

## 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.**

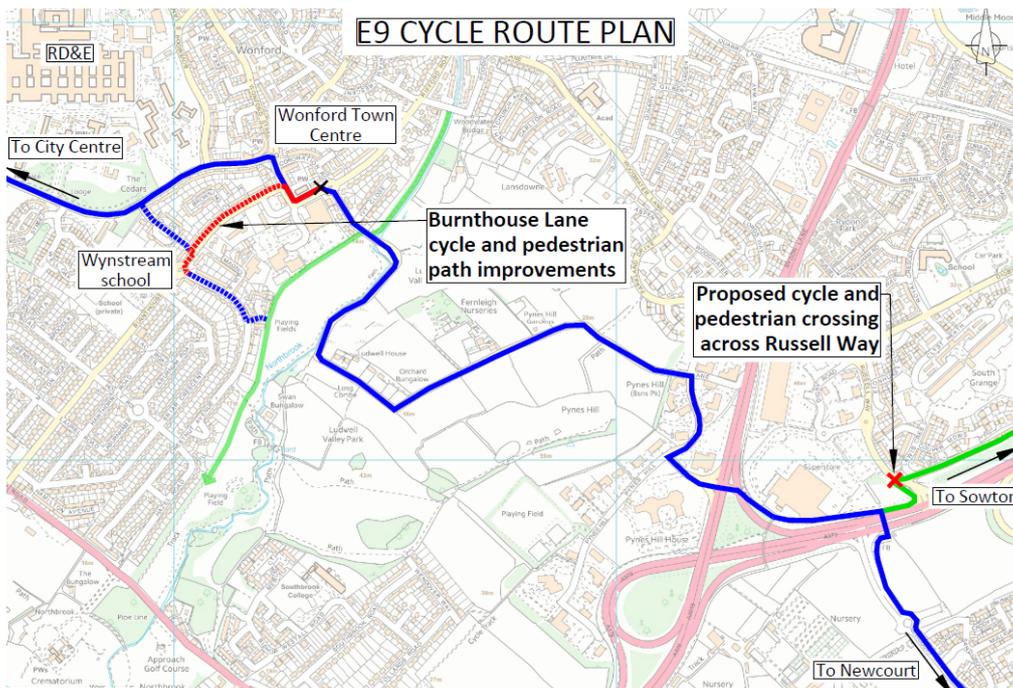
**Recommendation:** It is recommended that:

- (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.



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

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

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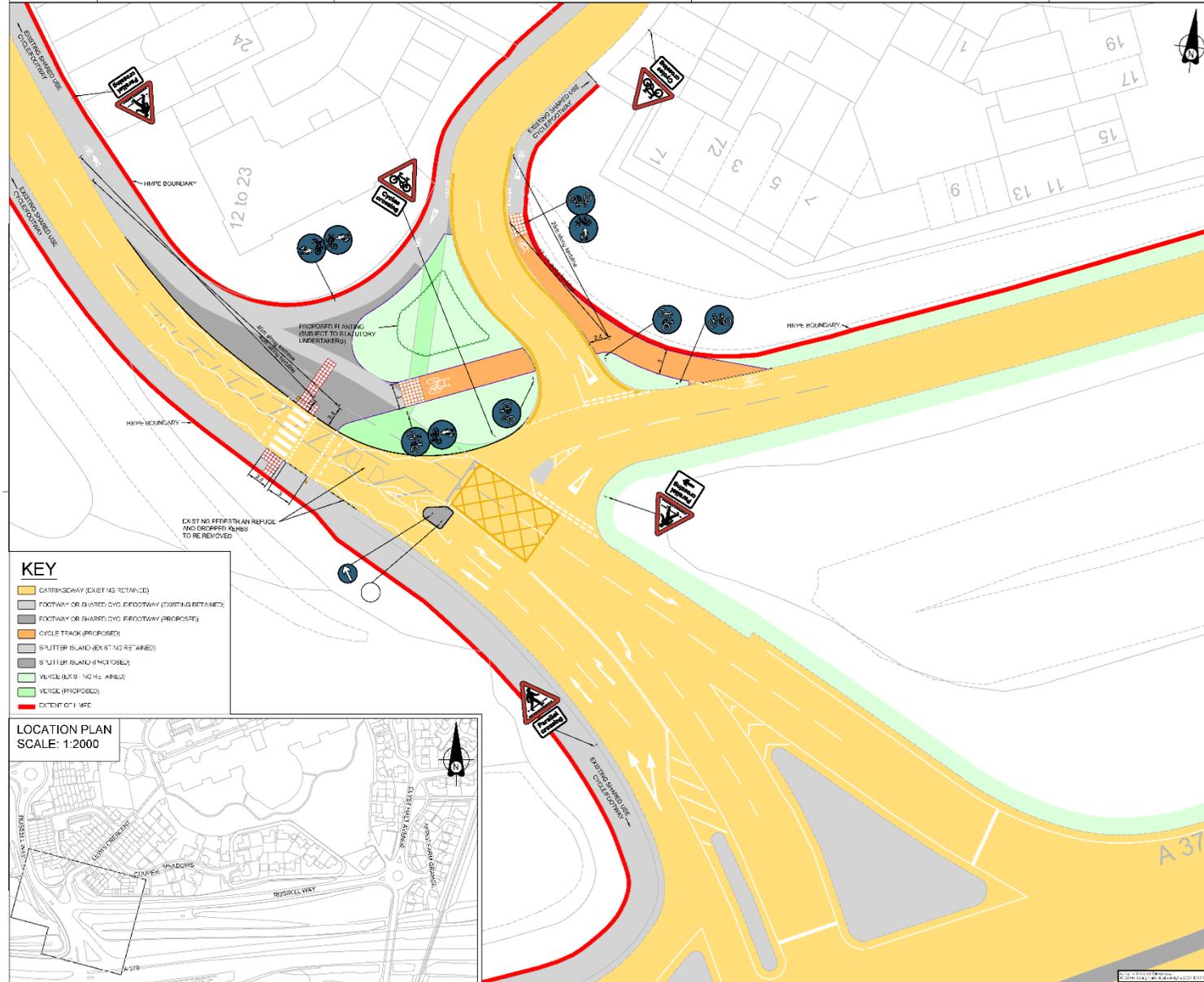
Room No: Lucombe House AB2

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Background Paper	Date	File Reference
1. None		

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

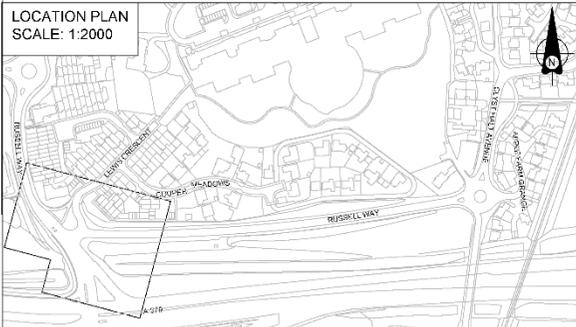
# Appendix I To PTE/20/13



**KEY**

- CARRIAGEWAY (EXISTING RETAINED)
- FOOTWAY OR SHARED CYC/FOOTWAY (EXISTING RETAINED)
- FOOTWAY OR SHARED CYC/FOOTWAY (PROPOSED)
- CYCLE TRACK (PROPOSED)
- SPLITTER ISLAND (EXISTING RETAINED)
- SPLITTER ISLAND (PROPOSED)
- VERGE (EXISTING RETAINED)
- VERGE (PROPOSED)
- EXTENT OF SITE

**LOCATION PLAN**  
SCALE: 1:2000



All scales from this drawing in set or hard or electronic form: no responsibility is accepted where this drawing is used in circumstances other than that for which it was originally created and issued.

NOTES	
no.	details

**DRAFT**  
DATE: 07.07.2020

REV	DATE	BY	DESCRIPTION	CHKD
1	18.08.2020	CAF	Final Issue	TL
A	07.07.2020	CAF	Initial preparation drawings	TL



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DRAWING TITLE  
**RUSSELL WAY  
PARALLEL CROSSING  
GENERAL ARRANGEMENT**

20048-RWC-0003	Sheet 'A'
Scale: 1:200	Size: A1