

18/1145/OUT | Residential development of up to 80 dwellings (all matters reserved except access). | Land East Of Cumberland Way Monkerton Exeter EX1 3RW

21st September 2018

Dear Matthew

Thank you for the opportunity to respond to this planning application. The Exeter Cycling Campaign has concerns about the provision for sustainable transport to and from this site. Until we can be reassured that this has been properly provided for we must register our objection, on the following grounds:

Provision for people walking and cycling

Exeter City Council's Residential Design SPD (2010) requires priority to be given for people walking and cycling and the recently revised NPPF (para 104) requires developments to provide high quality walking and cycling networks. We currently see no evidence of this being provided for in this development.

We are particularly concerned about the entrance to the development from Tithebarn Way. This entrance intersects the shared-use path cycle path along the south of Tithebarn Way. This junction needs to have side-road priority for people walking and cycling so that the path remains continuous and safe for children to use.

The County currently appears to have no standard approach to layout, surface textures or colours for side-road priority junctions. The Campaign expects all side-road priority layouts to share a common standard design of colour and surface texture to ensure familiarity and legibility for all road users.



The use of the south side of Tithebarn Way is ambiguous. The shared-use foot and cycle path appears to extend from the end of Pinn Lane up to the Cumberland Way roundabout along the south side of the Tithebarn Way. With this proposed development there will be more people expecting to walk and cycle along this south side of Tithebarn Way.

This path is therefore going to be more important and should be build properly to accommodate this. This path is currently of insufficient width. National standard is 3.5m for a shared use path with 3m being the minimum effective width. S106 monies should be sought to widen this shared-use path to make it fit for purpose. This space can be found from both taking the hedge back (on the north side of the proposed development) and narrowing Tithebarn Way (by removing the central turning lane which, on a 30 mph road is unnecessary).

For people travelling west from the site towards Hill Barton Road they will have two options, both unsatisfactory. They can either travel in the opposite direction along Cumberland Way to cross at the traffic light-controlled crossing by

Hollow Lane and then backtrack on the S side of Cumberland Way or cross Tithebarn Way at the pedestrian island crossing. The current design of Tithebarn Way makes it feel like a 40mph+ road. The pedestrian island crossing is inadequate for children attempting to cross this road.



Permeability for people walking and cycling

Exeter Core Strategy (2012) policies CP15 and CP17 require permeable layouts that encourage travel by foot and cycle. This site is adjacent to the cycle paths along Hollow Lane, Pinn Lane as well as Tithebarn Way. In order to enable active transport as a realistic, preferred choice for residents then the site needs to be made as permeable as possible. The Campaign would propose that the site has walking and cycling paths connecting into Pinn Lane and Hollow Lane. This would connect up residents to the cycle network easily and safely.

Safety and accessibility

People walking and cycling from this development heading for the Pinhoe Road must cross the Tithebarn Way. There is a pedestrian island crossing just east of the exit onto the Tithebarn Way. The Campaign considers this inadequate for people crossing Tithebarn Way heading north from Pinn Lane and would like to see a safer crossing on Tithebarn Way.

Cycle Parking

The Exeter Local Plan (2005) (policy T3) requires suitable cycle parking provision is provided in accordance with the agreed standards. The Campaign expects to see cycle parking incorporated as integral to the fabric of the houses. This cycle parking must be securely locked and, crucially, easily accessed from the street.

Kind regards,

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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