

PTE/19/2

Exeter Highways and Traffic Orders Committee
14 January 2019

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) Minutes of the Exeter Transport Steering Group held on 10 September 2018 are noted;**
- (b) Exeter HATOC Members endorse the response to the Exeter Cycling Campaign's eight-point plan in Appendix II.**

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.

In response to discussion at the last HATOC meeting, the Chair of the Transport Steering Group has invited Councillor Rob Hannaford to join the Exeter Transport Steering Group.

This report provides minutes of the last meeting held in September 2018 (Appendix I) which was attended by the Exeter Cycling Campaign who presented an eight-point plan for cycling. At the meeting members of the steering group explained that both the Exeter Cycling Campaign and the Councils were 'on the same page' in terms of being committed to improving the walking and cycle network in the city. To this end, the County Council are in the process of developing a Local Cycling and Walking Infrastructure Plan; however, officers explained that that they could not commit to an implementation timeframe as Local Transport Plan funds are limited and there are currently no external grant funding opportunities to support walking and cycling. It was agreed that Devon County Council and Exeter City Council would respond to the eight-point plan produced by the Cycling Campaign and this is included in Appendix II.

The minutes for the meeting held in December 2018 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		

wp211218exh
sc/cr/ Exeter Transport Steering Group
02 030119

Minutes - Exeter Transport Steering Group

10th September 2018

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

ECC - Cllr Rosie Denham, Karime Hassan, Liz o Driscoll

Exeter Cycling Campaign – Mike Walton, Will Page

Apologies – Cllr Rachel Sutton

1. Introductions and Welcomes

MW/WPa outlined make up of Exeter Cycling Campaign – comprising 600 residents who are keen to improve conditions for cyclists that will contribute to success of the city.

2. Minutes of last meeting (9th July 2018)

No comments raised – **minutes agreed.**

Actions update:

- Data Sharing
 - An open request for commercial data likely to be a concern to bus operator. Therefore, not being progressed until there is a specific project it relates it to.
 - Discussion with Stagecoach about an open challenge to analyse some data, LoD and JH to go back to Stagecoach with a defined problem.

3. Update on EV charging

Relation to Cllr question

To date has been typically provided off-street. Providing on-street has potential issues relating to maintenance and liability, and these are being investigated with DCC traffic policy team.

DCC have been approached by Innovate UK project about trialling on-street in Exeter. Undertaking checks on liabilities and going to progress Stage 1 pilot into potential locations. Exact details of the charging point still to be finalised.

Noted that NPPF now defines electric cars as sustainable transport, and government aspiration for no petrol/diesel sales post 2040. Given the growing role of electric vehicles and ancillary facilities, RG requested this is **added as a standing item** to the agenda.

Draft policy on Electric charging in GESP, being worked up in liaison with DCC and GESP team. Need to be aware of potential staff resource implications of this.

4. Exeter Cycle Campaign

Presentation covering **8 key questions/recommendations**, including:

1. **Where is the plan?**
2. **Stop the Rat Running** - Modal filters to reduce dominance of vehicles on streets, **Sport England Delivery Pilot – to implement modal filtering pilot.**

3. **The Planning Process.**
4. **ECC identify unspent S106 monies.**
5. **Review proposals of barriers to solutions and look for ways to overcome.**
6. **Review of barriers to cycling.**
7. **Additional mapping layer to identify highway design which inhibits cycling.**
8. **DCC Propose Professional Development for Highway Engineers.**

All recommendations were accepted in principle, subject to date for implementation plan to be 2019. A formal response from DCC & ECC to the points from the Exeter Cycling Campaign to be circulated to Steering Group for endorsement and issued with minutes of the meeting.

RG made apologies for another meeting. RD took on role as chair for the remainder of the meeting.

5. Update on Shadow Sub National Transport Body (STB)

Dorset looking to no longer be in Peninsula group, instead with Western Gateway. Peninsula body still carrying on, mirroring Peninsula Rail Task Force (PRTF) geography. STB looking at selling the corridor growth proposals, demonstrating the ambition for housing delivery in the peninsula.

To remain on Agenda and be updated on next STB meeting.

6. Emerging Transport Strategy

Emerging Strategy is driven by a greater shift to people focus, with 3 key strands:

- **Greater Connectivity**
 - Connected City Region with consistent standard of PT provision.
 - Enhanced Strategic road and rail connectivity.
 - P&R on all main corridors into Exeter.
- **Greater Paces for People**
 - Healthy Active City – 50% trips by foot and cycle.
 - People Based Places- reduce dominance of cars and enhanced design.
 - Attractive Urban Bus Networks – A reliable and clean network of routes.
- **Greater Innovation**
 - Enable and encourage development of transport innovations.
 - A new Single Ticketing platform.

AL: Query on whether we want a Public Transport aspirations/targets? *Could be considered as a measurable target for a Transport Plan, but not suggested as a high-level target. It was noted that public transport levels in Exeter are high for a city of its size (nationally Oxford is the only city with a population between 100,000-200,000 population where levels are higher).*

KH: Agreed with the message and reassured by high level ambition. Wants to ensure strategy supports growth and productivity whilst also delivering an improved city environment.

LoD: Agreed that it felt ambitious – focuses on where the city wants to be. The Innovation element could form part of a stretch target.

RD: Highlighted constraints with Census data and advocated use of technology to help record/measures some targets more accurately. Will be considered further as strategy progresses.

EcycleC: Paradigm shift welcomed, and need to be aware of huge increase in ebike sales. Feel strongly that cost benefit for sustainable measures needs to be emphasised.

7. Transport Strategy Consultation

Opportunity to consult on key strands of Transport strategy as part of GESP consultation in October currently paused. EDDC rejected current proposal, with a feeling that there were parts of the consultation (not specifically transport) which lacked detail and needed to be expanded. A concern was raised about presentation of document to members, with reference that transport elements requested by EDDC members are already in the document (i.e. half hourly rail).

Question of how quickly it can be revised to get out before Purdah. ECC/DCC to have a think about a separate consultation. And a follow-up discussion to be progressed by officers.

8. InnovaSUMP - Devon Study Tour

Will be in Exeter Weds 12th and Thursday 13th September.

9. AOB

Transforming Cities Fund - yet to hear an outcome.

10. Dates of Next Meeting

Dates for late November and Jan/Feb to be circulated.

RD won't be able to attend in Nov.

Exeter Transport Steering Group

Response to Cycle Campaigns 8 Proposals

This note sets out a response *in italics* to the 8 proposals raised by Exeter Cycling Campaign at the September 2018 Transport Steering Group.

The response from officers was considered by members at the December 2018 Transport Steering Group meeting.

1: Where is the plan? Request that DCC Transport team and ECC Officers develop an Exeter LCWIP and develop a plan for a dense cycle network for 2030. This plan to be completed by Jan'19 for delivery by 2030.

The County's current strategy for Cycle and Multi Use Trail infrastructure, including the strategy for Exeter, was taken to Cabinet and agreed in 2015. There is also a Local Transport Plan (to 2026) and Infrastructure Delivery Plan (to 2030).

Strategic routes in Exeter (E3/E4) forming part of this plan are currently being delivered by the County Council, including opening of the first phase of E4 on Cumberland Way in 2017 and the next sections scheduled to be constructed in 2018. It does however need to be recognised that the speed of delivery dependent on receiving external funding.

We are in the process of producing an Exeter LCWIP, although having not received funding this has not progressed at the same rate as those councils that did receive funding. Nevertheless, our existing strategies from 2015 are still relevant.

Recent advice from the DfT suggests they are not expecting LCWIPs to be produced until Summer 2019.

2: Stop the Rat Running

- **Will DCC conclude review of the Campaigns Living Streets modal filter recommendations? And**
- **draw up an implementation plan for presentation to the Jan 2019 Transport Steering Group and Exeter HATOC?**

DCC have reviewed proposals put forward in the Exeter Cycle Campaigns Living Street proposals. From this review, two sets of priorities targeting deliverable quick wins and those that link to Strategic cycle routes have been identified. Following this DCC will:

- *draw up an implementation plan in 2019 setting out a proposed program.*
- *Arrange a meeting with the Exeter Cycling Campaign, local City and County Cllrs to review the proposals for Heavitree.*

The modal filter proposals will arguably have the biggest impact on access for local residents and we will need to ensure there is strong resident support for any such proposals.

3: Will the Transport Steering Group propose that the Sport England Pilot considers implementing the modal filtering proposals?

DCC are involved with the Sport England Program and will explore what opportunities there are for the Sport England pilot to deliver modal filtering proposals.

- *Where opportunities for the Sport England pilot to delivery modal filtering proposals, these will be highlighted in the implementation plan.*

4: The Planning Process

- **Will ECC Produce development briefs for sustainable transport/mobility with SPD status for new development areas?**
- **Will ECC to identify car-free of Low-car-use development areas?**

Strategic allocation areas in the city (i.e. Newcourt/Monkerton) have Masterplans in place and the City has a sustainable transport SPD which has helped in securing facilities from new developments (including cycle parking and workplace facilities for cyclists).

Nevertheless, it is challenging to fully deliver Masterplans as developers are constantly looking to challenge anything that adds to the cost of delivering new homes. Pressures on housing delivery have strengthened the developers cause in recent years, although recent announcements from government highlight a change in direction towards better quality development.

Car free development area are already identified through the planning process. Furthermore, the emerging Greater Exeter strategic Plan (GESP) is looking at potential brownfield sites in the city and identifying which of these could be either car free, or low car.

5. Will ECC identify unspent S106 monies.

ECC had already undertaken a review of this prior to the meeting and are happy to relay the findings.

- *ECC to meet with Exeter Cycling Campaign to discuss.*

It was however emphasised that contributions are typically secured towards, and only justified, for a specific scheme.

6 & 7. Little Things can make a big difference

- **DCC to commit to review of barriers to cycling and solutions to overcome these barriers.**
- **DCC to commit to a timescale for delivering an additional layer to the County mapping system to capture citizens locations where there is dangerous of poor highway design which inhibits cycling.**

DCC are currently producing a mapping layer, which aims to provides a way of linking desired improvements to the existing County maintenance program.

- *DCC to produce mapping layer of proposed cycle improvements.*

This mapping provides a means of highlighting the barriers to cycling, and DCC will continue to liaise with the Exeter Cycling Campaign to explore how best to agree these.

- *DCC to meet with Exeter Cycling Campaign in 2019 to explore how comments from the Cycling Campaign can be included in the mapping system; however, the County Council is unable to commit to timescale for delivery as there is no funding currently identified.*

Question 8: DCC Propose Professional Development for Highway Engineers.

DCC are pushing best practice through its engineering teams, and better quality is now being seen on the schemes now being delivered (i.e. Blackhorse Link Road comprising segregated cycle way, new motorway crossing for ped/cycles, bi-directional, segregated cycle routes).

However, we need to be mindful when developing a pipeline of projects that what is designed at a point in time may take years to implement, i.e. due to availability of funding or a lapse between a development gaining planning permission and being implemented. This can explain why some new developments implement schemes that were based on the best practice design at the time.

- *When setting briefs for design work, DCC's client team are recommending engineers working on cycle schemes to use the London Cycling Design Standards (TfL), the Handbook for Cycle-Friendly Design (Sustrans) and will encourage use of the refreshed Cycle Infrastructure Design Local Transport Note (LTN 2/08), which we expect to be updated in the Spring 2019. Highways Development Management Officers are also being asked to secure 'best practice' design as part of new developments in the city.*