

Exeter Bus Station Interim Arrangements

Report of the Head of Service for Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the committee approves the introduction of the temporary traffic restrictions detailed within this report to support the temporary transfer of bus services from Exeter Bus Station;
- (b) officers be authorised to vary the temporary traffic restrictions as required in consultation with the Local Member(s) and Chair and in line with the statutory process;
- (c) a report be brought to this committee on the restrictions required for future phases of the bus station redevelopment.

1. Introduction

This report seeks approval for the plans for the temporary transfer of bus services from the existing bus station to on-street locations in the city centre. This is necessary to enable the redevelopment site to be cleared and the consented leisure-led, mixed use development to be delivered. The report seeks approval to advertise the associated proposals with the introduction of Temporary Traffic Regulation Orders (TTROs) and Experimental Traffic Regulation Orders (ETROs). The interim bus station arrangements are expected to be in place for approximately 2 years, while the bus station site is redeveloped.

2. Proposal

There are 2 phases of work relating to the interim bus station arrangements. Phase 1 will see Paris Street remaining open and the bus services previously using the bus station instead operating from new stands on-street on Paris Street, Sidwell Street and Cheeke Street. Phase 2 would continue to see the bus station operating on-street; however, Paris Street would be closed to traffic to enable the redevelopment/construction of the westernmost corner, opposite Next/John Lewis. The report recommendations relate only to the Phase 1 works, with Phase 2 changes being subject to a future committee decision.

Phase 1 works

Phase 1 involves providing new bus stands/shelters in the following locations (see drawing 19976-SK-048 and 19976-SK-054 in Appendix III):

- South (citybound) side of Paris Street (between Paris Street roundabout and Dix's Field junction).
- extending the existing outbound stands on Sidwell Street (outside the walk-in centre).
- north-east (outbound) side of Cheeke Street (between Sidwell Street and Bampfylde Street and extension of stand outside depot building).

- extending the existing outbound stand on Sidwell Street (between Cheeke Street and Summerland Street).
- extending the existing inbound stand on Sidwell Street (between Summerland Street and Cheeke Street).

A service strategy was supplied by Stagecoach to determine which transferred bus services will operate from the new stands and has been reviewed by Devon County Council's public transport team. A provisional list of the services and their proposed stand locations is provided in Appendix I. Meetings are ongoing with Stagecoach to discuss how the changes will be effectively communicated to bus users in advance of the transition to the temporary arrangements.

In order to facilitate the works, existing pay and display parking bays, planters and footway on the westbound section of Sidwell Street will need to be removed for the duration of the works. To ensure that the buses will retain unhindered access to the bus stops it is also proposed to prohibit all traffic in both directions along this section except for buses, cycles, taxis and private hire. In addition, the traffic signals at the Cheeke Street/Sidwell Street junction will be removed and replaced with a new pedestrian refuge on Sidwell Street (outside the St Sidwells Centre) and a Zebra crossing across Cheeke Street.

In addition, there will be new layover bays, which are required for drivers to take a rest or where there is a need to clear a stand ahead of their scheduled service. These are proposed in the following locations:

- in the existing loading bay on the south-west side of Sidwell Street (between 10am and 4pm only).
- Bampfylde Street, Summerland Street, Red Lion Lane and Verney Street.

With the exception of those in Summerland Street, the layover bays will be retained for the Phase 2 works, and may remain for the final layout once the redevelopment of the bus station has been completed and the new bus station is operational.

It is also proposed to replace some pay & display on both sides of South Street to create additional drop off points for touring coaches, both UK and foreign.

A full list of temporary traffic regulation orders (TTROs) and traffic regulation orders (TROs) that will support the above changes are included in Appendix II and are shown in drawings 19976-SK-046, 19976-SK-047, 19976-SK-048 and 19976-SK-053.

In order to accommodate bus stands on Paris Street, the Phase 1 works also include changes to the vehicle access arrangements for Princesshay 1 and Princesshay 3 (Broadwalk House) car parks. This will remove the possibility of cars queuing in Paris Street and preventing buses from accessing the stops. It is proposed to remove the prohibition and bollards near Princesshay 3 car park to open access from Southernhay East to the two car parks. Access to the car parks will be via Barnfield Road and Southernhay East only and cars exiting will have a choice of Paris Street, Barnfield Road or Southernhay East. Associated with these changes, there are a number of changes to current on-street parking in the area (pay and display/disabled parking/United Reform Church permit spaces/loading/Co-Cars). These are detailed in Appendix III (drawing 19976-SK-046). Access arrangements for Dix's Field and Princesshay 2 car park will continue to be accessed from Paris Street. Temporary signage off site will be installed to redirect car park traffic to the Princesshay 1 and Princesshay 3 car parks, with separate signage for Princesshay 2 car park.

The construction works are expected to begin in early January 2017, with mobilisation before Christmas 2016. The preferred date for the commencement of works is 9 January 2017. Works are due to be completed by the end of March 2017.

Phase 2 Works

Phase 2 would become operational when Paris Street is closed to traffic. In line with the planning permission, this can only happen once the wider highways network changes have been approved, implemented and will therefore be subject to a future committee. At present there is no confirmed programme for these works, but it is currently anticipated that the works will be completed by September 2017.

3. Options/Alternatives

Retaining the operation of the existing bus station was considered impractical, in order to clear the site and commence plans for the Exeter City Council-led leisure and bus station development proposals.

An alternative option of relocating the bus station to Triangle Car Park was rejected due to disruption to local residents and poor accessibility to the city centre, particularly for people with impaired mobility.

4. Consultations/Representations

Exeter City Council and their consultant team have held a series of meetings with local residents, which resulted in the rejection of the Triangle Car Park bus station option. Stagecoach has been consulted to advise on which the allocation of services to the new stands. Public transport officers at Devon County Council have reviewed and inputted to these plans. National Express have been consulted on the proposed stops on Sidwell Street and have been supportive of the temporary arrangements.

The Experimental Traffic Orders will be implemented following approval and will be subject to a statutory consultation period of at least 6 months. Any objections received will be discussed with local members and HATOC Chair with significant objections being brought to this committee in due course.

An advantage of an experimental order is that it may be modified and it is therefore recommended that, if required, officers be allowed to modify the order following consultation with local members and Chair.

5. Financial Considerations

The estimated cost of the works is £80,000 and is being funded by Exeter City Council as it forms part of the enabling works to redevelop the bus station, namely the provision of the consented leisure centre development and provision of a new bus station.

6. Environmental Impact Considerations

The works on Sidwell Street and Cheeke Street will need to be undertaken during daytime working hours, as there are residential properties nearby. In respect of the small section of kerb realignment works at Southernhay East near Princesshay 3 car park, there will be some minimal excavation work. This will be undertaken during daytime working hours and will have a limited impact on the local businesses.

7. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The proposals have been amended, following consultation and resulted in the on-street arrangements, which delivered passengers as close to the city centre as possible. The alternative location of the Triangle Car Park was not only rejected on grounds of disturbance to local residents but also due to the distance and topography involved in accessing the city centre on foot. This would have disadvantaged mobility impaired and elderly passengers.

8. Legal Considerations

Any temporary restrictions would normally be introduced by a temporary traffic regulation order under section 14 of the Road Traffic Regulation Act 1984. However, this does not allow the creation of parking places and is why it is proposed to create an experimental traffic order which will allow officers to modify or suspend provisions within the order if required. It is noted that an experimental order may only apply for a maximum of 18 months and it is recommended that the restrictions are reviewed by officers, local members and Chair, before the order expires to ensure that any restrictions required for the development are continued by the appropriate method.

When making a Traffic Regulation Order (in this case an Experimental Traffic Regulation Order) it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

In order to manage the risks of providing the bus stops in the proposed temporary locations these Traffic Orders will reduce the level of traffic passing the temporary stops. This will ensure that the increased footfall in the areas around the temporary bus stops does not result in an increased pedestrian safety risk.

This will also ensure that drivers are not faced with additional pedestrian conflicts that could result in an increase in vehicular collisions.

The proposals also introduce a number of new pedestrian crossings that forms part of the final scheme works which will ensure that pedestrians are able to safely cross the local roads to access the bus stops.

The works will also be subject to a full Road Safety Audit, and the findings of the audit will be incorporated as appropriate. In addition, during the site works period, the Contractors working on the sites around the City Centre will be required to provide appropriate consideration of the operation of the temporary bus facilities in their construction methods, and specifically within their Construction Environmental Management Plans.

These proposals have been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

10. Summary/Conclusions/Reasons for Recommendations

The interim bus station proposals ensure that bus passengers travelling into the city centre continue to have convenient access during the redevelopment of the bus station. A number of options have been considered and assessed. The proposed plan is considered to be the optimum solution taking account of the numerous constraints

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Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

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Background Paper

Date

File Ref.

None

jh011116exh
sc/cr/exeter bus station interim arrangements
03 031116

Appendix I
To PTE/16/55

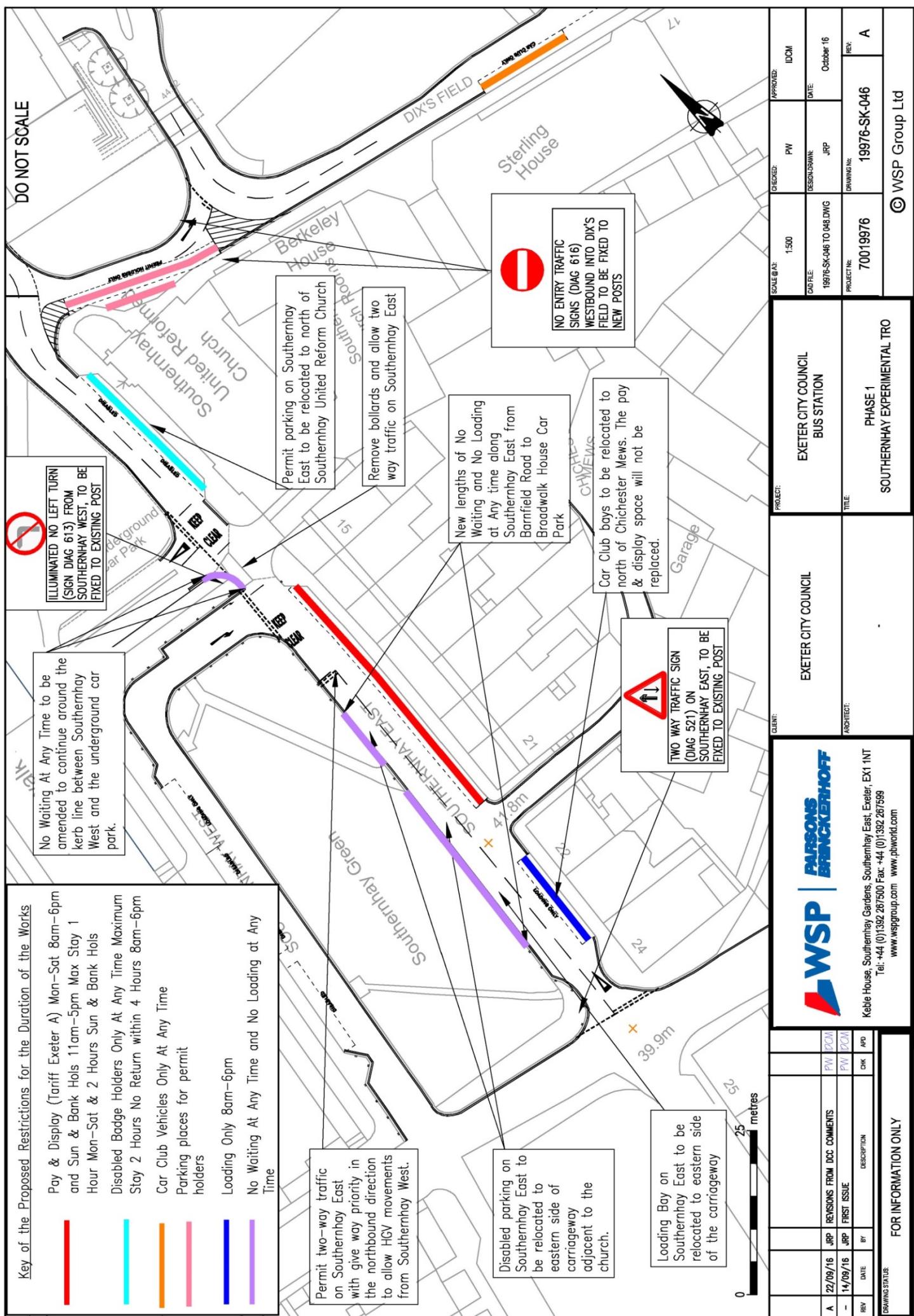
Bus Stands and Services

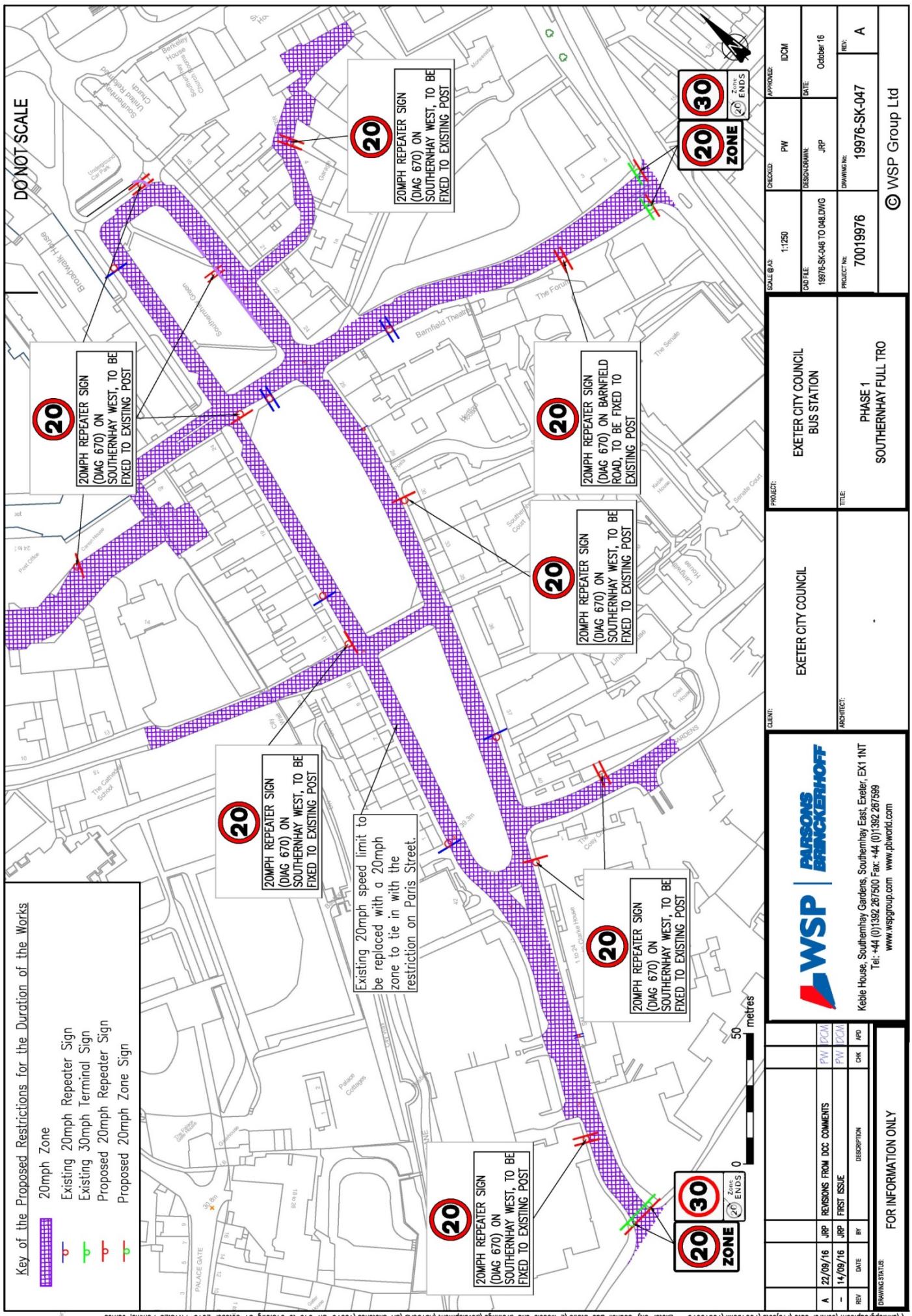
New Stand location	Service No:	Serving (listing primary settlements served)
Citybound side of Paris Street (Paris Street roundabout to Dix's Field junction)	57/58	Exmouth/Budleigh Salterton
	9	Sidmouth/Honiton
	2/B	Exminster/Dawlish
	39/X38	Bovey Tracey/Newton Abbot/Ashburton/Buckfastleigh/Plymouth
Sidwell Street outbound (outside the walk-in centre)	5/5A-C/360	Crediton/Bridford
Cheeke Street outbound (Sidwell Street to Bampfylde Street)	4	Cranbrook/Ottery/Honiton/Axminster
Cheeke Street outbound (Bampfylde Street to Belgrave Road)	58/369/863	Budleigh Salterton/Crediton/Morchart Bishop/Tavistock
	56/359/266/X64	Exeter Airport/Exmouth/Moretonhampstead/Dartmouth
Sidwell Street outbound (Cheeke Street to Summerland Street)	National Express	Nationwide
	Megabus	
Sidwell Street citybound (Summerland Street to Cheeke Street)	1/677/678/ 679	Cullompton/Willand/Tiverton Crediton/Yeoford/Cheriton Fitzpaine/Zeal Monachorum/Morchart Bishop
	55/155/360	Tiverton/South Molton/Barnstaple/Bridford
	6/173	Okehampton/Holsworthy/Bude
	X46	Torquay
At existing citybound stand on Sidwell Street (Cheeke Street to Paris Street)	56	Exeter Airport/Exmouth (for services towards St David's Station)

Temporary Traffic Restrictions Required for Phase 1 Works

Street	Temporary Restrictions
Bampfylde Street	<ul style="list-style-type: none"> Introduction of Bus Only Parking between Summerland Street and Cheeke Street in place of No Waiting and No Loading at Any Time.
Barnfield Road	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone.
Bedford Street	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone.
Cathedral Close	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone.
Chapel Street	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone.
Cheeke Street	<ul style="list-style-type: none"> Additional & New Bus Stands.
Chichester Mews	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone.
Dixs Field	<ul style="list-style-type: none"> Introduction of additional permit holder spaces for the United Reform Church. No entry for traffic wishing to access Princesshay 1 or Princesshay 3 car parks.
Paris Street	<ul style="list-style-type: none"> New Bus Stands.
Red Lion Lane	<ul style="list-style-type: none"> Introduction of Bus Only parking on north-west side in place of part of the loading bay.
Sidwell Street	<ul style="list-style-type: none"> Introduction of Bus Only parking within loading bay on south side within layby (10am to 4pm only. When loading is prohibited from this length of road). Additional Bus Stands. Suspension of pay and display between Summerland Street & Cheeke Street. Traffic to be restricted to buses, taxis, private hire and cycles in both directions along Sidwell Street between Summerland Street & Cheeke Street.
South Street	<ul style="list-style-type: none"> Introduction of additional Bus Only parking for touring coaches on both sides of the road in place of pay & display.
Southernhay East	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone. Introduction of No Waiting and No Loading At Any Time on west side in place of the parking bays adjacent to the green. Amendments to parking bays on eastern side to compensate for the loss of parking adjacent to the green. Suspension of prohibition adjacent to Southernhay United Reform Church.
Southernhay Gardens	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone.
Southernhay West	<ul style="list-style-type: none"> Amendment of 20mph Limit to 20mph Zone. Introduction of a No Left Turn from Southernhay West into Southernhay East.

Street	Temporary Restrictions
Summerland Street	<ul style="list-style-type: none"> Introduction of Bus Only parking on south-west side between Belgrave Road and Sidwell Street in place of No Waiting.
Verney Street	<ul style="list-style-type: none"> Introduction of Bus Only parking on south-east side in place of pay and display and part of the loading bay. Adjustments to the echelon pay & display bays to facilitate the bus parking. Removal of motorcycle parking (alternative parking available at junction with Red Lion Lane).





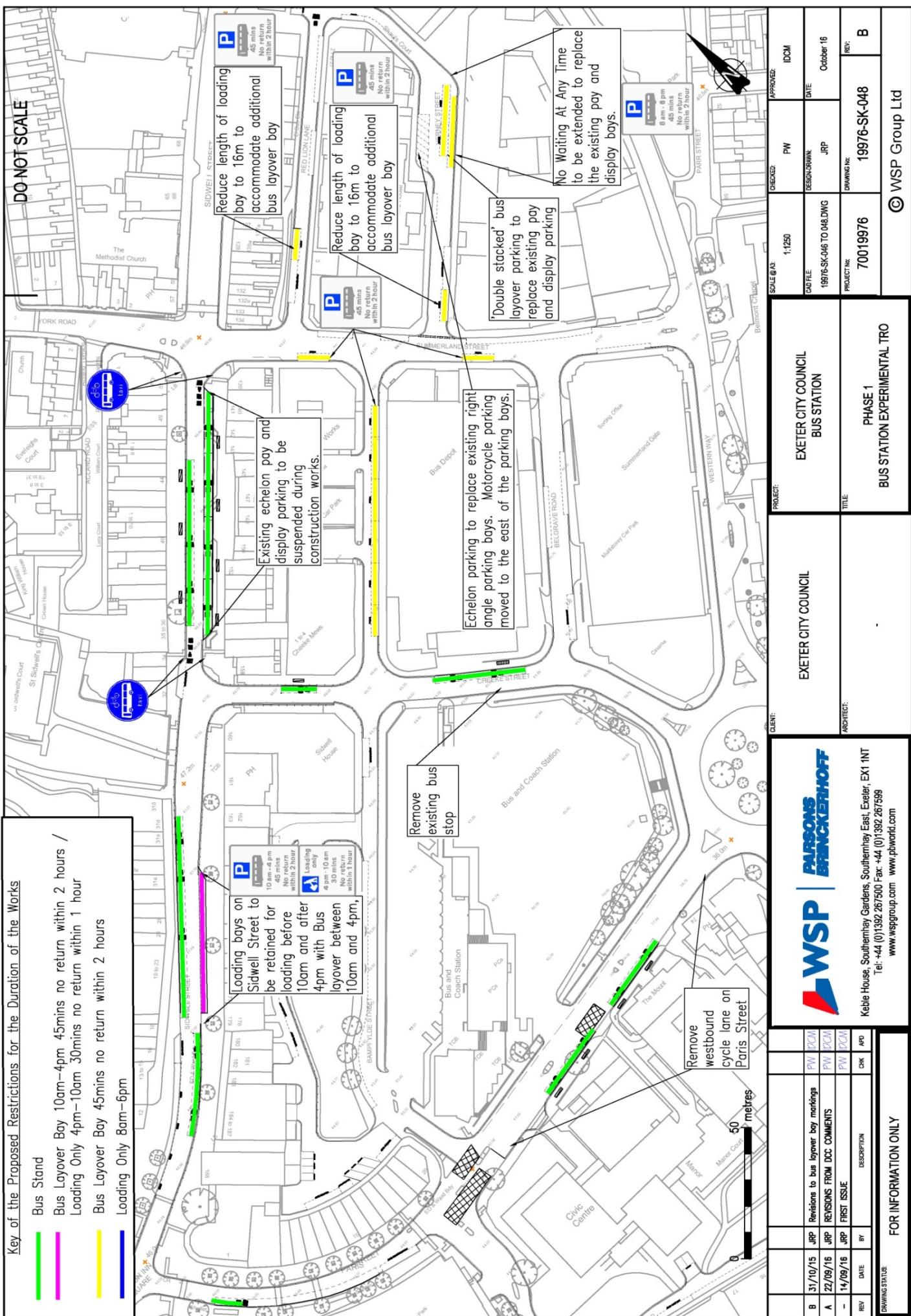
Appendix III To PTE/16/55

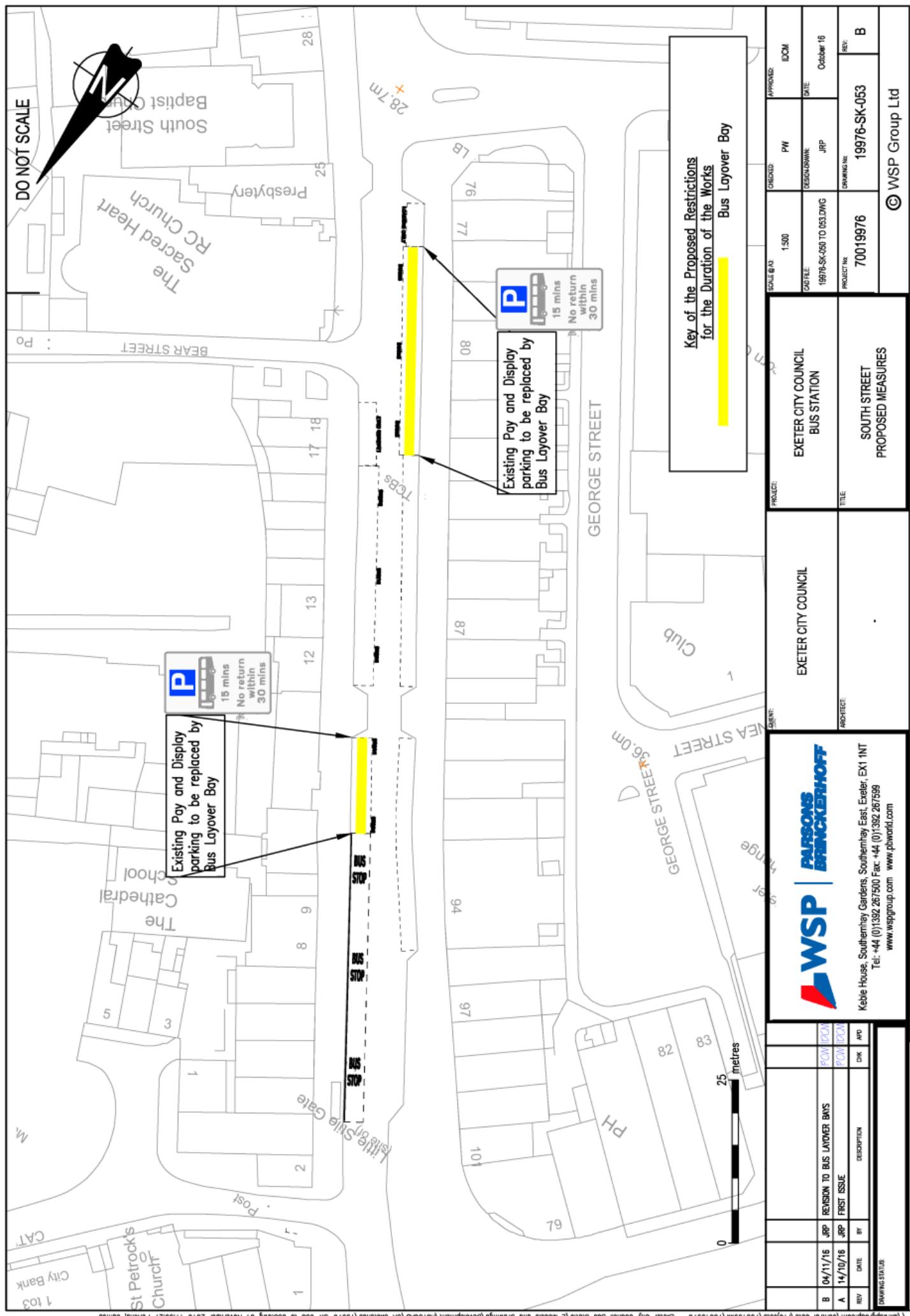
Key of the Proposed Restrictions for the Duration of the Works

Bus Stand	Bus Layover Bay 10am-4pm 45mins no return within 2 hours / Loading Only 4pm-10am 30mins no return within 1 hour
Bus Stop	Bus Layover Bay 45mins no return within 2 hours Loading Only 8am-6pm

Loading Only 8am-6pm

DO NOT SCALE





Appendix III
To PTE/16/55

