

## 18/1081/RES | Development for 101 dwellings at Wear Barton Road Exeter

Dear Matthew

The Exeter Cycling Campaign welcomes the chance to comment on the proposed [development at Wear Barton Road, Exeter](#).

We would draw your attention to the following concerns that the Campaign has:

### Access for people cycling: Primary Street

The drawing [VD18691-RM-103 Roads Hierarchy Plan](#) shows the primary street widths and proposed allocation of space. The primary street is shown with an allocation of space to people walking (2x 2m=4m), people cycling (3m) and people driving (5.5m): a total of 12.5m. This, the plan suggests, will be fitted into an overall width of 9.5m. Clearly this is incorrect.

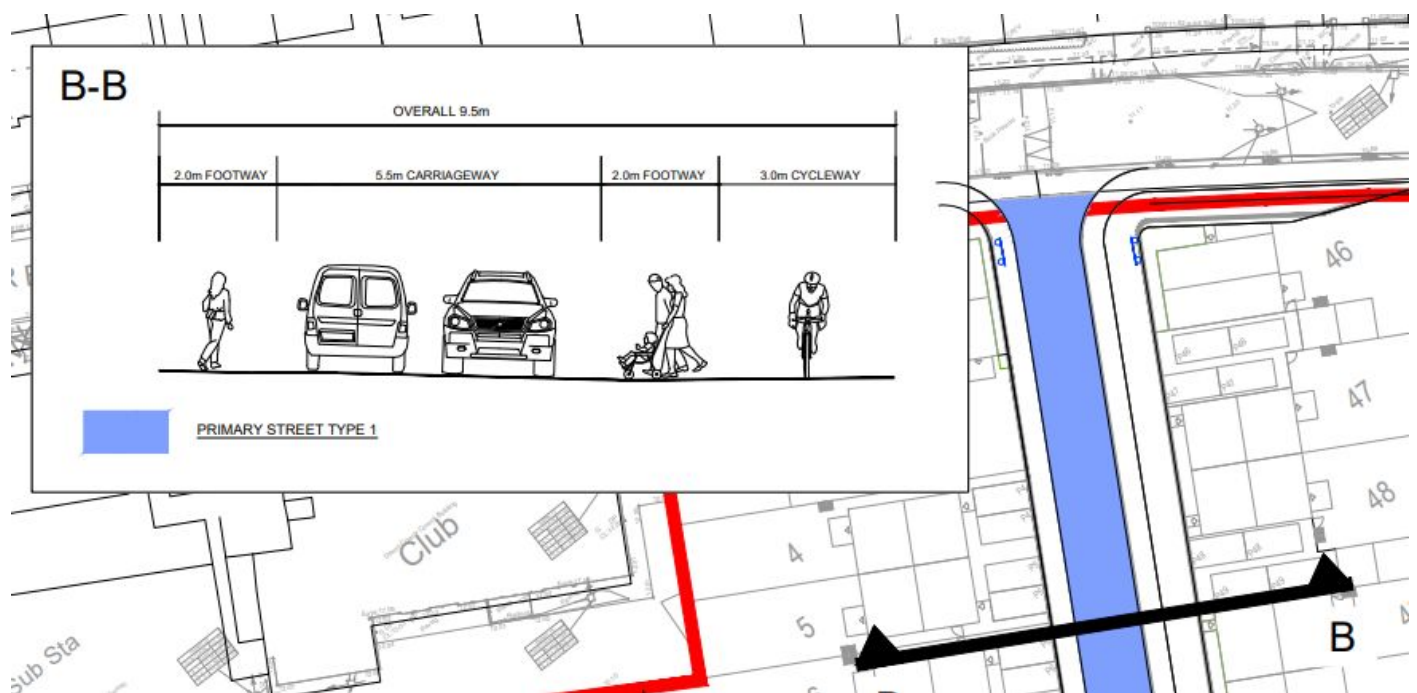


Fig 1.

This suggests that insufficient thought has been put into this space allocation. The Campaign would suggest that for this development, which is so close to the city centre and whose design should therefore strongly prioritise cycling/walking, the primary street should enable people walking and cycling as the primary means of movement. This should be done by disallowing parking on this primary street, having 'build out' trees/shrubs and, because this street should be lightly trafficked, the road markings should have designated

cycle paths with the car-width less than two car widths. This design should be taken through the entire length of the primary street.



Fig 2. Designated cycle paths which prioritise people cycling. Cars need to pass (this design is only acceptable in a very lightly-trafficked road).

## Access to the development

This proposed development is close to the city centre and very close to the 'Route 2' cycle path. Every effort should be made therefore to enable connectivity to this cycle route. The current plans currently fall short of the new NPPF guidance para 104 d ("*provide for high quality walking and cycling networks and supporting facilities such as cycle parking*"). There is space on the Wear Barton Road for a separated cycle path on both sides of the road. This would enable safe cycling from the entrance to this development onto the advisory cycle routes along Wear Barton Road and Glasshouse Lane. This should be considered as a condition for agreeing this application.



Fig 3. There is space to create separated cycle paths (on the inside of the parked cars) along Wear Barton Lane.



Fig 4. Designated advisory cycle routes along Glasshouse Lane and Wear Barton Road (taken from the [Travel Devon Cycling Map](#))

## Connection to the Exeter cycle network

This development provides the opportunity to give focus and developer-contribution to extending the 'Route 2' cycle path. This currently heads inwards along Glasshouse Lane to Lakeside Avenue. The 'desire line' for people cycling is clearly continuing beside the River Exe at the south of this proposed development so that the cycle path is more direct and connects up with the Riverside Walk in Topsham.

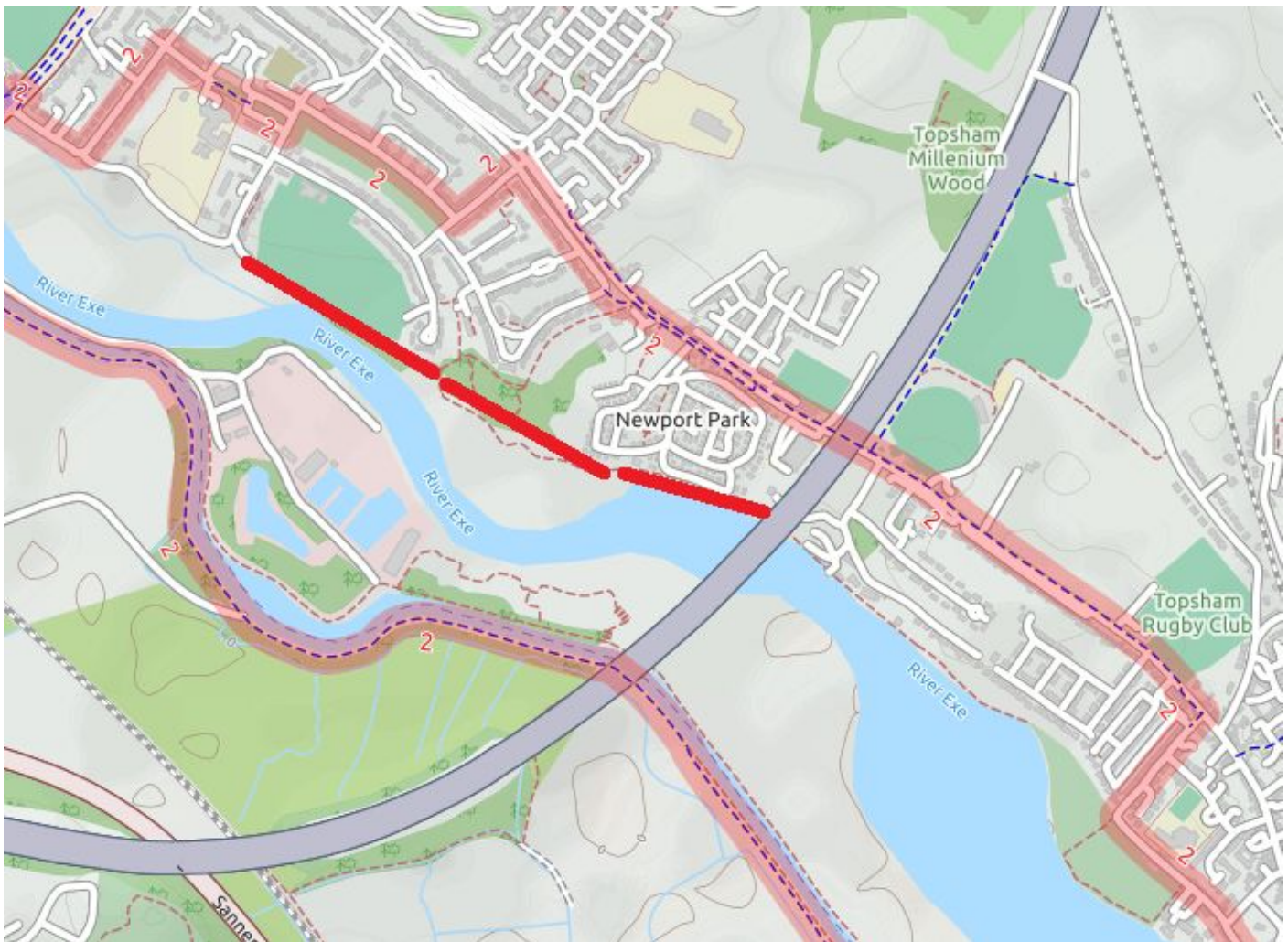


Fig 5: Extend the cycle path along the southern part of Wear Barton Road so that the strong desire line to connect up directly with Riverside Walk in Topsham.

Yours sincerely

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Mike Walton

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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