

21/0496 Land off IKEA Way: Exeter Cycling Campaign Response

The Exeter Cycling Campaign welcomes the opportunity to comment on the application/appeal : 21/0496 - development on land off IKEA Way Exeter : (19/1647/FUL also refers).



We welcome that there have been updates to this application. Thank you.

We do however continue to have concerns about some of the design (or lack of detail) about this proposal. We would ask that these concerns are addressed please so that our **objection** can be lifted. Thank you.

Connection to Russell Way

The previous removal of private cars using the A379 overbridge is welcomed. This will make this access/egress to the site by foot or bike much more attractive.

However, the A379 overbridge currently has only paint on the road to demarcate the path for cyclists and motorised vehicles. The Design and Access Statement states that (para 2.29) *"There is an off-road footpath/cyclepath along the eastern boundary of the site"*. If this bridge is to be used by both buses and people cycling then there needs to be some physical protection for people cycling.



There is currently no safe cycle path link for people heading north over the A379 overbridge and wanting to progress west along Russell Way. We would ask that developer contributions are sought to design/build a safe cycle link here.



NPPF paragraph 110 stipulates that developments should: *"Give priority first to pedestrians and cycle movements"*.

We are disappointed at the apparent lack of commitment to opening up permeability through the 'red line' of the development - e.g. routes for people walking/cycling to



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access/egress Mulligan Drive and Bunker Square to the South.

Paragraph 2.30 of the Design and Access Statement states that “*it is proposed to provide a 3m wide footway/ cycleway along the southern side of the access route to connect the existing route along Newcourt Way and IKEA Way with the off road footpath/cycle path along the eastern boundary of the site.*”. Since this eastern-edge corridor is crucial for the proposed active travel to/from this site we would expect to see an analysis of pedestrian and cycle volumes on these paths so that an assessment can be made as to whether a shared use path is acceptable and what the path width should be. [LTN 1/20](#) (paragraphs 5.5 and 1.6, which states “*Shared use routes in streets with high pedestrian or cyclist flows should not be used*”) will assist in this analysis.

Paragraph 5.15 of the Design and Access Statement states that “*Cycle use is encouraged through the high degree of permeability within the layout. With traffic movement low within this phase due to dwelling numbers, cyclists will therefore find it safe and convenient to use the streets for cycling.*” Without measures to slow speeds and inhibit on-street (and on-pavement) parking we believe this street design will not enable cycling for the young and old. We would ask that measures are taken before occupation of these dwellings to inhibit on-street and on-pavement parking (before bad parking habits are formed). Our previous comments relating to this are relevant:

Car parking

Recent new developments in Exeter have quickly become dangerous places for children to navigate because their roads and pavements are used to park vehicles. We ask that measures are built into the design of the road network for this development that ensure the public highways (including the pavements) are kept free from parked vehicles.



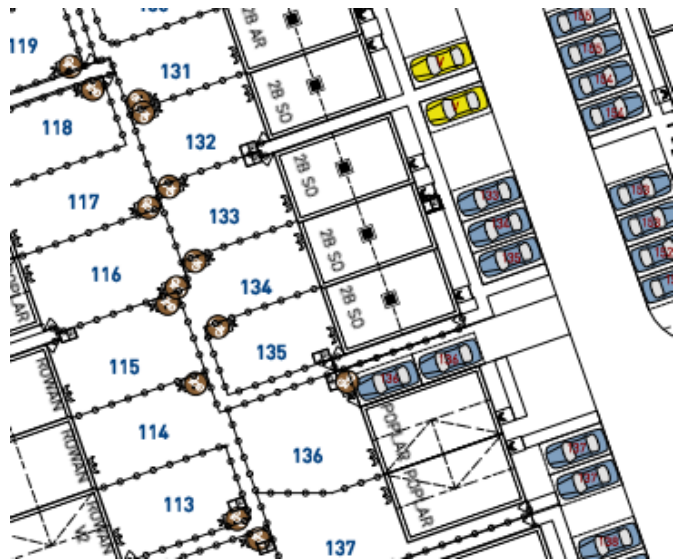
Cycle Parking

What strikes us when considering the parking plan is the amount of car parking and the way this will dominate the area.

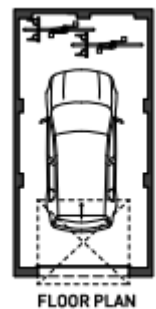


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We can now see provision for cycle parking (in document P18-2919_09P-PARKING) but sadly this cycle parking is often tucked away at the end of the back garden. This is designing the housing layout to be inconvenient for people to choose cycling as a means of transport and does not meet the NPPF stipulation of '*presumption of sustainable development and for developments to maximise the sustainable transport solutions in the area*'.



Furthermore, the suggestion and design that in some properties the garages will be big enough to store bicycles is not borne out by the garage layouts. These show that sustainable modes of transport are not being prioritised as the NPPF stipulates they should be.



Secure cycle sheds should be situated at the **front** of properties if the amount of journeys by foot/bike are to reach the Councils' policy target of 50%.

Some of the apartment blocks (e.g. G block) do not appear to have any cycle parking provided:

The number of car garages has been explicitly stated. We would expect to see a similar commitment to the number and design of cycle parking spaces.

It is unclear how many cycle parking spaces are designed for the apartment blocks (the House Pack drawing is vague about the number of cycles that can be accommodated). We would expect to see the number of cycle parking spaces to exceed the minimum levels set out in [Local Plan policy T3 Cycle Parking](#).



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The cycle stores in the apartment blocks should allow for non-standard bike designs. We expect [LTN 1/20](#) Section 11 and '[STANDARDS FOR PUBLIC CYCLE PARKING](#)' (endorsed by the Transport Minister in June 2021) to guide the design of cycle parking in the apartment blocks..

Cycle junctions

Cycle junction design is critical for making a route navigable for all people who use bikes. There is little detail given on the design of the junction to the cycle path to the east of the development but the drawing implies a junction with tight angles. We ask for confirmation please that this junction will not be blocked with barriers, will have appropriate angles and sight lines and be accessible for all forms of bikes (cargo bikes, trailers etc).



We can find no detail that our previous concerns have been considered and mitigated, so we repeat these concerns from our previous response:

Cycle parking

The Travel Plan Mission statement states (para 1.3) *"The predominate aim of this Travel Plan is to put in place the management tools deemed necessary to enable the residents of the development to make more informed decisions about their travel, which minimises the adverse impacts of their travel on the environment." and "This is achieved by setting out a strategy for eliminating the barriers keeping residents from using sustainable modes which in effect self manages single-occupancy vehicle use".*

Further, the Transport Assessment (para 4.10) states that *"The development will provide resident cycle parking spaces"*. However, these cycle parking spaces are hidden at the rear of most properties in the gardens. This is an inhibitor to people choosing to cycle. Cycle parking should be provided at the *front* of the properties so that taking a journey by bike becomes easier.

We are surprised that not every property has a cycle parking allocated. If the Council is to meet it's declared aims of halving carbon emissions within the next decade then cycling and walking need to become the preferred mode of transport for most intra-city journeys.

The Transport Assessment provides no details on how the communal cycle parking facilities will be made safe and secure. These communal cycle parking locations should be covered, locked and well lit.

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Thank you

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On behalf of
EXETER CYCLING CAMPAIGN
