

## **Report of the Cabinet Member Infrastructure Development & Waste**

### **Introduction**

I have been asked to report on several matters, by Councillor Connett, as follows:

- *an update on Bridge Road - completion of the works and what, if any, work remains to be undertaken*
- *the delayed provision of the planned Marsh Barton Rail Station and the impact on the economic growth of Exeter and Teignbridge, the impact on traffic through Alphington/Marsh Barton and on Bridge Road, and the delivery of the South West Exeter development*
- *the delivery of a new rail station at Exminster.*

### **Response**

#### **1. Bridge Road: Update**

The Works Completion Certificate was issued on 27th October 2017 when all four lanes were open and all traffic management removed.

As with most projects of this type there will usually be some 'snagging' work that will be carried out in the 12-month maintenance period. At Bridge Road there are 8 activities that will likely require some form of traffic management and we will be expecting the contractor to keep any closures to a minimum, and outside busy periods.

#### **2. Marsh Barton Rail Station: Provision**

The Council was extremely disappointed not to receive New Stations Funding from the Department for Transport (DfT) for Marsh Barton Station. However, the Council is continuing to work on reducing costs and securing additional sources of funding from the DfT and Network Rail. The proposed GWR franchise extension from 2020 to 2022 offers an opportunity to consider the opportunities this brings jointly with GWR and DfT.

Marsh Barton station is aimed at improving accessibility to the Industrial Estate and reducing the dependency on the private car. It is unlikely that the delay of the station is having noticeable negative effect on the traffic flow and economy of the area but if the station were in place improved accessibility by train would be an added bonus. It will be some time before South West Exeter takes off and initial levels of house building and traffic will be relatively slow.

### **3. Exminster Rail Station: Delivery**

In the planning of Marsh Barton Station, timetabling work was undertaken to ensure that the new halt could be accommodated on the network along with other Devon Metro rail stations at Cranbrook and Newcourt, which have been constructed. The work concluded that the Marsh Barton stop could fit into the network stopping patterns but that any other additional station between Exeter St David's and Newton Abbot could not be accommodated as there are insufficient train paths on a busy section of line carrying both fast and slow-moving train services. On this basis, the Council does not consider a rail halt at Exminster to be feasible. In addition, the location of a proposed halt at Exminster would be remote from the village and outside the maximum recommended walking distance to a rail station for many of the residents, which would limit the attractiveness of the facility.

**Councillor Andrea Davis**

**Cabinet Member for Infrastructure Development & Waste**