

EXMOUTH TOWN COUNCIL

Exmouth Transport Partnership

Notes of the Zoom meeting held at 10am on Tuesday 22nd June 2021

Present

Tim Dumper	TD	ETC councillor, Chair
Lisa Bowman	LB	ETC Town Clerk
Pauline Stott	PS	ETC councillor
David Poor	DP	ETC councillor
Eileen Beech	EB	ETC councillor
Ian Kirvan	IK	ETC councillor
Lewis Ward	LW	GWR, Assistant Retail Manager
Tony Jackson	TJ	ALRUG (Avocet Line Rail Users' Group)
Richard Elliott	RE	DCC Highways, Neighbourhood Highways Officer
Hannah Clark	HC	DCC Principal Transport Planning Officer
Jan Gannaway	JG	Active Travel Exmouth, & Sustrans
John Petty	JP	Active Travel Exmouth, & Exmouth Community Association
Tim Clatworthy	TC	ETC Receptionist/Administrator, notetaker

Apologies

George Shorters	GS	Exmouth Taxis Association
Andrew Ennis	AE	EDDC, Service Lead Environmental Health, Climate Emergency & Green Traffic Plans and Public Car Parks Manager
Dave Ovenden	DO	DCC Senior Public Transport Co-ordinator
Christian Reed	CR	Stagecoach Southwest Commercial Manager
James Mooney	JM	Stagecoach Southwest Operations Manager
John Colby	JC	ALRUG
Olly Davey	OD	ETC & EDDC councillor
Brian Bailey	BB	ETC councillor

1. Welcome and introduction of new members

2. Apologies

3. Notes of previous meeting of 23rd March 2021

EB proposed and PS seconded the accuracy of these notes.

4. Matters arising from previous meeting

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

5. Stakeholder Report – GWR: LW (see attachment)

- Local patronage is now 70% of its pre-pandemic level, including long-distance travel to the south-west, though business travel is recovering more slowly. Passengers have taken more and longer journeys compared with 6 months ago. This has of course presented challenges for social distancing especially if there has been a cancelled service, though reservations are being recommended for longer journeys.
- The Emergency Measures Agreement is being extended to December. After that, a new type of contract will follow as a result of a large-scale in-depth review into the industry, which will form what will be known as 'Great British Railways'. However, the effects of these strategic changes will probably not be noticed by the travelling public for a couple of years, and until then it will be business as usual.

- c) CCIF projects are still on hold during the period of the Emergency Measures Agreement, and currently it is uncertain whether or not this will remain the case permanently. However there are other opportunities for investment in community projects for the Avocet Line with Devon & Cornwall Rail Partnership.
- d) The new train maintenance depot at St David's Station in Exeter is now open.
- e) Fleet position: this is gradually improving.
- f) Driver position: this is still catching up after the impact of covid. There will still be cancellations due to insufficient driver availability whether through illness or the setbacks to driver training as more senior members retire. Essential covid-compliant cleaning can also affect services.
- g) Performance: Punctuality has been steadily improving over the last 12 months, but for track and signalling reasons as well as covid, reliability has had erratic patches leading to cancellations within what is otherwise a general improvement.
- h) The current timetable is close to "normal", but varying covid regulations and infection rates could easily require short notice changes to timetables.
- i) The Dartmoor Line: The Exeter to Okehampton line will be reopening later this year. More details on www.dartmoorline.com

6. Stakeholder Report – ALRUG: TJ

- a) Staff shortages causing considerable disruption to services to Cornwall (more than on Avocet Line). LW pointed out that whilst GWR have new drivers in training, the covid-safe restrictions prolong the training, and especially in the Teignmouth area there are drivers coming up to retirement.
- b) Cascade: There are more Class 165/166s to be transferred to us which are bigger than our current rolling stock and it is hoped that passengers will find the trains more comfortable. Driver training has started on the new trains.
- c) As printed timetables are not yet available, TJ recommends passengers check online before travelling, where they can see any timetable changes and also see how full the train is through the number of reservations.
- d) Litter: Late night/early morning litter has been noticed at the station recently.

Action: TD to email LW with details of the litter issue.

7. Stakeholder Report – DCC Highways: RE

- a) Cameron Robison has moved to another role, with Stuart Cole replacing him. Unfortunately Stuart was unable to be present at today's meeting.
- b) This is RE's last meeting with us as he is retiring, with Phil Morgan being his successor.
- c) The road improvements at Liverton Business Park/Salterton Road junction have now been completed: There is now a twin-lane 'double outlet' allowing for two vehicles to exit right and left simultaneously.
- d) DCC Electric Vehicle Charging: DCC is trying to provide locations for charging points, as by 2030 there will no longer be diesel or petrol cars for sale. This is proving to be a long process as it is very difficult to find spaces for the chargers, not least as some of them considerably reduce the usable width of the footway. However they will become increasingly necessary, especially as Exmouth is very attractive to visitors, and DCC hopes that residents will be supportive of these essential changes.
- e) Electric Charging Points in lamp posts: JG informed us of an app-based system which uses lamp posts as charging points, negating the need for dedicated EV parking spaces and bulky chargers on pavements. The link to the explanatory video is: <https://youtu.be/rKaEhBjt1Is>
- f) PS brought up that, as well as double-decker buses, 40-ton lorries are now also using the residential roads in the Featherbed Lane area, and with the imminent development of Goodmore's Farm, residents are concerned.

- g) LB: ETC specifically requested of EDDC Planning that Ward members be consulted for the CEMP (Construction Environmental Management Plan) for Goodmore's Farm, which would address the routing of construction traffic. However, the CEMP has now been brought out, without that consultation having taken place.

Action: LB to respond to EDDC Planning on this omission and to copy in RE.

Action: RE to pass these comments to DCC Councillor Jeff Trail.

Action: PS to email RE/Stuart Cole/Stagecoach with specific details of oversized vehicles using residential streets.

- h) On behalf of ETP, TD thanked RE for successfully sorting out so many issues in Exmouth and for his excellent contributions to Exmouth and ETP during his time in post, and offered Richard good wishes for the future.

8. DCC's Bid to the Levelling-up Fund: Hannah Clark (see attachment)

- a) DCC has chosen Exmouth for its one and only application to the government's Levelling Up Fund. If the bid is successful, its aspirations will be to complete the Dinan Way extension and to enhance the area around the railway station.
- b) The bid has been submitted and the outcome should be known this autumn. HC thinks we have a reasonable chance of success despite the fact that in the nationwide competition for funding, East Devon is in the lowest category of need and that we are no. 374 on the list, but Exmouth has several neighbourhoods among the most vulnerable in Devon, indicating that this bid meets the criteria for the LU Fund well. However if we are unsuccessful this time, DCC will continue to bid to other funding opportunities. HC's attached presentation provides fuller details.
- c) Assuming a successful bid, several requests for consideration were proposed to HC:
- Dinan Way: (1) HGVs and the Dinan Way/Salterton Road junction, which is difficult for HGVs to negotiate; and (2) improvements for cyclists to the existing Dinan Way, as currently cycling there is unpleasant and sometimes dangerous.
 - Exmouth Gateway/station area: That the enhancements aim for an ITI to encourage the public away from private transport to reduce carbon emissions, including convenience for taxis and bicycle storage, improved lighting and signage. TD asked that, given the amount of work done by ETP on facilities around the station, and the proposed ITI, that DCC would liaise closely with us during the progress of the bid. HC confirmed she had received information from the Council about that work, and the fact that Planning consent for the station area had neither been applied for or given by EDDC, there would be the opportunity to use that work.

9. To consider and agree a response to DCC's consultation on On-Street EV Charging etc: LB & TD

DCC is working with the Rapid Charging Exeter consortium (see hyperlink in agenda) to install state-of-the-art on-road EV charging points, and also with Co-Cars to provide hire-by-the-hour cars to provide more affordable access to electric vehicles. The consultation (which has also been advertised in the local press) is looking for feedback to DCC regarding the two proposed on-road locations in Exmouth: St Andrew's Road and Halsdon Road. Both of these choices have sufficient width of pavement and no houses behind. Councillors voted unanimously both to approve the principle of the on-street charging scheme, and the specific sites.

Action: LB to inform DCC of the vote.

10. Bus Shelters Update: TC & LB (see attachments from Fernbank)

- a) Fernbank aim to have the two Parade bus shelters replaced by October. Delivery of these has been delayed as Fernbank have needed to purchase a larger lorry and new manufacturing equipment because these shelters are considerably larger and heavier than

those they normally produce. A date for other shelters in Exmouth has not been given, but covid will have delayed delivery of these too.

- b) Constraints on design: these have been detailed in the notes of our last meeting.
- c) Real-time travel information displays: This was trialled outside the railway station two years ago, but was fraught with electrical problems. However there is one working in the shelter by the Savoy cinema, and as long as Stagecoach and the DCC Transport Team can keep the real-time integrated travel system working successfully, there is no reason why the system cannot be integrated provided there is a power supply.

11. Stakeholder Report – Active Travel: JG

- a) Ride On Exeter in connection with Transition Exmouth have arranged for free ‘Doctor Bike’ sessions in Exmouth in premises opposite Withycombe Raleigh primary school, and are now looking for funding. Cyclists would be able to repair their own bikes there with Ride On’s tools and expertise. This could become ‘Ride On Exmouth’, giving simple training and possibly leading to employment for a couple of people. It is hoped this would encourage the notion of ‘active travel’ especially amongst younger users.
- b) Again with the focus on school-age children, it is hoped that Withycombe Village Road could become a ‘school street’, i.e. closed off for one hour in the morning and one in the afternoon during school terms at the times when children are being taken to and collected from school. The dual purposes of this are (1) to reduce traffic congestion at those exceptionally busy times, and (2) to reduce the pollution that toddlers and babies in prams unavoidably inhale in the school run. JG has photos of “horrendous” tailbacks at this location and hopes that pollution measurements can be organised, as it can be tasted in the air.
- c) Active Travel have approached Sustrans for their thoughts on a change/addition to National Cycle Network route 2, to (1) reduce congestion on the seafront and (2) encourage visitors through the Strand to bring more business to the outlets there; particularly to the cafes as cyclists, unable to bring their food with them, tend to spend more there than motorists do. The suggested route change would bring cyclists into town instead of around it, up Manchester Road, through the Strand, and to the seafront via Bath Road. Sustrans have suggested they may be able to provide a review, which ETC might like to contribute towards.

Action: JG to contact ETC when Sustrans have replied.

- d) Cycle Parking is in very short supply and AE and JG have cycled round Exmouth photographing locations which might be suitable. However it has proved very difficult to ascertain who owns which part of a pavement.

Action: JG to contact AE to see if there has been any progress.

- e) JP thanked LB for the link to Active Travel in ‘Visit Exmouth’.

12. Stakeholder Report – Exmouth Taxi Association: GS

GS provided this update by email:

- a) Demand for taxis is increasing as the town fills with tourists and holiday makers. It is expected that the hospitality industry will be fully opened in July and therefore August will be a busy month, which will be very welcome.
- b) Drivers continue to ask about the possibility of the back gate at the station, and would like to strongly suggest that with the signing of the new rail contract, the “big changes” spoken of might include this issue as a part of our integrated transport system goals.

13. AOB

No further issues were brought up.

14. Dates of 2021 meetings: 28th September; 14th December

The meeting closed at 12 noon.