

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

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 which have been included in report PTE/12/24 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 schemes programme for the Exeter Foundation element of the Local Transport Plan Integrated Block for 2013/14.

2. Background/Introduction

Cabinet agreed a three year Local Transport Plan Integrated Block programme in December 2011. Since then there have been a number of new transport infrastructure funding opportunities from the Government. A revised Integrated Block programme, taking account of successful Government funding bids through the Regional Growth Fund, New Stations Fund and Local Pinch Point Fund was submitted to Cabinet for approval at its July meeting. The revised programme will then be brought before this Committee at its November meeting.

The indicative programme of foundation programme schemes is outlined below. A summary of the larger, Targeted Capital Investment programme schemes is also included in this report. 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 Exeter for 2013/14

Local Schemes

2013/14 Exeter Foundation: Local Schemes

Provisional Schemes	Scheme Details	Preliminary Estimate
Highway Management – Marsh Barton to Alphington Cross	Final payments in relation to widening scheme	20k
Highway Management – St David's Hill Calming	Managing traffic resulting from recent network changes	15k
Digby Halt Bus Improvements	Addressing kerb overrunning/damage issues	23k
Exeter Aids to Movement	Local dropped kerb/tactile paving schemes including: Buddle Lane, Okehampton Road, Hill Lane, Whipton Lane, Glasshouse Lane, Topsham Road (King George), Fore Street (Topsham)	25k
Road Safety Audit/ completion of schemes	Heavitree Bus Stop, Paris Street refuge, Central Signing	4k
HGV Routeing	Alphington area traffic management	18k
Casualty and Severity Reduction	Programme being finalised	100k
Walking and Cycling	Programme being finalised but will include: Kinnerton Way to Liverpool Hill (progress scheme)/Southbrook Road junction/Hollow Lane – Heavitree strategic route	250k
	Estimated Year 2 Expenditure	455K

The 2013/14 programme is the second 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.

Exeter 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.

The Bridge Road widening scheme design is being progressed using Regional Growth Fund monies, which has allowed Local Transport Plan funds to be reallocated to speed up delivery of Cranbrook Station. Bridge Road is expected to commence in Spring 2015.

Tithebarn Link Road successfully secured DfT Local Pinch Point funding and Regional Growth Fund monies. Previous year LTP funding enabled the design to be progressed, which put the council in a strong position to compete for Government funding. Detailed design will be finalised this financial year so that the scheme can be delivered by March 2015.

As reported at HATOC in April, snagging issues and tweaks to the London Inn Square will be carried out in response to local responses on cycle safety, loading and bus manoeuvrability.

A high quality public realm outside Exeter Central Library will be delivered to complement the £4m Investing in Devon funded library redevelopment scheme.

In addition, design work will be progressed to investigate a public realm enhancement scheme for Alphington village to help mitigate future development impacts. Exhibition Way Link Road design will also be refreshed following the outcome of the Village Green and designs for Moor Lane roundabout to address development pressures will also be finalised. These schemes are ultimately being funded by developer contributions.

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

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan 2006-2011, which set out the 2010/11 programmes. No negative impacts were identified.

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 Exeter area as part of the Devon and Torbay Local Transport Plan 2011 to 2026.

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Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

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