

# EXMOUTH TOWN COUNCIL

## Exmouth Transport Partnership

Notes of the Zoom meeting held at 10am on Tuesday 15<sup>th</sup> December 2020

### Present

Tim Dumper	TD	ETC councillor, Chair
Lisa Bowman	LB	ETC Town Clerk
Pauline Stott	PS	ETC councillor
David Poor	DP	ETC councillor
Olly Davey	OD	ETC councillor
Brian Bailey	BB	ETC councillor
Eileen Beech	EB	ETC councillor
Tony Jackson	TJ	ALRUG
Jan Gannaway	JG	Active Travel Exmouth
John Petty	JP	Active Travel Exmouth & Exmouth Community Association
Lewis Ward	LW	GWR
Cameron Robison	CR	DCC Highways
Tim Clatworthy	TC	ETC, notes

### Apologies

Dave Ovenden	DO	DCC Public Transport (replaces Derek Fishpool, retired)
Andrew Ennis	AE	EDDC
Richard Elliott	RE	DCC Highways
George Shorters	GS	Exmouth Taxis
John Colby	JC	ALRUG
Ian Kirvan	IK	ETC councillor
Steve Gazzard	SG	ETC councillor

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### 1. Welcome and introduction of new members

### 2. Apologies

### 3. Chair's introductory remarks

TD reminded the meeting of the Government's 'Road Space Allocation' initiative earlier in the year, which Exmouth did not qualify for, in part because we did not have a 'shovel-ready' scheme ready to take up the offer, and expressed his concern that Exmouth did not fall behind in transport issues, and should work as closely as possible with DCC towards their zero-carbon goals.

### 4. Notes of previous meeting of 15<sup>th</sup> September 2020

PS proposed and DP seconded the veracity of these notes.

### 5. Matters arising from previous meeting

It was agreed that matters arising would be covered elsewhere in this meeting.

### 6. Transport Decarbonisation

OD reported back from a series of LGA (Local Government Association) webinars which examined current and future transport issues under three main ecological priorities:

#### a) AVOID:

Avoid the need to travel as much as we do: Design the environment to minimise essential travelling, so that ideally no-one needs to travel more than 15 minutes for

essentials (the “15-minute city/town/village”). Roads and car parks in the UK apparently take up as large an area as the whole of Wales.

b) **SHIFT:**

Shift away from the current reliance on individual car-ownership, towards car-sharing schemes and also greater use of public transport and non-vehicular travel, e.g. scooter-use, cycling and walking. It is already possible to make a return Exmouth-Exeter journey by electric bike. Currently 40% of car journeys are less than 5 miles, which is easily cyclable for most people.

Secondly, to shift away from petrol/diesel to electric vehicles, though not to merely exchange the petrol vehicle for an electric one, but to reduce the number of vehicles overall, from the 29 million currently on UK roads, most of which are used only 4% of the time.

Thirdly, to trim down distribution costs by using ‘cargo bikes’ instead of vehicles for smaller local deliveries.

c) **IMPROVE:**

Performance improvements in electric motors continue to be developed in terms of cost, range, reliability and efficiency. Electric vehicles have the added advantages over petrol/diesel vehicles in that they are quiet, cheaper to run and (currently) tax, and do not need to draw power to cool motors which produce unnecessary heat. (Charging Points under Item 7f).

Points from the Q&A discussion that followed:

- i. The National Grid confirms there would be sufficient electricity to power electric vehicles if everyone were to exchange their petrol/diesel vehicles for electric.
- ii. In development is the ‘Smart Grid’, where people with excess electricity may sell it back to the National Grid at times of high demand to help balance the Grid.
- iii. As one alternative to electric power, hydrogen-powered vehicles are also being developed and could be in common use in approximately 10 years.

## **7. Stakeholder Reports**

a. GWR – LW

LW gave us a very detailed update on GWR’s challenges and achievements during Covid, which are summarised in his Powerpoint presentation, attached.

b. ALRUG - TJ

The half-hourly Sunday services have now been reinstated, as has the connecting return service from Paddington at the end of the working day.

Due to a current shortage of rolling stock some trains are still necessarily short-formed.

c. Stagecoach

There was no representation from Stagecoach at this meeting.

d. DCC Public Transport – DO

DO reported by email that local bus services are stable and no changes are foreseen before spring at the earliest, as the Government top-up funding for lost revenue is anticipated to continue into 2021.

e. DCC Highways – CR

The Exmouth Residents’ Parking Scheme has recently been approved at HATOC ( <https://democracy.devon.gov.uk/ieListDocuments.aspx?Cid=179&Mid=3975&Ver=4> ) and is now progressing to statutory consultation.

f. EDDC Car/Cycle Parks & Electric charging points

The closing date for the tender of the public electric charging points was last week. The charge points will be installed in key car parks in Devon's largest communities, including Exmouth, and will themselves be powered by renewable energy.

DCC has secured £817,712 and is partnering with EDDC ( and other District Councils) to pursue the DELETTI (Devon Low-carbon Energy and Transport Technology Innovator) programme to prevent more than 300 tonnes of carbon from entering the atmosphere every year:

<https://eastdevon.gov.uk/news/2019/10/electric-car-charge-points-to-be-installed-in-east-devon-car-parks/>

g. Taxi Operators

There was no representation from local taxi operators at this meeting.

h. Active Travel – JG and JP

SEAFRONT:

With any shift away from using vehicular transport leading to greater numbers of cyclists and pedestrians, segregating the two by more than just a white line becomes vital to avoid injuries and also to reduce stress - e.g. pedestrians have complained about cyclists' inconsiderate behaviour on Exmouth seafront and the Exe Trail, and vice-versa. A major issue especially for cyclists is that while motorists' movements are generally predictable, pedestrians' are far less so and the two do need to be kept further apart. With the seafront road now containing a new bend to skirt round the Watersports Centre, the average motoring speed will have been reduced and it may now be safer for everyone if cyclists use the road rather than the dual-use track on the promenade. It was hoped that a 20mph speed limit could be introduced along the seafront, but CR and LB warned that policy around 20mph zones was very tight and it might be years before this could be achieved.

DINAN WAY:

Dinan Way has footpaths on both sides but few pedestrians, and it was suggested that one footpath could be converted to a cycle track, especially as motor-traffic is rather fast there. JG asked anyone travelling in that area to pass on any suggestions to her.

**Action: LB to convene meeting with TD and Lee Cranmer's DCC successor to assess the above seafront and Dinan Way proposals.**

**8. Any other business**

No other issues were raised.

**9. Dates of 2021 meetings (all 10.00 Tuesdays):**

23<sup>rd</sup> March; 22<sup>nd</sup> June; 28<sup>th</sup> September; 14<sup>th</sup> September.