EXMOUTH TOWN COUNCIL
Exmouth Transport Partnership
Notes of the Zoom meeting held at 10am on Tuesday 24th June 2025

Present

Cllr Tim Dumper	TD	Exmouth Town Council (Chair)
Cllr Pauline Stott	PS	Exmouth Town Council
Cllr Olly Davey	OD	Exmouth Town Council
Cllr Ian Kirvan	IK	Exmouth Town Council
Cllr Fred Caygill	FC	Exmouth Town Council
Chris Comer	CC	Stagecoach Commercial Manager
John Petty	JP	Active Travel Exmouth, & Exmouth Community Association
Jan Gannaway	JG	Active Travel Exmouth, & Sustrans
Stuart Coles	SC	DCC Highways
Phillip Morgan	PM	DCC Highways
Richard Easthope	RE	EDDC Parking Services Manager
Lisa Bowman	LB	Exmouth Town Council
Lisa Greenway	LG	Exmouth Town Council (Notetaker)

Apologies

Cllr David Poor	DP	Exmouth Town Council
Joe Beckley	JB	Stagecoach Operations Manager
Tony Jackson	TJ	ALRUG (Avocet Line Rail Users Group)
David Whiteway	DW	GWR Regional Growth Manager
Stuart Jarvis	SJa	DCC Principal Transportation Planning Officer
Hannah Clark	HC	DCC Transportation Strategy Manager
Sam Jeffcoat	SJ	DCC PROW Warden for Exmouth

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1. To elect a chair

LB welcomed members and asked for nominations for chair of this working party, PS nominated TD and OD seconded that TD be re-elected as chair. FC nominated himself but the nomination was not seconded. No further nominations were made.

Members were asked to vote, and TD was duly recommended as chair.

2. Welcome, introduction and apologies

TD welcomed members to the meeting and noted apologies.

3. To approve the previous meeting notes from the 1st of April 2025

PS proposed and IK and OD seconded the accuracy of the notes from the meeting on the 1st of April 2025. The meeting notes were approved.

4. Matters arising from the previous meeting

PS queried if any update was available regarding Foxholes carpark and raised concerns about the safety of the current pedestrian and vehicle arrangement at the car park, noting the dangers of both using the same entrance. It was suggested that it would be safer if vehicles exited onto Maer Road as they did previously although RE confirmed that discussions had taken place with the EDDC Engineering and Design Teams and that reopening the Maer Road exit is not currently feasible due to the placement of the new toilet block. However,

adjustments are being planned to improve pedestrian access and safety. These include removing three car parking spaces near the toilets, modifying the existing fence along Queens Drive to allow pedestrian access, resurfacing the car park after summer, and improving signage for both pedestrians and vehicles. Additional measures include opening up space near the toilet block and installing benches to guide pedestrian flow.

Despite these proposed improvements, PS remained unconvinced that the changes would resolve the issue, expressing concern that pedestrians would continue to use the vehicle access point to reach the beach and reiterated that reinstating the Maer Road exit for vehicles would help.

5. To acknowledge our Coach Friendly accreditation

TD explained that East Devon District Council had previously initiated a move to become a coach friendly district, encouraging towns to gain official recognition from the Confederation of Passenger Transport (CPT), a key organisation for coach operators. Exmouth, having previously held the accreditation, was in a position to be reaccredited, largely due to the efforts of Rons Boatman. This resulted in an official event that was covered by local media, celebrating Exmouth as the first town in East Devon to regain this status.

FC raised concerns about coaches using inappropriate drop-off points, such as Stagecoach bus stops, which could cause confusion and operational issues. In response, TD clarified that the designated coach drop-off and pick-up point is by the TSB bank. LB added that as awareness grows around the town's coach friendly status, proper use of the designated area should improve. It was also noted that one remaining task tied to the accreditation involves updating signage related to the Dinan Way extension, which should help manage coach movements more effectively and reduce current issues.

Further concerns were expressed by FC about the suitability of the drop-off location near the TSB, citing possible congestion problems due to lorries, taxis, and pedestrian traffic. JP emphasised the need for such a location to be close to public toilet facilities. LB responded that while the designated area isn't immediately next to the toilets, it is within walking distance of the Tourist Information Service which provide a meet and greet service, where tourist information volunteers board incoming coaches to welcome visitors, hand out maps, and guide them to local amenities as part of the Coach Friendly offering.

LB acknowledged that due to increasing coach sizes the suitability of the drop-off point might need to be reviewed in the future.

6. To note the minutes of the recent meeting of the East Devon Highways and Traffic Orders Committee

A link to the minutes was included on the agenda.

It was noted that there were no points of significance or concern in the minutes related to Exmouth.

7. Stakeholder reports:

a) Stagecoach

The 57 bus (Exmouth to Exeter) service to Exmouth continues to face punctuality issues due to ongoing roadworks, although an additional service has been added to help alleviate delays. No major changes to the Exmouth network are planned for the next scheduled service update on 31st August.

The 95 bus (Exmouth to Sandy Bay) is currently running a half hourly summer service, which will revert to hourly from the 31st of August. A night service for the 57 route has been operating on Saturday nights for the past four weeks, offering two extra journeys, with the last departing Exeter at approximately 3:15am.

PS has noticed that a couple of weeks ago the 95 service had been operating along the seafront by the lifeboat station and was keen to know if this might be made permanent. CC clarified that this change was due to a low tree that necessitated a temporary diversion. The tree issue has since been resolved, and the route has returned to normal. Although members had previously requested the reinstatement of the seafront route, CC explained that it is not feasible due to timing, punctuality concerns, and the fact that it is a commercial service that is no longer commercially viable without DCC funding.

Stagecoach reports issues like low branches to DCC Highways and the Public Transport Team, but it is ultimately DCC's responsibility to inspect and manage these hazards. When trees are on private land, DCC contacts landowners, though responses can be delayed.

FC raised the issue of the lack of public transport servicing new housing estates in Exmouth, CC responded that while most town centre routes are DCC-subsidised and therefore subject to oversight, many new estates lack proper planning for public transport access. Stagecoach have no plans to extend services this year, but potential changes could be considered in Easter 2026.

b) DCC Public Transport – To raise Councillor Fred Caygill's question about introducing free bus travel for people from the age of 60

There was no representative at the meeting and no report was received.

Members discussed how the free national bus pass eligibility age range varied between England, Wales and Scotland. FC was eager for DCC to consider dropping the eligibility age from 67 to 60. It was clarified that the law in England specifies that eligibility for free bus passes for older people starts at national pensionable age.

c) EDDC Car/Cycle, Coach & Lorry Parks & Electric Vehicle Charging

EDDC are currently holding a public consultation regarding amendments to the East Devon Off Street Parking Order which closes on the 14th of July 2025. Two proposals are under review: one at Camperdown Terrace Slipway, aiming to restrict parking on the wet side of the flood barrier due to operational needs, and another at Albion Court, where a permit scheme is proposed to address long-standing parking issues for residents and their carer's.

RE informed members about a forthcoming report to East Devon's Overview Committee on the 17th of July that will propose five recommendations for improving overnight motorhome parking. These include price increases, better signage, the addition of water, drainage, and waste facilities, and a three-night maximum stay at both designated sites.

Ongoing issues have been reported involving someone pressing the emergency stop button on EV chargers during active charging sessions. This has resulted in drivers receiving penalty charge notices (PCNs) from EDDC staff who are unaware that the charging was interrupted and mistakenly believe the vehicles are parked without charging.

RE informed members that there are currently no future EV charging provisions planned for Exmouth. Discussions are continuing regarding EDDC's participation in the LEVI electric vehicle charging scheme for which the legal team are still working with DCC to resolve several issues within the paperwork, which has some discrepancies and elements of concern. Despite these challenges, there is still hope that EDDC will join the scheme, which aims to install more residential chargers in East Devon. A further update is expected at the next meeting.

PS raised the issue of recent vandalism and an assault at Imperial long stay car park, suggesting car park CCTV installation. RE responded that there is currently no provision for CCTV in the EDDC car parks.

FC reported that cars and motorcycles, have been accessing via the Imperial Recreation Ground slipway and driving/parking on the estuary sands, and although this has been brought to the attention of EDDC, no effective deterrent measures appear to have been taken. RE clarified that EDDC enforcement ends at the top of the slipway, meaning they cannot enforce rules on the estuary sands. LB noted that the local policing team have been actively addressing the issue, including confronting drivers on the sands and using social media to inform the public that such activity is illegal under Section 34 of the Road Traffic Act 1988, which could lead to vehicle confiscation. It was suggested that EDDC collaborate with the police for a more coordinated response.

FC also questioned whether car parking bay sizes should be reviewed, as many modern vehicles no longer fit comfortably in the current 2.4m by 4.8m bays. RE confirmed that EDDC had committed to increasing bay sizes to 2.6m by 5m as part of last year’s strategy. The new dimensions will be implemented gradually, starting with the Foxholes car park during resurfacing.

d) Active Travel

OD updated members on the recent Active Travel meeting, where Zoey Cooper organised the group into four focus areas:

- Understanding why people do or don’t choose active travel
- Raising awareness to encourage behavioural change
- Improving town mapping for easier movement
- Campaigning for better infrastructure and safety measures such as 20mph zones

A recent funding bid for research and data was unsuccessful, so efforts to secure funding will continue. The group plans to gather data from schools and Eco churches to understand barriers to active travel, especially for school commutes. A subgroup will be set up to identify and analyse relevant case studies from other councils, which will be discussed in the next meeting.

Active Travel hope to make representation to HATOC to propose restricting traffic on Withycombe Village Road during school starting/finishing times, with the aim of gaining broader support for active travel and safety measures like lower speed limits.

The group will have a presence at the upcoming Exmouth Festival, showcasing a large map of local walking and cycling routes and offering cycling maintenance advice.

JG reflected on past campaigns and successes such as the completion of the Bapton Valley route.

There has been a change of administration at DCC and Councillor Jacqi Hodgson a long-time advocate for 20mph limits is now Cabinet member for Transport and with support is putting forward a motion at tomorrows Cabinet meeting for 20mph in Devon.

e) Taxis

There was no representative at the meeting and no report was received.

f) GWR

There was no representative at the meeting and no report was received.

g) ALRUG

There was no representative at the meeting and no report was received.

h) DCC Highways

PS raised concerns about cyclists riding the wrong way through one-way systems, particularly near the Town Hall entrance, posing risks to motorists. She suggested signage to warn cyclists, but SC explained that enforcement falls under police responsibility and noted a lack of funding for new signs. He also mentioned that signs alone may be ineffective, as cyclists often ignore them. PM added that the roads already display one-way signs, so additional signage specifically for cyclists would not be installed.

FC expressed concerns about cyclists speeding on the cycle track and failing to consider the safety of other users like children and pedestrians. He proposed that the cycle path be rerouted out of Exton village.

PS noted that lorry drivers are disregarding the 7.5-tonne weight restriction on Featherbed Lane and behaving aggressively when challenged, suggesting the use of cameras to catch violators.

8. Any other business

FC mentioned that regional news reported significant financial investment in electric buses in Cornwall, suggesting that similar lobbying efforts should be made for Devon. TD responded that such lobbying has already been undertaken with Stagecoach and DCC Public Transport, but acknowledged it could be revisited in the future.

9. Dates of 2025 meetings: 23rd September

9th December

The meeting closed at 12:12