

Market and Coastal Towns Rural 'Foundation' Programme

Joint Report of the Head of Planning, Transportation and Environment and of the Head of Highways, Capital Development and Waste Management

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

Recommendation: It is recommended that the Committee notes the funding provisions for East Devon which have been included in report PTE/13/55 Devon and Torbay Local Transport Plan 2011 to 2026: Proposed Programme 2012/13 to 2014/15 for Devon.

1. Summary

The report summarises the proposed Local Transport Plan programme for 2014/15 in the East Devon area.

2. Background/Introduction

Cabinet agreed a two year Local Transport Plan programme for 2013/14 and 2014/15 in July 2013. This included the award of Government funding for the Local Pinch Point schemes and New Stations Fund. Since then £4.4m of Government funding has also been awarded for the Granite and Gears cycling programme for Dartmoor National Park.

All 'non-maintenance' schemes included in the Local Transport Plan have been assessed against the twin priorities of economic growth and carbon reduction whilst also achieving other wider objectives relating to the environment, health and well-being and communities.

The programme list includes an element of 'over-programming' should there be a delay in delivering particular schemes.

Sources of funding for the programme come from central government, the Invest in Devon programme and external sources, including Section 106 developer contributions.

3. Summary of Programme for the East Devon Area for 2014/15

Local Schemes

2014/15 Market and Coastal Towns Rural Devon Foundation: Local Schemes

Provisional Schemes	Scheme Details	Preliminary Estimate
Aids to Movement: District wide	Provision of dropped kerbs, etc. to facilitate movement for those with mobility difficulties.	10k
Newton Poppleford A3052 Horse Warning Signs	Provision of horse warning signs on the A3052 at junction with Harp Lane.	0.4k
Exeter Road Exmouth Pedestrian Refuge	Provide a pedestrian refuge on Exeter Road A376 in the vicinity of Featherbed Lane.	17k
West Hill Road, West Hill	Continuation of footway linking community to shop.	20k
Mill Street, Sidmouth	Build out to provide protection to buildings at junction with High Street.	15k
Newton Poppleford Toll House	Surfacing of PROW on Farthings Lane and provision of street lighting to provide pedestrians with an alternative route to the A3052.	25k
	Estimated Year 3 Expenditure	87.4k

The 2014/15 programme is the final year of a three year programme. The programme is subject to regular review and may change to ensure that objectives are being met and that value for money is being achieved. Typically, additional new schemes may be identified and added if considered to be of a higher priority.

A summary of progress in Year 2 (2013/14) of the programme is shown below.

2013/14 Market and Coastal Towns Rural Foundation: Local Schemes

Schemes reported to Hatoc	Scheme Details	Progress/ Expenditure
Aids to Movement: District wide	Provision of dropped kerbs, etc. to facilitate movement for those with mobility difficulties.	6.2k
West Hill Road, West Hill	Continuation of footway linking community to shop – scheme to be delivered 2014/15.	10k
Newton Poppleford Toll House	Surfacing of PROW on Farthings Lane and provision of street lighting to provide pedestrians with an alternative route to the A3052 – scheme to be delivered 2014/15.	1k
Axmouth Pedestrian Improvements	Pedestrian improvements in village centre scheme.	30k
South Parade, Budleigh Salterton	Provide a pedestrian link between the town centre and seafront - design only.	4.6k
Uplyme Footway	Provide a pedestrian link between Crogg Lane and Devon Court – design only.	4.8k
Mill Street, Sidmouth	Build out to provide protection to buildings at junction with High Street – scheme to be delivered 2014/15.	5k
	Year 2 Expenditure	61.6k

Market and Coastal Towns Rural Devon 'Foundation' Programme Larger Schemes

Design has been progressing in 2013/14 on a number of schemes where construction is expected to start in 2014/15. The rail and bus station interchange at Exmouth is part of a wider regeneration of the estuaryside area in partnership with East Devon DC. Subject to further consultation and confirmation of scheme costs it is anticipated that the first phase of works will begin later in 2014. This could include an improved crossing facility for pedestrians and cyclists between the station and the town centre as well as an improvement to the station forecourt. It is anticipated that this will coincide with improvements to the station building itself in partnership with First Great Western and Network Rail, providing greater capacity and better circulation area as well as a more attractive environment. Later phases could include improved bus interchange, set down and taxi facilities.

Several cycle routes in East Devon have also been under development. Phases 2 and 3 of the Stop Line Way route between Seaton and Colyford are expected to be constructed in 2014/15 subject to the final conclusion of land negotiations.

Public consultations events were held in late February for the Sidbury – Sidford cycle route. Following analysis of the responses detailed design and land negotiations will progress during 2014/15 with construction anticipated to start later in 2015.

Design work and consultation has also been progressing on the Exeter to Broadclyst cycle route with a planning application expected to be submitted in spring 2014 and construction beginning later in the year. Design work and consultation will also be progressed on Broadclyst Station Road facilities for cyclists and pedestrians during 2014/15 to enable improved connections to and from the Cranbrook area. Subject to the consultation works could also begin in that financial year.

Plans are advanced for the construction of a mostly on-road cycle link between Woodbury and the Exe Estuary trail via Ebford including an improved crossing on the A376. It is anticipated that a HATOC report on the scheme will be brought to the June meeting with construction following this.

Discussions are progressing with Exmouth Town Council on the completion of the Strand enhancement scheme with a combined bus shelter and performance facility. It is anticipated that these works will be completed early in the 2014/15 financial year.

Market and Coastal Towns and Rural Devon Targeted Capital Investment Programme

The Targeted Capital Investment (TCI) programme is targeted at schemes that open up economic growth, particularly where it is essential to enabling new development. Schemes will be progressed through design and planning stages to be ready for construction as internal and external funds are identified. A number of these key schemes will start construction or be progressed through design and consultation during 2014/15.

Work on the car park and access road at Cranbrook rail station has been completed but the delivery of the platform facility has been delayed due to problems with Network Rail's contractor. It is hoped that this will be resolved as soon as possible but no new start date can be given at present.

The Tithebarn Lane link road (partially in East Devon), airport access road and Long Lane link adjacent to the airport are all expected to be constructed during 2014/15. They are primarily funded through specific Government grants including the Local Pinchpoint Fund and Regional Growth Fund alongside developer contributions.

Design work is also progressing on longer term options for an additional loop on the Exeter to Honiton rail line to enable a future half hourly frequency between the two locations including Cranbrook (with links to the airport and Skypark) and Pinhoe (serving the Science Park and Exeter Business Park as well as the Monkerton urban extension). This will support growth along the corridor and is part of the Devon Metro strategy for the local rail network. Initial work has suggested that extension of a half hourly frequency to Axminster would be uneconomic in terms of both capital construction costs and on-going revenue support requirements. Axminster would however benefit from an overall increase in seat capacity on this part of the route.

Design work and consultation on the Dinan Way extension at Exmouth will be progressed during 2014/15 with the objective of submitting a planning application by early 2016. The consultation will also include a package of other improvements in that part of Exmouth including cycle connections to the town centre and Exe Estuary Trail. Consideration will also be given to a Park and Change facility adjacent to the road extension to supported reduced congestion on the A376 corridor and into Exmouth.

Countywide Foundation Programme

Cabinet approved the installation of a Countywide bus real time information system in February 2013. It is currently anticipated that the system will be in place by the end of 2014 with information initially being provided through Smartphones and the internet. Separate reports will be taken to Cabinet on proposals to provide on-street information displays and real time linked bus priority at traffic signals. These will need to take account of the on-going maintenance liabilities.

Other countywide programmes include Casualty and Severity Reduction (CSR), public rights of way, cycle parking in market and coastal towns and cycle parking at schools. The relevant local County Council members will be asked for their approval before works commence.

4. Sustainability Considerations

The objectives and strategies of the Devon and Torbay Local Transport Plan aim to improve travel choices and reduce unnecessary use of the private car as a contribution to improving Devon's environmental, social and economic well being.

5. Carbon Impact Considerations

The programmes in this report have been designed bearing in mind the effect on carbon emissions and overall have a positive impact.

6. 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 Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan 2006-2011. No negative impacts were identified. Impact Assessments covering equalities and other aspects such as economic and social will be carried out for major schemes and included with the relevant Cabinet report seeking scheme approval.

7. Legal Considerations

There are no specific legal considerations arising from this report. Specific considerations arising from individual schemes will be reported as part of the scheme approval process.

8. Risk Management Considerations

The programmes have been designed to maximise their deliverability taking into account factors such as land.

Risks associated with individual schemes will be reported as part of the scheme approval process.

9. Public Health Impact

The proposals are designed to help make Devon a place to be Safe and Naturally Active in a sustainable and low carbon environment. Walking and cycling schemes help to promote an active lifestyle. Using bus services also encourages greater levels of walking activity.

10. Options/Alternatives

The programmes set out in this report have been developed to maximise the efficiency of transport across all modes, whilst following the principles of the strategies set out in the Local Transport Plan. The programmes are under continuous review to reflect transport need and changing circumstances.

11. Reason for Recommendation/Conclusion

The recommendations promoted in this report have followed the principles and objectives set out in the Local Transport Plan. The programme proposed in this report continues the implementation of the agreed objectives throughout the East Devon area as part of the Devon and Torbay Local Transport Plan 2011 to 2026.

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Electoral Divisions: All in East Devon

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

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