



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

21/1104/FUL | Development of two Co-Living (Sui Generis) accommodation blocks, following demolition of existing shopping centre and pedestrian bridge, change of use of upper floors of 21-22 Queen Street to Co-Living (Sui Generis), and all associated works including parking, landscaping, amenity areas, public realm improvements, new pedestrian bridge and provision of heritage interpretation kiosk.

17th September 2021

Dear Mr Diamond,

The Exeter Cycling Campaign is writing further to revisions that have been made to the plans for the Harlequins Development.

Unfortunately, having reviewed the amended documents, there are no notable changes that positively impact on those choosing to travel by bicycle; therefore, our previous objection stands on the grounds previously listed.

I have enclosed our previous response for reference and as per previous correspondence, should sufficient amendments be made to the designs we would be very willing to consider withdrawing our objection to this development.

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 so that we can duly consider if our objection can be revoked. 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

exetercyclingcampaign.org.uk

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EXETER CYCLING CAMPAIGN September 2021



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31st July 2021

Dear Mr Diamond,

The Exeter Cycling Campaign is writing further to revisions that have been made to the plans for the Harlequins Development.

Our initial response we did not object to this scheme as we could see that a number of recommendations made during consultation stage had been incorporated into the design. We were also pleased to see that the revised plans included the provision of 'co-bikes'; however due to the release of new national design guidance issued by the Department of Transport, we submitted an objection to the revision in August 2020 due to non-compliance with this design guidance. It is noted that the concerns we raised in August 2020 are still present in the current designs and therefore our objection still stands.

Since this point a number of temporary changes have been made to the streetscape in the area which are subject to a public consultation in the near future to consider the future design of this area. As referenced in the planning documents, cycle journeys along Queen Street have increased by around 30% since the temporary changes were installed, demonstrating demand for safe space for those using active travel as their preferred mode of transport. Additionally these changes have provided more space for pedestrians and have reduced vehicle journeys in this area, making this part of the city centre more pleasant and 'livable' in line with the Livable Exeter ambition.

We were therefore disappointed to see that despite the success of these temporary changes and the opportunity they present as well as the increased cycle and pedestrian traffic in the area, a shared use path is still being proposed.

As noted above, new cycle infrastructure design guidance has been published in July 2020 by the Department for Transport. Within this guidance it explicitly states in section 1.6.1 under summary principles that:

“On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.”

“Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing.”

“Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.”

As this location is in the city centre and has very high footfall, we must strongly urge that the current proposed shared path of 7.5m is redesigned to allow for segregated infrastructure for pedestrians and cycles, in line with new national guidance.

If the current one-way system on Queen Street and Iron Bridge were to be implemented on a permanent basis, this would free up space for adequate cycle and pedestrian provision to be installed as one lane of traffic would no longer be required on Queen Street or down the length of



Paul Street.

The image above shows a potential layout at the top of Paul Street. This allows space for one lane of traffic from the Queen Street direction to travel down the hill and space for a good size pavement on both sides. A contraflow cycle lane has been added to reduce conflicts at the entrance of the car park and segregation has been provided to prevent conflicts with traffic moving down Paul Street. A cycle filter / traffic light would need to be added at the top of Paul Street to allow travel left, right or straight on from Paul Street.

This design also accounts for additional space for pedestrians on the side of the development as there is likely to be more foot traffic in this area.

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 so that we can duly consider if our objection can be revoked. Should you wish for any more details on any of the ideas proposed, please do not hesitate to make contact.

Kind regards,

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