EXMOUTH TOWN COUNCIL
Exmouth Transport Partnership
Notes of the Zoom meeting held at 10am on Tuesday 15th September 2026

Present

Cllr Tim Dumper	TD	Exmouth Town Council (Chair)
Cllr Olly Davey	OD	Exmouth Town Council
Cllr Helen Brown	HB	Devon County Council
John Petty	JP	Active Travel Exmouth & Exmouth Community Association
Richard Easthope	RE	EDDC Parking Services Manager
Stuart Coles	SC	EDDC Parking Services Manager
Mark Devin	MD	Exmouth Town Council
Lisa Greenway	LG	Exmouth Town Council

Apologies

Cllr Pauline Stott	PS	Exmouth Town Council
Cllr David Poor	DP	Exmouth Town Council
Cllr Ian Kirvan	IK	Exmouth Town Council
Cllr Graham Deasy	GD	Exmouth Town Council (Ex Officio)
Luke Freathy	LF	DCC Public Transport
Chris Comer	CC	Stagecoach Commercial Manger
Lisa Bowman	LB	Exmouth Town Council
Zoey Cooper	ZC	Exmouth Town Council

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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 23rd of June 2026**

As the meeting was not quorate the meeting proceeded on an informal basis for information only, and the approval of the previous notes from the 23rd of June 2026 was postponed.

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 from the 20th of July was included on the agenda.

5. **Stakeholder reports:**

a) Stagecoach

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

b) DCC Public Transport

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

Nothing particular to report, except we are aware of concerns from residents of Exeter Road about the 57 diverting via Hulham Road. This diversion has been planned to minimise further

delays to the rest of the route and the bus will stop at all stops along Hulham Road – there are no plans to amend the diversion at this stage. However, following early feedback, we are looking into the possibility of putting in some further temporary stops on Hulham Road to lessen the walk and make it clearer to passengers where to wait.

In PS's absence, TD raised concerns about the diversion of the 57 bus due to the Dinan Way Extension works. Residents, particularly elderly passengers, have requested that the service return to Exeter Road, allowing it to continue via Rivermead in a similar way to the 99 service. Concerns were also raised about some drivers failing to stop when passengers ring the bell, resulting in passengers being taken as far as the Woodland stop and facing a considerable walk back, which is especially problematic with winter approaching.

TD noted that any proposal to reroute the 57 through Rivermead would need to consider whether the area is suitable for double-decker buses, as many 57 services still operate with double-deck vehicles. SC advised that he does not deal with public transport matters and suggested that the question be directed to Stagecoach or DCC's public transport team.

MD reported comments from IK, who has been approached by several residents and former users of the withdrawn 99E service. Residents have expressed strong dissatisfaction with the sudden withdrawal of the route and the resulting reduction in service provision for parts of Brixington, particularly during the evenings. Concerns were also raised about the scheduling of the alternative 96 and 99 services, which currently depart within a minute of each other, limiting their usefulness as alternatives. It was suggested that a simple retiming of the 96 service could help address this issue. IK further highlighted that the 99E service had been retendered by DCC in October 2025 and was generally well used, with consistent passenger numbers. While a wider network review is expected once Dinan Way is fully open, residents are seeking reassurance that future changes will be more carefully planned and responsive to local needs.

TD highlighted concerns about the lack of updated timetable information relating to the diversion. He noted that current notices at Exeter Road bus stops simply advise passengers to use Hulham Road, without providing revised timings or indicating any expected delays. He felt that clearer communication and temporary timetable information should be provided to help passengers better understand the changes and plan their journeys.

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

RE reported that the motorhome scheme has experienced a busy and successful summer season. A scrutiny update report is scheduled to be presented at the end of October, focusing on the improvements made to the motorhome facility. RE has been reviewing performance statistics covering the ten months since the tariff increase and site improvements introduced in November 2025. Most planned enhancements have now been completed, with the exception of the waste disposal and fresh water connections at Maer Road. These remain outstanding and are currently being progressed by the engineering team alongside a number of other council projects. RE invited members to provide any comments, observations, or feedback on the motorhome scheme so these could be incorporated into the upcoming scrutiny report. RE also confirmed that there will be no changes to motorhome tariffs during the coming winter period.

HB asked for an update on the expected completion timescale for the waste and water connection works. RE explained that progress is dependent on both the engineering team and SWW. Three separate applications have been submitted relating to the installation of a fresh water supply and two wastewater connections. Plans have already been prepared and

the preferred locations for the infrastructure have been identified. However, discussions are ongoing with SWW regarding the technical requirements, particularly around pumping arrangements. The natural gradient of the car park does not allow wastewater to flow in the required direction, creating an additional engineering challenge. Once these issues have been resolved, the remaining work should mainly involve installation on site. Based on current expectations, RE hopes the facilities will be operational by the start of the 2027 summer season.

HB requested that members be informed if the project experiences any delays. RE agreed and explained that he is reliant on updates from the engineering team, whose workload has been heavily focused on coastal protection schemes, flood defence projects, and other council-wide engineering responsibilities. RE confirmed that any significant developments or delays would be communicated once further information becomes available.

TD raised the issue of EV charging points, referring to a detailed discussion held at a previous meeting. RE advised that there have not been any significant developments regarding the proposed new charging sites for Exmouth. These projects remain under the control of DCC and are still progressing through contractual and tendering processes with the selected provider. Once those arrangements are finalised, installation work can begin. The charging points in Imperial Road car park, which had previously been damaged, have been repaired by Wenea and are now fully operational. RE noted that a number of charging sites across East Devon, including locations in Exmouth, Budleigh Salterton and Axminster, were vandalised over a couple of nights, suggesting the incidents were part of an organised and targeted criminal act. Since the repairs were completed, no further issues have been reported.

TD expressed concern about the condition of the ticket machines at the estuary coach and lorry park, commenting that they appeared outdated and were not functioning properly. RE explained that as part of a wider programme of machine replacements, there are only two remaining sites awaiting installation of new pay-and-display machines. One of these is the coach park and the other is located in Ottery St Mary. The delay has been caused by difficulties disconnecting the old machines from their mains electricity supplies. In the case of the coach park, the electrical connection is particularly complex and may involve infrastructure running beneath the railway line. A replacement machine has already been allocated and is ready for installation once the disconnection work has been completed. RE noted that while the coach park generates relatively modest annual income of approximately £1,500 to £2,000, compared to installation costs of around £4,000 plus additional connection expenses, EDDC nevertheless intends to proceed with the replacement.

RE advised members that there is a newly appointed EDDC Operations Manager for parking called Jamie Fitzpatrick who brings significant experience from eight years working at DCC and is expected to be a valuable point of contact for parking-related matters across both DCC and EDDC services. JF has been tasked with resolving the remaining ticket machine replacement issues and improving operational efficiency within the parking service. RE also highlighted JF's previous service with Exmouth Police, which has provided him with strong local connections, these links are already proving useful in addressing antisocial behaviour issues within council car parks, including complaints relating to boy racers. JF has been liaising with the Exmouth Police Inspector and working alongside EDDC’s antisocial behaviour team to support enforcement and preventative measures.

d) Active Travel

JP and OD did not have any updates.

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

Traffic order changes are currently being advertised by DCC, with extensive proposals affecting Exeter Road, including amendments to parking bays and changes to waiting restrictions. SC advised members that the consultation period closes on the 21st of September and encouraged residents and councillors to review the proposals on the DCC website. SC emphasised that positive as well as negative feedback is important, as consultation outcomes are often influenced by the balance of responses received.

TD expressed concern that many of the proposed changes, particularly extending waiting restrictions from 6pm to 8pm, would have a negative impact on residents living on Exeter Road and surrounding streets such as Lawn Road, Belvedere Road and Park Road. He noted that many residents already struggle to find parking when returning home from work and that the extended restrictions could worsen the situation. He also suggested that the current 30-minute parking limit should be increased to one hour to make it more practical for visitors and local users. Members agreed to submit responses and encourage residents to take part in the consultation before the deadline. SC noted that the statutory consultation process requires the proposals to be advertised in local newspapers and displayed on lampposts, while TD observed that many residents still miss such notices despite these efforts.

SC reported that no complaints had been received regarding the Dinan Way Extension scheme since the traffic orders came into effect and traffic management arrangements were introduced. Whilst some drivers initially ignored the new one-way restrictions and drove through no-entry signs, SC said this was likely due to motorists becoming familiar with the revised road layout. Since then, traffic movements appeared to be operating smoothly and there had been no significant issues reported. The project remains scheduled for completion in December 2026.

OD raised a separate highway matter discussed at the HATOC meeting concerning proposed speed limit reductions on the route between Clyst St George and Clyst St Mary. He strongly supported the proposal, explaining that vehicles frequently travel at excessive speeds along this stretch of road. OD highlighted particular difficulties for drivers attempting to move between the Woodbury and Exmouth Lanes, stating that vehicles are often travelling at speeds of between 70 and 80 mph, making lane changes hazardous. He felt that lower speed limits were long overdue and would improve safety for all road users.

TD reported that he and other councillors had received a lengthy complaint from Green Fingers Garden Centre regarding the current one-way system and road closures on Pound Lane. The business reported a substantial decline in customer numbers and turnover as a result of difficulties accessing the area and suggested that other businesses further along Pound Lane were experiencing similar problems. Concerns were also raised regarding the clarity of information provided to the public, with businesses seeking clearer maps and better

communication about access arrangements. In response, SC explained that some of the current problems were not directly related to the Dinan Way Extension works but instead resulted from separate National Grid works to repair a damaged electrical cable. He advised that the current lane closure arrangement was effectively operating in reverse to what had originally been planned. At present, drivers are unable to enter Pound Lane from Hulham Road but can exit in that direction. Once National Grid complete their works and remove their traffic management, DCC's traffic management team will implement the intended arrangement, which will permit access from Hulham Road into Pound Lane. SC reported that National Grid's permit was due to expire the on the 16th of September and expressed hope that the works would be completed by the end of the today, allowing reinstatement work and removal of traffic management shortly afterwards.

TD sought assurance that businesses within Pound Lane would remain accessible despite advance warning signs. SC confirmed that road closure signs would be positioned near the Hulham Road junction to direct through traffic onto the diversion route as early as possible. However, access to businesses in Pound Lane would remain available, with vehicles still able to travel through the commercial area in both directions and access Scott Drive. He described the current difficulties as unfortunate timing, caused by emergency utility works taking place at the same time as the wider highway scheme.

JP raised a number of concerns regarding both safety and design of the lay-by outside Exmouth railway station on Marine Way. He explained that the lay-by creates a pinch point on the Estuary Trail at the exact location where the trail meets the station concourse. Rather than the route widening as users approach the station, it narrows significantly. JP argued that visibility is particularly poor due to the configuration of the station ramp, which exits at right angles behind a large tree. This creates a potential conflict between pedestrians, wheelchair users, mobility scooter users and cyclists, none of whom can easily see one another until the last moment. He also pointed out that passengers using the lay-by often open car doors directly onto one of the busiest shared-use routes in the town, potentially creating further risks.

JP questioned the practical value of the lay-by, noting that its capacity is effectively limited to one vehicle and only occasionally accommodates two cars if they are parked considerately, the chances of successfully collecting passengers from arriving trains are therefore limited. He also highlighted examples of poor driver behaviour he had observed, including vehicles entering the lay-by from the opposite side of the road and facing oncoming traffic, as well as motorists using the lay-by to perform U-turns rather than using the nearby roundabout. On this basis, JP proposed removing the lay-by entirely, infilling the space and directing drop-off and pick-up activity to the station car park instead. OD supported this view and agreed that safety concerns appeared justified.

TD noted that earlier aspirations for a dedicated transport interchange had been affected by the development of the Marks and Spencer site, which limited potential locations. More recent discussions had focused on the possibility of creating a combined bus and taxi interchange to the rear of the station. JP added that local taxi operators would support a more permanent and properly designed interchange arrangement.

SC explained that the lay-by was constructed around 2017-2018 and that highway engineers regularly monitor collision data in such locations. He reported that records show approximately three collisions in the vicinity, mainly near the pedestrian crossing, which is below the threshold normally required for a location to be classified as a collision cluster and formally reviewed by road safety specialists. SC acknowledged some of the operational concerns but also noted that removing the lay-by might simply result in drivers parking on the footway,

which is not designed to bear the weight of vehicles. TD concluded that, despite the limitations of the collision data, the concerns raised represented a genuine safety issue and suggested that the matter should be referred to DCC's engineering and highway specialists for further assessment and advice on possible improvements.

10. Any other business

No other business.

11. Dates of 2026 meetings

1st December

The meeting closed at 11:30am