

QUESTIONS FROM MEMBERS OF THE PUBLIC
Wednesday 11 December 2024

1. QUESTION FROM MARILYN LANT (IN ATTENDANCE)
Re: Kerbs on Rifford Road, Exeter

Why were trapezoidal segregation kerbs selected on the Rifford Road segregated path in Exeter and which company, person or authority recommended them?

REPLY BY COUNCILLOR HUGHES

The decision to use trapezoidal kerbs to segregate between pedestrians and cyclists was a result of several stakeholder engagement stages, including a design review meeting with Active Travel England and meetings with stakeholders such as Royal National Institute for the Blind (RNIB) and Living Options Devon. Active Travel England recommended their use and RNIB stated that they also supported the use of the kerb on this scheme.

The Department for Transport's Local Transport Note 1/20 (LTN 1/20) provides guidelines on designing high-quality, safe cycle infrastructure and encouraging the use of kerbs to segregate cyclists from pedestrians on safety grounds.

Trapezoidal kerbs are preferable to white lines as they help create a clear, physical boundary and can help reduce conflicts between the different users of the path. Visually impaired people with mobility canes can still detect the edge of the path while the angled profile of the kerbs can also help minimise risk of a trip hazard compared to use of high kerbs. The shallow angle also reduces the risk of cyclists catching their wheels or pedals on the kerb. People using cycles for mobility purposes, i.e. hand-cycles, are also able to bump over the kerb if there are obstructions or if there is a need to leave the path, so their use is expected to have benefits for people with a wide range of abilities using the segregated paths.