



## 18/1625/FUL | Residential development of up to 47 dwellings | Land to the North of Arran Gardens, Hollow Lane and Higher Furlong, Monkerton, Exeter

27<sup>th</sup> December 2018

Dear Matthew

Thank you for the opportunity to respond to this planning application. The Exeter Cycling Campaign has several concerns about this development, and we must therefore register our objection. The reasons for this are outlined below.

### Access for People Walking and Cycling

The Cycling Campaign was pleased to note that the Developer has provided access for people of foot and on bikes from Hollow Lane to the south of the development. However, there is a lack of detail in the submitted documents, and the provision appears inadequate and unsafe in certain respects.

There is little detail regarding the link to Hollow Lane in the south of the development. Drawings show the link turning to the south-east just prior to Hollow Lane. This makes the right hand turn onto Hollow Lane very sharp, with poor visibility. The Monkerton and Hill Barton Masterplan Movement Framework sets out to promote and encourage walking and cycling, and to create a permeable network of high quality routes allowing easy and safe movement. Paragraph 8.6 (e) of the Exeter Core Strategy states that the design and layout of new developments must encourage access on foot and by bike and Paragraph 8.6 (f) requires that development provides for and contributes towards the improvement of the city's footpath and cycle networks. The link as proposed does not meet any of these criteria. The link must be widened to allow easy and safe access to anyone turning right onto Hollow Lane, ensuring they are clearly visible to anyone travelling east along Hollow Lane. Further to this point, the development does not allow for any east-west permeability. Access to adjacent developments on foot and by bike must be included in the plans if a network is to be created throughout the Monkerton – Hill Barton development area. This south access to the development must be designed to be accessible for people using all bike form factors (e.g. cargo bikes, tandems, tag-alongs and hand-pedalled bikes).

The plans show the use of a shared pedestrian/cycle path to link Hollow Lane to the development. This is considered appropriate, assuming it is of sufficient width. The minimum *effective* width for an unsegregated shared use path is 3 metres. There is nothing in the submitted documents detailing the design of this path.

There is no detail regarding the connections at either end of the path to the existing road network. In the north, the Design and Access Statement shows the shared use path continuing to link with Tithebarn Way. We would seek confirmation that this is the case and, if not, would ask for Developer contributions to ensure this shared-use path is built. The pavement along this entire length must therefore be a minimum of 3 metres effective width, and signage must indicate it is shared use. Similarly, there is no detail about the link with Tithebarn Way and Cumberland Way other than it is indicated as a shared use path. The Cycling Campaign suggests that an unsegregated shared path is not appropriate in this location. Tithebarn Way will access further stages of development, and is likely to be used heavily by pedestrians. The development at this location does not meet the criteria detailed above for the provision of high quality routes to promote walking and cycling.

Hollow Lane is very narrow, with high hedgerows on either side. There are large volumes of traffic at certain times of day going to and from Ellen Tinkham School. Hollow Lane has been earmarked in the Masterplan for the area as a Greenway to provide safe and clean transport to the city from the new development. It will also be used to access the proposed new Primary school and St Lukes' Secondary school by residents of the new development. It is not presently suitable as a greenway to access the city, as vehicles take up the entire width of the carriageway, and there is nowhere for pedestrians or people on bikes to move to. Improvements, using developer contributions, should be made to Hollow Lane to allow it to function as a safe route for sustainable modes of transport.

A modal filter has been installed to prevent the use of Hollow Lane by through traffic. However the use by school traffic still prevents it being a safe and easy route. All traffic should be prevented from entering Hollow Lane at its western end, and it should be widened from Cumberland Way to Ellen Tinkham School to allow safe passage for pedestrians and people on bikes.

## Design of Roads for People Walking and Cycling

The development lacks detail on several important aspects of its design, and in one instance suggests a potentially dangerous clash of cars and bikes. The developer shows a pedestrian/cycle link running north – south the length of the development. This link is shown to cross a side road without any suitable provision for making this a safe crossing. A raised platform with appropriate signage, suitable long-lasting surface and priority for people walking and cycling is needed.

The roads in this development would all be classified as 'Tertiary' under the Monkerton and Hill Barton Masterplan. The Masterplan document describes these as being quiet, shared surface residential streets, creating spaces for interaction and play. The development documents do not show this to be the case. The extensive use of tarmac as a road surface across the development will not foster a sense of shared space; rather, it will indicate to drivers that they are on a road and can behave as such. The use of bricks or tiles as a surface, and changing the priority in favour of people walking and cycling will change drivers' behaviour, allow greater freedom of movement for pedestrians and people on bikes and create the sense of shared space described in the Masterplan.

## Provision of Facilities for Cycling

This proposed development has failed to meet the criteria in the Monkerton and Hill Barton Masterplan that discourages car ownership and encourages walking and cycling as the primary means of movement. There is little in this development to encourage the use of cycling as a viable alternative to driving, including the provision of facilities for storing bikes.

The Design and Access Statement claims that the garages provided for each house provide cycle parking. Cycle parking must be easily accessed from the street if cycling is to be encouraged, and a bike at the back of a garage is not easily accessed. Secure cycle parking at the front of houses will encourage the use of cycling as a mode of transport, promoting healthier lifestyles and reducing congestion.

## Conclusion

The Exeter Core Strategy has several objectives that this development does not meet:

Objective 1: make the "fullest contribution possible" to the mitigation of climate change and the transition to a low carbon economy.

Objective 5: "reduce the dependence on the car".

Objective 7: "promote development that contributes to a healthy lifestyle".

The Exeter City Council Corporate Strategy highlights Exeter's position as the slowest moving city in the UK. The Monkerton and Hill Barton Masterplan seeks to discourage car ownership and use. The Exeter Core Strategy recognises the potential of the Monkerton - Hill Barton developments to lead to a significant increase in traffic congestion and an

unacceptable rise in emissions. At present, this development does little to address any of these challenges. The Cycling Campaign therefore objects to the proposed development.

Kind regards,

Michael Kerr

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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