

PLACE SCRUTINY COMMITTEE

Thursday 14 March 2019

Present:

Councillor Sills (Chair)

Councillors Wood, Henson, D, Mitchell, K, Owen, Prowse, Lyons, Pattison and Robson

Also present:

Director (DB), Skills Officer, Accountant and Democratic Services Officer (SLS)

In Attendance:

Councillor Bialyk

- Portfolio Holder Health and Wellbeing,
Communities & Sport

Councillor Harvey

- Portfolio Holder Place and Commercialisation

Councillor Sutton

- Portfolio Holder Economy and Culture

14

MINUTES

The minutes of the meetings of Place Scrutiny Committee held on 17 January and 31 January 2019 were taken as read, approved and signed by the Chair as correct.

15

DECLARATION OF INTERESTS

No declarations of disclosable pecuniary interest were made.

16

QUESTIONS FROM THE PUBLIC UNDER STANDING ORDER 19

In accordance with Standing Order 19, three members of the public submitted questions in relation to the transfer of the Legacy Leisure contract arrangement, the draft Exeter Transport Strategy, public toilet consultation, and the status of a best-practice guidance note to accompany the Sustainable Transport Supplementary Planning Document (SPD). (Attached as an appendix to these minutes).

A copy of the questions had been previously circulated to Members, and these, together with the responses from Councillor Bialyk, Portfolio Holder for Health and Wellbeing, Communities and Sport, Councillor Harvey, Portfolio Holder Place & Commercialisation and Councillor Sutton, Portfolio Holder Economy, Culture standing in for Councillor Denham as Portfolio Holder City Transformation, are appended to the minutes.

17

QUESTIONS FROM MEMBERS OF THE COUNCIL UNDER STANDING ORDER 20

In accordance with Standing Order 19, a Member of the Council, Councillor Mrs Thompson, submitted a question in relation to the lighting at the Exeter Arena Skate Park (attached as an appendix to these minutes). The Chair read out the question as Councillor Mrs Thompson was unable to attend the meeting.

A copy of the question had been previously circulated to Members, and these, together with the response from Councillor Harvey, Portfolio Holder Place and Commercialisation is appended to the minutes.

18

PRESENTATION ON INTERWOVEN AND PLACE MAKING

JoJo Spinks attended the meeting and provided a PowerPoint presentation and outlined the work of Interwoven and Place Making which used a multi-faceted approach to community led projects, by orchestrating community planning, design and management of public spaces or within a local community to promote health, happiness and wellbeing.

The approach adopted from the very beginning included the following:-

- cross disciplinary approach to enable bonds and connections to be made in order to make progress.
- a strong participatory model which could include anything from the views, thoughts and involvement of individuals in the local area.
- an awareness of the Place-led model to explore in a one square kilometre space, or the phrase they have coined of 'squilometre', which is co-created by participants and by nominated projects made by residents.

There have been projects around the city starting in Heavitree and others have followed in St Thomas, Polsloe, the West Quarter and St David's. Ms Spinks outlined the main premise for the projects which operate in a 'squilometre', with nominations from residents, which can be as simple as exploring a street or small area, or even an inanimate object. A steering group or 'pod' is formed, which remains open for the duration of the project expected to be six to nine 9 months in duration and should close with a sharing event with everything they found out about their place and project. The projects have been completely self-sustaining and not dependent on funding from external bodies, and was one of the most sustainable ways of creating a community building project and celebration of place.

Interwoven are a Community Interest Company (CIC), providing governance guidance and a network of participation, so that volunteers and participants were immediately rewarded by being part of a wider network. Ms Spinks referred to her voluntary role as an animateur or facilitator, using the arts and heritage as a mechanism to carry out community building projects and the aim to find other voluntary participants to continue the good work using the framework. The squilometer projects were inherently intergenerational and also captured the value and sense of the place right on people's door step. It was important to have a community aim with a shared language with an intergenerational audience. The sharing events encouraged a 'pay it forward' approach to provide a small level of continued funding. Interwoven were currently on their seventh project and each time there had been an accumulated sum to kick-start the next project, which was useful alongside the usual community and ward grants that may be available.

Ms Spinks responded to Members' questions and was delighted with the response so far to bring existing community builders to see how the 'squilometre' worked. She noted a Member from Pinhoe had expressed an interest in forming a squilometre. She added that such participatory models through Exeter had helped manage a number of very positive projects, often with consultation weary public. She hoped that it would also be possible to consider introducing a squilometre in the South

Street/West Quarter areas taking into consideration the future development of that area.

Place Scrutiny Committee noted the presentation and thanked Ms Spinks for her attendance.

19

EXETER SKILLS STRATEGY PRESENTATION

The Skills Officer provided an update on the Skills Strategy for the city as part of the Emerging Exeter Vision up to 2040. It was important to ensure that as part of the Council's skills ambitions that there was appropriate engagement and dialogue to continue the development of skills and learning, and be able to recruit and retain a suitable skilled workforce. A PowerPoint presentation outlined the work, and included key findings from research and results of a survey of 202 businesses in the city. Information around skills, qualifications and employment had provided the opportunity to update a number of key indicators relating to employment activity. These were used for discussion with key partners and stakeholders to build up a picture of involvement and trend analysis to create an evidence base.

There were a number of trends, including the earnings status, with little disparity between workplace earnings in Exeter of 79.8% (October 2017- 2018) and the national trend of 78.5%; also resident earnings of £529.20 for Exeter (2018) compared with a figure of £569 nationally, a figure borne out by a correlation between the level of daily inward migration of the workforce and local residents. Qualification levels had risen and 51.4% of Exeter residents were qualified at Level 4 and above, and over 50% of the city's workforce occupations were in professional and technical roles, with over 12% of Exeter graduates remaining in Exeter for work. One other area of interest was a spike in self-employment and a further study would be made to establish whether they were part of the highly qualified bracket of employees in traditional employment or were in contract or consultancy employment.

The Skills Officer also provided detail of the business survey which was conducted by telephone and interviews were broadly in line with the sectional composition.

- 2/3 of business recruited in 2018; (England 50%)
- 48% of vacancies were 'hard to fill'; (England 33%)
- 1/3 of business identified skills gaps in their workforce;
- 73% said staff would need new skills or knowledge in 12 months;
- 3/4 of staff had some training in past 12 months;
- 20% employing an apprentice; and
- 2/3 had not engaged with school, college or university. (12m)

The survey had shown that most vacant roles were in customer services, administration and skilled trades and reasons for this included skills matching, but essentially it was about there being more vacant positions than people to fill them. The survey also highlighted a skills gaps in the workforce of respondents within a specific and broad range, and in relation to employing an apprentice there was a lack of knowledge and understanding about the new opportunities and levels of apprenticeship training, which now included degree level.

Some of the emerging priorities were shared with Members and included:-

- whether businesses should be taking the initiative and developing those relationships to ensure that potential employees had the right skills set and

understood the world of work. It was important to match young people's aspirations to a predicted learning and employment pathway to ensure a skilled workforce for the future.

- a better understanding of the growth in the self-employment sector.
- impact of the forecast shortfall in working age population.
- Apprenticeships.
- ensure adequate learning development support for lower skilled employees, and their employers/businesses.

In drawing the presentation to a conclusion, the Skills Officer referred to the governance arrangements and the formation of the Skills Advisory Group, which included the City Council, Greater Exeter Partners, the Local Enterprise Board and the LEP Advisory Panel as well as a range of stakeholders, businesses, and, crucially representatives from the education sectors.

The Skills Officer responded to Members' questions on the following:-

- set out the classification for a small or medium business and the training and development of individual skills, with potentially greater opportunities to gain experience in a variety of roles. She also provided detail on the increase in the number of businesses and particularly in the science and professional sector.
- the classification of self-employed and the interesting dynamic in moving from being self employed to offering the opportunity of employment. Anecdotal feedback was that some large organisations offered employment on a contract basis, and that classification was also deemed as self-employment.

The Skills Officer added that projects underway included joint working with the Heart of the South West Careers Hub locally to enable greater schools engagement and a joined up approach to make sure there was the right signposting in place.

A copy of the presentation is appended to these minutes.

Place Scrutiny Committee noted the presentation and thanked the Skills Officer for her attendance.

20

BUDGET MONITORING (QUARTER 3)

The Interim Principal Accountant (SR) presented the Budget Monitoring report for Quarter 3, which advised Members of the material differences, by management unit, between the 2018/19 approved budget and the current outturn forecast in respect of Place Scrutiny Committee revenue and capital budgets. The net expenditure for the Committee would increase from the revised budget by £162,250, after transfers from reserves, and included supplementary budgets of £1,055,800, which had already been agreed by Council, and included £300,000 for a review of the Bus Station site options. This represented a variation of 1.55% from the revised budget. The Interim Principal Accountant explained that the apparent overspend by Planning Services is more than offset by the available transfers from the Community Infrastructure Levy (CIL) and New Homes Bonus (NHB) earmarked reserves, as set out in the Appendix.

It was also noted that the report included a predicted outturn update in respect of the Place Capital Programme, with a total current spend of £3,703,018 in 2018/19 with £31,950 of the programme potentially deferred until 2019/20.

In response to questions from Members, the Director (DB) explained that:-

- a review of the Materials Reclamation Facility (MRF) would be carried out. Staff worked hard to keep the machinery running at the MRF, but regular breakdowns of the machinery, some of which were over 20 years old, had resulted in the need for recyclable material being processed elsewhere, with additional costs to cover the gate fee (tipping fee) levied by other MRF facilities. In addition, finer grade material could not be processed at Exeter's MRF due to the coarse nature of the machinery, this again has to be sent to a secondary reprocessor. He advised that a review would also look at opportunities to expand the materials processed for generating additional income. It should be noted that changes to any aspect of waste collection would have an impact on many different aspects of the service such as vehicle requirements, as well as equipment required for the MRF. The financial modelling of these options is extremely complex. The impact of such identifiable costs would be included in the report to a future meeting of this Scrutiny Committee.

A Member welcomed the points raised by the Director and suggested a further site visit to the MRF with an opportunity for informal discussion by Members of the Committee to ensure a better understanding of the issues relating to the site. Further investment in the MRF would ensure greater income and he supported any future business case. The Chair asked for the Democratic Services Officer to liaise with the Director and the MRF Manager to find suitable dates for a site visit.

A Member also referred to his role as the Chairman of the Exeter Tidy Group, and despite previous visits to the site, it appeared that little had changed in the intervening period. He had raised a question on this matter at the last meeting of this Scrutiny Committee and he hoped that the report by the Director (DB) would be presented as soon as possible.

The Interim Principal Accountant explained in response to questions from Members:-

- the forecast £50,000 additional parking service costs included the additional signage costs arising from two tariff changes, among other maintenance and supplies costs;
- in greater detail, the apparent overspend in relation to the Planning Services budget which was included in Section 8 of the circulated report. The CIL grants and Growth Point payments which are included in this service's figures are funded from CIL and NHB, distorting the true results of Planning Services, Building Control and Land Charges, which is forecast to be an underspend of £105,000. The way in which this information was presented would change from 1 April and offer greater transparency.
- Information in Appendix 3, set out the budgetary risk for some of the service areas. Planning Services was included in this report due the possibility of unbudgeted costs arising for reasons outside of the service's control. The inclusion of the Planning Service in this appendix does not indicate that it is expected to overspend against its budget; indeed, it is expected to underspend. The revenue from recycling was included as a risk due to the intrinsic uncertainty of recycling rates and market prices for recyclates, and the availability of the MRF to process the recycling.

A Member referred to the Council's approach to planning appeals which included the need for external consultants and he asked whether the City Council would consider employing a planning solicitor again. The Interim Principal Accountant

stated that the amount spent on consultancy fees was a management issue, and the duties of the Treasury team were to monitor and report on the financial aspects to both Members and the Senior Management Board. A Member added that the recent Member's Briefing on Procurement by the Service Lead – Commercial and Procurement had been useful in informing Members about this newly formed team. Their role included monitoring the Council's performance against any contract, service or supplier to ensure that value for money was achieved.

Place Scrutiny Committee noted the report.

21

**EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE - 14 JANUARY
2019**

The minutes of the Exeter Highways and Traffic Orders Committee meeting held on 14 January 2019 were circulated for information.

(The meeting commenced at 5.30 pm and closed at 7.10 pm)

Chair

PUBLIC Questions for Place Scrutiny Committee – 14 March 2019

<p>Peter Cleasby Q1. What benefits did the Council expect would accrue as a result of the transfer of the leisure centres management contract from Parkwood Leisure to Legacy Leisure in June 2015; and will the Council please state whether each of these benefits has been realised and, in the case of financial benefits, quantify the benefits accrued to the Council (whether as additional income or savings)?</p>	<p>Councillor Bialyk as Portfolio Holder Health and Wellbeing, Communities & Sport responded to the public question</p> <p>Councillor Bialyk stated that from a financial perspective, the principal benefit surrounded VAT relief, which provided a fixed additional income to the Council in the form of additional management fee.</p> <p>He confirmed that this benefit was fixed at the time of transfer and has been realised</p> <p>As a charity, Legacy Leisure is also able to make grants available to individuals and clubs for community based activities that will improve quality of life or assist with the attainment of personal goals within sport and leisure. The information regarding recipients of grants is held with Legacy Leisure</p> <p>Mr Cleasby made a closing remark and thanked Councillor Bialyk for the response, but made a further request for the information. Councillor Bialyk stated that this information was a confidential matter and had been the subject of a Part 2 report, which is why he just was able to state that the benefit had been realised. Mr Cleasby welcomed the information that the community also benefited through various grants from Legacy Leisure, and it was important that the Council benefited from this. He stated that he understood that Parkwood Leisure also had some financial benefit from the arrangement too, and of course this benefited the leisure centre users.</p>
<p>Q2. What view does the Council take of the statement in Devon County Council's draft Exeter Transport Strategy that the target of 50% of all trips within the city being made on foot or bicycle "represents the most achievable way of freeing up</p>	<p>Councillor Sutton, Portfolio Holder Economy, Culture responded for Councillor Denham as Portfolio Holder City Transformation</p> <p>Mr Cleasby has raised a matter that has also been the concern of the City Council and is reflected in our response back to Devon County Council. At the heart of the City Council's pitch to Government in relation the Greater Exeter Industrial Strategy was the recognition that we need an innovative</p>

<p>capacity to facilitate the increase of car-based inward commuters from outside the city” (paragraph 1.47)?</p>	<p>approach to the problem of managing our highway network. The concept of a city development fund and the significant ask for transport infrastructure in the Industrial strategy reflected this concern. In stark terms transport was identified as the potential major barrier to the future growth of the city. The current system simply does not address the problem in a manner consistent with the vision we have for the city. The current approach is that the development sector is required to fund improvements to the network when there is insufficient highway capacity, thus developers pay for new junction and highway capacity. However, should the local transport authority successfully reduce the level of traffic on the highway network, the developers can argue there is capacity available for them to fill. In other words we are consigned to have to live with congestion. Whereas we would wish to reduce congestion and permanently shift car bone traffic from the network to encourage walking, cycling and use of buses. We need to see a different approach so that developments outside of the city do more to hold car bone traffic within their areas, such as providing greater self-containment in new developments. For example, Cranbrook and South West Exeter need to provide an attractive employment and service centre base, and hard infrastructure such as park and rides must be provided on our arterial routes into the city. The response submitted to the County Council reflects this concern. We are mindful of the challenges facing our rural communities who may not be well serviced by public transport and the needs of our businesses who need well connected communities to address labour market challenges. But it does illustrate the point that the city is continually driving the economy of the sub-region and is a stand out performer in the region, but it is far from clear the transport needs of the city region are understood as a matter of priority across the region. The County Council has to fight its corner with other authorities in the region and nationally. Hopefully, the case study that is being prepared with the National Infrastructure Commission will help raise the profile of the challenge we face and the urgency in securing resources to support our common agenda.</p>
<p>Q3. In relation to the proposal to reduce to 11 the number of Council-managed public toilets in the city:</p>	<p>Councillor Harvey Portfolio Holder Place and Commercialisation responded to the public question.</p>

<p>(a) How many respondents to the online survey used Question 14 (“any other comments”) to object to the proposal?</p> <p>(b) Does the £65,000 saving from the closures shown in the 2019/20 estimates include the costs of demolition, conversion to alternative use, sealing up or other maintenance of the toilets to be closed; and if not, what are the estimated costs of these works?</p>	<p>Councillor Harvey made the following responses</p> <p>(a) He advised that there were 328 out of 526 responders who commented against the proposal.</p> <p>Of those 23 people commented in favour of closing the public toilets. 174 people did not comment on Q14. There was also one inappropriate comment.</p> <p>(b) No those costs were not included and if the decision is given to close any public toilet on the list, then an individual assessment would be made for what it best for that location which might include any number of options, in conjunction with other programmes. Clearly as we do not know what the costs will be, as we do not know what the land will be used for.</p> <p>Mr Cleasby responded and thanked Councillor Harvey for the response. He said that he had noted that there were a small number of people who had commented against the proposal, even though there was no invitation to comment yes or no. He surmised they must have used the final ‘other comments’ box to do so. He said that the findings did suggest there were a fairly weighted opinion against the proposal, but it was clearly for the Council to take the consultation into account.</p>
<p>Lynn Wetenhall Devon County Council have produced a 10 year draft Transport Strategy for Exeter. This document has not appeared for discussion before any committee of either Devon or Exeter Councils, apart from Exeter Highways and Transport Orders Committee; this committee has no strategic role or say over transport matters. On 6th November 2018, Exeter HATOC were given a PowerPoint presentation about the draft strategy, with no advance report available. The</p>	<p>Councillor Sutton, Portfolio Holder Economy, Culture responded for Councillor Denham as Portfolio Holder City Transformation</p> <p>The Transport officers of the County Council shared their emerging thinking with the draft Exeter Transport Strategy in a number of forums prior to the formal consultation exercise, including work on the Greater Exeter Strategic Plan. This reflects the commitment the county council made to the city council in holding a number of informal meetings with the portfolio holder on strategic transport for the city. The emerging strategy was also shared with other leaders of the Greater Exeter district councils through the mechanism of the Greater Exeter Growth Board. Therefore it would be fair to comment</p>

<p>joint Transport Strategy Steering Group, with 3 sitting councillors across County and City Councils, discussed the strategy apparently very briefly, on 9th July 2018.</p> <p>Exeter City Council have not been offered any pre-consultation opportunity to help shape the draft Strategy beyond the above opportunities and a meeting of the Greater Exeter Strategic Plan council leaders and Chief Executives.</p> <p>Given that transport and related air pollution issues are so significant for the city, does Exeter City Council think that this extremely limited level of dialogue and Councillor engagement in shaping a draft 10 year transport strategy for Exeter is adequate to ensure that Councillors are fully informed and making choices based on evidence and understanding the range of options available?</p>	<p>that there were no surprises in the document that emerged. The Chief Executive & Growth Director, together with the Portfolio Holder for Transport and the Leader of the City Council, was broadly content that the direction of travel of the strategy reflected our corporate priorities, namely emphasising active travel, supporting walking, cycling and tackling congestion. The evolution of the policy approach also suggested a clear recognition that technology and innovation had an important role to play in addressing the challenges associated with congestion. This reflected the work of Exeter City Futures and the City Council's focus on data analytics and innovation. The Consultation exercise on the Draft Exeter Transport Strategy is being administered by Devon County Council and responses were invited by the County Council. The timetable for responding to the exercise was challenging given the numerous policy initiatives being progressed by officers during this period, but a response was cleared with the Leader of the City Council to meet the 28th February consultation deadline.</p> <p>It was noted that a copy of the consultation would be attached to this response.</p>
<p>Will Page I would like to table a question regarding an outstanding action from a ECC task and finish group.</p> <p>The action was to produce a best-practice guidance note to accompany the Sustainable Transport Supplementary Planning Document (SPD). Has this action been completed?</p>	<p>Councillor Sutton, Portfolio Holder Economy, Culture responded for Councillor Denham as Portfolio Holder City Transformation</p> <p>Will Pratt, the Principal Transport Planning Officer at DCC advised that there are plans to produce a four page leaflet which signpost best will practice of pursuing a sustainable transport policy and the benefits. There is an example of this with information produced for the Devon Metro. This latest information to be made available to planning officers to offer, particularly to developers and planning agents to signpost best practice with examples from across the city and the benefits of travel planning for businesses.</p> <p>It is anticipated that this will happen in about a months or six weeks' time. William Pratt was due to meet up with Will Page and I sure would be discussing this further.</p>

For the attention of: Will Pratt

Exeter Transport Strategy – Consultation Draft
Devon County Council
Transport Planning
AB2 Lucombe House
County Hall
EXETER EX2 4QD

Civic Centre, Paris Street, Exeter, EX1 1JN
www.exeter.gov.uk

Please ask for: Cllr Peter Edwards

Direct Dial: 01392 265170

Email: Cllr.peter.edwards@exeter.gov.uk

Our ref: PE/dmv

Your ref:

4 March 2019

Dear Will

EXETER TRANSPORT STRATEGY – CONSULTATION DRAFT – JANUARY 2019

The City Council believes that the existing Exeter Transport Strategy, as set out in the LTP 3, needs to be updated to address the significant challenges of accommodating the growth to be provided for in the forthcoming Greater Exeter Strategic Plan (GESP). The City Council believes the new Strategy needs to look to the 2040 GESP timeframe, albeit that a shorter timeframe may be appropriate for 'Local Transport Plan' purposes.

The City Council concurs that the key themes identified in the Consultation Draft Exeter Transport Strategy are the right ones, and that the overall thrust of the Transport Strategy is apposite. It articulates a credible strategy to address the continued growth of the City, but it must be complemented by costed infrastructure investment commitments, and the determination to see those investments implemented.

The City Council acknowledges that in previous years the County Council has worked hard to achieve modal shift to sustainable modes of travel in Exeter, and that the County Council have done remarkably well in capturing funding for transport infrastructure in the Greater Exeter area.

Looking to the future, there is a danger that future growth will outstrip the capacity of infrastructure within the City to accommodate it, and that a lack of capital funding for projects to accommodate growth will compound current problems. The City Council believes that mechanisms must be found by which the County Council is able to borrow money against the future financial benefits that flow from growth in the City and on its periphery to deliver transport infrastructure upfront in the City and on its fringes. Capacity freed up by modal shift in the City cannot simply be filled up by vehicular movement resulting from new growth elsewhere in Greater Exeter or in Exeter's Travel To Work Area, and we cannot simply rely on national funding to deliver critical infrastructure, we must find ways to pool resources, capture the value of development, and agree on shared transport infrastructure delivery priorities. The way that infrastructure is delivered in places like Greater Norwich may be a model we can follow. Under the terms of the Greater Norwich Growth Deal, Norfolk County Council borrowed £60 million from the Public Works Loans Board at discounted interest rates to deliver infrastructure upfront to accommodate growth.

The City Council believes that the time for radical change is upon us, that a step change is needed to encourage people to opt for sustainable travel modes in preference to the car, and that past

prevarication about what needs to be done cannot continue. The City Council believes that there is public support for putting pedestrians, cyclists and public transport users first, with the overall objective of improving the human environment and thereby the human experience of living in Exeter. The historic road network in the City is a major constraint that is not easily surmountable, and choices have to be made.

The City Council believes investment must be made in Park and Ride, in railway stations and rail services, and in innovative 'last mile' solutions offering Exeter's citizens and in-commuters choices in how they access work, education, and the services and facilities on offer in the City. We have to tackle stubborn problems like Park and Ride at Alphington. Government must be convinced that the local rail network functions as a commuting service and not just a leisure service for the rest of the country. The local rail network must increasingly be seen as an integral part of the growing Travel To Work Area. Whilst some investment in the Strategic Road Network may be unavoidable, this cannot be at the expense of investment in sustainable transport to accommodate movement in and out of the City.

The City Council strongly supports the need to further reduce the dominance of the car in the City Centre and other locations by removing traffic and re-dedicating highway space for public transport, pedestrians and cyclists. This will be fundamental to Exeter accommodating further growth and to areas on the periphery of the City accommodating more growth without giving rise to increased congestion and pollution in more central areas. Removing exceedances of the air quality objectives is properly included as a specific aim of the Strategy. Modelling by the City Council has indicated the extent of the changes in emissions which will be required to achieve this, as presented in our Air Quality Action Plan. The County Council must make use of this evidence to ensure that schemes are designed from the outset with an understanding of the scale of change required and I know that City Council officers are ready to assist with this process.

The re-dedication of highway space will need to be accompanied by significant investment to encourage both the citizens of Exeter and in-commuters out of their cars. In encouraging and facilitating an increase in travel by active modes by City residents, the strategy and interventions that flow from it must also target the travel behaviour of in-commuters. The Park and Ride / Park and Change element of the Transport Strategy must be accompanied by enhancements to all major corridors on radial routes. Enhancing just one or two of these corridors will not be sufficient. Enhancement and expansion of 'Devon Metro' rail services will also be critical. This will require further investment in new and enhanced railway stations (and associated infrastructure) in Exeter and Greater Exeter. The Strategy notes that the number of jobs in the Sowton area equals that in the City Centre but that rates of car commuting to Sowton are higher. Measures must also be put in place which allow out-commuters from the City to Sowton and other areas to utilise sustainable travel modes. Business journeys during the day within the City must also not simply be regarded as 'captive to the car or commercial vehicle'.

Complementary measures to dis-incentivise in-commuting by private vehicle should not be ruled out too soon. In-commuters must be given both choices and incentives to shift to different transport modes so that congestion and pollution do not simply continue to be the norm in the City.

Embryonic concepts such as electric buses, on demand shuttles from Park and Ride sites to key employment sites, electric bike schemes and car clubs need to be further trialled and their expansion facilitated.

Exeter City Futures can be a conduit for bringing about innovative change. The Council is committed to becoming one of the UK's most sustainable Cities, and through our shared membership of Exeter City Futures we should be aspiring to the creation of a city where residents, commuters and visitors can access the City through green options that maximise clean air and space for walking, cycling and public transport.

Clear commitments need to be made to implement the infrastructure which is identified as being necessary to accommodate growth. Transport plans which follow on from the Transport Strategy will need to marry up with housing and economic development plans. The City Council is excited to be working with the County Council and others to produce an Exeter Infrastructure Prospectus with the support of the National Infrastructure Commission. Perhaps the most important element of this will be the identification of transport project implementation timeframes and associated finance. Both the City and County Councils need to use the National Infrastructure Commission Case Study to identify the scale of funding required to support the growth of the City.

To summarise, the City Council supports the overall thrust of the Consultation Draft Exeter Transport Strategy. The City Council believes the need for radical change is now unavoidable. The Transport Strategy must be complemented by definite implementation plans, informed by the collaborative work to be undertaken with the support of the National Infrastructure Commission, and by other initiatives such as the Sport England physical activity local delivery pilot programme.

I have, of course, a vested interest in promoting Exeter's interests, but I genuinely believe that investment in Exeter must be a priority. The City is key to raising productivity across the Heart of the South West Region and across the far south west of England in general. In the productivity context, investment in Exeter is not a selfish demand, it's a sensible proposition that benefits everyone in the City's expansive Travel To Work Area.

The City Council looks forward to working with the County Council to achieve the best outcomes we can for Exeter.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Edwards', with a long horizontal flourish extending to the right.

Cllr Peter Edwards
Leader, Exeter City Council

MEMBER Question for Place Scrutiny Committee – 14 March 2019

<p>Question from Councillor Mrs Thompson</p> <p>Some residents living near the Skate Park at Exeter Arena are experiencing noise disturbance late into the evening, including the warning sound to advise users of the facility's approaching lights out- this is not proving conducive with children's bedtimes, so is it possible to consider options to cooperate with residents please?</p>	<p><u>Response made by Councillor Harvey Portfolio Holder Health Place and Commercialisation</u></p> <p>Councillor Harvey referred to the skate park which had opened at the Exeter Arena in December, having undergone a period of consultation which included potential users of the facility as well as the skate park's concrete construction to reduce further maintenance and costs. Already the facility has proved to be extremely popular with a wide range of users from young children on scooters and bikes through to those using skateboards and it has become a remarkably popular facility and something that the area needed. Councillor Harvey said that Councillor Thompson was correct and there have been some problems with noise. There were also some other problems of anti-social behaviour in the area, and the police were looking into that but the infrastructure surrounding the area and in particular the railway tunnel over Summer Lane was providing a challenging environment. Devon County Council are in the process of building a cycle and pedestrian bridge over Summer Lane, with construction due to commence shortly and this may also in reduce some of the noise level. He said that they were not taking this complaint lightly and they had also received a petition with 20 to 30 signatures with regard to noise emanating from the skate park. He advised that this issue was currently being investigated by the Council's Environmental Health team, and that included a survey being conducted to measure the level of noise and disturbance at different times of the night and day. If the noise measurement proved conclusive then appropriate action in respect of some noise reduction measures would be taken.</p> <p>He said that Councillor Mrs Thompson could rest assured that this problem was being taken very seriously, and it would be a shame for this facility which was enjoyed by so many young people to be seen to be the cause of disturbance to the local residents.</p>
--	--

This page is intentionally left blank