

22/0158/FUL New click and collect for IKEA

Dear Matthew Diamond

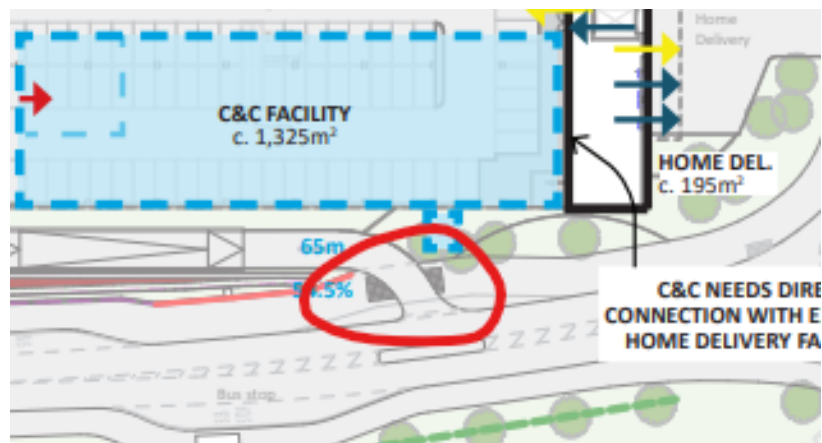
Thank you for the opportunity to review the application for the new click and collect facility at IKEA. We've reviewed the planning proposals [here](#).

The Exeter Cycling Campaign is disappointed that the Design and Access Statement makes no reference to how this proposal will affect people who cycle. Furthermore, the Transport Statement's rather airy assertion that "*the site has good access for both cyclists and pedestrians*" doesn't demonstrate that any thought has been given to how these proposals affect the safety or convenience of people walking or cycling.

We have a **concern** that the additional traffic volumes these changes will build in conflict at the crossing point of the access road and the cycle path on the N side of IKEA Way.

The proposed exit from the click and collect facility cuts across at an acute angle the cycle & foot path by which people cycling and walking access the site.

Currently cars have priority at this junction over people walking or cycling.



We recognise that the volumes of people walking or cycling are probably currently low. However, a key principle of the government's 'Gear Change' strategy is that we need to be building for future walking and cycling volumes. We would ask therefore that consideration is given to changing the priority at this crossing junction so that cars have to give way to people walking or cycling. This priority needs to be well designed so that signs, surface, height and road markings make it clear that cars should give way.

LTN 1/20 contains guidance on how best to design such a side-road priority junction. We would ask that this is referenced in the design when improving this junction.

The NPPF makes clear that (para 102) "*opportunities to promote walking, cycling and public transport use [must be] identified and pursued*" and that a development should ensure (para 108) "*appropriate opportunities to promote sustainable transport modes can be – or have been – taken up*". Furthermore, (para 109) applications must "*give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas*" and "*minimise the scope for conflicts between pedestrians, cyclists and vehicles*".

In order to align with these NPPF principles we suggest that the junction that gives us concern is redesigned.

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Thank you for the opportunity to comment on this proposal. We look forward to seeing an improved junction design in an updated application.

Yours sincerely

Mike

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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