



02 September 2021

By Email to: planningcranbrook@eastdevon.gov.uk

Dear Sir/Madam,

Planning Application 21/2031/RES | Application for approval of access, appearance, landscaping, layout and scale for the access road to parcel TC4 of Cranbrook town centre (development of Cranbrook new town ref. 03/P1900). Discharge of conditions 6 and 14 of planning permission 03/P1900. | Parcel TC4A Land South Of Tillhouse Road Cranbrook Town Centre Cranbrook

I am writing on behalf of the Exeter Cycling Campaign in respect to the above planning application. We object to the application and believe that it should be refused for the reasons set out in this letter.

In principle we believe that the proposals do not contribute towards a cycling environment that reflects the commitments made by the Developers at the outline planning stage and are not consistent with the East Devon Local Plan policies.

Overall Street Layout

We believe that the layout of the Highway (including paths) should reflect the **Cranbrook Design Guide** submitted by the Developers as part of their approved Outline Planning Application. In this document the Developers identify and commit to the following role for cycling within Cranbrook:

"It is intended that pedestrian and cycle movement and public transport should take precedence, based upon a permeable network of streets.." p.32, Urban Design Principles - Pedestrian and Cycle Movement.

"Cycle and pedestrian movement should be rendered possible along the most direct route to local facilities even if the car driver find the route more difficult." p.32, Urban Design Principles - Pedestrian and Cycle Movement.

In addition it is important that the hierarchy of users within the **East Devon Local Plan (2013 – 2031)** Strategy 11, Integrated Transport and Infrastructure Provision at East Devon's West End is adhered to. It states that:

"We will promote high quality and integrated transport provision at East Devon's West End where, working with partner organisations, we will secure a provision based on a hierarchy of;

- 1. Walking*
- 2. Cycling*
- 3. Frequent and high quality Public Transport provision (given priority over other road users)*
- 4. Private motor vehicles.*

Though transport solutions will take into account site specific needs of a development to secure the most suitable form of sustainable transport provision..."

Reason for Objection: The overall design of the road does not mitigate against the road becoming a rat-run with high traffic volumes. It also does nothing to limit vehicles speed. As no specific cycling facilities are provided along the road we believe that it is the Designer's intention that cyclists use the carriageway. However if there are high traffic volumes above 20mph this will discourage people from using cycling to access the Nursery, Supermarket and other Town Centre facilities via this road.

We believe that the design of the road there is a real danger that, when fully completed, this road will become a busy 'rat-run' for vehicles trying to avoid congestion in the High Street, Although the road has been made relatively narrow (at 5.5m), the standard kerbed footways and straight design of the road will make it attractive to through motor traffic.

We would advocate that the fundamental design of the road needs to be reconsidered so that the street design reflects the concepts in Local Transport Note 1/20 Cycle Infrastructure Design (LTN 1/20) Section "Quiet mixed traffic streets and lanes" pages 73 to 82. The road should create a low speed environment with geometry, traffic calming features and hard and soft landscaping that reinforces the traffic-calming effect. Additionally we would advocate the use of a modal filter at the midpoint of the street to prevent through traffic completely (possibly with lockable gate for emergency services alternative access).

If the fundamental design of the road cannot be reconsidered then we would advocate for the provision of a 3.0m clear width shared path along west side of the street to give safe access along the street as well as to the Nursery and Supermarket paths.

Reason for Objection: The junction of the proposed new road with Tillhouse Road does not reflect good practice design or reflect planning commitments with regards to how users walking and cycling along Tillhouse Road will cross the junction.

In common with other principal streets in Cranbrook, the footways along Tillhouse Road are designated as shared facilities for walking and cycling. This section of path is already very busy with parents and children going to and from the Cranbrook Education Campus at either end of the school day. We believe that as the Town Centre facilities develop it will only become busier.

The proposed layout places the needs of private motor vehicles above that of pedestrians and cyclists on this busy section of path. A layout which gives the shared footway/ cycleway clear priority over vehicles turning into the minor arm of the junction should be used as (as described in LTN 1/20 10.5.7 to 10.5.34). This arrangement has been successfully used on the E4 cycle route in Exhibition Way, Exeter, Pinhoe as illustrated in Figure 1 below.

In terms of good design practice LTN 1/20 states "*In urban areas, where protected space separate from the carriageway is provided for cycling, it is important to design priority junctions so that wherever possible cyclists can cross the minor arms of junctions in a safe manner without losing priority. This enables cyclists to maintain momentum safely, meeting the core design outcomes of safety, directness and comfort.*" LTN 1/20 10.5.7.



Figure 1 - Pedestrian and Cycle Priority Crossing of side road, junction of Exhibition Way and Pinbrook Road, Exeter.

Specific Highway Details

Reason for Objection: No physical provision has been made for cyclists moving from the carriageway of the proposed road onto access the shared pedestrian/ cycle path into the Supermarket site

No consideration has been given as to how cyclists access the shared pedestrian/ cycle path from the proposed road into the Supermarket site. As a minimum a dropped kerb is required to allow cyclists transition to/ from the carriageway. Further measures might be considered as part of the fundamental redesign we advocate above. We would also note that there is no dropped kerb provided on the opposite side footway for wheelchair users or parents with prams/ pushchairs.

Kind Regards,

Tim Mills

info@exetercyclingcampaign.org.uk

On behalf of

EXETER CYCLING CAMPAIGN
