

Submitted via online portal.

[20/0439/MDO | Application to modify the S106 agreement related to Outline Permission ref 10/2088/01 \(the S106 Agreement\). The Planning Obligation is for the payment of the 'Exhibition Way Link Contribution' required by the First Schedule of the S106 Agreement \(dated 3rd February 2012\) associated with planning application 10/2088/01. The modification sought is to amend the obligation by a\) reducing the amount of the contribution, b\) redefining the purpose of the reduced contribution, and c\) altering the trigger relating to the payment of the contribution. | Pinhoe Quarry Harrington Lane Exeter Devon EX4 8DT](#)

Thank you for the opportunity to comment on this application. I am responding on behalf of the Exeter Cycling Campaign.

The Campaign is mindful that both Devon County Council and Exeter City Council have rightly declared a climate emergency and committed to quickly becoming carbon net zero. The work done for these councils by both Exeter City Futures and the Devon Climate Emergency Response Group demonstrates that moving many of us out of our private cars and onto active modes of transport is a key step towards decarbonising transport.

Furthermore, the Exeter City Council Strategic Vision (['Liveable Exeter'](#)) commits to building *"streets, spaces and parks that link neighbourhoods and the city centre need to be safe and attractive to use, encouraging people to be active, healthy and use cars less."* and to building *"car-free development with attractive cycle and walking connections"*. One of the Sport England design principles is to build *"Connected walking and cycling routes"*.

In addition, the recently issued [transport strategy for decarbonising the national transport sector](#)<sup>1</sup> stated the national government's commitment to making *"Public transport and active travel ...the natural first choice for our daily activities. We will use our cars less"*.

We note too that the current Covid-19 changes are bringing with them the imperative to create more space for people to walk and cycle because of the need to ensure physical distance and because public transport will, for the foreseeable future, be unattractive.

It would therefore seem perverse to undermine these city, county and national strategies and commitments by weakening the council's ability to build the cycling/walking paths that the city sorely needs. Evidence from cities that have managed to get a high percentage of people cycling for their everyday journeys suggests that a dense network of safe, connected and convenient cycle / walking paths are needed. There is therefore a pressing need to fund these paths.

Having considered these council/government strategic priorities and approach we therefore must **object** to the reducing the amount of this S106 contribution.

Yours sincerely

Mike Walton

For and on behalf of Exeter Cycling Campaign

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<sup>1</sup> DfT: Decarbonising Transport: Setting the challenge