



East Devon District Council Planning Department

3rd November 2019

Dear East Devon Planning Team

19/1590/MFUL– Land at Langaton Lane

Please find below comments from Exeter Cycling Campaign with respect to the above application. We have considered the application with reference to the East Devon Local Plan. We note a key objective is *to help reduce carbon emissions and also provide wider benefits encourage sustainable forms of transport and initiatives to reduce the need to travel and reliance on the motor car.*

We also note the following policies:

Strategy 5B - Sustainable Transport

*Development proposals should contribute to the objectives **of promoting and securing sustainable modes of travel and transport.***

Strategy 9 - Major Development at East Devon's West End

*High quality development with associated infrastructure, built within a high quality landscape setting, will be provided in East Devon's West End. The overarching strategy for development will need to dovetail with the development strategy for Exeter with the provision of homes close to jobs and other facilities and services. **High quality walking and cycling connections**; enhanced bus and rail services, and improved highway provision **will be integral to the overall development***

TC2 - Accessibility of New Development

New development should be located so as to be accessible by pedestrians, cyclists and public transport and also well related to compatible land uses so as to minimise the need to travel by car.

We would like **to object** for the following reasons:

Cycle Parking:

There is no secure cycle-specific parking within the site for residents or visitors. Residents will not choose to cycle unless there is secure cycle parking available, ideally this should be enclosed and lockable. I refer you to *Making Space for Cycling* which says that the number of cycle parking spaces



should at least match the number of car parking spaces provided.

<http://www.makingspaceforcycling.org/#cycleparking>

Layout and associated access for pedestrians and cyclists:

A pedestrian/cycle link should be provided from the northern end of the site (amenity/play area) onto Langaton Lane, offering an enhanced incentive for those walking or cycling to Pinhoe Station or Shops.

Langaton Lane is a narrow lane, with a national speed limit along most of its length. As it is the only pedestrian/cycle route from the properties to shops, schools etc., consideration should be given to extending the 20mph zone from the northern edge of the railway bridge to south of the site. This may begin to address potential conflicts between pedestrians/cyclists and vehicles, discouraging rat-running. Traffic calming measure to the south of the site to reduce vehicle speeds should also be considered.

Kind regards,

Carolyn Worfolk

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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