



# **17/1091/RES- Approval of details for 54 dwellings, public open space, landscaping and associated highways and drainage infrastructure, i.e. for reserved matters of layout, scale, appearance and landscaping (Pursuant to outline planning permission granted on 27th April 2016, reference 14/2066/01). | Land To North Of Exeter Road And Adjacent To Topsham Rugby Club**

25th August 2017

Dear Michael

Exeter Cycling Campaign note the above reserved matters application. From a sustainable transport perspective, Exeter Cycling Campaign has no objection, subject to the following matters being addressed.

## **1. Junction of Primary Access with Exeter Road**

Both the Proposed Site Layout Plan (8606 PL03) and the Adoptable Highways Plan (8606\_PL10) illustrate vehicle priority over the pedestrians and cyclists using the existing shared path alongside Exeter Road. This shared path is the primary route for pedestrians and less confident or able cyclists travelling between Topsham and Exeter. It is also part of the signed Exe Estuary Trail and National Cycle Route X, with heavy use by families and tourists. It is therefore vital that plans are amended to give pedestrians and cyclists priority at this junction. The junction should be raised with the shared pedestrian and cycle path clearly marked out in a distinct and durable material to signify priority for non-vehicle users. (See Figure A).

## **2. Connection of shared use path to Newcourt Road**

Exeter Cycling Campaign welcome the provision of a 3m shared use path from Exeter Road to Newcourt Road. It is important that this is delivered as a minimum 3m wide path for its full length, with access controlled at the Newcourt Road end by a simple bollard (See Figures B and C). However, the Adoptable Highway Plan shows this route stopping short of Newcourt Road, with an unfinished gap between the redline boundary and the road. It is vital that this connection is delivered in full by the applicant before completion of the development. Devon County Council and/or Exeter City Council should not be required to complete this link at public expense through a CPO where the need for the link is being created by the developer. There is also no guarantee when DCC/ECC could deliver the link. Without it the development would have only a single access and poor permeability, which goes against the principles of sustainable movement. We trust that this will be resolved prior to determination.

Yours sincerely

Mike Walton

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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See Appendices below.



Figure A: Example of pedestrian and cycle priority over vehicles clearly marked where the strategic cycle route on Blackhorse Lane crosses a new access road to the Met Office buildings and car parks at Exeter Science Park.



Figure B: Simple bollards with appropriate spacing keep cars out while allowing normal cycles, cargo bikes, tag alongs, adapted cycles and mobility scooters to pass unimpeded. They are also cheap and low maintenance.



Figure C: Recently installed barriers to cycle path at new development in Newcourt, Exeter. These style barriers are impossible for cargo bikes and adapted cycles to pass through, and difficult for ordinary cycles. They must be avoided.

