



Haven Road Position Statement

Water Lane Design Framework

Exeter City Council

Prepared by:

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Revision Record

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V1	1 March 2024	Tim Bright	Jonathan Lloyd	Jonathan Lloyd
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Basis of Report

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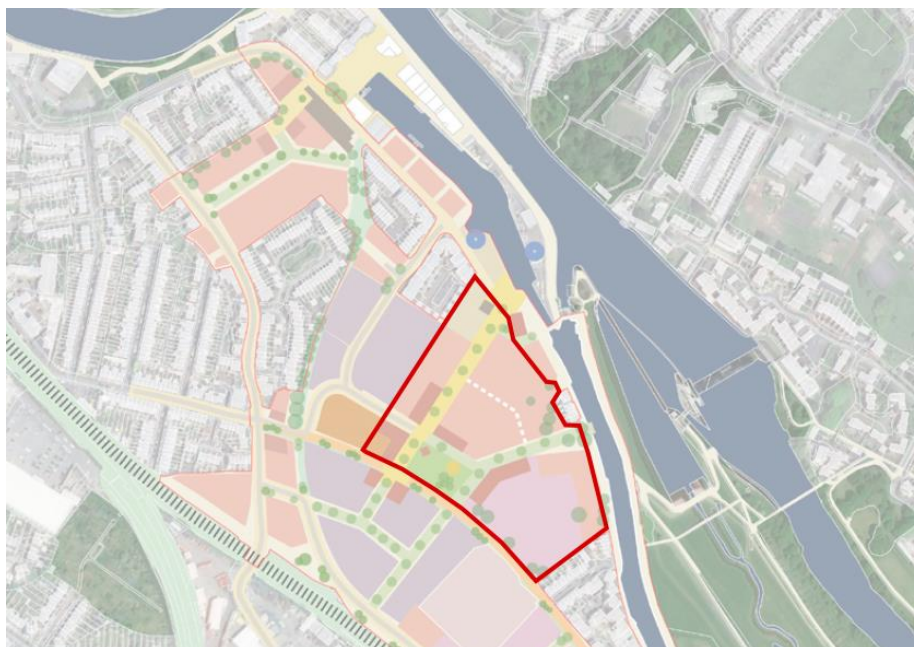
1.0 Introduction

1. SLR has been commissioned by Exeter City Council (ECC) to provide professional transport planning advice with respect to the draft Water Lane Development Framework and Design Code.
2. Water Lane is a key strategic brownfield redevelopment area and one of the largest sites of Exeter City Council's Liveable Exeter initiative. Water Lane provides an opportunity for low car development which prioritises active travel. The key objectives for the mobility network are to reduce congestion, air pollution and carbon emissions; the repurposing of roadspace away from parked cars and vehicle traffic; and to enable people to be healthier.
3. This is underpinned by the Liveable Exeter Principles which seek to ensure that development delivers real benefits for people in the city through transformation of its infrastructure and public realm. Application of the Principles will create a city with high-quality streets where walking and cycling, public transport and shared mobility are the natural and most convenient choice for most journeys.
4. As part of this commission SLR has collaborated with Devon County Council (DCC) as the local highway authority and, where possible, landowners. Due consideration has also been given for current live planning applications within the Water Lane area (22/1145/FUL – Haven Banks, Water Lane and 23/1007/OUT – Water Lane (South)).
5. SLR has sought to assist ECC and DCC in identifying a suitable access and movement strategy for the site based on known constraints and infrastructure requirements, including a two-form entry primary school.
6. To inform the strategy, the following previous work has been considered:
 - Haven Banks Transportation Access Strategy, Water Lane Regeneration Area, DCC, October 2016;



- Liveable Exeter Transformational Housing Report 2019;
 - Liveable Exeter Principles - 2022;
 - Liveable Water Lane Principles - 2022;
 - Exeter Parking Study: Forecasting & Planning Report – May 2023; and
 - Exeter Local Cycling and Walking Infrastructure Plan (LCWIP) – Adopted January 2024.
7. In developing the strategy consideration has been given to access opportunities to land retained by Wales & West Utilities/National Grid (i.e. the Gas Works site) within the area known as Water Lane North. An extract of the site location is included as **Extract 1** below.

Extract 1 – Gas Works Site



8. A total of three access options have been considered, comprising access via Haven Road; access directly via Water Lane, and access via Foundry Lane, passing across Water Lane. The three options are further explained in Section 2 of this report.



9. Following review, access directly from Haven Road (Option 1) is not supported by either ECC or DCC. Section 3 of this report comprises a Position Statement which explains why Option 1 is not supported.
10. The two remaining options would see access taken either directly from Water Lane or via Foundry Lane, passing across Water Lane from the south. Over the course of the next month, further testing will be undertaken to achieve ECC's and DCC's objectives for Water Lane.
11. DCC has reviewed the following report, stating:

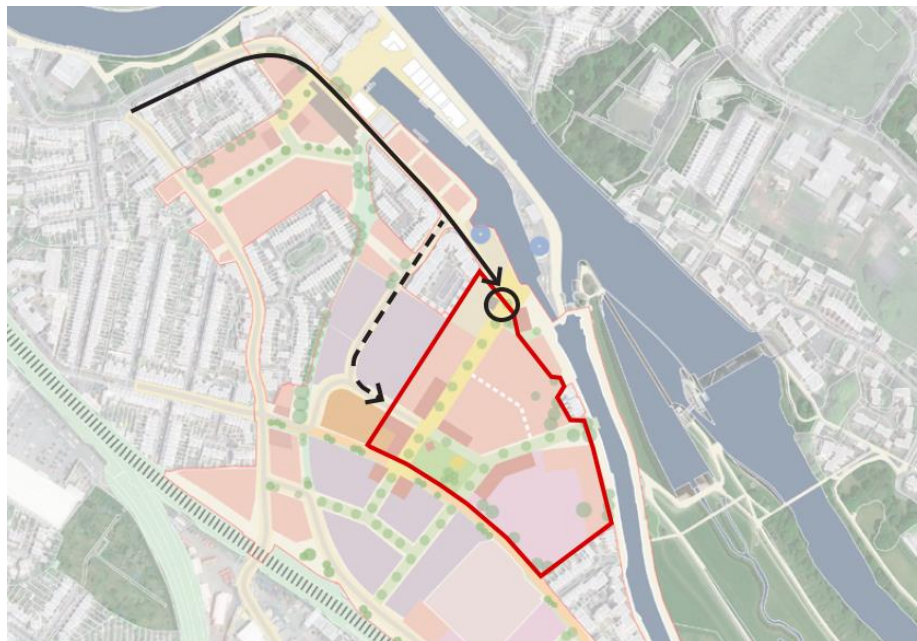
'Having read the document, it would be a fair reflection of the position of the Highway Authority and the issues that would arise using Haven Road. It has been noted that this is within the LCWIP E14 route and that it does have a high prioritisation within the delivery policy and any increase of vehicle movements might cause there to be a conflict with the long-term aspirations of DCC to encourage walking and cycling'.

2.0 Access Options

12. During this process, three key access options have been considered, comprising access from Haven Road; from Water Lane; and from Foundry Lane. These are set out below as **Options 1 – 3**.
13. **Option 1**, comprises direct access from Haven Road, either via Maritime Court or Michael Browning Road or a combination of the two. This would require development traffic to approach the site entirely from the northwest.



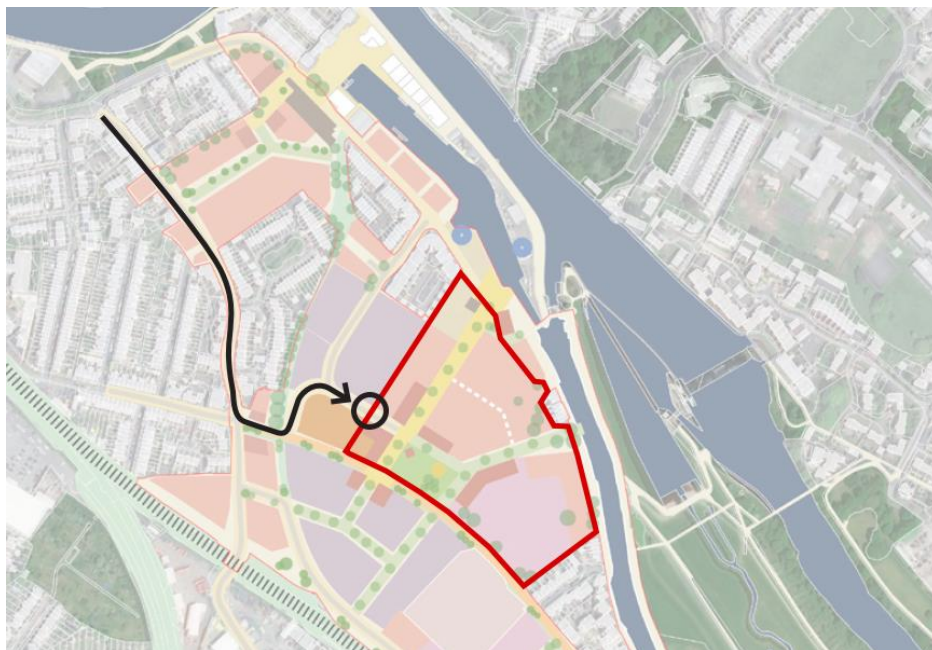
Option 1 – Haven Road



14. Option 2, comprises access directly from Water Lane. This would remove all traffic movements from Haven Road, passing along the length of Water Lane to a suitable point from the western or southern boundary of the site.
15. Initially two versions of this Option have been considered (versions A & B) the feasibility of which will be largely dictated by the preferred school location. **Option 2 (A)** identifies an access via the ECC land, connecting with both the southern end of Michael Browning Way and the Gas Works Site on its western boundary. With this option it is anticipated that movements passing between Michael Browning Way and Water Lane will be restricted to active modes and buses only. One of the objectives of the access strategy has been to further reduce vehicle use of Haven Road by providing an alternative route to car parks and industrial units on Michael Browning Way.

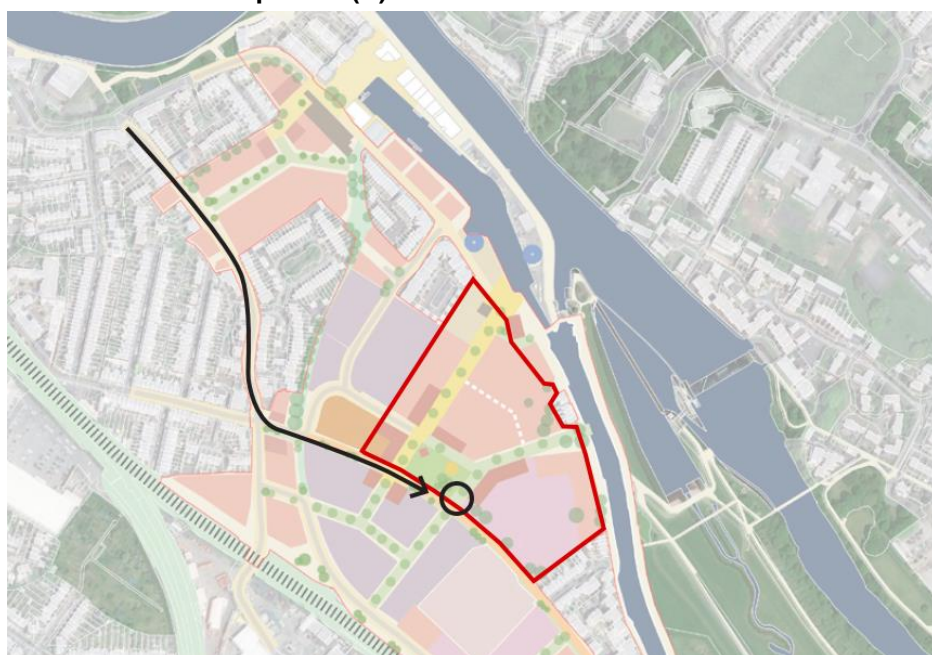


Option 2 (A) – Direct from Water Lane



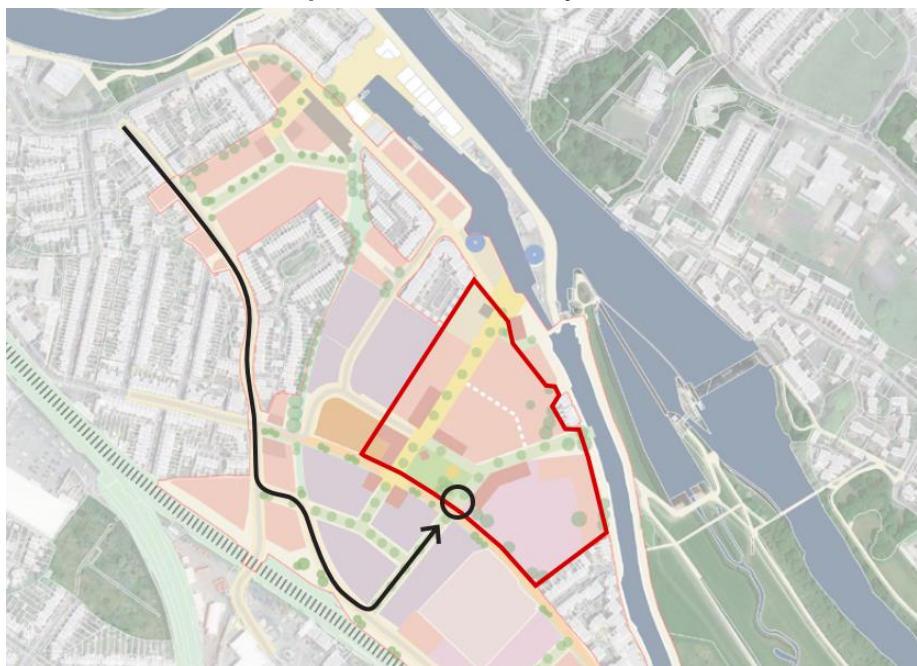
16. **Option 2 (B)** identifies an alternative access further to the east, avoiding both the ECC land and Michael Browning Way, with access achieved to the Gas Works Site directly from Water Lane. Traffic from Michael Browning Way may need to be accommodated.

Option 2 (B) – Direct from Water Lane



17. **Option 3** allows for both the removal of traffic from Haven Road and the section of Water Lane passing through the centre of the site. Traffic will be required to approach the Gas Works Site from the south, via Tan Lane and Foundry Lane which forms the principal access road through the WLDMC site.

Option 3 – Via Foundry Lane



18. The following section considers the opportunity for access to be achieved from Haven Road, depicted as **Option 1** above.

3.0 Haven Road Position Statement

19. During early discussions with Devon County Council Highways, the position of the authority was set out within written representations. Of note is the authority's position on the function of Haven Road alongside wider development of the Water Lane area, stating:



'The access from the development would be mostly through Water Lane. As part of the development at Haven Banks, Haven Road will have an element that is designed to aid movements of Non-Motorised Users (NMU) between the waterfront and the development itself. This prioritisation of NMU movements would not be suitable for a high volume of vehicular traffic. This would still have to have an element of vehicular movements to and from the far end of Haven Road. This priority section for NMU will allow for movements from the rest of the area, especially considering the numbers being proposed along Water Lane.'

20. Throughout the SPD drafting and consultation, Devon County Council have also been clear on their expectations of impact on Haven Road. This is largely focused around the burgeoning Local Cycling & Walking Infrastructure Plan (LCWIP) proposals which were adopted by the council in January 2024, having been through a rigorous consultation process. The LCWIP is clear on its role in shaping local policy, stating under paragraph 8.1.2:

'Devon County Council are currently reviewing the Local Plan and other major local policy documents and as such this represents an excellent opportunity to fully integrate the outputs from the LCWIP into local policy. This will help ensure that emphasis is given to cycling and walking within both local planning and transport policies, strategies, and delivery plans.'

21. The LCWIP specifically identifies Haven Road under section E14 as a 'Quiet Route' recognising that, while there is still some level of local access, the route should be improved to reduce traffic levels, and enhance the environment for pedestrians and cycles. The route becomes a strategic link from the newly opened Marsh Barton railway station and the City Centre, connecting to the future Liveable Exeter sites.

22. The LCWIP specifically refers to the intention of Quiet Ways or Quiet Routes, stating the following under paragraph 5.3.14:

'Traffic calming and traffic management techniques can be used to help reduce motor vehicle speeds and volume to make cycling in mixed traffic less hazardous and more comfortable.'

23. Through consultation with Devon County Council and other key stakeholders through the SPD consultation, it was clear that DCC's objectives were to seek to remove all traffic on Haven Road if possible, however the SPD recognised the need to accommodate core



service and emergency vehicle traffic, while seeking to phase out existing traffic from the area where possible.

24. This has had significant influence in the development of the access strategy, and opportunities have been taken to draw access away from Haven Road wherever possible, while prioritising pedestrian and cycle connectivity back towards Haven Road and the E14 route.
25. In the context of the LCWIP proposals and, naturally the SPD, every effort needs to be taken to reduce traffic levels on Haven Road and the SPD is a key tool to achieve this. The key existing active travel links naturally already follow a route along the water's edge and the LCWIP seeks to enhance these routes and build upon them. Therefore, it is logical to accommodate core vehicle access away from this route, and the SPD seeks to displace vehicle movements south to Water Lane where necessary and the proposed Foundry Lane link when it is in place.
26. The LCWIP places the E14 route high in its delivery priorities (6 of 20), and therefore it is important that the SPD seeks to align with this delivery priority, so early access proposals should seek to draw traffic away from this route at the earliest opportunity, and the development proposals, especially in this area, should seek to remove or reduce reliance on the private car in order to protect this route alongside other traffic and mixed routes in the Water Lane SPD area, and to connections beyond.
27. On the basis of the above, for the purpose of achieving vehicular access to the Gas Works site, Haven Road is not considered suitable as a key vehicular route and should be avoided for the purpose of the wider masterplan strategy for Water Lane.



4.0 Next Steps

28. With a clear position being demonstrated by Devon County Council as the local highway authority, and these principles been set in adopted policy with the LCWIP, it is SLR's view that alternative access provision via either Water Lane or Foundry Lane are pursued through collaboration with key stakeholders.





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