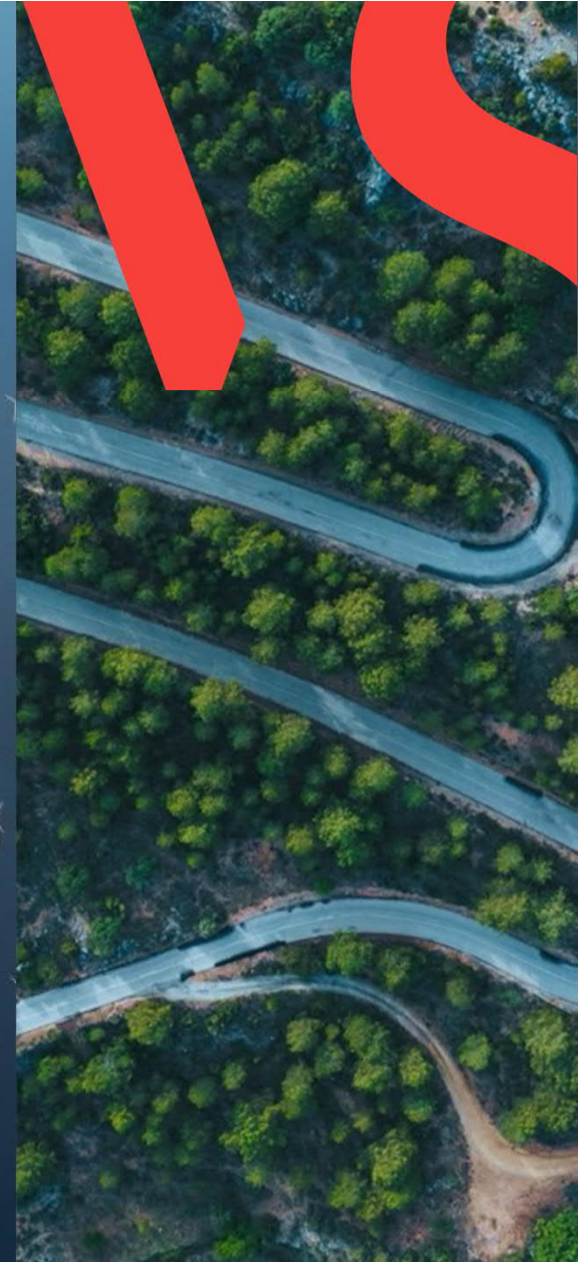


Exeter Highways and Traffic Orders Committee (HATOC)

Helen Littler

15/07/2022



Introduction

Helen Littler

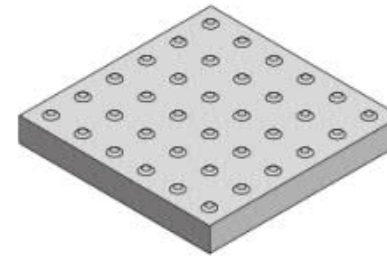
- Transport Planning & Infrastructure
- Chair of ICE Walking and Cycling Knowledge Network

WSP

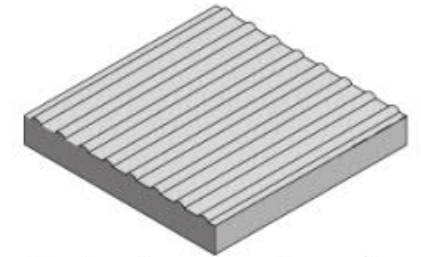
- 10 year Professional Services contract with DCC.
- Includes:
 - highway schemes;
 - bridge and structures;
 - transport planning;
 - Masterplanning;
 - walking and cycling schemes;
 - public transport; and
 - other public realm enhancements.

Inclusive Mobility

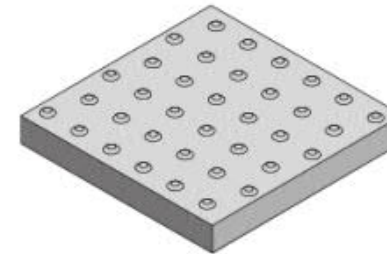
- A guide to best practice on access to pedestrian and transport infrastructure.
- An accessible public realm is crucial for ensuring disabled people play a full role in society.
- Incorporates pedestrians and walking includes people using:
 - mobility aids such as wheelchairs and rollators;
 - 'invalid carriages' including mobility scooters designed for use on the footway, and
 - people with physical, sensory or cognitive impairments who are travelling on foot.
 - cycles as a form of mobility aid.



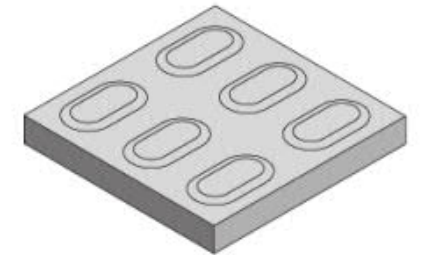
Blister surface for pedestrian crossing points



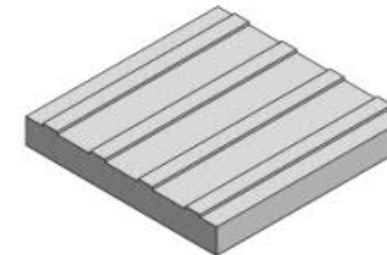
Corduroy hazard warning surface



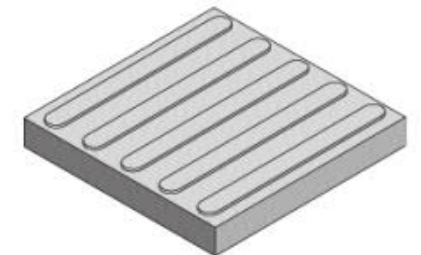
Platform edge (off-street) warning surface



Platform edge (on-street) warning surface



Segregated shared cycle-track/footway surface



Guidance path surface

LTN 1/20 - key elements

- Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
- The ability to deliver a right to cycle requires infrastructure and routes which are accessible to all regardless of age, gender, ethnicity or disability and does not create hazards for vulnerable pedestrians.



The Cycle Design Vehicle

Design Vehicle

2.8m long

1.2m wide

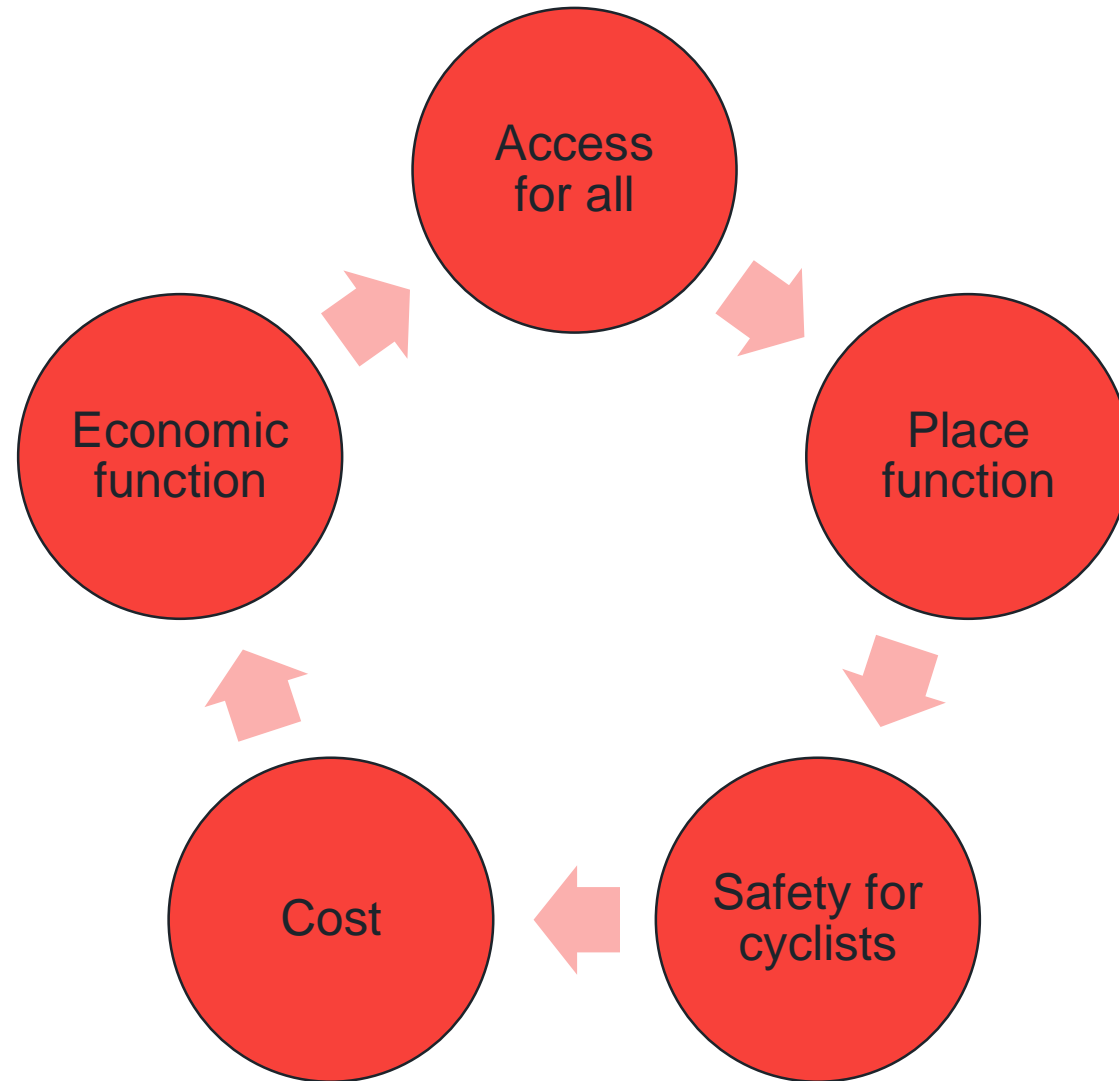
>Turning circle:

>Outer radius 3.4m

>Inner radius 2.5m



Balance of demands



WSP Experience - what can good look like? Public Realm



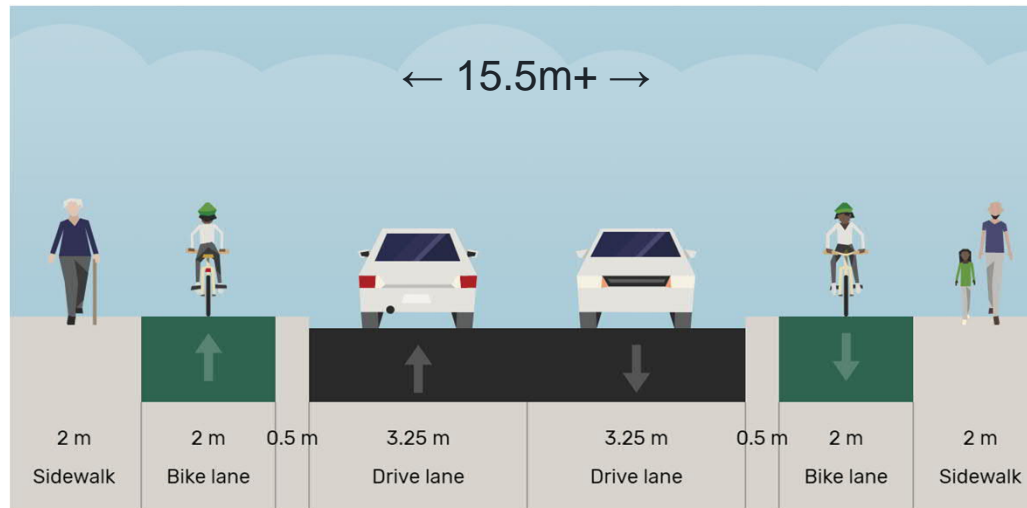
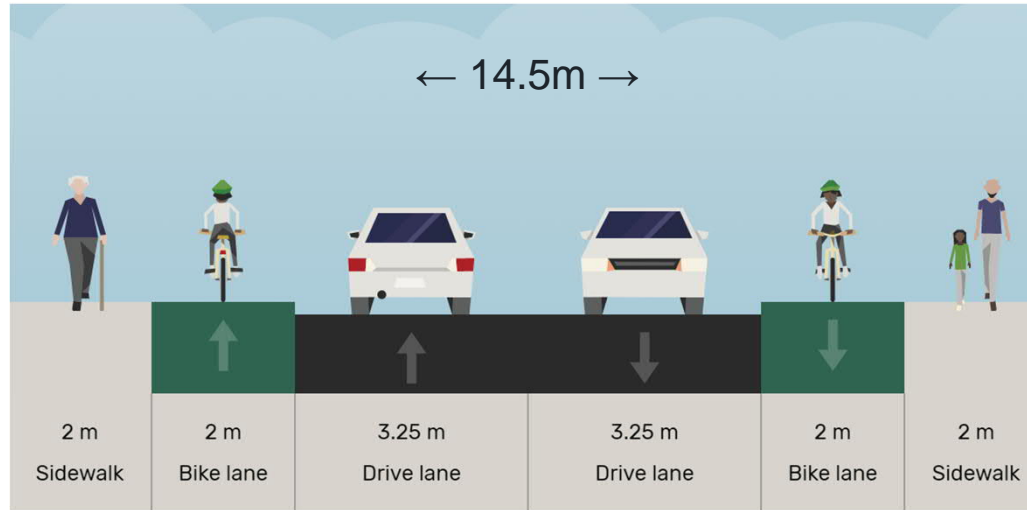
WSP Experience - what can good look like? Cycle Schemes



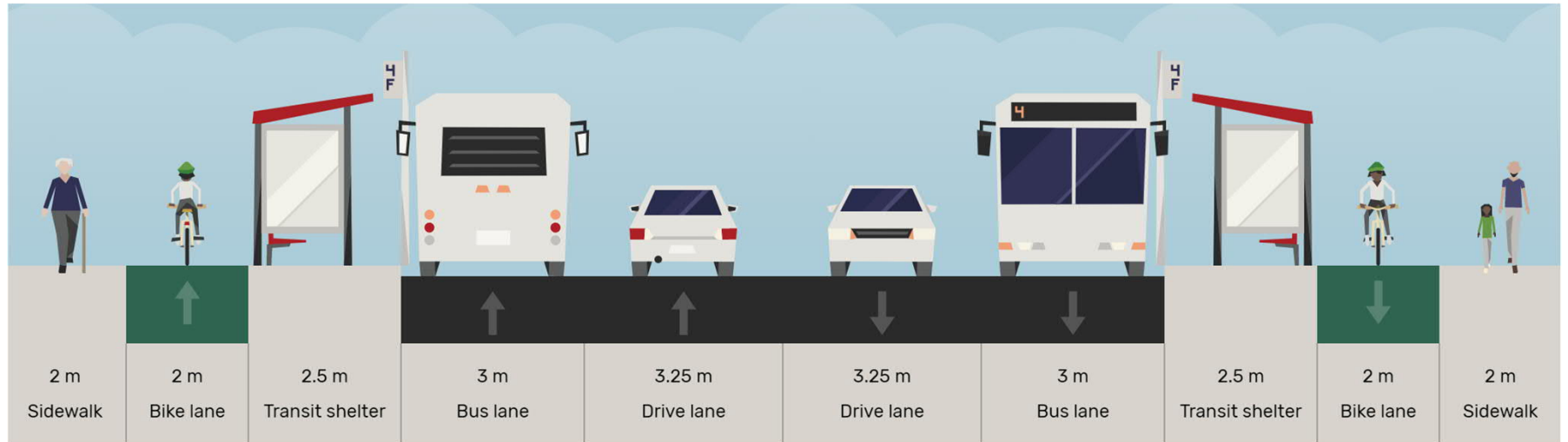
Exeter - narrow roads, historic town centre, multiple user groups.



Road Space Requirements



Road Space Requirements



Conclusion

- There is robust, researched best practice guidance available for inclusive mobility.
- LTN 1/20 offers additional details on inclusive cycling as well as appropriate provision.
- There is a need to balance competing demands when re-designing streets.
- Space requirements are often in excess of available space.