



Date: 24.10.2008
Venue: PB Exeter
Contract title: CIF Scheme no. 26 – M5 Segregated Crossing
Contract No: HPE98184A
Purpose: Sustrans consultation
Present: Peter Grainger Sustrans
 Alex Starr PB

Item

- 1 APOLOGIES FOR ABSENCE**

 none

- 2 PURPOSE**

 AS and PG met to discuss the walking and cycling aspects of the proposed CIF works.

DISCUSSIONS

AS introduced PG to the CIF bid, the Exeter Science Park Masterplan and the proposed 'green link' pedestrian and cycle route from Gypsy Hill Lane on the west side of the M5, over a new bridge at Redhayes and onto Blackhorse Lane on the East side of the M5.

PG explained his involvement in the ongoing work to promote Exeter as a cycle demonstration town. This has been in liaison with Richard Oldfield (DCC, Area East) on cycling infrastructure and Zsolt Schuller (DCC) who is the project manager for the cycle demonstration town project. This project uses two funding sources; LTP and Cycle England funds.

PG explained that he was very familiar with the 'green link' area and could see the benefits in terms of route quality and also journey time savings in comparison with using Junction 29 as an M5 crossing point. PG also felt the route offered good connectivity to the city centre using Hollow Lane.

PG advised that consideration was given to the crossing at the junction of Hollow Lane and Cumberland Way, as this was currently not signalised and probably unsuitable for increased cycle flows promoted by the new 'green link'.

PG questioned what the plans were for Pinn Lane running N-S and recalled previous controversy over an attempted closure pre-2006. PG felt there was a need to improve both cycle and pedestrian facilities there (no existing footway, some carriageway narrowing, on a hill), particularly for users accessing Pinhoe Rail Station.

PG reported that there is already evidence of workers at the Met Office site using Pinhoe Rail Station, hence it was likely to form an important part of the sustainable transport provision for the Science Park, Monkerton RSS, etc. As a result walking links to Pinhoe Rail station and also any bus stops for the incumbent B service running down Pinn Lane would generate pedestrian desire lines that must be incorporated into the 'green link'.

PG advised AS to seek out the latest copy of the Exeter walking map from DCC.

AS speculated whether a section of Pinn Lane could be closed (except for access) between the junction with Tithebarn Lane and the junction with Gypsy Hill Lane. This could take the form of a TRO restricting access at the junction with Tithebarn Lane and a physical closure at the junction with Gypsy Hill Lane. By this mechanism a complicated pedestrian/cycle priority junction at Gypsy Hill Lane / Pinn Lane could be avoided as priority would already be with the E-W 'green link'.

PG agreed that this suggestion could provide the necessary refuge for pedestrians/cyclists, subject to further investigation.

AS also speculated that the N-S path running parallel to Pinn Lane, that branches from the hotel end of Gypsy Hill Lane, could be upgraded for (access only) use by pedestrians, cyclists or even vehicles if required and that this would be investigated following forthcoming discussions with DCC TCS and local PT operators.

PG advised AS to not only consider commuting routes, but also important recreational routes that could include destinations such as pubs in Blackhorse village and the untouched parklands at the Science Park.

4 DISCUSSIONS (CONT.)

PG questioned details regarding the 'green link' bridge design – what was the likely gradient experienced by users? AS did not have details available but agreed to follow this up.

PG initially felt that there was little merit to the user in providing vista opportunities from the bridge, but that this was balanced by a need to have a safe, comfortable, secure environment on the structure. Noise levels needed to be considered as the bridge environment could be poor if conversation was difficult. A roof could be optional.

PG suggested that the internal space of the bridge could be used for exhibition/public art purposes.

PG considered the external aesthetics of the bridge and AS explained the intention for a 'landmark' structure (although it was not clearly determined what this meant). PG suggested that the Highways Agency may wish the structure to be as little a distraction as possible due to the proximity of slip roads; an 'invisible' bridge.

PG confirmed that the proposed width of 3.25m was suitable for a combined pedestrian/cycle space.

PG questioned whether equestrian provision had been considered; although he felt that it was unlikely in this case and that there was currently existing provision on Tithebarn Lane bridge.

AS noted that this could influence any 'strengthening' works proposed for the existing Tithebarn Lane M5 bridge as part of the CIF bid.

5 OUTCOMES

PG was supportive of the CIF bid and is keen to have future input into the design of the 'green link'.

AS agreed to:

- keep PG updated with progress on the CIF bid
- formalise the minutes from this meeting for PG to approve as formal comments on the proposals in the FBC
- seek a letter of support from PG to accompany the FBC.

DISTRIBUTION

Present +

Tim Obee (PB), Dave Black (PB), Katherine Moody (PB), Tim Harper (PB)

Approved by: AS Date: 24.10.2008

Issued by: AS Date: 24.10.2008