



20/0011/FUL | Land near Pinn Lane, Monkerton, Exeter, Devon EX1 3QF

23rd February 2020

Dear Debbie

Exeter Cycling Campaign object to the proposed Pinn Lane Cycleway on grounds that it does not adequately or safely meet Condition 21 of the Planning Permission granted for the Sandroock site.

Pinn Lane is strategically important for connecting Hollow Lane – Gypsy Hill Lane, part of the primary cycle route between the East of Exeter and Exeter, with homes and places of work. The Primary route is set out in the Exeter Cycle Map within the LTP3 and Exeter Cycle Strategy. It is an adopted Green Street in the Exeter City Council (ECC) Sustainable Transport SPD and the Monkerton & Hill Barton Masterplan (2010). It also enjoys protection through Policy CP17 (strategic east-west 'greenway') and Policy CP9 (step change in sustainable transport) of the ECC Core Strategy.

Both Pinn Lane and Gipsy Hill Lane are heavily used by people walking and cycling between their homes and place of work. This applies in all directions from the junction of Pinn Lane, Gipsy Hill Lane and Hollow Lane. In particular, people cycle north on Pinn Lane to join Gypsy Hill Lane eastbound to get from Exeter to their place of work at the Growth Point (Exeter Science Park, Skypark, Airport, and Lidl Distribution Centre/Exeter Gateway), and west then southbound from the new communities at Cranbrook and Tithebarn Green to their place of work at Exeter Business Park, Sowton, the city centre and university.

The Lane is also used by pupils and staff walking and cycling to/from St Lukes School and Exeter College Technology Centre on Cumberland Way via Hollow Lane.

On this part of Pinn Lane, people cycling and walking still interact with vehicles. The importance of this route and the imperative to make this route safe was taken into account by the Planning Inspector in his refusal of a previous Gypsy Hill expansion application (17/0848/FUL) where he expressed concerns over safety and the opportunities to provide a shift to sustainable transport modes.

The Sandroock development was granted permission by DCC Highway Authority and by ECC planning committee with a Grampian condition ensuring that off-site infrastructure to protect people cycling has been delivered. Condition 21 of the Planning Approval for the Sandroock development stated:

No dwelling hereby permitted shall be occupied until a shared use pedestrian/cycle path has been constructed parallel to Pinn Lane through the adjoining land west of Pinn Lane in accordance with detailed plans previously submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. Reason: To provide a safe and suitable access to the site for all users of Pinn Lane, which is an adopted Green Street in the Sustainable Transport SPD/Monkerton & Hill Barton Masterplan Study.

The Exeter Cycling Campaign welcomes investments in cycling and walking infrastructure. However, it is essential that such investment is designed with the users in mind and provides increased safety both on and when joining or exiting the infrastructure. Thus, Exeter Cycling Campaign objects to this application on the following grounds:

1. The proposed route does not adequately show how a safe connection will be made with the new shared use path parallel with Gypsy Hill Lane (along the south of the Sandrock site). Please make it clear how people walking or cycling can connect between these 2 paths without conflicting with vehicular traffic. Ideally the road will be modified to segregate the vehicular traffic (which can now only travel between the southern end of Pinn Lane and Gypsy Hill Lane) from people walking or cycling (e.g. Figure 1).



Figure 1: Yellow line indicates the proposed solid barrier to safely segregate vehicular traffic from people walking or cycling. This has the added benefit of clarifying the new road layout whereby the north end of Pinn Lane is closed to vehicular traffic.

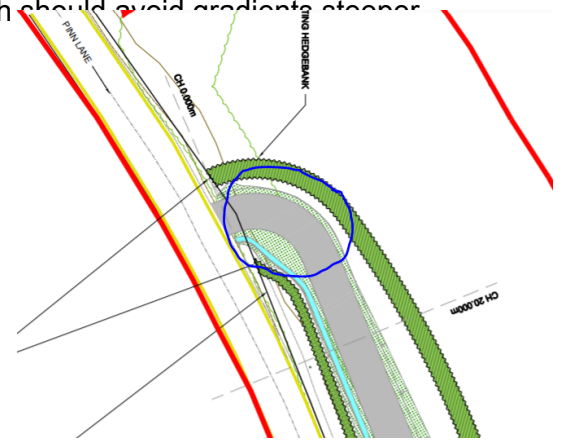
2. The proposed route does not connect safe cycling and walking routes at both ends. The southern end of the proposed new path merely ends in the middle of Pinn Lane. For people on bicycles travelling south, this will require crossing both lanes of vehicular traffic at an area of poor visibility in order to join the existing highway to continue travelling south. For people walking this will require walking along the highway with no footpath until joining the existing footpath on the west of Pinn Lane at the southern end. As a result, this new route does not improve safety for people on bicycles or walking and thus does not meaningfully meet the requirements of Condition 21.

In order to mitigate 2, we propose that the design is modified in line with Figure 1 to extend a continuous path along the full length of Pinn Lane. A safe connection should be made onto the existing footpath for walkers and onto Grenadier Road for bicycle users either via the existing footpath (which will require removal of the barriers at the south end and a priority crossing for bicycles to join onto the road in both directions) or at the junction of Pinn Lane (with a priority crossing for bicycles to join onto the road in both directions). To ensure a continuous safe path may require a narrowing for car users, creating a narrowed one lane section with give way markings. This will have the added benefit of slowing cars along this section.



Figure 2: Yellow dashed line indicates proposed safe segregated walking and cycling route as far as existing footpath. For people walking the route needs to connect onto Grenadier road either at the end of Pinn Lane or at the south end of the footpath.

3. The drawings and associated document do not appear to provide the proposed width of this shared path. Insufficiently wide shared paths present a hazard for users, disproportionately affecting older and disabled people. Consideration of their various needs is an important part of the design of shared use, and the duties under the Equality Act 2010 are particularly relevant. Thus, the minimum acceptable for a shared path is a 3m *effective* width [the actual width where the route is not bounded by vertical features - bounded, additional width is required]. However, due to the gradient more than the minimum may be required as climbing cyclists require extra room to “wobble”.
4. The drawings and associated document do appear to provide the gradient of the proposed path. Gradients need to be recorded because they can have a significant impact on ability to use the path. Where a route options is less hilly than surrounding routes, cyclists might divert to it. Therefore any new path should avoid gradients steeper than the adjacent carriageway.
5. The drawings for this application (right) suggest a tight corner at the south end of the path. We seek confirmation that the angle of this path will be designed to enable non-standard bikes (cargo bikes, tandems and bike-trailers) to safely navigate the route, alongside other path users.



Conclusion

The Campaign agrees with the Planning Inspectorate’s analysis that safety for people walking and cycling is key along and joining with this important strategic cycle route. The Campaign welcomes investment in cycle infrastructure but unfortunately, this proposal does nothing to increase this safety for people walking or using bicycles and on this basis the Exeter Cycling Campaign objects.

If the proposal is redesigned to address the above points and a) provide a safe, vehicle free connection with the path parallel with Gypsy Hill Lane and b) connect safely at the southern end with the footpath for people walking and Grenadier road for people cycling then the Campaign would remove its objection to this proposal.

Yours sincerely

Helen Mako-Yule

for and on behalf of:

EXETER CYCLING CAMPAIGN



exetercyclingcampaign.org.uk

Twitter: @ExeterCycling

Facebook: ExeterCyclingCampaign