

EXMOUTH TOWN COUNCIL - EXMOUTH TRANSPORT PARTNERSHIP

Notes of our meeting of Tuesday 4th February 2020 at 10:00am in the Chamber, Exmouth Town Hall.

Action points in yellow

PRESENT

Lisa Bowman	LB	Exmouth Town Clerk
Tim Dumper	TD	Exmouth Town Councillor (Chair)
Jade Miller	JM	DCC Highways
Richard Elliott	RB	DCC Highways
George Shorters	GS	Exmouth Taxi Association
Roma Patten	RP	ECA (Exmouth Community Association)
Derek Fishpool	DF	DCC Public Transport
Tony Jackson	TJ	ALRUG (Avocet Line Rail Users Group)
John Colby	JC	ALRUG
David Poor	DP	Exmouth Town Councillor
Brian Bailey	BB	Exmouth Town Councillor
Pauline Stott	PS	Exmouth Town Councillor
Lewis Ward	LW	GWR
Chris Comer	CC	Stagecoach, Deputy Operations Manager
Ian Kirvan	IK	Exmouth Town Councillor
Jan Gannaway	JG	Transition Exmouth, Sustrans, & Cyclepath Exmouth
Tim Clatworthy	TC	Exmouth Town Council

1. APOLOGIES & INTRODUCTIONS

Olly Davey	OD	Exmouth Town & EDDC Councillor
Andrew Ennis	AE	EDDC
Alison Hayward		EDDC

2. NOTES OF MEETING OF 18TH NOVEMBER 2020

These were agreed as representative of that meeting.

3. ACTION LOG & MATTERS ARISING

- a) The old Exeter Road lamp columns still in situ despite new ones having been installed: the WPD cabling issues here are yet to be resolved.
- b) The Parade resurfacing that has been done is what was agreed on and ordered, i.e. the new lines giving extra space for buses has been marked out. CC noted that buses were still parking beyond the marked bays however, and that there were still incidents of buses being obliged to double-park.
- c) Buses are still using Featherbed Lane. CC said he had received no complaints other than those received from this group, and reiterated his invitation that each incident spotted be reported to him at chris.comer@stagecoach.com
- d) Bus Shelter Replacement Programme (LB)
 - (i) Most of Exmouth's bus shelters are owned by ETC (approximately 40) and EDDC, with Fernbank owning a few. Fernbank is in a 3-year contract with DCC to maintain/replace all of ETC's share at Fernbank's expense, focussing first on those most likely to bring in advertising revenue. The exceptions here are (1) at the Parade, whose dilapidated shelter needs urgent attention but a bespoke design, now difficult to produce as the manufacturing company (Queensbury) has gone into liquidation; and (2) Parkside Drive, whose damaged shelter has already been replaced in a slightly different location, funded through the Locality Budget and an insurance claim.
 - (ii) Regarding seating in shelters, in many cases there is insufficient space on the footway to install them, though when a shelter is replaced there may be space for a seat-bar to be fitted.
 - (iii) IK suggested a councillors' audit of particularly the 'wavy line' bus shelters, which are fitted with electric lights which no longer work but whose cables may still be carrying live electricity. **IK & TD & LB to discuss this.**
- e) CCIF Bid

LW refers to this in section 6 (b) of these notes.

- f) ITI Business Plan
RP has now passed on her papers to TD, and offers to go through them with other ETP councillors. TD to invite LB to that meeting.
- g) GESP (Greater Exeter Strategic Plan) & local statistics (JC)
No official updates have been received, but the Phase 2 documents should be available in June-July.
- h) The Liverton Business Park/Salterton Road junction
It has been proposed to install a phased light system and 2 lanes. The planning authority have not been successful in obtaining S106 funds towards these changes but DCC Cllr Jeff Trail is talking with DSFRS with a view to their helping with contributions towards these improvements. It was commented that DCC Highways rarely make any comment in new applications/developments.
- i) Climate Change & Environmental Emergency
The new working party titled 'Climate and Ecological Emergency' has not yet been formed. The other issues from item 5 of last meeting's notes are covered elsewhere in these notes.

4. CAMPERVAN TAFF

LB provided a verbal update of the current situation; recommendations will shortly be made to Full Council.

5. ELECTRIC VEHICLE CHARGING POINTS

It was agreed that this is not progressing fast enough; that there is pressure on drivers to use EVs or hybrids but currently only 2 charging points in Exmouth (at Tesco's). There was a failed EDDC bid for funding towards more charging points, but more recently extra money is becoming available for climate change matters. AE is watching carefully for other opportunities.

6. STAKEHOLDER REPORTS

a) ALRUG (AVOCET LINE RAIL USERS' GROUP) (TJ & JC)

1. Since a recent problem at a Sandy Park rugby match, it has become clear that there needs to be more communication between organisers of such events and providers of public transport: an integrated service is crucial at such times. Ideally as such events are regular, (1) St James' Park station platforms need to be extended and (2) Exmouth ticket office needs to be open longer for such occasions. LW to investigate as in this case, a 2-car train arrived instead of a 4-car train.
2. Reliability has improved since introduction of the new timetable, but it was hope that the half-hourly service could be extended further into the evenings.

b) GWR (GREAT WESTERN RAILWAY) (LW)

1. The station area improvements were intended to be undertaken in phases and following the GWR works to the station building there may still be a need for a further phase to address the areas surrounding the station. Applications to CCIF have closed but the bid from Exmouth Town Council was received and we are awaiting the final DfT list of approved schemes by the end of March.
2. In response to questions re the ITI and taxi concerns, LW pointed out the security and revenue risks of the rear gate, and when challenged about the validity of this, commented that the toilets also got locked for security reasons despite the loss of the amenity. He added that the rear gate had never been open all the time, and that GWR had been hoping for a 6-car taxi rank on the opposite side of Marine Way, but this had been opposed through ETP.
3. Stakeholders at the meeting were invited to be proactive in sharing initiatives to 'tidy up' the land ownership and related issues which have stymied progress towards a coherent and user-friendly passenger service at Exmouth station.

c) DCC PUBLIC TRANSPORT (DF)

1. The budget looks good for this year, but next year unpredictable as the upcoming General Election may change priorities.
2. Stagecoach are obliged to give DCC 70 days' notice of any timetable changes.
3. There are moves afoot to provide a centralised information service for all bus services.
4. New timetables out end of May.

d) DCC HIGHWAYS (RE & JM)

1. Cameron Robson to replace RE in his DCC role, and also on this committee, in March.
2. Budget cuts likely for patching works.
3. In the Magnolia Centre, the slabs are to be re-laid, not replaced by tarmac as had been suggested.
4. The re-marking of the bus-bays is almost complete.
5. The caravans in Pound Lane are to be removed shortly, now that they are unoccupied.
6. DCC are applying for pinch-point funding for Dinan Way and EDDC and ETC are to contribute match-funding.

e) STAGECOACH (CC)

1. Though no major changes are planned, Stagecoach are currently conducting a consultation re. reliability, attempting to re-time services so they run according to the published timetables. Members of this committee as well as the general public are invited to take part in the consultation. **CC to inform ETC when the deadline is.**
2. RP suggested that, for the sake of the travelling public, (all) providers of public transport try to keep consistent the intervals between services (e.g. every 20 minutes) and also the timetables in general, to avoid confusing passengers with ever-changing schedules. CC recognised this as an ideal but had to balance this against the realities of journey times in changing circumstances/ seasons/ times of day.
3. IK pointed out that drivers often don't key in return tickets, thus depriving Stagecoach of accurate information; CC replied that he was aware that their data was imperfect.
4. **DP to provide CC with details of the problems he has been experiencing with the 157/98 service.**

f) EDDC CAR PARKS

In the absence of AE, there was no report from EDDC Car Parks.

g) TAXI OPERATORS (GS)

1. GS produced statistics showing the number of deaths attributable to pollution, especially vehicle emissions (e.g. 1040 extra deaths in Liverpool due to vehicle exhaust); because of this there are now many cities in the UK where you cannot get a taxi licence unless you are driving an EV or hybrid. Whilst this is not yet the case in Exmouth, our drivers often go to Exeter where they are charged a fee for using a diesel vehicle. Furthermore the number of electric vehicles on the roads is increasing far more rapidly than the number of new charging points, and buses carry only 4% of the travelling population.
2. Taxis are still desperate for a rank at the station. **LW and GS to talk further on this** and explore again the possibilities of opening the rear gate. **TD invited all stakeholders to consider how they may help to end this years'-old impasse and email their suggestions to reception@exmouth.gov.uk**

h) CYCLE TRAIL ISSUES (JG)

1. 'Active Travel': Is an event being supported by ETC as part of climate action. an event being held on Saturday 18th April in the Strand to promote walking, cycling and public transport. Bicycle repair will be on offer, including for electric bikes, but not for electric scooters as these are currently illegal here. Cycling trainers will be present and a rickshaw for seafront rides. Several other organisations will be represented, e.g. Sustrans and St John's Ambulance. **JG asked members for advertising support on buses and trains. LB suggested that JG contact Travel Devon.**
2. Bicycle parking at the railway station: More is urgently needed. The 'double-decker' cycle parking facility on the platform has proved rather unpopular as the upper deck is heavy to use and the lower requires considerable agility, and each bike would need 2 locks.
3. A 'bike bank' for children was suggested, and somewhere to park them; PS thought that local schools might be able to help.

7. AOB

BB has arranged a meeting between DSFRS (Devon & Somerset Fire & Rescue Service) and TARA (The Avenues' Residents' Association) to set up an informal speedwatch at the Liverton Business Park/ Salterton Road junction, in advance of a possible Police speedwatch. He suggested traffic lights for this junction and said there was a lot of disgruntlement in Littleham ward over this issue, and **it should be brought up at the next Full Council meeting.**

8. Next meetings: June 16th, September 15th, December 15th, all 10.00am Tuesdays.

Please let Reception know asap if you cannot make these dates, and arrange for a deputy to stand in for you. Please also let TC know in good time if you need hard copies of the agenda/notes so as not to delay the start of the meeting.

The meeting closed at 12.15pm.