



**17/1086/FUL | Construction of 60 bed student accommodation building on corner of St David's Hill and Howell Road, with new pedestrian access on St David's Hill, footpath and landscaping. | Exeter College Further Education Hele Road Exeter Devon EX4 4JS**

13th September 2017

Dear Matthew

Exeter Cycling Campaign supports the principle of higher residential densities in and around the city centre from a sustainable transport perspective. However, there are longstanding aspirations in policy to improve the pedestrian and cycle route from Exeter St David's Railway Station to the city centre via Exeter College's Hele Road campus. This is to benefit students of the college, many of whom arrive from other areas of Devon and Cornwall by train. It would also benefit visitors and commuters arriving at St Davids Station. We have concerns that this scheme fails to achieve any real improvement. Chris Westlake, ECC's Placemaking Officer, has already highlighted this in his response in terms of pedestrians. Provision for cyclists is even worse, with the access through the site dependent on a series of steps, which is wholly unsuitable for cycle access. We therefore suggest the following amendments should be made in relation to sustainable transport:

- Provision of a wider entrance from the St Davids Hill/Howell Road junction, with signed, step-free 3m shared path running through the site to the General Buller statue; and
- Exploring provision of a two-way segregated cycleway from the St Davids Hill/Howell Road junction up St Davids Hill and Hele Road to the General Buller Statue. Car parking is currently permitted along both St David's Hill and Hele Road at certain times of day, so there should be sufficient width for a cycleway here. There is also scope for footway reduction or removal, as the road follows the path of a retaining wall and no dwellings or buildings are accessed from the footway. A suitable alternative exists on the opposite side of St Davids Hill, the widening of which could be explored.

As part of the planning for a strategic cycle network in Exeter, this cycleway could be extended all the way to St Davids Station and Exeter Central Station in the city centre. Helping to deliver a significant chunk of this route is in the interests of Exeter College's staff and students, for whom existing cycle access to/from Exeter St Davids and between the Hele Road and Queen Street campuses is currently poor. The need for such a route is also increasing as Exeter College plan to expand on the Hele Road campus, and in light of significant student residential development around St David's and Cowley.

Yours sincerely  
Carolyn Worfolk

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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Figure 1: Looking down St David's Hill from the junction with Hele Road. There is potentially scope to remove the footway on the right to make room for a two way (bi-directional) segregated cycleway connecting Exeter St Davids with the Exeter College campus on Queen Street. Car parking is currently permitted at evenings and on Sundays along this stretch of carriageway, reducing carriageway width anyway. The pedestrian route through the campus should also be improved.



Figure 2: Looking down Hele Road from the General Redvers Buller statue. Cars are permitted to park along both sides of this road during evenings and weekends, despite it being the main cycle route from Exeter St Davids station to Exeter College's Queen Street campus in the city centre. The scope for a bi-directional cycleway along this route and St Davids Hill to connect the station and both college campuses should be explored.

Figures 3,4 ,5: Examples of segregated, bi-directional cycleways on constrained urban roads in Donnington, Auckland (NZ) and Bristol.



