



CRANBROOK, COBDENS COMMUNITY CONSULTATION

Persimmon Homes
Mallard Road
Sowton Trading Estate
Exeter
Devon
EX2 7LD

28th January 2021

Dear Sir/ Madam

I am writing on behalf of the Exeter Cycling Campaign in response to your Community Consultation for the Cobdens eastern extension to Cranbrook. I was encouraged to read of the intention to provide "New walking and cycling routes around the development and connecting to the existing areas of Cranbrook" and we look forwards to seeing more detail on these.

We believe that quality is key to success for new cycling infrastructure – that it should safe, convenient and connected. As I am sure you are aware the Government published Local Transport Note 1/20 Cycle Infrastructure Design (LTN 1/20) last year. We would assert that it is important that proposals for new infrastructure should follow the guidance within LTN 1/20.

An example would be the provision of a cycle route along the Main Local Route. Previously submitted plans showed shared pedestrian/ cycle paths, where LTN 1/20 would direct toward off-road segregated pedestrian and cycle paths. We would also expect, for example, for key routes to give priority to pedestrians and cyclists at side roads. Clearly LTN 1/20 is a comprehensive document and these are just limited examples of the impact that we would expect it to have on the proposed new routes.

I would also like to take this opportunity to make some observations about the previous phases of Cranbrook:

- I would strongly encourage proper signing of cycle facilities. On existing phases of Cranbrook signing has not been provided due to concerns about future maintenance costs. Unfortunately the result of this lack of clarity is that visitors and some residents are not aware that these cycling facilities exist. People who might use the facilities are not encouraged to use them. In other cases there is conflict between cyclists who use the facilities and pedestrians who mistakenly believe that they shouldn't. I would

therefore assert that cycle facilities should be properly signed for clarity and to encourage use.

- I would advocate for a speed limit of 20mph in the new phases of Cranbrook (and indeed for implementation on the existing phases too). We believe that 20mph would create a safer environment supporting walking and cycling – creating a place focused on people and not cars. Where 30mph speed limit has been used on the existing phases this does not seem to work well with the road geometry (limited viability along roads) and lack of formal crossings (particularly around schools, local centres and parks).

We look forward to being able to review and comment on your future planning application(s) in detail.

Yours sincerely

Tim Mills

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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Example of off-road segregated pedestrian and cycle path Cumberland Way, Exeter.