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To: The Chair and Members  
of the Cabinet

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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Date: 3 September 2024

Contact: Karen Strahan, 01392 382264

Email: [karen.strahan@devon.gov.uk](mailto:karen.strahan@devon.gov.uk)

### **CABINET**

Wednesday, 11th September, 2024

A meeting of the Cabinet is to be held on the above date at 10.30 am at Committee Suite (DAW) - County Hall to consider the following matters.

Donna Manson  
Chief Executive

### **A G E N D A**

11 Question(s) from Members of the Public (Pages 1 - 2)





## QUESTIONS FROM MEMBERS OF THE PUBLIC

Wednesday 11 September 2024

**1. QUESTION FROM PETER HILL (IN ATTENDANCE)**  
**Re: Approval of floating bus stops**

What is the explanation for the following shortfalls in Cabinet's Approval (10/5/23, item 326) of floating bus stops in Rifford Road: a) no reference to floating bus stops in the Impact Assessment for Disability; b) consultation on floating bus stops with disability representatives (15/5/23) after approval by elected Members; and c) RNIB's objections and significant recommendations to that consultation (e-mail 2/5/23) not conveyed to Members (FOI request 16923920, part 5)?

**REPLY BY COUNCILLOR HUGHES**

The Rifford Road Impact Assessment was produced in December 2022.

At the time of its production, the level of detail relating to the design of bus stops had not been fully developed. The scheme was developed further using the latest Department for Transport design guidance, and bus stop bypasses (which are now known as floating bus stops) were considered preferable to bus stop boarders, which rely on shared space, which puts people with visual impairment at greater risk of conflict with other road users.

The Cabinet report from 10<sup>th</sup> May 2023 confirms that the specific details of the scheme were still in development, stating "The design of these bus stops across the bi-directional cycleway is being discussed with groups representing disabled users as part of the final detailed design". I have no details of the quoted RNIB correspondence from 2nd May 2023; however a meeting involving RNIB took place after this date to consider the details of the scheme.

Feedback at this meeting indicated their local representative's support for the proposed scheme including the use of bright colours on the cycle path for contrast with the pedestrian paths and use of trapezoidal kerbs to provide additional guidance for visually impaired people crossing the segregated paths.

This was considered a preferable solution to the shared space alternative. No further notifications to Members of any changes were therefore required for the scheme.

