

22/0537/OUT Land At St Bridget Nursery Old Rydon Lane Exeter Devon EX2 7JY

Dear planning team,

The Exeter Cycling Campaign welcomes the opportunity to comment on the outline proposal for [land at St.Bridget Nursery, Old Rydon Lane.](#)

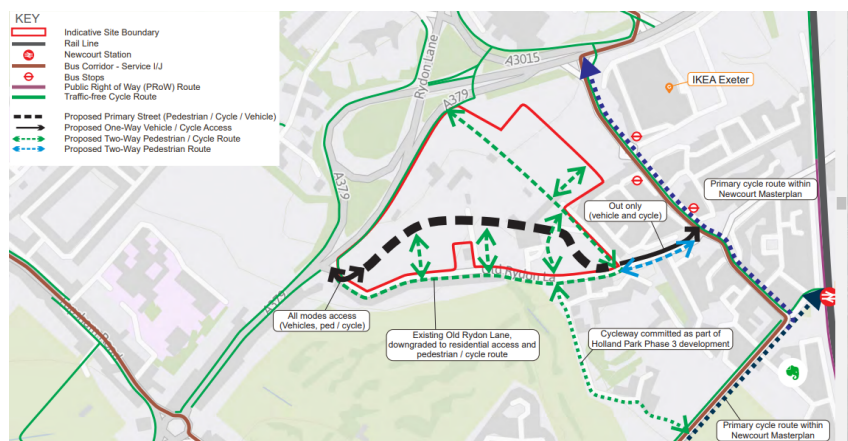
We welcome the commitments in this Application to build safe paths for people walking, scooting and cycling. We were particularly heartened to see the intention to build pedestrian/cycling infrastructure which aligns to the LTN1/20 design standards.

We would ask that the the following comments are considered as this Application progresses:

1. Clarifying the access to the site for people cycling

We would ask that the access/egress points from the development for people cycling is clarified/confirmed. Our reading of the different maps/diagrams in the Design and Access Statement and the Transport Assessment implied slightly different access points. For example:

Para 3.2.5 states:
“Running north south across the site are 3 green routes providing a good level of permeability and connections to Rydon Lane and the cycleway”.
The Transport Assessment maps these out in this figure.



Para 3.1.1 shows a map of the development area showing the “Green infrastructure connections”. Should these ‘green infrastructure connections’ be understood to be where people



walking/scooting/cycling can access the site? These connections appear different to those above.

Furthermore, this is slightly different to the map shown in section 4.0 of the Design and Transport Assessment:



In addition, this visualisation suggests a different access point for pedestrians/cyclists.



2. Access on the north east of the site

There appears some ambiguity about access to the site from the north east.

The Design and Access Statement refers to a “**potential** connection to the north east”.

The Transport Assessment states that “5.3.30 *The proposed development will provide a pedestrian / cycle access up to the northeast boundary to connect into any future development on land to the north / north east of the site*”.

This north-east connectivity for people walking/cycling is important. There is a strong desire line east to Newcourt Way towards IKEA.

3. Junction design at Rydon Lane

We welcome the commitment that “*The site will be accessed via an improved junction between Rydon Lane (A379) and Old Rydon Lane*”. This junction currently has very poor visibility for cyclists heading south along Rydon Lane. We would ask that consideration is given to giving cyclists priority through this junction, adding give way markings for vehicles and having this as a raised table that forces reduced speeds.

4. Mobility Hub

We welcome the commitment to build a Mobility Hub (para 4.2.13). We would request that the ‘traditional cycle parking’ referred to in para 4.2.13 includes space for non-standard bikes (hand cycles, cargo bikes etc) and conforms to design standards set out in LTN1/20.

5. Continuity of cycle paths across the development

One of the core design principles of cycle path design laid out in LTN 1/20 is that paths need to be coherent. The (albeit indicative) map in the Design and Access Statement shows cycle paths that do not connect up. We would strongly urge that all these cycle paths are connected.



6. Cycle parking

We welcome the commitment to meet Policy T3 for minimum cycle parking numbers. We would seek clarification that the commitment to build “*Bicycle parking [which is] covered, designed discourage anti-social behaviour, be safe and convenient*” means that this cycle parking will be secured and safe.

Both Exeter City Council and Devon County Council have a strategic target to have 50% of journeys by foot/bike. To that end we would request that these minimum cycle parking levels are exceeded.

Yours sincerely,
Mike Walton

for and on behalf of:
EXETER CYCLING CAMPAIGN

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