

Clyst Honiton to Exeter Airport: Cycle Link

Report of the Head of Highways and Traffic Management

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

Recommendation: It is recommended that the scheme shown on attached plan no. C08017/18 be approved at an estimated cost of £85,000.

1. Summary

This report seeks approval to a proposed scheme to provide a cycle link from Clyst Honiton to Exeter Airport.

2. Background/Introduction

Report HTM/11/22 to this meeting outlines the background to the ongoing development of a network of walking and cycling routes to the east of Exeter.

The scheme proposed in this report will form part of this strategic network, and will provide a safe off-road cycle route from Clyst Honiton to the main entrance to the airport. From this point the recently-constructed shared use footway/cycleway continues on the northern side of the road to serve the Business Park development (report EEC/09/263/HQ to this Committee on 30 November 2009 refers).

3. Proposals

Attached plan no. C08017/18 shows the proposed scheme, which involves the construction of a new shared use path running from the A30/Clyst Honiton junction, across the adjacent grass verge and embankment and continuing on through the airport car park. Planning consent for the scheme is currently being sought, and negotiations are continuing with the Church Commissioners, as owners of the land on which the airport car park is situated. The existing signal controlled crossing adjacent to the main entrance to the airport will be widened to accommodate cycle use.

4. Financial Considerations

The estimated cost of the proposals is £85,000, and funding has been identified in the 2011/12 Local Transport Plan Exeter Foundation Walking and Cycling programme.

5. Sustainability Considerations

The provision of improved walking and cycling routes, helping to reduce dependence on private car use, is a key element in the County Council's sustainable transport policy.

6. Carbon Impact Considerations

The proposals should have a positive impact by encouraging walking and cycling and reducing levels of car use.

7. Equality Considerations

No new policies are being recommended in this report and therefore an Equality Impact and Needs Assessment are not considered necessary.

8. Legal Considerations

The lawful implications/consequences of the proposals have been considered and taken into account in the preparation of this report.

9. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position

10. Options/Alternatives Investigated

Alternative options considered include a path running just outside the northern boundary of the car park, but this would be costly due to the level difference between the car park and the adjacent road. Consideration was also given to a route along the A30 trunk road verge, but this was discounted on safety grounds.

11. Reason for Recommendation/Conclusion

The proposed measures will help to improve safety for pedestrians and cyclists using this route and will help to encourage more local journeys to be made by sustainable means.

Lester Willmington
Head of Highways and Traffic Management

Electoral Division: Broadclyst & Whimble

Local Government Act 1972: List of Background Papers

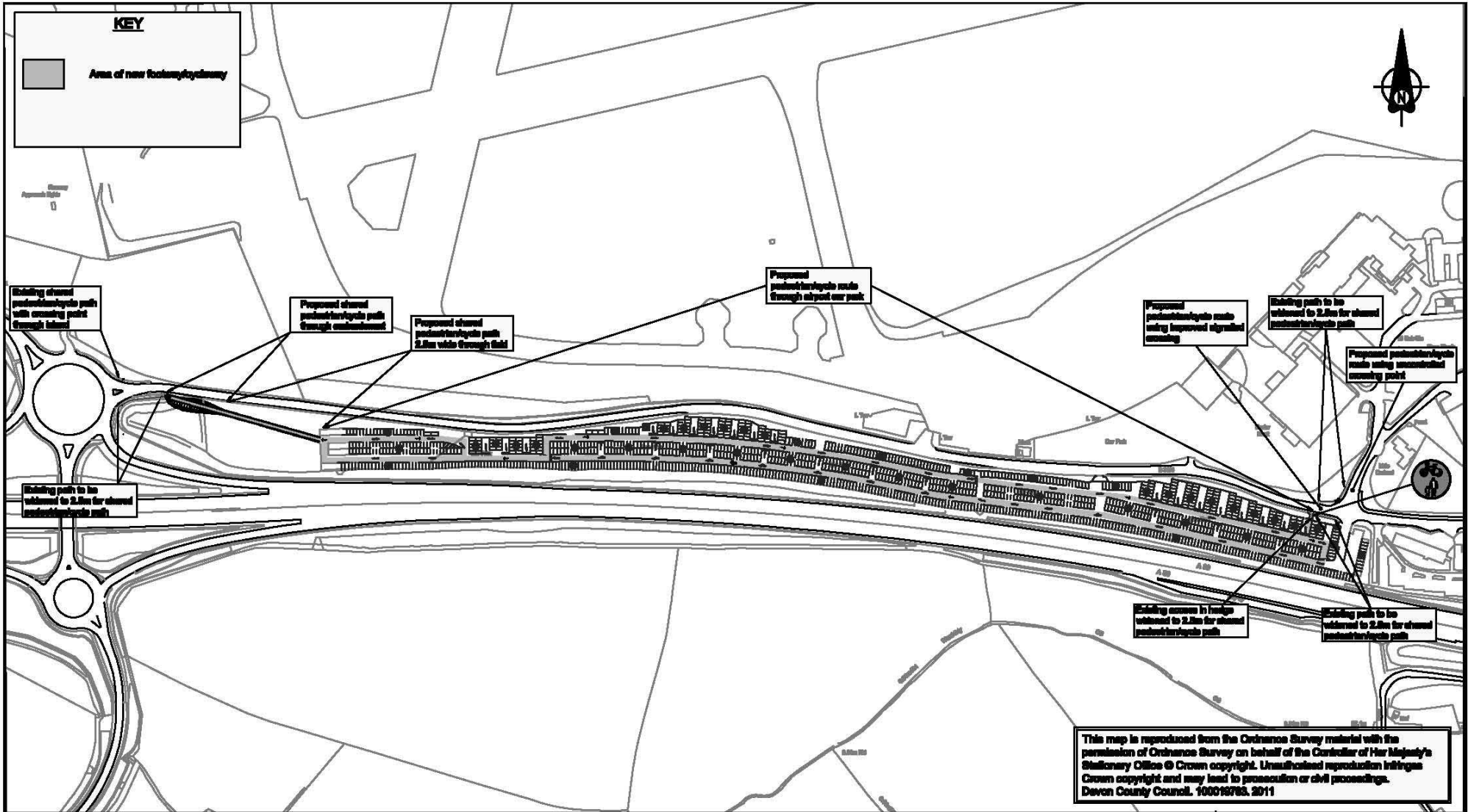
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Background Paper	Date	File Reference
None		

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		jsh/MS/pjg/psd	number C08017/18	
CLYST HONITON TO EXETER AIRPORT CYCLE ROUTE				