

Phil Norrey
Chief Executive

To: The Chairman and Members of
the Torridge Highways and
Traffic Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 23 September 2016
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

TORRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 3rd October, 2016

A meeting of the Torridge Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Town Hall, Bridge Street, Bideford to consider the following matters.

P NORREY
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 6 June 2016, (previously circulated).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

4 Devon Highways Update

Presentation by the Head of Highways, Capital Development and Waste

Electoral Divisions(s): All Divisions

5 Community Road Warden Scheme (Pages 1 - 6)

Report of the Head of Highways, Capital Development and Waste (HCW/16/70) attached

Electoral Divisions(s): All Divisions

- 6 Request for a One way System- Westward Ho! (Pages 7 - 10)
Report of the Head of Highways, Capital Development and Waste (HCW/16/41) attached

Electoral Divisions(s): Northam

- 7 Pedestrian Crossing, A386 Churchill Way, Northam (Pages 11 - 14)
Report of the Head of Planning, Transportation and Environment (PTE/16/45) attached

Electoral Divisions(s): Northam

STANDING ITEMS

- 8 Petitions/Parking Policy Reviews
[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme (<https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/>)].

MATTERS FOR INFORMATION

- 9 Transport Capital Programme (Pages 15 - 28)
The Report of the Head of Planning, Transportation and Environment (PTE/16/43) is attached for information, approved by the Cabinet at its meeting on 14 September 2016 (Cabinet Minute 70 refers)

Electoral Divisions(s): All Divisions

- 10 Highways Safety Policy
To note the following reference from Cabinet for information. Report HCW/16/39 can be found at:
<http://democracy.devon.gov.uk/ieListDocuments.aspx?CId=133&MId=160&Ver=4>

“(a) that the Highway Safety Policy set out in Appendix A to Report HCW/16/39 be approved and the Head of Highways, Capital Development & Waste be authorised, in consultation with the County Solicitor and the Cabinet Member for Highway Management and Flood prevention, to approve further minor amendments to the Highway Safety Inspection Policy prior to the next full review in September 2018;

(b) that Highways & Traffic Order Committees be made aware of the revised operational policy.”

Electoral Divisions(s): All Divisions

PART II - ITEMS WHICH IN THE OPINION OF THE CHAIRMAN MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the

meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.

For further information please contact Gerry Rufolo on 01392 382299.

Membership

County Councillors

Councillors A Boyd (Chairman), G Dezart, A Eastman, R Julian (Vice-Chair) and B Parsons

Torridge Council

Councillors D Brenton and R Wiseman

Devon Association of Local Councils

Councillor A Hewitt

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Gerry Rufolo on 01392 382299.

Agenda and minutes of the Committee are published on the Council's Website

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

Public Participation

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Gerry Rufolo on 01392 382299.

Emergencies

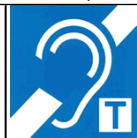
In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

Mobile Phones

Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in

another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

HCW/16/70

All Highways and Traffic Orders Committees
October/November 2016

Community Road Warden Scheme

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that the changes to the Community Road Warden Scheme described in this report are supported and welcomed.

1. Introduction

This report informs the Committee of changes to the Community Road Warden Scheme in light of feedback since the scheme's introduction 2 years ago. The scheme guidance is being simplified and updated, the scope of the scheme widened to include the option to undertake minor carriageway surfacing repairs, and a process to apply for financial grants towards materials, labour and equipment introduced. The intention is to relaunch the scheme through a number of local parish and town council events to be held during November.

The approach of Devon Highways to self-help is compatible with the County Council Operating Model. It is about a flexible and innovative approach by the service to enable communities and volunteers to deliver their priority needs where, due to year on year budget reductions, the service is no longer able to deliver some types of work as its core offer.

Various ad hoc self-help schemes informed the development of the Road Warden Scheme. The ad-hoc schemes demonstrated that with a positive approach to community self-help, and a measured approach to managing the risks of working on or adjacent to the highway, groups of volunteers can work with highway officers to do some useful work.

The Road Warden scheme came from local Councils' requests to be allowed to do more, and from the vision of developing community highway champions who could carry out a wide ranging role, from administration and signposting to information, to routine works, and to fixing minor defects in road surfaces.

Devon's Road Warden scheme has attracted a lot of attention from other highway authorities who are keen to learn from our experience and launch their own similar schemes.

The Department for Transport has shown an interest in Devon's work on the Road Warden scheme. It is expected to help Devon achieve the top banding in the Department for Transport assessment for the Incentive Fund, which should enable Devon to attract more funding for highway maintenance in the future.

2. Scheme guidance

Feedback has been received that the current guidance is confusing and overly bureaucratic.

Agenda Item 5

The guidance has been reviewed and is being rewritten, making it simpler and easier to understand. The Community Road Warden Scheme, in the context of the range of initiatives available for mobilising community support in the Highways Service, is shown in Appendix I.

The revised guidance will be available on the DCC website at:

<https://new.devon.gov.uk/roadsandtransport/maintaining-roads/self-help-and-community-support/road-warden-scheme/>

3. Pothole filling

Several parish councils have requested that the scope of the scheme be expanded to allow the filling of potholes that are of concern to the local communities, but do not meet the County Council's criteria as safety defects. A successful trial has been undertaken with 5 parish and town councils, following identification of a suitable repair product. As a result guidance is being produced to enable any community that is part of the scheme to undertake such works if they wish.

4. Financial support for communities

Over £100,000 has been allocated this financial year to enable communities to become involved in routine highway maintenance and undertake specific highway related projects, and funding bids will be made to enable this support to continue in future years.

Local councils are to be invited to apply for grants towards the costs of materials, labour and equipment to enable them to undertake works that contribute to the maintenance of the highway or to specific highway related projects. If the number of applications received exceeds the budget available, it is proposed that a panel including representatives of Devon Association of Local Councils will determine the allocation of the funds between the applicants.

5. Relaunch of the scheme

Following feedback from last year's highway conferences for parish and town councils a modified conference format is proposed this year. There will be more local events, with a less structured agenda, allowing representatives from the local councils to discuss the issues they want with the appropriate highway officers.

The events are due to be held during November.

The opportunity will be taken to relaunch the Community Road Warden Scheme at these events.

6. Options/Alternatives

The Community Road Warden Scheme could remain as at present, but the County Council would not be learning from experiences and feedback received over the first two years.

Consideration could be given to removing the scheme, and the opportunity for local communities who want to contribute to an improved and safer local environment would be lost.

7. Consultations

Feedback on the scheme since its introduction has been received ad hoc from local councils and County Members, and through presentations at the highway conferences for parish and town councils, DALC events and HATOC meetings.

8. Financial Considerations

£102,000 has been allocated in the revenue budget for 2016/17 to support highway community self help.

9. Legal Considerations

The lawful implications/consequences of the Community Road Warden Scheme have been considered and taken into account in the preparation of the guidance and associated agreement.

10. Risk Management Considerations

The required training for Community Road Wardens includes the risk assessment process to be undertaken for all work on the highways.

11. Reasons for Recommendation

The Community Road Warden Scheme has been reviewed and updated in light of feedback over the early years of its operation.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tony Matthews

Room No: AB1

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

tm210916h
sc/cr/community road warden scheme
03 220916

Mobilising Community Support in the Highways Service				
	Snow Warden Scheme	Parish Paths Partnership	Highway Self-Help Scheme	Community Road Warden Scheme
Brief Description of scheme	<p>Snow Wardens volunteers organise and deliver winter maintenance priorities of communities on routes not gritted by Devon Highways. For example:</p> <ul style="list-style-type: none"> • Ordering grit supplies, • Organising and deploying volunteers to clear snow, • Organising and deploying volunteers to spread grit when icy conditions are forecast. 	<p>Parish Partnership volunteers can organise and carry out work on the Public Rights of Way network in the Parish. For example:</p> <ul style="list-style-type: none"> • Cut back vegetation, • Repair fencing, • Improve stiles. 	<p>Highway Self-Help can allow a group of volunteers to carry out a highway maintenance or improvement projects on the local road network. For example:</p> <ul style="list-style-type: none"> • Repair a figure post signs, • Improve drainage systems, • Repair decorative fencing. 	<p>The Community Road Warden can be the highways “Champion” providing support in a community to:</p> <ul style="list-style-type: none"> • accessing highway information, • Carry out administrative work, • Survey highway features. • organise minor works programmes, • carry out minor work, • Interface with the local Neighbourhood Highways Officer
Link to Guidance	http://www.devon.gov.uk/snow-wardens.pdf	http://www.devon.gov.uk/index/environmentplanning/public rights of way/parish paths partnership scheme.htm	https://new.devon.gov.uk/roadsandtransport/maintaining-roads/self-help-and-community-support/	https://new.devon.gov.uk/roadsandtransport/maintaining-roads/self-help-and-community-support/

Mobilising Community Support in the Highways Service				
	Snow Warden Scheme	Parish Paths Partnership	Highway Self-Help Scheme	Community Road Warden Scheme
Outline of what DCC will provide	DCC Provide: <ul style="list-style-type: none"> • Training, • Advice, • Grit Bins, • Grit, once a year supply only. 	DCC Provide: <ul style="list-style-type: none"> • Training, • Grants for equipment, • Limited supply of materials 	DCC Provides: <ul style="list-style-type: none"> • Advice on schemes that are a priority for local people, • If agreed, a road closure, 	DCC Provides: <ul style="list-style-type: none"> • Training, • Advise, • Limited funding for materials or tools, • Limited supply of agreed materials • Third party insurance cover for work carried out as agreed with HNO.
Outline of what volunteers can do	Snow Wardens: <ul style="list-style-type: none"> • Receive and respond locally to weather alerts, • Organise volunteers, • Organise purchase of more grit if needed, 	Volunteers: <ul style="list-style-type: none"> • Organise volunteer work, • Communication with PROW Officer 	Self-Help Volunteers: <ul style="list-style-type: none"> • Complete the work as agreed by the Local Neighbourhood Officer, • Materials as agreed, • Funding as agreed 	Community Road Warden: <ul style="list-style-type: none"> • Volunteering time, • Communications with NHO and within community, • Programmes of volunteer work, • Takes responsibility for following agreed method statements and risk assessment.

HCW/16/41

Torridge Highways and Traffic Orders Committee
6 June 2016

Request for a One Way System – Westward Ho!

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that:

- (a) the assessment made from the information currently available in the Northam Traffic Management Plan is noted;**
- (b) any further work is undertaken by officers in connection with the request for a one-way system based upon the recommendations of the Northam Traffic Management Plan.**

1. Summary

This report considers the request made for the provision of a defined one-way system in Westward Ho!

2. Background/Introduction

At the request of the chairman the imposition of a one-way system in Westward Ho! settlement involving Stanwell Hill, Atlantic Way and Fosceth Hill has been considered. This request was made in connection with concern over the volume of traffic on Stanwell Hill and the potential for vehicle conflict.

In July 2015, the Northam Traffic Management Plan was produced which covered the settlements of Appledore, Northam, Orchard Hill and Westward Ho!. Following a meeting with Northam Town Council a working party was set up to review, process and develop the Traffic Management Plan. This group contained representatives from the Town Council, District Council, the local County Councillor and representatives from local residents. The working group was supported by representatives of the County Council's Traffic Team and the Local Neighbourhood Highway Officer.

A whole range of local highway schemes were submitted for consideration by the working group from which a programme of Short, Medium and Long Term Proposals was devised for delivery. A complete list of these schemes is contained within Appendix A to the final Northam Traffic Management Plan.

3. Proposal

The review that was undertaken during 2013/2014 by the formalised Working Party to produce the Northam Traffic Management Plan included a detailed assessment of the viability of introducing a one-way system on Stanwell Hill and Fosceth Hill. It was recommended by the working party, after due consideration that the proposal for the implementation of a one-way system on Stanwell Hill and Fosceth Hill should not be progressed. The main reason for this recommendation centred on serious concerns over

Agenda Item 6

increased vehicle speeds and accidents, especially on corners where drivers currently have to proceed with caution due to the presence of on-coming vehicles.

As a consequence of the earlier rejection of the one-way system on Fosceth Hill, a 95 metre length of a new footpath has been constructed from its upper junction with Stanwell Hill downhill as far as Fosceth House. Funded by a nearby development, this footway has significantly reduced the width of the carriageway, particularly on the bend, which will make the safe passage of HGVs impracticable due to this and in combination with the steepness in gradient.

In terms of route hierarchy, records indicate that Stanwell Hill is classified as a B Road whereas Fosceth Hill is an Unclassified Road which in terms of winter maintenance would not form part of the Primary Salting Network. This could very well present a logistical problem to local traffic during periods of icy road conditions.

4. Consultation & Representations

There is a legal requirement to advertise a traffic regulation order for the introduction of any change to the direction of traffic flow. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

5. Financial Considerations

The costs of introducing a change in the direction of travel on any section of the highway network will include the cost of progressing a Traffic Regulation Order which is around £3,500 to cover the legal, advertising, survey and design work involved. To this must be added the actual cost of the required number of road signs and their installation.

6. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

7. Legal Considerations

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

- (a) the desirability of securing and maintaining reasonable access to premises;
 - *Officer recommendation: Not relevant to this proposal.*
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - *Officer recommendation: Not relevant to this proposal.*
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - *Officer recommendation: Not relevant to this proposal.*

- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - *Officer recommendation: Not relevant to this proposal.*
- (d) any other matters appearing to the local authority to be relevant;
 - *Officer recommendation: Not relevant to this proposal.*

8. Risk Management Consideration

The risks that have been identified, associated to the recommendations above, are in relation to the location and robustness of the drainage systems and public utilities that currently exist within the extent of the carriageway in Fosceth Hill.

9. Options/Alternatives

The considered option would be to undertake a one-way trial study to test the viability of undertaking such a change to the local road network. This will involve conducting a detailed investigative survey to determine the location and assessed vulnerability of drainage and public utilities situated in Fosceth Hill and to track the path of HGVs so as to determine the ongoing safety of other road users. It is estimated that this exercise would cost in the order of £10k to £12k for which there is no identified source of funding.

The alternative measure that has been considered, in brief outline, is to consider making Stanwell Hill one-way coming into Westward Ho! which would require traffic having to go out via Atlantic Way. This option has not been tested as resources are restricted.

10. Reason for Recommendation

The reason for the recommendations set out in this report is that the requests for any changes to existing local road network must be introduced in accordance with best practice.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Northam

Local Government Act 1972: List of Background Papers

Contact for enquiries: Peter J R Brunt

Ryefields, Avery Hill, Kingsteignton, Devon, TQ12 3QG

Tel No: (01392) 380193

Background Paper	Date	File Reference
1 Northam Traffic Management Plan	July 2015	

pb260516torh
sc/cr/request one way system westward ho!
03 260516

Agenda Item 6



PTE/16/45

Torridge Highways and Traffic Orders Committee
3 October 2016

Pedestrian Crossing, A386 Churchill Way, Northam

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that the scheme shown on plan DCCP16841-EDG-HGN-40900531-DR-C-001-P1 included in Appendix I, is approved for construction at an estimated cost of £64,000.

1. Introduction

The report seeks scheme approval to introduce a new signal controlled pedestrian crossing adjacent to Torridge Swimming Pool on the A386, Churchill Way Northam.

Regular requests have been raised by the community over the last ten years for pedestrian improvements to be introduced on Churchill Way. The area is well used by pedestrians crossing from residential areas towards the pool and from Benson Drive towards the town centre facilities. It is well used by children and parents for travel to school and by staff and pupils using the pool facilities during the school day. Although not reflected by the accident records, concerns have been raised about the safety of crossing at the current pedestrian refuge which requires pedestrians to walk through the bus layby between pavements and concerns about the pedestrian refuges location after a bend in the road.

On 6 June 2016 the Committee considered a report into establishing a new formal pedestrian crossing. After considering the report and the written representation presented on behalf of the local schools, the Committee resolved that officers conduct an assessment and corresponding road safety audit for a formal crossing outside the swimming pool to the north of Benson Drive and that officers negotiate with developers for funding towards a scheme.

2. Proposal

Following further detailed design work, Plan DCCP16841-EDG-HGN-40900531-DR-C-001-P1 included in Appendix I outlines the recommended scheme proposal for a “puffin” signal controlled pedestrian crossing. The proposed puffin crossing is located on Churchill Way, 20 metres south of its junction with Windmill Lane and between the northbound and southbound bus laybys. The proposed scheme meets current design standards and has been subject to safety audit.

A narrow section of footpath located opposite the swimming pool and adjacent to the boundary of No. 65 Cross Street is being widened to 1.8m in order to accommodate the crossing facility. The width of the road will be reduced to a minimum of 6.7m to accommodate the footpath widening and the existing dropped crossing and pedestrian refuge north of Benson Drive will be removed. The reduction in road width will have minimal impact on A386 traffic and the removal of the existing pedestrian crossing will increase width for cyclists or vulnerable road users.

Agenda Item 7

3. Options/Alternatives

Two potential crossing locations were considered as part of initial feasibility design. Benson Drive and the swimming pool car park entrance is located between a series of sweeping bends. Two sites were investigated based on the preliminary visibility requirements for a controlled crossing and the location of accesses and other obstructions. The first to the south of Benson Drive would replace the existing pedestrian refuge near to the Jehovah Witnesses Hall and the second to the north located between bus laybys.

Following consideration by the Committee in June, the site to the north of Benson Drive was selected for further detailed design based on the pedestrian desire lines and the connectivity it would offer for the pool, town centre, schools and public transport.

An alternative Zebra controlled crossing was not considered appropriate due to the sight stopping distance required from the north of the crossing. A signalised puffin crossing with far side signal head meets the design and safety audit requirements for this site.

4. Consultations

To introduce a new crossing, the scheme will need to be advertised by public notice. Prior to advertisement the scheme proposal has been considered by Northam Town Council members on 31 August 2016. The Town Council proposed that members wait until public consultation has taken place but expressed a preference for an alternative crossing site to south of Benson Drive and adjacent to the Jehovah Witnesses Hall. Further written representation has been received from both schools supporting the proposed scheme to the north of Benson Drive. And a written representation has been received from a Town Council member identifying concerns on behalf of several local residents. Concerns were expressed regarding the speed of traffic, the visibility and safety of the proposed crossing. The obstruction to a rear entrance for No. 65 Cross Street. And also making a suggestion that traffic calming would be more appropriate.

5. Financial Considerations

The estimated scheme cost for the crossing is £64,000. A developer contribution of £40,000 has been secured through Section 106 for the provision of a puffin controlled crossing. Forward funding of this developer contribution and £24,000 Integrated block funding has been identified within the current Transport Capital Programme for 2016/17. Other funding sources will be considered if made available to reduce the Integrated Block element. No funding contribution towards future maintenance has been agreed and any maintenance costs will need to be funded by revenue budgets.

6. Environmental Impact Considerations

By promoting sustainable alternatives to travel by car, the proposal will have a minor but positive effect on vehicle emissions and the environment

7. Equality Considerations

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan. No negative impacts were identified. No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

8. Legal Considerations

To introduce a new or amended pedestrian crossing a public notice will be required to be advertised in accordance with Section 23 of The Road Traffic Regulation Act.

9. Risk Management Considerations

A controlled crossing will introduce delays to traffic on the A386 at peak times. No commuted sum to cover future maintenance has been identified for this scheme.

10. Public Health Impact

Improved pedestrian crossing facilities will enhance walking links between leisure facilities, education and residential areas. This will have a positive effect on promoting healthy and sustainable travel within the community.

11. Reasons for Recommendations

Concerns about visibility, safety and vehicle speeds have been assessed and considered as part of the design process. Pavement widening is being incorporated as part of the scheme to improve pedestrian access for the crossing and will not obstruct access to adjacent properties. It is recommended that the scheme can be approved for construction in order to support pedestrian safety for the community and improve access to leisure and education facilities.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Northam

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

Room No. AB2 Lucombe House

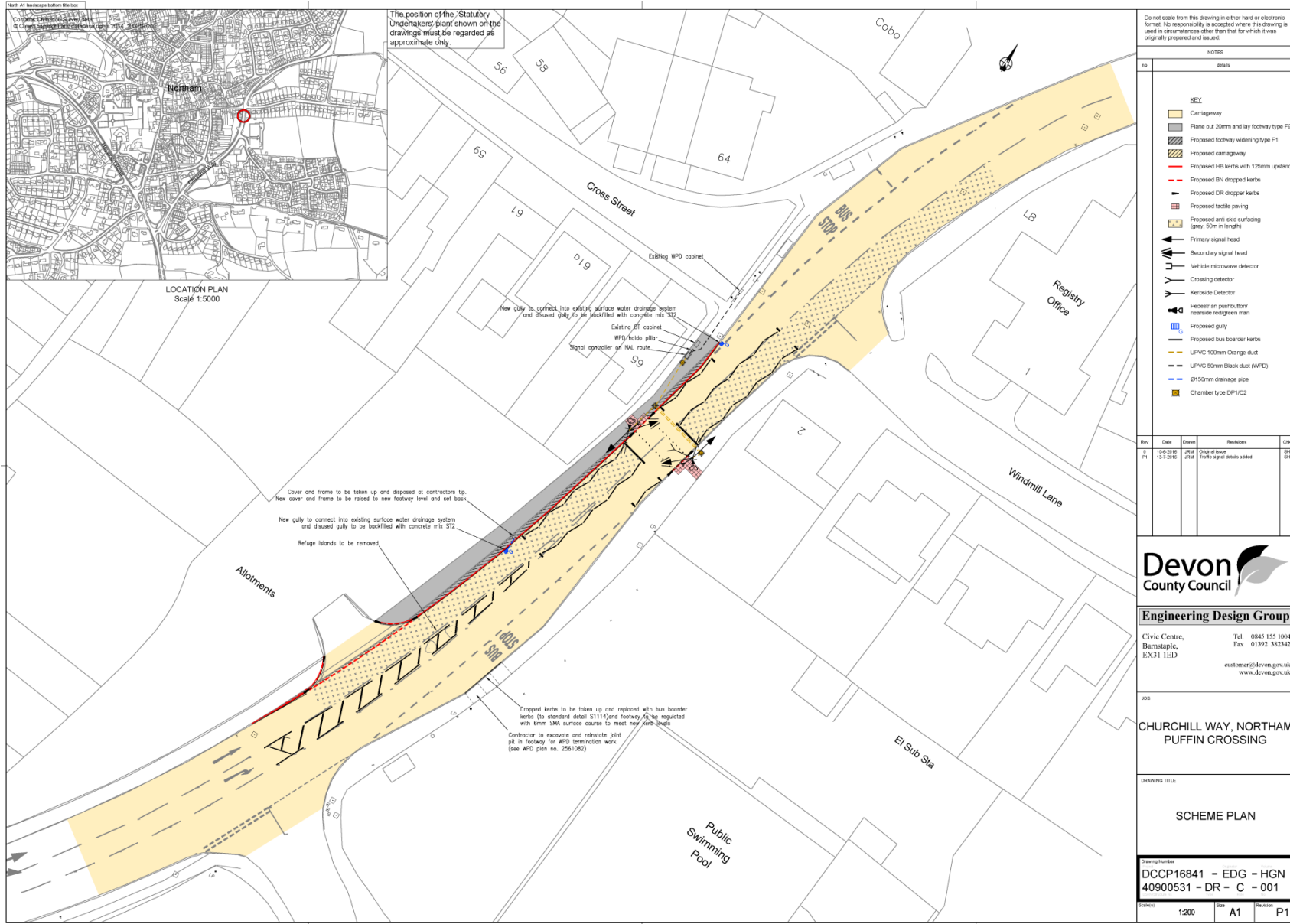
Tel No: (01392) 382690

Background Paper

None

ja200916torh
sc/cr/pedestrian crossing A386 Churchill Way Northam
03 220916

Appendix I
To PTE/16/45



PTE/16/43

Cabinet
14 September 2016

Transport Capital Programme 2016/17

Report of Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation:

- (a) approval is given to enhance the Place 2016/17 capital programme by £0.837 million with £0.718 million from developer and £0.119 million external contributions;
- (b) of the enhancements above, £0.275 million is forward funded to enable schemes to proceed in advance of the funding being received;
- (c) revised budgets are allocated to the Local Transport Plan (LTP) schemes set out in Appendix I;
- (b) that amendments to the Integrated Block allocations are delegated to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Highway Management and Flood Prevention or Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter.

1. Summary

This report seeks approval to a revised transport capital programme for 2016/17 (excluding maintenance).

2. Background

Cabinet previously approved a two year programme in September 2015 for capital transport schemes in 2015/16 and 2016/17. Since then various factors have required an update to the 2016/17 programme reflecting changes in some scheme costs, funding sources and timing.

Funding pressures remain tight with the Local Transport Plan Integrated Block settlement from Government at an annual level of around £3.6m compared to over £6m a few years ago and over £10m in 2009/10. Other local contributions such as Section 106 (S106) or Community Infrastructure Levy (CIL) are also under significant pressure. External funding sources continue to support a major part of the capital programme.

3. Proposal

The focus of the 2016/17 programme remains substantially unchanged from that in the September 2015 report, supporting economic growth alongside Local Plans. A significant proportion of the programme is helping to deliver major schemes, many of which are either under construction or are in advanced design stages. DCC's funding in these cases is used for design work, land purchase and the remainder of the local contribution where this is required to meet external funding commitments. This is particularly the case for the current Growth Deal¹ and Coastal Communities Fund awards which make up a substantial proportion of the capital programme in 2016/17. The County Council plays an important part

Agenda Item 9

in negotiating other local contributions including CIL and S106. Appendix I details the revised 2016/17 programmes.

Walking and Cycling

The prioritisation of the old A380 through Kingkerswell for use by pedestrians and cyclists, the completion of the Exe Estuary route into Dawlish town centre, and the A39 pedestrian and cycle bridge to the proposed new employment area at Roundswell (Barnstaple) along with a further section of the Wray Valley Trail between Moretonhampstead and Lustleigh are the four main schemes planned for completion or substantial starts in this financial year. The Kingskerswell and Dawlish scheme allocations reflect the revised scheme costs following detailed design and consultation.

These are supported by the first phase of the Sidford – Sidbury cycle route, a further section of the Stop Line Way, further stages of the Pegasus Way, NCN2 Western Road Ivybridge and a continued programme of cycle parking and associated facility improvements at employer, school and other key locations across the county. There is an allocation as match funding for external funding sources to support the further expansion of the electric bike network within Exeter, connecting rail stations to employment sites including County Hall and Great Moor House.

Land purchase and scheme design continue to be an important part of the programme, ensuring that there is a continual pipeline of schemes available to bid for external funding opportunities as they arise. These include:

- Exeter Strategic Cycle Routes
- Exmouth North to Exe Estuary Link
- Wray Valley Trail (Moretonhampstead to Lustleigh)
- Tarka Trail (Meeth to Hatherleigh)
- Newton Abbot East – West and Central Cycle Routes
- Larkbear Pedestrian / Cycle Bridge (Barnstaple)
- Exe Estuary Powderham to Turf Lock
- Teign Estuary
- Ruby Way
- Torrington to Tarka Trail
- Drakes Trail to Princetown (Yelverton to Dousland).

Funding bids have currently been submitted for:

- Exeter and Rural Strategic Cycle Routes (Growth Deal via Local Enterprise Partnership [LEP])
- Newton Abbot East – West Cycle Route as part of Houghton Barton package (Growth Deal via LEP)
- Teign Estuary Dawlish to Teignmouth (Coastal Communities Fund).

The County Council has also been successful in securing £500,000 of revenue funding in 2016/17 from the Department for Transport (DfT) through the Sustainable Transport Transition Year funding. This will support a range of activities with schools, employers and communities in a number of locations to get the most out of investment in capital infrastructure.

Rail

The development of the Devon Metro strategy follows on from the opening of Cranbrook and Newcourt stations with works on Marsh Barton station. The start of works on the latter has been delayed by technical approvals from Network Rail and is now expected to be in early 2017. The programme also includes final signalling works to complete the Newcourt station scheme.

Design, land acquisition and preparation work continues on Cranbrook second station feasibility, St David's station forecourt masterplan (funded by Great Western Railway), Bere Alston – Tavistock, Newton Abbot station bridge extension, and Pinhoe station car park. Mid-Devon District Council and Cullompton Town Council are funding initial investigation work into a new station at Cullompton. The option for a second station at Okehampton is being investigated but is dependent on a regular weekday rail service being included in one of the new franchises.

A funding bid has been submitted to the DfT for the next stage of design work for rail infrastructure to double the frequency of services between Exeter and Honiton including the second station at Cranbrook. This is part of a wider project to also improve the punctuality and journey times of Exeter – Waterloo services and the diversionary capability for Paddington – Exeter – Plymouth services when there is disruption between Castle Cary and Exeter.

Roads

Several major schemes are on site in 2016/17 including:

- A39 Hospital Junction, Barnstaple
- A361 Portmore Roundabout, Barnstaple
- Bridge Road, Exeter (completion 17/18)
- Tithebarn Lane Phase 2, Exeter
- A379 Newcourt Junction, Exeter
- A38 Deep Lane Junction Phase 1, Sherford.

Design, land acquisition and preparation work either continues or is anticipated to start on a number of other schemes including:

- A382 – A383 Houghton Barton Link, Newton Abbot
- A380 – A381 Wolborough Link, Newton Abbot
- A382 Widening, Newton Abbot (construction work on southern section due to start in 2017/18)
- Dinan Way Extension, Exmouth
- Axminster Relief Road
- A30 Honiton to Devonshire Inn
- A361 North Devon Link Road (design funded by DfT Large Local Majors programme with full bid to be submitted spring 2017 – not all funding shown in Appendix I as mainly DfT revenue funded in 2016/17)
- A38 Deep Lane Phase 2
- Tiverton EUE access (construction could start 2017/18 if sufficient Growth Deal funds are available).

Agenda Item 9

4. Consultations/Representations

The programme approved by Cabinet in September 2015 reflected the consultations through the 2011-2026 Local Transport Plan and subsequent work with partners. The programme in this report similarly reflects updates from delivery and funding partners including the LEP and district councils alongside progress on Local Plan infrastructure requirements.

5. Financial Considerations

The package of schemes for 2016/17 in this report totals £29.777 million. This includes significant S106 contributions from developers and other external sources. The majority of these contributions have already been incorporated into the capital programme but it is recommended that it is further enhanced with the following as set out in Appendix I:

2016/17 Funding Source	£,000
External and developer contributions	837

The development of schemes is increasingly reliant on using external funding for design and land purchase as well as construction. Whilst included in legal agreements, the actual receipt of funds may be some time in the future. It is therefore recommended that expected external funds are forward funded where it is necessary, to enable successful funding packages. The use of forward funding will assist the earliest delivery of schemes in advance of the receipt of external contributions. The risk of delays or not receiving these receipts will be monitored to ensure there is no impact upon the delivery of the Medium Term Capital Programme in future years and contingency plans are in place.

6. Environmental Impact Considerations

An Environmental Impact Assessment was carried out for the overall strategy contained in the Devon and Torbay Local Transport plan 2011-2026. The environmental impacts of individual schemes are detailed in Cabinet or Highways and Traffic Orders Committee (HATOC) reports where relevant.

7. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

An Impact Assessment was completed for the Transport Capital Programme in 2014. Detailed individual Impact Assessments are carried out on larger schemes where required and included with Cabinet and HATOC reports.

8. Legal Considerations

There are no specific legal considerations. Where relevant these are considered in reports on individual schemes.

9. Risk Management Considerations

This programme has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position. The overall programme includes a degree of over programming to allow for slippage. Contingency allowances are built into scheme cost estimates and bid proposals to minimise the risk of scheme costs increasing over the available budget. These are increased for complex projects. Contingency levels are constantly being reviewed in the light of experience gained locally and nationally.

10. Public Health Impact

The considerable investment in walking, cycling and public transport identified within the programme will continue to support sustainable travel and an increase in the levels of physical activity. This is particularly focussed on encouraging regular trips such as journeys to school and work.

Many of the schemes in the programme contribute to Air Quality Management Plans developed in partnership with district councils.

Specific public health impacts associated with individual schemes are considered in relevant HATOC and Cabinet reports.

The County Council is also submitting a bid of around £1.5m to the DfT to the revenue element of the Access Fund for the promotion of sustainable transport. This will cover the three year period between 2017/18 and 2019/20 and build on the successful awards from the Local Sustainable Transport Fund and Sustainable Transport Transition Year funding up to and including 2016/17. The bid will include working with partners on the Healthy New Town project at Cranbrook.

11. Options/Alternatives

The 2016/17 programme has been designed taking into account committed schemes, the availability of funding sources, the 2011-2026 Devon and Torbay Local Transport Plan and the Cycling and Multi-use Trail Network Strategy. Detailed timings of schemes are linked to the cost, availability of match funding and deliverability as well as the growth strategies in Local Plans.

12. Reason for Recommendation/Conclusion

The programme in this report takes advantage of match funding from external sources wherever possible to make effective use of the limited direct funding available to the County Council. It meets the Council's priorities in the Strategic Plan 2014-2020 by focussing on economic growth and physical health and supporting a prosperous healthy and safe community.

Dave Black
Head of Planning, Transportation and Environment

Agenda Item 9

Electoral Divisions: All

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

Strategic Director, Place: Heather Barnes

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
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Nil

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Agenda Item 9

Appendix I
To PTE/16/43

Revised Local Transport Plan Programmes 2016/17

Countywide Foundation Programme	2016/17
Schemes	£,000
Countywide Bus Real Time Information	220
Devon Metro Station Programme - Newton Abbot bridge access - Jacobs	10
Devon Metro - Exmouth Public Transport Interchange	40
Devon Metro Station Programme - Pinhoe Rail Station Car Park	10
Minor scheme costs and commitments	10
Totals	290

Exeter Targeted Capital Investment & Foundation Programmes	2016/17
Schemes	£,000
Alphington Road (Ide) Park and Ride - Jacobs	22
Chudleigh Road, Alphington Realignment	20
H/W Man - HGV Routing - Exeter Lorry Ban	18
St David's Forecourt Enhancement - Jacobs	9
Newcourt Railway Crossing	5
Exeter Strategic Cycle Network E3 & E4	100
Co-Cars: Exeter Traffic Regulation Order 2016	5
Topsham Road (South) CW Toucan Crossing upgrade	15
Exeter cycle parking	10
Devon Metro - Electric Bikes, East of Exeter Area	60

Agenda Item 9

Marsh Barton Grace Road South Cycle Link	9
Zebra Crossing New North Road Clock Tower	60
Minor scheme costs and commitments	22
Totals	355

Market and Coastal Town and Rural Devon Foundation Programme	2016/17
Schemes	£,000
Strategic Cycle Network - Tarka Trail - Willingcott to Knowle	40
Meeth Quarry to River Torridge (new route) - Tarka Trail	170
Dart Cycle Network	65
Strategic Cycle Network - Tavistock to Tamar Trails	20
Local Walking & Cycling - Sidbury to Sidford - footpath/cycle route	150
Pegasus Way, Beaworthy - Phase 2	50
Barnstaple Long Bridge / Seven Brethren improvements	135
Town Centre Improvements - Queen Street, Newton Abbot - Street Scene	15
Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accommodation Lane)	60
Local Schemes - NCN2 Missing Link Western Road, Ivybridge	30
Strategic Cycle Network - NCN28 Newton Abbot to Torbay Border	25
Local Walking & Cycling - Cycle Parking In Market and Coastal Towns	100
Bus Waiting Infrastructure Improvements	50
Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme	587

Agenda Item 9

Northern Exmouth to Exe Estuary Walking and Cycling Link	10
Newton Abbot Bus Station improved car park access (Sherborne Road)	15
Newton Abbot Central Cycle Route	20
Churchill Way Northam Controlled Pedestrian Crossing	64
Minor scheme costs and commitments	60
Totals	1,666

Market and Coastal Town and Rural Devon Targeted Capital Investment Programme	2016/17
Schemes	£,000
Dinan Way Extension - design and cost reappraisal	250
Bere Alston to Tavistock Railway	341
A382 - A383 Link Road design	126
Larkbear - Seven Brethren pedestrian and cycle bridge	58
Anchorwood/Strand Town Centre pedestrianisation and cycle bridge (Taw Bridge)	26
Cullompton Eastern Relief Road detailed design	17
Marsh Lane, Crediton - widening	42
Dart Cyc Net - A38 Crossing at Heathfield (foot/cycle bridge)	20
Urban Extension Infrastructure Design	100
Minor scheme costs and commitments	16
Totals	996

Agenda Item 9

Major Schemes	2016/17
Schemes	£,000
Kingskerswell Bypass (South Devon Link Road - SDLR) - EDG	302
Barnstaple Western Bypass	94
Tithebarn Link Road Phase 2 Blackhorse Lane Link - Northern section	1,997
Tithebarn Link Road Phase 2 Blackhorse Lane Link - Southern section	350
Bridge Road Lower Cost Scheme - City Wide Highway Improvements	6,346
A379 Newcourt Junction (Sandy Park Junction)	2,290
A39/A361 Corridor - A39 Heywood Road junction	110
A39/A361 Corridor - Portmore Roundabout - EDG	1,290
Tiverton EUE Access Routes	530
Tiverton EUE Blundells Road Ph 1- Heathcote Way to Tidcombe Lane	1,000
A382 Widening Forches Cross to Jetty Marsh Stage 2 (southern phase 1)	690
A30 Honiton to Devonshire Inn	888
Roundswell A39 Pedestrian and Cycle Bridge	890
A361 North Devon Link Road	50
A382 Widening Trago Roundabout to Forches Cross (northern phase 2)	613
Deep Lane Junction - Phase 2 (southern side)	335
Deep Lane Junction - Phase 1 (northern side)	1,874
Crediton Link Road	51
Minor scheme costs and commitments	83
Totals	19,783

Other Schemes & Externally Funded	2016/17
Schemes	£,000
Crannaford Level Crossing	200
Exe Estuary Trail	115
Wray Valley Trail - Ph 2 - Steward Wood/Willford Bridge to Lustleigh	975
The Stop Line Way	170
Teign Estuary	50
Devon Metro Station Programme - Newcourt (Jacobs)	160
Devon Metro Station Programme - Marsh Barton Project Management/Other Costs	2,400
A39 - Westaway Plain Junction Improvements (hospital junction/A39 North Road roundabout scheme)	1,077
Dawlish Town Centre Link Phases 1-3 & Heritage Trail	1,246
Dawlish Warren - Exeter Road Cycle Improvements	120
Dart Cyc Net - Ogwell to Newton Abbot Town Centre and NCN	10
Newton Abbot East/West Cycle Route Phases 2-3	65
(New) Newcourt Way, Exeter - bus shelters	26
(New) Heath Way / The Lamb, Totnes - zebra crossing	30
Minor scheme costs and commitments	43
Totals	6,687

Agenda Item 9

Programme Summary	2016/17
Category	£,000
Countywide Foundation	290
Exeter Targeted Capital Investment & Foundation	355
Market and Coastal Town and Rural Devon Foundation	1,666
Market and Coastal Town and Rural Devon Targeted Capital Investment	996
Major Schemes	19,783
Other Schemes and Externally Funded	6,687
Totals	29,777

Funded by	2016/17
Category	£,000
Integrated Block	4,400
S106	11,515
Grant	10,838
External Contributions	373
DCC Resources (Unsupported Borrowing/Supported Borrowing and capital receipts)	2,651
Totals	29,777

Enhancements to the Capital Programme	2016/17
Developer and External Contributions	£,000
Devon Metro - Exmouth Public Transport Interchange	38
St David's Forecourt Enhancement - Jacobs	9
Zebra Crossing New North Road Clock Tower	60

Agenda Item 9

Barnstaple Long Bridge / Seven Brethren improvements	72
Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accommodation Lane)	30
A379 Corridor Exminster Village Improvements - traffic management/pedestrian improvements	7
Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme	20
Churchill Way Northam Controlled Pedestrian Crossing	40**
Marsh Lane, Crediton - widening	42**
Drumbridges and Battle Road Junction	31
Wray Valley Trail - Ph 2 - Steward Wood/Willford Bridge to Lustleigh	30
Dawlish Town Centre Link Phases 1-3 & Heritage Trail	231
TRO and associated works - Old County Ground development (Chieften Way), Exeter	4
(New) Heath Way / The Lamb, Totnes - zebra crossing	30
Crannaford Level Crossing	163**
Tiverton EUE Access Routes	30**
Totals	837

** Forward funded

Enhancements to the Capital programme	2016/17
Funded By	£,000
Developer Contributions	718
External Contributions	119
Totals	837

