

Pinhoe Station Interchange

Report of the Head of 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 proposed Pinhoe station car park interchange, as shown in Appendix I, be approved for construction at an estimated cost of £249,500; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

1. Background/Introduction

Pinhoe is an area of significant new housing, with several thousand new homes in Exeter and East Devon within a mile of the station. The station is also in close proximity to employment at Exeter Business Park, Exeter Science Park and the Met Office.

Pinhoe Railway Station is currently served by hourly trains on the West of England mainline between Exeter and London Waterloo. Improving facilities at the station will help increase the attractiveness of rail by improving options to switch to cycle or bus for the first/last leg of the journey to employment in the vicinity.

Pinhoe Station Interchange is identified in the April 2020 Transport Infrastructure Plan, the 5 year Action Plan of the Exeter Transport Strategy 2020-2030 and the Pinhoe Area Access Strategy (PAAS).

The project is part grant funded by the South Western Railway (SWR) Customer and Communities Improvement Fund (CCIF), which supports projects with a community benefit &/or seek to address an area of social need across the SWR network.

2. Proposals

This report seeks approval for the construction of an improved multimodal transport interchange at Pinhoe Rail Station. The facility is on DCC owned land to the north of the station.

The proposals for the new interchange area are shown in Appendix I and include:

- 17 car parking spaces (2 disabled).
- 12 secure cycle lockers.
- A taxi and minibus bay.
- Electric car club vehicle and charger to complement proposed e-bikes in the ECC owned car park to the south of the station.

The proposed works will include improvements to the current access to visibility to bring it up to the required standard for a 20 mph speed limit road. The access will also be changed to a dropped kerb to extend pedestrian provision across the access.

A planning application for the station interchange was submitted in 2020 and awaiting determination, with approval expected in March 2021.

The interchange includes a minibus bay, and we are currently exploring options to provide a new peak hour public transport connection between Pinhoe Railway Station and Exeter International Airport, also serving Science Park and SkyPark. This has great potential as train services at Pinhoe station arrive from both East Devon bound and Exeter bound directions at approximately the same time, maximising its interchange capability.

An ebike dock at Exeter International Airport is also proposed, providing a link to the airport outside of hours of any minibus shuttle.

3. Data

Pinhoe Station is currently served by hourly trains running between Exeter and London Waterloo. Usage of the station has grown significantly in recent years and in 2019/2020 there were 130,000 passenger entry and exits at the station.

The proposed car park is targeted at long stay parking for commuters and/or long distance rail trips. Analysis of car park operation at other mainline station car parks highlighted a relatively low turnover of spaces due to the longer stay nature of the parking. As a result, it is expected the proposal would generate a relatively modest 25 daily car trips, about half of which are expected to occur in the AM peak.

To begin with it is not proposed to include any charge for parking. This is consistent with the Exeter City Council land to the south of the station. Over time, if there were a need to manage or control parking, then we could introduce restrictions and/or charging at a later date.

4. Consultations/Representations

A letter drop to over 200 nearby properties was undertaken in Autumn 2019 and a meeting with residents was held on 19th December. There were 26 responses received from the public and local stakeholders mainly relating to details of the scheme, potential issues for the rail operator and about wider transport issues in the Pinhoe area.

Overall, the feedback suggested support for the scheme's objective to improve interchange facilities, with:

- 60% – For
- 15% – Against
- 25% – Just comment and/or suggestions

Within the consultation responses there were a number of frequently raised points. These points and how they are being, or have been, addressed through a revised design are set out below:

Concern Raised	Action in response to Consultation comments
Safety at the new vehicle access	Visibility at the access proposed to be increased to comply with standards. A revised access design to provide dropped kerb access, encouraging lower entry and exit speeds and providing a better facility for pedestrians.
Sustainability of just providing additional car parking	A range of sustainable measures are provided, including secure cycle parking lockers, electric bikes, improved taxi and public transport interchange. The provision of electric vehicle charging facilities is also now included following the consultation feedback.
Impact on resident parking	The provision of additional parking at the station will increase the overall amount parking in the area, therefore no action proposed.
Boundary Treatment	Changes to the boundary bank have been minimised by narrowing the access road to the parking. New boundary fencing to be provided and we will make further correspondence with those residents adjacent to agree extent.
Proximity to level crossing	Addition of Keep Clear marking on road. The provision of off-street parking on both sides of the level crossing will reduce the need for pedestrian to cross the rail track.

5. Financial Considerations

It is estimated that the proposed station interchange works will cost £249,500. This would be funded from a mix of funding including

- £123,272 from South Western Railway CCIF funding
- £100,655 Local Transport Plan (LTP)
- £25,573 from Section 106 developer contributions.

This funding package is an example of where the County Council have used local contributions, through LTP and developer contributions, to lever in external funding.

The cost estimate does not include the revenue costs and grant funding for providing a public transport connection to Exeter Airport, which is part of the wider CCIF package. It also excludes the land costs, which were incurred in 2010.

6. Environmental Impact Considerations

The measures proposed will improve first/last leg to improve the attractiveness of public transport and help to encourage trips to be made by more sustainable forms of transport. The proposals include secure cycle lockers, new e-bike dock and provision for electric charging. In addition, the proposals enable the use of two spaces in the ECC owned car park to the south to provide an electric car club vehicle and charger for wider public use.

There may be slight negative impacts from increased car journeys to the station, although it is expected that some people will switch modes rather than simply changing their driving route.

Overall, given the proposals improve public transport facilities and alternatives to car travel for part or all of a journey, the environmental impacts arising from the proposals are expected to be positive.

7. Equality Considerations

By increasing accessibility to jobs and local facilities, the proposed improvements will help improve equality of opportunity.

The interchange also provides two additional disabled parking spaces to the north of the station. Their provision results in specific disabled parking provision at either side of the station, enabling users to park either side of the station and reducing the possible stress of having to cross the level crossing before barriers close before train arrives.

8. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of the report. There are no specific legal consideration associated with this scheme.

9. Risk Management Considerations

A safety audit of the proposals has also been undertaken and the issues raised have been addressed.

The proposed access is in close proximity to a level crossing, although movement to the station interchange will be considerably lower than those to the existing car park access on the south side that is similarly close to the level crossing. Following liaison with Network Rail, a 'Keep Clear' marking has also added to the carriageway to further mitigate any risks and Network Rail have not objected to the proposal.

10. Public Health Impact

Improvement to the attractiveness of rail travel will encourage sustainable travel, reducing carbon emissions and contributing positively to general health and wellbeing. Electric charging provision will also contribute to reducing emissions from transport and the proposed ebikes station and secure cycle parking will open up opportunities for cycle connections to/from employment and residential areas.

The proposal is part of a range of measures identified in the Pinhoe Area Access Strategy to improve travel choice options across walking, cycling, car sharing, car clubs bus and rail travel, reducing dependence on multiple car ownership and the need for regular car trips. It is particularly important to embed this travel behaviour in the major new developments taking place in the area.

11. Options/Alternatives

The improvements to facilities at Pinhoe Station are set out in a range of policy documents listed in the introduction, including the Pinhoe Area Access Strategy which formed part of the Exeter and East Devon local plan evidence base.

An alternative to the current proposal would be a larger facility to include the land immediately east of the proposed station interchange, which is also owned by DCC. However, pre application advice highlighted that any negativities associated with vehicle movements, noise and lighting would be proportional to the number of parking spaces and therefore the size of facility currently proposed is felt to be more suitable.

12. Summary/Conclusions/Reasons for Recommendations

The recommendation supports enhancements to the local rail network, improving travel choice for existing and new residents and to significant employment in the area and helping to reduce carbon emissions from transport.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Pinhoe & Mincinglake

Local Government Act 1972: List of Background Papers

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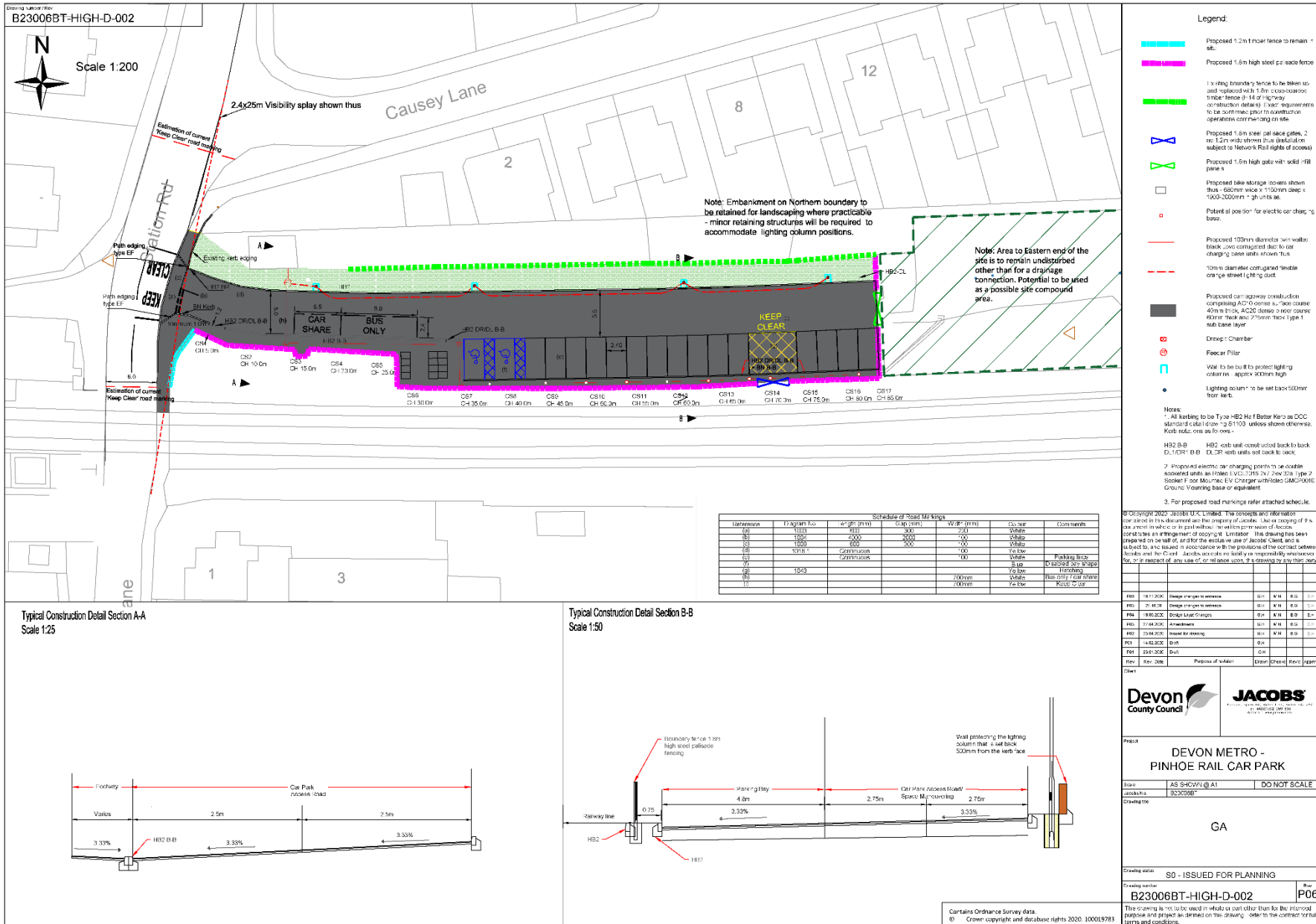
Room No: Matford Offices, County Hall, Exeter

Tel No: 01392-383000

Background Paper	Date	File Reference
1. None		

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sc/cr/Pinhoe Station Interchange
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Appendix I To PTE/21/16



Contains Ordnance Survey data.
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Client: Devon County Council

Project: DEVON METRO - PINHOE RAIL CAR PARK

Scale: AS SHOWN @ A1 DO NOT SCALE

Scale: B23006BT

Drawing title: GA

Drawing date: S0 - ISSUED FOR PLANNING

Drawing number: B23006BT-HIGH-D-002

Rev: P06

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