EXMOUTH TOWN COUNCIL
Exmouth Transport Partnership
Notes of the Zoom meeting held at 10am on Tuesday 7th October 2025

Present

Cllr Tim Dumper	TD	Exmouth Town Council (Chair)
Cllr Pauline Stott	PS	Exmouth Town Council
Cllr Ian Kirvan	IK	Exmouth Town Council
Cllr Graham Deasy	GD	Exmouth Town Council
Cllr Olly Davey	OD	Exmouth Town Council
Cllr David Poor	DP	Exmouth Town Council
Cllr Fred Caygill	FC	Exmouth Town Council
Lisa Bowman	LB	Exmouth Town Council
John Petty	JP	Active Travel Exmouth & Exmouth Community Association
Chris Comer	CC	Stagecoach Commercial Manager
Stuart Coles	SC	DCC Highways
Phil Morgan	PM	DCC Highways
Cllr Helen Brown	HB	Devon County Council
Tony Jackson	TJ	ALRUG (Avocet Line Rail Users Group)

Apologies

Neil Herraghty	NH	Stagecoach Assistant Operations Manager
David Whiteway	DW	GWR Regional Growth Manager

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1. Welcome, introduction and apologies

TD welcomed members to the meeting and noted apologies.

2. To approve the previous meeting notes from the 24th of June 2025

PS proposed and IK seconded the accuracy of the notes from the meeting on the 24th of June 2025. The meeting notes were approved.

3. Matters arising from the previous meeting

No matters arising.

4. 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.

TD confirmed he had attended the HATOC meeting held on the 21st of July 2025 and reported that the items previously raised by this working party at the June meeting had been included on the HATOC agenda and approved. No further comments were initially made.

JP queried whether any mention had been made regarding the Dinan Way improvements, not the new extension, but revisions to the existing route. He noted that he had not seen any reference in the minutes and expressed concern about the lack of public detail available. LB advised that such works might not appear in HATOC minutes as they do not necessarily require Traffic Regulation Orders. These improvements are often managed through other DCC channels.

PS noted that a new bus stop and crossing near St John's Road had recently been installed.

JP expressed frustration that the only public information available appeared to be a press release, with no clear technical detail or opportunity for local consultation. He proposed that this working party should request formal clarification on the full scope of the scheme.

PM confirmed that no formal requests had been received for traffic management changes to Dinan Way. He explained that minor patching and crossing improvements were being carried out using funding from the Dinan Way extension project, including the replacement of rubber pedestrian islands with concrete ones for greater durability. However, he was not aware of any wider redesign proposals.

Members discussed safety concerns for pedestrians and cyclists, particularly with increased traffic volumes resulting from the new link road and highlighted the need for additional safe crossings and cycleway connections near Goodmores.

JP noted that funding of approximately £1.82 million had been referenced for these works and stressed that the working party should formally write to DCC to seek detailed clarification on the scope of improvement works, road safety measures and allocation and intended use of funding.

LB agreed to draft the letter and liaise with TD. She also confirmed she had reviewed both DCC and EDDC planning portals but had not found any planning variation listed.

FC raised further safety concerns about the width of central islands and the proximity of heavy vehicles, noting that existing rubber islands frequently break apart and that replacement concrete structures could pose additional risks if not carefully designed. He urged that safety considerations be prioritised from the outset.

LB subsequently located a relevant DCC Cabinet report (23 July 2025) titled “Destination Excellence – Levelling Up Fund: Dinan Way Active Travel Measures.” She summarised that the Cabinet approved a 3.1 million scheme under the Levelling Up Fund, with 55K already spent. The scheme includes a series of active travel and road safety improvements for Dinan Way and surrounding routes and an impact assessment and eight appendices were available online.

LB will circulate the full cabinet report link to members after the meeting.

HB confirmed she had reviewed the scheme and that it had been presented to Cabinet earlier in the year. She advised that both she and Councillor Jeff Trail are monitoring local highways aspects and offered to assist with any correspondence from the working party.

5. Stakeholder reports:

a) Stagecoach

CC reported ongoing operational challenges caused by driver shortages, though the situation has improved compared to earlier in the year. Recruitment continues, with new drivers completing training and expected to join the network shortly.

CC confirmed that the new winter timetable had been finalised with minor adjustments to ensure punctuality, particularly on the 57 route between Exeter and Exmouth. A focus remains on maintaining reliability despite continued congestion on Exmouth approaches during peak times.

CC noted increased coordination with DCC on bus stop infrastructure improvements and confirmed that real-time information systems are being reviewed to ensure accuracy at key locations.

Members raised concerns about timetable gaps, particularly late evening and early morning services, which continue to affect shift workers. CC advised that commercial viability and driver availability remain key limiting factors, but that service demand is being closely monitored.

OD highlighted the need for continued public confidence in local public transport and thanked CC for Stagecoach's ongoing engagement with the Partnership.

FC raised concerns about the lack of seating at the bus shelter outside Scott Cinema in Exmouth, noting it's unsuitable for elderly residents compared to the better-equipped shelter across the road. CC explained that bus shelters are managed by DCC, while LB added that only some shelters are under the Town Council's refurbishment contract with Fernbank. The shelters in question are DCC's responsibility. LB offered to contact the relevant DCC officer, Mark Phillips, to see if seating could be added and what it would cost. FC suggested HB look into it, and LB agreed to coordinate.

FC noted the urgent need for a comprehensive transport management plan in Exmouth and highlighted long-standing traffic and safety issues, particularly around the Parade and Rolle Street, and called for a one-way system and better planning. Members agreed, stressing the importance of local input, collaboration, and financial realism.

LB noted the last review in 2016 was limited and that earlier, more ambitious proposals were dismissed due to costs. LB still has those documents. OD emphasised the timing is right, given new developments and ongoing placemaking plans, and pushed for safer speed limits and better enforcement.

There was a consensus to work together on a locally informed plan to present to DCC.

TD thanked CC for his attendance and contribution and noted that follow-up questions could be sent by email.

b) DCC Public Transport

No representative was present from DCC Public Transport, and no report was received.

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

No representative was present from EDDC, and no report was received.

d) Active Travel

JP updated members on cycling and pedestrian safety concerns, noting that earlier discussions on Dinan Way highlighted the need for clearer information on the planned active travel and infrastructure improvements funded through the Levelling Up scheme. He emphasised the importance of continuing to press for detailed clarification on pedestrian and cycling measures within the project.

Plans for a community bike ride had to be postponed due to poor weather but will be rescheduled for spring 2026 to continue promoting local participation in cycling initiatives.

OD added that while most local drivers are courteous towards cyclists, issues persist at traffic islands where limited road width creates potential hazards. He suggested that clearer cycle lane markings and targeted education campaigns could help improve safety and awareness.

e) Taxis

No taxi representatives were present at the meeting, and no report was received.

TD noted that ongoing issues such as availability of late-night taxis and parking near licensed ranks would be carried forward to the next meeting for review. Members agreed it would be helpful to invite an EDDC Licensing Officer to attend a future meeting to provide an update on local taxi provision and licensing policy.

f) GWR

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

Members requested that the latest performance and reliability data for the Avocet Line be sought ahead of the December meeting, particularly concerning peak-time capacity and student commuter services.

g) ALRUG

TJ reported no significant changes to the current timetable and advised that rolling-stock updates on other regional routes (Barnstaple, Okehampton and Penzance) may occasionally result in substitute trains being used on the Exmouth–Exeter line.

TD relayed feedback from residents and councillors about short-formed two-car trains during the morning and afternoon commuter peaks, particularly affecting college students. TJ undertook to review his operational records and report any trends at the next meeting.

Members reiterated concerns about overcrowding and safety, especially during school term time, and agreed that these issues should be raised formally with GWR through ALRUG.

h) DCC Highways

IK raised concerns about blocked drainage ditches in Gorse Lane, which feed into the Dinan Way drainage system. IK explained that the ditch has become severely overgrown and that repeated requests for clearance had been unsuccessful, leading to water overflowing onto the road surface and damaging the carriageway.

SC confirmed that the section in question is not part of the adopted highway network and has no registered landowner, which limits DCC's ability to carry out maintenance unless the blockage poses a direct safety hazard. He added that several work requests are already logged and will be actioned if funding becomes available.

PM acknowledged the issue and explained that routine ditch-clearing and verge-cutting are no longer proactive, as the DCC Highways budget remains under significant pressure.

Maintenance is now prioritised for the strategic and primary salted networks, and reactive work is only undertaken where safety concerns arise.

TD observed that the situation links closely to the town's Flooding and Land Drainage Working Party, which also includes DCC representatives. LB suggested the matter be formally referred there for continued monitoring and escalation. Members agreed that this would be the best course of action.

6. Any other business

PS raised concerns about cyclists travelling the wrong way through one-way systems, particularly near the Town Hall entrance, which poses risks to both motorists and pedestrians. She suggested additional signage to deter this behaviour.

SC explained that enforcement falls under police responsibility and that additional signage would not be funded due to limited budgets. He also noted that existing one-way signs are already in place, and experience shows that cyclists often ignore them regardless of signage.

FC expressed concerns about cyclists speeding on shared paths, especially near family and pedestrian areas, and suggested exploring whether certain cycle routes could be rerouted to improve safety.

TD acknowledged that cyclist behaviour and safety are ongoing matters which should be addressed through education, awareness, and engagement rather than through further signage alone.

PS also raised the issue of lorry drivers ignoring the 7.5-tonne weight restriction on Featherbed Lane, some of whom have reportedly been aggressive when challenged. She proposed the installation of cameras or ANPR technology to support enforcement.

PM explained that environmental weight restrictions are difficult to enforce, as vehicles making deliveries within the restricted area are legally permitted to enter. He added that enforcement requires a uniformed police officer to follow and stop an offending vehicle, which is rarely feasible given limited resources.

FC suggested that existing Vision Zero or ANPR camera systems used elsewhere in Devon could potentially assist with monitoring the route. PM agreed that the technology is effective but confirmed that such installations require a traffic order and coordination with the police or Vision Zero partnership.

TD thanked members for their contributions and confirmed that the issues raised would be noted for review under the Transport and Traffic Management Plan for Exmouth.

7. Dates of 2025 meetings:

The next meeting of the Exmouth Transport Partnership will be held on Tuesday the 9th of December 2025.

The meeting closed at 11:58 am.