



To: info@futureoftheharlequinscentre.co.uk
cc: jamie.hulland@devon.gov.uk, lloyd.orriel@devon.gov.uk

Response to the Harlequins Centre Site Consultation

29th June 2019

Dear Sir / Madam,

The Exeter Cycling Campaign is writing in response to the consultation for the redevelopment of the Harlequins Centre. We have addressed our key concerns below:

Cycle Parking

With the exception of two internal bicycle stores for residents, there does not appear to be any clearly illustrated provision for visitor cycle parking, for those wishing to use the facilities, staff of the hotel or those wishing to visit friends and relatives within the student accommodation. Sheffield style cycle parking should be provided at convenient locations in each section of the site, including the recreational areas and plazas.

All cycle parking should be installed in line with the [Travel Devon Toolkit recommendations](#) and should include provision for non-standard cycles such as cargo bikes, trikes, bicycles with trailers, tandems etc...

The number of cycle parking spaces should as a minimum reflect the standards within the [Exeter City Council Sustainable Transport Supplementary Planning Document](#). On this development, the minimum number of spaces required would be 169 spaces for the student accommodation, 20 spaces for hotel visitors, plus an additional space for the first four full time members of staff and a further space per 7 additional members of staff. Further to this, 17 additional spaces are required for visitors to the student accommodation. As staffing levels have not been decided yet, a total estimate of requirements is not yet possible so this has been based on 30 full time staff across the development. With this in mind a total of 210 cycle spaces will be required on this site.

Shared Mobility

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. Access to a shared car is likely to reduce car ownership in the area, thus reducing parked cars and improving safety on the roads.

Pedestrian Safety / Road Design

It is noted that the proposed design includes traffic calming measures including reducing the road width and a change in surface to indicate that vehicles are entering an area heavily used by pedestrians. These proposals are welcomed; however, the Exeter Cycling Campaign does not feel that these measures go far enough.

This development is in very close proximity to the City Centre and this road is heavily used. A gentleman who works for Highways quoted during the consultation event that the vehicle movements in this area are around 6000 per day, therefore the Exeter Cycling Campaign are concerned for the continued safety of those choosing to walk and cycle in the area.

Liveable Exeter “highlights the transport challenges facing the city, and highlights the need to create new communities based on active travel including walking and cycling rather than the private car.” In order to fulfil this vision, opportunities such as this development, need to be carefully considered in order to maximise the potential benefits and increase active travel.

Exeter Cycling Campaign Highways Proposal

The Exeter Cycling Campaign proposes the following measures are implemented as part of this development:

- Extend the Pedestrian Zone on Queen Street to the Northernhay Gate turning (except for loading, taxis, cycles and local buses).
- Close off the top of Paul Street to through traffic, potentially extending the plaza or making a green space across the top of this street.

Creating a parklet / plaza or other green space at the top of Paul Street would also provide benefits for the development of the entertainment venue planned on the other side of the road, with the potential of pedestrian access to this venue from the redeveloped parklet.

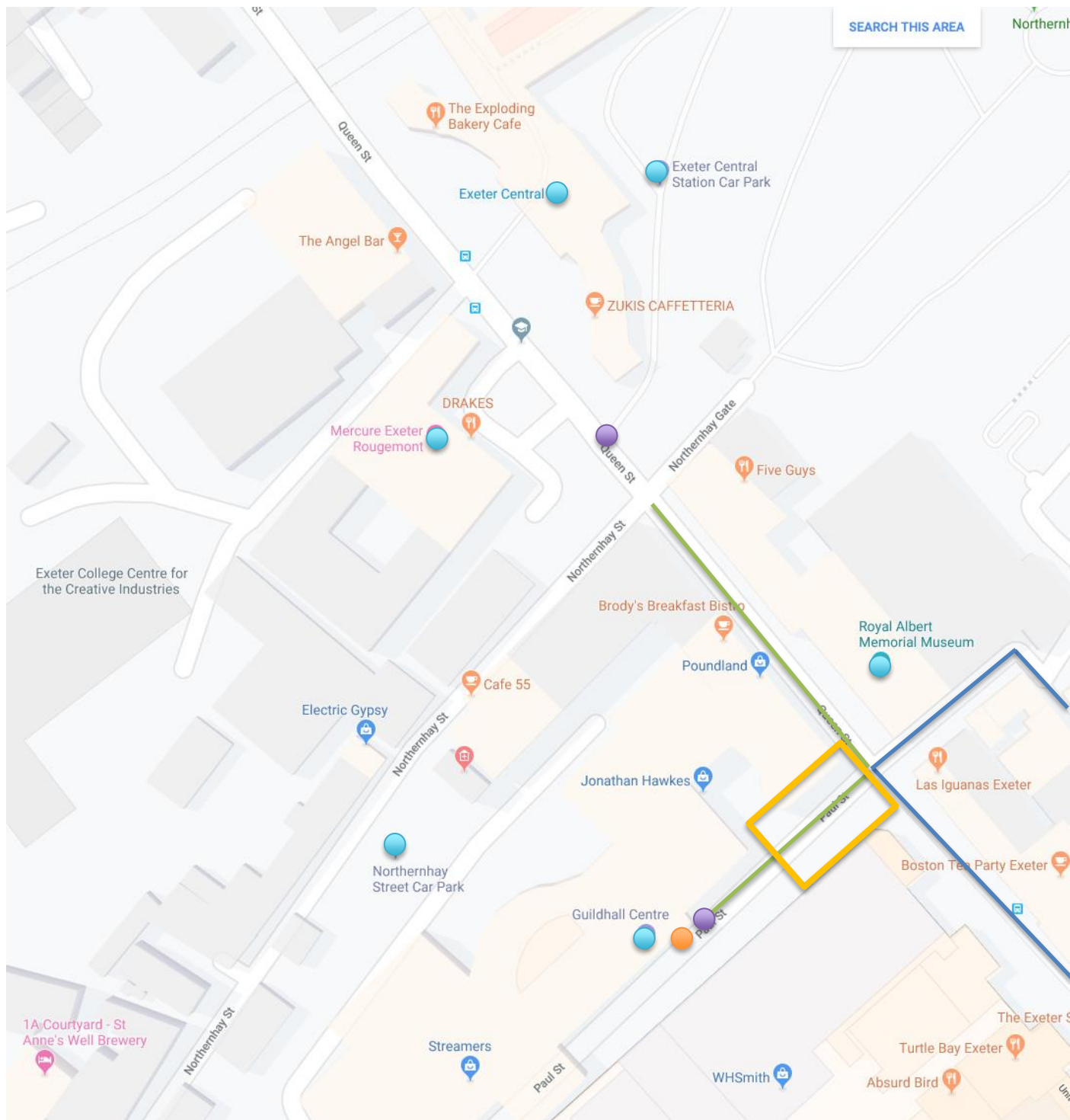
The map on the next page illustrates this proposal. Note that access to the Guildhall Carpark, Exeter Central Station Carpark, Northernhay Street Carpark and The Rougemont Hotel Carpark are all retained in this model. In addition, closing the top of Paul Street will make it easier and safer for vehicles exiting the Guildhall carpark as all traffic will be travelling in the same direction as traffic exits the carpark. This will also prevent large queues of traffic on Paul Street, reducing congestion and air pollution in this busy part of the city.







In order to provide maximum space for those walking and cycling along the proposed pedestrianised section of Queen Street, a layby could be installed at the very top of Paul Street to allow buses and Taxis to pass, meaning that the rest of this section of highway could be significantly narrowed (one

vehicle width), making more space for those walking. The reduction in traffic would make the highway considerably safer for those choosing to walk or cycle.

The number of pedestrians along this route is significantly higher than the existing infrastructure can support, partly due to the nearby location of Exeter Central Station and Exeter College. This solution would provide significant benefits to those using active means of transport.

Map of Exeter Cycling Campaign Highways Proposal



-  Existing pedestrianised sections
-  Proposed pedestrianised section
-  Retain existing entrance to Guildhall Centre Carpark
-  Turning areas for vehicles
-  Key points of interest
-  Potential location for a plaza / parklet / recreational area

Access to Key Locations

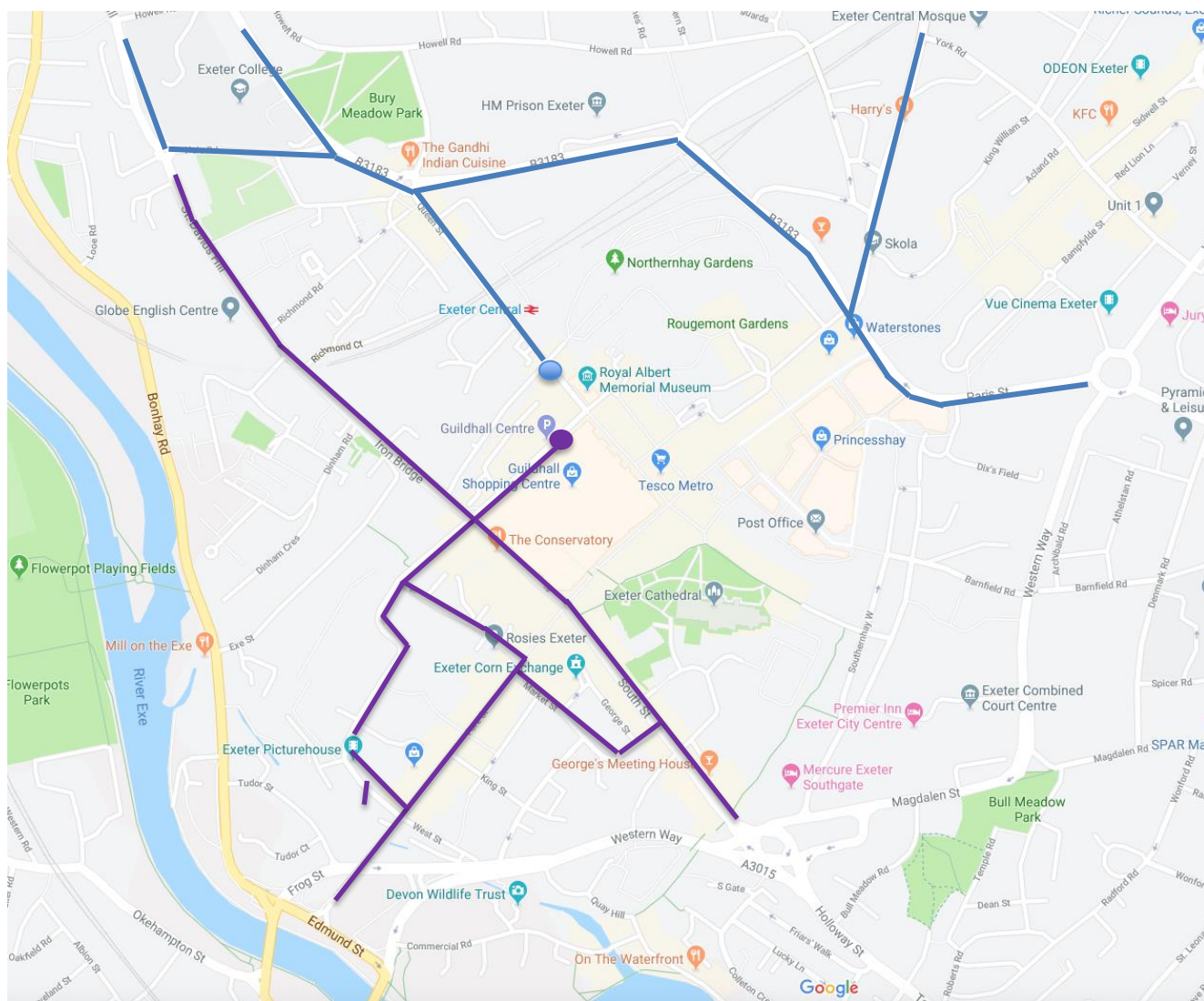
A key concern for Highways to consider, will be access to the four key parking locations noted in the above proposal. The Exeter Cycling Campaign has evaluated the impact of the proposed closure and can confirm that multiple routes to access these facilities are still available, should a collision or unforeseen event close one of the routes into the city. The access points are listed and subsequently shown on the diagram below.

Access to Queen Street (Central Station & Rougemont Hotel)

- New North Road
- St Davids Hill and Hele Road
- Paris Street and B3183
- Longbrook Street and B3183

Access to Paul Street (Guildhall Shopping Centre carpark and loading)

- St Davids Hill
- Bartholomew Street West
- Market Street and Mary Arches Street
- Fore Street and Mary Arches Street



The Exeter Cycling Campaign would like to thank you for the opportunity to review and respond to your initial proposal for the Harlequins Centre site. We believe that the site holds great potential for both its redevelopment and the improvement of the surrounding area. We would welcome the opportunity to meet with you, should you wish to discuss the site further.

Kind regards,

Alex Tait

for and on behalf of:

EXETER CYCLING CAMPAIGN

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