

North Street Improvements Workshop 2, 23 Sep 2025

This 2nd workshop is again for the 'steering group' of interested business and residents of North Street (and South Street). The ultimate aim of this group is to produce a set of suggested improvements, listed in priority order, with attached design ideas. These proposals will need to be developed further with wider community engagement and a proper consultation, to ensure anyone impacted by these proposals can have their say.

The proposals can be taken forward to Exeter City Council (ECC) and Devon County Council (DCC) to ask for their support and any potential funding.

For this 2nd workshop Exeter Civic Society has teamed up with Fabrica Architecture. We are looking for collective guidance on the priority of the suggested improvements (gathered from the first workshop). These possible improvements can then be scaled up or down subject to what funding can be secured to support these proposals.

The proposed interventions split into 'Public Realm Improvements' and 'Traffic Improvements'.

Public Realm Improvements for North Street – in no particular order (to be arranged in the workshop in order of priority)

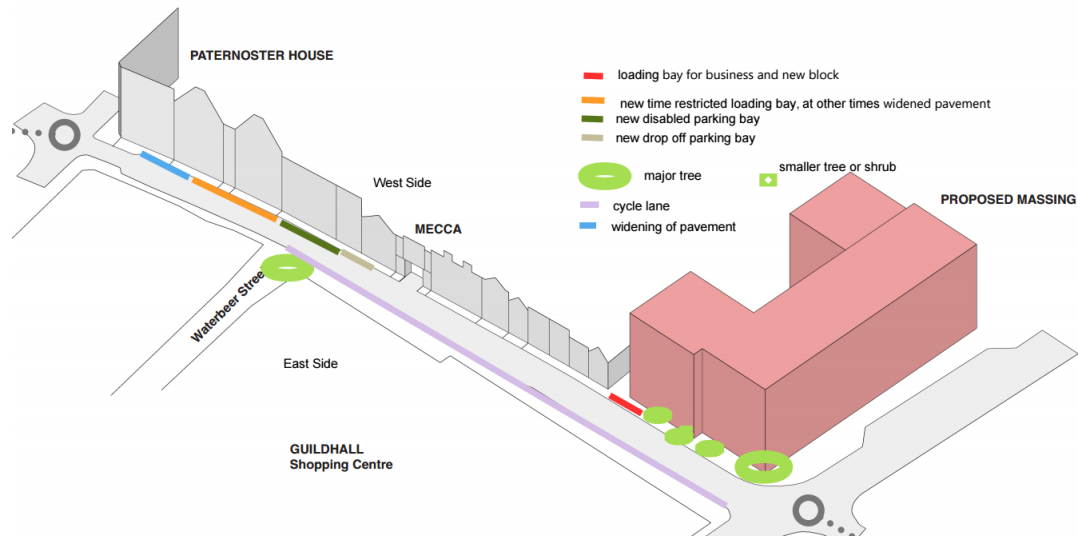
Smaller scale improvements would need support from the developer of the Mary Arches site as well as from Exeter City Council (ECC) planning officers and ECC councillors, to a certain degree support from Devon County Council (DCC). Larger scale improvements would need extra funding, and would require major support from DCC, and some from ECC.

Current layout of loading and parking bays in North Street

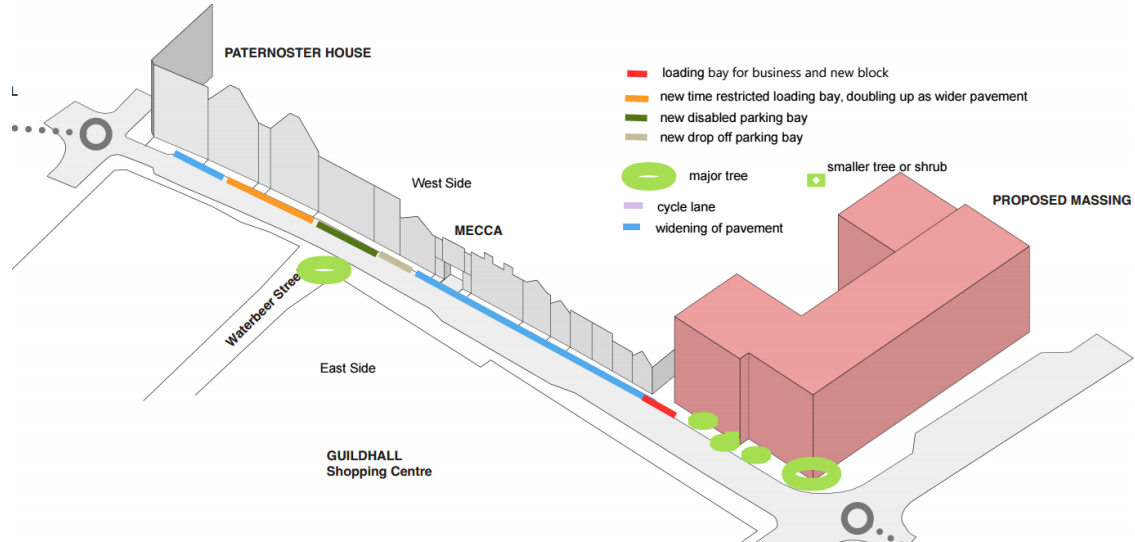


Options for suggested layout reorganising loading and parking bays and using additional space for improvements

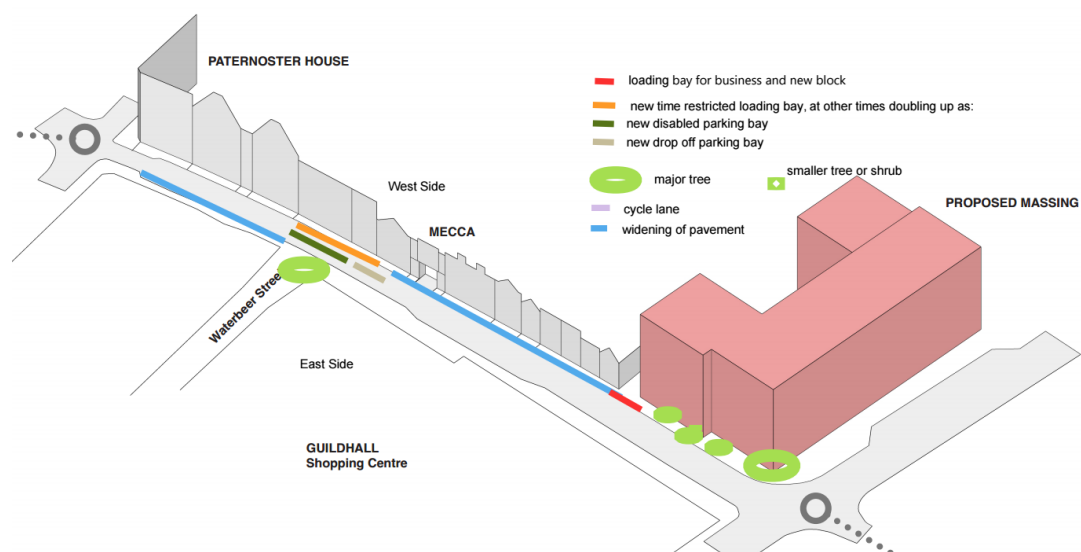
Option 1 (with cycle lane)



Option 2 (with widened pavement on middle west side)



Option 3 (with widened pavement on middle west side and upper east side)



Possible Improvements: Measures	Impact /Details
Loading bays and parking: reduce amount and length of loading bays, as they seem to be dysfunctional (Option 1) - keep them at the top end of existing bay on west side - upper half near Søstrene Grene for timed loading (orange colour), then becoming widened shared pavement outside loading-time window (as in the lower part of the High Street) - lower half (currently fenced off for building works) for 2 disabled parking (green colour) and one drop off parking bay (sky-blue) - all other loading and parking bays in the middle section and lower section to be removed, except potentially one loading/parking bay on western side in front of new building where it meets existing buildings - use additional space in lower part of North Street to introduce a cycle lane on east side up to Waterbeer Street - alternatively use additional space in lower part of North Street to introduce a cycle lane on west side up to Waterbeer Street	- road layout mainly maintained - readjusting some line drawing and signage to actual usage patterns - no major improvements for pedestrian except for pedestrians on upper west side - Improvement for cycle access on lower east side or on west side
Widen pavement on western side of North Street (instead of introducing cycle lane) (Option 2) use freed-up space from loading bays in middle and lower section of North Street to widen pavement on western side and reduce width on eastern side to allow outdoor seating (sky blue line) for businesses and additional greening	- major benefit for businesses - outdoor seating options - additional biodiversity and greening options - survey of pipe and cable works needed - major roadworks needed
Widen pavement on eastern side of North Street (Option 3): from corner with High Street down to Waterbeer Street by moving road more to the eastern side and shortening loading bay on top western side (orange line) and making the rest dual use: timed loading zone (green and gray line) and outside the time windows disability parking (2 slots, green line) and pick-up zone (1 slot, gray line).	- Improve pedestrian experience - survey of pipe and cable works needed (major) roadworks needed
Improve pedestrian crossing at lower end of North Street	improve safety for pedestrians
Establish cycle path (segregated or at least marked by white line): further implementing E20 cycle route and priority walking route of Local Cycling & Walking Infrastructure Plan (LCWIP) - on the eastern side up to Waterbeer Street - alternatively on western side up to Waterbeer Street - for reduced traffic scenario: a cycle path in both directions, dual use with timed loading	- continue desire line for cycling from Iron Bridge new layout - potentially survey of pipe and cable works needed

Lighting improvements • Less dimming of lights • Potentially more lights to get rid of dark spots • Lighting alleyways more appropriately	• make street safer • measures to discourage anti-social behaviour • limited benefits for businesses
Bins • sort out public and commercial bins and improve their cladding • public bins too small or not often enough emptied • commercial bins in Mary Arches carpark and those on North Street under the ramp (issue with unpleasant smells) need to be relocated	• cleaning up and tidying up area • (limited) benefits for businesses
Ensure an active frontage for the Mary Arches Redevelopment on North Street	• buy-in from developer of Mary Arches carparks needed (active fronts, space for greening/trees)
Planting of 2 major trees and some greening • major tree near the corner of Bartholomew Street East and North Street (might need the corner building to be moved back on the corner a bit more, thus creating a less sharp corner • alongside the upper of the new buildings additional smaller trees or shrubs • major tree in void where Waterbeer Street meets North Street, reorganise public seating in this area	• guide views from either direction • improve optics and biodiversity of street by adding at least two major trees • create resting zones • buy-in from developer of Mary Arches carparks needed (active fronts, space for tree)
Information/Interpretation boards (top end on corner with High Street, and near exit of Waterbeer Street onto North Street). Covering information • about major North-South route going back to Roman times • remains of timber-framed houses from Tudor times in alleyways • C19 buildings removed by building Guild Hall shopping centre • linking to information board about North Gate near Iron Bridge	• quick measure to re-establish identity of street and make street more attractive for visitors and passers-by
Reduce opportunities for littering and anti-social behaviour • measures at top level Guildhall car park and on walkway on eastern side of North Street: issue is spitting from top of car park onto pavement • replacing fixed seating near Waterbeer Street by option with less anti-social potential	• makes street safer • discourages anti-social behaviour • benefits for businesses

Improve Guildhall Shopping Centre wall • greening option • sculpture/tiling option • lighting up option	• improve optics of inactive frontage of Guildhall Shopping Centre
Raised road surface • between Waterbeer Street and Mecca Bingo access alley	• improve pedestrian experience

Traffic Improvements for North Street

In the following part we outline 3 different scenarios for North Street and the wider area.

When considering which intended outcomes to prioritise, please consider the following:

- potential to fundamentally change the identity of North and South Street and allow both streets to become more 'city centre' with pedestrian/cycle priorities.
- wider consultation in the whole area would be needed
- wider impact/benefits of re-routing traffic in other streets
- amount of DCC sign-up and DCC councillors'/officers' support

What are we trying to achieve with suggested traffic changes? – In no particular order:

- reduce noise and pollution levels on North Street
- better use of loading and parking space for loading, deliveries, drop-off and disabled parking in North Street
- increase potential for tables in front of eateries and greening of North Street
- improvements also covering South Street
- enable a nicer arrival and departure experience for coach visitors to the city (South Street)
- maximise incentives for new and more diverse businesses to move into South and North Street
- improve cycle connections across the city
 - cycle lane connection from South Street across Iron Bridge - becomes a major link for predominantly non-vehicular traffic across the city linking north and south (further implementing route E20 of LCWIP)
- by wider traffic measures
 - reduce vehicular traffic in Fore Street by allowing no right turn (reversed one-directional layout) and no right and left turn (for dual direction layout) at Mary Arches Street / Fore Street junction, which means vehicular traffic will mainly come up Fore Street, with only coaches and buses going down, **or**
 - predominantly take all vehicular traffic out of Fore Street (except buses, coaches and time-restricted deliveries, same restrictions as for North, South and High Street)
- limit vehicular access to North and South Street
 - establish restricted traffic zone (with opening Mary Arches and Market Streets in both directions)
 - just allowing buses, coaches and bicycles in
 - plus time-restricted delivery traffic (similar to High Street and Queen's Street), **or**
 - un-restricted one-directional traffic in North Street / South Street
 - as currently north to south, **or**
 - direction change south to north
 - allow visitor coaches to turn left at the top of South Street to use Fore Street to get to the coach parking on Haven Banks (and thereby reduce traffic in North Street)
 - opening up a potentially more attractive 2nd HGV route to access Guildhall Shopping Centre from M5 via Topsham Road corridor

rather than Heavitree corridor with all its lights and roundabouts and then Queen Street

- less noise and fumes in North Street (as no longer uphill), raised noise and fume levels in South Street mitigated by wider street scene and established trees

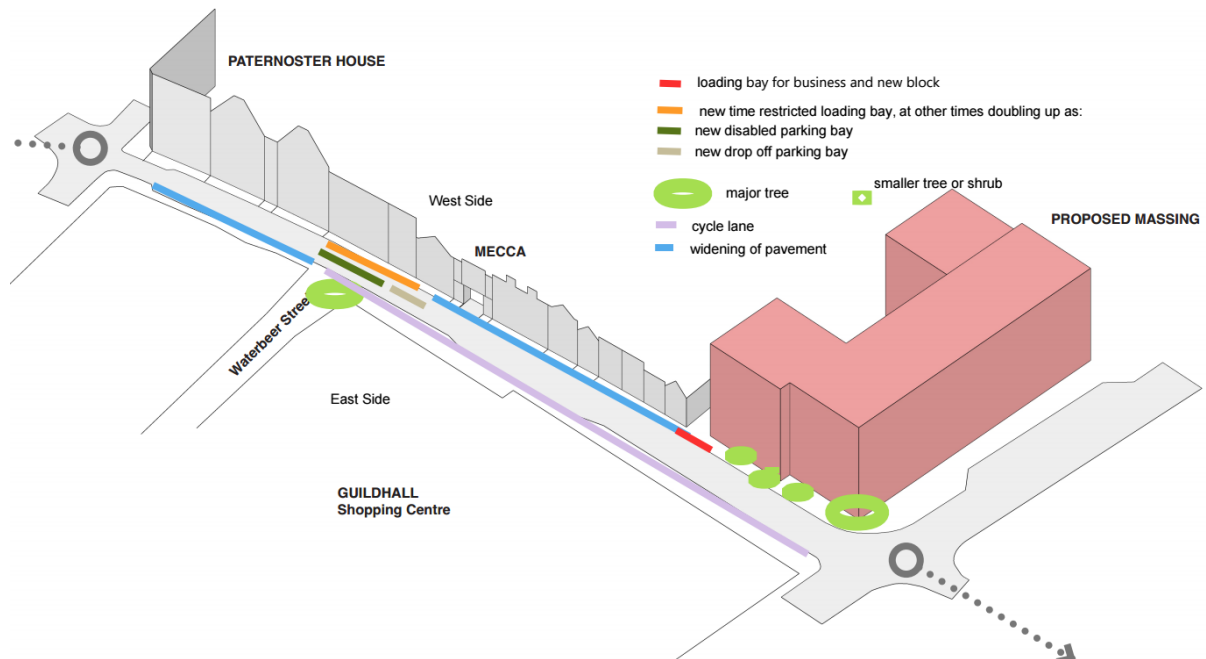
Outline of different traffic scenarios for North Street and wider area

Scenario 1: no change of direction on all roads

Outline of Measures

Potential to move vehicular traffic lane after passing Mary Arches Redevelopment further to the east side of North Street to allow for greening, seating on west side from there to near Waterbeer Street).

Potential to install cycle lane on east or west side of North Street up to Waterbeer Street.



Scenario 2: change direction of traffic

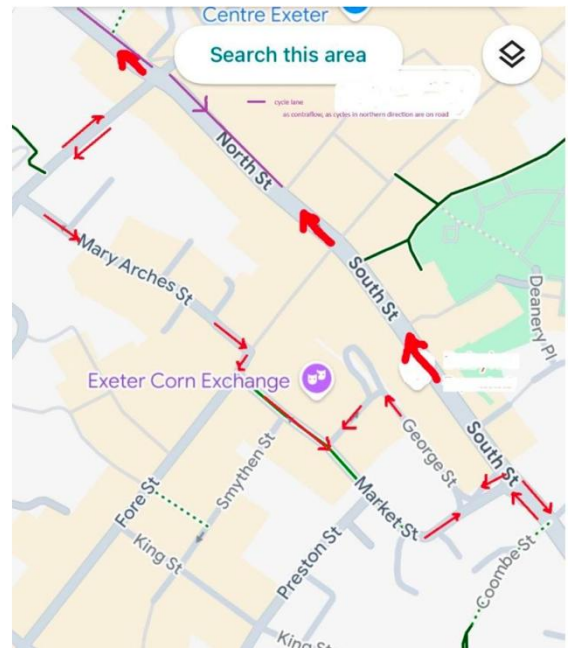
Outline of Measures

Change direction of traffic in North and South Street.

Needs changes of traffic direction in

- Mary Arches and Market Street
- Guinea and George Street
- Smythen Street (to sustain short route into this street).

Possibly sensible to reroute bicycle traffic as well: down North Street on new cycle route, and following the new flow on Mary Arches Street and Market Street in the southerly direction (making a cycle lane in North Street contraflow not possible, as top end of street is too narrow to have cycle lane installed).



Allow visitor coaches to turn left at the top of South Street to use Fore Street to get to the coach parking on Haven Banks (and thereby reduce traffic in North Street).

Reduce vehicular traffic in Fore Street by allowing no right turn at Mary Arches Street / Fore Street junction, which means vehicular traffic will mainly come up Fore Street, with only coaches and buses going down.

Scenario 3: Limit vehicular access to North and South Street

Outline of Measures

Just allowing buses, coaches and bicycles in; plus time-restricted delivery traffic (similar to High Street and Queen's Street).

Opening North and South Street north to south or south to north as an option.

Change Mary Arches Street and Market Street to traffic in both directions.

Create cycle lane in either direction in North and South Street and take cycle traffic out of Mary Arches Street and Market Street.

Reduce vehicular traffic in Fore Street by allowing no right and left turn at Mary Arches Street / Fore Street junction, which means vehicular traffic will mainly come up Fore Street, with only coaches and buses going down; this will also allow for better traffic flow at lights (as periods from Fore Street can be much shorter and only triggered by on demand).

