

## **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.

## **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).

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.

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**Electoral Division: Wonford & St Loyes**

Local Government Act 1972: List of Background Papers

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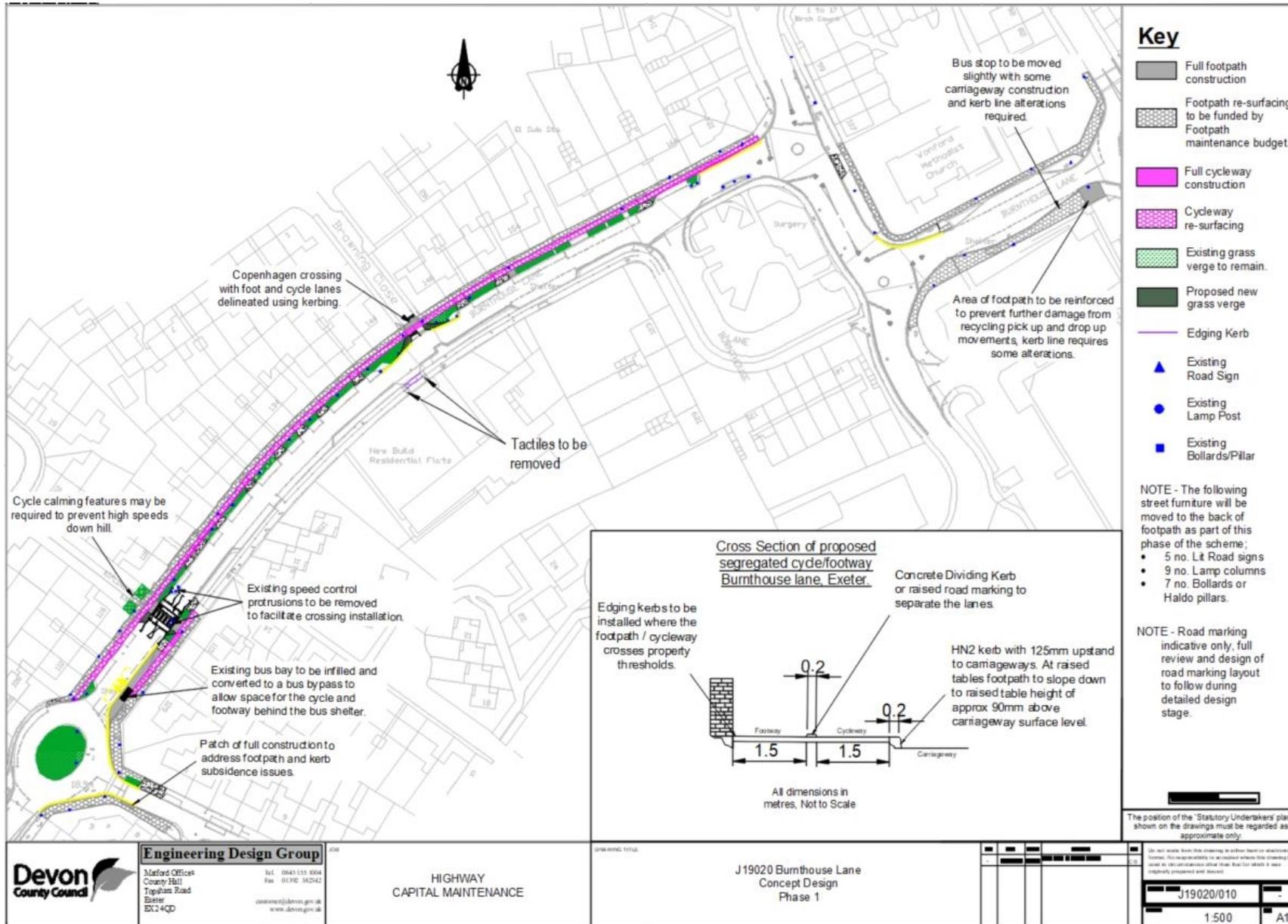
Tel No: 01392-383000

Background Paper	Date	File Reference
1. None		

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



### Key

- Full footpath construction
- Footpath re-surfacing to be funded by Footpath maintenance budget.
- Full cycleway construction
- Cycleway re-surfacing
- Existing grass verge to remain.
- Proposed new grass verge
- Edging Kerb
- Existing Road Sign
- Existing Lamp Post
- Existing Bollards/Pillar

NOTE - The following street furniture will be moved to the back of footpath as part of this phase of the scheme:

- 5 no. Lit Road signs
- 9 no. Lamp columns
- 7 no. Bollards or Halo pillars.

NOTE - Road marking indicative only, full review and design of road marking layout to follow during detailed design stage.

The position of the 'Statutory Undertakers' plant shown on the drawings must be regarded as approximate only.

Do not scale from this drawing as other than for dimensions shown. No responsibility or acceptance will be taken by the client or contractor for any errors or omissions which may be made in the construction of any work shown on this drawing.

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HIGHWAY  
CAPITAL MAINTENANCE

J19020 Burnthouse Lane  
Concept Design  
Phase 1

