



**17/1558/FUL | Phase 2 of Guildhall Shopping Centre Redevelopment, Queen Street/Paul Street, Exeter Devon EX4 3HL**

18th January 2019

Dear Matthew

Exeter Cycling Campaign note resubmission of this application. We remain supportive of the principle of this development, but must object again on the grounds that these plans continue to fail to make provision for people traveling actively to this site.

The plans appear to show a loss of existing Phase 1 cycle parking, failure to provide additional cycle parking for Phase 2, and lack of consideration of capacity/safety issues on surrounding footways and junctions.

Two of the three strategic programmes in [Exeter City Council's strategy for 2018-21](#) are 'tackling congestion and accessibility' and 'promoting active and healthy lifestyles'. It is difficult to see how the Applicant has given consideration to these strategic priorities in this submission.

Our submission from November 2017 therefore stands. We include our original submission below.

Yours sincerely

Mike Walton

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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[exetercyclingcampaign.org.uk](http://exetercyclingcampaign.org.uk)

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**Loss of well-used cycle parking provision and failure to provide additional stands**

The current plans envisage a loss of existing cycle parking. Specifically, the covered Sheffield stands installed on the Queen Street frontage as part of Phase 1 of the Guildhall Centre redevelopment are proposed to be removed. These stands were provided in order to make Phase 1 acceptable in transport terms. The stands are very well used thanks to their convenient location (see Figure A) , and being the **only** covered cycle parking provision in the city centre. They are often over-capacity, with people forced to lock bikes to the adjacent railings. The problem is particularly acute on weekends and at lunchtime, when the Guildhall Centre and wider city centre are at their busiest. Any loss of Phase 1 cycle parking in this location will therefore exacerbate this problem, discouraging sustainable travel and leading to an increase in bikes chained to lampposts, railings and street signs.

It is important to note that the existing cycle stands on Queen Street were provided to serve the new units created as part of Phase 1 of the Guildhall Centre redevelopment only (i.e. 'Queen Street Dining'). In planning terms, the Phase 2 area that is subject to the current application does not benefit from any cycle parking, as the existing units were constructed in the 1970s, well before cycle parking was required. Therefore, additional cycle parking provision is required to serve Phase 2, based on the 'Gross internal floorspace' of the entire Phase 2 area, not the 'Net additional gross internal floorspace' (which is a negative figure). Additional provision should accord with the standards in the Sustainable Transport SPD, noting that the majority of new floorspace comprises leisure uses that require the same number of spaces as general staff provision.

There is also no indication of cycle parking for employees. This must also be provided in accordance with the Sustainable Transport SPD, along with changing/shower facilities.

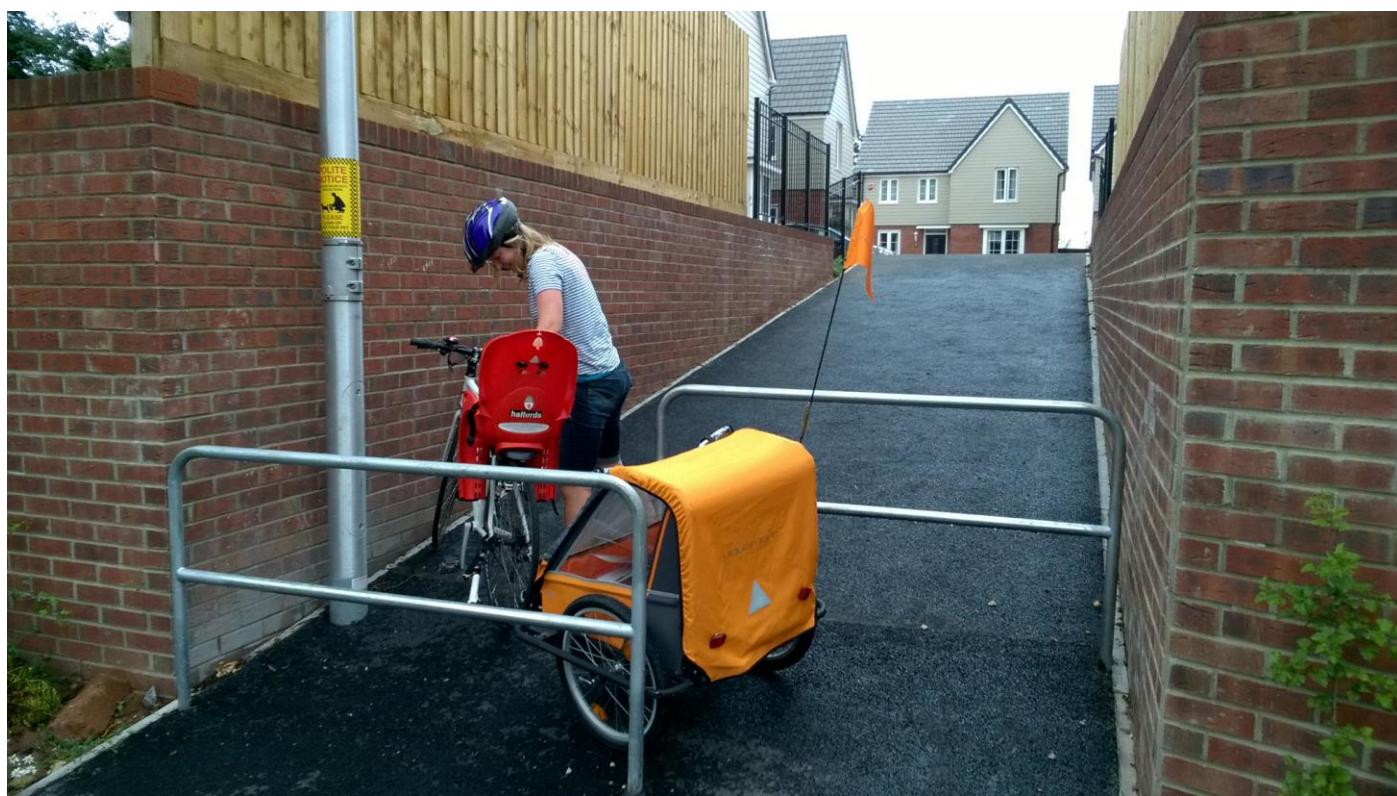
It is clear that the current proposals have not considered these issues, as there is no mention of cycle access and cycle parking in the Design and Access Statement.

If the loss of Phase 1 spaces on Queen Street is unavoidable, then provision of an equivalent number and quality of spaces must be provided in the vicinity, plus additional spaces to account for existing stands being over-capacity. Further stands must also be provided for Phase 2 floorspace and staff. Provision should be on or as close to Queen Street as possible given the demonstrably high use of existing provision in this location.

Exeter Cycling Campaign acknowledge that pavement widths along Queen Street are narrow and it may be difficult to accommodate covered cycle parking without narrowing the carriageway. A lockable cycle parking 'hub' within the shopping centre to serve the Guildhall Centre and wider city centre would be an appropriate alternative. The existence and use of this hub should be promoted and incentivised through a Travel Plan, with the quality of provision demonstrably better than existing given the less prominent/convenient location.

#### **Safety and Capacity of Junctions at Queen Street, Paul Street and North Street**

Exeter Cycling Campaign also note the existing capacity issues on footways in this area, and the particularly narrow widths around Paul Street's junctions with Queen Street and North Street. The junction is also 'blind' at the signalised crossing at the Queen Street end of Paul Street, with poor visibility around the corner from Paul Street to Queen Street and vice versa. Pedestrian and cycle traffic on these junctions is likely to increase with more visitors to the Guildhall, and people accessing the bowling alley entrance on Paul Street. The nature of the facility means many users are likely to be families, children and teenagers. These junctions should be remodelled to create more space for pedestrians, slow vehicle speeds and give cyclists priority over vehicles at/on the approach to traffic signals.



Ideally, this should incorporate segregated cycle infrastructure along Paul Street, where the sloping topography, wide road design, and access/egress to multistory car parks encourage fast and often dangerous driving.



Figure A: Existing Phase 1 Cycle Parking on Queen Street is very well used and often over-capacity (picture taken 4.20PM Sunday 22nd October 2017). It is the only covered cycle parking in the city centre. This is proposed to be removed according to current plans, with no replacement. No cycle parking is proposed for the Phase 2 development. It is essential that Phase 1 provision is retained or replaced, and that extra provision is made for Phase 2. Consideration should be given to a high quality, high capacity cycle parking 'hub' for the Guildhall Centre and wider city centre.



