

HIW/19/83

Exeter Highways and Traffic Orders Committee
11 November 2019

Exeter Bus Station Final Scheme Traffic Orders

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that the committee agrees to advertise the proposals as detailed in this report.

1. Introduction

This report seeks approval to advertise the restrictions that are proposed around the new bus station once it is operational.

2. Proposal

Cheeke Street

To reduce the traffic around the entrance and exit of the new bus station it is proposed that the section of Cheeke Street between Belgrave Road and Bampfylde Street is restricted to Buses, Cycles, Taxis & Private Hire vehicles in both directions.

This prohibition will remove unnecessary vehicles from this area making it safer for buses to manoeuvre into and out of the bus station.

To further reduce traffic in the area and to make the crossing at the Paris Street roundabout safer, it is proposed that only Buses, Cycles, Taxis & Private Hire vehicles be allowed to travel from Paris Street Roundabout up to Belgrave Road.

All traffic would be allowed to turn left out of Belgrave Road and travel down to Paris Street Roundabout.

The alternative routes for traffic not allowed through these prohibitions is shown in blue and green on the plan in Appendix IV.

Belgrave Road

Due to the reduced traffic on Cheeke Street and the potential for conflict at the junction, it is proposed that no traffic (except cycles) is allowed to enter Belgrave Road from Cheeke Street. This means that all vehicles must enter Belgrave Road from Summerland Street.

All traffic leaving Belgrave Road may do so onto Summerland Street or by turning left onto Cheeke Street towards Paris Street Roundabout.

The alternative route for traffic not allowed through the no entry restriction is shown in green on the plan in Appendix IV.

To ensure that pedestrians retain safe crossing points, it is proposed to amend the kerbline at the junction and it is proposed to shorten the existing loading bay to facilitate this, as shown on the plan in Appendix II.

Bampfylde Street

As public access will be limited at the junction of Cheeke Street and Belgrave Road it is proposed that a prohibition is introduced between the entrance of Stover Court and Cheeke Street. All traffic would be allowed to travel north-eastbound from Cheeke Street towards Summerland Street. However, only buses, cycles, taxis & private hire vehicles would be allowed to travel towards Cheeke Street. This is because only these vehicles are permitted to turn left or right into Cheeke Street.

The alternative route for traffic not allowed through this prohibition is shown in red on the plan in Appendix IV.

It is also proposed to introduce additional bus stands and bus layover parking on Bampfylde Street to provide parking for the long distance coach stops that are to be relocated from Sidwell Street.

Details of these proposed restrictions are shown on the plan in Appendix III.

Paris Street

As part of the new leisure centre, it is proposed to construct a new loading bay on the footway on Paris Street, adjacent to the plant and bin store access points into the leisure centre. Due to the nature of the chemicals being delivered, the vehicles will need to load adjacent to the building and therefore the entire width of the footway will be upgraded for a vehicle crossover. However, there are a small number of deliveries anticipated each month that would use the layby and therefore it was considered that materials should be used to reflect its majority use as a footway, and not including bollards or kerbing, which would have presented a barrier to pedestrians.

The proposed goods vehicle loading only bay is shown on the plan in Appendix I.

3. Options

A number of different traffic management options have been considered in the area including alternative one-way restrictions. However, it is considered that these proposals provide safer access for the limited traffic that is essential to the operation of the area.

4. Consultations

A statutory consultation will be held for these proposals and any submissions will be brought back to this committee to make a final decision.

5. Financial Considerations

The cost of the works is being funded by Exeter City Council as it forms part of the leisure centre development and provision of a new bus station.

6. Environmental Impact Considerations

All works will be carried out at appropriate time to minimise the impact on the city centre and 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.

8. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report of the recommendations set out above.

When making a Traffic Regulation Order it is the County Council 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, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

10. Public Health Impact

The introduction of a new bus station and leisure centre is seen as positive to encourage continued bus usage which will help with congestion and air quality in the city and keep the public active. The proposals also include measures that improve access to the city centre for cyclists, including contraflow lanes and access where general traffic is not permitted.

11. Reasons for Recommendations

The recommendations are made to provide safer and convenient access for buses, cyclists, taxis and private hire vehicles as well as ensuring appropriate loading that is essential to the operation of the City Council-approved leisure centre.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench or Jamie Hulland

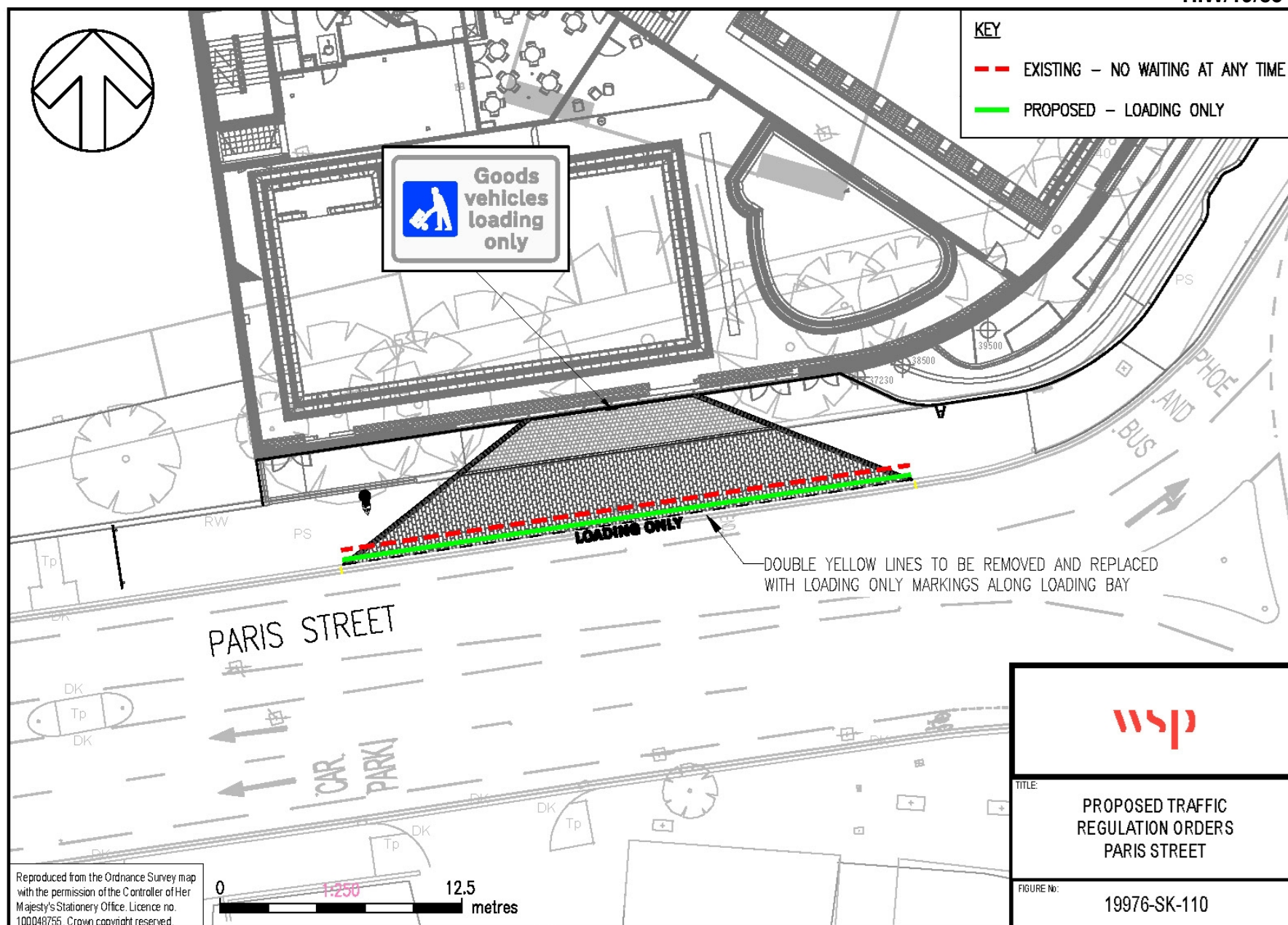
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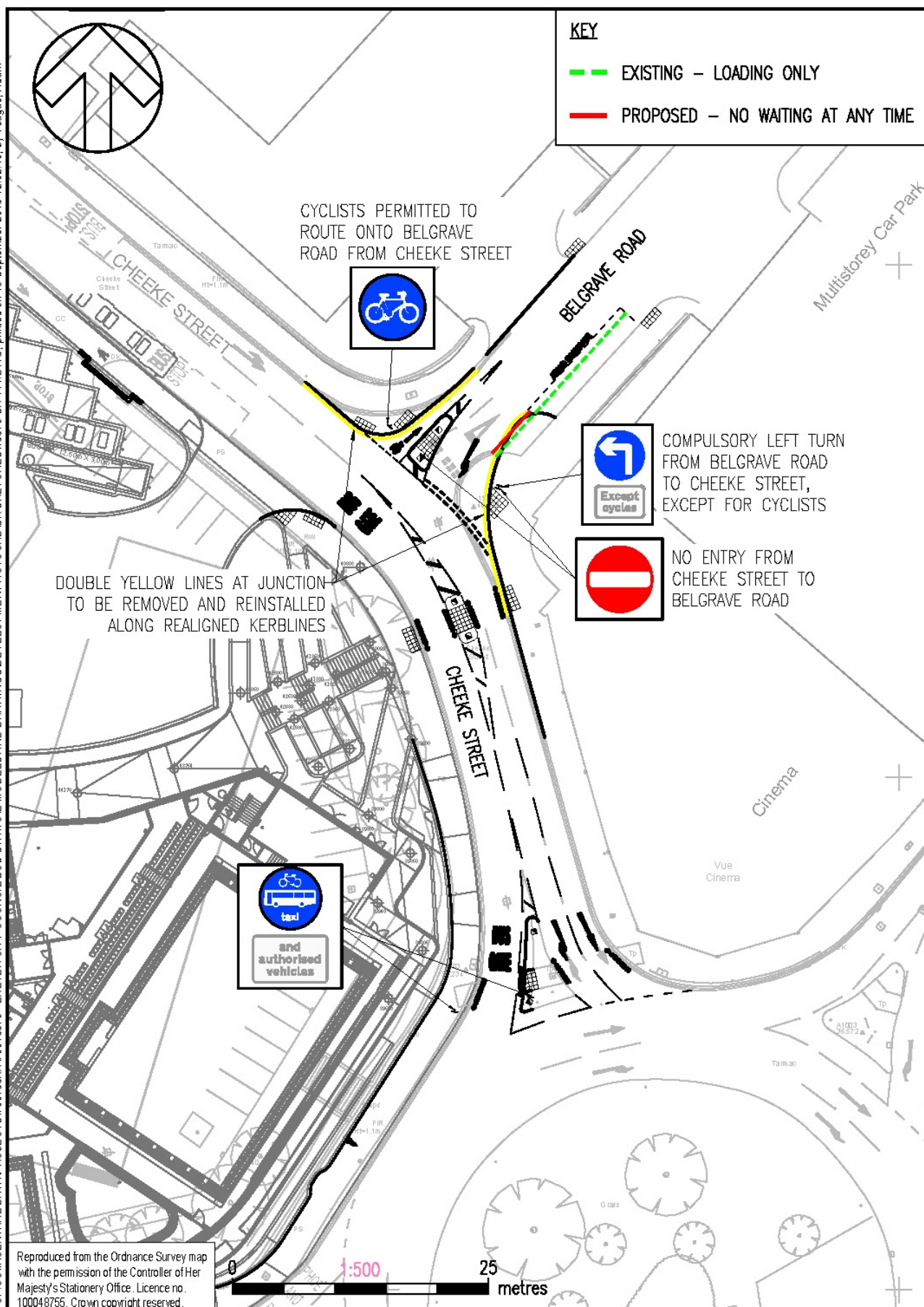
Background Paper	Date	File Ref.
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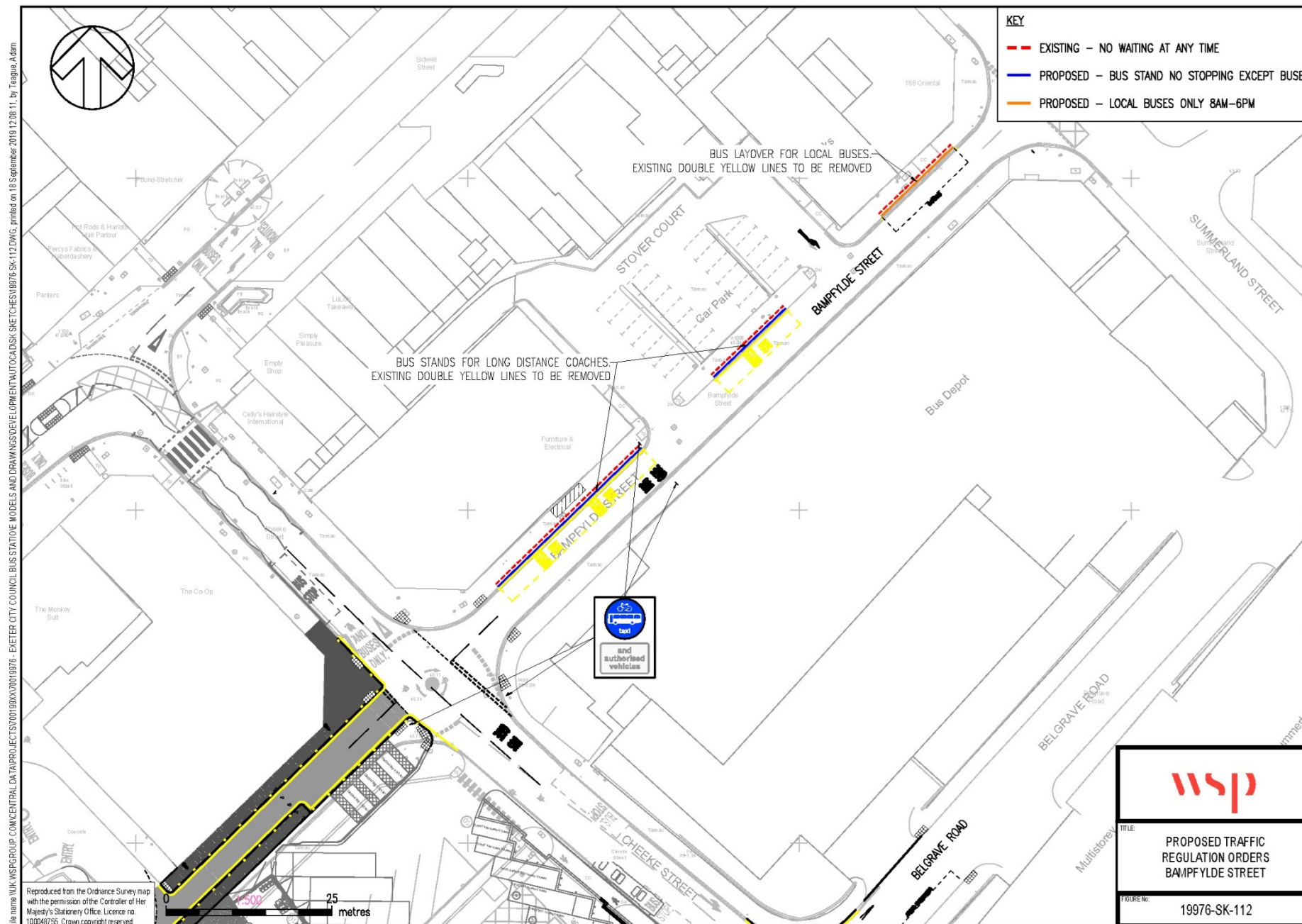
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CHEEKE STREET / BELGRAVE ROAD

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