

19/0055 VOC Variation of Condition to remove requirement for one-way system on Old Rydon Lane to be implemented/completed prior to implementation of permission

1st February 2019

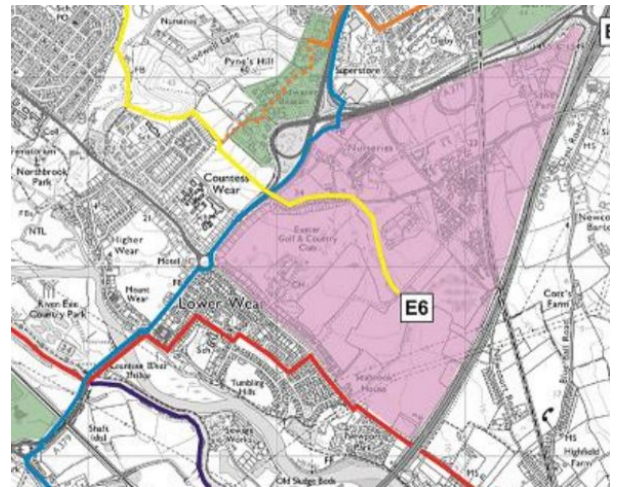
Dear Michael

Thank you for the opportunity to respond to [the planning application to vary the condition for the provision of a one-way system on Old Rydon Lane](#). The Exeter Cycling Campaign has a concern about this request to vary the planning condition.

This condition was put in place “to ensure that traffic associated with the servicing of the hotel, and associated use of staff parking spaces provided directly on the hotel site, is managed to protect the capacity of the highway network and the safety of pedestrian and cycle users of Old Rydon Lane in the vicinity of the site”

Old Rydon Lane forms part of the E6 route which is part of DCC’s strategic cycle network. It is (and will) form an important route for residents of the new housing in Newcourt and Seabrook travelling sustainably. It is therefore important that we provide safety and convenience along this route for people walking and cycling.

The condition applied to application 17/0665 was the barest minimum that was acceptable. We would really have wanted this road to be closed to vehicular traffic. It is therefore of great concern to us that application 19/0055 seeks to weaken this condition. We fear this weakening will lead to this small one-way section never being implemented, or implemented after travel behaviours for motorised traffic on this road have hardened.



To protect and enhance the cycle paths in the city is acknowledged as being critical to deliver both the City and County’s strategic objectives.

Exeter’s Council’s Corporate plan commits to making “sustainable means of travel ...safer, cheaper, quicker and more convenient than private car ownership” and building “a comprehensive network of safe routes [that] will ensure that most everyday journeys are made by walking and cycling”. Furthermore, central to Devon County Council’s draft 2020-30 Exeter Transport Strategy is “creating a comprehensive, accessible and coherent cycle and pedestrian network”.

To allow this (albeit) small weakening of planning conditions runs counter to these strategic objectives.

Kind regards,

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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Cc: Lloyd Oriell, Devon County Council