

## 21/2021/RES - Approval of the reserved matters of access, appearance, landscaping, layout and scale children's day nursery with associated engineering works, infrastructure, car parking and landscaping

Dear Sir/Madam,

Exeter Cycling Campaign would like to **object** to the current plans for the children's day nursery at Cranbrook town centre. As a key asset to the growing community of Cranbrook the day nursery needs to be as accessible as possible. Below are highlighted some issues that should be addressed to improve the new facility.

### Cycle parking

The amount of cycle parking provided is currently insufficient and the space provided is too small. The cycle store included in the plans is covered and secure which is welcome. However the storage shed is less than 4m wide as measured on the plan. It contains 4 sheffield stands, with the inner spacing between stands around 90cm (35") and the outermost stands spaced only 45cm (18") from the side walls of the store. This is well below the Department for Transport's Local Transport Note (LTN) 1/20 standards which state:

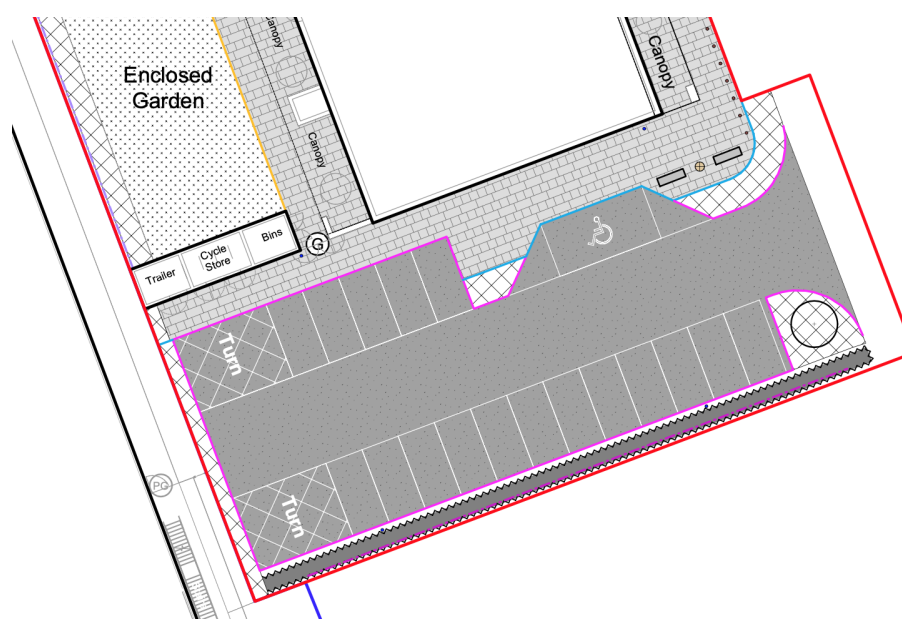
*11.4.6 Cycle stands require at least 0.6m clearance to walls, and a clear space of 1.0m in front to enable the bicycle to be wheeled into position. A distance of at least 1.0m between stands enables bicycles fitted with panniers or child seats to gain access. Other types of cycle are longer and wider and will require additional space (see Figure 11.3 and Table 11-2).*

The current spacings are such that the effective capacity of the store will be only 6 bikes. The nursery is described as having capacity for 100 children, which given advised staff-to-child ratios suggests a staff of around 20. The currently planned cycle parking means that many who might wish to cycle to work will be prevented from doing so by the lack of provision.

There is some additional storage next to the cycle store which could be used for cycle trailers. However, this would require that the bike and trailer be separated and stored in separate areas. Providing more spacious accommodation for bikes will accommodate both bikes and trailers without the need to take them apart, as well as adapted cycles for the disabled. This should also leave some space for storing children's bikes / balance bikes that they may wish to use to reach the facility with their parents.

## Drop off and pick up

The current plans do not present a clear way for people cycling to the nursery to drop off or pick up their children. Entrance to the site for bikes is shared with cars (shown below), but car parking and planting (hatched in diagram) block access to the nursery frontage for these bikes, particularly if they are towing trailers for children, which makes them larger.



Ideally access to the site would be separated for bikes, with an area of hard-standing enabling quick pick up and drop off. If this is not possible, a clear way for bikes to access an area of hard-standing at the front of the nursery should be made available. Kerbs need to be dropped appropriately at any cycle access points from the car park. The only option in the current plans is to cycle past the parking and departing cars to the turning area at the end; if bikes end up filling the turning areas this could lead to conflict between different users.

## Road access

It is not clear if the road accessing the nursery has shared pedestrian / cycle paths on either side, a feature common to other roads in the area. The paths shown in the plan are only 2m wide, whilst Table 6-3 of LTN 1/20 states that shared use paths with fewer than 300 cyclists per hour should be at least 3m wide. It should be clarified with the developers that these paths will provide cycle access to the nursery and that the widths should be sufficient to act as shared use paths.

## The green lane

The high-level Design and Access document that covers the town centre, high street, and nursery developments includes a “green lane”; a quieter traffic free route running to one side of the new development (image on next page). This green lane provides an ideal route for parents and children as it keeps them safe from traffic. What is currently missing from the plans is a

path segregated from motor traffic for pedestrians and people cycling to reach the nursery (and town centre) from this green lane. Such a path would complete an attractive and safe route for people to actively travel to the nursery on foot or by bike.



Exeter Cycling Campaign hopes that the issues raised can be addressed to enhance access to the day nursery facility for people choosing to cycle. As Cranbrook grows the distances to services like this, from much of the housing, will be ideally suited to cycling. Building safer and more convenient access will help deliver a more active community and reduce traffic around the town centre.

Yours sincerely,

Ben Ayliffe

for and on behalf of:

EXETER CYCLING CAMPAIGN