

Exeter Bus Station Final Scheme Traffic Orders

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

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

Recommendation: that the Committee be asked to approve the implementation of restrictions as advertised.

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**1. Introduction**

This report considers the objections to the proposed restrictions around the new bus station once it is operational and to seek approval to implement them as advertised.

**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/Representations**

A statutory consultation was carried out from 2 July until 6 August 2020. Notices were erected on site around the streets affected, a public notice was placed in the Express and Echo and Exeter City Council made direct contact with local businesses and published details of the consultation on social media.

The consultation generated three submissions which are summarised in Appendix V along with the county councils response.

Due to their proximity the consultation also included proposed changes to restrictions in relation to The Depot and Central Living (Honiton Inn) student

developments. However, as no objections were received to these elements they have been approved to proceed.

## **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. 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.

## **7. Environmental Impact Considerations (Including Climate Change)**

It is proposed that the introduction of a new bus station will encourage increased use of public transport and reduce traffic levels and congestion within Exeter. The restrictions are proposed to remove unnecessary traffic and enhance the bus station and leisure centre area.

## **8. 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.

## **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 positive to encourage continued bus usage which will help with congestion and air quality in the city and keep the public active.

## **11. Reasons for Recommendations**

The recommendations are made to provide safer access for the limited traffic that is essential to the operation of the area.

Meg Booth

Chief Officer for Highways, Infrastructure Development and Waste

### **Electoral Divisions: All in Exeter**

Local Government Act 1972: List of Background Papers

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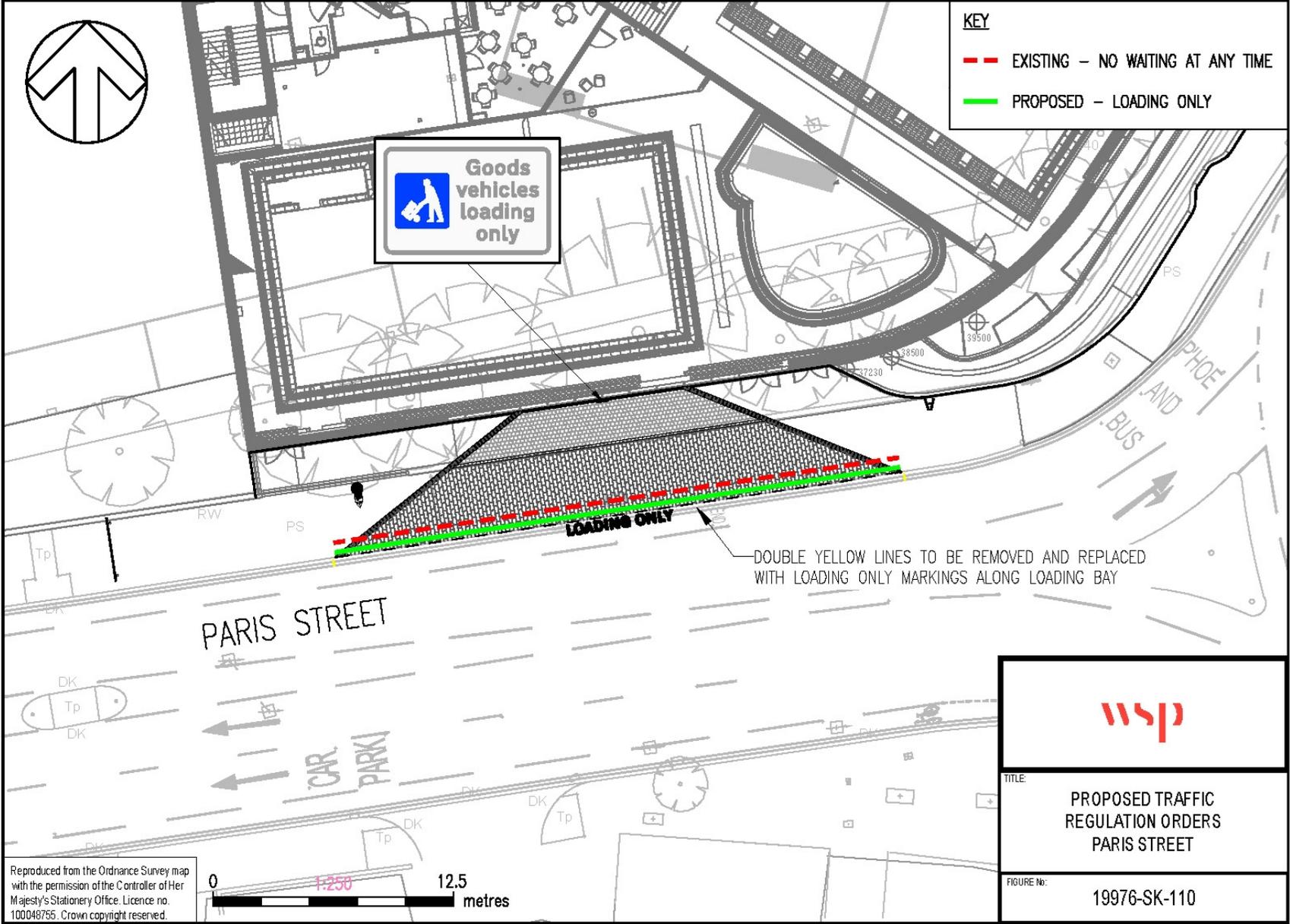
| Background Paper | Date | File Reference |
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Nil

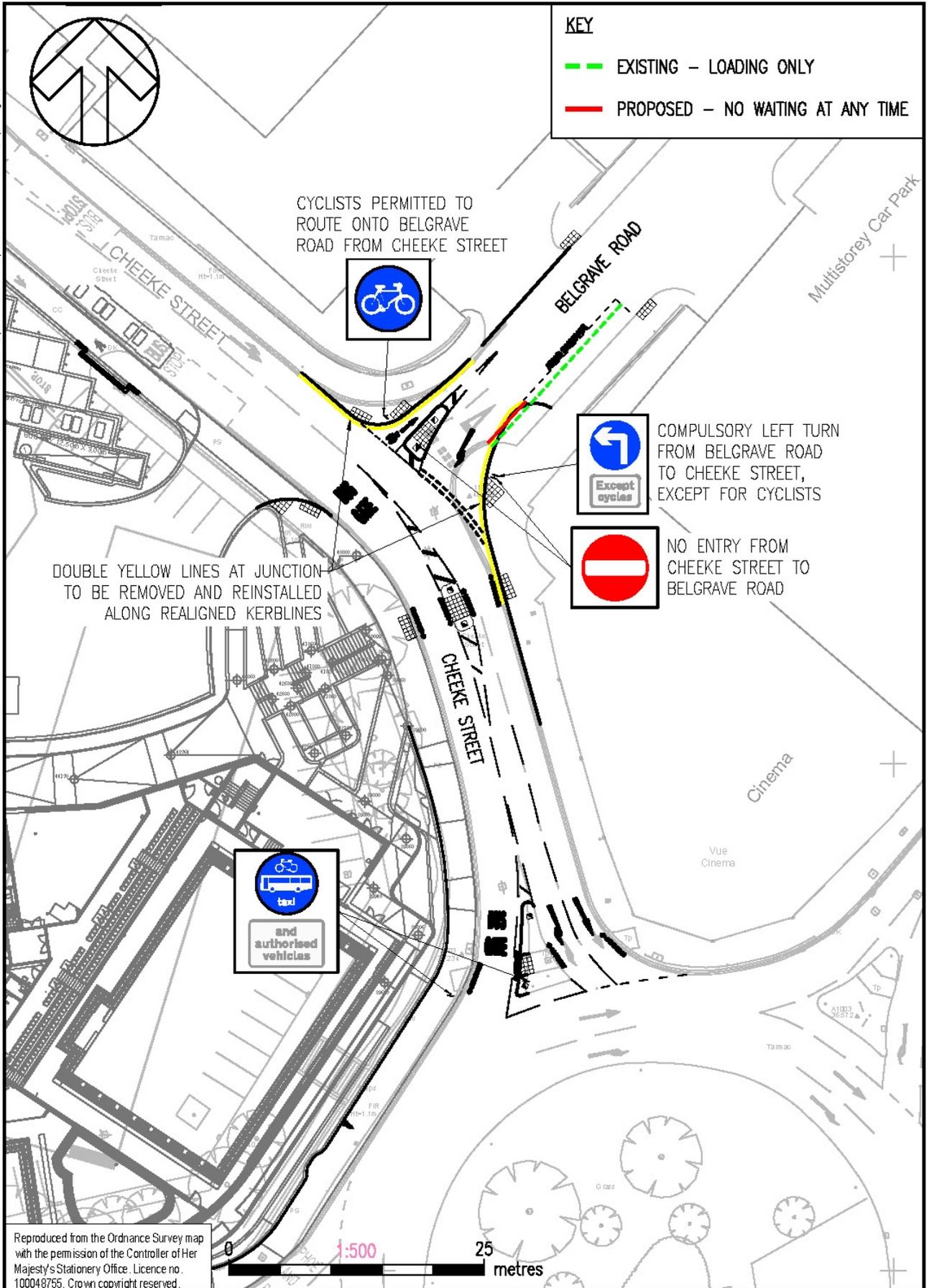
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sc/cr/Exeter Bus Station Final Scheme Traffic Orders

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CYCLISTS PERMITTED TO ROUTE ONTO BELGRAVE ROAD FROM CHEEKE STREET

DOUBLE YELLOW LINES AT JUNCTION TO BE REMOVED AND REINSTALLED ALONG REALIGNED KERBLINES

COMPULSORY LEFT TURN FROM BELGRAVE ROAD TO CHEEKE STREET, EXCEPT FOR CYCLISTS

NO ENTRY FROM CHEEKE STREET TO BELGRAVE ROAD

and authorised vehicles

|                                                                                     |                                                                                          |                                       |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|---------------------------------------|
|  | <p>TITLE</p> <p>PROPOSED TRAFFIC REGULATION ORDERS<br/>CHEEKE STREET / BELGRAVE ROAD</p> | <p>FIGURE No.</p> <p>19976-SK-111</p> |
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Summary of Comments and Responses

| Comment                                                                                                                                                                                                                     | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>First Respondent – Resident Exeter</b>                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Asks that parking for disabled drivers is retained.<br/>Believes disabled are being discriminated against if the area is pedestrianised.</p>                                                                             | <p>There are no changes proposed to on-street parking in the area. The restrictions affect how this parking is accessed.</p> <p>In addition, three off-street parking bays have been provided adjacent to the bus station for blue badge holders to park.</p>                                                                                                                                                                                                       |
| <b>Second Respondent – Key Transport Consultants Ltd</b>                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Represents The Princesshay Partnership (a joint venture between The Crown Estates and Nuveen) to advise on access to its car parks.</p>                                                                                  | <p>Noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Comments on the impact of the interim restrictions on the Princesshay 1 car park and the loss of revenue.</p>                                                                                                            | <p>Comments noted.<br/>This is not relevant to the restrictions being considered however the interim restrictions will be reviewed in due course and the comments will be considered as part of that decision.</p>                                                                                                                                                                                                                                                  |
| <p>The new restrictions on Cheeke Street means that traffic heading to the Summerland Gate car park will need to drive an extra 220m and requires travel through a signalled junction which may lead to further delays.</p> | <p>Noted.</p> <p>The changes around the Summerland Gate car park do not impact the route to the car park in the same way as the interim changes to the access to Princesshay 1 car park.</p> <p>The changes are comparable to the access to the Bude Street car park and figures show that usage is unaffected since the access was changed.</p> <p>It is therefore considered that traffic heading to the Summerland Gate car park will still choose to do so.</p> |
| <p>Objects to the proposals as cannot find any traffic impact assessment that considers existing and proposed traffic flows, delays, queuing etc.</p>                                                                       | <p>A traffic impact assessment has not been carried out and is not considered necessary for the reason above.</p>                                                                                                                                                                                                                                                                                                                                                   |

| <b>Comment</b>                                                                                                                                                            | <b>Response</b>                                                                                                                                                                                                                                                                                                                                             |
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| Does not consider it appropriate to implement final restrictions until a traffic and transport study has been undertaken in the area around the bus station.              | View noted.                                                                                                                                                                                                                                                                                                                                                 |
| The Crown Estates objects to the proposed orders and requests a transport study.                                                                                          | Objection noted.                                                                                                                                                                                                                                                                                                                                            |
| <b>Third Respondent – Exeter Civic Society</b>                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                             |
| Wishes to submit observations for ECC & DCC to take into account.                                                                                                         | Noted.                                                                                                                                                                                                                                                                                                                                                      |
| Would like the dropped kerbs to be removed from Bus station bus entrance and Belgrave Road to discourage pedestrians from crossing Cheeke Street here.                    | <p>It is appropriate that dropped kerbs are provided on all sides of the junction to provide options for pedestrians.</p> <p>Traffic will be reduced along this section of Cheeke Street due to the proposed prohibition and this crossing is expected to be a desire line due to the new Co-op store on the corner of Belgrave Road and Cheeke Street.</p> |
| Would like the dropped kerbs to be removed from Bus station bus exit and The Depot on Bampfylde Street to discourage pedestrians from crossing Cheeke Street here.        | <p>It is appropriate that dropped kerbs are provided on all sides of the junction to provide options for pedestrians.</p> <p>Traffic will be reduced along this section of Cheeke Street due to the proposed prohibition.</p>                                                                                                                               |
| Recommends a level crossing between each pavement to the new bus station entrance to assist those with mobility problems or suitcases to enter and leave the bus station. | <p>Access to the bus station will not be permissible from the bus forecourt.</p> <p>Access for passengers will be from Bampfylde Street or from the pedestrian area between the Leisure Centre and Bus Station.</p>                                                                                                                                         |
| Is there sufficient room for disabled drivers to turn within Bampfylde Street?                                                                                            | Yes.                                                                                                                                                                                                                                                                                                                                                        |
| There is no location for taxis or cars to drop off and collect users of the bus station.                                                                                  | <p>Taxis and private hire vehicles are allowed to access Cheeke Street and may pick up and drop off passengers from this area.</p> <p>Other vehicles may use Bampfylde Street or Belgrave Road.</p>                                                                                                                                                         |

| <b>Comment</b>                                                                                         | <b>Response</b>                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Concerned that two way traffic in Bampfylde Street will be hindered by coaches parking.                | It is considered that proposed restrictions and the level of traffic/parking should not cause problems accessing the area.                                                                                                 |
| Suggests a layby could be installed at Stover Court to create a larger passing area.                   | A layby is not considered necessary as appropriate passing provision has been provided.                                                                                                                                    |
| This could be supplemented with a high quality bus shelter for coach passengers.                       | Plans are being finalised to install a shelter at Stover Court for coach passengers.                                                                                                                                       |
| Would like to see Copenhagen crossings across Stover Court.                                            | Noted. A Copenhagen crossing is only appropriate when there are high flows of pedestrians. It is not considered that high volumes of pedestrians will use this route given the enhanced public realm on the opposite side. |
| Concerned that the bus layover space will affect buses/coaches entering and leaving Summerland Street. | Vehicles tracks have been completed to confirm that the layover space does not impede buses/coaches.                                                                                                                       |