car park.

The construction works are expected to begin in early January 2017, with mobilisation before Christmas 2016. The preferred date for the commencement of works is 9 January 2017. Works are due to be completed by the end of March 2017.

## **Phase 2 Works**

Phase 2 would become operational when Paris Street is closed to traffic. In line with the planning permission, this can only happen once the wider highways network changes have been approved, implemented and will therefore be subject to a future committee. At present there is no confirmed programme for these works, but it is currently anticipated that the works will be completed by September 2017.

## **3. Options/Alternatives**

Retaining the operation of the existing bus station was considered impractical, in order to clear the site and commence plans for the Exeter City Council-led leisure and bus station development proposals.

An alternative option of relocating the bus station to Triangle Car Park was rejected due to disruption to local residents and poor accessibility to the city centre, particularly for people with impaired mobility.

## **4. Consultations/Representations**

Exeter City Council and their consultant team have held a series of meetings with local residents, which resulted in the rejection of the Triangle Car Park bus station option. Stagecoach has been consulted to advise on which the allocation of services to the new stands. Public transport officers at Devon County Council have reviewed and inputted to these plans. National Express have been consulted on the proposed stops on Sidwell Street and have been supportive of the temporary arrangements.

The Experimental Traffic Orders will be implemented following approval and will be subject to a statutory consultation period of at least 6 months. Any objections received will be discussed with local members and HATOC Chair with significant objections being brought to this committee in due course.

An advantage of an experimental order is that it may be modified and it is therefore recommended that, if required, officers be allowed to modify the order following consultation with local members and Chair.

## **5. Financial Considerations**

The estimated cost of the works is £80,000 and is being funded by Exeter City Council as it forms part of the enabling works to redevelop the bus station, namely the provision of the consented leisure centre development and provision of a new bus station.

## **6. Environmental Impact Considerations**

The works on Sidwell Street and Cheeke Street will need to be undertaken during daytime working hours, as there are residential properties nearby. In respect of the small section of kerb realignment works at Southernhay East near Princesshay 3 car park, there will be some minimal excavation work. This will be undertaken during daytime working hours and will have a limited impact on the local businesses.

# Agenda Item 7

## **7. Equality Considerations**

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The proposals have been amended, following consultation and resulted in the on-street arrangements, which delivered passengers as close to the city centre as possible. The alternative location of the Triangle Car Park was not only rejected on grounds of disturbance to local residents but also due to the distance and topography involved in accessing the city centre on foot. This would have disadvantaged mobility impaired and elderly passengers.

## **8. Legal Considerations**

Any temporary restrictions would normally be introduced by a temporary traffic regulation order under section 14 of the Road Traffic Regulation Act 1984. However, this does not allow the creation of parking places and is why it is proposed to create an experimental traffic order which will allow officers to modify or suspend provisions within the order if required. It is noted that an experimental order may only apply for a maximum of 18 months and it is recommended that the restrictions are reviewed by officers, local members and Chair, before the order expires to ensure that any restrictions required for the development are continued by the appropriate method.

When making a Traffic Regulation Order (in this case an Experimental Traffic Regulation Order) it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **9. Risk Management Considerations**

In order to manage the risks of providing the bus stops in the proposed temporary locations these Traffic Orders will reduce the level of traffic passing the temporary stops. This will ensure that the increased footfall in the areas around the temporary bus stops does not result in an increased pedestrian safety risk.

This will also ensure that drivers are not faced with additional pedestrian conflicts that could result in an increase in vehicular collisions.

The proposals also introduce a number of new pedestrian crossings that forms part of the final scheme works which will ensure that pedestrians are able to safely cross the local roads to access the bus stops.



The works will also be subject to a full Road Safety Audit, and the findings of the audit will be incorporated as appropriate. In addition, during the site works period, the Contractors working on the sites around the City Centre will be required to provide appropriate consideration of the operation of the temporary bus facilities in their construction methods, and specifically within their Construction Environmental Management Plans.

These proposals have been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

## **10. Summary/Conclusions/Reasons for Recommendations**

The interim bus station proposals ensure that bus passengers travelling into the city centre continue to have convenient access during the redevelopment of the bus station. A number of options have been considered and assessed. The proposed plan is considered to be the optimum solution taking account of the numerous constraints

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Divisions: All in Exeter**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Jamie Hulland

Room No: AB2 Lucombe House, County Hall

Tel No: 01392 383234

Background Paper	Date	File Ref.
None		

jh011116exh  
sc/cr/exeter bus station interim arrangements  
03 031116

# Agenda Item 7

Appendix I  
To PTE/16/55

## Bus Stands and Services

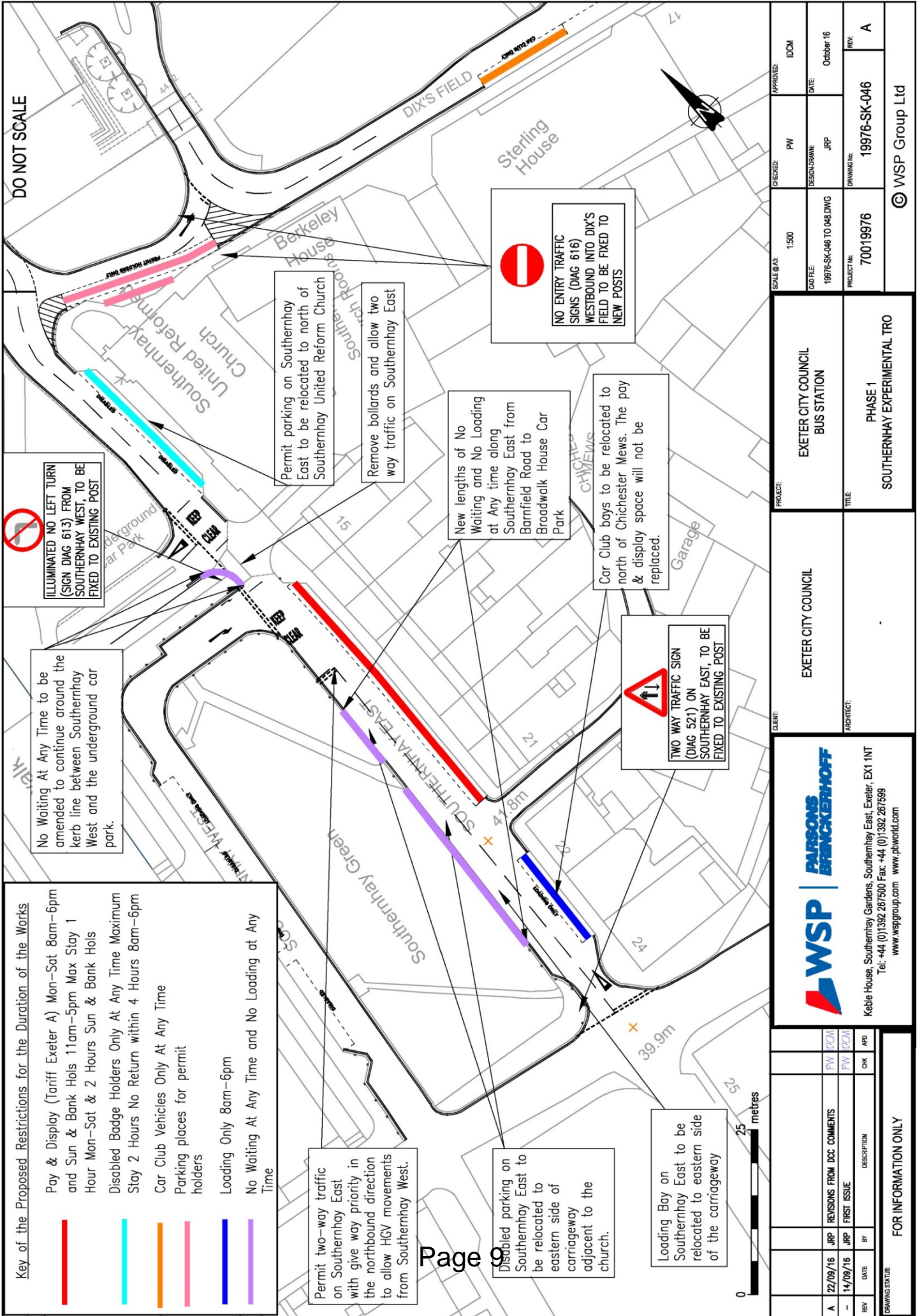
<b>New Stand location</b>	<b>Service No:</b>	<b>Serving (listing primary settlements served)</b>
Citybound side of Paris Street (Paris Street roundabout to Dix's Field junction)	57/58	Exmouth/Budleigh Salterton
	9	Sidmouth/Honiton
	2/B	Exminster/Dawlish
	39/X38	Bovey Tracey/Newton Abbot/ Ashburton/Buckfastleigh/ Plymouth
Sidwell Street outbound (outside the walk-in centre)	5/5A-C/360	Crediton/Bridford
Cheeke Street outbound (Sidwell Street to Bampfylde Street)	4	Cranbrook/Ottery/Honiton/ Axminster
Cheeke Street outbound (Bampfylde Street to Belgrave Road)	58/369/863	Budleigh Salterton/Crediton/ Morchard Bishop/Tavistock
	56/359/266/ X64	Exeter Airport/Exmouth/ Moretonhampstead/Dartmouth
Sidwell Street outbound (Cheeke Street to Summerland Street)	National Express	Nationwide
	Megabus	
Sidwell Street citybound (Summerland Street to Cheeke Street)	1/677/678/ 679	Cullompton/Willand/Tiverton Crediton/Yeoford/Cheriton Fitzpaine/Zeal Monachorum/ Morchard Bishop
	55/155/360	Tiverton/South Molton/ Barnstaple/Bridford
	6/173	Okehampton/Holsworthy/Bude
	X46	Torquay
At existing citybound stand on Sidwell Street (Cheeke Street to Paris Street)	56	Exeter Airport/Exmouth (for services towards St David's Station)

## Temporary Traffic Restrictions Required for Phase 1 Works

Street	Temporary Restrictions
Bampfylde Street	<ul style="list-style-type: none"> <li>• Introduction of Bus Only Parking between Summerland Street and Cheeke Street in place of No Waiting and No Loading at Any Time.</li> </ul>
Barnfield Road	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> </ul>
Bedford Street	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> </ul>
Cathedral Close	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> </ul>
Chapel Street	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> </ul>
Cheeke Street	<ul style="list-style-type: none"> <li>• Additional &amp; New Bus Stands.</li> </ul>
Chichester Mews	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> </ul>
Dixs Field	<ul style="list-style-type: none"> <li>• Introduction of additional permit holder spaces for the United Reform Church.</li> <li>• No entry for traffic wishing to access Princesshay 1 or Princesshay 3 car parks.</li> </ul>
Paris Street	<ul style="list-style-type: none"> <li>• New Bus Stands.</li> </ul>
Red Lion Lane	<ul style="list-style-type: none"> <li>• Introduction of Bus Only parking on north-west side in place of part of the loading bay.</li> </ul>
Sidwell Street	<ul style="list-style-type: none"> <li>• Introduction of Bus Only parking within loading bay on south side within layby (10am to 4pm only. When loading is prohibited from this length of road).</li> <li>• Additional Bus Stands.</li> <li>• Suspension of pay and display between Summerland Street &amp; Cheeke Street.</li> <li>• Traffic to be restricted to buses, taxis, private hire and cycles in both directions along Sidwell Street between Summerland Street &amp; Cheeke Street.</li> </ul>
South Street	<ul style="list-style-type: none"> <li>• Introduction of additional Bus Only parking for touring coaches on both sides of the road in place of pay &amp; display.</li> </ul>
Southernhay East	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> <li>• Introduction of No Waiting and No Loading At Any Time on west side in place of the parking bays adjacent to the green.</li> <li>• Amendments to parking bays on eastern side to compensate for the loss of parking adjacent to the green.</li> <li>• Suspension of prohibition adjacent to Southernhay United Reform Church.</li> </ul>
Southernhay Gardens	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> </ul>
Southernhay West	<ul style="list-style-type: none"> <li>• Amendment of 20mph Limit to 20mph Zone.</li> <li>• Introduction of a No Left Turn from Southernhay West into Southernhay East.</li> </ul>

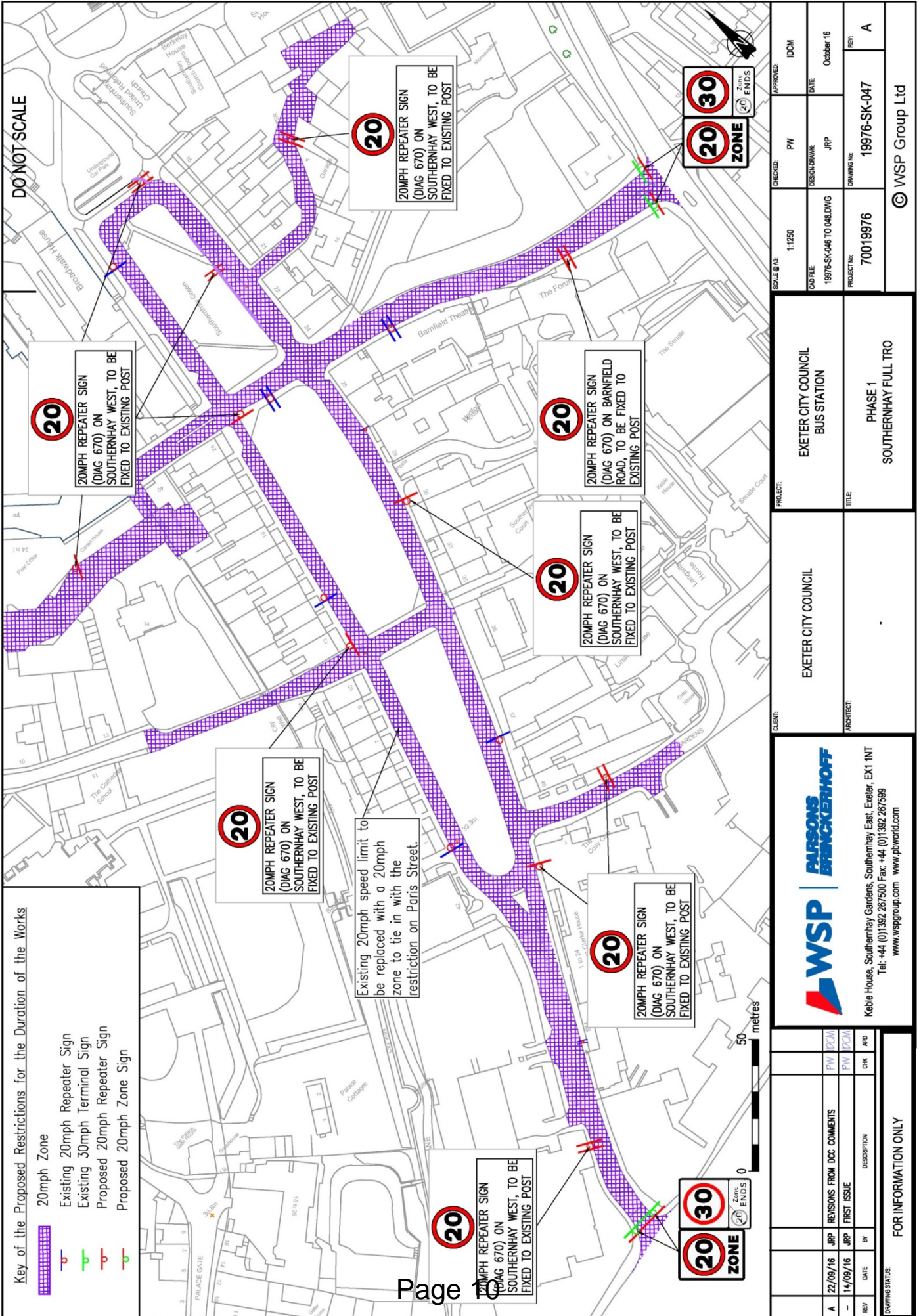
# Agenda Item 7

<b>Street</b>	<b>Temporary Restrictions</b>
Summerland Street	<ul style="list-style-type: none"><li>• Introduction of Bus Only parking on south-west side between Belgrave Road and Sidwell Street in place of No Waiting.</li></ul>
Verney Street	<ul style="list-style-type: none"><li>• Introduction of Bus Only parking on south-east side in place of pay and display and part of the loading bay.</li><li>• Adjustments to the echelon pay &amp; display bays to facilitate the bus parking.</li><li>• Removal of motorcycle parking (alternative parking available at junction with Red Lion Lane).</li></ul>



<b>FOR INFORMATION ONLY</b>		<b>EXETER CITY COUNCIL</b>		<b>EXETER CITY COUNCIL</b>		<b>EXETER CITY COUNCIL</b>	
REVISIONS FROM JCC COMMENTS JRP 22/09/16 JRP 14/09/16	PW / JCCM PW / JCCM	SCALE @ AS: 1:500 DATE: 19976-SK-046 TO 048.DWG	CHECKED: PW DESIGNED/DRAWN: JRP	PROJECT NO: 70019976 DRAWING NO: 19976-SK-046	APPROVED: IDCM DATE: October 16	REV: A	© WSP Group Ltd
CLIENT: EXETER CITY COUNCIL				PROJECT: EXETER CITY COUNCIL BUS STATION			
WSP   PARSONS BRINCKERHOFF				PHASE 1 SOUTHERNHAY EXPERIMENTAL TRO			
Kettle House, Southernhay Gardens, Southernhay East, Exeter, EX1 1NT Tel: +44 (0)1392 267500 Fax: +44 (0)1392 267599 www.wspgroup.com www.pbworld.com				TITLE:			

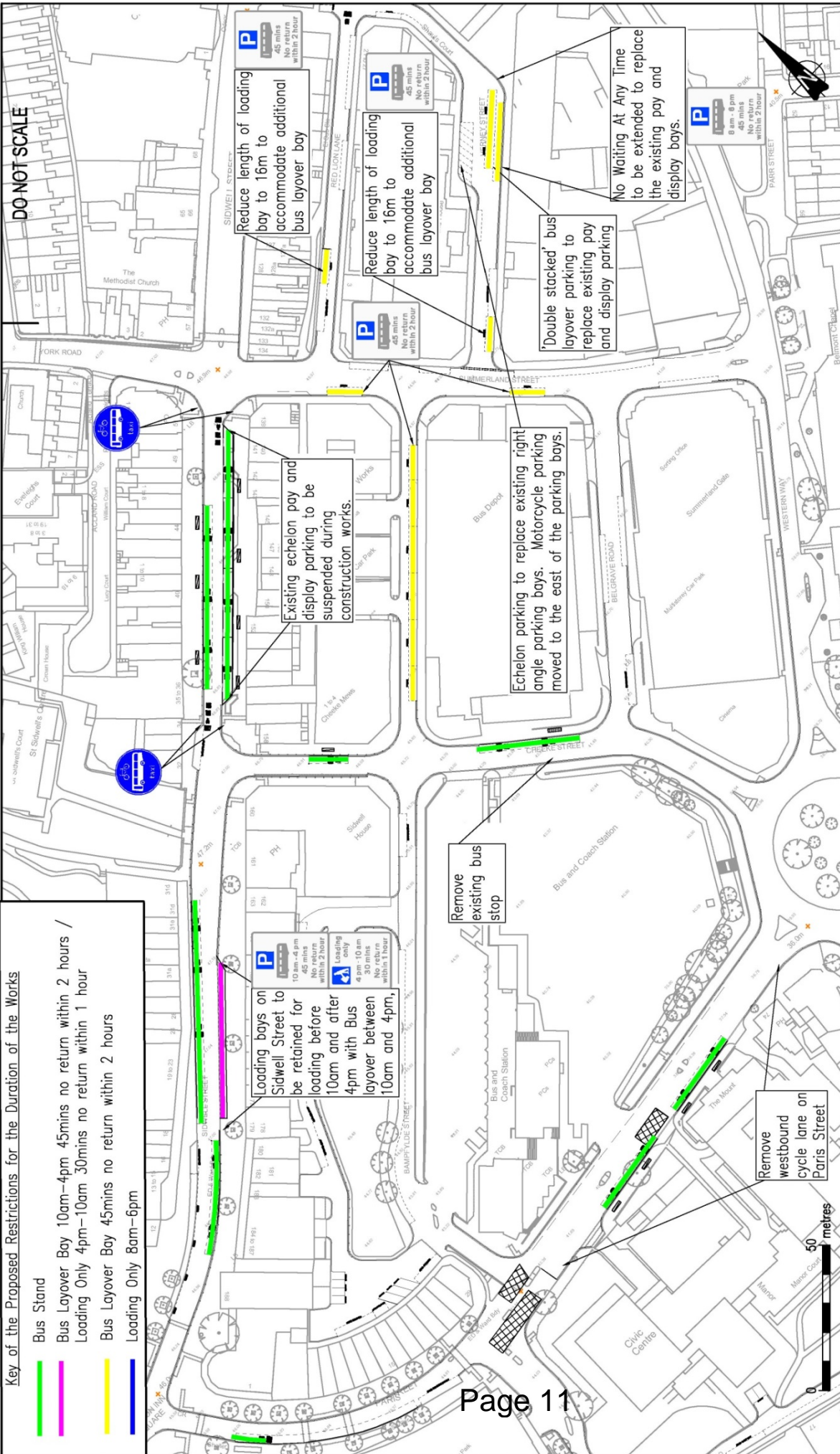




<p>SCALE @ A3: 1:1250</p> <p>CAD FILE: 19976-SK-046 TO 048.DWG</p> <p>PROJECT NO: 70019976</p>		<p>CHECKED: PW</p> <p>DESIGNED/DRAWN: JRP</p> <p>DRAWING NO: 19976-SK-047</p>	<p>APPROVED: IDCM</p> <p>DATE: October 16</p> <p>REV: A</p>
<p>CLIENT: EXETER CITY COUNCIL</p> <p>ARCHITECT: EXETER CITY COUNCIL</p>		<p>PROJECT: EXETER CITY COUNCIL BUS STATION</p> <p>TITLE: PHASE 1 SOUTHERNHAY FULL TRO</p>	
<p>WSP   PARSONS BRINCKERHOFF</p> <p>Keble House, Southernhay Gardens, Exeter, EX1 1NT Tel: +44 (0)1392 287500 Fax: +44 (0)1392 287599 www.wspgroup.com www.pbworld.com</p>		<p>© WSP Group Ltd</p>	
<p>FOR INFORMATION ONLY</p>			
REV	DATE	BY	DESCRIPTION
A	22/09/16	JRP	REVISIONS FROM DCC COMMENTS
-	14/09/16	JRP	FIRST ISSUE

\\sk.wspgroup.com\central\data\Projects\70019976\19976-SK-046 to 048.dwg 31 October 2016 14:18:23 Perkins, James





**Key of the Proposed Restrictions for the Duration of the Works**

- Bus Stand
- Bus Layover Bay 10am-4pm 45mins no return within 2 hours / Loading Only 4pm-10am 30mins no return within 1 hour
- Bus Layover Bay 45mins no return within 2 hours
- Loading Only 8am-6pm

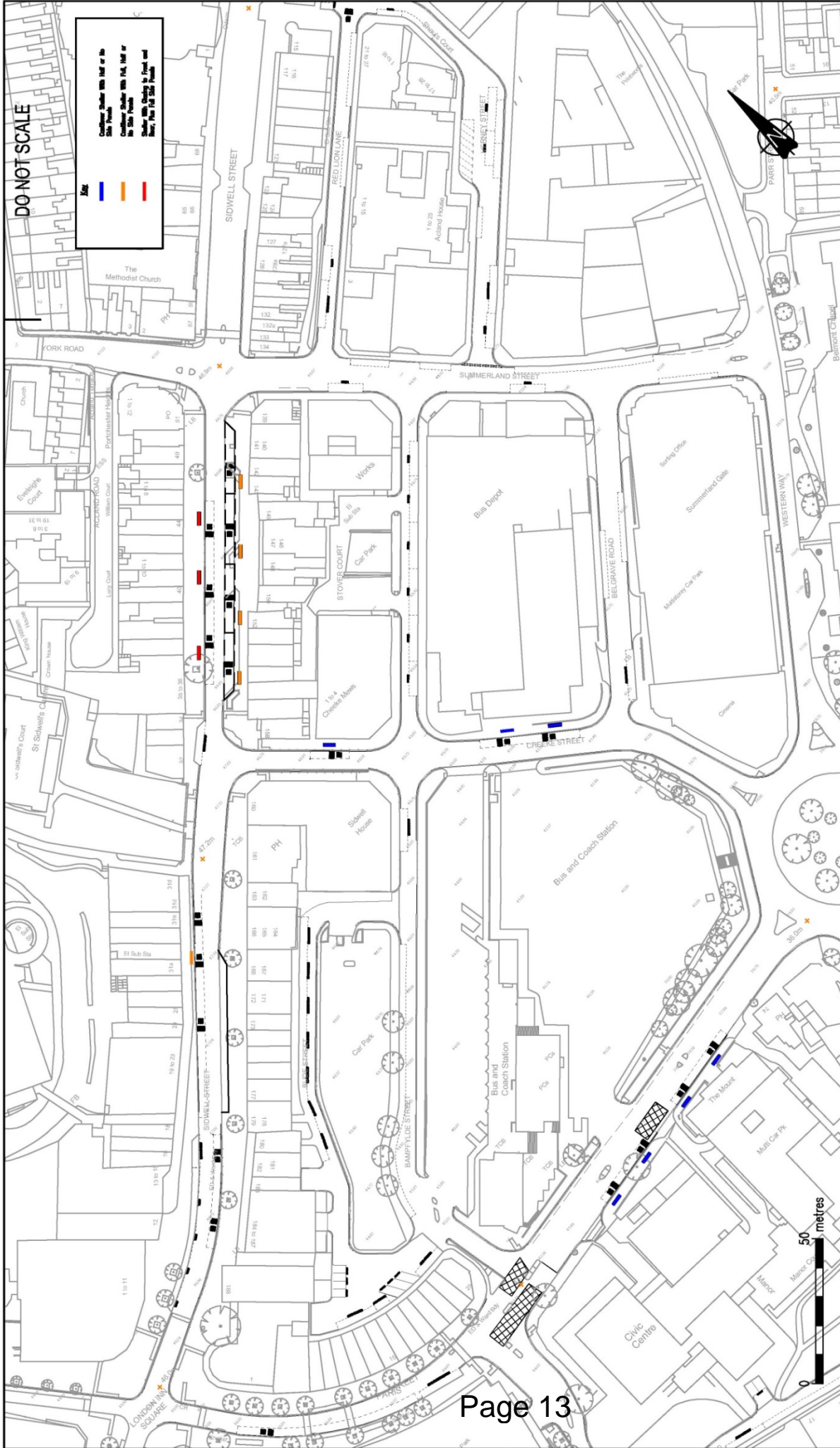
<p>SCALE @ A3: 1:1250</p> <p>CAD FILE: 19976-SK-046 TO 048.DWG</p> <p>PROJECT NO: 70019976</p>		<p>CHECKED: PW</p> <p>DESIGNER: JRP</p> <p>DRAWING NO: 19976-SK-048</p>	<p>APPROVED: IDCM</p> <p>DATE: October 16</p> <p>REV: B</p>
<p>CLIENT: EXETER CITY COUNCIL</p>		<p>PROJECT: EXETER CITY COUNCIL BUS STATION</p>	
<p>ARCHITECT: EXETER CITY COUNCIL</p>		<p>TITLE: PHASE 1 BUS STATION EXPERIMENTAL TRO</p>	
<p>WSP   PARSONS BRINCKERHOFF</p> <p>Kemble House, Southemhay Gardens, Southemhay East, Exeter, EX1 1NT                  Tel: +44 (0)1392 267500 Fax: +44 (0)1392 267599                  www.wspgroup.com www.pbworld.com</p>			
<p>REV</p> <p>DATE</p> <p>BY</p> <p>DESCRIPTION</p>	<p>CHK</p> <p>APP</p>	<p>FOR INFORMATION ONLY</p>	

**Key of the Proposed Restrictions for the Duration of the Works Bus Layover Bay**

Key of the Proposed Restrictions for the Duration of the Works Bus Layover Bay

PROJECT	EXETER CITY COUNCIL BUS STATION	CLIENT	EXETER CITY COUNCIL
SCALE @ A3	1:500	ARCHITECT	WSP   PARSONS BRINCKERHOFF
CAD FILE	19976-SK-050 TO 053.DWG	Kettle House, Southernhay Gardens, Southernhay East, Exeter, EX1 1NT Tel: +44 (0)1392 267500 Fax: +44 (0)1392 267599 www.wspgroup.com www.pbworld.com	
DESIGNER/DRW	JRP	DATE	04/11/16
PROJECT NO.	70019976	REV	A
DRAWING NO.	19976-SK-053	BY	JRP
REV	B	DESCRIPTION	REVISION TO BUS LAYOVER BMS
		DATE	14/10/16
		CHK	JRP
© WSP Group Ltd			





<p><b>DO NOT SCALE</b></p> <p>                 Shelter with 100% of the Capacity                  Shelter with 75% of the Capacity                  Shelter with 50% of the Capacity             </p>		<p>SCALE @ A3: 1:1250</p> <p>CAD FILE: 19976-SK-054.DWG</p> <p>PROJECT No: 70019976</p>	<p>CHECKED: PW</p> <p>DESIGNER: AJT</p> <p>DRAWING No: 19976-SK-054</p>	<p>APPROVED: IDCM</p> <p>DATE: October 16</p> <p>REV: B</p>
<p>CLIENT: EXETER CITY COUNCIL</p>		<p>PROJECT: EXETER CITY COUNCIL BUS STATION</p>		
<p>ARCHITECT: WSP   PARSONS BRINCKERHOFF</p> <p>Kebble House, Southernhay Gardens, Southernhay East, Exeter, EX1 1NT                  Tel: +44 (0)1392 267500 Fax: +44 (0)1392 267599                  www.wspgroup.com www.pbworld.com</p>		<p>TITLE: PHASE 1 TEMPORARY BUS SHELTER TYPES AND LOCATIONS</p>		
REV	DATE	BY	DESCRIPTION	CHK
B	31/10/16	AJT	UPDATED TO INCLUDE PHASE 1 ONLY	PW
A	28/10/16	AJT	FIRST ISSUE	PW

FOR INFORMATION ONLY

\\uk.wspgroup.com\central\_data\Projects\200199x\70019976 - Exeter City Council Bus Station\Development\AUTOCAD\SK Sketches\19976-SK-054.dwg 31 October 2016 16:53:48 League, Adam



PTE/16/56

Exeter Highways and Traffic Orders Committee  
14 November 2016

## **Bus Shelters in Exeter**

Report of the Head of Planning, Transportation and Environment

***Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that the Committee notes the following report.**

### **1. Background/introduction**

This report provides an overview of the provision of bus shelters in Exeter, which are provided by Clearchannel at no cost to Devon County Council or Exeter City Council. The ongoing costs of provision and maintenance are covered by the sale of advertising.

### **2. Current Agreement**

The provision of bus shelters within the Exeter City area forms part of a joint agreement between Clearchannel, the County Council and the City Council.

This arrangement started on 1 May 2012 following a procurement process during 2011 and will last for twenty years. It replaced the previous agreement with Clearchannel/Adshel which expired at the end of April 2012.

Three companies expressed an interest in the contract and two responses were received. All the interested companies took the opportunity to discuss the aspirations contained in the tender documents prior to bidding. From these discussions it became apparent that the requirement that there be no advertising on shelters in the City Centre (High Street and Sidwell Street) had significantly reduced the amount of advertising revenue achievable and the consequent benefits it would be possible to deliver through the contract.

New or replacement shelters do not require planning permission, but the introduction of illuminated advertising at a new location requires consent from the City Council under the Town and Country Planning (Control of Advertisements) Regulations.

The present contract provides:

- 188 bus shelters - all existing shelters are being replaced – the target is that all will be replaced within the first five years of the contract.
- Shelters are inspected on a daily basis for graffiti or damage.
- Shelters are cleaned every week.
- A call-out system for damage or emergencies.
- A 24 hour number to report damage – 0800 731 3699
- From 2017 two additional shelters per year will be provided at no cost to the Councils.

### **3. Replacement of Shelters**

It normally takes approximately one week to replace an existing shelter with a new one.

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The process is:

- Power to the old shelter is disconnected.
- The old shelter is removed.
- The pavement is excavated to install the new supporting framework.
- The new framework is allowed to fully set.
- The new shelter is erected and pavement made good.
- Power is re-connected to the new shelter.

The process requires a lorry-mounted crane for the dismantling and construction phases. The installation of the framework can encounter difficulties where other services are located close to the pavement surface and this has resulted in delays at a number of locations.

Where a shelter is damaged in an accident the timescale for repair or replacement is dependent on how quickly the insurance payment is made and the requirement to order a replacement shelter. In some locations embargoes or restrictions on highway works may also impact on the timescale. Where a shelter has been struck by a bus on more than one occasion a review to try and avoid a repetition will be carried out. This will examine any opportunities for slightly moving or reorienting the shelter to reduce the risk.

## **4. New Shelters**

The contract provides two additional shelter locations per year from 2017, at no cost to the Authorities. The present list of possible sites already exceeds 70 locations, so it will not be possible to meet all requests. The intention is to prioritise locations based on level of passenger use and frequency of service. Additional shelters can be provided if the installation and maintenance costs can be fully met. There is no budget available from the County Council or City Council for this, so any additional shelters would be dependent on the availability of external funding.

## **5. Options/Alternatives**

A competitive tender process was issued in 2011 for a 20 year period from May 2012. Officers engaged with the market at that time.

## **6. Consultations/Representations/Technical Data**

Not applicable.

## **7. Financial Considerations**

None, with no financial consideration for DCC or ECC.

## **8. Environmental Impact Considerations**

The Authority has a responsibility to ensure that shelters are disposed of in an environmentally friendly manner when they are dismantled.

All dismantled shelters are transported to Clearchannel's Central Depot. Materials from the dismantled shelters are then inspected and utilised in the following ways:

- The metal infrastructure of the shelter is inspected and assessed. Re-furbished shelters are produced from the salvaged materials. For every four dismantled shelters they are able to produce approximately one re-furbished shelter. Re-furbished shelters are then offered to customers at discounted prices.

- Parts are salvaged and cleaned to provide maintenance stock which is distributed nationally.
- 100% of fluorescent tubes and lamps are recycled.
- Electrical equipment is recycled where fit for purpose.
- Glass is recycled and used as aggregate.
- Metals beyond use are re-cycled.

## 9. Equality Considerations

Wherever possible the Department for Transport's "Inclusive Mobility" guidelines are adopted. In some locations restricted pavement width may make it impossible to fully comply. Full details of the guidelines are available at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)

## 10. Legal Considerations

There are no specific legal considerations.

## 11. Risk Management Considerations

This policy/proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

## 12. Public Health Impact

None.

## 13. Summary/Conclusions/Reasons for Recommendations

It is recommended that this report be noted.

Dave Black  
Head of Planning, Transportation and Environment

## Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: Damien Jones

Room No: Matford Lane Offices

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

dj041016exh  
sc/cr/bus shelters in exeter  
03 031116



PTE/16/43

Cabinet  
14 September 2016

## Transport Capital Programme 2016/17

Report of Head of Planning, Transportation and Environment

***Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.***

### Recommendation:

- (a) approval is given to enhance the Place 2016/17 capital programme by £0.837 million with £0.718 million from developer and £0.119 million external contributions;
- (b) of the enhancements above, £0.275 million is forward funded to enable schemes to proceed in advance of the funding being received;
- (c) revised budgets are allocated to the Local Transport Plan (LTP) schemes set out in Appendix I;
- (b) that amendments to the Integrated Block allocations are delegated to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Highway Management and Flood Prevention or Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter.

### 1. Summary

This report seeks approval to a revised transport capital programme for 2016/17 (excluding maintenance).

### 2. Background

Cabinet previously approved a two year programme in September 2015 for capital transport schemes in 2015/16 and 2016/17. Since then various factors have required an update to the 2016/17 programme reflecting changes in some scheme costs, funding sources and timing.

Funding pressures remain tight with the Local Transport Plan Integrated Block settlement from Government at an annual level of around £3.6m compared to over £6m a few years ago and over £10m in 2009/10. Other local contributions such as Section 106 (S106) or Community Infrastructure Levy (CIL) are also under significant pressure. External funding sources continue to support a major part of the capital programme.

### 3. Proposal

The focus of the 2016/17 programme remains substantially unchanged from that in the September 2015 report, supporting economic growth alongside Local Plans. A significant proportion of the programme is helping to deliver major schemes, many of which are either under construction or are in advanced design stages. DCC's funding in these cases is used for design work, land purchase and the remainder of the local contribution where this is required to meet external funding commitments. This is particularly the case for the current Growth Deal<sup>1</sup> and Coastal Communities Fund awards which make up a substantial proportion of the capital programme in 2016/17. The County Council plays an important part

# Agenda Item 14

in negotiating other local contributions including CIL and S106. Appendix I details the revised 2016/17 programmes.

## Walking and Cycling

The prioritisation of the old A380 through Kingkerswell for use by pedestrians and cyclists, the completion of the Exe Estuary route into Dawlish town centre, and the A39 pedestrian and cycle bridge to the proposed new employment area at Roundswell (Barnstaple) along with a further section of the Wray Valley Trail between Moretonhampstead and Lustleigh are the four main schemes planned for completion or substantial starts in this financial year. The Kingskerswell and Dawlish scheme allocations reflect the revised scheme costs following detailed design and consultation.

These are supported by the first phase of the Sidford – Sidbury cycle route, a further section of the Stop Line Way, further stages of the Pegasus Way, NCN2 Western Road Ivybridge and a continued programme of cycle parking and associated facility improvements at employer, school and other key locations across the county. There is an allocation as match funding for external funding sources to support the further expansion of the electric bike network within Exeter, connecting rail stations to employment sites including County Hall and Great Moor House.

Land purchase and scheme design continue to be an important part of the programme, ensuring that there is a continual pipeline of schemes available to bid for external funding opportunities as they arise. These include:

- Exeter Strategic Cycle Routes
- Exmouth North to Exe Estuary Link
- Wray Valley Trail (Moretonhampstead to Lustleigh)
- Tarka Trail (Meeth to Hatherleigh)
- Newton Abbot East – West and Central Cycle Routes
- Larkbear Pedestrian / Cycle Bridge (Barnstaple)
- Exe Estuary Powderham to Turf Lock
- Teign Estuary
- Ruby Way
- Torrington to Tarka Trail
- Drakes Trail to Princetown (Yelverton to Dousland).

Funding bids have currently been submitted for:

- Exeter and Rural Strategic Cycle Routes (Growth Deal via Local Enterprise Partnership [LEP])
- Newton Abbot East – West Cycle Route as part of Houghton Barton package (Growth Deal via LEP)
- Teign Estuary Dawlish to Teignmouth (Coastal Communities Fund).

The County Council has also been successful in securing £500,000 of revenue funding in 2016/17 from the Department for Transport (DfT) through the Sustainable Transport Transition Year funding. This will support a range of activities with schools, employers and communities in a number of locations to get the most out of investment in capital infrastructure.



## Rail

The development of the Devon Metro strategy follows on from the opening of Cranbrook and Newcourt stations with works on Marsh Barton station. The start of works on the latter has been delayed by technical approvals from Network Rail and is now expected to be in early 2017. The programme also includes final signalling works to complete the Newcourt station scheme.

Design, land acquisition and preparation work continues on Cranbrook second station feasibility, St David's station forecourt masterplan (funded by Great Western Railway), Bere Alston – Tavistock, Newton Abbot station bridge extension, and Pinhoe station car park. Mid-Devon District Council and Cullompton Town Council are funding initial investigation work into a new station at Cullompton. The option for a second station at Okehampton is being investigated but is dependent on a regular weekday rail service being included in one of the new franchises.

A funding bid has been submitted to the DfT for the next stage of design work for rail infrastructure to double the frequency of services between Exeter and Honiton including the second station at Cranbrook. This is part of a wider project to also improve the punctuality and journey times of Exeter – Waterloo services and the diversionary capability for Paddington – Exeter – Plymouth services when there is disruption between Castle Cary and Exeter.

## Roads

Several major schemes are on site in 2016/17 including:

- A39 Hospital Junction, Barnstaple
- A361 Portmore Roundabout, Barnstaple
- Bridge Road, Exeter (completion 17/18)
- Tithebarn Lane Phase 2, Exeter
- A379 Newcourt Junction, Exeter
- A38 Deep Lane Junction Phase 1, Sherford.

Design, land acquisition and preparation work either continues or is anticipated to start on a number of other schemes including:

- A382 – A383 Houghton Barton Link, Newton Abbot
- A380 – A381 Wolborough Link, Newton Abbot
- A382 Widening, Newton Abbot (construction work on southern section due to start in 2017/18)
- Dinan Way Extension, Exmouth
- Axminster Relief Road
- A30 Honiton to Devonshire Inn
- A361 North Devon Link Road (design funded by DfT Large Local Majors programme with full bid to be submitted spring 2017 – not all funding shown in Appendix I as mainly DfT revenue funded in 2016/17)
- A38 Deep Lane Phase 2
- Tiverton EUE access (construction could start 2017/18 if sufficient Growth Deal funds are available).

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## 4. Consultations/Representations

The programme approved by Cabinet in September 2015 reflected the consultations through the 2011-2026 Local Transport Plan and subsequent work with partners. The programme in this report similarly reflects updates from delivery and funding partners including the LEP and district councils alongside progress on Local Plan infrastructure requirements.

## 5. Financial Considerations

The package of schemes for 2016/17 in this report totals £29.777 million. This includes significant S106 contributions from developers and other external sources. The majority of these contributions have already been incorporated into the capital programme but it is recommended that it is further enhanced with the following as set out in Appendix I:

2016/17 Funding Source	£,000
External and developer contributions	837

The development of schemes is increasingly reliant on using external funding for design and land purchase as well as construction. Whilst included in legal agreements, the actual receipt of funds may be some time in the future. It is therefore recommended that expected external funds are forward funded where it is necessary, to enable successful funding packages. The use of forward funding will assist the earliest delivery of schemes in advance of the receipt of external contributions. The risk of delays or not receiving these receipts will be monitored to ensure there is no impact upon the delivery of the Medium Term Capital Programme in future years and contingency plans are in place.

## 6. Environmental Impact Considerations

An Environmental Impact Assessment was carried out for the overall strategy contained in the Devon and Torbay Local Transport plan 2011-2026. The environmental impacts of individual schemes are detailed in Cabinet or Highways and Traffic Orders Committee (HATOC) reports where relevant.

## 7. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

An Impact Assessment was completed for the Transport Capital Programme in 2014. Detailed individual Impact Assessments are carried out on larger schemes where required and included with Cabinet and HATOC reports.

## **8. Legal Considerations**

There are no specific legal considerations. Where relevant these are considered in reports on individual schemes.

## **9. Risk Management Considerations**

This programme has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position. The overall programme includes a degree of over programming to allow for slippage. Contingency allowances are built into scheme cost estimates and bid proposals to minimise the risk of scheme costs increasing over the available budget. These are increased for complex projects. Contingency levels are constantly being reviewed in the light of experience gained locally and nationally.

## **10. Public Health Impact**

The considerable investment in walking, cycling and public transport identified within the programme will continue to support sustainable travel and an increase in the levels of physical activity. This is particularly focussed on encouraging regular trips such as journeys to school and work.

Many of the schemes in the programme contribute to Air Quality Management Plans developed in partnership with district councils.

Specific public health impacts associated with individual schemes are considered in relevant HATOC and Cabinet reports.

The County Council is also submitting a bid of around £1.5m to the DfT to the revenue element of the Access Fund for the promotion of sustainable transport. This will cover the three year period between 2017/18 and 2019/20 and build on the successful awards from the Local Sustainable Transport Fund and Sustainable Transport Transition Year funding up to and including 2016/17. The bid will include working with partners on the Healthy New Town project at Cranbrook.

## **11. Options/Alternatives**

The 2016/17 programme has been designed taking into account committed schemes, the availability of funding sources, the 2011-2026 Devon and Torbay Local Transport Plan and the Cycling and Multi-use Trail Network Strategy. Detailed timings of schemes are linked to the cost, availability of match funding and deliverability as well as the growth strategies in Local Plans.

## **12. Reason for Recommendation/Conclusion**

The programme in this report takes advantage of match funding from external sources wherever possible to make effective use of the limited direct funding available to the County Council. It meets the Council's priorities in the Strategic Plan 2014-2020 by focussing on economic growth and physical health and supporting a prosperous healthy and safe community.

Dave Black  
Head of Planning, Transportation and Environment

# Agenda Item 14

## **Electoral Divisions: All**

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

*Strategic Director, Place: Heather Barnes*

### Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
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Nil

jja010916cab Transport Capital Programme 201617  
hk 06 020916

# Agenda Item 14

Appendix I  
To PTE/16/43

## Revised Local Transport Plan Programmes 2016/17

<b>Countywide Foundation Programme</b>	<b>2016/17</b>
<b>Schemes</b>	<b>£,000</b>
Countywide Bus Real Time Information	220
Devon Metro Station Programme - Newton Abbot bridge access - Jacobs	10
Devon Metro - Exmouth Public Transport Interchange	40
Devon Metro Station Programme - Pinhoe Rail Station Car Park	10
Minor scheme costs and commitments	10
<b>Totals</b>	<b>290</b>

<b>Exeter Targeted Capital Investment &amp; Foundation Programmes</b>	<b>2016/17</b>
<b>Schemes</b>	<b>£,000</b>
Alphington Road (Ide) Park and Ride - Jacobs	22
Chudleigh Road, Alphington Realignment	20
H/W Man - HGV Routing - Exeter Lorry Ban	18
St David's Forecourt Enhancement - Jacobs	9
Newcourt Railway Crossing	5
Exeter Strategic Cycle Network E3 & E4	100
Co-Cars: Exeter Traffic Regulation Order 2016	5
Topsham Road (South) CW Toucan Crossing upgrade	15
Exeter cycle parking	10
Devon Metro - Electric Bikes, East of Exeter Area	60

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Marsh Barton Grace Road South Cycle Link	9
Zebra Crossing New North Road Clock Tower	60
Minor scheme costs and commitments	22
<b>Totals</b>	<b>355</b>

<b>Market and Coastal Town and Rural Devon Foundation Programme</b>	<b>2016/17</b>
<b>Schemes</b>	<b>£,000</b>
Strategic Cycle Network - Tarka Trail - Willingcott to Knowle	40
Meeth Quarry to River Torridge (new route) - Tarka Trail	170
Dart Cycle Network	65
Strategic Cycle Network - Tavistock to Tamar Trails	20
Local Walking & Cycling - Sidbury to Sidford - footpath/cycle route	150
Pegasus Way, Beaworthy - Phase 2	50
Barnstaple Long Bridge / Seven Brethren improvements	135
Town Centre Improvements - Queen Street, Newton Abbot - Street Scene	15
Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accomodation Lane)	60
Local Schemes - NCN2 Missing Link Western Road, Ivybridge	30
Strategic Cycle Network - NCN28 Newton Abbot to Torbay Border	25
Local Walking & Cycling - Cycle Parking In Market and Coastal Towns	100
Bus Waiting Infrastructure Improvements	50
Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme	587

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Northern Exmouth to Exe Estuary Walking and Cycling Link	10
Newton Abbot Bus Station improved car park access (Sherborne Road)	15
Newton Abbot Central Cycle Route	20
Churchill Way Northam Controlled Pedestrian Crossing	64
Minor scheme costs and commitments	60
<b>Totals</b>	<b>1,666</b>

<b>Market and Coastal Town and Rural Devon Targeted Capital Investment Programme</b>	<b>2016/17</b>
<b>Schemes</b>	<b>£,000</b>
Dinan Way Extension - design and cost reappraisal	250
Bere Alston to Tavistock Railway	341
A382 - A383 Link Road design	126
Larkbear - Seven Brethren pedestrian and cycle bridge	58
Anchorwood/Strand Town Centre pedestrianisation and cycle bridge (Taw Bridge)	26
Cullompton Eastern Relief Road detailed design	17
Marsh Lane, Crediton - widening	42
Dart Cyc Net - A38 Crossing at Heathfield (foot/cycle bridge)	20
Urban Extension Infrastructure Design	100
Minor scheme costs and commitments	16
<b>Totals</b>	<b>996</b>

# Agenda Item 14

<b>Major Schemes</b>	<b>2016/17</b>
<b>Schemes</b>	<b>£,000</b>
Kingskerswell Bypass (South Devon Link Road - SDLR) - EDG	302
Barnstaple Western Bypass	94
Tithebarn Link Road Phase 2 Blackhorse Lane Link - Northern section	1,997
Tithebarn Link Road Phase 2 Blackhorse Lane Link - Southern section	350
Bridge Road Lower Cost Scheme - City Wide Highway Improvements	6,346
A379 Newcourt Junction (Sandy Park Junction)	2,290
A39/A361 Corridor - A39 Heywood Road junction	110
A39/A361 Corridor - Portmore Roundabout - EDG	1,290
Tiverton EUE Access Routes	530
Tiverton EUE Blundells Road Ph 1- Heathcote Way to Tidcombe Lane	1,000
A382 Widening Forches Cross to Jetty Marsh Stage 2 (southern phase 1)	690
A30 Honiton to Devonshire Inn	888
Roundswell A39 Pedestrian and Cycle Bridge	890
A361 North Devon Link Road	50
A382 Widening Trago Roundabout to Forches Cross (northern phase 2)	613
Deep Lane Junction - Phase 2 (southern side)	335
Deep Lane Junction - Phase 1 (northern side)	1,874
Crediton Link Road	51
Minor scheme costs and commitments	83
<b>Totals</b>	<b>19,783</b>



# Agenda Item 14

<b>Other Schemes &amp; Externally Funded</b>	<b>2016/17</b>
<b>Schemes</b>	<b>£,000</b>
Crannaford Level Crossing	200
Exe Estuary Trail	115
Wray Valley Trail - Ph 2 - Steward Wood/Willford Bridge to Lustleigh	975
The Stop Line Way	170
Teign Estuary	50
Devon Metro Station Programme - Newcourt (Jacobs)	160
Devon Metro Station Programme - Marsh Barton Project Management/Other Costs	2,400
A39 - Westaway Plain Junction Improvements (hospital junction/A39 North Road roundabout scheme)	1,077
Dawlish Town Centre Link Phases 1-3 & Heritage Trail	1,246
Dawlish Warren - Exeter Road Cycle Improvements	120
Dart Cyc Net - Ogwell to Newton Abbot Town Centre and NCN	10
Newton Abbot East/West Cycle Route Phases 2-3	65
(New) Newcourt Way, Exeter - bus shelters	26
(New) Heath Way / The Lamb, Totnes - zebra crossing	30
Minor scheme costs and commitments	43
<b>Totals</b>	<b>6,687</b>

# Agenda Item 14

<b>Programme Summary</b>	<b>2016/17</b>
<b>Category</b>	<b>£,000</b>
Countywide Foundation	290
Exeter Targeted Capital Investment & Foundation	355
Market and Coastal Town and Rural Devon Foundation	1,666
Market and Coastal Town and Rural Devon Targeted Capital Investment	996
Major Schemes	19,783
Other Schemes and Externally Funded	6,687
<b>Totals</b>	<b>29,777</b>

<b>Funded by</b>	<b>2016/17</b>
<b>Category</b>	<b>£,000</b>
Integrated Block	4,400
S106	11,515
Grant	10,838
External Contributions	373
DCC Resources (Unsupported Borrowing/Supported Borrowing and capital receipts)	2,651
<b>Totals</b>	<b>29,777</b>

<b>Enhancements to the Capital Programme</b>	<b>2016/17</b>
<b>Developer and External Contributions</b>	<b>£,000</b>
Devon Metro - Exmouth Public Transport Interchange	38
St David's Forecourt Enhancement - Jacobs	9
Zebra Crossing New North Road Clock Tower	60

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Barnstaple Long Bridge / Seven Brethren improvements	72
Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accomodation Lane)	30
A379 Corridor Exminster Village Improvements - traffic management/pedestrian improvements	7
Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme	20
Churchill Way Northam Controlled Pedestrian Crossing	40 <span style="float: right;">**</span>
Marsh Lane, Crediton - widening	42 <span style="float: right;">**</span>
Drumbridges and Battle Road Junction	31
Wray Valley Trail - Ph 2 - Steward Wood/Willford Bridge to Lustleigh	30
Dawlish Town Centre Link Phases 1-3 & Heritage Trail	231
TRO and associated works - Old County Ground development (Chieften Way), Exeter	4
(New) Heath Way / The Lamb, Totnes - zebra crossing	30
Crannaford Level Crossing	163 <span style="float: right;">**</span>
Tiverton EUE Access Routes	30 <span style="float: right;">**</span>
<b>Totals</b>	<b>837</b>

\*\* Forward funded

<b>Enhancements to the Capital programme</b>	<b>2016/17</b>
<b>Funded By</b>	<b>£,000</b>
Developer Contributions	718
External Contributions	119
<b>Totals</b>	<b>837</b>



HIW/16/8

Exeter Highways and Traffic Orders Committee  
14 November 2016

## Actions Taken Under Delegated Powers

Report of the Chief Officer for Highways, Infrastructure Development and Waste

***Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that the report be noted.**

### 1. Summary

In accordance with Minute \*3 of the Meeting of this Committee on 12 July 2004 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

### 2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chairman and local Members. Details of these matters are listed below.

Location	Proposal	Action
All of Exeter	Revocation of City Lorry Ban and introduction of a few site specific prohibitions.	Traffic regulation order advertised following HATOC approval. Objections resolved and order sealed after consultation with Local Member and HATOC Chair.
Countess Wear Road	Amend No Entry restriction from Roche Gardens to Bridge Road junction	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Chair.
Topsham Road, near Newport Park	Toucan Crossing relocated due to new development	Public notice advertised following consultation with Local Member and HATOC Chair.
Chaucer Grove	Introduction of new waiting restrictions	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Chair.
Albert Street Beacon Avenue Burtnhouse Lane Chestnut Avenue Colleton Row South Gate St Annes Road St Leonards Road Wonford Street	Introduction & removal of mandatory disabled parking bays	Traffic regulation order advertised, modified, objections resolved and order sealed after consultation with Local Member and HATOC Chair.
Wonford Road	Changes to waiting restrictions for new access	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Chair.

# Agenda Item 15

<b>Location</b>	<b>Proposal</b>	<b>Action</b>
Polsloe Road	Changes to waiting restrictions to improve access to doctors surgery	Traffic regulation order advertised after consultation with Local Member and HATOC Chair and order sealed as no objections received.
Water Lane	Changes to waiting restrictions for new access	Traffic regulation order advertised after consultation with Local Member and HATOC Chair and order sealed as no objections received.
Dryden Road	Changes to waiting restrictions for new access	Traffic regulation order advertised after consultation with Local Member and HATOC Chair and order sealed as no objections received.
Matford Park Road Area	Changes to waiting restrictions in light of new developments.	Traffic regulation order advertised after consultation with Local Member and HATOC Chair and order sealed as no objections received.

David Whitton  
Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Division: All in Exeter**

Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

jb031116exh  
sc/cr/action taken under delegated powers  
02 031116