

## **St David's Gateway (St Clements Lane) Enhancements**

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 the Committee:

- (a) Approves, in principle, the construction of proposals for enhancements to St Clements Lane outlined in Section 2;***
- (b) Delegates authority to the Head of Planning, Transportation and Environment, in consultation with the Local Member and Chair of HATOC, to make minor amendments to the scheme details and select those options that can be afforded within the available budget; and***
- (c) Delegates authority to the Head of Planning, Transportation and Environment, in consultation with the Local Member and Chair of HATOC, to approve for construction once works costs have been confirmed.***

### **1. Background/Introduction**

St Clements Lane is a gateway to the city and provides a vital link between Exeter St David's Railway Station and the wider city for those travelling on foot.

Exeter College and Devon County Council have successfully been awarded funding from Great Western Railway's (GWR) Customer and Communities Improvement Fund (CCIF) to create an improved corridor between Exeter St David's Station and Exeter University, Exeter College, and the city centre. The focus of improvements is on St Clements Lane and is expected to increase the attractiveness of the route for the significant numbers of pedestrians who use the path.

### **2. Proposal**

The overall aim of the proposal is to enhance St Clements Lane, providing both practical and aesthetic improvement for users. Through these actions, it is hoped that greater use of St Clements Lane will be encouraged. The options that have been identified comprise seven key elements:

#### **1. Resurfacing**

The existing surface is a patchwork of reinstatements from trenches dug for services over the years and areas of overlay and surface dressing. This will be planed off for the extent of St Clements Lane and replaced. Consideration has been given to the grip properties underfoot, providing an improvement to user safety, particularly in adverse conditions.

2. **Lighting**  
The street lighting currently uses SON lanterns, which give an orange light. It is proposed that these will be replaced with LED lanterns that will give a white light, improving facial recognition, to current standards. At the eastern (i.e. top) end of the lane, nearest St David's Hill, lighting will be achieved via an illuminated handrail, providing a striking, as well as effective, solution.
3. **Handrails**  
The existing floor mounted central handrail, which is wobbly and incomplete, will be removed and replaced with a continuous stainless steel alternative, with integral LED modules providing lighting to the entire path. The existing wall mounted handrail will be replaced with a stainless-steel alternative, matching the central handrail, providing a robust and aesthetically pleasing finish.
4. **Gateway Signage**  
The existing sign will be replaced, in a stainless-steel frame with external LED lighting, providing a clean, modern, informative, and inviting entrance to St Clements Lane.
5. **Arboriculture**  
Three substantial trees that overhang St Clements Lane will be crown lifted, to an approximate height of 7m above ground level, creating a feeling of more space and improving both day and night time lighting levels.
6. **Loitering Deterrent**  
To discourage the gathering of groups, and associated antisocial behaviour, low railings to be installed on top of the low walling that is presently used as seating.
7. **Auxiliary items**  
To supplement the other improvements, the St Clement's Lane street name plate signage and 2 no. bins will be replaced, like for like, with new versions.

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

Two meetings have been held with the Project Stakeholders, DCC, Exeter College and GWR, to identify and agree the options to be progressed.

Exeter College is liaising with a local Community Group.

Consultations have taken place with Exeter City Council (ECC) who is responsible for street cleansing (litter bins, sweeping), grass cutting and wayfinding signage. DCC stakeholders, such as street lighting, materials laboratory and neighbourhood teams, have been consulted during the development of design options with consideration of the ongoing maintenance implications.

Once a final decision has been reached about the design options to be implemented, a Road Safety Audit will be conducted on the proposals.

### **4. Financial Considerations**

The total scheme budget is £110,000, which comprises £60,000 from CCIF grant (via Exeter College) and £50,000 from DCC Local Transport Plan.

A requirement of the CCIF grant is that the objectives of the approved project need to have been met by the end of March 2019. This requirement has imposed a considerable constraint on the project and is the reason why HATOC approval is being sought before the details have been fully developed.

As the design becomes more fully developed, it will be possible to obtain a greater confidence in the estimated costs. At this time, it may be necessary to omit some of the proposals from the project.

Approval in principle by HATOC at this stage, with the recommended delegation of authority for final approval, will enable the necessary processes and design work to proceed and for construction activities to take place early in the New Year.

## **5. Environmental Impact Considerations**

Enhancements to St Clement's Lane will improve its attractiveness and create an environment that would feel safer than the current arrangements, thus promoting and increasing the numbers of people willing to walk to the station.

## **6. Equality Considerations**

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

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

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

The proposals meet equality requirements in numerous ways, for example, they will:

- Provide an improved route for pedestrians and provide a safer environment for vulnerable groups of people who may be concerned about their security, particularly at night times.
- Allow people who use wheelchairs or people pushing prams to have easier access, which may improve their experience of travelling around the city.
- Enable disadvantaged groups to gain access to training and employment opportunities.
- Enable people of all ages to enjoy being active for leisure and sport.
- Improve access to help people better connect with their communities and engage in social activities.
- Contribute to physical and mental health and wellbeing among the older population by providing an active means of independent mobility.
- Help to tackle health problems, such as those associated with obesity.

## **7. Legal Considerations**

There are no specific legal considerations.

## 8. Risk Management Considerations

No significant risks have been identified.

## 9. Public Health Impact

The scheme is subject to Road Safety Auditing. Combined Stage 1 and 2 Road Safety Audits will be undertaken once designs are suitably developed. Following construction, a Stage 3 Audit will be undertaken to assess the completed scheme and its impact on users from a safety perspective.

The proposals will encourage people to walk, and so play a part to help people stay healthy and reduce the long-term burden on the NHS.

Offsetting car journeys and reducing congestion will contribute to reducing air pollution which is better for cyclists, residents and pedestrians.

## 10. Options/Alternatives

A number of alternatives were considered during the initial design phase of the project, relating to the general enhancement of St Clements Lane.

Namely, the consideration of different lighting, surfacing, and Gateway signage options.

## 11. Summary/Conclusions/Reasons for Recommendations

There is a requirement to encourage sustainable modes of transport, such as walking. The enhancements to St Clements Lane will provide a more appealing route to the city, setting the tone for the many who enter Exeter through the Lane.

Progression of the St David's Gateway Enhancement to construction is required to capitalise on available funding from Exeter College, Devon County Council, and Great Western Railway before the end of this financial year.

Dave Black  
Head of Planning, Transportation and Environment

## Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: Emma Hext

Room No: AB2 Lucombe House, County Hall, Exeter

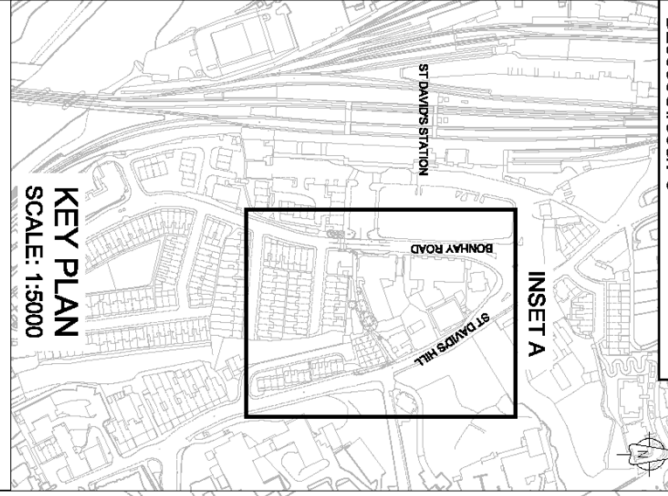
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Background Paper	Date	File Reference
1. None		

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sc/cr/St David's Gateway (St Clements Lane) Enhancements  
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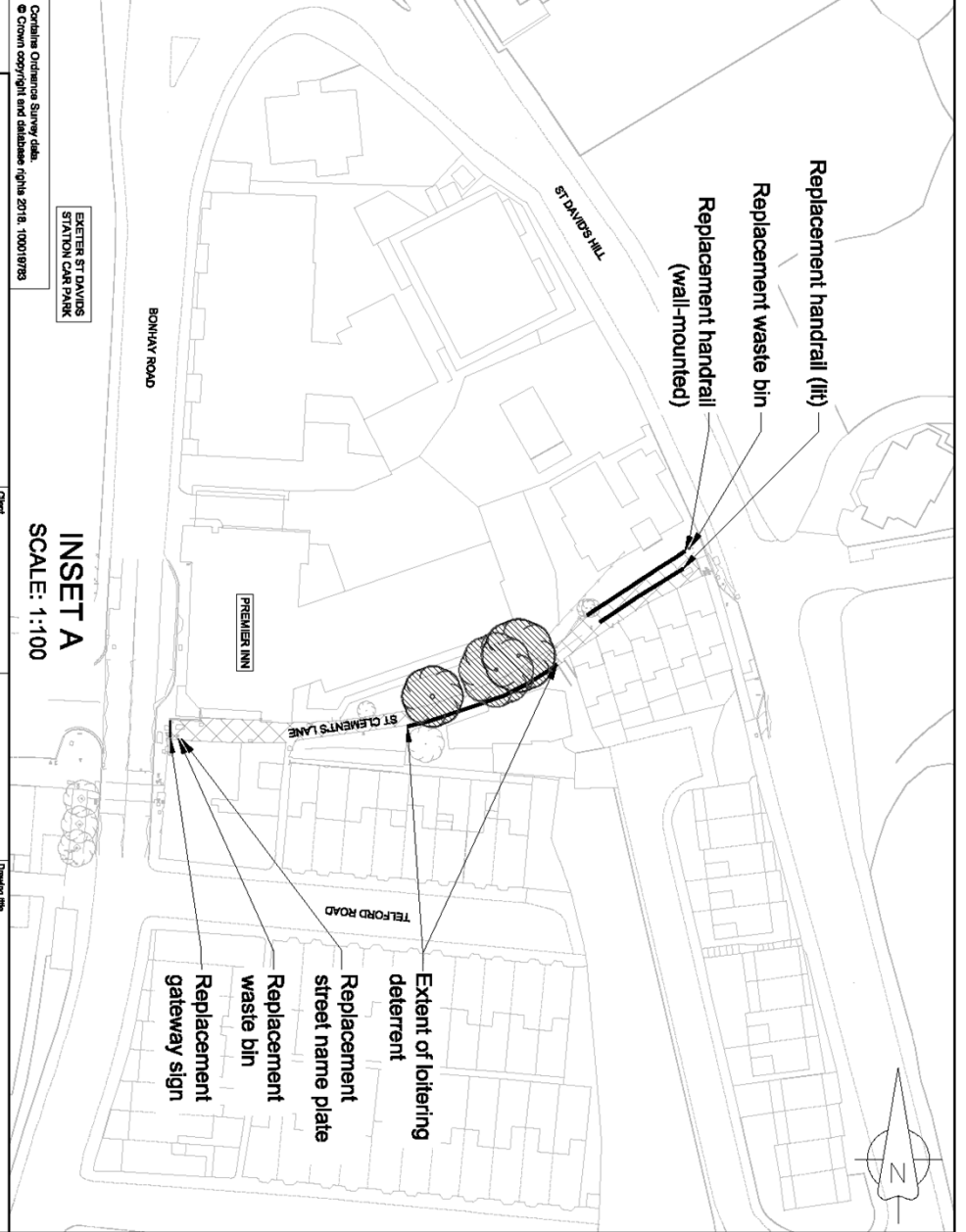
Appendix I  
To PTE/18/47

Drawing number / Rev  
**B23006C1/003/P0**



- NOTES**
1. All locations, dimensions, and extents are approximate
  2. In addition to the installation of a lit handrail, lighting will be upgraded on St Clement's Lane to current standards

- KEY**
- Extent of resurfacing
  - Arboricultural works



Rev	Rev Date	Rev Description	Drawn	Checked	Reviewed/Approved

Client  
**Devon County Council**

Project  
**ST DAVID'S GATEWAY**

Scale  
**AS SHOWN @ M**

DO NOT SCALE

Project No.  
**B23006C1**

Scale No.  
**AS SHOWN @ M**

Scale No.  
**B23006C1**

Drawing title  
**ST DAVID'S GATEWAY ENHANCEMENT WORKS SUMMARY**

Drawing status  
**FIRST ISSUE**

Drawing number  
**B23006C1/003**

Rev  
**P0**

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