

**PUBLIC QUESTION RECEIVED for Place Scrutiny Committee – 9  
November 2017 from Ms Lesley Sheppard**

To Cllr Rosie Denham, as Portfolio Holder for City Transformation, Energy and Transport.

As residents of Exeter City, paying council tax to Exeter City Council, the residents of the Wreford Lane/West Garth Road/Cowley Bridge area should surely have the same standard of bus service as other city residents i.e. one that delivers them to the High Street and the interchange for other city buses?

The 5 bus stop at Bury Meadow Park on our side of town requires crossing a busy road and is effectively in the middle of the FE College campus. Often during the day it requires negotiating the pavements with a great many students. It is nearly half a mile (0.4) from the High Street.

To get off at the other end of town also requires crossing a busy road, and walking up a hill to reach the High Street.

Having shopped on the High Street the only easily accessible 5 stop for the return journey is the Paris Street stop. If shopping at the Fore Street end of town it is a disadvantage to have to walk back to Paris Street (0.6 mile round trip) when City buses can be accessed from either end of the High Street as well as the interchange area. These issues are particularly important for elderly or disabled people.

**If the contract awarded to Stagecoach allows them to provide our area of the city with a second rate service in this way then will the Council subsidise the service to reinstate the H bus, or similar, to ensure all residents are fairly treated?**

The Chair, Councillor Sills read out the question from Ms Sheppard relating to the bus service in Exeter. She was unable to attend the meeting. The Portfolio Holder City Transformation Energy and Transport, Councillor Rosie Denham responded to the question. She reiterated some of the comments made to the question from Ms Emery and the specific ask of Exeter City Council. It was important to bear in mind that the City Council was not the transport authority. Devon County Council commission and subsidise bus services where they consider the need was not being met by the commercial services. It was also appropriate to raise such issues through the Exeter Highways and Traffic Order Committee (HATOC) and she referred to her previous response that these questions would be put to Stagecoach to seek redress over any perceived gaps. This change had an impact on residents who had a service which had been withdrawn. It was important to take a strategic approach and look at the whole city.