

# APPENDIX PF3: NEIGHBOURHOOD EVIDENCE > TRAFFIC VOLUMES AND TRAVEL SAFETY

ECC planning ref. 21/0223/OUT; PINS ref. APP/Y1110/W/21/3287921

Home Farm North, Pinhoe, Exeter

## 1. INTRODUCTION

1.1 This appendix evidences residents' traffic safety concerns, documented since Pinhoe Neighbourhood Forum established a Sustainable Travel Group in 2019.

1.2 Pinhoe Forum held a Traffic Meeting in February 2019 when community concern about increasing traffic across the village was debated with local councillors. Home Farm representatives were invited, but declined to attend.

1.3 In October 2021, Pinhoe Forum applied for a speed camera from Devon and Cornwall Police Vision Zero fund and consulted the local community about possible location sites: Main Road, Church Hill and Harrington Lane were the top 3 sites of safety concerns. All three roads are connected with the Home Farm site, with Church Hill singled out as specifically dangerous for pedestrians and cyclists.

1.4 In March 2022 the newly formed Pinhoe Citizens Panel agreed to identify traffic as the priority concern for further investigation (closely followed by local flooding).

1.5 These regular, trusted community engagements form the resource of this evidence.

---

### NOTE 1:

Home Farm website (© 2013 Waddeton Park Ltd and the R B Nelder Trust, still available at <http://www.homefarmpinhoe.co.uk/the-land.htm> on 26July22)

1.1 "The site meets all the requirements for the location of new housing. For example it has excellent accessibility by foot, cycle and to the public transport network as well as to a range of local services and employment areas...Recognising that new development will generate additional traffic this aspect has been carefully considered and assessed to determine the appropriate scale of development at this location which would not have a material impact on Church Hill or the Pinhoe double mini roundabouts."

1.2 "Benefits of this proposal: Help develop improved and new pedestrian and cycle connections in the area, especially from the upper parts of Park Lane to local facilities."

### NOTE 2:

RB Nelder Trust and Waddeton Park Ltd Statement of Community Involvement (reference document, published 2013)

2.1 "Mr Jones said: "The developers have said that they don't think these homes will

APPENDIX PF3: NEIGHBOURHOOD EVIDENCE > TRAVEL SAFETY / 1

have an impact on traffic. I contacted the highways authority regarding how they would gauge how much traffic would use the road. They told me that there would be between 12 and 15 at peak times but over a 24 hour period they said there could be up to 120 and that’s just for those 20 homes. So if you multiplied that up for the other 96 homes on the other side there would be about 600 traffic movements within Bickleigh Close and Church Hill so how can the developers say that it is not going to have an impact on the double mini roundabouts in Main Road?”

**NOTE 3:**  
Comments included from local resident submissions documented from 19th-26th July 2022.  
*This document recognises this evidence is a place-based data snapshot.*

---

2. TRAFFIC VOLUMES

Neighbourhood volunteer monitors observed vehicles travelling across 2 (of 8) exits on the Pinhoe double roundabout at the foot of Church Hill, using clickers and posting photos for discussion on social media pages:

Monitored over ONE HOUR 8am-9am for three days w/c 18July22

Wed 20 July >	B3181 Exeter to Broadclyst : 522 B3181 Broadclyst to Exeter : 822 (Traffic on Church Hill alone in both directions: 706)
Thurs 21 July >	B3181 Exeter to Broadclyst : 497 B3181 Broadclyst to Exeter : 895
Saturday 23 July >	B3181 Exeter to Broadclyst : 243 B3181 Broadclyst to Exeter : 363

## APPENDIX PF3: NEIGHBOURHOOD EVIDENCE > TRAVEL SAFETY / 2

### 3. SAFETY CHURCH HILL: RESIDENTS COMMENTS

3.1 “If there were road bumps or something to slow the traffic I think more would cycle and walk but as it is the cycle lane and pavement is so narrow and the traffic so fast and such a huge volume it doesn’t feel safe.”

3.2 “Cyclists won’t really be going up there. Only really going up there if you live there and it’s a steep hill! Lots of recreational cyclists around though at the weekend. Lots of bikes come through Pinhoe [roundabouts] around 7.30am when I commute”

3.3 “I would dearly love to cycle to work and do the school run by bike as well but a bike with a trailer on that hill is a recipe for disaster in my book. The footpath through to Danesway means you can avoid Church Hill but you still have the steepness to contend with”

3.4 “You’ve hit the nail on the head ‘not safe to walk / cycle because of volume of (fast) traffic and no safe cycle paths.’ Without it being perceived as safe with safe infrastructure very few will change their travel behaviour. You get what you build for.....build for people to walk and cycle and more will, build for cars and more will.....”

3.5 “We live just below the narrow bit and are seasoned trailer users. Kids go right over to St Thomas in the bike trailer on a weekly basis also into town multiple times a week. E bike means the steepness is less of an issue HOWEVER very reluctant to take them up the hill (we did last Sunday evening very cautiously but I wouldn’t in the week at any time of day). Far too narrow and Cars far too fast”

3.6 “I cycle around Pinhoe, but avoid using Church Hill, even when sometimes it would be quicker to cycle down Church Hill & along Harrington Lane for my commute to work. It’s narrow & difficult for motorists to pass cyclists in many places, plus in some cases motorists are impatient at the slow speed of me going uphill. I understand I’m slow but can’t physically go any faster, so without a dedicated cycle lane it’s difficult for all. There is no leeway for error, as lorries, vans & buses take up most of the width of the narrow carriageways.”

3.7 “Church Hill really needs speed bumps all the way up. We live at the top of the hill, past Home Farm. Cars travel so fast along the road it is terrifying. We have small children and used to walk them to pre school but with the lack of speed control and pavements it became too dangerous. It is absolute terrifying walking or cycling up/down Church Hill. It is also not just non residents that speed, I see plenty of residents driving at dangerous speeds too. On several occasions we and our relatives have been overtaken when driving past the wider section of road past the Home Farm turning, because we were driving at the speed limit. We have now lost 3 cats in just over a year to the speeding traffic on Church Hill. At what point will something be done before it’s a child that is hit?”

3.8 “The trees they have planted along the road, which will eventually stop people from crossing to use the pavements in Brook Way, is also a pretty big safety issue. We believe there should at least be a zebra crossing on that road and a pavement added to officially add a walking route into Brook Way. Although with the speed of the traffic, a pelican crossing would likely be the safest option. Just an idea if you are able to put that forward.”

## APPENDIX PF3: NEIGHBOURHOOD EVIDENCE > TRAVEL SAFETY

3.9 “Church Hill is super dangerous it's an accident waiting to happen I live at the top and the amount of near misses and inappropriate vehicles that use it is ridiculous I'd happily sit out on the bridal path with a speed gun for a day to prove the misuse of this road. I walk it most days and too many people race up it and too many large vans and lorries that are not suitable for the size.”

3.10 “I've cycled Church Hill on many occasions and can testify to the dangers created by drivers using it too fast and inconsiderately. It is also used as a commuter route by those who live in the Exe valley and want a route into the city/science park/sowton etc. Live in the peace of the countryside but create air and noise pollution for those living in the city.”

3.11 “We used to walk down Church Hill to the primary school and it was scary. When it rains, there is a torrent of water flowing down the hill. The drains are usually blocked with leaves and the only place to walk is further out into the road. During periods of construction this problem is worse because the clay sediment can be extremely slippery.”

3.12 “I know there are many comments about speeding in Pinhoe, and I appreciate that local funding doesn't necessary enable the best response. However, additional traffic that will inevitably drive more than 20 mph is a major problem. I've also been overtaken when doing 20mph going up church hill by people entering the home farm estate - it's crazy! A pelican crossing would help slow down traffic significantly.”

3.13 “We don't walk to school anymore and I would rather drive to the spar shop, purely due to concerns about my safety walking on the road. From an environmental perspective that is crazy.”

3.14 “I'm really concerned, I think it's getting dangerous for pedestrians, particularly on the narrow sections & at the bottom junction. I have 2 children to walk to school, one is 3 years old, and I feel we're very vulnerable. It doesn't help putting my 3 year old in a pushchair as there is no space for a pushchair to get passed queuing traffic at the bottom, we end up sitting in the queue as if we were a vehicle.”

### 4. ACCESS CHURCH HILL: RESIDENTS CONCERNS

4.1 “Burrington Estates haven't complied with all planning requirements on the initial affordable housing phase. There's no footpath through from Church Hill to the estate as per the original planning decision. This very much leaves the 2 sets of developments cut off from one another and makes access extremely difficult if you're not prepared to walk through what is rapidly becoming a hedge.”

4.2 “More houses with only one access road means that if there's ever an accident on Church Hill or a removals lorry to one of the houses there's little chance of getting to the development”

## APPENDIX PF3: NEIGHBOURHOOD EVIDENCE > TRAVEL SAFETY

### SUMMARY

- Residents strongly disagree that the current Home Farm site occupies an accessible location. Their evidence shows that the extension of the existing site further up the steep Church Hill would not be accessible for sustainable travel by walking or cycling.
- Traffic from further development in 'Higher Field' is not sustainable along Church Hill.
- Increasing car dependency at a time of climate crisis is unsustainable. This proposal cannot meet NPPF's social and environmental sustainability objectives.