



# **19/0909/FUL | RD&E Hospital, Barrack Road. Extension to Accident and Emergency department by construction of 1, 2, & 3 storey extensions to hospital building, partial demolition, new internal access road, replacement car parking, and landscaping.**

19<sup>th</sup> July 2019

Dear Mr Smith

We wish to object to this Planning Application due to the potentially adverse impact on cycling from this proposed development. Our reasons for our objection are detailed below:

## **Cycle Access**

From the Landscape General Arrangement Plan (Drawing No. 150005-STL-XX-00-DR-L-ZZZZ-09000 Rev P143) we note that it is proposed to remove the existing cycle contraflow from the internal access road in the vicinity of the proposed works. This is an important cycle route running clockwise around the Hospital site. The drawing implies that cyclists will be expected to dismount and walk about 50 metres on the footway before remounting to continue on the existing cycle route. This appears to be unnecessary, as cyclists could be allowed to cycle on the road in this area as they do at present.

We suggest that the No Entry signs are modified so that the Supplementary Plates read "Except Emergency Vehicles and Cycles". This would allow cyclists to cycle on this road, as they do at present. The provision of a cycle symbol on the road would make this route clear to both cyclists and car drivers.

## **Cycle Parking**

We are disappointed that the proposals do not include any improvements in the provision of cycle parking, particularly for staff at the hospital.

The Planning Design & Access Statement accompanying the application contains numerous references to Policies promoting sustainable travel, including cycling. However, the proposed works appear to contain no elements that support this policy. The provision of additional secure cycle parking for staff would be welcomed and would support the Hospital's policy of promoting sustainable travel.

In conclusion we object to this proposal as it has an adverse impact on an existing cycle route and because it does not promote sustainable travel through the provision of additional cycle parking.

Kind regards,

Roy Russell

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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