

## 23/0736/FUL Exmouth Junction part 3, part 5

The Exeter Cycling Campaign is grateful for the opportunity to comment on the application for residential units at Exmouth Junction Mount Pleasant Road.

The details we examined are found here:

<https://publicaccess.exeter.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=RW764ZHBNF00>

### Summary

We agree with the statement in the Supplementary Transport Note – April 2023 (para 18) that *“The site location and availability of existing infrastructure continues to enable cycling to be positively promoted as a sustainable mode”*.

We warmly welcome the aspiration for this development *“promoting car-free principles”*.

We do have **concerns** about aspects of this development which we hope the Developer will be able to address. Once these concerns are reviewed we shall then be able to drop our objection.

We note from the Supplementary Transport Note that the original Transport Statement of July 202 is referenced. This suggests that our original concerns raised against application 21/1495 have not been taken on board. Allow us to re-raise these concerns in the hope the Developer will be able to address these.

### Cycle Parking

The provision of one cycle parking space per apartment is better than many but still falls short of the national design standards set out in LTN1/20 Table 11.1) of **one cycle parking space per bedroom**.

The cycle parking spaces **must** allow room for non-standard bike forms (see LTN 1/20 para 11.4) such as cargo bikes, trikes and extended bikes. These are increasingly becoming the vehicle of choice for families and need to be accommodated for in cycle parking.

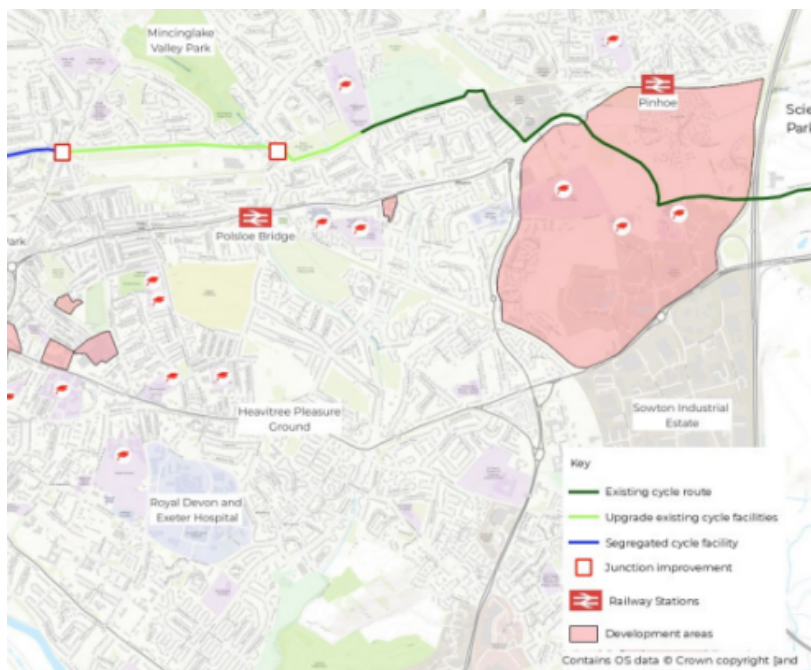
It is unclear where and how many visitor cycle parking places there will be, nor whether these will be easily accessible in a safe, surveilled location.



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### Accessibility of the site for people cycling and supporting Exeter's long term cycling and walking plan (LCWIP)

DCC has recently issued and consulted on a [long term cycling and walking plan for Exeter](#). This commits to the further development of the 'E4' strategic cycle route, in particular the improvement of the junction of Calthorpe Road/Prince Charles Road and upgrading the existing cycle facilities along Prince Charles Road through to St.Katherine's Road. **We request that Developer contributions are sought to enable some of these improvements.**



We remain concerned that there will be insufficient connectivity to the east into the cycle network. Currently residents of this development will need to navigate the mini-roundabouts and the Morrisons' HGV access road to reach St.Katherine's road. These junctions need to be made safer for people cycling and walking.

### CarParking

It is vital for the success of this development that it remains a car-free residential area. Experience from other developments in Exeter is that well-intentioned plans to create car-free areas quickly become dominated with cars, often illegally parked. This degrades the public realm and makes it less safe for people walking, scooting, wheeling and cycling.



We would ask that both signage and physical measures are put in place to make it impossible to illegally park.

Thank you for your attention to these matters.

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