



18/1848 RES Seabrook Orchards Phase 2

20th February 2019

Dear Michael,

Cc: Lloyd Oriell DCC

Thank you for the opportunity to respond to [this planning application](#). The Exeter Cycling Campaign **objects** to this development in its current form. We would seek further detail and confirmation of best practice road design for this development before we can lift this objection.. The reasons for our objection are set out below.

South Boundary Route

The south boundary route (shown in yellow below) must be a protected route, with separate paths for people walking and for people cycling. If a shared use path (which is not our preference) then the width must be a 3m+ (effective) path.



The pedestrian / cycle path crossing the main spine (circled in red) should give priority to pedestrians and cyclists with a raised platform (creating a level crossing), with an alternative surface (not just tarmac) and with give way markings for cars crossing this junction.

These proposals are best practice design standards which NPPF guidelines mandate to “provide for high quality walking and cycling networks” (Para 104 d).

Topsham Road junction

The Topsham Road junction (circled in red) needs redesigning to give priority to people walking and cycling with a raised platform (creating a level crossing), with an alternative surface (not just tarmac) and with give way markings for cars crossing this junction.



We are aware that this is adjacent to the area where the main Topsham to Exeter cycle route is disrupted by a badly placed bus shelter. The housing site has great potential for people to cycle from their house in a quiet cul de sac onto the main Exmouth-Exeter Cycle route.

However there are a few issues which could greatly help this.

It is not clear what the status and width of the south boundary path is. This should be a separated





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cycle/pedestrian path or, in extremis, a 4m wide shared route for pedestrians and cyclists (including suitable lighting) to enable them to reach the main cycle path without significant conflict with cars,

Where this perimeter path crosses the main access road should be a raised junction with pedestrian / cycle priority (ringed in red below). This, together with the south boundary route being designed for cycle use would allow people of all ages and abilities to travel from close to their home onto a key cycle route.

These proposals are best practice design standards which NPPF guidelines mandate to “provide for high quality walking and cycling networks” (Para 104 d).

We note that in the original highways consultation (15/0433) that the highways officer is expecting a “high degree of pedestrian facilities and permeability”. Considering the recent vision of Exeter as having 50% journeys walking and cycling the changes proposed above will help the occupants of these 245 houses use sustainable transport.

Cycle Storage

We note that the proposal is to have cycle storage in garden sheds and garages. We do not believe this approach meets the NPPF guidelines to give priority first to pedestrian and cycle movement (para 110). To have cycle storage in the back garden will mean that choosing to cycle is more difficult than choosing to drive.

Secure, covered cycle storage should be provided in the *front* of the properties so that this travel mode can become the default.



Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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