

# ***Rush-hour Transport in Exeter 2011 – 2026***

## ***Summary***

The population growth planned for Exeter during the next fifteen years will have an impact on the quality of life in various ways. A detailed analysis of the effect on rush-hour mobility of those travelling to work has been carried out and the conclusions of the extended report are presented below.

### ***Background***

The Local Transport Plan (LTP3) considers the impact in transport terms of the approved construction of 10,000 homes within Exeter and 13,000 in the 17 parishes adjacent to the city boundary. The two areas together match the area used by Stagecoach for its Megarider Plus ticket; this reflects the fact that those living in the outer ring are effectively residents of the Exeter conurbation and distinct from ‘commuters’ who come from further afield. The additional ‘residents’ live within 5km of the city boundary.

[The conclusions in the following analysis are based upon the assumption that each new dwelling will have one worker and an average of two residents.]

### ***Demographics 2011 – 2026***

		<b>2011</b>	<b>2026</b>
<b>Population:</b>	Exeter	118,000	138,000
	Nearby Parishes	15,500	42,000
	<b>Total</b>	<b>133,500</b>	<b>180,000</b>
<b>Jobs:</b>	Residents	64,000	87,000
	Commuters	28,000	28,000
	<b>Total</b>	<b>92,000</b>	<b>115,000</b>

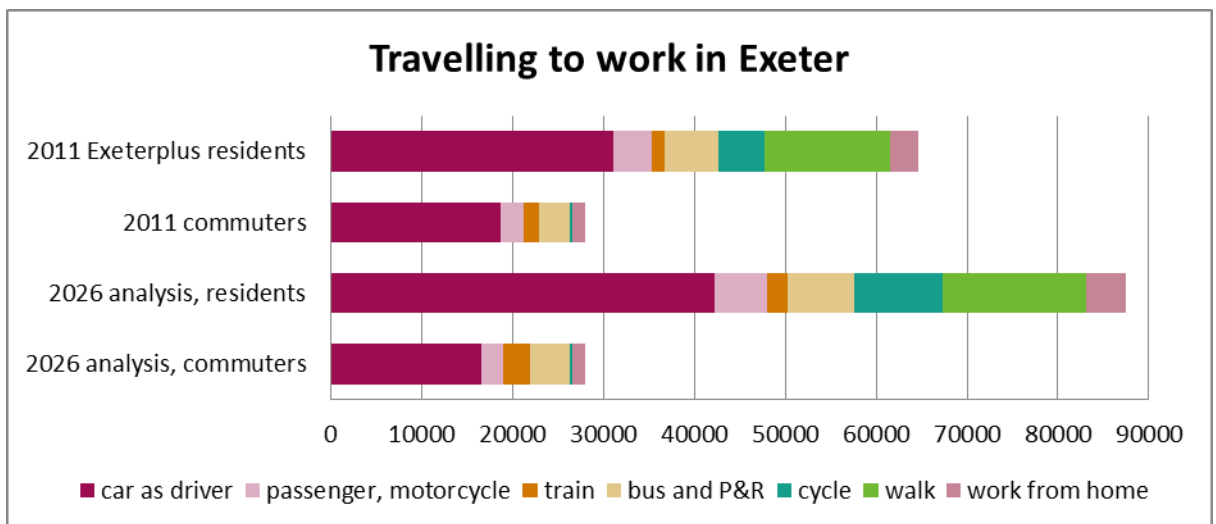
### ***Rush-hour Mobility***

- Currently within Exeter the mode of transport to work is:

Work at home	5%	Motor vehicle	54%
Public Transport	11%	Walk or cycle	29%

- For commuters, 25% work at home, use public transport or the P&R facilities at the edge of the city. 75% drive to their place of work.
- Currently during the rush hour period, 31,000 residents and 18,600 commuters use their cars.

- The current capacity of public transport in trains, city and country buses and the park and ride system can cope with no more than 12,000/hr and the improvements envisaged in the next 15 years will only increase the capacity to 17,000/hr
  - Currently 3 times as many people walk as cycle since the historical job area in the city is close to residential areas. This is changing with many more new jobs on the periphery increasing the average distance to work.
  - Walking will be less feasible and sustaining the 30% walking or cycling figure will be difficult to achieve unless there is investment in SAFE, SEGREGATED routes for walkers and cyclists.
- **Current car usage is 31,000 (residents) and 18,600 (commuters) totalling 49,600 which will rise to 59,000 by 2026.**
  - **This increase of 19% assumes that all the transport improvements proposed will be achieved and 30% of those from the Exeter conurbation going to work will walk or cycle.**
  - **The current road system within Exeter is used at a level close to capacity in the rush hour period and significant improvements are very difficult. The growth of the extended city to 180,000 will see a 19% rise in the rush hour traffic volume with the prospect of greater rises as the city grows to over 200,000 by 2050.**



***The only way to manage this, in the long term, is to develop a game changing transport strategy over 25 – 35 years. Rennes has been doing this since 1985. Exeter needs to start NOW since failure to do so will severely affect the attractiveness of the City as a place to live, work, visit or locate a business.***