

North Street Workshop 26 Aug 2025: Feedback Tables 1 and 2, plus feedback forms (16 returned)

Agreement that a lot is negative about current state of North Street; layout and lighting makes it feel grim and under-loved; a nicer route from High Street to City Gate area and Ironbridge would raise the profile of the area and connect it better to some of its heritage sites. A reduction of traffic and incentives for pedestrians would be important to stabilise businesses in the street and produce a better thoroughfare to areas north of North Street.

Develop an own identity for North Street (identity of place to be re-established)

- Bring back some of the businesses that moved out or similar ones, to re-establish character of diverse business place
- Improve way finding in the area
 - Corner High Street / North Street: interpretation board to highlight heritage of North Street
 - Further down North Street interpretation board for lost Victorian architecture and reference to Roman/city wall.
- Preserve some of the pre-Victorian history and heritage of this area (alleyways have remains of pre-Victorian timber framed houses left) / need of interpretative material
- a mural to be developed on the walls of the Guildhall – one suggestion was a tiled mural as this will be bright and easily cleaned

Alleyways (in middle section of west side of North Street)

- Window into the pre-Victorian past, as they contain remains of timber framed dwellings: needs to be protected
- Need to be made safe, currently troublesome especially in evenings and over night
- The two pedestrian routes from North Street to Mary Arches Street must be maintained: proposed Mary Arches Redevelopment want to only allow day-time access through (one of the) alleyways; where will gates go, how will dwellings be reached; issue of private and public space; local Cllr campaigns to keep them open at all times vs. but concerns of residents about antisocial issues in them

Consider reversing one-way system in the area

- to allow for more logical flow of traffic and use no longer used car park lane in Mary Arches Street: up South and North Street, left into Bartholomew Street East, up into Mary Arches Street, crossing Fore Street, into Market Street to join South Street dual direction part
- Checking out issues with bus stops
- Would this actually increase traffic in North Street, as car coming up Fore Street going north might become an issue
- Is Market Street wide enough to allow for traffic in both directions?

Road layout

- Too wide in lower bit, but it needs to support long delivery lorries moving round corner from Paul Street, as they come close to existing west side curb, only to straighten out half-way up North Street

- The bottom end and x-junction is not pleasant to cross for pedestrians, speed limit is often neglected as especially HGVs ref up to get up the hill; a reverse one-way scheme would take that issue away; bringing the speed limit down below 20mph is with the current layout physically not achievable, as drivers will feel the need to accelerate to get up the hill
- Steep street, so seats and resting places would be helpful, BUT: see under 'North Street improvements to support businesses': concerns about anti-social impact of fixed seating

Pavements & pedestrian use

- Street not great for pedestrians
- The pavement by Bradley estate agents is narrow – this should be widened; the bakery on the same side of the street is proving very popular and on some days people queue on the pavement reducing its width
- Pavements on lower western side too narrow, whereas on eastern side too wide
- Unattractive paving, especially at higher end where not many passers-by are attracted into street
- No good and safe crossing points: more pedestrian crossings are needed, especially at bottom end and in the middle
- It is part of one of the major pedestrian routes from and to St David's Station

Cyclist movement

- No proper layout, e.g. segregated lane
- Cyclists go the wrong way, thereby endangering themselves, traffic and pedestrians
- Too few bike-stands (only four Sheffield stands in Waterbeer Street), introduce some along the street for more localised bike parking
- Introducing a segregated cycle lane would continue work on Iron Bridge: the link between the Iron Bridge cycle route and any cycle route in North Street needs careful linkage; but could possibly introduce bike priority signalling into the traffic lights
- There is a permissive route between North Street and Synagogue place through Mecca bingo forecourt which causes conflicts with cyclists

Loading bays: amount, usage and location

- Loading bays are only really used early in the morning by businesses, and not for delivering to Guildhall Shopping Centre (as delivery is underground there), so reduction should be possible, as not properly used by many businesses; but find out how Sostrene Grene delivery and other businesses in higher part of street works
- Loading bays are during the day misused as taxi ranks and for private car drop off, also for Deliveroo-style traffic and quick unloading; there are many food delivery drivers parking at the top of the street to collect deliveries (from McDonald's?); it would be good to understand why people park/stop in the street in the loading bays
- Is it possible to control the timings of delivery vehicles as is the case in the high street to reduce delivery vehicles, particularly large vehicles? Is it possible to have shared loading and pedestrian areas alongside Paternoster House, similar to the High Street, which will give pedestrian priority most of the time?
- There will still be a lot of deliveries to businesses and homes by delivery companies such as Amazon so there is a need for some layby spaces
- 2 disabled parking spaces are important

Lighting, public and commercial bins and safety (reduce antisocial behaviour during night time)

- Lighting is an issue, brighter lighting and through the night needed to distract people from lingering around and littering the street overnight; use of low lights and uplighters?
- Businesses feel that they need to accompany staff to car-parks in late evening up the street because it feels unsafe
- Regular bin spill problems on corner Waterbeer Street/North Street; larger public bins needed and more regular emptying (bird problem as well); currently rat infestation due to bin spills
- The Guildhall bin storage area under the ramp can be very smelly – can it be re-positioned?

Commercial bins for Mecca and other businesses currently located in to be redeveloped car park

- Regularly used for glass and other commercial waste
- Need to find place in new development or to be relocated, with only other feasible area being area corner Waterbeer Street/North Street
- Need to be lockable and need to be disguised by cupboards/planters

North Street improvements need to support businesses

- Attractive businesses moved out as street was not viable, due to restricted foot fall; any improvement scheme needs to reverse this trend if possible and support remaining businesses
- Widening of pavement on western side, for restaurants and cafes to place their own tables out there for business; would need doing something to the adjacent wall of the Guildhall Shopping Centre, to break up its monotony and overbearing physical impact: greening, mural, add a third dimension (bird boxes, awnings etc) and colour
- Avoid fixed seating, as this only invites antisocial behaviour and creates cleaning up issues in the mornings for businesses
- Sorting out top level of car park to stop people spitting from roof

Greening the street

- Supported as part of the widening of the pavement on the west side, and improving active frontage of buildings (urgent need to provide proposed redevelopment with active fronts); of high priority
- Because of different light levels on both sides of the street, it might be better to green the eastern (=Guildhall) side of the street with trees, with more active development on the opposite site, but is the road wide enough to do all of this? Could one relocate the road after the turning further to the eastern side and plant trees more in the middle of the current road? Where are the sewers, pipes and cables located?
- Trees seem to be better than raised beds or containers with flowers
- Greening the wall of Guildhall Shopping Centre (as has been done on the WHSmith's wall in the Centre)
- Stewardship of trees by local businesses suggested

16 Feedback Forms returned (in green clear priorities)

1. Would you like to see improvements on North Street? Y 14
2. Suggested changes to road layout
 - a. Are you in favour of a segregated cycle lane? Y 9 (with 3 eastern side, 1 contra-flow)
N 3 (with 1 not needed with current traffic direction) consider on eastern side in keeping with Iron Bridge cycle lane
 - b. Would you like to see the pavements widened? Y 13
 - i. If so on which side and where? West 11 East 2 (2 up from Waterbeer Street to corner of High Street)
 - c. Would you welcome seating areas? Y 6 (with 1 only one) N 1
 - i. If so should they go in front of eateries where possible? Y 9 (1 but on slope difficult) N 1 permanent seating will be used for antisocial behaviour
Eateries would welcome the opportunity to use the pavement spread spaces out as use of units can change
 - d. Would you like some planting? Y 9 (1 need to be maintained) could be used negatively at night and would leave more work for businesses to clean up InExeter currently provides hanging baskets and barrier planters on North Street
 - i. If so, raised beds with flowers Y 6 maybe 1 N 1
 - ii. Shrubbery Y 6 N 2 (1 get neglected)
 - iii. Trees Y 12 (2 on Eastern side) integrate sustainable drainage from road to take rainwater into tree pits removal of pollutants, urban cooling, increase biodiversity, climate proofing
 - e. Any additional ideas? a couple of fixed seats with planting 2 uplighting Guildhall Shopping Centre Wall 2 art 8 improve lighting
3. Loading and parking areas
 - a. Should loading and parking on the road be reduced? Y12 (with 1 subject to current use survey) N 1
 - b. If so, where? Reduce on West 2 reduce on East 2 leave only one mid-point one large one on Eastern side and one on Western side just need disabled bays and one small loading bay remove use of loading bays for public
4. Softening of big wall of Guild Hall Shopping Centre and car-park
 - a. No change, leave it as it is N 1 unsure 1 consider it as 70s style and protect 1
 - b. Place mural on wall Y 11 (4 but use of tiles) N 1 possible light/video installation that change and act as door to the history of the area
 - c. Greening the wall Y 9 N 1 (too harsh an environment for plants) a moss wall
 - d. Wooden frames (window shaped, birdboxes) with greening on netting Y 2 N 1

5. Measures to reduce impact of traffic Y 1 Consider changing direction of one-way system
 - a. Make the road look less dominant Y 8 make North Street access only and route all traffic via Mary Arches as a 2way street into Market Street also 2way
 - b. Slow down traffic to 20mph Y 3 police needs to enforce one-way
 - c. Slow down traffic below 20mph Y 4 N 2
 - d. Introduce additional pedestrian crossing areas Y 2
 - i. Zebra crossings Y 8 (with 6 near corner bottom end) N 1 (more general crossing and circulation space)
 - ii. Raised road surface Y 10 (with 3 from Waterbeer Street to Mecca Bingo)
6. Any other comments
 - Include history of street and connect to City Gate, improvements to make it a North Gate area of destination
 - Draw tourists and day-visitors into the street and down to Iron Bridge and City Gate
 - Improve the connection of North Street to Iron Bridge, by using the green space outside the City Gate
 - Historic interpretative material
 - Wayfinding and signage: better highlighting of historic features and directions
 - Magdalene Street style improvements to create vibes
 - Make is safe for guests to reach city centre and return, make it appealing from the top to walk down North Street
 - A cohesive concept for North Street needed
 - Road identity
 - Improve visual aspect of street from top downhill
 - Address corner North Street / Bartholomew Street East, as speeds to high and corner too sharp (pinch point)
 - Bring in Cllr Ketchin (DCC, HATOC) and Cllr Laura Wright (ECC, City Centre Portfolio holder)

Additional Replies

Possible change of traffic flows in area

Currently all delivery vehicles to the guildhall centre and car park users predominantly exit via North Street. It follows that cars exiting Mary Arches Street will also predominantly exit via North Street. Clearly Harlequins and Mary Arches car parks will no longer exist so car numbers will reduce, but large lorries will continue as now. Iron Bridge is already north bound only.

Traffic flow amendments could be made to South Street; North Street; Mary Arches Street; Market Street. **The plan would be for South Street and North Street to become one-way north bound only. Mary Arches Street and Market Street would be two- way.**

Traffic leaving the Guildhall car park and delivery zone would exit via Paul Street – Bartholomew Street East – Mary Arches Street – Market Street (or Fore Street right turn) – Market St onto South Street remaining two-way to its junction with Western Way. Guinea Street one way circulatory with Market Street is unlikely to be suitable for articulated vehicles. Benefits are reduced traffic flows to North Street and South Street with the opportunity to make improvements to the pedestrian and cycle experience especially at the North St / South St junction. Additional benefits to large vehicles from not having to negotiate North Street could reduce traffic pollution.

There will need to be a loss of car parking bays in Market Street and a rewidening of Market Street at its junction with Guinea Street. Mary Arches Street is wide enough but some setting back of vehicle queuing at the traffic lights exit onto Bartholomew Street East to allow for large vehicle turning from Bartholomew Street East into Mary Arches Street may be required. Additional signage to direct large vehicle to turn left into Mary Arches Street and not to go directly on will be required.

These measures would probably increase footfall in North Street and South Street areas and increase dwell time. On the negative side the increased use of Mary Arches Street would impact existing and proposed residents there, but in mitigation a lot seem to be short-term forms of residence, such as student accommodation and co-living.

The change of Mary Arches Street and Market Street to two-ways means that **traffic flow in the upper part of South Street and North Street consequentially could be decreased by allowing only buses and coaches, and time-restricted delivery (as in High Street).**

At the South Street/Market Street junction the addition of north bound traffic signs indicating a left turn to Market Street for “All Routes” and “Guildhall Car Park” and straight on indicating “Local traffic & Deliveries” would reduce unnecessary flows via South Street – North Street. Coach drop off direction signs would need to indicate straight on at South Street/Market Street with the ability to turn left at the South Street/Fore Street junction and exit via Fore Street to Exe Bridges for the Haven Banks Coach Park. This would mean using the coach drop-off area on the west-side more with adding a suitable crossing point mid upper South Street, and perhaps enlarging the drop-off area to the top of South Street. And for dropping passengers on the east side of South Street, where passengers would have to leave the coach on the road side, the traffic flows would be much-reduced. From both sides this would enable a safe route either through to Deanery Place as now, or, if the coach stop was at the top end of South Street, passengers would have a much more impressive first sight of the Cathedral entering through Cathedral Yard and any additional dwell time could be spent in the Farmers Market and nearby refreshment vendors. Also, the Farmers Market would benefit from a reduced traffic flow in South Street.