



To Teignbridge District Council:  
planning@teignbridge.gov.uk

**15/00708/COND9 Land at South West Exeter NGR 291652 89142, Markham Lane, Shillingford Abbot, Devon. Discharge of condition 6 on planning permission 15/00708/MAJ for outline residential development, mixed use local centre (Use Classes A1, A2, A3, A4, A5, D1, B1), education facilities and sport and recreation, land for community buildings (Use Class D2), open space, Suitable Alternative Natural Green Spaces (SANGS), Sustainable Urban Drainage Systems works, new access and highways infrastructure including a bridge and related works (approval sought for access)**

19<sup>th</sup> September 2020

Dear Sir / Madam,

The Exeter Cycling Campaign is writing with regards to the above application. This response relates only to the design guide contained within the discharge of conditions for this plan and we request that our comments are reviewed in conjunction with our previous response to 15/00708/MAJ. This additional response has been enclosed in the e-mail response.

We are pleased to see that cycling has been considered within this design guide, however there are some of areas where cycling can be further enabled through improved design, therefore at present we object to this planned development.

### **Access and Entry Points**

Within the design guide a number of pedestrian and cycle links are indicated as access points on the site plan; however there are no details on the design of these access points. Where bollards are used to prevent vehicular traffic, adequate space should be allowed for non-standard cycles (i.e. cargo bikes, trikes and trailers). These should also be carefully designed to include dropped curbs at all access points.

National government design guidance from the Department for Transport<sup>1</sup> stipulates that ***“chicane barriers cannot be used by people on tandems, tricycles, cargo bikes and people with child trailers. They may also be inaccessible to some types of wheelchair and mobility scooter. An***

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<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf)  
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***access control that requires cyclists to dismount will exclude hand cyclists and others who cannot easily walk. Barriers fitted with plates that are designed to be narrower than motorcycle handlebars will also leave a gap that is narrower than many larger cycles. This will require cyclists to stop and put a foot down to pass through, which can be difficult when carrying children or heavy luggage.”***

All of the above should be considered when looking at the detail at each entrance / access point marked on the plans.

### **Cycle Parking**

It has been noted that steel cycle stands have been included as part of the street furniture page. Whilst these may look aesthetically pleasing, this particular design may be difficult to use and traditional Sheffield stands would be much more user friendly.

There is no detail on the plans as to where cycle is planned to be placed. We suggest that they are fitted in the locations below:

- North-west cycle / pedestrian access to Matford Valley Park
- North-east cycle / pedestrian access to Matford Valley Park
- At each NEAP / LAP
- Within each residential parcel for people visiting residents by bicycle
- Close to the school grounds (for parents dropping off and picking up as the school will provide the stands for students)

### **Car Clubs / e-bicycle Hire**

Exeter has an expanding network of e-bikes and pool cars owned by two sister companies. Consideration should be given to early engagement with this company with an aim to designate space for both e-bikes and pool cars to be installed. Hire by the hour e-bikes will allow people who do not own a bicycle to cycle for their journeys and access to a car club vehicle is likely to reduce car ownership on the estate, thus reducing parked cars and improving safety on the roads.

### **Provision of Cycle Paths**

It is noted that shared use paths have been included; however the route referenced as the strategic cycle route is a 3m shared use path, with other linking paths being 2m wide.

The 2m paths should be widened to the minimum recommendation of 3m for shared use paths and as the strategic path is likely to be heavily used, this should become a segregated path in line with national guidance from the Department of Transport. As this will be a key link between the residential areas and the bridge over the A379, it is recommended that this major link be segregated with 3.5m for pedestrians and a further 3.5m for people cycling. This will provide space for two cyclists to pass one another comfortably and will also allow dog walkers, those with prams etc... to be able to comfortably use the space.

## Summary of Recommendations

In summary the campaign would like to thank you for taking the time to read our thoughts. We have listed the proposals as a summary below:

1. Add a detailed plan for filtered permeability and ensure the design principles include dropped curbs where appropriate and where bollards are used ensure adequate space for non-standard cycles.
2. Add a detailed plan for locations of visitor cycle parking (Sheffield style) including on the estates and within the green spaces.
3. Engage with car club and hire e-bicycle companies with a view to designating space for installation of these facilities.
4. Ensure all minor shared paths meet the minimum 3m width requirement.
5. Consider design standards to ensure 3.5m for cycles and an additional 3.5m for pedestrians on the strategic cycle link.

Kind regards,

Alex Tait

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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