

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 1 November 2019
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 11th November, 2019

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

P NORREY
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes (Pages 1 - 6)
Minutes of the meeting held on 9 July 2019, attached.
- 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

MATTERS FOR DECISION

- 5 Co-Bikes and Co-Car Scheme
Presentation by Managing Director of Co-Cars/Co Bikes/Co Delivery

Electoral Divisions(s): All in Exeter

- 6 Exeter Bus Station Final Scheme Traffic Orders (Pages 7 - 16)
Report of the Chief Officer for Highways Infrastructure, Development and Waste (HIW/19/83), attached
- Electoral Divisions(s): All in Exeter*
- 7 Bus Shelters: Clear Channel's interaction with Devon Highways
Presentation by the Chief Officer for Highways Infrastructure, Development and Waste
- Electoral Divisions(s): All in Exeter*
- 8 Highways Permit Scheme
Presentation by the Chief Officer for Highways, Infrastructure Development and Waste
- 9 Exeter Transport Steering Group (Pages 17 - 18)
Minutes of the Steering Group held on 18 December 2018, attached
- Electoral Divisions(s): All in Exeter*
- 10 E3 Cycle Scheme, Hill Barton Road, Exeter, Proposed Signalised Toucan Crossing
(Pages 19 - 24)
Report of the Head of Planning, Transportation and Environment (PTE/19/42), attached
- 11 South Lawn Terrace Enhancements
Presentation by the Head of Planning, Transportation and Environment
- Electoral Divisions(s): Heavitree & Whipton Barton*
- 12 Request for a Shelter to be Placed in Lakeside Avenue Junction of Glasshouse Lane
(In accordance with Standing Order 23(2) Councillor Newby has requested that the Committee consider this matter)
- MATTERS FOR INFORMATION**
- 13 Actions Taken Under Delegated Powers (Pages 25 - 26)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/84), attached
- Electoral Divisions(s): All in Exeter*
- 14 Dates of Meetings
27 January and 27 April, 22 July and 13 October 2020 and 18 January and 15 March 2021 all at 2.15 pm at County hall, Exeter.

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

Nil

<i>Part II Reports</i>

<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>
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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.

Agenda Items and Attendance of District & Town/Parish Councillors

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.

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.

For further information please contact Gerry Rufolo on 01392 382299.

Membership

County Councillors

Councillors Y Atkinson (Chair), H Ackland, M Asvachin, S Aves, R Hannaford, A Leadbetter, P Prowse, G Sheldon and C Whitton

Exeter City Council

Councillors O Foggin, D Harvey, R Newby and T Wardle

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 and can also be accessed via the Modern.Gov app, available from the usual stores.

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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 fourth working day before the relevant meeting. The name of the person making the presentation will be recorded in the minutes.

For further information please contact Gerry Rufolo on 01392 382299.

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Induction loop system available

NOTES FOR VISITORS

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The nearest mainline railway stations are Exeter Central (5 minutes from the High Street) and St David's and St Thomas's both of which have regular bus services to the High Street. Bus Service H (which runs from St David's Station to the High Street) continues and stops in Wonford Road (at the top of Matford Lane shown on the map) a 2/3 minute walk from County Hall, en route to the RD&E Hospital (approximately a 10 minutes walk from County Hall, through Gras Lawn on Barrack Road).

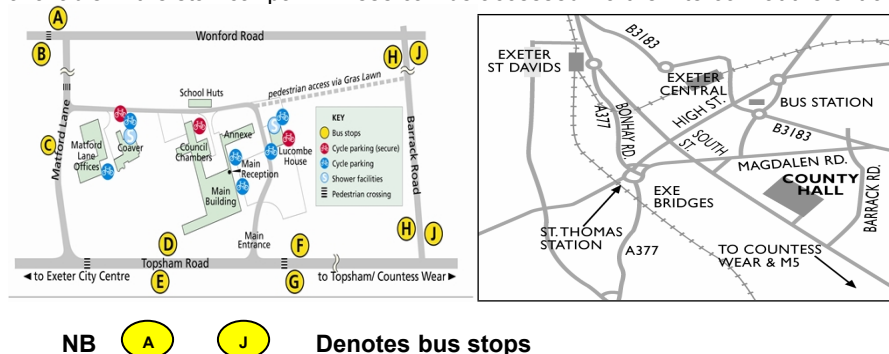
Car Sharing

Carsharing allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. For more information see: <https://liftshare.com/uk/community/devon>.

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First Aid

Contact Main Reception (extension 2504) for a trained first aider.

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

9 July 2019

Present: -

Devon County Council: -

Councillors H Ackland, M Asvachin, S Aves, E Brennan, R Hannaford, A Leadbetter, P Prowse and C Whitton (Vice-Chair)

Exeter City Council

Apologies: -

Councillors O Foggin, D Harvey, R Newby and T Wardle and Y Atkinson

* **103** **Election of Chair and Vice Chair**

RESOLVED that Councillor Atkinson be elected Chair and Councillor Whitton be elected Vice Chair for the ensuing year.

* **104** **Minutes**

RESOLVED that Minutes of the Meeting held on 9 April 2019 be signed as a correct record, subject to minute *99 (Rosebarn Lane – Residents Parking) bullet (e) the removal of “Collins Road” to be added to bullet (f) to read:

(f) that the decision on restrictions in *Collins Road*, Florida Drive and Stoke Valley Road (between California Close and Pennsylvania Road) be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the local County Councillor and Chair of the Committee.

* **105** **Items Requiring Urgent Attention**

(An item taken under Section 100B (4) of the Local Government Act 1972)

The Chair agreed that the Committee should consider as a matter of urgency the Co-Bikes Scheme in view of the need to apprise Members of the current position in relation to the lack of availability of bikes across the city.

The Senior Traffic Technician advised Members that all co-bikes had been removed across Exeter and were awaiting replacement of a new supply of bikes; however, there had been some delay in the delivery of these new bikes. It was noted that the Co-Bikes Scheme was extremely successful across the city and that formal communication was needed to update both Local Members and the public on the current situation and timescales for replacement.

It was **MOVED** by Councillor Hannaford, **SECONDED** Councillor Foggin and

RESOLVED that Members be updated on the current situation as soon as possible and a presentation on the Co-Bikes and Co-Car Scheme be given to Members at the next HATOC in November.

* **106** **Bus Services in Exeter**

Agenda Item 2

Members' raised concerns and requested updates on the following areas:

- cars parking in bus lanes;
- the Red Park and Ride now stopping at every stop on the way to town, rather than a direct route, putting off use by members of the public;
- the D Bus on a Saturday evening not arriving, leaving elderly users to walk home – Stagecoach had advised that in this situation the public could take a taxi and be reimbursed for the trip by Stagecoach – how are the public informed of this service?
- an update on the L Bus service following petitions and campaigns over the discontinued service;
- an update on the 5A/B/C Service diversion via West Garth Road, was the trial introduced in May successful?
- an update on the B Service and whether the new route along Old Tiverton Road was successful; and
- an update on the experimental H service to The Quay and whether it was to be repeated.

RESOLVED that in the absence of Stagecoach South West, Members concerns be passed on and an update report be circulated to Members before the next meeting.

* 107

Clear Channel

(Representatives from Clear Channel attended the meeting and spoke at the invitation of the Committee and answered members' questions relating to bus shelters and any delays in delivery and implementation)

The Committee received an updated schedule list by Clear Channel, provider of bus shelters (and bus shelter advertising) on the delivery of bus shelters across Exeter. Members discussed those shelters still awaiting delivery after a significant time, including Mount Pleasant, St Leonards Church, Harrington Lane Pinhoe, Wonford Road and the replacement of seating outside The Chevalier on Fore Street. Members noted the importance of providing seating for elderly users of public transport, especially during busy periods. The local Member also questioned future provision related to development at Pinhoe Quarry.

Clear Channel explained that the license to implement some of the shelters had been refused by Highways due to conflict with other planned works on the Highway and were awaiting new dates to permit works, which were on a 4 week cycle. Members' and Officers discussed the use of electronic noticing systems which allowed for a more streamlined process. It was noted that this had previously been requested by Clear Channel but was not deemed appropriate by the Council at the time due to past technical issues with Clear Channel.

It was **MOVED** by Councillor Hannaford, **SECONDED** by Councillor Wardle and,

RESOLVED that Council Officers meet with Clear Channel to review the noticing / approval process to establish if a more streamlined process could be agreed, and report back to the next HATOC in November.

* 108

Highway Asset Management/Doing What Matters

The Chief Officer for Highways, Infrastructure Development and Waste gave a presentation (attached) covering: the Annual Programme for 2019-20 (Capital Works); Design/Delivery; Cyclical Works Programmes; and Doing What Matters.

Doing What Matters was a different approach from a largely data led process to a more stream-lined pragmatic system-thinking approach for highways maintenance. A Programme Lead and dedicated officers had been established with an external consultant and involving the Council's contractor covering the two divisions of Hatherleigh and Chagford; and Torrington to test the new approach working with local communities, and councils, local Neighbourhood Officers and Members using their combined knowledge in identifying local priorities and issues. This was an open process and an evidence base would be built to

establish efficacy and best use of limited resources. If successful, the pilot would be rolled out to other areas.

The Chief Officer informed Members of a useful document, "Highways – Maintaining a Vital Asset" (attached) which provided councillors with information on how asset management could support better highway maintenance.

The Members welcomed the approach with an emphasis on local member and neighbourhood highways officer input.

Updates on the pilot project would be made to future meetings of the Committee.

Members discussion points included:

- the need to ensure that the online road works map was accessible to all users, including those with little or no sight; and
- ensuring the Local Member is informed and kept up to date with works in their area.

* 109

Annual Local Waiting Restriction Programme

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/64) on advertised proposed Waiting Restrictions (details of which had been agreed in consultation with the respective local members) detailed in Appendix I and the objections received with the Officers' responses shown in Appendix II to the Report.

A late submission regarding the proposals for Cotfield Street, was presented to the committee and discussed.

Proposals agreed at the last meeting which had not attracted objections would be implemented without the need to report back to this Committee.

It was **MOVED** by Councillor Aves, **SECONDED** by Councillor Asvachin and

RESOLVED

(a) that work on the annual waiting restrictions programme process for 2019/2020 be noted;

(b) that the recommendations contained in Appendix II of the Report be approved subject to Salmon Pool Lane agreed as proposed but revisited as part of the next Local Waiting Restriction Programme to look at options that would allow the introduction of week-day daytime parking at the bottom of the lane; and

(c) that the proposals for Cotfield Street be approved.

* 110

Monks Road Residents Parking

The Committee considered Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/65) on details of the results of the statutory consultation (between 23 May and 14 June 2019) for a traffic regulation order to the introduction of residents parking (as shown in the table in Appendix I and on the map in Appendix II of the Report).

A summary of the comments submitted, and the County Council's response was outlined in Appendix III of the Report.

Agenda Item 2

After consideration of the comments some of the restrictions are proposed to be modified as detailed in Section 3 of the Report, to allow additional parking options for residents at the named locations.

It was **MOVED** by Councillor Aves, **SECONDED** by Councillor Prowse, and

RESOLVED

(a) that the results of the consultation be noted;

(b) that the implementation of a residents parking scheme in the Monks Road area be approved, subject to the modifications detailed in section 3 of the Report;

(c) that the decision on any comments submitted on the proposed modifications detailed in section 3 of the Report be delegated to the Chief Officer in consultation with Local County Councillor and Chair.

* 111 **Proposed One Way Restriction - Bartholomew Street East and West, Exeter**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/19/27) on the proposed introduction of a southbound one-way traffic restriction on Bartholomew Street East and West between Mary Arches Street and Allhallows Court. To improve facilities for cyclists, a northbound contraflow cycle lane was also proposed as part of the scheme. The Report provided details of the preferred design and the results of the public consultation undertaken.

The scheme would align with the emerging Exeter Transport Strategy, contributing to the to its aims to reduce the impact of vehicles in the city centre, utilise trials and testing of new measures on the network; and provide a more attractive environment for pedestrians and cyclists.

It was **MOVED** by Councillor Whitton, **SECONDED** by Councillor Aves, and

RESOLVED

(a) that a traffic regulation order for the one way and contraflow cycle lane on Bartholomew Street East and Bartholomew Street West be advertised and, if no objections received, be made and sealed;

(b) that the scheme shown on plan B23006DU-1200-001, included in Appendix I, be approved for construction at an estimated cost of £53,000, subject to the outcome of the traffic order consultation; and

(c) that the Head of Planning, Transport and Environment be given delegated powers, in consultation with the Chair and the local member, to make minor amendments to the scheme details as necessary.

* 112 **Petitions/Parking Policy Reviews**

No petition for a parking review from a member of the public relating to Exeter had been received.

* 113 **Actions Taken Under Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/19/66) on action taken by her in consultation with the Chair and Local Members.

A Member raised concern over the reasoning a proposed traffic regulation order on Prince of Wales Road was not approved for advertising and asked for an explanation to be given by the Chair and Highways Officers.

* 114 **Dates of Meetings**

11 November 2019, 27 January and 27 April 2020

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 4.45 pm

HIW/19/83

Exeter Highways and Traffic Orders Committee
11 November 2019

Exeter Bus Station Final Scheme Traffic Orders

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 committee agrees to advertise the proposals as detailed in this report.

1. Introduction

This report seeks approval to advertise the restrictions that are proposed around the new bus station once it is operational.

2. Proposal

Cheeke Street

To reduce the traffic around the entrance and exit of the new bus station it is proposed that the section of Cheeke Street between Belgrave Road and Bampfylde Street is restricted to Buses, Cycles, Taxis & Private Hire vehicles in both directions.

This prohibition will remove unnecessary vehicles from this area making it safer for buses to manoeuvre into and out of the bus station.

To further reduce traffic in the area and to make the crossing at the Paris Street roundabout safer, it is proposed that only Buses, Cycles, Taxis & Private Hire vehicles be allowed to travel from Paris Street Roundabout up to Belgrave Road.

All traffic would be allowed to turn left out of Belgrave Road and travel down to Paris Street Roundabout.

The alternative routes for traffic not allowed through these prohibitions is shown in blue and green on the plan in Appendix IV.

Belgrave Road

Due to the reduced traffic on Cheeke Street and the potential for conflict at the junction, it is proposed that no traffic (except cycles) is allowed to enter Belgrave Road from Cheeke Street. This means that all vehicles must enter Belgrave Road from Summerland Street.

All traffic leaving Belgrave Road may do so onto Summerland Street or by turning left onto Cheeke Street towards Paris Street Roundabout.

The alternative route for traffic not allowed through the no entry restriction is shown in green on the plan in Appendix IV.

Agenda Item 6

To ensure that pedestrians retain safe crossing points, it is proposed to amend the kerbline at the junction and it is proposed to shorten the existing loading bay to facilitate this, as shown on the plan in Appendix II.

Bampfylde Street

As public access will be limited at the junction of Cheeke Street and Belgrave Road it is proposed that a prohibition is introduced between the entrance of Stover Court and Cheeke Street. All traffic would be allowed to travel north-eastbound from Cheeke Street towards Summerland Street. However, only buses, cycles, taxis & private hire vehicles would be allowed to travel towards Cheeke Street. This is because only these vehicles are permitted to turn left or right into Cheeke Street.

The alternative route for traffic not allowed through this prohibition is shown in red on the plan in Appendix IV.

It is also proposed to introduce additional bus stands and bus layover parking on Bampfylde Street to provide parking for the long distance coach stops that are to be relocated from Sidwell Street.

Details of these proposed restrictions are shown on the plan in Appendix III.

Paris Street

As part of the new leisure centre, it is proposed to construct a new loading bay on the footway on Paris Street, adjacent to the plant and bin store access points into the leisure centre. Due to the nature of the chemicals being delivered, the vehicles will need to load adjacent to the building and therefore the entire width of the footway will be upgraded for a vehicle crossover. However, there are a small number of deliveries anticipated each month that would use the layby and therefore it was considered that materials should be used to reflect its majority use as a footway, and not including bollards or kerbing, which would have presented a barrier to pedestrians.

The proposed goods vehicle loading only bay is shown on the plan in Appendix I.

3. Options

A number of different traffic management options have been considered in the area including alternative one-way restrictions. However, it is considered that these proposals provide safer access for the limited traffic that is essential to the operation of the area.

4. Consultations

A statutory consultation will be held for these proposals and any submissions will be brought back to this committee to make a final decision.

5. Financial Considerations

The cost of the works is being funded by Exeter City Council as it forms part of the leisure centre development and provision of a new bus station.

6. Environmental Impact Considerations

All works will be carried out at appropriate time to minimise the impact on the city centre and local businesses.

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.

8. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report of the recommendations set out above.

When making a Traffic Regulation Order it is the County Council 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, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

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

10. Public Health Impact

The introduction of a new bus station and leisure centre is seen as positive to encourage continued bus usage which will help with congestion and air quality in the city and keep the public active. The proposals also include measures that improve access to the city centre for cyclists, including contraflow lanes and access where general traffic is not permitted.

11. Reasons for Recommendations

The recommendations are made to provide safer and convenient access for buses, cyclists, taxis and private hire vehicles as well as ensuring appropriate loading that is essential to the operation of the City Council-approved leisure centre.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Exeter

Agenda Item 6

Local Government Act 1972: List of Background Papers

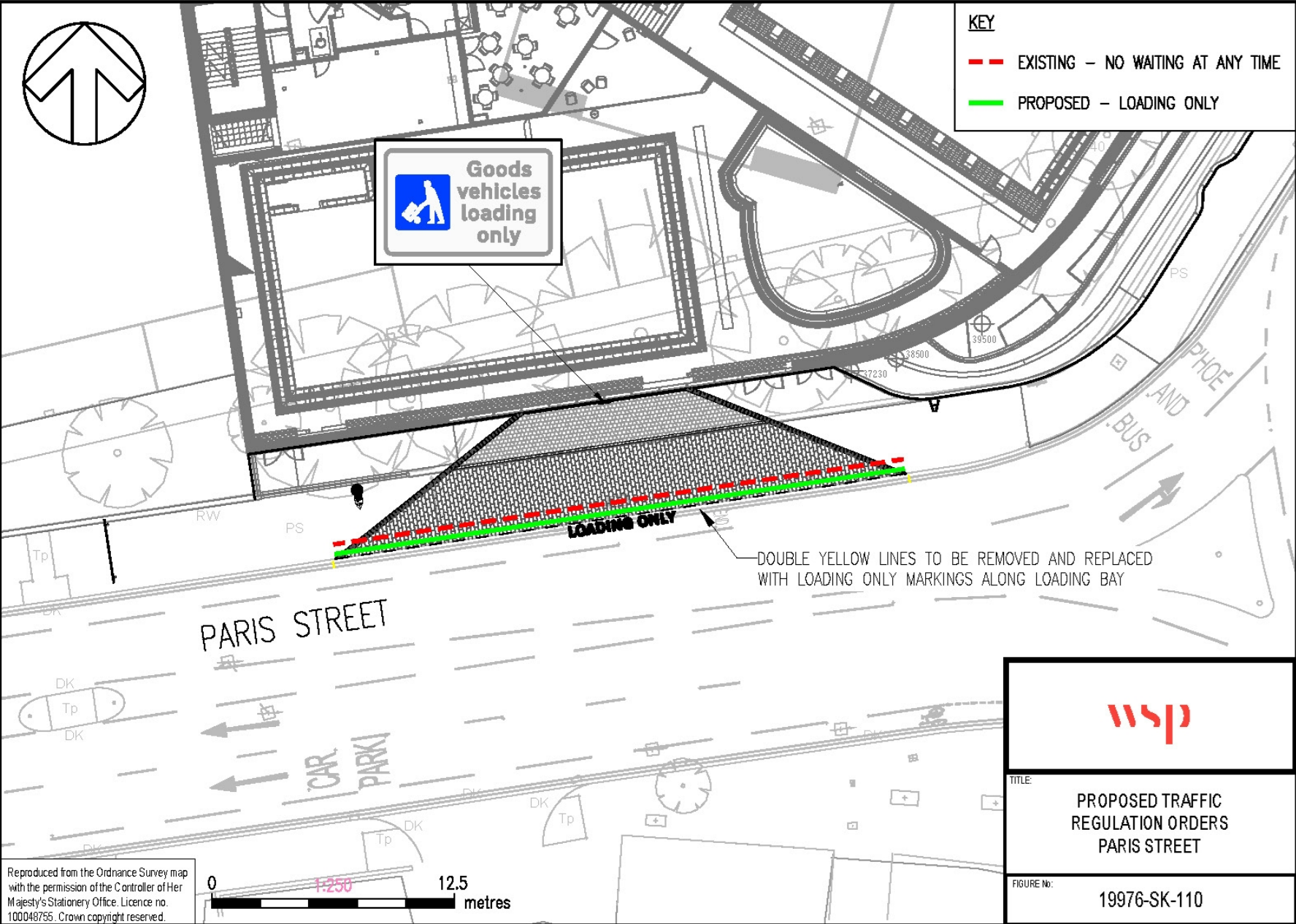
Contact for enquiries: James Bench or Jamie Hulland

Room No: ABG Lucombe House

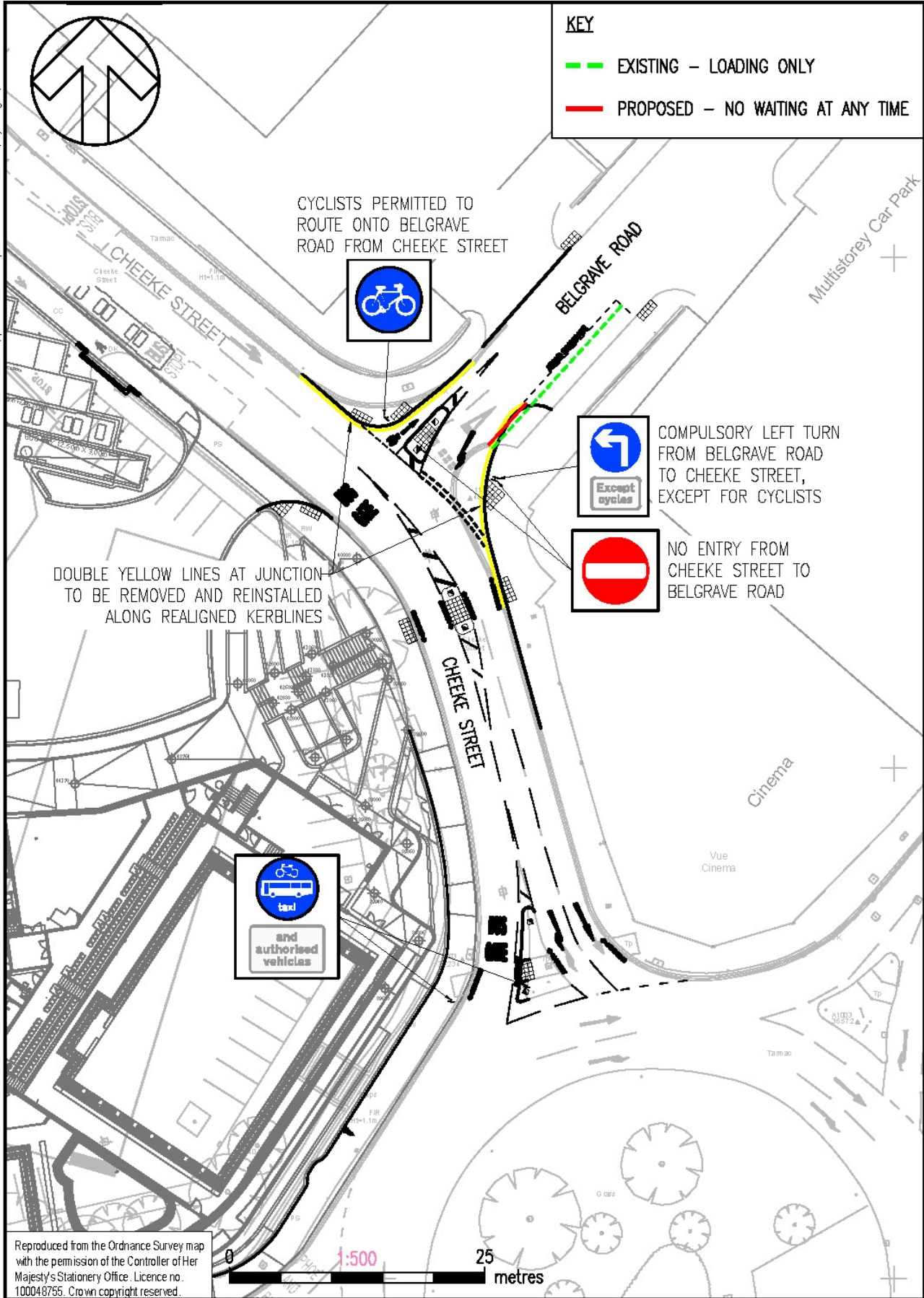
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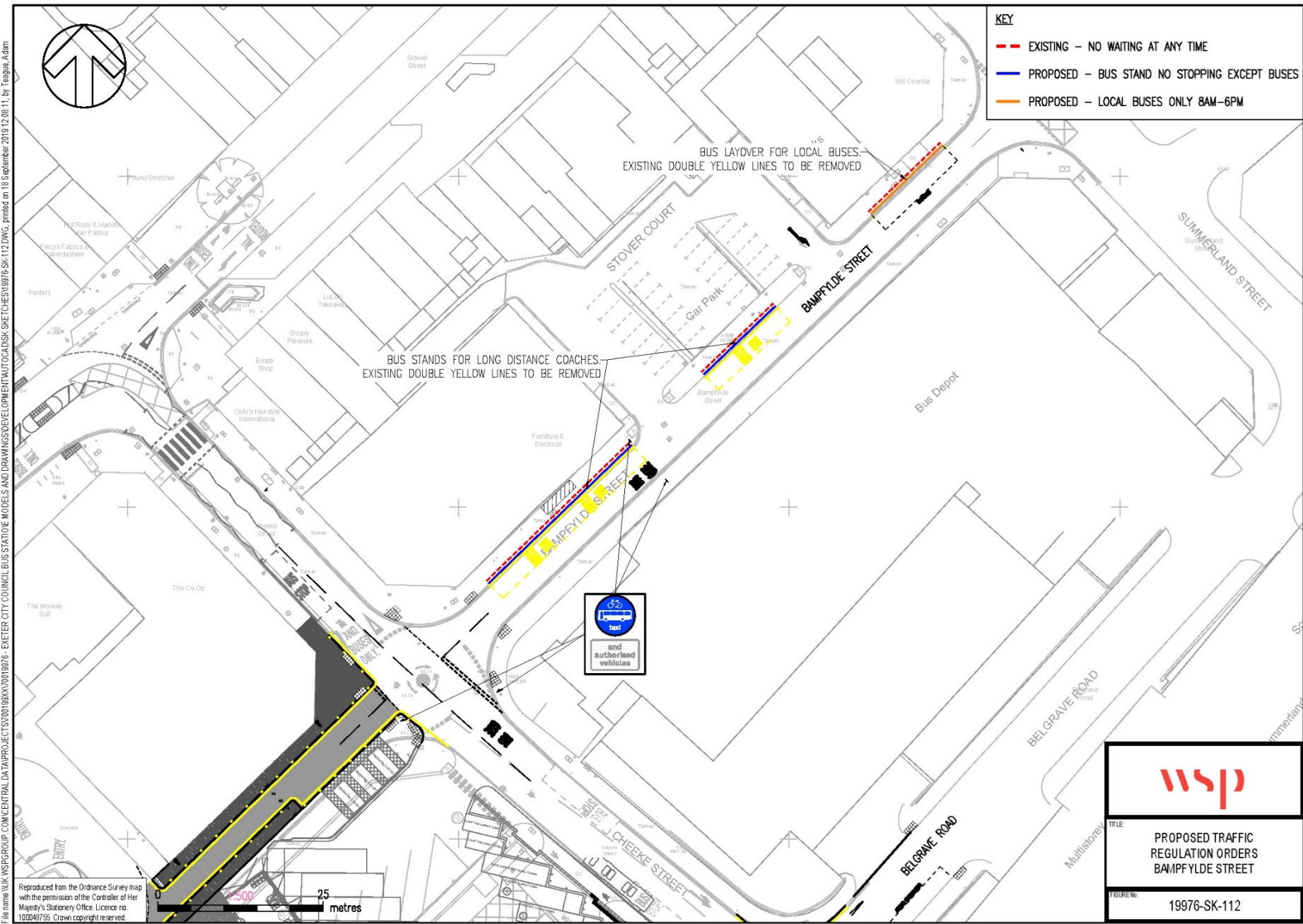
Background Paper	Date	File Ref.
None		

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sc/cr/Exeter Bus Station Final Scheme Traffic Orders
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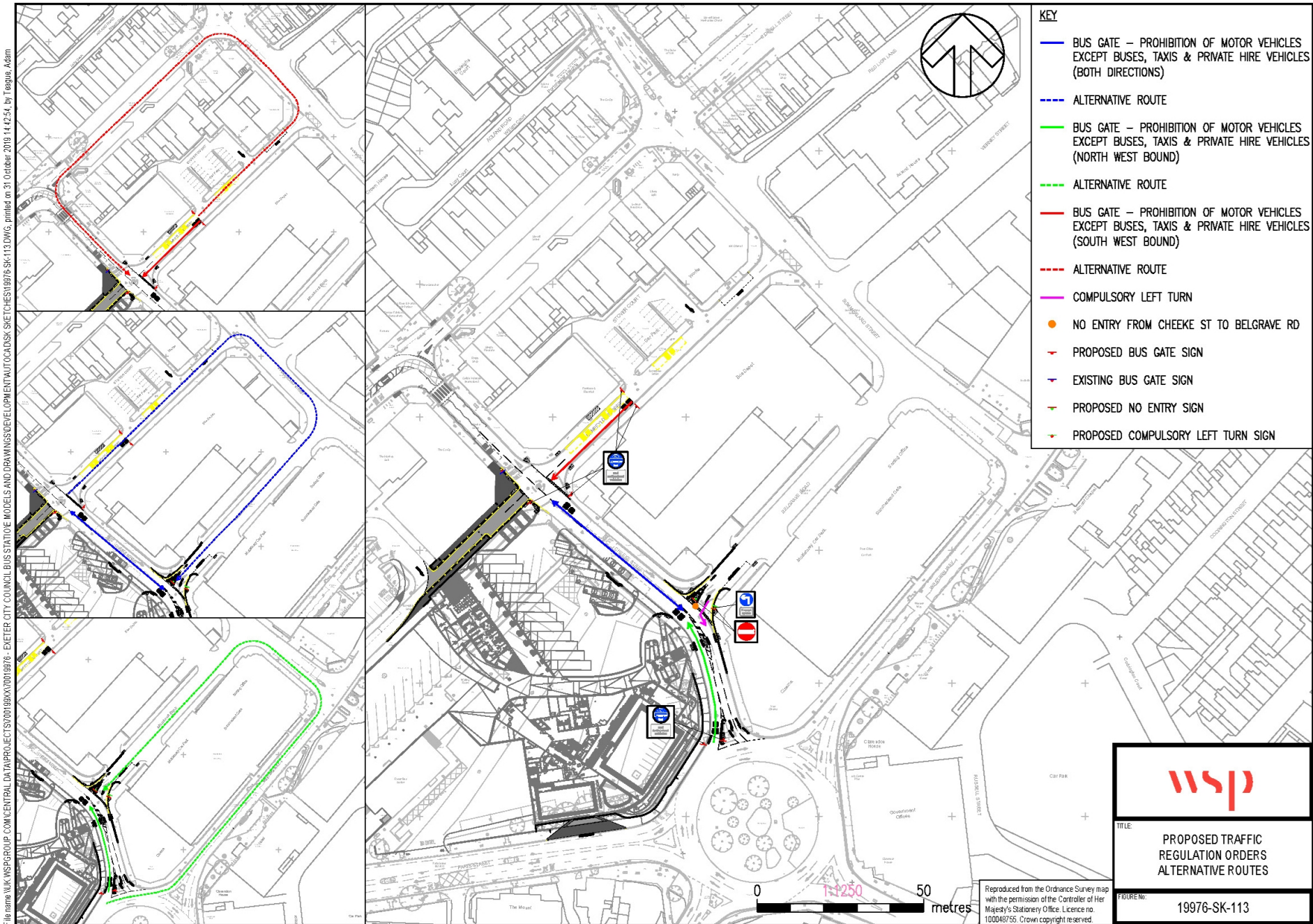
File name \\UK\WSPGROUP\COM\CENTRAL\DATA\PROJECTS\700199X\170019976 - EXETER CITY COUNCIL BUS STATION MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\19976-SK-111.DWG, printed on 18 September 2019 12:02:40, by Teague, Adam





Agenda Item 6

Appendix IV
HIW/19/83



Minutes - Exeter Transport Steering Group,

17th December 2018 - AB2 Lucombe House County Hall

DCC - Cllr Rufus Gilbert, Cllr Andrew Leadbetter, Dave Black, Will Pratt

ECC - Karime Hassan,

Apologies – Cllr Rachel Sutton, Liz o Driscoll, Jamie Hulland, Cllr Rob Hannaford

1.) Welcome and Introductions

2.) Minutes of last meeting (10th September 2018).

Query regarding replacement of Cllr Denham, who is now on maternity leave. ECC to confirm replacement member in due course (now agreed as Cllr David Harvey)

Minutes agreed

3.) Response to Cycle Campaign

Agreed. The group acknowledged cycling is key part of the strategy that focuses on a particular target area (travel within the city). Emphasis was given to the importance of the goal for 50% walk/cycle in the context of accommodating further homes in the area. To that extent needs to be an awareness of timescales for achieving this goal.

Importance of getting Cycle Campaign to work with us to help/improve schemes.

Post meeting note: JH had subsequent meeting with Exeter Cycle Campaign. The Cycle Campaign are anticipating Exeter's Local cycling and walking infrastructure plan (LCWIP), which DCC are progressing.

4.) Update on STB

Another layer of transport governance –focus on strategic connectivity for South West peninsula and the Major Road Network. Will suggest prioritisation across the Peninsula.

Group now set up (Cornwall/Devon/Somerset/Plymouth/Torbay) – Peninsula Transport.

5.) Update on EV Charging

Stage 1 of Innovate UK project to develop feasibility and business case for a number of on street charge points progressing, with submission in March 2019. If successful, will lead to delivery of a number of low power feed charge posts, with storage in 2019/20.

Draft GESP policy on electric charging being worked up. Noted that long term way forward still very uncertain, and likely to require a strong steer from government. To date has been typically provided off street, a number of potential issues for on street.

Question on leading examples elsewhere, with Oslo highlighted as international leader.

6.) Draft Exeter Transport Strategy

Draft circulated in advance of meeting. Document felt to be of suitable length, succinct and clear on the rationale for the proposed strategy.

KH supportive of the changing approach advocated in the draft strategy. City are keen to explore potential to promote their own visioning document for the city on similar timescales.

Specific comments regarding

Agenda Item 9

- Aim to be the most active city in the country
- Document to recognise existing constraints and congestion on the network.
- WPPL not currently in the strategy. Will see what gets raised in public consultation
- Need to clearly set out the growth context, impact on city and why strategy is being updated.

Agreed to take draft transport to consultation.

7.) Transport Strategy Consultation

Proposed – Jan until end of February 2019.

To include consultation document, leaflet/flyer and questions.

To be web based, but separate meetings with individual stakeholders where requested.

8.) Dates of Next Meeting

Tbc

PTE/19/42

Exeter Highways and Traffic Orders Committee
11 November 2019

E3 Cycle Scheme, Hill Barton Road, Exeter, Proposed Signalised Toucan Crossing

Report of the Head of 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 signalised crossing shown on B23006AJ-CP-001, included in Appendix II, is approved for construction at an estimated cost of £187,000; and**
- (b) the Head of Planning, Transport and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

1. Background/Introduction

The proposed crossing forms part of the E3 Cycle Route connecting Redhayes Bridge to the City Centre (see Appendix I). The E3 Cycle Route is part of Exeter's strategic cycle network that was approved by Cabinet on 8 June 2016.

At this location the E3 Cycle Route follows Hollow Lane, crossing Hill Barton Road and continues along Whipton Barton Road. There is currently no formalised crossing facility at this location, with the nearest existing facility situated approximately 140m to the north of the route. The proposed crossing would provide a suitable and direct facility to cross Hill Barton Road, delivering the next section of the E3 route and help encourage walking and cycling.

Hill Barton Road is within a street lit 30mph speed limit area with residential properties, a hospital and school near the site.

2. Proposal

This report seeks approval for a signalised toucan crossing for the E3 Cycle Route crossing Hill Barton Road (see Appendix II).

The scheme will include carriageway and footpath resurfacing, road markings, High Friction Surfacing on approaches to the crossing and the installation of traffic signal apparatus. An existing tree will be removed but mitigated by the replanting of three new trees.

Minor realignment of the Hospital Lane side road will be required at its junction with Hill Barton Road to accommodate the proposed crossing. Two residential property accesses to the eastern side of Hill Barton Road will also be realigned.

3. Consultations/Representations/Technical Data

Consultation letters were sent to local residents, Exeter Community Hospital and St Luke's Science and Sports College on 2 July 2019.

Two responses to the consultation have been received to date. A resident highlighted their concern regarding access from Hollow Lane onto Hill Barton Road and requested yellow keep

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clear markings at the junction to maintain access. This is considered an improper use of marking at this location and should only be installed with signalised junctions. The junction will initially be monitored post construction, and if further complaints are received, keep clear marking may be considered. Nevertheless, the presence of private access in close proximity to a signalised junction occurs in various locations across the city without giving rise to issue.

A second resident requested further information regarding noise levels for nighttime works. Additional information has been submitted to the resident, explaining that the scheme works will be undertaken within normal working hours between 06:00 and 19:00. Night works may be required for resurfacing and lining, and noise will be kept to a minimum where possible and within reasonable hours.

4. Financial Considerations

The proposed scheme is estimated to cost £187,000 which incorporates a 35% risk contingency and includes prior years costs. Funding has been allocated from the National Productivity Investment Fund (NPIF).

5. Environmental Impact Considerations

An existing cherry tree is to be removed as part of the proposals. This will be mitigated by the planting of three new silver birch trees on the grass verge adjacent to Hill Barton Road, to the north of Whipton Barton Road.

Construction of the signalised toucan crossing will improve walking and cycling encouraging active travel for commuting, education and leisure journey purposes - it will reduce unnecessary short distance car journeys and help improve people's health and fitness. It is anticipated that further improvements to the E3 cycle route will be undertaken in future years to improve safety and make the cycle route even more appealing for local residents, school children and commuters alike.

6. Equality Considerations

Hill Barton Road has a regular traffic flow which can make crossing the carriageway challenging for persons with reduced mobility or less confident pedestrians and cyclists. There are no direct crossing facilities in this location for the E3 cycle route, with users instead needing to use the existing signalised crossing to the north, which is off the desire line for many people or encourages people to cross the uncontrolled carriageway.

The proposed signalised crossing would enable pedestrians and cyclists of a wider range of abilities and confidence levels to cross the carriageway more safely.

7. Legal Considerations

To introduce a new or amended pedestrian crossing, a public notice will be required to be advertised in accordance with Section 23 of The Road Traffic Regulation Act.

8. Risk Management Considerations

A combined stage 1 and 2 Road Safety Audit (RSA 1&2) has been undertaken and the issues raised have been addressed.

The proposed signalised crossing is approximately 10 metres from Hospital Lane Junction with Hill Barton Road. The guidance in LTN 2/95 suggests a minimum distance of 20m in relation to side roads but adhering to this would prevent a crossing on the desire line. Traffic counts were undertaken indicating a low volume and frequency of movements in and out of

Hospital Lane and no issues are anticipated with the proposed arrangement. The proposed changes to Hospital Lane have also been checked using swept paths for the appropriate vehicles, which demonstrates that all required movements will be accommodated.

Access to residents' properties will be maintained during construction, however there may be key operations such as resurfacing that may temporarily obstruct access. Post construction, the existing residential accesses should operate as normal. The proposal allows emerging vehicles to view the signal heads to observe the crossing status.

9. Public Health Impact

The proposed signal-controlled crossing will improve cycle and pedestrian crossing safety, encouraging more people (commuters, school children and local residents) to walk and cycle more often, increasing their physical activity and boosting their health and wellbeing.

10. Options/Alternatives

An alternative option of signalling the junction at Hill Barton Road and Whipton Barton Road was considered as part of the initial optioneering. This option was not developed further due to providing a less preferable arrangement for pedestrians, cyclists and vehicles. Signalling the junction would also have been more expensive.

11. Summary/Conclusions/Reasons for Recommendations

The proposal effectively addresses the requirement for a pedestrian and cycle crossing of Hill Barton Road. The proposed crossing represents the next phase in the delivery of the E3 Cycle route, infrastructure that improve safety for sustainable users and support healthy lifestyles.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Heavitree & Whipton Barton

Local Government Act 1972: List of Background Papers

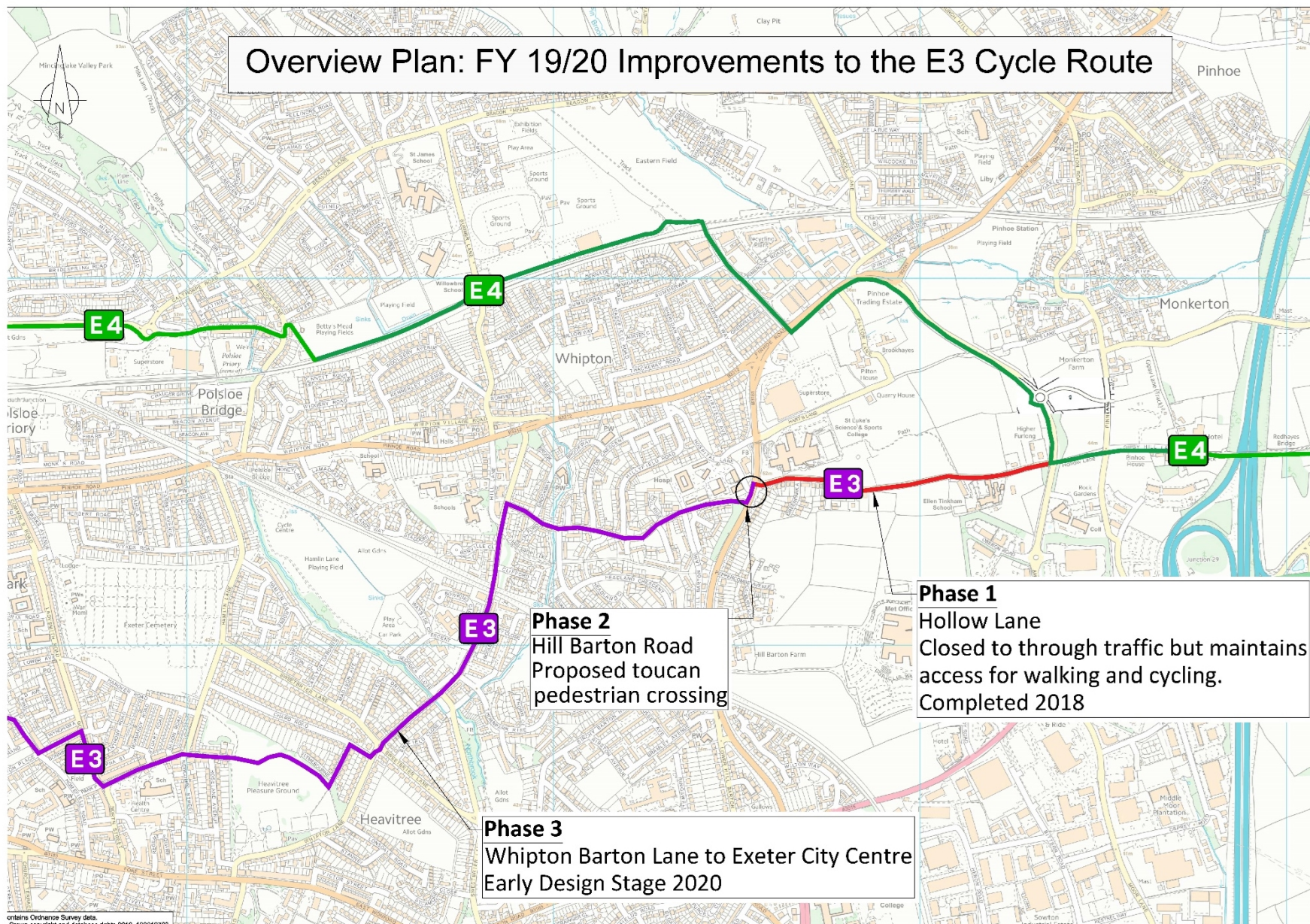
Contact for enquiries: Liz Holloway

Room No: Lucombe House AB2

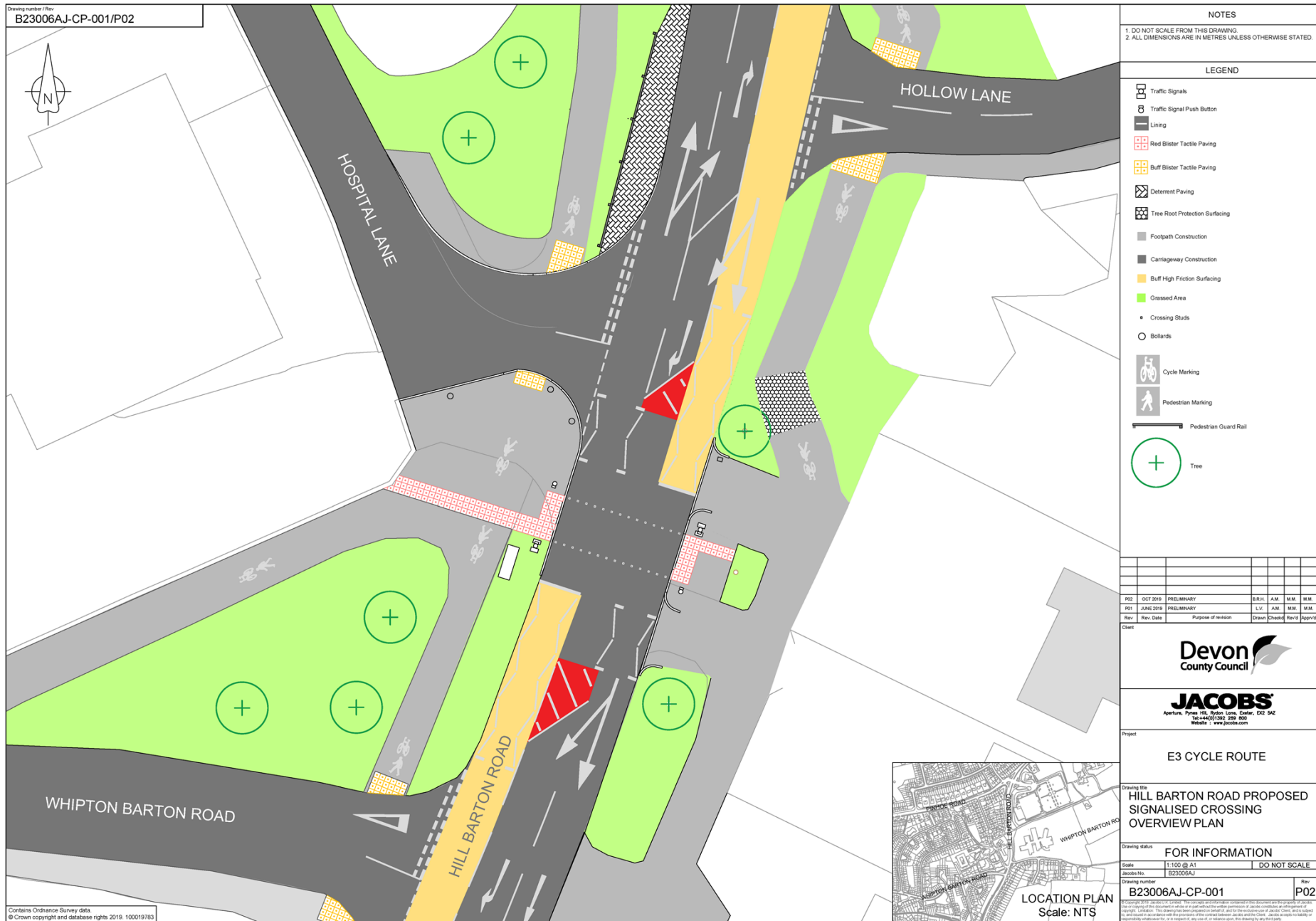
Tel No: 01392-383000

Background Paper	Date	File Reference
None		

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sc/cr/E3 Cycle Scheme, Hill Barton Road, Exeter, Proposed Signalised Toucan Crossing
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Appendix II
To PTE/19/42



HIW/19/84

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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 *4 of the Meeting of this Committee on 4 July 2017 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 Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Various roads in Exeter	Introduction and removal of mandatory disabled bays	Traffic regulation order advertised, and restrictions implemented after consultation with Local County Councillors and HATOC Chair as no objections received for bays in this area.
Bishops Court	Introduction of developer funded residents parking scheme	Traffic regulation order advertised, and restrictions implemented after consultation with Local County Councillor and HATOC Chair as no objections received.
County Hall	Minor changes to the area covered by the off-street traffic order	Traffic regulation order advertised, and restrictions implemented after consultation with Cabinet Member for Highway Management as no objections received.
Regents Park	Removal of a residents parking bay for new vehicle access	Traffic regulation order advertised, and restrictions implemented after consultation with Local County Councillor and HATOC Chair as no objections received.
Spicer Road	Removal of a pay & display bay for new vehicle access	Traffic regulation order advertised, and restrictions implemented after consultation with Local County Councillor and HATOC Chair as no objections received.
Longbrook Street	Removal of a limited waiting bay for new vehicle access	Traffic regulation order advertised, and restrictions implemented after consultation with Local County Councillor and HATOC Chair as no objections received.

Electoral Division: All in Exeter

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Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

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Background Paper	Date	File Ref.
None		

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sc/cr/action taken under delegated powers
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