

From: Christian Reed <Christian.Reed@stagecoachbus.com>
Sent: 21 July 2021 11:33
To: Matthew Diamond <Matthew.Diamond@exeter.gov.uk>; Nick Small <Nick.Small@stagecoachbus.com>
Cc: 'Alex A Thomas' <alex.a.thomas@devon.gov.uk>
Subject: Re: Objection to 20/0528/OUT

Hi Matthew,

1. The minimum bus route width = where a bus route two directions 6.2, however one way loop which allows us to operate 5.5 min width, the tracking is worst case scenario, which is based on an E200.

2. The maximum gradient permitted on bus routes = no technical restraint with regards to gradient, adopting authority indicate 1 in 20 first 8 meters approaching give way. There are no issues with regards to gradient on this route. Stagecoach and other bus operators have it within their digressions to operate on any route they deem fit under the transport act 1985.

3. Rules stipulating how windy/bendy bus routes can be = Please see attached this link for Manual for Streets which advises Stagecoach best practice. [bus-services-and-new-residential-developments.pdf](#)

[PROLOGUE - Stagecoach Group](#)

BUS SERVICES & NEW RESIDENTIAL DEVELOPMENTS | General Highways and Urban Design advice to applicants and Highways Authorities | 6 We strongly support other approaches, such as the use of changes in pavement colour and texture (including rumble strips, or cobbled www.stagecoachgroup.com

4. Rules which dictate where bus stops can and cannot be built = we have the agreement of local authority and police with regards to bus stops and where they are situated. Good practice is set out in the manual for streets. If local authority or police see the bus stop as unsuitable it is flagged at a roadside audited undertaken by county highway authority.

5. How close bus stops may be to houses = we recognise proximity to habitable rooms is a significant issue, we recognise the reason for these concerns, our recommendation that habitable windows should be a minimum of 6m from a stationary bus, and we prefer a 10m stand-off where possible. Better still, we recognise the benefit of placing bus stops adjacent to open space or green corridors which allow appropriate overlooking but not impinge on people's homes directly. This being the case we have reviewed the agreed bus stop positions in light of objections, we can see that relocating the stop within the new site on to the length of access road through the existing green space would provide an appropriate stop spacing, and allow the stop outside the curtilage of no.63 Pinwood Meadow Drive to be delete, however this requires the current proposed stops at the north and south ends of the new link to remain as proposed.

Thanks

Christian Reed

Commercial Manager, Stagecoach South West

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From: Matthew Diamond <Matthew.Diamond@exeter.gov.uk>
Sent: 21 July 2021 10:14
To: Christian Reed <Christian.Reed@stagecoachbus.com>; Nick Small <Nick.Small@stagecoachbus.com>
Cc: 'Alex A Thomas' <alex.a.thomas@devon.gov.uk>
Subject: FW: Objection to 20/0528/OUT

Hi Christian/Nick

We've received an objection raising concerns over the proximity of the proposed bus stop to no. 63 Pinwood Meadow Drive in terms of various environmental health issues, which I've raised with my EH colleague and who has responded below saying it shouldn't be a 'timing stop' and that if it can be relocated further away from houses it would be preferable. I know you have spent a lot of time considering this already, but it would be remiss of me not to at least ask you again about this following the correspondence below. My only thought is whether it could be moved further north, but realise this is probably not possible due to the bend and junction. I realise it couldn't be moved further south because then the stop would be directly outside the front door of no. 63, which is on the side elevation.

If you can respond with your thoughts I'd be grateful. Also, could you confirm that it will not be a 'timing stop'? I will save your response to the website including this email trail so the public can see. Also, if you can get back to me re points 1-5 below, I'd be most grateful.

Thanks & regards

Matt

Matthew Diamond
Principal Project Manager (Development)
City Development
Exeter City Council

01392 265214

From: Alex Bulleid <alex.bulleid@exeter.gov.uk>
Sent: 21 July 2021 07:33
To: Matthew Diamond <Matthew.Diamond@exeter.gov.uk>
Subject: RE: Objection to 20/0528/OUT

Matt

We do occasionally get complaints about bus stops so they clearly can annoy people but this is generally when they are what I'd call a 'timing stop'. These are specific stops where a wait is factored into the time table to allow for possible delays. If the bus is not delayed it might sit at this top for 5 or ten minutes. I think it would be best to avoid this becoming such a timing stop ever in the future if we can.

Otherwise, the situation is not unusual but probably not ideal. If there is anywhere further from houses that it can go it would be preferable.

I certainly wouldn't want to prevent bus access though. The overall benefits of introducing a bus route are significant.

With regard to litter and ASB, these can happen at bus stops but they can also happen anywhere. I don't think they are a reason not to have one. There should be a bin at the bus stop. If it is one without a shelter then there is probably less chance of ASB.

Alex Bulleid (Mrs)
Senior Environmental Technical Officer
Exeter City Council
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Paris Street
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EX1 1RQ

01392 265718

From: Matthew Diamond <Matthew.Diamond@exeter.gov.uk>
Sent: 20 July 2021 16:21
To: 'Alex A Thomas' <alex.a.thomas@devon.gov.uk>; Christian Reed <Christian.Reed@stagecoachbus.com>; Alex Bulleid <alex.bulleid@exeter.gov.uk>
Subject: FW: Objection to 20/0528/OUT

Alex/Christian

Are you able to respond to query below re rules and regulations for points 1-5? I've responded to the rest of the email (my comments attached), but if you have any further comments please send.

Alex B – Could I have Environmental Health's views on the highlighted issues below in regard to the proposed bus stop next to no. 63 Pinwood Meadow Drive?

Regards

Matt

Matthew Diamond

Principal Project Manager (Development)
City Development
Exeter City Council

01392 265214

From: Ben Davis <com>

Sent: 16 July 2021 11:43

To: Matthew Diamond <Matthew.Diamond@exeter.gov.uk>

Subject: Objection to 20/0528/OUT

Hi Matthew,

I object to the development plans at the end of Pinwood Meadow Drive/Spruce Close/ Celia Crescent.

I'm hoping you'll be able to provide me with some information which is crucial to the building of the bus route and bus stop locations.

Could you please help me find the rules and regulations which dictate:

1. The minimum bus route width
2. The maximum gradient permitted on bus routes
3. Rules stipulating how windy/bendy bus routes can be
4. Rules which dictate where bus stops can and cannot be built.
5. How close bus stops may be to houses.

Having looked through the Manual for Streets

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf), I'm concerned that the proposed bus route breaches the rules set out by the Manual for Streets in several areas, which I will highlight:

1. (6.5.5, p72) "In order to design for long-term viability, streets serving buses should be reasonably straight" and "layouts should avoid long one-way loops". I believe the proposals breach both rules.
2. (6.5.7, p72) "Streets on bus routes should not generally be less than 6.0m wide". Having measured many different sections of Pinwood Meadow Drive, the road varies mostly between 5.1 and 5.8m wide but occasionally becomes as wide as 6.0m close to junction intersections.

I'm also concerned that the proposed bus stop on Pinwood Meadow Drive (attached below) will lead to **air pollution, noise pollution, light pollution, litter and attract anti-social behaviour to local residents**. The exhaust of an idling bus using this bus stop would be a mere 3 metres from the front door of number 63 Pinwood Meadow Drive. Furthermore, with cars parked opposite the bus stop, traffic will be stopped in both directions when buses are using the bus stop. This causes a major safety risk, particularly for emergency service access, never mind being a congestion nightmare for residents who would have to deal with the problem on a daily basis.

I'd be very grateful if you could tell me whether the Manual for Streets is the correct guidance to follow, or if there is a different set of rules and regulations which this bus route and development must follow.

Yours sincerely,

Ben Davis

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