

ECS: Highways and Transport Sub-committee (HTS)

Minutes Meeting 2: 20th May 2014

Present: Trevor Preist (Chair), Peter Cleasby, Sandra Dalgleish, Keith Lewis,
James MacDowell

2.1 Minutes of previous meeting

These were approved as a correct record

2.2 Matters arising

- i. The terms of reference of the committee had been approved by the ECS committee subject to a 12 months review
- ii. All representations made by the subcommittee on behalf of ECS were to be approved by the ECS secretary before being sent. Copies would be circulated to the main committee.

2.3 Local Transport Plan 2011 – 2026 (LTP3)

The subcommittee considered a digest of information about LTP3 prepared by Peter Cleasby and Peter outlined his impressions of the thrust of the plan.

- Foundation projects were considered essential to achieving the goal of attaining a more substantial transport structure and developing access to the city. These were in the main relatively low cost projects such as Walking routes, Bus priority and local Traffic management.
- Targeted capital Investment projects involved greater expenditure such as new stations at Cranbrook and Marsh Barton, Junction 29 of the M5 and providing access from the new developments to the existing road system.
- The overall plan for the 15 years seemed to involve expenditure of about £100 million with about 15% for foundation elements

In the discussion the following points emerged:

- The main thrust seemed to be to facilitate the access for the new residents of the development areas and commuters to Exeter.
- Other than minor improvements to improve traffic flow within Exeter there was little that was likely to reduce congestion.
- The growth in volume of cars would affect traffic flow which would be reduced by the introduction of more bus priority lanes, probably resulting in increased pollution levels.
- The purpose of these were to make bus travel more attractive by improving transit times. Since the capacity of the bus system could cope with only a small fraction of

those travelling to work, bus lanes simply improved journey time for a minority at the expense of the majority.

- Within Exeter the strategy was to encourage more people to cycle taking pressure off the road system.

The committee decided to reconsider the plans at the next meeting with a view to identifying areas on which representations might be made.

2.4 ECS Committee Meeting

Keith Lewis reported that the committee had considered the minutes of the first HTS meeting which included a summary of the Rush-hour document.

The committee recognised the danger that the current growth of the City and the plans for future growth could seriously affect its attractiveness and the quality of life of its residents.

2.5 Rush-hour document

- i. Trevor Preist reported that a revised version was being prepared and would include a sensitivity analysis carried out by Susan Kay who was a numerical modeller.
- ii. A discussion about how the document might usefully be promoted ensued with the conclusion that the following ideas be pursued:
 - a) The document be approved by ECS and Transition Exeter (Transport) as a useful source of relevant information about the current and evolving transport situation within Exeter during the Rush-hour period.
 - b) It could be available on the web-sites of these two organisations.
 - c) A small group (3/4 persons) from the two organisations should seek to meet with officials and officers of Exeter and Devon Councils to make them aware of the document and the organisations' concerns about the impact of growth.
 - d) The two organisations might seek to promote a debate about the rapid growth of the city with its positive and negative aspects.
 - e) The involvement of the two organisations could be a useful twin-track approach.

Transition Exeter is focussed mainly on eco-friendly transport based upon cycling and walking with enhanced public transport to reduce car-use making cycling more attractive.

ECS perhaps represents a section of society who might prefer to reduce traffic by using a larger and more effective transport system if it were available. It might also question the policy of prioritising bus routes for the reasons outlined in 2.3

2.6 Exwick Skyline development

The committee noted the return of the suggestion that 100 acres of agricultural land at Attwells Farm, Whitestone Cross, be made available for development which would extend well above the contour limit won by ECS forty years ago.

The initial suggestion was for 500 homes but the designated site could accommodate almost 2000.

Consideration of the general implications of this were referred to the ECS committee but a brief discussion ensued on the potential traffic impact.

Access to the site for building purposes were poor and, when constructed, the additional traffic impacting upon Redhills, Exwick Road and Station Road would cause problems. If the development was approved it could be another example of developments outside the city boundary (as seen currently at Pinhoe) impacting upon traffic flow in the city.

2.7 Date of next meeting – Monday, July 22nd.