

10 March 2019

Dear Leigh

## 19/0287/FUL Primary school between Hollow Lane And Harts Lane Monkerton Exeter

Thank you for the opportunity to comment on [this planning application](#). We were encouraged to read the efforts to make adequate cycle parking available in the proposed school and to address the DCC Highways Officer's comments that access is provided from Hollow Lane. We do however have some concerns about the proposal and until these are addressed will **object** to this application.

Our objections centre around:

- Access for people cycling and entering the school from the north
- The fitness for purpose of Hollow Lane for children cycling
- Lack of detail about the cycling access from Hollow Lane

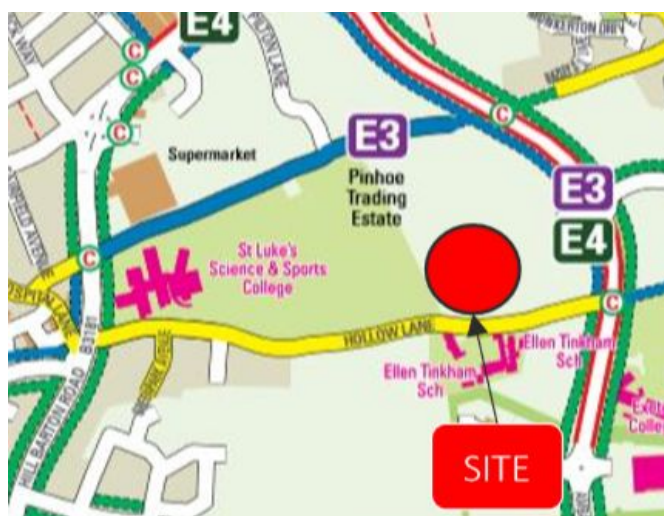
### Northerly access for people cycling

It is good to see access to the school from Hollow Lane for people walking and cycling. However, access to the school from the north falls short of the NPPF's guidance that "street layouts..... allow for easy pedestrian and cycle connections within and between neighbourhoods" (para 91). Indeed, the design of this entrance and the car parking area currently signals that the car has dominance.

The proposal rightly points to the separated cycle paths along Cumberland Way as a means of enabling children to cycle to the school. This is unlikely to happen though unless the Cumberland Way cycle path is extended to the entrance to the north of the school. Developer contributions should be sought to enable this extension the cycle path.

Within the school site this separated cycle path should be extended from the north entrance to the cycle racks.

Hart's Lane forms an important part of the E3 strategic cycle route in Exeter. The Application appears to be proposing (para 2.4.3) that access to the school will be via Harts Lane to Hill Barton Road. This will significantly degrade the safety for people cycling along Harts Lane. Developer contributions should be sought to enable design changes to Harts Lane to protect children cycling. These design changes should be set as a condition on granting planning consent.



### Hollow Lane is not currently safe for people cycling

Allowing access from Hollow Lane for people cycling and walking is to be welcomed. However, despite being



designated as a quiet cycle route, Hollow Lane is currently not fit for purpose for children cycling.

As these recent pictures show, cars and minibuses make this route unusable for children at school drop off and pick up time. The road is narrow and has cars and buses parked and entering/exiting the lane.

We would therefore challenge the Application's assertion that "It is ...considered that Hollow Lane reflects the characteristics of a quiet lane." Para 2.4.9

If Hollow Lane is to be the main way children access the proposed school then solutions need to be found to make this route safe for children walking and cycling. Furthermore, there need to be measures to prevent parents driving down Hollow Lane to drop children at this new school. This should include road widening, filtering private traffic and protected cycle and walking paths. Without such measures Hollow Lane is unlikely to be used for walking / cycling to the new school and the Application's aspirations for sustainable transport modal shift will not be realised.

To assert, as the Application does (para 2.4.10), that Hollow Lane "has been safely used without an incident involving a pedestrian or cyclist" occurring misses the point that people are put off using the lane because of the perceived danger from cars / buses.

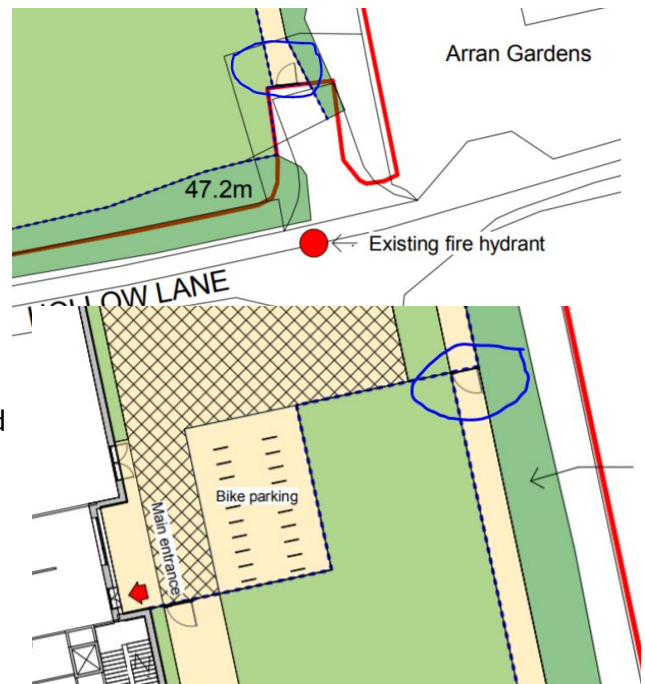


## Hollow Lane access and path

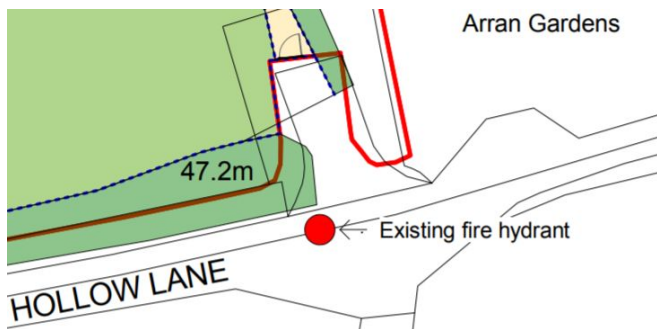
There is a lack of detail about the design of the access from Hollow Lane. The drawings suggest there will be gates at the entrance and halfway along. To ensure this access is actually used by children cycling there must not be gates that demand dismounting from a bike.

Para 7.2 states that “A 2 metre wide path will be provided from Hollow Lane to the school building”. At pick up / drop off times this will be well used by children walking and cycling. Best practice design suggests that the footpath and cycle path should be *separated* so that conflict is designed out. If a separated path won't be built then the shared path should be a *minimum effective width* of 3m (LOCAL TRANSPORT NOTE 1/12 (2012)).

The desire line from path leading from Hollow Lane is to go directly to the cycle parking. To have to travel from the south of the site to the north of the site and then double-back to reach the cycle parking is inviting the



creation of informal cycle routes being established across the grounds.



To keep the school entrance at Hollow Lane safe for people walking and cycling the 'indent' from the lane to the red line boundary needs to be kept car free. This should be achieved with bollards and possibly textured paving to signify a car-free zone.

We recognise that many of these comments relate to the public highway outside of the Application's red line. However, to realise the Application's desire of a high sustainable transport modal share engineering design improvements need to be made to Hollow Lane and the access via Harts Lane.

Your sincerely

Mike

Mike Walton

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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