



To Matthew Diamond, Exeter City Council:  
matthew.diamond@exeter.gov.uk

**19/1556/FUL | Development of a Co-Living (Sui Generis) accommodation block and a hotel (Class C1) | The Harlequin Centre Paul Street Exeter Devon EX4 3TT**

11<sup>th</sup> June 2020

Dear Mr Diamond,

The Exeter Cycling Campaign is writing to comment on the above application. The Exeter Cycling Campaign has thoroughly reviewed the transport plans and is pleased to see that a number of the recommendations we put forward at consultation stage have been included. As such this is not an objection; however, we would be grateful if our comments could be reviewed as part of the decision-making process. Please see our thoughts for review below:

- We are pleased to see that a significant quantity of cycle parking for both residents and visitors has been included in the plans. We would however like to seek assurance that all cycle parking will be installed in line with the [Travel Devon Toolkit recommendations](#) and will include provision for non-standard cycles such as cargo bikes, trikes, bicycles with trailers, tandems etc...
- Exeter has an expanding network of e-bikes and pool cars owned by two sister companies. Consideration should be given to early engagement with this company with an aim to designate space for both e-bikes and pool cars to be installed. Hire by the hour e-bikes will allow people who do not own a bicycle to cycle for their journeys. Access to a shared car is likely to reduce car ownership in the area, thus reducing parked cars and improving safety on the roads.
- A shared path of 7.5m has been provided. Whilst it is positive to see that cycling is being included in these plans, the footfall is generally too high in the City Centre to support the use of shared paths safely. In order to reduce conflict this should be split into a pavement and separate segregated cycle path.

- Currently proposals are being reviewed by the respective councils to reduce the dominance of the private car within the City Centre and there is currently an appetite for more drastic action to support the goal of increasing active transport. A modal filter or one-way system could be considered to make more space for active travel, allowing the allocation of more road space for a wider footpath and sufficient space for a bidirectional protected segregated cycle path. Both other these options have been considered below:

### **Proposal 1 - Modal Filter**

The following measures could be implemented as part of this development:

- Extend the Pedestrian Zone on Queen Street to the Northernhay Gate turning (except for loading, taxis, cycles and local buses).
- Close off the top of Paul Street to through traffic, potentially extending the plaza or making a green space across the top of this street.

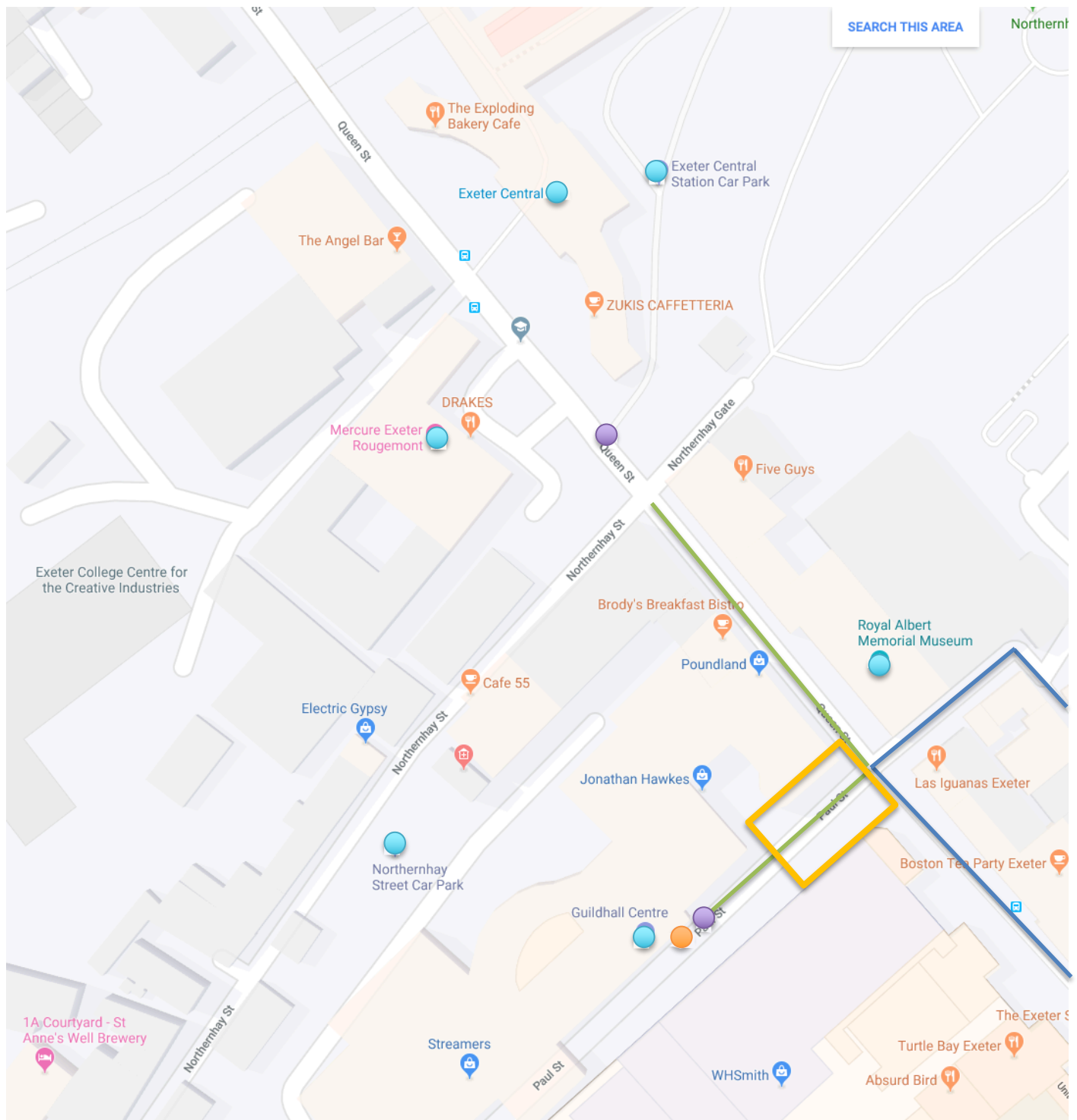
Creating a parklet / plaza or other green space at the top of Paul Street would also provide benefits for the development of the entertainment venue planned on the other side of the road, with the potential of pedestrian access to this venue from the redeveloped parklet.

The map on the next page illustrates this proposal. Note that access to the Guildhall Carpark, Exeter Central Station Carpark, Northernhay Street Carpark and The Rougemont Hotel Carpark are all retained in this model. In addition, closing the top of Paul Street will make it easier and safer for vehicles exiting the Guildhall carpark as all traffic will be travelling in the same direction as traffic exits the carpark. This will also prevent large queues of traffic on Paul Street, reducing congestion and air pollution in this busy part of the city.

In order to provide maximum space for those walking and cycling along the proposed pedestrianised section of Queen Street, a layby could be installed at the very top of Paul Street to allow buses and Taxis to pass, meaning that the rest of this section of highway could be significantly narrowed (one vehicle width), making more space for those walking. The reduction in traffic would make the highway considerably safer for those choosing to walk or cycle.

The number of pedestrians along this route is significantly higher than the existing infrastructure can support, partly due to the nearby location of Exeter Central Station and Exeter College. This solution would provide significant benefits to those using active means of transport.

## Map of Exeter Cycling Campaign Highways Proposal 1



- Existing pedestrianised sections
- Proposed pedestrianised section
- Retain existing entrance to Guildhall Centre Carpark
- Turning areas for vehicles
- Key points of interest
- Potential location for a plaza / parklet / recreational area

## Access to Key Locations – Proposal 1

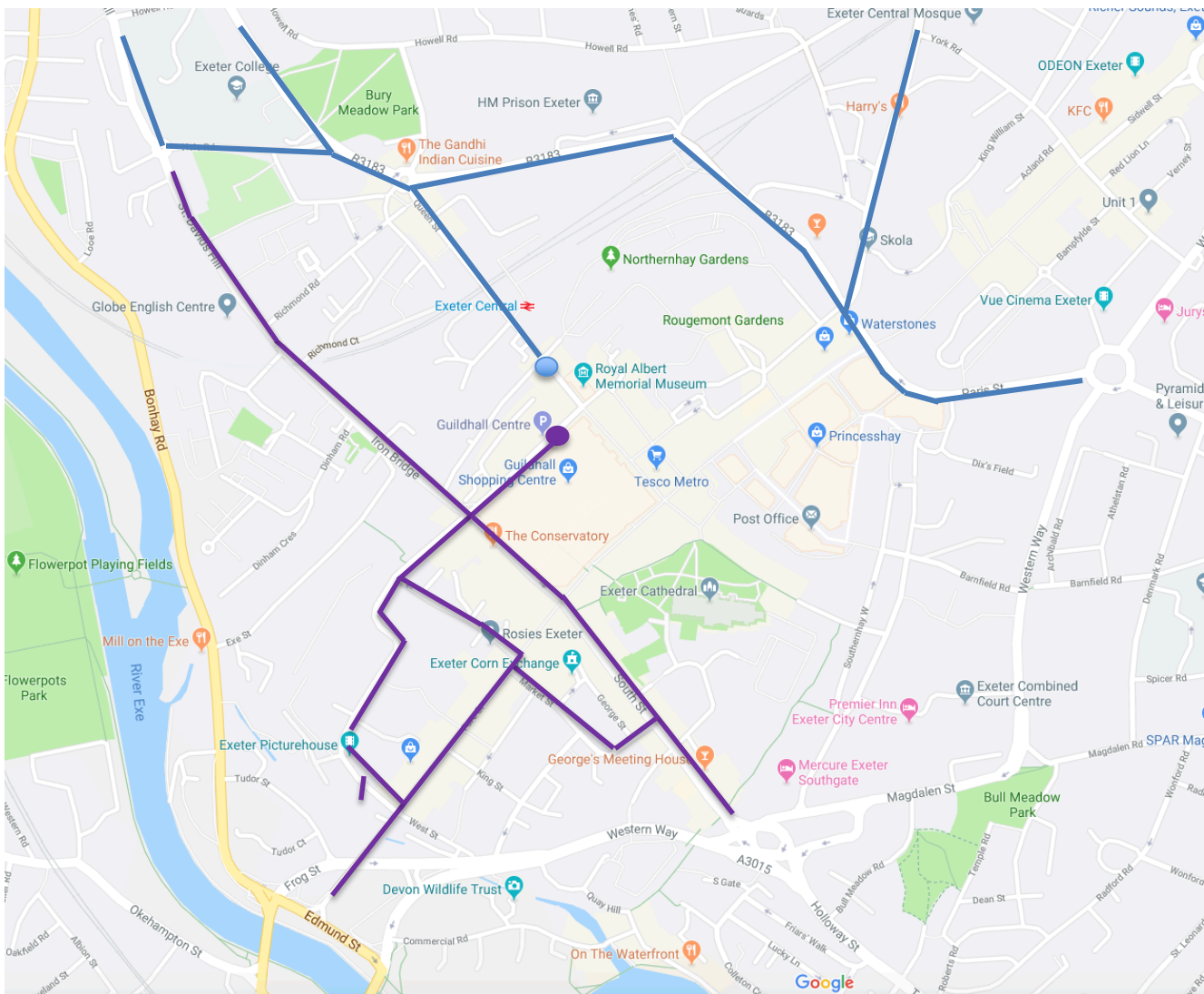
A key concern for Highways to consider, will be access to the four key parking locations noted in the above proposal. The Exeter Cycling Campaign has evaluated the impact of the proposed closure and can confirm that multiple routes to access these facilities are still available, should a collision or unforeseen event close one of the routes into the city. The access points are listed and subsequently shown on the diagram below.

### Access to Queen Street (Central Station & Rougemont Hotel)

- New North Road
- St Davids Hill and Hele Road
- Paris Street and B3183
- Longbrook Street and B3183

### Access to Paul Street (Guildhall Shopping Centre carpark and loading)

- St Davids Hill
- Bartholomew Street West
- Market Street and Mary Arches Street
- Fore Street and Mary Arches Street



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### **Proposal 2 - One-Way System**

A one-way system on Paul Street could be an alternative option to provide additional space for further widening pavements whilst providing space for a wider segregated cycle lane. A one-way system could potentially extend along Queen Street to provide some of the benefits previously described in proposal 1.

I would like to thank you for your time in reading these comments, we would be grateful for any feedback on changes or conditions added to the scheme if possible. Should you wish for any more details on any of the ideas proposed, please do not hesitate to make contact.

Kind regards,

Alex Tait

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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