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Research and Innovation



**Live  
& Move**

## Live and Move Process Learning: Embedding Physical Activity into Planning



**SERI**   
Informing Policy and Decision Makers

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## Embedding Physical Activity into Planning: Process Learning

### Overview

This report focuses on how the Live and Move programme has helped to embed physical activity into local planning within Exeter. It covers Live and Move's influence on Liveable Exeter's 2040 vision and The Exeter Plan, as well as how that will translate into future projects such as Water Lane. Finally, the report also covers the role that Live and Move plays in supporting and contributing towards active streets trials, specifically, the Heavitree and Whipton scheme. This piece is based on interviews with representatives from Live and Move and the wider Exeter City Council team.

### Liveable Exeter and the Place Board

The Liveable Exeter Place Board was created after the Greater Exeter Strategic Plan group disbanded. The city realised it needed a new high-level governance, and as a result, a number of key stakeholders, both from within the city, as well as from the wider region, came together to create the Place Board. Partners include lead politicians from both Exeter City Council and Devon County Council, local MPs, as well as CEO/leadership representatives from many organisations within the city, including, but not limited to: The University of Exeter, Devon & Cornwall Police, Royal Dutchy Hospital, Chamber of Commerce, Exeter College, Devon Community Foundation (who also lead Wellbeing Exeter locally, which is a Live and Move funded flagship programme), Faith Groups, the Exeter City Football Club, and the Exeter Chiefs (Exeter's Premiership Rugby Club). It was highlighted that the breadth of stakeholders on the board was vital to Liveable Exeter's vision, as without them, there would be gaps or areas of the city, and the people within it, that were not represented.

*"The place board was a way of setting out a vision and an ambition for the city, which then a myriad of partners were invited to adopt and approve so that then there was a joint understanding of where the city would go over the next 20 or so years."*

*"It is about influence and breadth of responsibility, that was the key. Without all of those that signed up to that there would be gaps in how you would achieve it."*

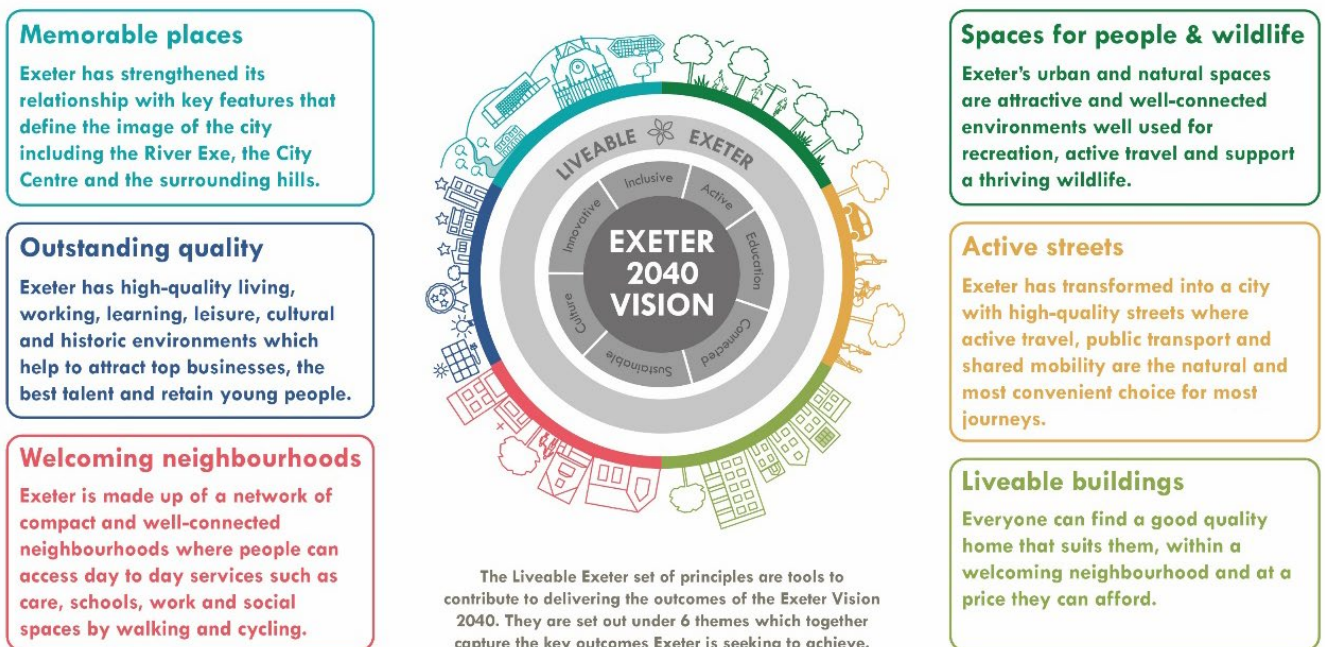
Liveable Exeter's 2040 vision aims to deliver 12,000 new homes in existing brownfield sites, as well as new urban areas. This is a shift compared to previous development, which had been focused on the edge of the city, and so Liveable Exeter has provided a way to pilot the city's new approach to development. Wider aims include adopting a place-making approach in the city, as well as building on Exeter's existing assets. Partners collaborate on strategic city-wide issues, raise awareness of existing issues within the city, and work together on common goals to help address these challenges.

Live and Move has aligned its governance in order to enable two-way communication between the programme and the Place Board. Through several key programme streams, for example, the work taking place in Wonford and Newtown to address wellbeing and inequality, Live and Move hopes to influence and advocate for more active lifestyles within the city. Live and Move has also provided an avenue for Sport England to contribute to the wider strategic aims, and they are now a formal representative on the board. Furthermore, Live and Move has committed to following up on key strategic connections within the city

to support in the delivery of Liveable Exeter’s vision. Indeed, in March 2023, Live and Move held a Place Board event which focused on the themes of healthy lifestyles (Wonford Community Hub work) and active travel (Newtown Transformation Scheme).

## The Liveable Exeter Principles

In total, Liveable Exeter has six principles which will guide development (the full details can be found in the image below) and Live and Move has very clear connections to three of these principles. The first of these is called ‘Welcoming neighbourhoods’, which focuses on the connections between the city and improving those, through many avenues, including walking, cycling and active travel. Another principle Live and Move ties closely into is ‘Active streets’ which again, focuses on active travel measures and improving local infrastructure to support that. Finally, ‘Spaces for people and wildlife’ looks to provide and improve connections to existing green spaces.



## The Exeter Local Plan

The Exeter Local Plan is the main planning policy document for Exeter and will be used to make decisions surrounding development and planning applications in the city going forward. Live and Move provides a place-based community focused perspective in regards to the plan, and pushes for active lives elements in future work. The plan encompasses many of the aforementioned aspects of Liveable Exeter’s 2040 vision, and as such, these principles will be taken forward and integrated into the development that takes part in the city. For example, active design principles have been embedded into the plan through regular contact between Live and Move and Exeter City Council planning colleagues at delivery, officer and director levels, as well as Sport England. A full overview of Sport England’s input into the Exeter Local Plan can be found in Appendix 1.

Live and Move is woven throughout the different layers of the plan, which it is hoped will cement its goals into future developments within Exeter. Live and Move also helped to

upskill local agencies who are involved in the development and commissioning of Liveable Exeter design principles. Furthermore, Live and Move and Exeter City Council planning colleagues collaborated in the joint preparation of responses to key strategic documents such as the Exeter Transport Plan and the Local Walking and Cycling Infrastructure Plan (LCWIP, Appendix 2). The LCWIP ties into both the Exeter Local Plan, as well as Liveable Exeter's 2040 vision, by ensuring improvements to walking and cycling infrastructure are considered in future development work.

A total of 15 consultation exhibition events were also hosted across the city, one in each of the 13 wards, as well as one at the University of Exeter and one in the city centre. These consultations welcomed 1053 attendees. A survey was used to gather feedback from these attendees, resulting in 1489 responses, most of which were from individuals (1138). Live and Move attended all of these events, and connected with colleagues at Wellbeing Exeter, which created an avenue for smaller networks at a community level, such as the Community Builders and Community Physical Activity Organisers, to contribute to the plan and disseminate it widely amongst their respective communities through the consultations. As these consultations focused on connecting with existing local networks, they were tailored specifically for residents and members of those networks which was felt to be hugely beneficial as it allowed for local people to become more engaged in the consultation process. This approach was felt to be quite different to the usual consultation process, which was typically less flexible in terms of how and where it engaged with the community, resulting in less engagement, and so the approach taken in this instance allowed the plan to engage a much greater number of people. It was felt that utilising existing networks would be key going forward for future consultation events. Moreover, Live and Move also provided supporting visual materials at these events, which was further felt to have helped residents connect with the matters which impacted them the most. This level of support at the public consultation events was felt to be much more direct and significant than what had previously been done at similar events. This allowed for an increase consultation response from both organisations and stakeholders, as well as the residents within the city. As such, it was felt that Live and Move almost acts as a conduit that links up many other partners and provides a means for a much wider or broader scope of views and input into the plan than would otherwise be possible.

*“Rather than holding standalone exhibitions on a plan which might be a bit of an intangible, abstract concept to most people, we need to kind of tack it on to what they're interested in, what affects them, and how they already engage with the council.”*

*“In quite a formal sense, working with Live and Move has been really helpful in cementing those principles for quite a long period of time. That's really important. If some of these ideas are just sort of floating, they can be forgotten about. The key point is that we've got a plan, which will have up to a 20-year lifespan, and if those policies are formalized in there, they'll get enacted through the planning decisions over the next 15 or so years.”*

## Water Lane

The regeneration of Water Lane looks to build up to 980 new homes, as well as a number of new facilities such as shops, workspaces, cafes and community facilities, as well as a new building for Exeter College. Water Lane will sit within the Exeter Local Plan as the flagship development piece and will be the largest allocation within the plan. The Water Lane Supplementary Planning Document (Appendix 2) is a document that sets out a number of codes, which specify requirements on a thematic basis on how the development of Water Lane should occur. These design codes have been drawn from a number of stakeholders across the city, including Live and Move. Specifically, active travel elements, design quality elements, and liveability expectations such as placemaking and the community building element, have been much of what Live and Move have contributed towards, and these inputs have been considered when creating the design codes for this document, which will therefore influence how development in Water Lane happens. Through Live and Move, Sport England have also been able to contribute to the design code at a high level as well.

Going forward, it is felt that Live and Move will be crucial in making sure the consultations are appropriate for this scheme, as they have been for the wider Exeter Local Plan consultation work. So again, consultations will look to connect to local networks and stakeholders in the area, so that the work is deeply rooted within the community, allowing for residents and organisations to help shape this work. Consultations surrounding the Water Lane Supplementary Planning Document are scheduled to start in October 2023.

*“Links with other networks have been important. Sport England, for example, have been involved in the design code at high level and going forward we will be consulting on that document. And so using those networks, in terms of community, will be important to ensure that developments of this kind are rooted in the local area and that the local community, to see it working for them, and so they are aware of it and feel like they’ve got an opportunity to shape it.”*

## Heavitree and Whipton

The Heavitree and Whipton Active Streets Trial aims to increase create a better environment for active travel, by reducing traffic volume in the area through modal filters and bus gates. The trial recently went live in the summer of 2023 and has faced heavy backlash from community members. It was highlighted that one of the biggest challenges with this scheme is that it has affected many people’s daily travel behaviours in the area, both residents and those that travel through.

Another challenge highlighted with the Heavitree and Whipton scheme was how to deal with the “well organised groups” that are against these types of schemes. It was proposed that even with the significant effort Devon County Council and Live and Move have put towards this, it was still very hard to cut through the anti-scheme sentiment some members of the community had rallied behind. In order to counteract this, it was suggested it would be useful to capture the voice of those who are in favour of the scheme, to help strengthen the position of the scheme. Furthermore, it was felt that to counteract this for similar future schemes, a greater emphasis could be put on very early, clear and obvious public consultation and engagement work with the community, which continues

throughout the entire scheme. It was suggested that this would be vital in helping manage community perceptions. However, it was noted that this level of community engagement may be difficult for councils to achieve given the large amount of PR resource that would need to be allocated.

While there have been significant challenges with the scheme so far, it was felt that the collaboration between several different key organisations involved in the scheme, particularly at the consultation and information events held over the summer, were something to highlight. This collaborative approach was perceived to help extensively as having members of staff from Devon County Council, Exeter City Council and WSP at the events made it clear that this wasn't a scheme being pushed by just one organisation, but was a collaborative effort, which helped with addressing concerns from the public around how certain aspects of the scheme were being handled. For example, if a resident raised concerns around how the scheme would effect bin collections, members of staff from Exeter City Council were on hand to show that those issues were being considered. Furthermore, it was felt that as a result of this collaboration, staff across organisations may find it easier to collaborate on future work, such as Newtown, or on just a day-to-day basis.

*“The biggest challenge is how you cut through the vitriol, extremely well organised anti groups, and the conflation of the issue with lots of other separate but loosely related concepts, and get your message across.”*

*“Getting to people early and then resourcing and trying to manage the messaging needs an ongoing effort.”*

## Future Plans

Future process learning will focus on how physical activity has been embedded into the planning process in more depth. Further interviews will be held with Live and Move staff members, and other relevant stakeholders, to draw out additional learnings that can be used in future planning pieces. Specifically, the learning that will continue to come out of the Heavitree and Whipton Active Streets Trial will be vital going forward with future active streets trials, such as the Live and Move Newtown Community Transformation scheme, as well as other community developments throughout the city.

## Appendices

**Appendix 1** – Sport England’s Formal Feedback into the Exeter Local Plan Draft

**Appendix 2** – Joint response between Live and Move and Exeter City Council Planning Team to the LCWIP

**Appendix 3** – Water Lane Supplementary Planning Document

<http://committees.exeter.gov.uk/documents/s91853/Appendix%20A%20-%20Draft%20Water%20Lane%20SPD.pdf>

## Appendix 1: Sport England's Formal Input into the Exeter Local Plan Draft

Thank you for consulting Sport England on the above Local Plan Issues & Options document for the plan period up to 2040.

Sport England is the Government agency responsible for delivering the Government's sporting objectives. Maximising the investment into sport and recreation through the land use planning system is one of our priorities. You will also be aware that **Sport England is a statutory consultee on planning applications affecting playing fields.**

Sport England Strategy 'Uniting The Movement' (2022-32) identifies key changes in the delivery of the strategy:

- A 10 year vision to transform lives and communities through sport and physical activity.
- We believe sport and physical activity has a big role to play in improving the physical and mental health of the nation, supporting the economy, reconnecting communities and rebuilding a stronger society for all.
- Our five big issues are where we see the greatest potential for preventing and tackling inequalities in sport and physical activity. Each one is a building block that, on its own, would make a difference, but together, could change things profoundly:
  - Recover and reinvent
  - Connecting communities
  - Positive experiences for children and young people
  - Connecting with health and wellbeing
  - Active environments

Sport England is currently working with Exeter & Cranbrook as one of the 12 'pilot areas' for local engagement. Through the pilots we want to understand how we can use local identities and structures to deliver sustainable increases in activity levels across the country.

Sport England has assessed this consultation in the light of Sport England's **Planning for Sport: Forward Planning** guidance [link here](#) which promotes our **Active Environment** big issue.

The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary, new sports facilities should be fit for purpose, and they should be available for community sport. To achieve this, our objectives are to:

**PROTECT** sports facilities from loss as a result of redevelopment

**ENHANCE** existing facilities through improving their quality, accessibility and management

**PROVIDE** new facilities that are fit for purpose to meet demands for participation now and in the future.

Sport England believes that sport has an important role in modern society and in creating sustainable and healthy communities. Sport and physical activity is high on the



Government's national agenda as it cuts across a number of current topics that include health, social inclusion, regeneration and anti social behaviour. The importance of sport should be recognised as a key component of development plans, and not considered in isolation.

The following comments are provided within the context of:

- The National Planning Policy Framework (Department for Levelling Up, Housing and Communities, 2021).
- Sport England's Planning for Sport webpages (2022).

## **1. Local Plan & Evidence Base**

The National Planning Policy Framework (2021) states:

**98. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.**

Sport England's view is that, in order to meet the requirements of the National Planning Policy Framework (NPPF), this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches.

We note the Council's recently completed *Playing Pitch Strategy* which covers pitch sports, tennis and bowls. There is no current assessment for swimming pools, sports halls, golf courses, athletics tracks, cycling, equestrian, motor sports etc which the Council may consider as a future phase of sporting assessment to provide evidence for the development plan.

The *Playing Pitch Strategy* for 'in date' the data in studies should not be more than 3 years old (from the date of the data and not the adoption date).

The *Built Sport Facility Strategy* for 'in date' the data in studies should not be more than 5 years old (from the date of the data and not the adoption date).

### ***Recommendation***

The Playing Pitch Strategy post adoption moves to stage E (as set out in the methodology) and regular meetings are held with the delivery and implementation group to monitor progress of the Action Plan and challenge changes in data.

The Council seeks to carry out a Built Sport Facility / Other Sport Strategy to include sports buildings and land to assess the supply demand and draw up a strategy to include protection, enhancement and new provision.

## **2. Planning Obligations/Community Infrastructure Levy (CIL) to Sport**

Sport England supports use of planning obligations (s106)/community infrastructure levy (CIL) as a way of securing the provision of new or enhanced places for sport and a contribution towards their future maintenance, to meet the needs arising from new development. This does need to be based on a robust NPPF evidence base (see above comment 1). This includes indoor sports facilities (swimming pools, sports halls, etc) as well as playing fields and multi use games courts.

All new dwellings (14000 approx.) in Exeter in the plan period should provide for new or enhance existing sport and recreation facilities to help create opportunities for physical activity whilst having a major positive impact on health and mental wellbeing.

**The evidence base as mentioned in (1) above should inform the Infrastructure Delivery Plan (IDP) and / or CIL.**

We note that this will apply to most of the proposed development sites including:

- Marsh Barton (1880)
- Water Lane (1180)
- East Gate (750)
- Red Cow (430)
- St Bridget Nursery (334)

Where appropriate new sporting provision should form part of the on-site development provision. Consideration should be given to off-site contributions to sport buildings and land in the area. There is synergy with para 14.10.

## **3. Protection of Sport & Recreation including playing fields**

Sport England acknowledges that the NPPF is promoting “sustainable development” to avoid delays in the planning process (linked to economic growth). That said, the NPPF also says that for open space, sport & recreation land & buildings (including playing fields):

**99. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:**

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or**
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.**

Sport England would be very concerned if any existing sport & recreation land & buildings including playing pitches would be affected by these proposals without

adequate replacement in terms of quality, quantity, accessibility, management & maintenance and prior to the loss of the existing facility. This includes playing fields used by schools (public and private) in Exeter.

Sport England considers proposals affecting playing fields in light of the National Planning Policy Framework (NPPF) (in particular Para. 99) and against its own playing fields policy, which states:

**‘Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:**

- **all or any part of a playing field, or**
- **land which has been used as a playing field and remains undeveloped, or**
- **land allocated for use as a playing field**

**unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.’**

Sport England’s Playing Fields Policy and Guidance document can be viewed via the below link:

[www.sportengland.org/playingfieldspolicy](http://www.sportengland.org/playingfieldspolicy)

This has relevance with para 3.6 and the need to protect playing field land when considering sites that promote themselves as small scale greenfield development.

Sport England would question the need for IC.2 Community Facilities to protect sport buildings and land including playing fields – this is already covered by the NPPF in para 99. A similar “local policy” with its own local exceptions may create misinterpretation and problems that we would expect the Inspector to not support.

### ***Recommendation***

Amend Policy IC.2 to reflect para 99 when specifically referencing open space, sport and recreational land and buildings including playing fields.

## **4. Active Design**

Active Design will help improve health and well-being as well as addressing climate change and promoting active travel – more walking and cycling.

This has considerable synergy with Policy S.1 Spatial Strategy / Policy S.2 Liveable Exeter Delivery Principles. Additionally a ‘golden thread’ with the Homes / Shops / Sustainable Transport / Natural Environment / Culture / Places & Design / Health & Wellbeing and Community sections.

Sport England along with Public Health England have launched our revised guidance ‘**Active Design**’ which we consider has considerable synergy the Plan. It may therefore be useful to provide a cross-reference (and perhaps a hyperlink) to [Active Design](#). Sport England believes that being active should be an intrinsic part of everyone’s life

pattern. Active Design has a lot of synergy with the TCPA 20 minute neighbourhood concept. [Active Design You Tube](#)

- The guidance is aimed at planners, urban designers, developers and health professionals.
- The guidance looks to support the creation of healthy communities through the land use planning system by encouraging people to be more physically active through their everyday lives.
- The guidance builds on the original Active Designs objectives of *Improving Accessibility, Enhancing Amenity and Increasing Awareness (the '3A's')*, and sets out the Ten Principles of Active Design.
- Then Ten Active Design Principles have been developed to inspire and inform the design and layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and physical activity and active lifestyles.
- The guide includes a series of case studies that set out practical real-life examples of the Active Design Principles in action. These case studies are set out to inspire and encourage those engaged in the planning, design and management of our environments to deliver more active and healthier environments.
- The Ten Active Design Principles are aimed at contributing towards the Governments desire for the planning system to promote healthy communities through good urban design.

The **developer's checklist** (Appendix 1) has been revised and can also be accessed via [www.sportengland.org/activedesign](http://www.sportengland.org/activedesign)

Sport England would encourage development in Exeter be designed in line with the Active Design principles to secure sustainable design. This could be evidenced by use of the checklist.

## **MODEL POLICY FOR ACTIVE DESIGN**

A suggested model policy for Local Plans and Neighbourhood Plans is set out below:

## Active Design: Model policy for Local and Neighbourhood Plans

The design and masterplanning of development proposals will embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. To do so they will, as far as is relevant to the specific development proposal, adhere to the following Active Design Principles:

- **Activity for all**  
*Enabling those who want to be physically active whilst encouraging those who are inactive to become active.*
- **Walkable communities**  
*Creating the conditions for active travel between all locations.*
- **Connected walking, running and cycling routes**  
*Prioritising active travel through safe integrated walking, running and cycling routes.*
- **Co-location of community facilities**  
*Creating multiple reasons to visit a destination and minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity opportunities.*
- **Network of multifunctional open space**  
*Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.*
- **High quality streets and spaces**  
*Well designed streets and spaces support and sustain a broader variety of users and community activities.*
- **Appropriate infrastructure**  
*Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.*
- **Active buildings**  
*Providing opportunities for activity inside and around buildings, rather than just between buildings.*
- **Management and maintenance**  
*A high standard of maintenance is essential to ensure the long-term attractiveness of sports facilities along with open and public spaces.*

Active Design, developed by Sport England and supported by Public Health England, provides a set of principles for creating the right conditions within existing and proposed development for individuals to be able to lead active and healthy lifestyles. It focuses on those ingredients of cities, towns and villages that offer individuals the opportunity to be active. The planning system as a whole, including individual development proposals, has a key role to play in creating such opportunities. Planning applications will therefore be assessed against how they embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. The Local Planning Authority will use the Active Design Principles to aid this assessment.

Where Design and Access Statements are required to support an application they should explain how the design of the proposal embraces this role and reflects the Active Design Principles. Public Health leads for the local area should be encouraged to work with the planning department to engage at pre-application stage with applicants as they will be consulted on all relevant applications. The Local Planning Authority may use planning conditions and/or planning obligations where necessary to address issues where developments could, but do not, embrace this role and do not adhere to the Active Design Principles.

The Active Design guidance, which provides further details for each of the Principles along with a set of case studies, can be found on [Sport England's website](#).

Sport England will publish the 3<sup>rd</sup> version of Active Design within the next 6 months.

### 5. Community Use of Education Sites

Delivery of development, infrastructure and regeneration to meet our needs now and in the future.

Making better use of existing resources contributes to sustainable development objectives by reducing the need for additional facilities and the potential loss of scarce resources such as open space. The practice of making school sports facilities available to

wider community use is already well established and has been government policy for many years, but there are further opportunities to extend this principle within the education sector through programmes such as Academies and to other privately owned sports facilities, to help meet the growing demand for more and better places for sport in convenient locations.

**Sport England promotes the wider use of existing and new sports facilities to serve more than one group of users. Sport England will encourage potential providers to consider opportunities for joint provision and dual use of facilities in appropriate locations.**

Sports facilities provided at school sites are an important resource, not just for the school through the delivery of the national curriculum and extra-curricular sport, but potentially for the wider community. There are also direct benefits to young people, particularly in strengthening the links between their involvement in sport during school time and continued participation in their own time. Many children will be more willing to continue in sport if opportunities to participate are offered on the school site in familiar surroundings. Many schools are already well located in terms of access on foot or by public transport to the local community and so greater use of the sports facilities outside normal school hours should not add significantly to the number of trips generated by private car.

*Use Our School* is a resource to support schools in opening their facilities to the community and keeping them open. It provides tried and tested solutions, real life practice, tips from people making it happen, and a range of downloadable resources [link here](#)

### **Potential Development Sites**

**26 Land at Exeter Squash Club, Prince of Wales Road / Devon and Exeter Squash Club (landowners proposals include a replacement squash club on site).**

NPPF para 99 applies - need to protect:

*Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*

We are not aware of an adopted study which Sport England have reviewed and signed off that meets para 98 of the NPPF:

*Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies*

*should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.*

Note an up to date built sports facilities strategy (carried out in accordance with a methodology approved by Sport England) [https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-](https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport?section=assessing_needs_and_playing_pitch_strategy_guidance)

[sport?section=assessing\\_needs\\_and\\_playing\\_pitch\\_strategy\\_guidance](https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport?section=assessing_needs_and_playing_pitch_strategy_guidance)

By up to date Sport England means undertaken within the last 3 years for a Playing Pitch Strategy, and within the last 5 years for a Built Facilities Strategy.

Another consideration is the impact on the playing pitches on-site, therefore the site allocation would need to be a consideration in the Playing Pitch Strategy. The site has been recently reduced in size with the student housing that the owner pushed through and the cricket club had to agree given their lease situation.

## **Appendix 2: Joint Response between Live and Move and Exeter City Council Planning Team to LCWIP**

Thank you for the opportunity to comment on the draft Exeter LCWIP. The City Council welcomes the work on the document and our involvement and looks forward to continuing this dialogue in future. In particular, we are keen to ensure that the LCWIP supports City Council net zero objectives, the need to provide high quality linkages to emerging development sites as being set out in the Exeter Plan and the ongoing programme of work included in the Live and Move Strategy. All these play out within the context of the Exeter Vision 2040.

The LCWIP presents an opportunity to demonstrate wider outcomes for health and communities through our collaborative work locally. The joining up of transport, planning, health and community activity which the LCWIP supports should enable cross government resources to achieve multiple outcomes. The City Council looks forward to proactively working on the delivery of the LCWIP once it is finalised.

### **Strategic comments**

There has been positive collaboration between the City and County Councils in the preparation of the LCWIP. This involved City Council officers feeding into workshops and evidence gathering for the LCWIP but also extended to with County Council officers being involved in the drafting of the outline draft Exeter Plan transport policies. Greater use of more up to date, local data could be made to ensure the robustness of the LCWIP, including the Local Active Lives Survey undertaken as part of Live and Move.

The City Council is supportive of the geographical scope of the plan; it is appropriate for the administrative area of Exeter to be the focus whilst extending out to key origins and destinations in the surrounding area which are functionally closely link to the city (e.g. development area at South West Exeter and Cranbrook).

Looking at the wider transport policy context, there is a clear delivery linkage between the existing Exeter Transport Strategy and the draft LCWIP which provides further, more scheme specific detail on project implementation. It is recognised that an element of project prioritisation is required. <sup>2</sup> However, the LCWIP would benefit from further clarity to evidence how the priority projects will support the target of 50% active travel by 2030 and identify that the projects included are sufficiently ambitious to deliver on that ambition - the challenging funding context is understood however the LCWIP suggests that only 9 or 10 of the schemes may be delivered in the next ten years which may not be sufficient to meet challenging net zero ambitions in the city.

In terms of delivery and funding, it is understood that the LCWIP reflects the level of funding likely to be available to the County Council for transport investment. Given the links to the Exeter Plan and Live and Move, further clarity should be provided on how the priority routes in the LCWIP will be funded. This will be important evidence to support the development strategy in the Exeter Plan and could be explored further through the infrastructure planning work which City and County officers are starting.



Turning to the headline walking and cycling aims for the city, it appears that the transport strategy ambitions are used interchangeably. These ambitions are variously described as:

- 50% active travel;
- 50% of trips to be made by foot or cycle by 2030
- 50% of commuting trips within the city will be made on foot or by cycle
- 50% of work trips originating in Exeter to be made on foot or by cycle by 2030

These ambitions would benefit from further clarity as they could be subtly different.

There is a related point about the strategic ambition to increase active travel and the type of provision delivered for walking and cycling. It is understood that there are significant challenges with delivering for both walking and cycling and a 'one size fits all' approach may not be possible. Nonetheless, it is important to recognise that dual use paths can create conflict between walking, cycling, and wheeling, particularly when cyclists, children, less abled individuals and older groups use the same space in very different ways. Providing the appropriate type of provision recognising the needs of a variety of groups is vital in delivering routes which encourage use for the community as a whole and meet the key ambition of significantly increasing active travel. This means that separating walking and cycling should be given greater focus.

The Live and Move evaluation framework includes a significant focus on gathering local impact through an enhanced annual Local Active Lives survey. The data has highlighted inactivity data that demonstrates specific inequalities within certain communities within Exeter. Those residents that live in wards with the poorest health outcomes in the city are three times more likely to be inactive than the mainstream population. Furthermore the data highlights key populations in the city where inequalities around walking and cycling are most prevalent:

- Residents from culturally diverse communities
- Women and Girls
- Residents on low incomes

The LCWIP can further utilise the data from Local Actives to help prioritise, reduce inequalities regarding access to walking and cycling and build the case for investment, a link can be provided to lead officers.

## **Cycling and walking routes**

It is positive to see the clear alignment between the proposals in the LCWIP and the content of the emerging Exeter Plan which includes the Liveable Exeter sites as a key framework of the development strategy for the city; each of the Liveable Exeter sites are served by at least one of the top priority cycle schemes. This alignment will help to provide travel options and support high quality development at these sites.

The strategic alignment between the LCWIP and other programmes also extends to the Live and Move Strategy; each of the 12 priority communities in the Live and Move Strategy are served by at least one of the key cycle routes. This will be important to help facilitate those communities to increase activity in their daily lives and will complement the wider Live and Move programme. Particular focus should be given to Wonford and Beacon Heath. Looking more strategically, although the priority proposed cycle routes do link to the Live and Move priority communities, more emphasis should be provided on Wonford, as a key area of focus, and on the Live and Move programme as a whole – this will help make the case to lever in additional external funding, particularly through citing the role of Sport England.

The Liveable Exeter principles in the draft Exeter Plan specifically reference the importance of making places walkable, providing outstanding quality through optimal densities to facilitate walking and cycling, ensuring active streets and supporting spaces for people and wildlife. The role of walking and cycling in creating high quality developments should therefore be referenced more strongly in the LCWIP and could be considered in scheme prioritisation. Similarly, the important links between walking and cycling and improving air quality would also benefit from being directly referenced for each scheme. Demonstrating this relationship could assist in leveraging further investment because it would meet some of the objectives of the Exeter Air Quality Action Plan.

Having reviewed the list of priority routes proposed in the LCWIP there is an appropriate emphasis on linking key development sites to a combination of the city centre, employment areas, key transport interchanges such as St David's Railway Station and the priority areas in the Live and Move Strategy. On the understanding that prioritisation has to take place because of the limited resources and funding available for delivery, the prioritised schemes generally seem appropriate. However the coverage of the proposed priority routes south and west of the River Exe is limited and therefore additional provision should be considered there. Further consideration should also be given specifically to linking to the city leisure centres, key playing pitches (such as King George V), the green circle and the Valley Parks – these are key destinations which improve equality of access to healthy lifestyles for all our communities.

It is also vital to ensure that the five key routes into the city are provided for by alternative, attractive cycle routes, preferably with segregated provision to reduce the conflict between pedestrians and cyclists. The key routes of Heavitree Road, Alphington Road, Topsham Road/Bridge Road and Pinhoe Road are provided for by the priority proposed cycle routes. However, currently these strategic routes are off-line and take minimal action to reduce the dominance of car travel on the key corridors. Cowley Bridge Road is currently not covered by the proposed, priority cycle routes despite being one of the key corridors into the city, also linking to St David's Railway Station. The E19 route should therefore be considered a priority.

## **Walking**

The LCWIP gives significantly greater focus to cycling over walking. Although it is understood that cycling offers the opportunity to travel longer distances which brings a wider breadth of facilities and services within range, walking is the more dominant form

of active travel and is more likely to be a suitable option (notwithstanding distances) for a larger number of people.

It is also recognised that interventions related to walking are likely to be smaller scale in many cases. The LCWIP would benefit from a more balanced approach to providing a greater emphasis on walking through the identification of a more significant package of walking interventions. This could include the grouping of similar types of smaller projects such as those relating crossings, public realm or surfacing.

Greater emphasis should also be provided on improving access to the Green Circle by walking and cycling. This is a key walking route for the city, providing access to open/natural space for many communities, including some of the city's least affluent areas, and would benefit from strategic improvements to widen this access.

Lastly, a key highway feature in Exeter which causes significant severance is the inner bypass/Western Way. This creates a significant barrier between the city centre, the Quay and other areas and is a constraint to direct access for walking and cycling. It also creates a poor environment in terms of place-making and air quality. While some of the priority cycling schemes will help to address this issue, overcoming the severance and collar-effect provided by Western Way should be considered more comprehensively. This should consider key junctions such as at Exe Bridges, Paris Street and Sidwell Street as well as the inter-connecting links.

## **Other supporting measures**

The LCWIP does address some supporting measures such as place-making and low traffic neighbourhoods. However this could be developed. Further consideration in the LCWIP should be given to identify the role which walking and cycling routes can play in supporting the principles of 20-minute neighbourhoods to provide for sustainable communities. The City Council is undertaking some initial map-based work to consider this and would welcome input from the County Council. This approach relates strongly to the concept of place-making and reducing the need to travel.

The LCWIP identifies the importance of support measures for cycling beyond the identification of the actual routes. However there is little detail. Further specific consideration should be given to identifying additional locations for high quality cycle parking at rail stations, strategic development locations, Valley Parks and employment areas. More specific approaches and requirements for residential cycle parking could be helpfully identified while additional provision for cargo bikes and adapted bicycles should be addressed. The City Council would welcome further joint working on this as part of the LCWIP and the Exeter Plan because these measures are vital to provide the wider support and encouragement for cycling.

One of the interventions in the LCWIP proposed in addition to the provision of new and improved routes is the enhancement of the co-bike network. The City Council is supportive of this roll out, particularly as part of the emerging focus on delivering mobility hubs including on the key corridors 5 into the city. A programme of investments at all rail stations, employment areas, large scale developments and within those areas of higher levels of deprivation would be welcomed and could be prioritised further. In the case of strategic development areas, mobility hub provision, including co-mobility, will be

included in ongoing policy development in the Exeter Plan and should be funded from development.

Finally, it would be helpful to consider how the use of walking and cycling routes in the city can be promoted and monitored to improve the mode share of active travel and demonstrate the benefits of interventions made. There are synergies here with Live and Move and the City Council would welcome further discussions to explore how a joined up approach to promoting and monitoring active travel could be delivered in future. This approach could helpfully be harnessed to provide for early community engagement in helping to inform the walking and cycling which are progressed.

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