EXMOUTH TOWN COUNCIL
Exmouth Transport Partnership
Notes of the Zoom meeting held at 10am on Tuesday 3rd March 2026

Present

Cllr Tim Dumper	TD	Exmouth Town Council (Chair)
Cllr Pauline Stott	PS	Exmouth Town Council
Cllr Graham Deasy	GD	Exmouth Town Council (Ex Officio)
John Petty	JP	Active Travel Exmouth & Exmouth Community Association
Chris Comer	CC	Stagecoach Commercial Manager
Stuart Coles	SC	DCC Highways
Zoey Cooper	ZC	Exmouth Town Council
Lisa Bowman	LB	Exmouth Town Council

Apologies

Cllr Olly Davey	OD	Exmouth Town Council
Cllr Fred Caygill	FC	Exmouth Town Council
Cllr David Poor	DP	Exmouth Town Council
Cllr Ian Kirvan	IK	Exmouth Town Council
Chris Smith	CS	DCC Public Transport
Luke Freathy	LF	DCC Public Transport
Phillippa Norsworthy	PN	EDDC Licensing 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 9th of December 2025

As the meeting was not quorate the meeting proceeded on an informal basis for information only, and the approval of the previous meeting notes from the 9th of December 2025 was postponed.

3. Matters arising from the previous meeting

TD reported that as he sits on the EDDC Licensing Committee, he was able to contact the licensing manager directly. PN expressed willingness to attend and would have joined this meeting had she been available, but a scheduling conflict prevented it. PN has confirmed she will attend the next meeting on the 21st of April.

ZC explained that the Active Travel Group has long been supported by JP, JG and OD, and that she stepped in last year to broaden its focus. While the group continues to discuss infrastructure improvements, her emphasis has shifted toward encouraging behaviour change within the community. ZC described plans for community bike rides and walks aimed at reducing car dependency, as well as initiatives to promote walking, cycling and bus use among schoolchildren. With strong links to local schools, ZC is working to build momentum in that area. There is also a planned research project to identify the barriers preventing people from choosing active travel or public transport. Funding fell through last year, but ZC hopes the project can be revived this year. It was noted that her work complements JP's more infrastructure-focused campaigning.

TD referred to a national report highlighted by Councillor Mike Rosser, which emphasised that reducing or eliminating car travel remains one of the most effective ways to cut

emissions. PS commented that the redesigned junction at the end of Featherbed Lane, where a roundabout was removed, is functioning well and that drivers appear to be navigating it confidently.

4. Stakeholder reports:

a) Stagecoach

CC reported that the next set of timetable changes will take effect on the 5th of April, coinciding with the Easter weekend, and that only a small number of services in Exmouth will be affected. He added that a public press release is being prepared and that Exmouth specific details will be shared with the working party once finalised.

CC confirmed that DCC has agreed to continue funding an additional bus on the 57 route so the existing frequency can be maintained during the roadworks. This support will remain in place until September.

There has been a review of the 98 and 98A services, CC noted that the financial performance of the routes has led to the decision to discontinue the former 98. The service will instead operate solely on the former 98A route, renumbered as the 98, running hourly rather than half-hourly. This change means that Midway and Roseway in Littleham will no longer be served, although alternative stops are nearby.

TD sought clarification on what was meant by "the former route for the 98," asking whether this referred to the route used since the weak bridge closure or the previous one. CC clarified that the current 98A route will become the new 98, operating every 60 minutes, and that the existing 98 will cease from the 5th of April.

There have been minor timetable adjustments to the 99 and 99E services, these are small, clock-face improvements unlikely to be noticed by passengers. CC detailed amendments to the 157 and 357 services, aimed at improving punctuality and reliability, with additional recovery time built into the schedules. He noted that the 157 will now be fully operated by double-deck vehicles to increase capacity, and that extra journeys will run around school times to support college travel demand.

The 95 service will begin operating on the 29th of March with an hourly frequency, increasing to a 30-minute service from the 23rd of May. It will revert back to hourly from the 30th of August and is scheduled to cease on the 31st of October. The route will remain unchanged from last year's operation.

PS expressed disappointment that the full seafront 95 bus service route cannot be reinstated, even if Exmouth Town Council were willing to subsidise it. CC explained that Stagecoach has already implemented an operationally reliable and financially viable version of the 95, and the previous full seafront route had persistent timekeeping issues that made it unsustainable. CC noted that while Stagecoach sees no commercial case for an additional seafront service, other operators such as Dartline might consider it if they believed it could be viable.

TD updated the group on attempts to explore a possible subsidy from Exmouth Town Council. He is arranging discussions with DCC's Public Transport team to understand the process for subsidising a service, although key DCC officers were unable to attend this meeting today.

JP questioned whether Haven contributes to the cost of the 95 service, given that the route currently travels deep into the holiday park and suggested that this adds significant time to the journey and effectively turns the bus into an internal Haven shuttle. JP proposed that the bus could instead turn around at the park entrance, freeing up time to reinstate the full seafront route. JP also raised questions about passenger behaviour, noting that some Sandy Bay visitors appear to use taxis rather than the bus for station transfers. CC responded that Stagecoach's feedback indicates strong weekend demand from holidaymakers travelling between the station and the park, though usage varies throughout the week. CC acknowledged that curtailing the route within Sandy Bay is a valid idea but said Stagecoach would need to weigh whether it would gain or lose passengers by doing so.

GD requested clarity on which stops are being removed from the 98 service in Littleham so he can report back to a community meeting. CC confirmed that the service will no longer run through Midway and Roseway, with alternative stops available at Capel Lane and Liverton Close.

TD highlighted the wider need for a transport management plan for Exmouth. He stressed that any future reviews by Stagecoach, DCC, or the new combined authority should align with the town's aspirations, noting that other towns in Devon have benefited from more coherent transport planning.

ZC raised the idea of reinstating a clean-energy land train along the seafront to improve movement during the summer. LB explained that the previous land train, operated by Stuart Line Cruises, had been withdrawn due to staffing issues, mechanical failure, and difficulties sourcing replacement parts from Germany. LB added that although conversations had taken place with Councillor Nick Hookway about whether the Town Council could help revive it, the significant costs, operational challenges, and lack of interest from the operator meant it was not currently a priority. Insurance and licensing complications had also contributed to the decision to not proceed with the idea unless a private company expressed interest.

ZC asked whether a future travel plan for Exmouth might include the land train, LB confirmed that while the existing vehicle was no longer viable, previous work on the topic could be revisited. LB noted that the former arrangement with EDDC which linked parking tickets to subsidised land train rides, had ended, reducing its usefulness as a park-and-ride option.

PS suggested looking at how other towns operate their land trains, particularly those run by councils, ZC mentioned Bournemouth's electrified version. The group agreed that researching costs and operational models would be worthwhile.

TD suggested that as Dartline are now operating two local routes it may be worthwhile inviting a representative to future meetings. Members present agreed to extend the invitation.

b) DCC Public Transport

There was no representative at the meeting, but CS provided the following report:

From a DCC perspective there is nothing significant to update on. There are a couple of changes from the 5th of April being driven by Stagecoach, mostly to improve reliability or amendments to their commercial routes. I'm sure they'll include this in their update.

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

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

d) Active Travel

JP highlighted the importance of maintaining a realistic approach to active travel. He noted that while walking and cycling are central to the concept, rail travel also plays a key role for longer journeys. He cautioned against reducing station car parking before reliable and comprehensive public transport alternatives are in place, explaining that many residents still depend on cars to reach the station. Removing parking too soon, he argued, could discourage rail use and undermine wider active travel aims.

ZC provided an update on the next Active Travel meeting, scheduled for the 17th of March at the Town Hall at 6pm. ZC also outlined her work with Visit Exmouth on a new sustainability-focused sub-brand, Sustainable Shores, which promotes Exmouth as an eco-friendly destination. This includes encouraging visitors to arrive by train and move around the town on foot, by bicycle, or by other active modes. ZC described ongoing engagement with local businesses to improve facilities such as bike racks, sheltered storage, and station pickup services, helping visitors reduce reliance on cars and emphasised that the intention is not to discourage driving entirely but to support people in making fewer and more efficient car journeys. ZC offered to share short written summaries of future Active Travel meetings with the working party.

TD thanked ZC for her contribution and confirmed his intention to attend most Active Travel meetings to support coordination of related work.

e) Taxis

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

Unfortunately, the EDDC Licensing Officer PN was unable to attend this meeting but will attend the next one in April.

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

SC reported that the exceptionally wet weather in 2026 has caused significant disruption, with ongoing storm damage continuing to emerge across the area. Highway drainage issues, particularly in Woodbury, are still being investigated, and contractors have been diverted from planned works to focus on the large increase in pothole repairs, with around 6,000 currently recorded across the county. Planned patching works on Salterton Road and Dinan Way have been postponed, likely until the next financial year. SC also noted unusual sand deposits on the Esplanade and confirmed that parts of the seafront wall have been compromised and will require repair.

SC updated members on the removal of the roundabout at Pound Lane and Featherbed Lane, observing improved visibility and safer pedestrian crossing conditions, particularly for schoolchildren. PS agreed, stating that sightlines from Pound Lane onto Hulham Road have significantly improved and that traffic is flowing more clearly than before. SC confirmed he would pass this feedback to the relevant engineers and the road safety team.

TD acknowledged the benefits of the new layout but raised concerns from residents about increased vehicle speeds following the removal of the mini roundabout. Although police checks have not identified excessive speeding, he suggested that further speed monitoring may be worthwhile, especially given the high number of schoolchildren crossing Hulham Road. SC noted that traffic patterns may change once the Dinan Way extension opens and suggested waiting to assess its impact before taking further action.

TD noted the delays to the Dinan Way extension, now expected to be completed in June, attributing the extended timeline partly to persistent heavy rainfall. SC confirmed that saturated ground conditions have made progress difficult.

PS raised concerns about the volume and size of vehicles currently using Featherbed Lane, describing traffic levels as excessive and potentially dangerous, with some vehicles exceeding the 7.5-tonne limit. PS expressed hope that the completion of the Dinan Way extension would reduce this traffic. SC clarified that enforcement of weight restrictions is the responsibility of the police and noted that buses are exempt under the existing traffic order.

TD, as a member of the Highways and Traffic Orders Committee, informed members that an informal 30 minute session would be provided at the next HATOC meeting later in March to discuss local issues and offered to raise any concerns submitted by members during that session.

5. Any other business

No other

6. Dates of 2026 meetings:

21st of April

23rd June

15th September

1st December

The meeting closed at 11:35 am.