

From: Laurence Fallon <Laurence.Fallon@activetravelengland.gov.uk>
Sent: Friday, October 4, 2024 12:35 PM
To: Howard Smith <howard.smith@exeter.gov.uk>
Cc: 'Ben Sunderland' <Ben.Sunderland@devon.gov.uk>; Liz Holloway <liz.holloway@devon.gov.uk>
Subject: RE: Planning app ref: 23/1007/OUT - Water Lane, Exeter

Good morning Howard,

Please find below further comments on the application and the submitted Stantec Technical Note

Previous comments

In our previous formal recommendations, ATE highlighted a number of outstanding matters. The matters considered in this response are highlighted in bold, while the issues highlighted green are not addressed by the recent technical note.

- **Requirement for daily geographical distribution / assignment of walking / cycling trips**
- Design / Treatment of the Waterside Linkages
- Improvements enhancement to bridges / routes providing access to eastern Exeter
- Access to Marsh Barton station and the underpass to Marsh Green Road North
- Scope of works to Tan Lane / Water Lane
- Internal layout and requirement for segregated cycling along Foundry Lane
- Further off-site infrastructure linkages to trip attractors / leisure routes as appropriate

Daily geographical distribution / assignment of walking / cycling trips

The main difference between the latest Stantec Technical Note (TN) (dated 6th August) and the previous technical note (received on May 23rd and responded to by ATE on 20th June) is the inclusion of daily totals for walking and cycling trips around the site. This is welcomed and of considerable value as it allows us to understand the movement patterns and demands of all users of the site throughout the day, rather than confining assessment to two one-hour periods. Initial comments are below:

- It should be pointed out that these trip generation and mode share figures are drawn from the 2011 census
- While this would have provided a credible and robust snapshot of the likely behaviours thirteen years ago, current local and national policy brings with it an expectation to exceed these figures considerably.
- Due to the absence of Travel Plan mode share targets as referred to in ATE's initial response (5th October 2023), the forecasts provide merely a 'repeat' of what would have happened were this development delivered in 2011 (with no additional infrastructure), rather than the forward-looking and highly sustainable vision that is communicated by the application and expected by current policy.
- Consequently, the TN, while forecasting a reasonable walking mode share (due to proximity to the city centre) seriously under-forecasts the level of cycling trips that ATE would expect (and require) this development to generate. This is also at odds

with the likely future cycle parking provision, which requires 1 space per residential unit for 1-2 bedroom homes and 2 cycle spaces where the number of bedrooms is greater, as confirmed in the TA.

Next steps

Conscious of the need to avoid further lengthy analysis and reach a conclusion, I have drawn together the findings provided to date and identified a number of destinations where it is considered reasonable for the applicant to provide investment towards infrastructure improvements identified in the adopted Exeter LCWIP (2024).

Destinations outside of the city centre that would lie within a reasonable 25-minute cycling distance (4 miles approx) include the following, with suggested improvements highlighted below:

- **University of Exeter, Stocker Road (3 miles)** - 200-300 resident students are proposed on site, yet 59% are forecasted by the TN to walk the 3-mile distance (or perhaps walk to reach buses) with only 11% travelling by bike. This is a considerable opportunity gap given the traffic free route alongside the River Exe provides a 20-minute journey time and represents a viable alternative to reach the campus via the level crossing north of St David's station and continue north east.
 - **LCWIP Route – E4** – given that the quality of the traffic-free route along the Exe estuary is reasonably safe and direct, it would be necessary to focus on resolving existing deterrents to cycling. Streatham Drive and Prince of Wales Road are identified in the LCWIP as requiring new provision given the lack of LTN1/20 compliant infrastructure (shared footways and a lack of protection at junctions).
- **Royal Devon & Exeter Hospital (1.9 miles), County Hall (1 mile)** – Combined, the NHS trust and County Council employ around 20,000 staff, with a significant proportion of these roles based on-site. These represents a credible and viable destination for a reasonable proportion of the 2,000 (approx) residents that will be housed within the development.
 - **LCWIP Route – E22** – the LCWIP highlights the requirement for an improved bridge over the Exeter canal, where restrictive width (particularly at Trews Weir Bridge) leads to conflicts between pedestrians and cyclists, while the prospect of a modal filter on St Leonard's Road is under consideration to improve the remainder of the route.
- **Isca Academy (1.6 miles), Sowton Industrial Estate & Exeter Business Park (4 miles)** – There is an opportunity to improve connectivity to two significant employment destinations. Parts of LCWIP route E12 are recognised in the Technical Note which forecasts (using the under-representative 2011 figures) a total of 323 two-way daily cycle movements, representing the largest route demand for cycling from the development, (or in excess of 1,500 in a single week) that would suffer from conflict and poor facilities.
 - **LCWIP Route – E12** – an upgrade of existing provision across the Exe estuary is identified given the existing intermittent facilities, with the sections of relevance to Water Lane comprising an upgrade to the river crossings in

addition to sections along the traffic free section between Devon Crematorium and Ludwell Lane.

- **Local Pedestrian and Public Transport requirements**

- The analysis presented identifies a number of key locations where the quality of the public realm will need to be of high quality to effectively encourage walking and public transport as viable alternatives to car use in line with the applicant's ambitions to minimise the car reliance of the site. These are highlighted below:

- **Water Lane – Marsh Green Lane path and tunnel** – this will be a key route to Marsh Barton Industrial Estate for many new residents, with the TN forecasting this will be relied on 1,244 times each day by pedestrians. While opportunities are limited, any potential to provide active frontage along this route in addition to upgraded lighting, widening (where achievable) and increased forward visibility must be taken. A similar concern arises along the waterside route to Marsh Barton station.
- **Haven Close bus stop, Water Lane** – On the basis that the development is proposed to generate 166 passengers during the morning peak at this location, the bus stop facilities here require scrutiny and a significant upgrade in terms of capacity and quality to accommodate this level of demand to include increased length shelters, real time information, seating, lighting and accessible kerbs.
- **Cricklepit Bridge – Commercial Road linkage & Quay Hill – Coombe Street connection** – While the former is identified for improvement through the LCWIP, the Quay Hill – Coombe Street connection is narrow, secluded and feels neither safe nor attractive. While opportunities may be limited (due to the presence of Western Way), it is recommended that some environmental improvements are considered to address perceptions of personal safety, particularly amongst the elderly, disabled, women and girls which collectively comprise the majority of the population. Over 1,600 pedestrian movements each day are forecasted from the Water Lane development to use these routes to access the city centre.
- **Personal Safety & Security**. Highlighted above are a number of poorly surveilled and inhospitable environments lying within and in close proximity to the development. The AtkinsRealis document [Getting Home Safely](#) provides a number of tools and suggestions for improving such environments with specific focus on the safety of women and girls. Further standards that consider the needs of neurodivergent people (particularly in spaces such as those described above) are provided in BSI PAS 6463 [Design for the Mind](#). ATE recommends that these documents are considered in the delivery of all new and improved public spaces.

As previously, am happy to engage in further dialogue with the applicant and DCC as necessary to reach a conclusion on agreeing proportionate and viable financial and physical contributions towards achieving the above aims

Best regards

Laurence



Active Travel
England

Laurence Fallon BA(Hons) BTP MRTPI
Development Management Team Leader, Active Travel England
Active Travel England
Phone: 07815 453 868

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