

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

21/1054/RES Hill Barton

9th August 2021

Dear Matthew

Thank you for giving the Exeter Cycling Campaign an opportunity to comment on the application [21/1054 Hill Barton](#).

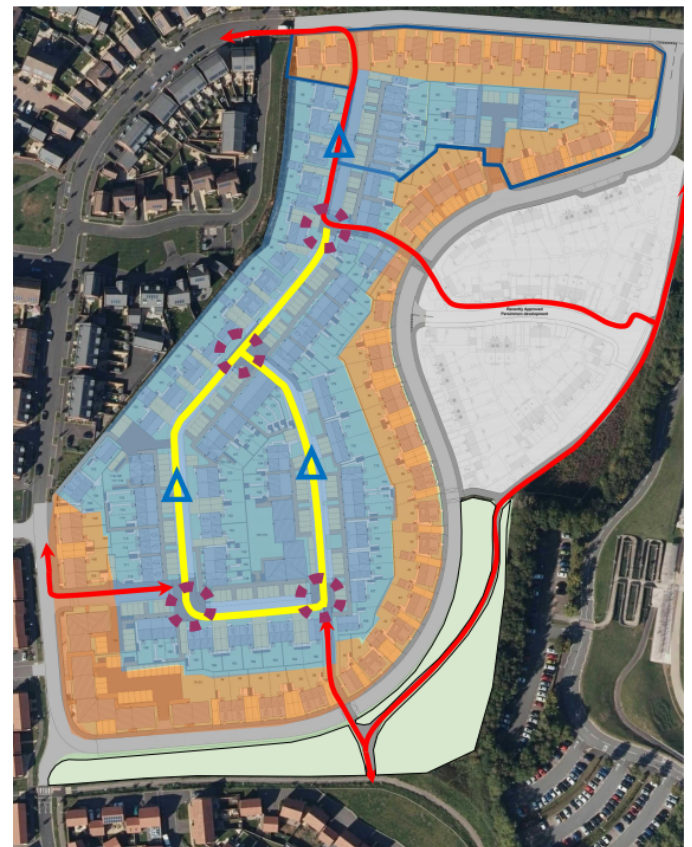
We welcome the Applicant's attempt to create an area which is permeable for people walking and cycling. This is welcomed.

We do however have some concerns that these aspirations are unlikely to be met. We'd offer the following observations and ask that you and the Applicant consider these. Until we have clarification and reassurance from the Applicant we shall have to register our objection.

No dedicated space for pedestrians

The Design and Access statement states that "*These [Neighbourhood Core] areas prioritise pedestrians*". It is not clear how this prioritisation is being achieved. There appear no dedicated walkways for people to walk, the 'shared surfaces' are flanked with car parking and there appears no proposal to stop the shared squares from becoming car parking plots, as they have in other recent developments in the city.

The aspiration for a shared surface which allows people to safely walk and cycle is, therefore sadly, misplaced. Designs such as this, with no dedicated walkway for people walking (or cycling) means these shared spaces become dominated by the most powerful/dangerous mode of transport. The proposal sees car parking spaces along the edges of these shared



surfaces and no discernible means of preventing the shared surface squares becoming car parking plots. This means these shared surfaces and squares will merely become car-dominated, as they have in many of the recent new developments in Exeter.

How will vehicle speeds be reduced?

The Design and Access statement also states that “*The squares will also reduce vehicle speeds*”. This speed reduction seems to be achieved by a raised table. We would ask that this table is of sufficient height and angle to force vehicles to slow down. The raised table on Denmark Road, Exeter doesn’t slow vehicles. The raised table with a crossing on the west side of Queen street does. (See Highways (Road Hump Regulations) 1999)

Safe access to the development

For the dedicated cycle route to be of use to people cycling they must have priority when crossing the road around the SE periphery of the development. A mere speed bump will not achieve this.

[Local Transport Note 1/20](#)

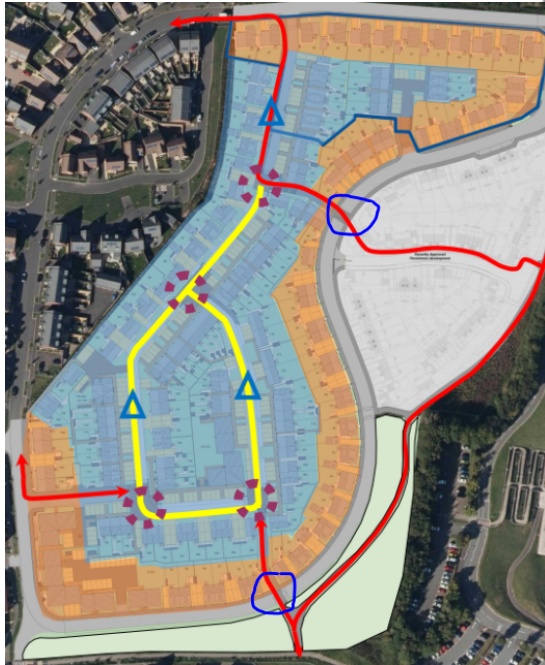
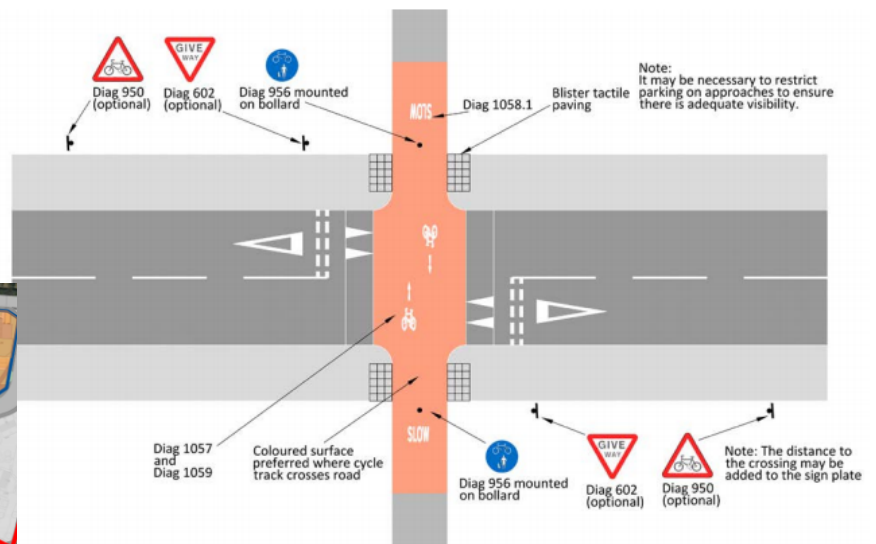


Figure 10.6: Cycle priority crossing



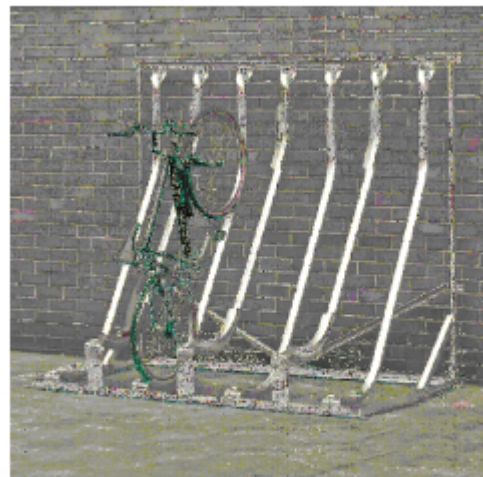
provides guidance on the design for this. (See figure 10.6 from LTN 1/20). We would ask for confirmation that people cycling will have a safe, priority crossing over the periphery road.

Cycle Parking

The City Council's strategic goal is to have 50% of journeys done by foot or bike. Furthermore, the City Council's commitment to reach net zero by 2030 can only be achieved if Exeter residents forgo many private car journeys in favour of active travel. With this in mind, to have cycle storage provision of only about 0.5 per bed appears inadequate and short sighted.

Furthermore, no provision seems to have been made for non-standard bikes: cargo, trikes, hand cycles etc

In addition, semi-vertical bike racks are of a poor design: they don't meet disability standards and don't hold bikes securely / without damaging bikes. LTN 1/20 recommends Sheffield or 'M-profile' bike racks and states that cycle racks that "*do not allow the frame to be secured should not be used*". (See LTN 1/20 section 11.4)



Modular semi vertical bike rack

Thank you for considering these observations. We are hopeful that the Applicant will be able to address these concerns before this application is put before Planning Committee.

Kind regards,

Mike Walton

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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