

QUESTIONS FROM MEMBERS OF THE PUBLIC

Thursday 15 February 2024

**1. QUESTION FROM MR PETER HILL (ATTENDING IN PERSON)
Re: Paul Street, Exeter – Sensory Pedestrian Crossing.**

(Please note I am aware that the proposal I refer to has been deferred due to funding shortfall, but I am seeking an answer to the criteria/approach/policy which was applied, so request an answer regardless).

What was the Council's rationale in giving preference to DfT LTN 1/20 Guidelines for the convenience of cyclists over LTN 1/20 guidelines for disabled access when it proposed part removal of the sensory controlled pedestrian crossing at Paul Street, Exeter, (Exeter HATOC Jan 17 2022, item 35), knowing that the mitigation for sighted pedestrians, (to see when a cyclist 'gave way'), would not be a possibility for blind pedestrians, effectively making the crossing inaccessible?

REPLY BY COUNCILLOR HUGHES

Plans presented as part of the Queen Street pedestrian improvement scheme at the January 2022 HATOC proposed a cycle bypass on Paul Street, which would allow cyclists to ride against the traffic flow on a one-way street. Officers took into consideration the following guidance in Local Transport Note 1/20 in relation to the cycle bypass: *“Any such proposals need careful design, as it is essential that the needs of pedestrians, and particularly disabled people, are taken into account. Wherever possible it should be achieved by reallocating carriageway or verge space rather than by taking space from the footway”*. The design included zebra crossing markings and a ramped approach for cyclists to encourage cyclists to slow and give way to pedestrians at the crossing point.

Following discussion by Members during the HATOC meeting, officers took an action to liaise with the Royal National Institute of Blind People (RNIB) to explore whether there were alternative designs for the Paul Street crossing to remove the potential conflict between cyclists travelling across the junction while people were walking and wheeling (which includes wheelchairs, mobility scooters, walking frames, prams or buggies) across the road. The RNIB expressed a strong preference for a single stage crossing for pedestrians and so designs were revised with cyclists needing to stop and use a separate signal phase to the pedestrian crossing. The scheme was approved for construction at the January 2023 HATOC and opened to the public in September 2023.