

## EXETER CITY COUNCIL

**Presented by: John Rigby, Director Economy and Development**

### **BACKGROUND**

#### **Key Issues Highlighted:-**

##### **1. Partnership Working**

There are numerous examples of joint partnership working between the District and County Councils e.g. Met Office, enhancements of Cultural Quarter and of key City Centre streets.

##### **2. Prosperity**

One of the LTP challenges is providing transport infrastructure to deliver prosperity whilst encourage patterns of sustainable behaviour. However currently this is a conflicting area as car use tends to rise with prosperity.

##### **3. Air Quality**

Air Quality is one of the biggest areas of concern which needs to be confronted. Poor air quality is not easy to perceive, and the public does not recognise that they have to change practices in order for air quality to improve.

##### **4. Gap In Strategy**

- There is a current gap in delivery between the County Councils agenda and the agendas of other agencies responsible for transport. Some of the agencies are “not on board” with what the County Council is trying to achieve (E.G Highways Agency focusing only on "their traffic").
- Further gap in strategy between the smaller and major projects.

##### **5. Park and Ride**

- The Park and Ride needs to be extended further. There is not enough space and sites are of relatively poor quality e.g. Exeter has 1600 spaces areas such as Oxford has 6000.
- Honiton Road Park and ride is a high quality site but Matford and Sowton are falling behind.
- Matford is reaching capacity and any further development is restricted.

##### **6. Rail**

- More of the public needs to be encouraged onto the railways.
- Good infrastructure is in place however funding restrictions are inhibiting its potential.

##### **7. Bus**

Buses stand too long at bus stops due to time consuming fare payments, thus contributing to a poor quality service.

## **8. Townscape Enhancement**

Enhancement has transformed city centre replacing pavements, poor street furniture, and unattractive layout and generally improved the town centre appearance.

### **Recommendations for the Next DLTP (2006-2011)**

#### **1. Prosperity**

- A comprehensive strategic framework is required to deal with prosperity and the environment.
- Transport infrastructure aimed at delivering prosperity and encourage sustainability.
- Trying to change patterns of behaviour towards sustainable transport.

#### **2. Air Quality**

There is a need to address the decline in air quality in context of growing traffic levels and its contribution to greenhouse gases.

#### **3. Gap in Strategy**

- It is important that the County Council and other agencies responsible for transport work to the same agenda.
- An effective PUA strategy needs to be completed within the next year, dealing particularly with the needs of south and east Exeter.

### **DEVON LOCAL TRANSPORT PLAN – 2006-2011**

#### **4. Park and Ride**

A Park and Ride Strategy is required focusing on increased quality and increasing the capacity of the current park and ride sites to match that being achieved at Honiton Road.

#### **5. Rail**

Greater capacity on the railways is necessary.

This requires:

- Greater reliability.
- More frequent services on the local network.
- Better integration between bus and train services.
- Investigate the feasibility of opening more stations.
- Investigate the possibility of new station/light rail at Exeter business park.

#### **6. Bus services**

- More extensive bus priority measures required.
- Better ticketing measures need to be implemented to speed up bus boarding times.

## **7. Townscape Enhancement**

Investigate the possibility of expanding enhancement schemes to suburban areas.

## **8. Walking**

Joint walking strategy - 20% people walk to work in Exeter in order for this to continue/develop further there needs to be more pedestrian schemes.

## **9. Intervention Management**

Investigate the option of becoming more interventionist in our transport management (e.g. charging for office car parking).

## **10. Future Planning**

A strong framework and an action plan is required encompassing land use and transport issues in areas which will experience growth during the next DLTP e.g. areas through out South/East, Exeter. Future management plans are also required for areas such as junction 29 and Moor Lane.

### **Panel Discussion:-**

- **Priority- Hope to achieve by 2011**

- Within the next year strategy gap needs to be filled.
- Expanded / Improve Park and Ride sites.
- Improvements to bus services priorities and through ticketing
- Challenging the car dependence in Devon

- **Rail**

- More stations need to provide small-scale facilities for passengers, creating friendly accessible usable areas
- There is a low probability of a rail service from Okehampton to Exeter having much impact on commuting as until there is a high frequency service (half hourly) people will not get out of their cars.

- **Park and Ride Sites**

In response to the suggestion that there should be Park and Rides sites on both the Tiverton and Crediton roads, it was suggested that they would be too small to be viable.

- **Demand Management**

- The City Council does not believe doubling parking tariffs would be the answer to relieving congestion – the problem is that private office parking is free and this needs to be tackled first. Doubling parking tariffs would also have adverse side effect of encouraging out of town shopping.