EXMOUTH TOWN COUNCIL

Exmouth Transport Partnership

Notes of the Zoom meeting held at 10am on Tuesday 23rd June 2026

Present

Cllr Tim Dumper	TD	Exmouth Town Council (Chair)
Cllr Pauline Stott	PS	Exmouth Town Council
Cllr David Poor	DP	Exmouth Town Council
Cllr Olly Davey	OD	Exmouth Town Council
Cllr Fred Caygill	FC	Exmouth Town Council
Cllr Dan Wilson	DW	Exmouth Town Council
Cllr Ian Kirvan	IK	Exmouth Town Council
Cllr Louise Venables	LV	Exmouth Town Council
John Petty	JP	Active Travel Exmouth & Exmouth Community Association
Stephen Western	SW	DCC Public Transport
Paul Morrey	PM	DCC Public Transport
Luke Freathy	LF	DCC Public Transport
Richard Easthope	RE	EDDC Parking Services Manager
Stuart Coles	SC	DCC Highways
Neil Herraghty	NH	Stagecoach Assistant Operations Manager
David Whiteway	DW	GWR Regional Growth Manager
Lisa Bowman	LB	Exmouth Town Council
Mark Devin	MD	Exmouth town Council
Lisa Greenway	LG	Exmouth Town Council

Apologies

Chris Comer	CC	Stagecoach Commercial Manager
Cllr Graham Deasy	GD	Exmouth Town Council (Ex Officio)
Cllr Helen Brown	HB	Devon County Council
Zoey Cooper	ZC	Exmouth Town Council
Chris Smith	CS	DCC Public Transport

---

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. 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 21st of April 2026**

   PS proposed and DP seconded the accuracy of the notes from the meeting on the 21st of April 2026. The meeting notes were approved.

4. **Matters arising from the previous meeting**

   No matters arising.

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

A link to the minutes from the 20th of March was included on the agenda.

LB highlighted that the Exmouth Placemaking Plan had been discussed at the meeting and explained that the terms of reference for PETS had been amended so DCC members could now participate, improving coordination across the three authorities responsible for the plan. TD added that County officers had previously been unaware of key proposals, such as a park-and-ride at Digby & Sowton, so their inclusion was welcome.

6. To raise concern about the width of the Dinan Way extension and operational constraints

Members voiced widespread concern about the extension's narrow width. TD noted research by GD showing the road was narrower than standard widths. Members questioned whether HGVs could pass safely and why a footpath was included when Summer Lane already provided pedestrian access.

OD recalled raising width concerns earlier, when County officers had insisted the design met required tolerances. He added that the shared path did not appear wide enough for both cyclists and pedestrians, unlike Marine Way.

PS strongly criticised the design and had warned from the start that the Hulham Road roundabout was too narrow and that the same issue had been carried through the entire scheme. PS highlighted the lack of passing places, the risk of breakdowns blocking the road, and repeated failures of the newly planted banks and noted the new road surface sat two or 3 foot above the old road.

FC questioned the need for multiple cycle routes, arguing the estuary path already served cyclists well. FC queried whether penalty clauses existed in the construction contract, given repeated delays beyond the original completion date of Christmas 2025, this was raised with County Councillors previously but to date he has not received an answer. SC explained that the road was being built exactly as approved by EDDC's planning authority and was not aware that the path was a shared path, SC suggested that questions about contract penalties might require a Freedom of Information request through DCC.

7. To raise concern about EV electric charging provision in Exmouth (on and off street)

LV reported that residents were frustrated by broken chargers, vandalism, and the lack of options for people without driveways. RE described how the council had been dealing with repeated vandalism, which had left several chargers unusable for long periods and created a cycle of repairs that were both costly and slow. RE explained that supply-chain delays were making the situation worse, because replacement parts for certain charger models were taking weeks to arrive, leaving residents frustrated and often stranded. PS illustrated this frustration vividly by describing a recent experience where she arrived at a charging point to find that both were out of use and she did not have enough charge to get home. RE acknowledged that this was becoming a common experience for EV users, especially those who relied entirely on public charging due to no off-street parking.

RE explained that the LEVI (Local Electric Vehicle Infrastructure) rollout was progressing, but far more slowly than originally planned. EDDC and DCC are working together to identify suitable locations for new chargers, but many of the most logical sites were also the most vulnerable to vandalism or required complex permissions. RE emphasised that the long-term solution must include a strategy for residents who could not install home chargers, as a growing number of EV owners in terraced or apartment housing had no practical way to

charge overnight. CCTV was being considered as a deterrent in high-risk car parks, particularly after FC and PS highlighted recent incidents of theft and damage in Imperial Road car park. RE agreed that security improvements would likely need to accompany any future expansion of charging facilities, because without them EDDC risked installing new chargers only for them to be damaged again.

8. To raise ongoing concerns about quality and frequency of various bus services in and around Exmouth and agree to write to both Stagecoach and DCC Public Transport

PS reiterated her frustration that the 95 bus still does not run the full length of the seafront, noting that only two bus stops serve two miles of the seafront which concentrates crowds at one end. Stagecoach has repeatedly said they will not extend the route because doing so delays arrival times at Sandy Bay, and they claim passenger numbers have improved since the diversion.

TD reviewed several ongoing issues, including the reduced frequency of the 98 service, the lack of double-deckers on the 57, and the absence of a clear timetable for introducing electric buses. He emphasised that Stagecoach and DCC intend to review Exmouth's bus network once the Dinan Way Extension is complete, likely around April 2027, and stressed that ETC expects to be centrally involved in that review. Members were reminded that ETC plans to write to Stagecoach, DCC, and Dartline to press these concerns.

LF explained that any future changes will be data-led and that DCC cannot fund an extended 95 route because it would not meet cost-per-passenger criteria. LF confirmed that the 98's former 20-minute frequency is unlikely to return and that electric buses are being phased in as the Exeter depot is electrified over the next 12–18 months. Upcoming changes were highlighted that will integrate the 99E into the main network, giving Cranford Avenue evening and Sunday services and simplifying timetables.

TD noted that ETC had explored subsidising the 95 but found that the required funding was far beyond their means, especially given that their current contribution to the 99E covers only about 10 percent of the annual subsidy. TD argued that DCC's stated policy of reducing car use should be matched with stronger marketing and investment in bus services, particularly along the busy seafront.

NH confirmed that electric buses are being introduced gradually, with several already in service, though charging infrastructure delays are causing operational challenges. NH acknowledged the desire for the 95 to run along the full seafront but said this remains a commercial decision. NH also explained that double-deckers are used on the 57 whenever available, though breakdowns and school run demands sometimes prevent this.

FC expressed wider concerns about Exmouth being overlooked in transport planning arguing that Exmouth is treated as "the poor relation," pointing out that the Devon and Torbay Local Transport Plan barely mention Exmouth despite its population growth and increasing development. FC also raised safety concerns on Rolle Street and called for coordinated engagement between Stagecoach, DCC, the police, and local councils.

OD, a regular bus user, asked whether hybrid buses might be considered as an interim step, but both NH and PM confirmed that government funding is restricted to zero-emission vehicles, so hybrids will not be introduced.

Councillors voted decisively to proceed with the planned letter to transport authorities, reaffirming their intention to push for improvements and stronger collaboration.

9. Stakeholder reports:

a) Taxis

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

b) Stagecoach

Updates discussed in item 8.

c) DCC Public Transport

Updates discussed in item 8.

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

RE provided an update on recent parking improvements along the Queen's Drive Echelon parking area. New ground markings, including motorhome bay symbols, and additional signage have been installed to support a new approach to managing overnight motorhome parking. The changes are intended to improve safety, reduce fire risks, ensure users understand the parking arrangements, and improve the overall appearance of the area. Additional enforcement and engagement with motorhome owners will take place to ensure vehicles are parked correctly within designated bays.

OD asked for an update on the planned motorhome facilities at Maer Road/Foxholes car park, including wastewater disposal and a fresh water supply. RE confirmed that these facilities have not yet been installed, as work is ongoing with South West Water to resolve connection issues. Plans have been drawn up, but technical challenges regarding water flow and linking into existing infrastructure are still being addressed. Once resolved, the facilities will be procured and installed, accompanied by dedicated signage and guidance.

LB raised concerns about motorhomes and vans parking incorrectly along the seafront, including vehicles occupying multiple bays, overhanging designated areas, and parking on pavements. RE explained that income from increased motorhome fees has been ring-fenced to support enforcement activity. Parking enforcement officers operate across the district throughout the year and are carrying out targeted patrols in the evenings. With the new markings now in place, enforcement activity will increase during the summer. While most parking enforcement activity focuses on daytime operations, motorhome-specific enforcement can continue into the evening, sometimes as late as 8pm to 10pm, depending on officer availability.

LB stressed that stronger enforcement action was needed to deter repeat offenders, noting that if illegal parking goes unchallenged, other drivers may assume it is acceptable. RE acknowledged the concerns and agreed that the reported issues should be addressed and noted that some areas fall under the responsibility of DCC rather than EDDC, although concerns can still be passed on to the relevant authority.

FC expressed frustration at the continued delays in delivering the agreed motorhome facilities at Maer Road car park. As Chair of the Exmouth Campervan and Motorhome Task and Finish Forum, he pointed out that funding had been agreed more than a year ago and questioned whether the facilities would be available before the summer holiday season. RE did not currently have a timescale and would seek an update from the team responsible for delivering the project. FC emphasised that the forum had spent many years working towards these

improvements and felt that, with funding already approved, delivery should have progressed much more quickly.

e) Active Travel

OD noted that although Exmouth's county councillors remain unsympathetic to the 20s Plenty campaign, a county-wide meeting is being arranged to explore the initiative. OD emphasised that 20mph limits would make towns safer, more pleasant, and more appealing for active travel, especially since people in Exmouth inevitably have to use roads where cars often exceed 30mph. The town council's active travel group is currently concentrating on data collection and encouraging behaviour change, particularly among young people, to help shift more residents from cars to bikes.

FC raised concerns about speeding cyclists on the shared Exmouth to Exeter path, describing high speeds and the risks posed to walkers, families and other users and was keen to know what could be done to curb antisocial behaviour among sports cyclists. In response, OD acknowledged the issue but stressed that injuries caused by cyclists are extremely rare compared with those caused by cars although agreed that some cyclists behave irresponsibly and that better education is needed to reinforce that shared paths are not racetracks. OD suggested that those wanting to ride fast should use roads or dedicated facilities, while keeping the broader safety context in mind.

Members discussed the potential value of signage or national guidance to address off-road speed issues. JP suggested that if 20mph is appropriate for roads, then something like 12mph might be suitable for shared paths, and that an off-road equivalent of the 20s Plenty campaign could be beneficial.

f) GWR

DW left the meeting prior to this item therefore there was no representative was available to provide a report.

g) ALRUG

There was no representative at the meeting, TJ provided the following report in his absence:

TJ had nothing specific to share regarding train punctuality or cancellations. However, emphasised the need for greater publicity around the new off-peak return offers now available from GWR for certain events. These discounted tickets provide an effective way for people to travel to Exeter or other locations hosting activities.

h) DCC Highways

SC reported that surface dressing season has begun, as this work is carried out in summer when the quick-drying treatment performs best. Several roads in Exmouth are currently being treated, and residents were advised to check the One Network Causeway website for upcoming works. The treatment is preventative, designed to seal the road surface, reduce water ingress, and extend road life by five or six years, usually following patching work completed the year before. Questions were raised about the poor road surface near Littleham Cross following Wales Utilities work, and it was confirmed that repairs would only be scheduled once utility works are fully completed. SC agreed to check with the relevant colleague, as the area is not within his patch. Concerns were also raised about the

deteriorating condition of the back road between Otterton and Sidmouth, including eroded edges and a dangerous pothole. SC explained that while DCC prioritises A and B roads, all defects should be reported online with photos and a What3Words location to support inspections. He noted that many country lanes have suffered significant storm damage over the winter, creating a backlog of repairs, and that DCC has raised these issues with central government.

10. Any other business

No other business.

11. Dates of 2026 meetings

15th September

1st December

The meeting closed at 11:59am