

Paul Jeffrey  
Exeter City Council Planning

## 19/1647/FUL | Land Off Ikea Way Exeter EX2 7RX: Construction of 200 dwellings

6th December 2019

Dear Paul

The Exeter Cycling Campaign welcomes the opportunity to comment on the development proposal [19/1647 for 200 dwellings in the land off Ikea Way.](#)

We welcome the stated commitment in the Transport Assessment that this development seeks “*to ensure that future residents can travel to a range of everyday destinations by a choice of travel modes and thus minimise the impact of vehicular traffic on the local highway network*”

This site is close to several good cycle paths, which creates the opportunity to link it well into these cycle paths and to build the development in a way that enables safe cycling.

However, we have a number of concerns about lack of and inattention to detail for delivering on the requirement to “*give first priority to pedestrians and cycle movements*” and “*minimise the scope for conflict between pedestrians, cyclists and vehicles*” (NPPF).

We recognise the imperative to develop new housing in our city but until our concerns for people who walk and cycle are addressed and clarification given to the detail we seek we will have to **object** to this development.

Our concerns centre around the following points:

### Conflict built in between people cycling and cars/buses

The Transport Assessment para 4.4 states: “...the slip road was no longer required due the introduction of the A379 / Russell Way traffic signal-controlled junction that permits a right turn from the A379 to Russell Way. The existing bridge section of the off slip over the A379 is retained and will be utilised as vehicular egress from the residential development. The two-way movement of pedestrian and cyclists at the bridge will also be retained”





This is currently an important, traffic-free path for people on foot or bike. This development will bring traffic over this bridge. There is currently a continuous white line demarcation of the cycle path. This will be inadequate when people cycling are mixing with buses and vehicles. The cycle/footpath needs to be physically separated from motorised vehicles (as it is further south on this route)

## Priority not given to people walking and cycling

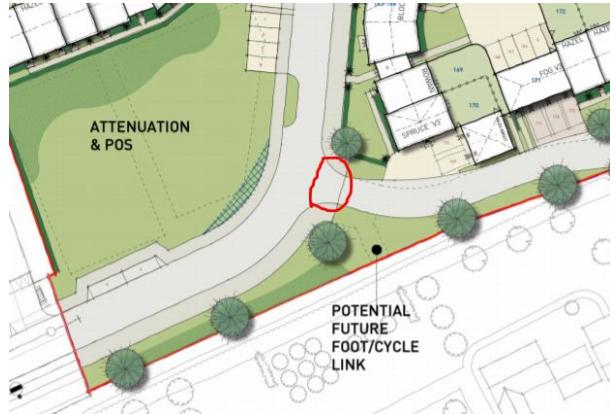
NPPF paragraph 110 stipulates that developments should: “*Give priority first to pedestrians and cycle movements*”.

Furthermore, the Travel Plan states that (para 3.10) “*The residential development will be designed to ensure that pedestrian and cycle connectivity and permeability is maximised, offering convenient [sic] and pedestrian and cycle access around the site*”

We have several concerns that the design falls short of these important criteria. In particular:

### Priority across junctions:

The Site Masterplan (appendix A) seems to suggest that the shared use path on the south of Ikea Way is not continuous throughout the development. Breaks in the cycle/foot path makes junctions a danger point for children walking and cycling across side roads. We would ask that this cycle/foot path is made continuous, at constant height and unambiguously demarcated (e.g. with paving) to demonstrate that cars do not have priority at junctions.



### Continuous cycle path in front of driveways

We note from the Travel Plan (para 3.11) 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*”. We note also that the Transport Assessment paragraph 4.7 states that “*A 3.0m wide footway/cycleway route has been constructed along the southern side of IKEA Way up to the site boundary. This will connect*



*the existing route along Newcourt Way with the off-road footpath/cycle path along the eastern boundary of the site."*

It is not clear if this is making a commitment to extend the shared use path from IKEA Way across the development and join up to the existing cycle path on the east of the development boundary. We seek confirmation that the proposal is to connect the share path from Ikea Way through the development along the south side of the road and, crucially, that it retains a level route, which is not broken and does not have varying heights at the driveways of the properties.

## Design of the junction to the cycle path on the east of the development

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).



## 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 its 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.



We ask that these concerns are addressed and clarification given where there is detail lacking so that we can remove our objection to this proposal.

With thanks for your consideration.

Mike Walton  
for and on behalf of:  
**EXETER CYCLING CAMPAIGN**

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