

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 14 July 2020
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Wednesday, 22nd July, 2020

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 10.30 am to consider the following matters. This will be a Virtual Meeting. For the joining instructions please contact the Clerk for further details on attendance and/or public participation..

P NORREY
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Election of Chairman and Vice Chairman
(N.B. In accordance with the County Council's Constitution, the Chair and Vice Chair must be County Councillors)
- 3 Minutes
Minutes of the meeting held on 27 January 2020 (previously circulated).
- 4 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 5 Bus Services in Exeter
Stagecoach update on Services and to answer Members' questions

MATTERS FOR DECISION

6 Proposed Cycle and Pedestrian Improvements; Burnthouse Lane, Wonford (Pages 1 - 8)

Report by the Head of Planning, Transportation and Environment (PTE/20/12), attached

Electoral Divisions(s): Wonford & St Loyes

7 Russell Way Parallel (Pedestrian and Cycle) Crossing (Pages 9 - 14)

Report by the Head of Planning, Transportation and Environment (PTE/20/13), attached

Electoral Divisions(s): Wonford & St Loyes

8 Countess Wear Roundabout, New Pedestrian and Cycle Crossing on Rydon Lane Approach (Pages 15 - 22)

Report by the Head of Planning, Transportation and Environment (PTE/20/14), attached

Electoral Divisions(s): Wearside & Topsham

9 E3 Strategic Cycle Route: Polsloe Road Parallel (Pedestrian and Cycle) crossing (Pages 23 - 28)

Report by the Head of Planning, Transportation and Environment (PTE/20/15), attached

Electoral Divisions(s): St Sidwells & St James

10 Request for Traffic Calming Measures, eg Raised Platform, at Pedestrian Crossing , on approach into Topsham, by Denver Road.

In accordance with Standing Order 23 (2) Councillor Leadbetter has asked that the Committee consider this matter.

11 Special Meeting

To agree a date for a special meeting of the Committee, in September, to consider the Traffic Regulation Order proposals related to the Paris Street Development.

MATTERS FOR INFORMATION

12 Actions Taken Under Delegated Powers (Pages 29 - 30)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/29), attached

13 Date of Next meetings

13 October 2020 and 18 January and 15 March 2021.

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

Nil

Part II Reports

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).

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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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).

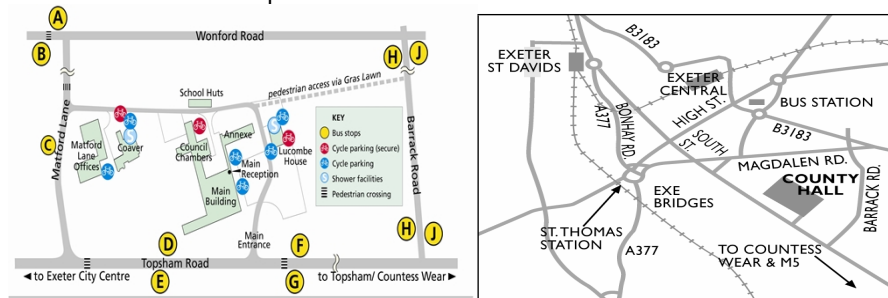
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NB   **Denotes bus stops**

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

PTE/20/12

Exeter Highways and Traffic Orders Committee
22 July 2020

Proposed Cycle and Pedestrian improvements: Burnthouse Lane, Wonford

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) a traffic regulation order for the installation of a road hump and removal of a two parking spaces on Burnthouse Lane be advertised and, if no objections received, be made and sealed; and**
- (b) the proposed improvements shown plan J19020_010 included in Appendix II, is approved for construction at an estimated cost of £110,000; and**
- (c) the Head of Planning, Transportation 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

Along the northwest side of Burnthouse Lane the surfacing of the segregated footway/cycleway facility has deteriorated and requires repair.

Devon County Council intend to take the opportunity of planned maintenance works to make wider improvements and improve connections into the strategic cycle routes. These changes support the objectives for 50% of trips to be made by active travel in the emerging Exeter Transport Strategy and the aims of the Sport England Local Delivery Pilot to increase physical activity in the Wonford area of the city.

The Council's proposed E9 strategic cycle route connecting the Newcourt/Pynes Hill area to the RD&E Hospital and the City Centre, runs along Dryden Road. Local connections to this route can be made from Burnthouse Lane via Kipling Drive. Carrying on east across Burnthouse Lane and via Chestnut Avenue links the local community to existing attractive facilities in Ludwell Valley Park and connects the riverside routes towards the RD&E and city centre.

The number of people walking and cycling increased dramatically during the current Covid-19 pandemic. New, temporary 'pop up' pedestrian and cycle infrastructure has recently been implemented in the Wonford area, in the form of 'point closures' on Dryden Road and Ludwell Lane. These have generally been well received and further improvement in the area would help to 'lock in' the higher walking and cycling levels seen since lockdown.

A map illustrating the E9 strategic route can be found in Appendix I.

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2. Proposal

This report seeks approval to consult on proposed traffic regulation order changes and the construction of pedestrian and cycle improvements along Burnthouse Lane (see Appendix II), which can be delivered alongside planned maintenance.

Across Burnthouse Lane (into Kipling drive) a cycle and pedestrian 'Parallel Crossing' (similar to a zebra crossing) will be created. The parallel crossing would be built on a new hump so that pedestrians/cyclists can cross at the same level as the adjacent pedestrian and cycle paths. The existing narrowing/chicanes will be removed and the crossing would necessitate the removal of two existing parking spaces. Image with visualisation of what this crossing will look like is included in Appendix III.

The bus layby on the southbound approach to the roundabout linking Burnthouse Lane with Chestnut Avenue will be infilled and the bus stop (for the R service) moved further out into the road. The extra path width this creates will be used to widen the footway/cycleway and reduce conflict with those waiting at the bus shelter. Furthermore, this alteration will make it easier for buses to pull away safely.

The wider scheme will also include a number of enhancements to the existing pedestrian and cycle facilities in the area of the proposed maintenance works. This includes:

- the relocation of street furniture such as lampposts which conflict with the cycleway.
- inclusion of two 'straight through' crossings for cyclists and pedestrian across Browning Close and also across the Phoenix Court entrance. These crossings ensure that cyclists and pedestrians have priority over motorised traffic with Give-way markings for vehicles turning in/out of the side roads applied to the road surface.
- A low-level kerb will be provided between the footway and cycleway to provide a non-intrusive demarcation of the footway and cycleway areas.

A cross-section of the proposed path is included in the plan in Appendix II.

3. Consultations/Representations/Technical Data

Statutory consultation will have to take place for the road humps and removal of two of the traffic spaces. As the statutory consultation involves the same residents it was felt that it would be best to hold the public consultation and the statutory consultation at the same time.

This report seeks approval to construct, subject to the approval of the statutory and public consultations.

4. Financial Considerations

It is estimated that the works would cost £110,000 which incorporates a 15% risk contingency.

Funding has been allocated as follows:

- £45,000 from Highways Maintenance – Footway programme
- £65,000 from (Local Transport Plan Integrated Block)

This funding arrangement is indicative of the joint working between the County Council's departments in combining both maintenance and improvement works within this scheme, thus minimising disruption and maximising efficiencies.

The cost estimate does not include any allowance for extra costs that could arise (i.e. supplier or utility delays) should there be a second lockdown due to a rise in COVID cases.

5. Environmental Impact Considerations

Construction of the cycle and pedestrian paths will improve walking and cycling, encouraging reduced car use and boosting people's health and fitness.

No vegetation clearance will be necessary with the exception of a small patch of grass verge surrounding the existing bus stop.

The environmental impacts arising from the proposals are therefore expected to be positive.

6. Equality Considerations

The proposed crossing would enable pedestrians and cyclists of a wide range of abilities and confidence levels to cross the carriageway more safely and improve access to bus stop facilities. Furthermore, the inclusion of road humps mean that the crossings are at the same level as the surrounding footways which makes them more readily accessible for people with mobility issues. The proposals are expected to increase the diversity of people participating in active travel.

7. Legal Considerations

To introduce the new parallel crossing, the Council will be required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

The new road humps and removal of parking bays will require a statutory consultation in accordance with The Highways Act 1980 and The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

When introducing a pedestrian crossing or making a 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 is practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

8. Risk Management Considerations

As discussed in section 7, multiple elements of the scheme include legal considerations and consultations. The progression of the scheme to construction will be subject to the approval of the statutory and public consultations.

A Stage 1 Road Safety Audit has been commissioned and comments from the Road Safety Auditors have been addressed in the design (e.g. inclusion of measures to reduce speed of cyclists travelling downhill on Kipling Drive).

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A Stage 2 Audit will be required prior to construction, but it is anticipated that any further changes would be minor and could therefore be agreed through delegated powers as the detailed design is finalised.

9. Public Health Impact

The proposed upgrades along the existing footway and cycleways and upgraded crossings will improve pedestrian and cycle crossing safety and encourage sustainable travel, increasing activity levels, reducing carbon emissions and contributing positively to general health and wellbeing.

10. Options/Alternatives

It was considered to progress the maintenance scheme as a standalone project (replacing concrete slabs for tarmac) but it would mean that like for like infrastructure would be replaced which would not be in keeping with the Council's ambitions to encourage more people to take up cycling. Enhancing the maintenance scheme with the proposed measures is also complementary to the Sport England Local Delivery Pilot, which includes the Wonford community as a target area.

The crossing could be provided on a level surface instead of a road hump. This would provide a slightly less convenient facility for pedestrians, cyclist and public transport users, but would be cheaper to construct and maintain and be unlikely to add to local noise. The crossing type could be reconsidered following the statutory consultation and be agreed through delegated powers as the detailed design.

11. Summary/Conclusions/Reasons for Recommendations

The recommendation supports enhancements to pedestrian, cycle and public transport infrastructure to be delivered alongside proposed maintenance works.

The improvements support improved local and strategic cycle access between the E9 strategic cycle route and Ludwell Valley Park, helping to support the community access leisure and commuter routes, including access to the RD&E Hospital and city centre. It supports the County Council's ambitious target of encouraging 50% of Exeter's population to walk and cycle to employment and education destinations.

It is hoped that by taking this opportunity to encourage more sustainable forms of transport, we will be able to create a lasting legacy of safe, healthy travel for the residents of Exeter.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Wonford & St Loyes

Local Government Act 1972: List of Background Papers

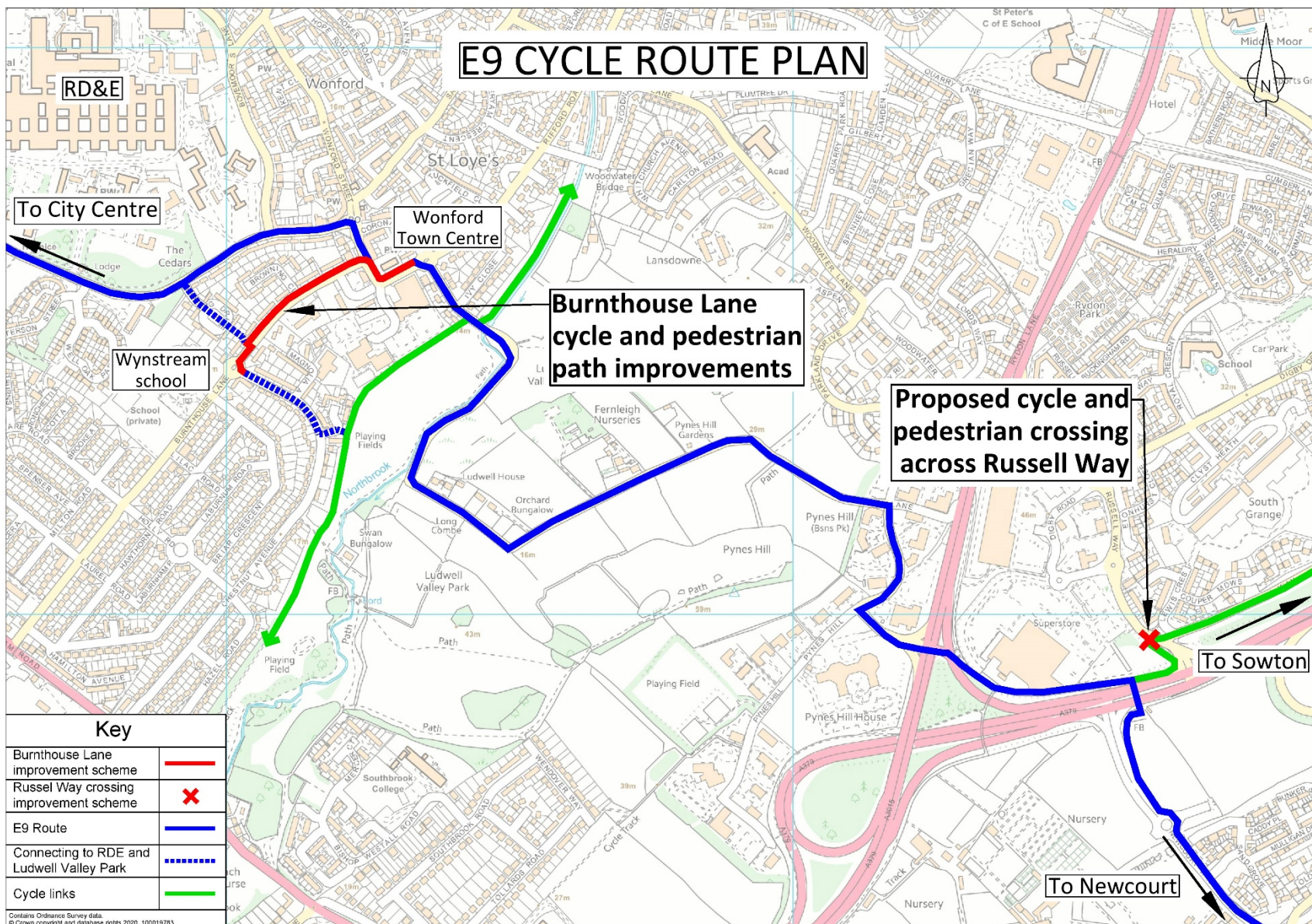
Contact for enquiries: Liz Holloway

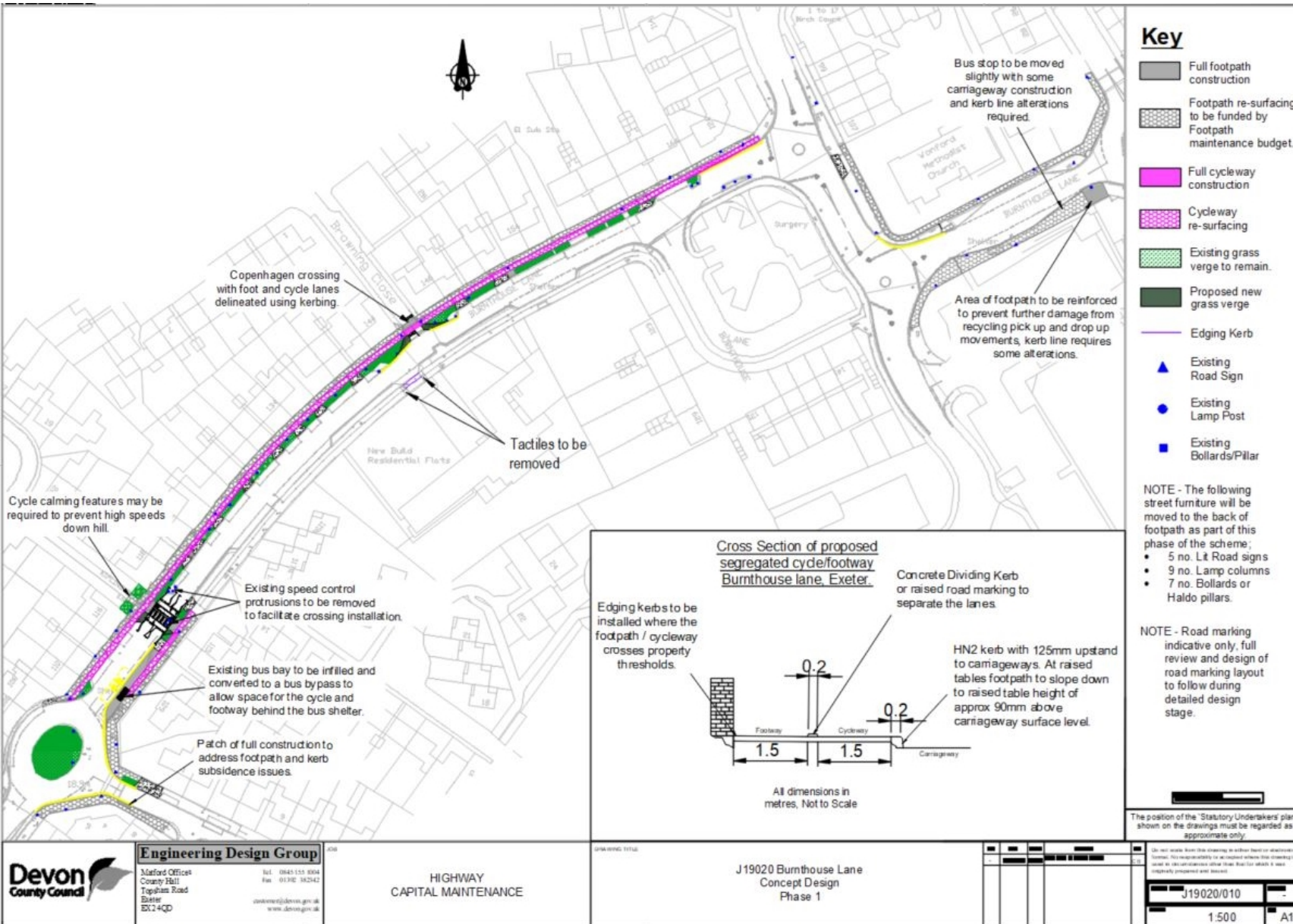
Room No: Lucombe House AB2

Tel No: 01392-383000

| Background Paper | Date | File Reference |
|------------------|------|----------------|
| 1. None | | |

lh070720exh
sc/cr/Proposed Cycle and Pedestrian improvements Burnthouse Lane Wonford
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Appendix III
To PTE/20/12



PTE/20/13

Exeter Highways and Traffic Orders Committee
22 July 2020

Russell Way Parallel (Pedestrian and Cycle) 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.

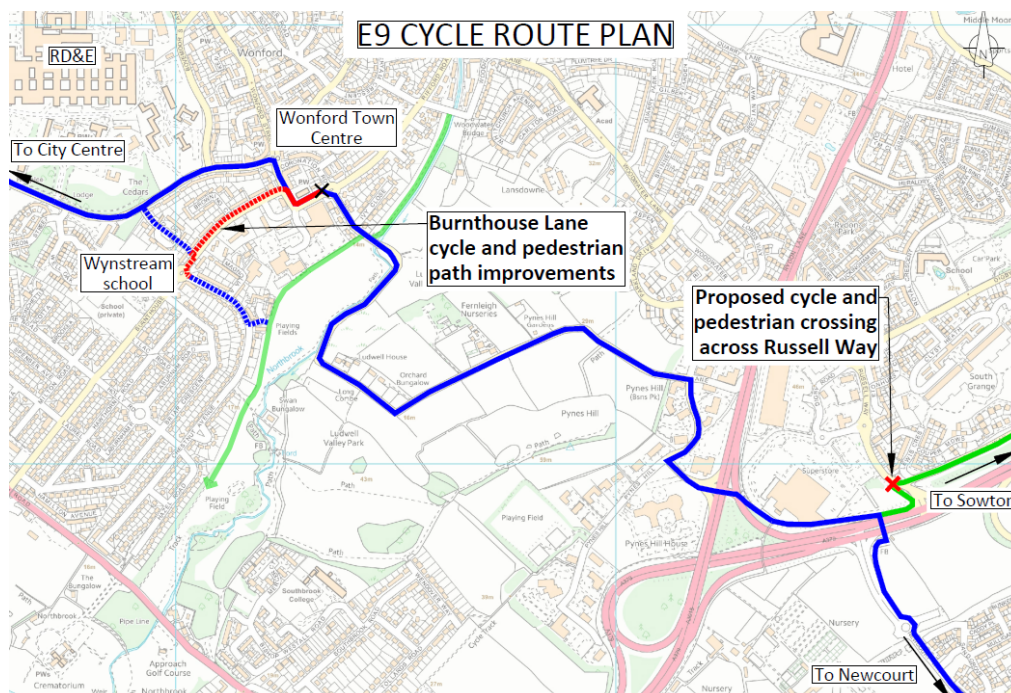
Recommendation: It is recommended that:

- (a) the proposed improvements shown on the Russell Way Parallel Crossing General Arrangement Plan included in Appendix I, is approved for construction at an estimated cost of £95,000; and
- (b) the Head of Planning, Transportation 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 E9 strategic Cycle Route that connects the Newcourt/Pynes Hill area to the RD&E Hospital and the City Centre is part of Exeter's strategic cycle network.

From Newcourt/Pynes Hill the onward route to Sowton is across Russell Way and east towards Clyst Halt Avenue. The addition of a crossing on Russell Way would help to improve the connectivity from the E9 strategic route into Sowton, therefore improving cycle access to a major employment area with a similar number of jobs as the city centre. An overview of the E9 strategic route and the location of the Russell Way crossing is shown below.



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A 'pop-up' quiet corridor suitable for cycling has recently been created along the E9 route through the closure of Wonford Road, Dryden Road and Ludwell Lane. The provision of this crossing would support the extension of that quiet route onto Russell Way and form part of the extension of the E9 route into Sowton.

2. Proposal

This report seeks approval for a new parallel crossing for pedestrians and cyclists to cross Russell Way. The crossing provides the next section of E9 and improves the attractiveness and safety of a strategic cycle route into the major employment area of Sowton, which has a large number of employees.

The works include moving the eastern kerbline to narrow the vehicular carriageway on the section of Russell Way south of the Tesco roundabout towards the IKEA junction in the vicinity of the existing central island crossing. This is required to achieve the required visibility between vehicles and pedestrians and cyclists approaching the eastern side of the crossing. This results in a shorter crossing distance for pedestrians and cyclists.

Although this change will shorten the length of the 2-lane approach to the signals, the length of two lanes retained is over 60 metres (sufficient for 10 cars per lane). The Russell Way approach to the junction receives shorter green times such that these lanes are unlikely to both be full, and therefore the change is not expected to impact on vehicle capacity.

The scheme will include footpath resurfacing, road markings, High Friction Surfacing on approaches to the crossing and the installation of zebra crossing apparatus, such as belisha beacons. The layout of paths to the east of the crossing will also be realigned to provide a suitable facility for cycle trips heading east along the section of Russell Way towards Clyst Halt Avenue/Sowton. Options for accommodating planting are currently being explored and will be agreed with the local member prior to any works progressing.

Options for improving cycle provision on Russell Way between the new crossing and up to the off-road path to Digby & Sowton are under consideration, but not sufficiently progressed to be presented at the July HATOC committee.

These changes support the target in the emerging Exeter Transport strategy for 50% of work trips to be made by active travel and help to lock in the higher walking and cycling levels seen during the current Covid-19 pandemic.

3. Consultations/Representations/Technical Data

Consultation letters are being sent out to local residents and Digby community association in the week commencing 13 July 2020. A verbal update on the consultation responses will be provided at the committee meeting and the full feedback when the consultation closes discussed with local member. Any amendments arising from the consultation would be agreed through delegated authority with the local member.

4. Financial Considerations

The scheme is estimated to cost £95,000 and would be funded through the following package:

- £58,898 from S106 from Bishops Court Quarry
- £36,102 from Emergency Active Travel Fund (tranche 2)

The County Council has an indicative allocation of £1.3m for tranche 2 of the Emergency Active Travel Fund and would seek £36,102 of this towards the scheme.

In the event that Devon County Council does not secure any of the tranche 2 funds, (which is considered to be a low risk) then we would have to delay delivery until receipt of future S106 payments from other developments in the Newcourt area.

5. Environmental Impact Considerations

Construction of the cycle and pedestrian paths will improve walking and cycling encouraging active travel, reducing car use improving people's health and fitness.

There will be a small amount of existing grass verge replaced by a new shared path to connect the crossing and Russell Way. The addition of a crossing will introduce delay for some vehicles. However, the use of a parallel crossing, rather than signals, and proposed narrowing of the Russell Way carriageway minimises the negative impact arising from this.

Overall the proposals are expected to have a positive impact on the environment and in supporting the County Council's commitment to reducing carbon emissions.

6. Equality Considerations

The proposed crossing would provide a formal facility where pedestrians and cyclists have priority. This would assist pedestrians and cyclists of a wide range of abilities and confidence levels to cross the carriageway more safely and improve access to jobs and amenities.

7. Legal Considerations

To introduce the new parallel crossing, the Council will be required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

8. Risk Management Considerations

The provision of a formal pedestrian and cyclist facility is expected to improve safety for vulnerable road users. A road safety audit of an indicative design for a crossing here has been undertaken and comments are being addressed in the design.

A Stage 2 Audit of the detailed design will also be undertaken and any further changes could be agreed through delegated powers as the detailed design is finalised.

9. Public Health Impact

The proposed upgrades to a strategic cycle route will improve pedestrian and cycle crossing safety and encourage active and sustainable travel, increasing activity levels, reducing carbon emissions and contributing to general health and wellbeing.

10. Options/Alternatives

It is technically feasible to signalise the Russell Way junction and incorporate into the Newcourt junction. However, this would be more expensive, add an extra stage into an already complex junction and give reduced priority to pedestrians and cyclists compared to

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the proposed parallel crossing and the additional maintenance costs makes this a less attractive option.

11. Summary/Conclusions/Reasons for Recommendations

The proposal effectively addresses the requirement for a pedestrian and cycle crossing of Russell Way. The proposed crossing and route enhancement provide a spur from the E9 strategic cycle route into one of the largest employment areas in the city that will improve safety for sustainable road users and support healthy lifestyles.

The improvements support the emerging Exeter Transport Strategy, the County Council's encouragement of active travel in response to the COVID-19 pandemic and the County Council's commitment to reducing carbon emissions.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Wonford & St Loyes

Local Government Act 1972: List of Background Papers

Contact for enquiries: Will Pratt

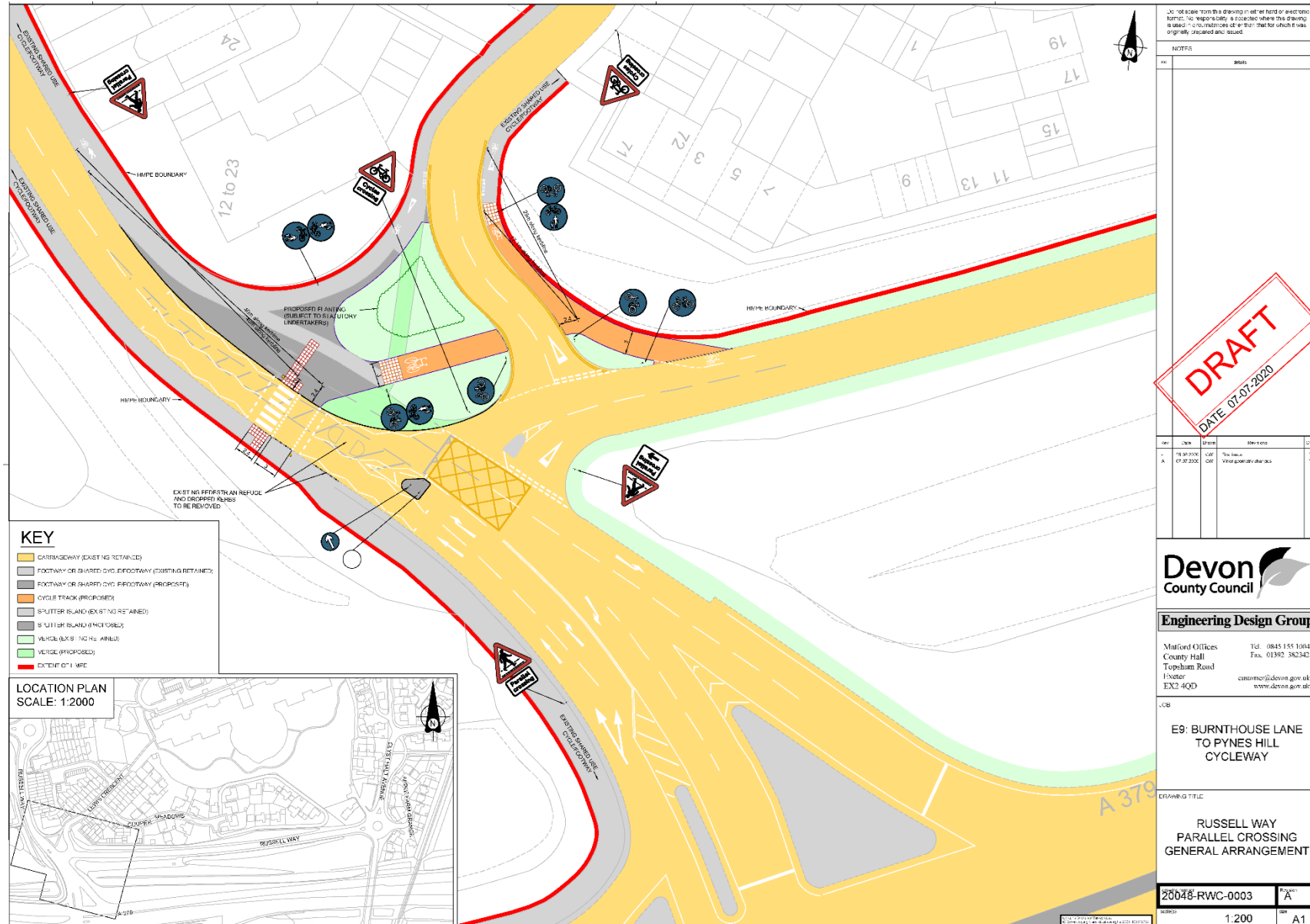
Room No: Lucombe House AB2

Tel No: 01392 383000

| Background Paper | Date | File Reference |
|------------------|------|----------------|
| 1. None | | |

wp090720exh
sc/cr/Russell Way Parallel Pedestrian and Cycle crossing
02 130720

Appendix I To PTE/20/13



PTE/20/14

Exeter Highways and Traffic Orders Committee
22 July 2020

Countess Wear Roundabout, New Pedestrian and Cycle Crossing on Rydon Lane Approach

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 proposed improvements shown in plan B23006DW/D/003 included in Appendix I, is approved for construction at an estimated cost of £195,000; and**
- (b) the Head of Planning, Transportation 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. Introduction

The proposal is for a new Toucan crossing on the Rydon Lane approach to Countess Wear roundabout between the Shell garage and the footway on the eastern (Exeter Golf and Country Club) side of Rydon Lane.

Improvements to address pedestrian/cycle access at Countess Wear roundabout are identified in the April 2020 Devon County Council Transport Infrastructure Plan. Resurfacing of the roundabout is taking place this Autumn and alongside the Government's announcement of a potential fund to support walking and cycling, there is an opportunity to accelerate the delivery of a new crossing at this busy junction.

2. Background

Recent surveys undertaken after the Bridge Road widening scheme (See Appendix II) showed the volume of pedestrians crossing the Rydon Lane arm of the roundabout each day (291) is similar to the numbers crossing at the Bridge Road Swing and Bascule bridges on the popular Exe Estuary Trail (286).

Rydon Lane is a busy section of road with four lanes (two in each direction). The traffic flow on Rydon Lane of 34,000 vehicles each day is one of the highest in the County for a road of this category. There is an historic calculation (PV^2), which measures the relationship between the number of pedestrians and number of vehicles to determine whether a crossing is needed and, if so, what type of crossing. The PV^2 value for this arm of the junction is 2.6, which is well above the typical threshold of 0.8-1.0 at which guidance suggests a crossing should be considered. This reflects the high numbers of pedestrians needing to cross a high-volume traffic road.

The citybound arm of Rydon Lane approach to Countess Wear is signal controlled at Countess Wear roundabout, enabling pedestrians and cyclists to cross the first section of carriageway when the lights are on red. The exit arm from Countess Wear roundabout

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towards M5/Pynes Hill 2-lane carriageway currently has no dedicated pedestrian facility, and people have to find a gap in regular and often fast-moving traffic to cross the road.

During peak periods, the traffic flows through Countess Wear roundabout can reach as high as 4,300 vehicles in the morning and 4,700 vehicle an hour in the afternoon rush hour.

Essential resurfacing to address the flooding that currently occurs in periods of heavy rainfall are scheduled for Autumn 2020. The cost of installing a crossing would be significantly reduced by linking to these planned maintenance works. There is also a unique opportunity to part fund the works using the Government's COVID-19 Emergency Active Travel funding.

If approved, these changes would support the target in the emerging Exeter Transport Strategy for 50% of work trips to be made by active travel and help to lock in the increased walking and cycling levels seen during the current COVID-19 pandemic.

3. Capacity Implications

A traffic model of the Countess Wear roundabout has been built to assess the impact of different crossing options. This analysis has also been supported by on site observations with input from the Devon County Council signals team.

Any amendment to the layout of the roundabout, such as installing a new signalised crossing, will have an impact on the timing and phasing of all of the traffic signals. Changes in vehicular capacity at the junction would occur from adding a new crossing facility on the exit arm (towards Pynes Hill) of Rydon Lane and any changes to the filter lane or refuge on the inbound lane. The impact of these is summarised below, with the crossing options explored in more detail in section 4.

Outbound (Northbound Exit to Roundabout)

Basing calculations on data collected for Bridge Road, it is estimated that the pedestrian phase will be called on 80% of cycles. Inclusion of a pedestrian stage is estimated to require 10 seconds, this equates to an average loss of 8 seconds per cycle and approximately 320 seconds per hour. Considering a standard throughput of traffic this relates to approximately 160 vehicles per lane per hour.

The impact on capacity would depend on the number and use of the lanes that lose this green time and would be most significant in the PM peak. The proposed signal staging suggests a loss of peak hour capacity at the junction of approximately 160-320 vehicles per hour.

Citybound (Southbound approach to Roundabout)

The short length of the right turn filter lane means it is often blocked if there are more than 2 vehicles waiting at one of the stop lines and therefore the additional capacity is only modest. Observations of the junction found that the right turn filter lane (towards city centre) enables an extra 50-75 vehicles onto the roundabout in peak periods.

Removing this lane to provide a shortened crossing distance and safer central refuge, will result in a marginal loss in capacity on this approach. However, removing the right turn filter would allow the stop line on the circulatory carriageway to be moved to increase stacking capacity for vehicles on the roundabout. This is likely to increase the ability of the junction to manage the more variable flows that that can occur outside commuter peak periods, especially at weekends,

4. Option Appraisal

In order to accommodate a new pedestrian crossing facility on the Rydon Lane approach to the roundabout, four options have been assessed. The below gives a summary of the relative merits of these for pedestrian and cycle convenience, road safety and traffic impact.

An indicative plan of the 4 options is given in Appendix III.

Option 1: Toucan Crossing on Existing Road Layout:

The existing layout has insufficient width to support a shared use crossing required for pedestrians and cyclists. Retention of the existing splitter island also means users must cross three sections of road. This is not an attractive facility for pedestrians and cyclists and therefore not considered suitable.

Option 2: Toucan Crossing with modified splitter island

Amending or removing the splitter island would provide a single crossing of the entry arm of the junction and retains 3 lanes at the stop line. This has minimal impact on the entry capacity of the Rydon Lane arm.

Option 3: Toucan Crossing on enlarged central island.

Widening the pedestrian/cycle central reservation island by removing the splitter island and right turn inbound filter lane. The crossing distance of the southbound carriageway would be reduced to approximately 8m and provides the best facility for pedestrians and cyclists of the four options. Although reducing to two lanes would reduce capacity on the Rydon Lane approach, it does allow the stop lines on the circulatory carriageway to be moved further eastwards, increasing the stacking capacity for vehicles on the roundabout.

Option 4: Staggered Toucan Crossing on Amended Central Island.

Provides a standalone toucan crossing of the exit arm, which to give adequate distance from the roundabout has to be a staggered crossing facility. A standalone crossing phase creates the potential for vehicles to queue back onto the circulatory carriageway and not considered suitable on road safety grounds.

Option 3 provides the best layout for pedestrians and cyclists and the least potential risks identified by the road safety team. A new crossing will have a noticeable impact on vehicle capacity at Countess Wear Roundabout and Option 3, shown in Plan B23006DW/D/003 included in the Appendix I, provides the best balance of improving crossing facilities.

5. Consultations/Representations

Consultation was carried out through a letter drop to 174 dwellings in the vicinity and local businesses including WESC Foundation, Exeter Golf and Country Club, Shell Garage, Countess Wear Premier Inn and Beefeater restaurant. Letters were sent on 25 June 2020, providing residents two weeks to respond.

The initial responses showed support for the proposals (24 For/3 Against/1 Neither) and highlighted an improved crossing facility here had been a desire of local residents for some time. Those not in support of the scheme expressed concerns around congestion at the roundabout and potential for further delays.

Within the responses there was an overwhelming recognition that the current layout makes it difficult to cross as a pedestrian or cyclist. Safety was cited as the most important factor, particularly for school trips. Several responses acknowledged the proposal would have a

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marginal impact upon the capacity of the roundabout during peak periods, but this was necessary to increase the safety of pedestrians.

6. Financial Considerations

There is a number of cost savings associated with including the Toucan Crossing with the planned Countess Wear re-surfacing scheme, making it cheaper to deliver as part of the planned resurfacing works. There is also S106 funding from new development at Newcourt towards walking and cycling facilities.

The scheme is estimated to cost £195,000 and would be funded through the following package:

- £74,555 from S106 Beech Cottage and Holland Park
- £30,060 from Local Transport Plan
- £90,385 from Emergency Active Travel Fund (tranche 2)

The County Council has an indicative allocation of £1.3m for tranche 2 of the Emergency Active Travel Fund and would seek £90,035 of this towards the scheme. In the event that Devon County Council does not secure any of the tranche 2 funds, it would be underwritten by Local Transport Plan funding; however, this is considered to be a low risk, having been successful in securing 100% of the tranche 1 funding.

7. Environmental Impact Considerations

Construction of the Toucan Crossing will increase the safety and accessibility of local retail, work and leisure trips to be made on foot or by cycle, and therefore will promote use of low carbon travel modes.

The additional red time needed to accommodate the new crossing will have a negative impact on vehicle delays and emissions. Nevertheless, the proposal is felt to provide an appropriate balance which supports the County Council's commitment to increase active travel and reducing carbon emissions.

8. Equality Considerations

The proposed crossing would provide a formal facility where pedestrians and cyclists have priority. This would assist pedestrians and cyclists of a wide range of abilities and confidence levels to cross the carriageway more safely and improve access to jobs and amenities. The scheme would advance equality of opportunity, by increasing safety to vulnerable road users, including young people, older people and people with disabilities.

9. Legal Considerations

To introduce the Toucan Crossing, the Council will be required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

10. Risk Management Considerations

In a location of high pedestrian and vehicular demand, the provision of a formal pedestrian and cyclist facility, instead of users having to judge gaps in traffic, is expected to improve safety for vulnerable road users.

A Stage 2 Audit of the detailed design has been commissioned, but not yet undertaken. The design of the scheme has been progressed with input from the County Road Safety Officer. Therefore, it is anticipated that only minor changes, if any, are expected as a result of the safety audit and could therefore be agreed through delegated powers as per recommendation (b) of this report.

11. Public Health Impact

The scheme will have a positive public health impact by improving safety and encouraging more people to walk and cycle. By encouraging active and sustainable travel, whilst improving access to nearby facilities and routes to key employment destinations, this scheme will contribute to the general health and wellbeing of residents.

12. Summary/Conclusions/Reasons for Recommendations

The proposal addresses the requirement for a pedestrian and cycle crossing of Rydon Lane at Countess Wear Roundabout as evidenced by the high numbers of pedestrians crossing 4 lanes of traffic without any form of formal crossing on one of the busiest routes in the County.

Taking the opportunity to deliver the scheme this year alongside essential resurfacing work and taking advantage of Government funding, will also deliver significant financial efficiencies compared to delivering it as a standalone scheme at a future date.

The improvements are identified in the Transport Infrastructure Plan. Although the provision of a new crossing will reduce capacity at the junction, it will increase safety for pedestrians and cyclists and supports the County Council's encouragement of active travel in response to the COVID-19 pandemic.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Wearside & Topsham

Local Government Act 1972: List of Background Papers

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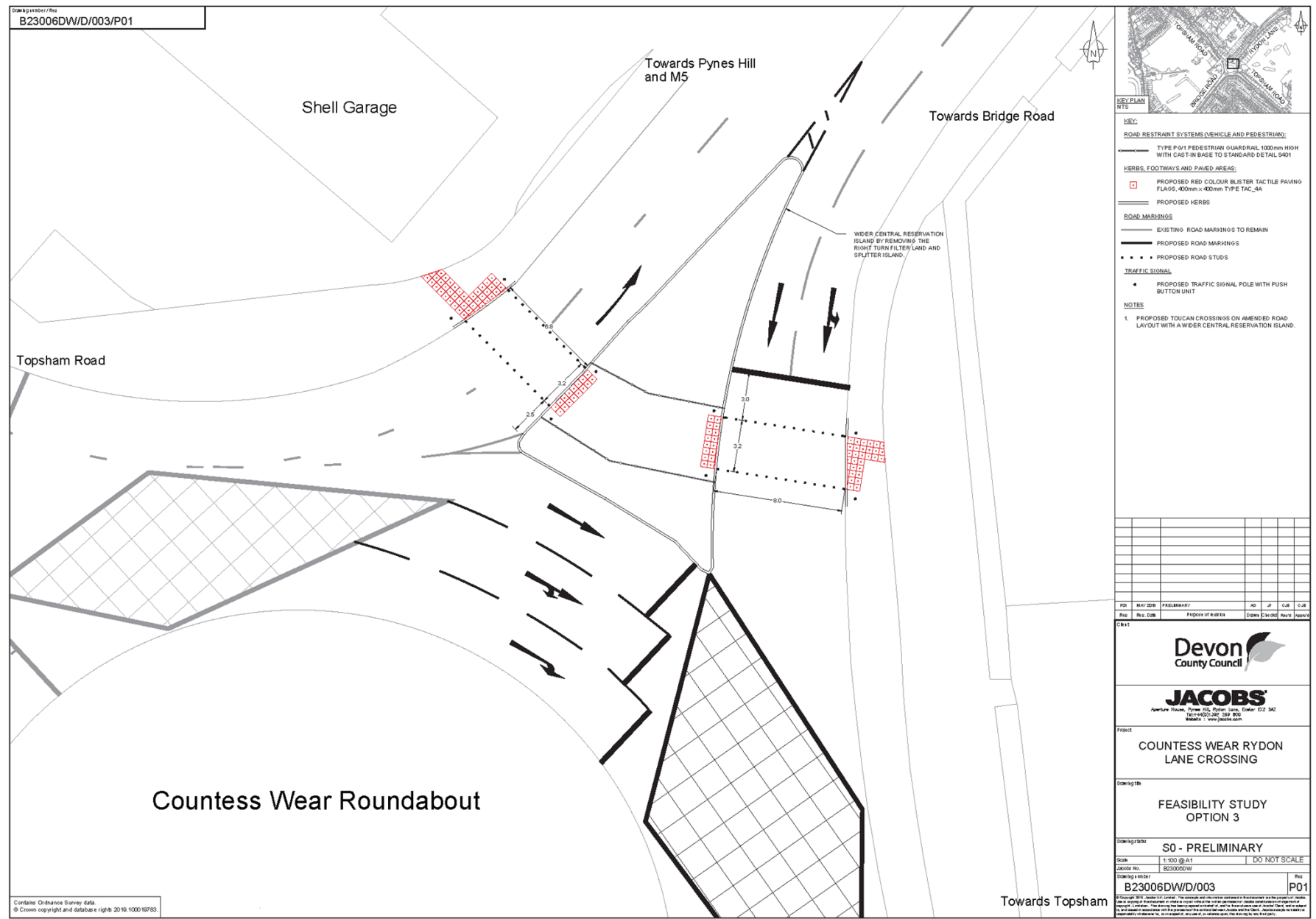
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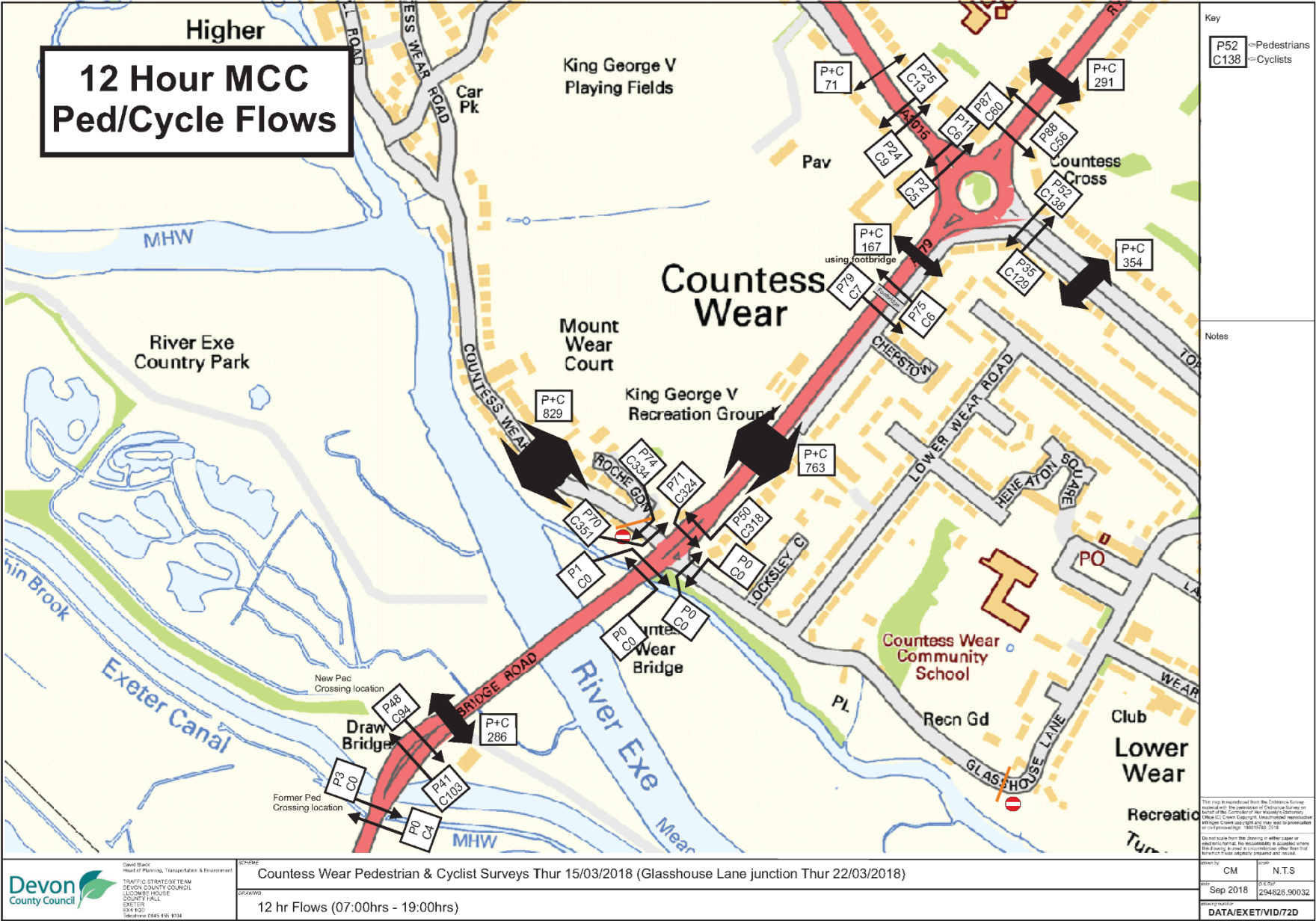
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at060720exh
sc/cr/Countess Wear Roundabout New Pedestrian and Cycle Crossing on Rydon Lane Approach
02 130720

Appendix I
To PTE/20/14



Contains Ordnance Survey data.
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Polsloe Road is a busy road with two-way peak hour flows of up to 700 vehicles an hour and is unattractive to less confident cyclists. The provision of a new crossing and cycle facilities from Regents Park to Gladstone Road would provide a safe and attractive facility for all users and deliver an extension of the E3 route into Newtown and towards the city centre.

Sections of the E3 route have recently been provided through some 'pop-up' changes to promote active travel following the COVID-19 pandemic. This includes a point closure on Homefield Road which has significantly reduced traffic on Regents Park and created a quiet, low-traffic street environment that is attractive for pedestrians and cyclists.

2. Proposal

This report seeks approval for a parallel crossing for the E3 Cycle Route on Polsloe Road near Gladstone Road and improvements along Polsloe Road to provide a cycle facility from Regents Park to the new crossing. Widening is also proposed on the north eastern end of Gladstone Road to provide a safe transition into Gladstone Road.

To provide the new facilities, sections of on-street parking along the northern side of Polsloe Road will need to be removed. The exact parking changes will need to be refined through the Traffic Regulation Order (TRO) process, but options to offset this are discussed further in section 3 below.

The scheme will include new road markings, High Friction Surfacing on approaches to the crossing and the installation of zebra crossing belisha beacons.

The scheme is anticipated to form part of the package of permanent measures in the Tranche 2 funding of the Emergency Active Transport Funding and support active travel targets in the emerging Exeter Transport Strategy and supporting climate emergency declaration interventions.

3. Parking Impacts

To provide the proposed crossing and upgraded cycle facilities require the removal of the existing on-street parking outside numbers 57-65 Polsloe Road. This parking consists of 9 spaces of pay and display that applies 10am to 4pm Monday to Friday, with an exemption for residents in the S2 resident parking permit area.

There are 9 properties fronting this length of Polsloe Road, 5 of which are split into flats making a total 21 addresses within these 9 properties. Four of these properties have rear parking and there are currently 17 live residents parking permits issued to these addresses.

These spaces are conveniently located for the adjacent properties and observed to be typically 75% -100% utilised on most weekday evenings.

There is however scope to mitigate any loss of these spaces, by either amending the traffic order to allow S2 permit holders to use spaces on Gladstone Road and/or providing some additional spaces in the locality (i.e. amending existing restrictions on South Avenue). The spaces on Gladstone Road are typically very lightly used outside hospital hours and a new crossing would provide safe and suitable access to these spaces.

The detailed parking arrangements will need to be consulted on, and any amendments agreed through delegated authority with the local member.

4. Consultation

Statutory consultation will have to take place for changes to residents parking. As the statutory consultation involves the residents along Polsloe Road it is proposed to hold the public consultation and the statutory consultation at the same time.

This would provide an opportunity to seek to address any parking requirements alongside any design changes arising from consultation.

This report includes a recommendation to construct subject to the outcome of the consultation and approval with the local member.

5. Financial Considerations

The scheme is estimated to cost £250,000 and would be funded through the following package:

- £58,284 from S106 from Tithebarn Green
- £191,716 from Emergency Active Travel Fund (tranche 2)

The County Council has an indicative allocation of £1.3m for tranche 2 of the Emergency Active Travel Fund and would seek £191,716 of this towards the scheme.

The scheme will require a statutory consultation by the end of which we would hope to have clarity on the amount received through Tranche 2 funds. Having been successful in securing 100% of the tranche 1 funding, we believe there is a low risk of not securing the money through the Emergency Active Travel Fund. However, if we were unsuccessful, we would consider using LTP funding in future year programs or future S106 from development East of Exeter.

6. Environmental Impact Considerations

Construction of the cycle and pedestrian paths will improve walking and cycling encouraging active travel, reducing car use and improving people's health and fitness. The addition of a new crossing will introduce delay for some vehicles. However, the use of a parallel crossing, rather than signals, minimises the negative impact arising from this.

Overall the proposals are expected to have a positive impact on the environment and in supporting the County Council's commitment to reducing carbon emissions.

7. Equality Considerations

The proposed crossing would provide a formal facility where pedestrians and cyclists have priority. This would assist pedestrians and cyclists of a wide range of abilities and confidence levels to cross the carriageway more safely and improve access to jobs and amenities.

The removal of parking outside the front of properties could have a negative impact on accessibility. However, the alternative to allow parking in Gladstone Road is felt to provide a suitable alternative with the improved crossing facility.

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8. Legal Considerations

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.

To introduce the new parallel crossing, the Council will be required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

9. Risk Management Considerations

Changes to parking are required to provide the new crossing and improve cycle facilities along Polsloe Road. Although the scheme proposed mitigation in terms of allowing S2 permit holders to park on Gladstone road, the statutory consultation may highlight other considerations that may need to be accommodated in any design.

The type of cycle facility from Regents Park and the proposed crossing will need to provide an appropriate balance for different road users. A new segregated cycle facility would provide a higher standard facility on the north of Polsloe Road, but the narrowing of carriageway to achieve this could give rise to safety impacts as larger vehicles have to pass closer to pedestrians on the narrow footway on the southern side. Widening of the pavement to provide a shared pedestrian and cycle path would retain suitable width for traffic to pass on Polsloe Road but may result in more conflict between pedestrian and cyclists. It is recommended that the preferred facility is determined following consultation and agreed through delegated authority with the local member.

The provision of a formal pedestrian and cyclist facility is expected to improve safety for vulnerable road users. The proposal would be subject to the road safety audit process, although it is proposed that a Stage 2 Safety Audit (required on detailed design) is not undertaken until any amendments arising from the consultation have been considered.

10. Public Health Impact

The proposed upgrades to a strategic cycle route will improve pedestrian and cycle crossing safety and encourage active and sustainable travel, increasing activity levels, reducing carbon emissions and contributing to general health and wellbeing.

11. Options/Alternatives

The crossing was initially proposed as a temporary crossing; however, the traffic order legislation only allows parking suspension and does not allow temporary changes to be made to parking restrictions, i.e. relocating bays to the adjacent parking permit area. The progression of a permanent scheme and associated TROs allows the change for the resident parking issues to be properly addressed as part of the scheme.

A standalone crossing would improve pedestrian access, but would not however provide a safe facility for cyclists on Polsloe Road. As a busy road, the current facilities may not be attractive to less confident users. Providing an improved cycle facility along Polsloe Road alongside the crossing will help to address that.

12. Summary/Conclusions/Reasons for Recommendations

The proposal effectively addresses the requirement for a pedestrian and cycle crossing of Polsloe Road and represents the next phase in the delivery of the E3 Cycle route. The proposed works will improve access for pedestrians and cyclists and support healthy lifestyles.

The improvements aligns well with the aspirations of the emerging Exeter Transport Strategy, the County Council's encouragement of active travel in response to the COVID-19 pandemic and the County Council's commitment to reducing carbon emissions.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: St Sidwells& St James

Local Government Act 1972: List of Background Papers

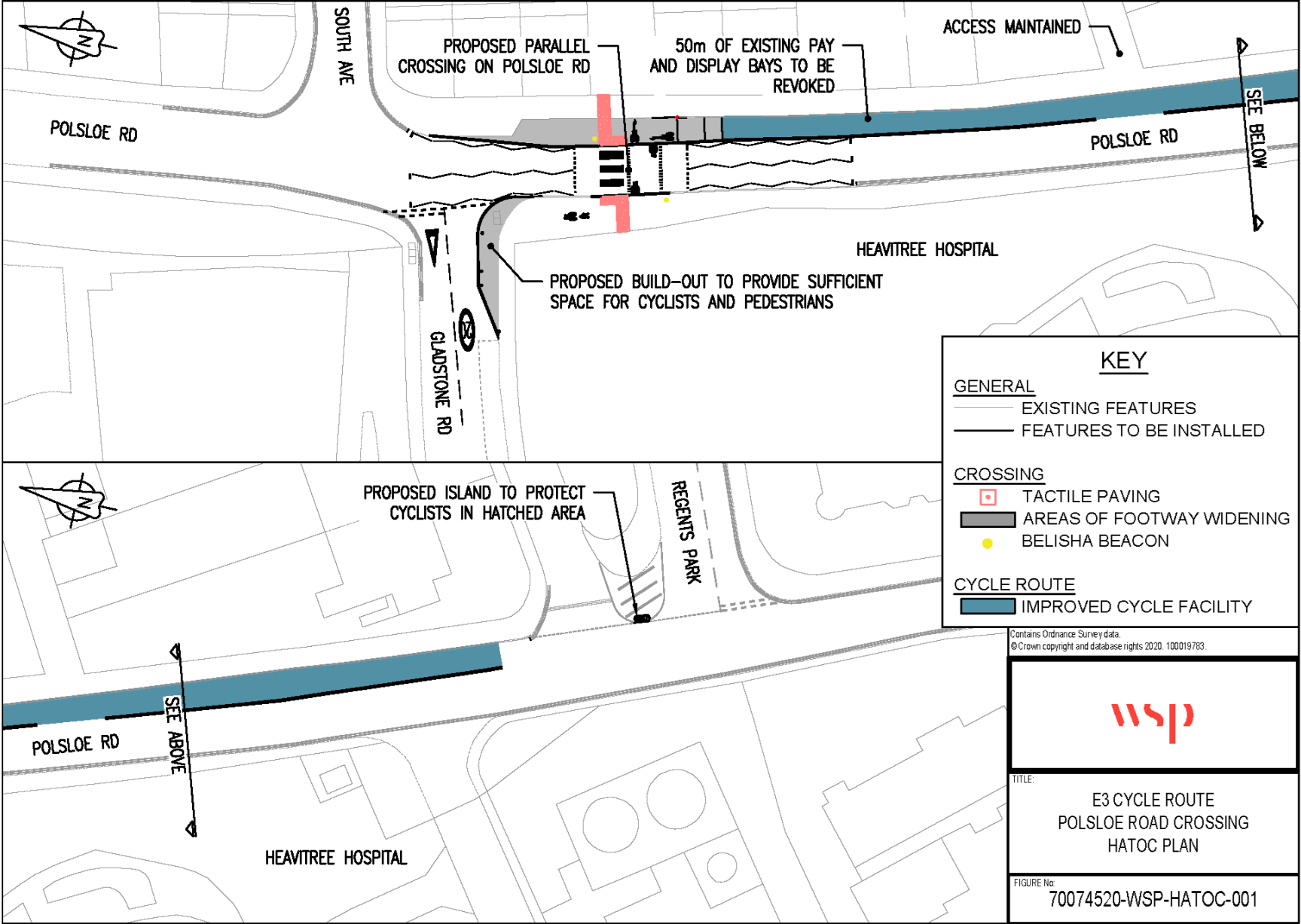
Contact for enquiries: Will Pratt

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| Background Paper | Date | File Reference |
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| 1. None | | |

wp070720exh
sc/cr/E3 Strategic Cycle Route Polsloe Road Parallel Pedestrian and Cycle crossing
03 130720



HIW/20/29

Exeter Highways and Traffic Orders Committee
22 July 2020

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 |
|------------------------------|--|---|
| Victoria Park Road | Changes in restrictions to accommodate a widened dropped kerb access | Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received. |
| Bonhay Road and Queen Street | Introduction of on-street Electric Vehicle charging bays | Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received. |
| Countywide | Introduction of Care Workers permits and changes to Dispensation Permit scheme | Traffic regulation order advertised, objections resolved and scheme implemented following consultation with the Cabinet Member for Highway Management and the Cabinet Member for Adult Social Care & Health Services. |
| Various roads | Introduction and removal of disabled parking bays | Traffic regulation orders advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received for the bays in this area. |

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Exeter

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Local Government Act 1972: List of Background Papers

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| Background Paper | Date | File Ref. |
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| None | | |

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sc/cr/action taken under delegated powers
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