



To East Devon District Council:
csc@eastdevon.gov.uk

18/2799/MOUT|Erection of up to 150 dwellings with associated infrastructure and public open spaces including allotments/community gardens (all matters reserved except access) | Exeter Science Park Clyst Honiton (East Of Langaton Lane)

11th January 2019

Dear Sir / Madam,

Thank you for the opportunity to respond to this planning application. The Exeter Cycling Campaign has several concerns about this development, and we must therefore register our objection. The reasons for this are outlined below.

Access for People Walking, Cycling and Using Public Transport

The Cycling Campaign was pleased to note that the Developer has provided access for people of foot and on bikes from the development to the west to Langerton Lane, to the south onto Blackhorse Lane and to the east onto Tithebarn Lane. However, there is a lack of detail in the submitted documents.

There is little detail regarding the width of the cycle paths and pavements. The site access to the development must be designed to be accessible for people using all bike form factors (e.g. cargo bikes, tandems, tag-alongs and hand-pedalled bikes). This is considered appropriate, assuming it is of sufficient width. The minimum *effective* width for an unsegregated shared use path is 3 metres. There is nothing in the submitted documents detailing the design of this path.

Also walking only pavements must be full width and on both sides of all roads and the design must discourage their use as car parking spaces. See photograph 1 on poor pavement width and photograph 2 on pavement used for parking.

The East Devon District Council Local Plan states that the design and layout of new developments must encourage access on foot and by bike and reduced dependance on the motor car.

There is no detail regarding the connections at either end of the cycle paths to the existing road network (Langaton Lane, Blackhorse Lane and Tithebarn Lane. Cycle paths should not turn at right angles and should have good sight lines.

Langaton Lane and Blackhorse Lane are very narrow, with high hedgerows on either side, is unlit and are currently 60 mph speed limits. Vehicles take up the entire width of the carriageway, and there is nowhere for pedestrians or people on bikes to move to. Improvements, using developer contributions, should be made to Langaton Lane and Blackhorse Lane to allow it to function as a safe route for sustainable modes of transport. The current cyclepath on Tithebarn Lane has a regular problem with vehicles parking in the cycle path.

The K bus service is very limited with the last bus from central Exeter leaving at 19:43 Monday to Saturday and there is no service at all on a Sunday! Access to Pinhoe train station would involve walking over 25 minutes in a narrow lane (Langaton Lane), with no pavement and no street lighting.

Design of Roads for People Walking and Cycling

There is a lack of detail on where roads intersect with cycle paths and raised platforms with appropriate signage, suitable long-lasting surface and priority for people walking and cycling is needed at all these inter-sections.

The developer describes the roads as being quiet, shared space. However there is a lack of detail of how this will be achieved. The use of bricks or tiles as a surface, and changing the priority in favour of people walking and cycling will change drivers' behaviour, allow greater freedom of movement for pedestrians and people on bikes and create the sense of shared space aspired to.

Provision of Facilities for Cycling

This proposed development has failed to meet the criteria in the EDDC Local Plan that discourages car ownership and encourages walking and cycling as the primary means of movement. There are significant limitations in this development to encourage the use of cycling as a viable alternative to driving, including the provision of facilities for storing bikes.

There is no information on provision of cycle parking. Cycle parking must be easily accessed from the street if cycling is to be encouraged. Secure cycle parking at the front of houses will encourage the use of cycling as a mode of transport, promoting healthier lifestyles and reducing congestion, see photographs 3.

Conclusion

The Exeter Cycling Campaign has several objections that this development does not meet: East Devon District Council Local Plan:

3.7 "to cut down commuting by car"

3.8 c) "facilitating the change to a low carbon economy and supporting an advanced public transport system to connect the main employment sites with established and new communities."

3.11 "respond sensitively to the needs for more balanced communities without damaging the environmental qualities that we cherish and recognising that environmental, social and economic considerations are all intrinsically inter-linked."

3.14 "no resident is disadvantaged relative to another."

4 Carbon Emissions & Climate Change: "To help reduce carbon emissions and also provide wider benefits encourage sustainable forms of transport and initiatives to reduce the need to travel and reliance on the motor car."

The East Devon District Council Local Plan seeks to discourage car ownership and use. At present, this development does not do enough to address any of these challenges. The Cycling Campaign therefore objects to the proposed development.

Kind regards,

Carolyn Worfolk

for and on behalf of:

EXETER CYCLING CAMPAIGN

exetercyclingcampaign.org.uk

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Photograph 1 Hillside Gardens development – ineffective narrow pavements



Photograph 2 Hillside Gardens – Parking on pavements



Photograph 3 Cycle storage within homes









