

PTE/18/46

Exeter Highways and Traffic Orders Committee
6 November 2018

Exeter Transport Steering Group

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that the:

- (a) Terms of Reference for the Exeter Transport Steering Group are noted; and**
- (b) Minutes of the first two meetings of the Exeter Transport Steering Group held on 31 January 2018 and 9 July 2018 are noted.**

1. Information

Towards the end of 2017, the Leaders of the County Council and City Council agreed to set up an Exeter Transport Steering Group to improve communication between the two authorities on strategic land use and transportation matters particularly in relation to the emerging Greater Exeter Strategic Plan. This report provides details of the terms of reference (Appendix I) and minutes of the first two meetings held in January and July 2018 (Appendix II and III). The minutes for the meeting held in September are yet to be agreed and will be circulated at the next HATOC.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
None		

jh181018exh
sc/cr/Exeter Transport Steering Group
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Exeter Transport Steering Group

Terms of Reference

Attendance

- DCC & ECC Councillors
 - Chair- DCC Cllr Rufus Gilbert (Portfolio holder for Economy & Skills, with remit for Greater Exeter Strategic Plan)
 - DCC Cllr Andrew Leadbetter (Cabinet liaison for Exeter)
 - ECC Cllr Rosie Denham (Portfolio Holder for City Transformation, Energy & Transport)
 - ECC Cllr Rachel Sutton (Portfolio Holder for Economy and Culture)

- Officers –
 - DCC – Jamie Hulland (Transport Strategy & Road Safety Manager)
 - DCC - Will Pratt (Principal Transport Planning Officer)
 - ECC – Karime Hassan (Chief Executive)
 - ECC - Liz O’Driscoll (Director of Exeter City Futures)

- Other organisations (to be invited as required)
 - Key Stakeholders, i.e. Stagecoach, Train Operating Companies, Network Rail, Highways England etc.
 - Other groups/professionals, depending on the agenda item eg. Parking, cycling groups, air quality officers.
 - Other local authorities if considering something within their area.

Geographical scope

Although principally regarding travel in Exeter, the scope of the Group’s work will be the Greater Exeter Strategic Plan area comprising Local Authority areas of Teignbridge, Mid Devon, East Devon and Exeter.

The nature of its work may include projects, infrastructure and services extending beyond this area but affecting its interests, for example the strategic road and rail networks.

Purpose and authority

The Group’s purpose is to improve communication between the two Authorities and in co-ordinating activities to ensure, where possible a collective view is formed on transport matters affecting its area.

The group’s view is intended to be taken into account by its member authorities when they take decisions using their own statutory powers, but the view of the Group is not binding on those authorities.

The Group is an advisory body and not a decision-making one. Scheme approvals and funding decisions will still lie with the relevant committees (i.e. HATOC up to £250K, Cabinet for schemes over £250K).

Main Tasks and Responsibilities

To advise on the formulation of transport policy for Exeter and its travel to work area.
To advise specifically on the following strategy documents, including all updates and replacements:

- the Development Plan for or including Exeter;
- the emerging Sustainable Urban Mobility Plan (SUMP), and any other transport-related plan covering Exeter;
- the Local Transport Plan Strategy for Devon, in so far as it relates to the Greater Exeter area;
- the Exeter Air Quality Strategy and Action Plans;
- the Exeter City Parking Strategy.

Where strategic policy choices arise from time to time outside the above plan-making processes, to advise on those priorities, including what the priorities should be for funding and implementation.

To engage with transport network and service operators, Exeter City Futures and others in relation to transport issues relevant to Exeter.

To help define outcomes around transport for the city, understand what is already being progressed and help devise an intervention plan.

Venue

To alternate between the Civic Centre and County Hall.

Frequency

Steering Group to meet quarterly.

Additional meetings to discuss specific issues only for special circumstance and to be agreed by chair.

Duration

Steering Group to continue to meet until publication of Greater Exeter Strategic Plan.

Minutes

Minutes of meetings to be made available following the subsequent meeting.

Minutes to be made available as standing item on DCC Exeter HATOC, and publicly available thereafter.

Minutes to be made available as standing item on ECC Place Scrutiny, and publicly available thereafter.

Authority to set this up

Agreement between Leaders of Devon County Council and Exeter City Council.

EXETER TRANSPORT STEERING GROUP

Wednesday 31 January 2018

Present:-

Councillor Barker (Chair)
Councillors Denham, Leadbetter and Sutton
Also Present

Deputy Chief Executive, Transportation, Planning and Road Safety Manager, Highway Development Management Officer (Exeter) and Democratic Services Officer (Committees) (HB)

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APOLOGIES

This was received from Karime Hassan.

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DISCUSSION

The Chair explained the background to the Group which had been set up in light of two traffic incidents over the summer on Haldon Hill and on the M5 which had resulted in gridlock on Exeter roads for much of the afternoon and evenings of the respective days and sought views on its scope and purpose.

It was agreed that the geographic scope of the Steering Group should be that of the Greater Exeter Strategic Plan and that it should guide and feed into the transport element of this group as well as that of other Plans and Strategies including the Local Plan, the Air Quality Strategy, the Access Fund and work being brought forward by Exeter City Futures, the Sport England Local Delivery pilot as well as the Enterprise Zone's programme of improvements - the Chair described the new bus service on the eastern corridor linking the Airport, Met Office and St David's Station and the Park and Change site.

Jamie Hulland also advised that it would help inform both the transport strategy for Exeter in the Devon Local Transport Plan (LTP) as well as the Action Plan for the EU funded Innovations in Sustainable Urban Mobility Plan for low-carbon urban transport (InnovaSUMP) project. The latter was a standalone transport plan for Exeter of low carbon transport initiatives aimed at tackling congestion and improving the quality of life of its citizens. This SUMP project had met twice with key stakeholders including Andy Wood of the Growth Point, Stagecoach, Great Western Railway, Network Rail, Exeter Cycling Campaign and Exeter City Futures.

The Steering Group would be a driver in ensuring alignment of all these initiatives as they were brought forward, improving communication between the two authorities as well as helping provide the necessary political support for what, in some cases, were likely to be sensitive proposals.

The Chair referred to bringing forward radical solutions and that these and other solutions could best be developed sequentially with short, medium and long-term proposals. With the highway authority as the statutorily responsible body, its

officers would now map the various initiatives being progressed by both Councils and provide data as the evidence base for the work of the group with guidance on its governance and how it will relate to those of the other groups.

Two elements for examining solutions for improved transport were suggested, that of travel to work from outside Exeter and travel within the City for both work and leisure. The Group discussed the role of bus transport in particular with relations with Stagecoach fundamental to the changes being sought. A significantly higher level of bus patronage would be key but a number of barriers were identified including affordability of travel, no clear plans for network expansion and priority measures, limited use of smart technology and public perception of bus travel as well as the commercially-driven focus of the bus company. Issues around the Alphington and Heavitree Road corridors were discussed.

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PROJECT UPDATES

The following updates were provided:

Marsh Barton Rail Halt

Jamie Hulland reported that savings to the overall project cost had been identified and were being worked up in more detail. Also greater clarity on the level of funding due through Network Rail's industry risk fund were anticipated during March.

Air Quality

Councillor Denham reported that the draft Air Quality Action Plan had been circulated for public and stakeholder consultation. The draft plan outlined the Council's vision for air quality in the city and proposed measures that the Council would take during the period 2018 to 2023. The closing date for responses to the consultation was 11 April 2018.

Initial media coverage was potentially misleading as it was portrayed as a congestion charge, which is different to a work place parking levy. It was noted that a congestion charge had previously been investigated by the County Council and concluded could not work in Exeter. It was believed that it would disadvantage the lower waged people, would result in business relocating outside the zone to the detriment of the city centre and there were also issues around the number of camera locations due to the number of potential routes avoiding the zones.

Consultation on work place parking levy would need to include the Chamber of Commerce, businesses at Marsh Barton, Sowton, Sky Park and the Science Park and would need a clear explanation of the facts of how it would operate so as to avoid misleading interpretation. It was suggested that there were some 6,500 parking spaces in the City Centre. Nottingham charged up to £400 per space on businesses with 10 or above parking spaces. It is a simpler mechanism to administer with some businesses meeting the cost and others transferring costs to their employees. In Nottingham, it raises approximately £7 million per annum, which is put back into the transport system - it had helped pay for the City's tram system and there had not been an adverse impact with no firms leaving the City. Data collection on business parking spaces had been labour intensive.

Councillor Denham stated that air quality data showed that, generally, quality was good although a reduction in emission levels along the Heavitree Road corridor

was paramount. She believed that there was a shift in public awareness regarding issues around congestion and air quality with businesses understanding that congestion could increase their costs. Increasing public knowledge of the issues was important and Exeter City Futures ten year plan envisaged a congestion free, low carbon City.

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TERMS OF REFERENCE

Draft terms of reference had been prepared and consideration was given to the Groups' membership. A request had been made for representation from Exeter HATOC but it was noted that HATOC was an operational rather than strategic Committee. It was not considered appropriate for HATOC (Exeter's nor the HATOC's of Districts within the Greater Exeter Strategic Plan) to be represented on the Group, however, it would still have powers to make funding decisions on schemes up to a value of £250,000 (Devon County Council's Cabinet being the authority for schemes in excess of this value). The minutes of this Group could be included as a standing item on the agenda of Exeter HATOC meetings and Members could raise issues via the County Council's scrutiny process. It was also noted that the County Labour group received regular briefings which could cover the work of this group.

It was agreed that stakeholders should be invited to meetings of the group as and when required and that a representative of Stagecoach be invited to the next meeting.

The terms of reference would be amended to refer to the Greater Exeter Strategic Partnership as the area covered by this Group.

Draft terms of reference attached.

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DATES OF NEXT MEETING

The next meeting would be held in about two months, Jamie Hulland to circulate a suggested date.

(The meeting commenced at 9.00 am and closed at 10.20 am)

Minutes - Exeter Transport Steering Group 9th July 2018

DCC - Cllr Rufus Gilbert, Cllr Andrew Leadbetter, Jamie Hulland, Will Pratt

ECC - Cllr Rosie Denham, Karime Hassan, Liz O'Driscoll

Stagecoach – Bob Dennison

Apologies – Cllr Rachel Sutton

- 1.) Cllr Gilbert introduced and outlined his role as DCC lead member for Economy with responsibility for GESP
- 2.) Minutes of last meeting (31st Jan 2018). No comments raised – **minutes agreed**

3.) Terms of Reference

Outlined that the group is an advisory body, with its primary role to improve communication between the two Authorities and, where possible, provide a collective view on transport matters affecting its area.

Proposed changes

- a.) Remove last para on main task and responsibilities
- b.) ECC to take minutes to Place Scrutiny

Changes **agreed** and updated Terms of Reference circulated

4.) Sub National Transport Body

An emerging concept/body for steering strategic transport priorities across the region/peninsula. Concept has arisen from desire of government to speak with sub regional groups, i.e. for Major Road Network (MRN) discussions, hence role of Sub National Transport Body (STB).

Most regions have developed a STB. Example given of Transport for North, which is now a statutory body with decision making function, which has been successful in lobbying central government for funding.

In the South West, 2 STBs are proposed. A Peninsula body to include Devon, Plymouth, Torbay, Somerset, Dorset and Cornwall. There is also a Western Gateway body including West of England combined Authority, Bristol, Gloucester, Wiltshire, Bournemouth/Poole/Christchurch.

South West will be one of the last. A group is now emerging but is in its infancy. Lead authority yet to be confirmed. Looking at first meeting in September.

3 emerging priorities for Peninsula STB

- a.) Strategic Connectivity
- b.) Accelerated Housing Delivery
- c.) Innovative Rural Mobility

Government is primarily interested in productivity and housing growth. Need to recognise collective growth to support ambitious jobs growth in Exeter, including on a

larger level to align with GESP. Noted danger of presentation of just cities, as housing numbers much lower than the whole rural area, although jobs is the opposite, being city centric. Discussion regarding including Homes England on SW board. No other SNTB does and felt to be a sensible move to show intent.

5.) Stagecoach

New fleet of Euro 6 buses coming to Exeter area. These represent the highest current standards for diesel powered buses.

a.) Update on new services

From September 2018, following improvements in Exeter area:

56. goes half hourly St David's- City- Airport- Woodbury/Exmouth. In combination with 4, creates sections of 15 minute frequency along the route into Exeter.

K – extension of existing route along Tithebarn Lane and to Science Park. Ties into Park and Ride site. Remains 20 min frequency. Park and Ride site likely to be operational by late 2019.

J route – Creating an outer orbital along Hill Barton Road. 20 minute frequency.

Stagecoach services phasing in contactless payment (inc apple pay/google pay). Question raised about if any monitoring of impact would be undertaken? Perhaps using existing AVL to compare before and after impacts. **Stagecoach to consider.**

b.) Working in Partnership and Sharing data

Highlighted that Stagecoach already provide Real time info and happy to provide journey time data, providing journey time data less of an issue. However, patronage data more sensitive and closely guarded.

Highlighted that Stagecoach do provide data to DCC for specific requests, i.e. St David's Station work, but need to be clear on specific purpose of any request.

Some members of group felt patronage data could be critical to strategy and wanted to push this further to help inform gaps/strategies. Commercial sensitivity reiterated. Suggest a need for a middle ground where would be willing to provide. This could include clarity from ECC/DCC on exact requirements and need to assist in any scheme development. Consider potential data sharing arrangements.

Action: LoD and BD to work up robust data sharing agreement.

6.) Emerging Transport Strategy

Discussion on emerging transport strategy that was circulated. Key themes included:

- 50% Active Travel in City.
- Park and Ride. Favoured by group. Draft strategy suggests on all key corridors.
- Bus priority/sustainable travel corridors. biggest advert is bus bypassing a queue.
- Exeter Mobility concept. Included in emerging strategy, but to be expanded upon.
- Establish how to utilise Exeter City Futures innovation approaches.
- Linking to housing delivery, does the strategy need to clarify much extra capacity, and growth it provides for?

KH described Cambridge City Deal package. A similar level of ambition suggested for GESP, including potential to acquire/safeguard land needed for transport interventions.

Clarity needed on how a transformational approach is funded. This could then be a funding deal to government/Homes England to unlock growth, linked to the Greater Exeter Strategic Plan.

Led onto discussion about Work Place Parking Levy. ECC AQAP consultation put it out in public domain to kickstart discussions. Initial consultation comments on this to be confirmed. Highlighted there has been a lack of context/story of why it is being considered.

7.) Current Workstreams

Table provided of current measures and next steps of behavioural, innovative and transport infrastructure workstreams

Action: Emerging draft strategy circulated to ECC for comment

8.) Next Meeting

w/c 10th September at Civic Centre.

Invite Exeter Cycling Campaign to attend