

20/1647 Land off IKEA Way: Exeter Cycling Campaign Response



The Exeter Cycling Campaign welcomes the opportunity to comment on the proposed development on [land off IKEA Way Exeter: 19/1647/FUL](#)

We warmly welcome that there are now changes to the traffic that can use the A379 Overbridge - making it available only to buses, pedestrians and cyclists. This is a significant improvement.

We do however continue to have concerns about some of 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 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.

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.



The A379 overbridge currently has only paint on the road to demarcate the path for cyclists and motorised vehicles. If this bridge is to be used by both buses then there needs to be some protection physical for people cycling.



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



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through the 'red line' of the development - e.g. routes for people walking/cycling to access/egress Mulligan Drive and Bunker Square to the South.

Cycle Parking

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

We can see no provision for convenient cycle parking. Secure cycle sheds should be situated at the **front** of properties if the amount of journeys by foot/bike are to reach the Councils' target of 50%.



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 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:

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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.

Car parking

Recent new developments in Exeter have quickly become dangerous places for children to navigate because there 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.



Thank you

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On behalf of
EXETER CYCLING CAMPAIGN
