

18/1432/FUL | Land at Brookhayes Pilton Lane Exeter EX1 3RA

20 November 2018

Dear Mr Diamond,

The Exeter Cycling Campaign have concerns about part of this development for the reasons set out below:

Proposed Strategic Bus Link

We note under paragraph 2.1 on page 10 and Appendix A point 3 the aspiration to provide a strategic bus route linking Cumberland Way to Pilton Lane via Harts Lane. Harts Lane forms part of the E3 strategic cycle route. It is imperative that people using this route for walking and cycling will continue to be able to do so safely when the route is also being used by a bus. Our expectation therefore is that there will be protected cycle and walking routes to provide this safety.

Accessibility of the site for people walking and cycling

We note under paragraph 2.1 page 10 that dedicated pedestrian/cycle links to the northern and western boundaries of the site into Pilton Lane in order to accommodate desire lines in these directions. It is not clear where these sites are particularly the one on the northern boundary. We would want to see a protected bi directional cycle path 3m in width.



Carriageway Width

The refuse vehicle tracking document demonstrates the narrowness of the carriageway. This will encourage people to park on the pavement as we have seen in other recent developments such as Newcourt. How will the design and enforcement ensure pavement parking does not become the norm?

Cycle Parking

The Exeter Local Plan (2005) (policy T3) requires suitable cycle parking provision is provided in accordance with the agreed standards. The Campaign expects to see cycle parking incorporated as integral to the fabric of the houses. This cycle parking must be securely locked and, crucially, easily accessed from the street. Please see Appendix A for examples.

Yours sincerely

Karen Silcox

for and on behalf of:

EXETER CYCLING CAMPAIGN

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Appendix A: Examples of on plot parking / storage that is easily accessible from the street

