

# There's no need to ban traffic in Paris Street, says civic group

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A ROAD through the city centre should not be pedestrianised for the proposed bus station redevelopment because it is easy to cross on foot, Exeter's Civic Society has claimed.

The £70m plan for the site would see Paris Street closed to all vehicles as part of big changes to the city centre's inner road network.

Now Exeter Civic Society has added its voice to the dozens of groups and individuals who have commented on the proposed traffic alterations.

The society said Paris Street does not need to close to traffic as it is "not difficult" for pedestrians to get from one side to the other.

It added that traffic would not have a "major impact" upon people wanting to access the new development, if additional pedestrian crossing points were introduced and park-and-ride buses had stops elsewhere.

Keith Lewis, chairman of the society, said: "Do the developers have such little faith in their development that people will not cross a road with traffic?"

People currently cross the high street with its many buses and cyclists without any difficulty, and many also continue to cross Paris Street and New North Road in both directions to shop and commute, with John Lewis presumably happy with this arrangement!

"The impact of Paris Street

**We wish to see a bus station that is large enough for all local services**

closing on neighbouring streets, and possibly further afield if drivers seek routes away from the city centre, could be significant, and dangerous because some roads are not wide enough for two-way traffic to easily pass at 30 mph."

The group said it was "in favour" of the redevelopment, but voiced several concerns about the impact of the project on the



**Two-way traffic:** Despite the original £70m plans for the redevelopment of the bus station, Exeter Civic Society claims that Paris Street should not be pedestrianised

city centre.

Mr Lewis said: "This is a very significant proposal, because of the possible changes to the highway network, more so than Princesshay, which only affected minor roads."

The 1950s-built bus station and the post-war shopping parade along Paris Street would be demolished under the proposals.

It would be replaced by a smaller bus station at the current site and a bus depot at Marsh Barton.

Mr Lewis said: "We wish to see a bus station that is large enough for all local services and long-distance buses, and to take account of the city's on-going expansion."

The plans also include a multi-screen cinema, amphi-

theatre, restaurants and shops. The proposals have been scaled down from a previous £200 plan for the site between Paris Street and Summerland Street.

Mr Lewis added: "We wonder what is the fate of the rest of the area - will it be redeveloped in line with the development principles or be left in its current state?"