

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

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 signalising 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. Signalising 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

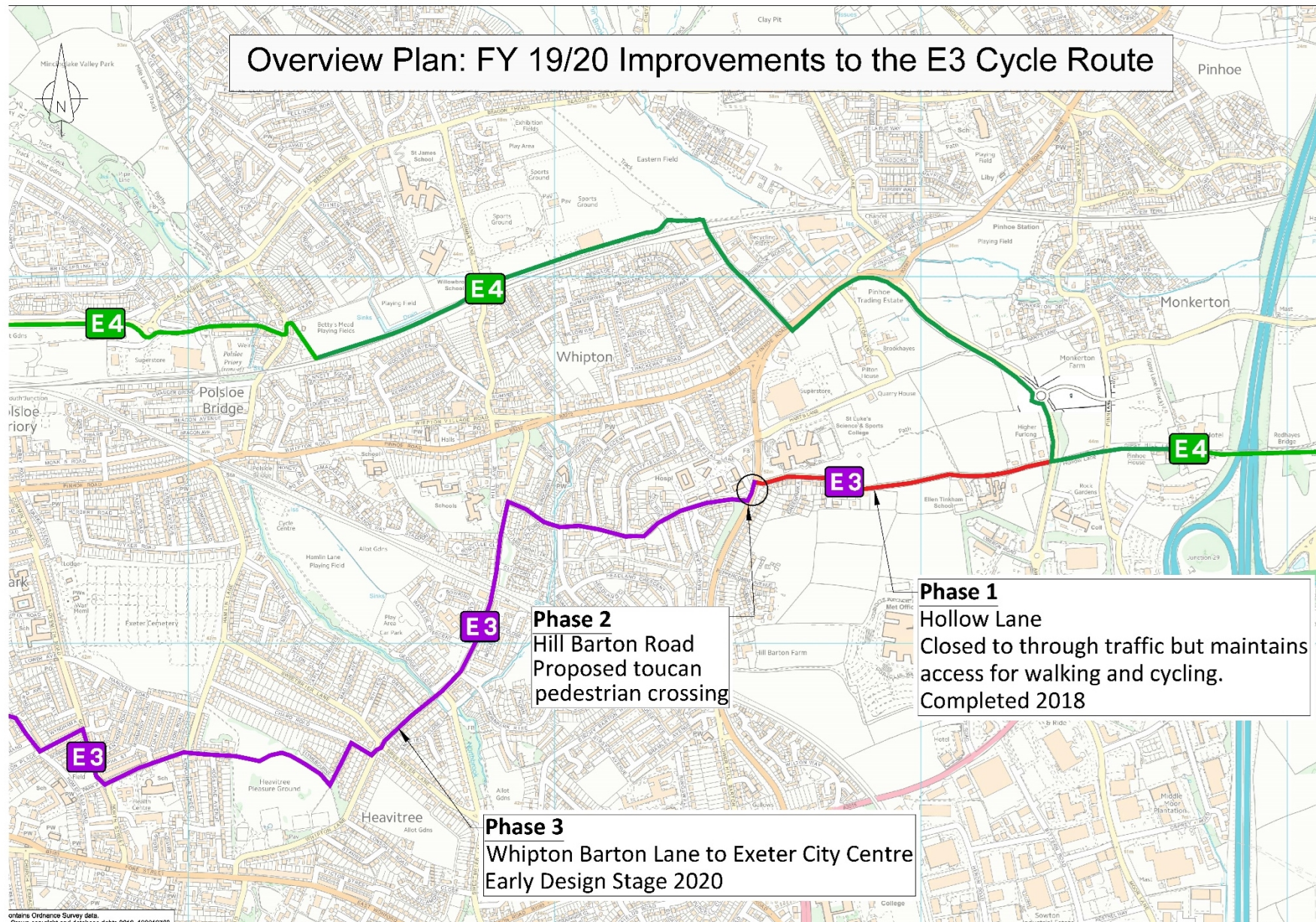
Contact for enquiries: Liz Holloway

Room No: Lucombe House AB2

Tel No: 01392-383000

Background Paper	Date	File Reference
None		

lh231019exh
sc/cr/E3 Cycle Scheme, Hill Barton Road, Exeter, Proposed Signalised Toucan Crossing
05 011119



Appendix II To PTE/19/42

Drawing number / Rev
B23006AJ-CP-001/P02



NOTES
1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

LEGEND

- Traffic Signals
- Traffic Signal Push Button
- Lining
- Red Blister Tactile Paving
- Buff Blister Tactile Paving
- Deterrent Paving
- Tree Root Protection Surfacing
- Footpath Construction
- Carriageway Construction
- Buff High Friction Surfacing
- Grassed Area
- Crossing Studs
- Bollards
- Cycle Marking
- Pedestrian Marking
- Pedestrian Guard Rail
- Tree

Rev	Date	Purpose of revision	Drawn	Checked	Rev'd	App'd
R02	OCT 2019	PRELIMINARY				
R01	JUNE 2019	PRELIMINARY				

Client
Devon County Council

JACOBS
Aperture, Pynes Hill, Exeter, Devon, EX2 4AZ
Tel: +44(0)1392 258 800
Website: www.jacobs.com

Project
E3 CYCLE ROUTE

Drawing title
**HILL BARTON ROAD PROPOSED
SIGNALISED CROSSING
OVERVIEW PLAN**

Drawing status
FOR INFORMATION

Scale
1:100 @ A1
DO NOT SCALE

Drawing number
B23006AJ-CP-001

Rev
P02



LOCATION PLAN
Scale: NTS