

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

30 July 2018

Present: -

Devon County Council: -

Councillors Y Atkinson (Chair), H Ackland, M Asvachin, , S Aves, E Brennan, P Prowse and C Whitton

Exeter City Council: -

Councillors R Denham, R Newby and T Wardle

Apologies: -

Councillors O Pearson, R Hannaford and A Leadbetter

* **51** **Election of Chair and Vice-Chair**

RESOLVED that Councillors Atkinson and Brennan be elected Chair and Vice Chair respectively for the ensuing year.

* **52** **Minutes**

RESOLVED that the Minutes of the meeting held on 18 May 2018 be signed as a correct record subject to correction of Minute 46 (Residents' Parking Permits Working Group) with the inclusion of Councillor Brennan in the list of members.

* **53** **Matter of Urgency: E4 Cycle Route - Eastern Fields - Betty's Mead**

(An item taken under Section 100B (4) of the Local Government Act 1972)

The Chair had decided that the Committee should consider this as a matter of urgency in view of the need to progress the proposed Scheme.

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/18/40) on proposed improvements to the section of the E4 cycle route between Exhibition Way and Bettysmead Playing Fields, off Beacon Lane. This would be constructed in 2018/2019 following the completion of Phase 1 on Cumberland Way in July 2018.

Members referred to the need for early consultation with local Members about the proposed details of future Schemes, and provision for people with disabilities and the proposed links to Cumberland Way.

The proposed improved cycle infrastructure would help meet the aims and objectives of national and local plans and strategies.

It was **MOVED** by Councillor Atkinson, **SECONDED** by Councillor Denham and

RESOLVED

(a) that the construction of the E4 cycle route, as detailed in the Report PTE/18/40 at an estimated cost of £213,000 be approved; and

(b) that a report be submitted on the proposed links from this Scheme to Cumberland Way, Exeter and issues for people with disabilities on the new cycle path.

* 54

Bus Services in Exeter

Mr Williams, Commercial Director, and Mr P Clerk, Operations Director, Stagecoach South West, attended and spoke at the invitation of the Committee on developments affecting bus services and the network in and around Exeter since the last meeting, as follows:

- In May Stagecoach had been advised of the railway bridge closure at Hele that would effectively leave Bradninch isolated from a bus service and worked with DCC to convince Network Rail to fund a shuttle bus to link back in. It was originally expected to last until December 2018, but it was due to be suspended whilst some issues were resolved and further disruption was therefore likely;
- on 6 July 2018 Stagecoach had introduced the Friday & Saturday evening and all-day Sunday extension of route H from St David's to Exeter Quay in partnership with Exeter City Council, the Environment Agency and the Exeter Quay and Canal Trust. However, manoeuvring a bus in that area was proving very difficult at busy times, and poor parking meant the suspension of services on a couple of evenings and the arrangement would be reviewed shortly;
- on 21 July 2018 a new 1+2, 1 adult and up to 2 children day ticket in Exeter had been introduced following discussions at the last meeting, and a survey was to be carried out later in the year once the schools had returned in September 2018;
- consultation had been carried out on proposed changes and enhancements to services in the East of Exeter and Exmouth from 3 September 2018. The consultation period had now closed and in summary the resultant changes were:
 - Route 56 – East Devon District Council and the East Devon & Exeter Growth point had come together in a ground-breaking arrangement to fund enhancements to the part of the route that ran between Exeter St David's, the City Centre, Met Office and Exeter Airport to support the on-going development of this region over the next 3 years by providing improved transport links. The off-peak frequency would be doubled to run every 30 minutes Mondays – Saturdays, replicating the 30 minute frequency that already ran on Monday – Friday peak periods. There would also be new journeys very early in the morning, and a new evening service introduced to ensure connections for all flights and associated key worker hours. The route between the Met Office and Airport would be amended to serve Clyst Honiton instead of the A30 to provide twice the number of buses to the Science Park in combination with route 4, and provide links to Skypark. The timetable was coordinated with route 4 to provide a regular 15-minute frequency from Exeter Mondays-Saturdays. There would also be some minor changes to the timetable between the Airport, Woodbury and Exmouth, with one additional journey than was currently the case. The buses were also to receive free WiFi and a new look to provide the Airport, Skypark, Science Park and Met Office with the type of stand-out service associated with similar places in other towns and cities across the UK.
 - Route 58 - The route in and out of Exeter would be standardised so that all journeys serve Sowton Industrial Estate and Honiton Road Park & Ride instead of Middlemoor to provide a wider range of options for people working in those areas. A new evening journey from Exeter would be introduced at 1900hrs.
 - Route 5 - In response to customer feedback, the first journey from Crediton and Cowley Bridge would operate 5 minutes earlier than present to maintain the ability to change from this service to the 56 in the City Centre following the change to the 56 timetable.
 - Route J - Funding from the emerging Rougemont Park development on Hill Barton Road to provide local bus services whilst the development was under construction would allow the J service to be extended from Whipton Barton along Hill Barton Road through to Digby to create a new East Exeter Orbital Route I & J. Buses

running in the clockwise direction (outbound along Pinhoe Road & inbound along Topsham Road) would be the J, and buses running anti-clockwise (outbound along Topsham Road & inbound along Pinhoe Road) would be the I. Buses would run every 20 minutes in both directions, the I/J providing a combined 10 minute frequency from IKEA to the City Centre via the alternate directions, and every 10 minutes when supplemented by existing route K between Countess Wear, the City Centre and Whipton Barton.

- Route K - Funding from the emerging Tithebarn development to allow this route to be extended from Whipton Barton to Cumberland Way, Tithebarn Lane and Exeter Science Park. It was anticipated that the route would evolve in future years to serve other developments in the area. Buses would continue to run every 20 minutes along the extended route.
- Route R/S - With the increase in the number of services along Heavitree Road, the frequency on this Inner Exeter Orbital Route would be reduced from every 12 to every 20 minutes each way round the loop, but still combining to a 10-minute frequency from Rifford Road to the City Centre. Routes D and H also provided alternatives from some parts of these routes.
- There was also changes to services within Exmouth from the same date that did not impact on Exeter but were linked operationally.
- Further Information about these changes were available online at: <https://www.stagecoachbus.com/news/south-west/2017/july/stagecoach-announce-changes-to-exeter-bus-network-from-3-september-2017>
- Stagecoach had not been consulted about the new cycleway on Cumberland Way, or the one proposed at this meeting and whilst this latest section was not on the line of a bus route, the completed section on Cumberland was a concern as it has created a dead zone where it was longer possible to site bus stops. This would become a problem when new housing came on stream in the area and requested they be consulted on any future extensions to ensure suitable facilities for bus services were included; and
- new ticket machines had been deployed across the entire fleet in the South West during July 2018, finishing with Exeter this weekend. These included the facility for contactless payment that would be advertised in August but was available now.

In response to Members' questions and discussion points Mr Williams:

- indicated that Bus drivers should inform passengers (families or groups) of the best ticket options available for any route and noted the suggestion about advertising the new deal for families and children as soon as possible prior to the new School term and indicated that information was available on the Stagecoach website; and
- referred to the need for early consultation by the Local Planning Authority and Devon County Council (as highway authority) on bus service provision associated with larger scale developments.

Members noted that this was Mr Williams' last meeting as he was leaving Stagecoach at the end of September. The Chair and Members thanked him for his services to public transport in Exeter and for his attendance at these meetings.

In relation to the current zonal parking restrictions and enforcement issues on the Quay which limited bus manoeuvres on occasions, Officers were aware of the problems and the Civil Enforcement Officers had been advised accordingly. The situation would continue to be reviewed with the local Member as necessary and a report would be submitted to the next meeting.

* **55** **Annual Local Waiting Restriction Programme**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/38) on the Annual Local Waiting Restriction Programme based on requests for waiting restrictions to be introduced or amended following consultation with local County Council Members.

According to the Policy following advertisement:

- proposals which did not attract objections could be implemented without the need to report back to Committee;
- proposals which attracted minor objections should be determined under delegated powers by the Chief Officer in consultation with the Local County Council Member and the Chair of the Committee; and
- proposals attracting significant objections would be reported to the next available Committee.

There were no aids to movement improvements identified for consideration in this year's programme to date. Minor schemes of below £25,000 in value could be delivered under delegated authority and did not need to be reported back to Committee.

The local Member Pinhoe and Mincinglake referred to further proposals on Pinhoe Road and Langaton Lane which the Officers would discuss further with the local Member.

It was **MOVED** by Councillor Atkinson, **SECONDED** by Councillor Brennan and

RESOLVED

(a) that the work on the annual waiting restrictions programme process for 2018/2019 be noted; and

(b) the recommendations contained in Appendix I & II of Report HIW/18/38 be agreed and the proposals be advertised.

* **56** **Residents' Parking**

The Chief Officer for Highways, Infrastructure Development and Waste reported on schemes agreed by the Working Party and this Committee in January 2018.

Consultations for the four areas identified were being progressed and were planned to happen in September/October 2018 with results being reported to the January 2019 meeting.

* **57** **Rosebarn Lane Area - Residents' Parking**

The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/59) on consultation with residents and responses following proposals to extend residents' parking in the Rosebarn Lane area to include Stoke Valley Road, Shepherd Road and Collins Road, Exeter.

Members referred to the levels of responses received in respect of the informal consultation carried out.

It was **MOVED** by Councillor Prowse, **SECONDED** by Councillor Atkinson and

RESOLVED

(a) that the results of the informal consultation be noted;

(b) that the advertising of a traffic regulation order to introduce a residents parking scheme in the Rosebarn Lane area as described in Report (HIW/18/59) be approved, subject to the

detailed design being agreed by the Chief Officer for Highways, Infrastructure and Waste in consultation with the Chair and the local County Councillor; and

(c) that details of the statutory consultation arrangements be agreed by the Chief Officer in consultation with the Chair and local County Councillor.

* **58** **Travel Plan for the IKEA Store in Exeter**

The Committee received a presentation by the Head of Planning, Transportation and Environment on the IKEA Travel Plan, which had been required as part of the planning conditions relating to the retail development.

The presentation covered: the primary purpose of a Travel Plan, its aims and objectives in accordance with national and local policies, the approach adopted depending on land use and scale; and monitoring and review arrangements by IKEA (an ECC condition of the planning approval).

Members referred to how IKEA could encourage its staff not to use their cars but other methods of travel which could include bike and other facilities; and the need to review the Plan and arrangements after two years.

* **59** **Bus Shelters in Exeter**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/18/39) which provided an update on the provision of bus shelters in Exeter provided by Clear Channel under a joint agreement with Devon County Council and Exeter City Council. This followed concerns about delays in achieving replacement targets. As part of a Member Investigation a meeting with Clear Channel had been held on 10 January 2018 to discuss the reasons for the delays and to seek assurances regarding outstanding works.

This Report outlined the implementation of the recommendations of the Member Investigation (CSO/18/22), appended to this report, as endorsed by the Corporate Infrastructure and Regulatory Services Scrutiny Committee on 12 June 2018 and subsequently referred to this Committee.

Regarding Clear Channel reporting annually on profit sharing (arising from revenue from digital advertising sites) by the County Council and Exeter City Council, Members noted that a net amount of £44,492 (subject to clarification of VAT requirements) was due to be shared by both Councils.

Members also referred to the need for additional and improved facilities for National Express and Megabus passengers in Sidwell Street arising from the Bus Station Traffic Management plans and the interim arrangements agreed at the last meeting (Minute *43). Members suggested that the City Council could be asked to make available a vacant retail unit for waiting passengers.

The Mount Pleasant Surgery was not part of any other programme or funding, so would be a candidate for one of the two free shelters per year. It was noted that the Working Party had recommended that, in preparation for this phase of the project, this Committee determine the first four priority sites for free shelters at its November meeting.

It was **MOVED** by Councillor Atkinson, **SECONDED** by Councillor Denham and

RESOLVED

(a) that progress with pursuing the bus shelter replacement programme be noted;

(b) that the implementation of the recommendations of the Member Investigation be noted, and that Clear Channel be asked to attend this Committee's meeting on 6 November 2018;

(c) that the Cabinet and Exeter City Council be asked that the net income from the profit sharing agreement with Clear Channel (currently standing at £44,492) be used solely for additional and improved bus shelters in the City; and

(d) that the City Council be requested to permit digital advertising on the bus shelters in the High Street to increase revenues for improved bus shelter provision.

* **60** **Petitions/Parking Policy Reviews**

No petition for a parking review from a member of the public relating to Exeter had been received.

* **61** **Actions taken under Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/18/60) on action taken in consultation with the Chair and local County Councillors.

* **62** **Date of Next meetings**

Tuesday, 6 November 2018 and 14 January and 9 April 2019

The County Council Calendar of meetings was available on the website:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 4.10 pm