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**From:** Planning  
**Sent:** 13 August 2020 15:33  
**Subject:** FW: Amended Plans for Planning Application 19/1556/FUL  
**Attachments:** Objection Harlequins Planning Response 191556FUL Following Amendments.pdf

**From:** Alex Tait  
**Date:** 2 August 2020 at 11:05:24 BST  
**Subject: Re: Amended Plans for Planning Application 19/1556/FUL**

Hi Matt,

Thank you for the attached information.

Please find attached further response from the Exeter Cycling Campaign.

In light of the new national design guidance we have felt it appropriate to change our neutral response to an objection as unfortunately the shared path proposed alongside the development is no longer compliant with national design guidance.

Many thanks,

Alex Tait

for and on behalf of:

**EXETER CYCLING CAMPAIGN**



To Matthew Diamond, Exeter City Council:  
matthew.diamond@exeter.gov.uk

**19/1556/FUL | Development of a Co-Living (Sui Generis) accommodation block and a hotel (Class C1) | The Harlequin Centre Paul Street Exeter Devon EX4 3TT (Revised)**

2<sup>nd</sup> August 2020

Dear Mr Diamond,

The Exeter Cycling Campaign is writing further to revisions that have been made to the plans for the Harlequins Development.

Our previous response did not represent an objection as we could see that a number of recommendations we made during consultation stage had been incorporated into the design. We are also pleased to see that the revised plans include the provision of 'co-bikes'.

Due to the designs now being non-compliant with national design guidance recently issued by the Department of Transport, we now must object to this development on the following grounds.

No further changes have been made to the transport plans since the initial proposal, so we would still like for our comments made in the previous response to be considered (these have not been repeated here).

As noted above, new cycle infrastructure design guidance has been published in July 2020 by the Department for Transport. Within this guidance it explicitly states in section 1.6.1 under summary principles that:

**“On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.”**

**“Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing.”**

**“Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.”**

As this location is in the city centre and has very high footfall, we must strongly urge that the current proposed shared path of 7.5m is redesigned to allow for segregated infrastructure for pedestrians and cycles, in line with new national guidance.

Potential traffic calming measures i.e a one-way system or a modal filter could also be considered as described in our previous response.

Kind regards,

Alex Tait

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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