

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 Mid 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 Mid 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 Mid-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
Cullompton Town Centre Signing Review	To upgrade and replace car park information signing and local direction signing in the town centre to support economic growth.	8k
A377 Newton St Cyres	Increase the width of the existing pedestrian refuge.	25k
	Estimated Year 3 Expenditure	£43k

The 2011/15 programme is the final year of an initial 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	£9,132
Bewsley Hill, Copplestone	Pedestrian crossing facility on route to school	10k
A396 Leat Street, Tiverton	Provision of Zebra Crossing	40k
	Year 2 Expenditure	£59,132

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 new junction on the A361 accessing the planned new Eastern Urban Extension to Tiverton is being designed through this programme with a view to submission to the Local Transport Board (LTB) for major transport scheme funding. The urban extension is part of the growth plans for the district in the adopted Local Development Framework. It is planned for the final business case to be submitted to the LTB later in 2014. Work could commence as early as 2016 subject to availability of funding including a developer's contribution.

A partnership between the County Council and the Highways Agency has secured £1.3m of Government funding for improvements to Junction 27 of the M5. This will include part-time signalisation of the north and southbound off-slips to reduce congestion during peak periods. The scheme is expected to start in spring 2014 with works expected to last 3 months

Work will continue to progress on the design of the Cullompton Eastern Relief Road which will facilitate future housing and employment growth in the town. The scheme has land acquisition issues and recent events have highlighted the need for the flood risk assessment work. This is ongoing and will be used as a basis for discussions with the Environment Agency.

The first phase of improvements to Junction 28, the northbound off-slip, was completed in early 2013. The second phase is planned to start in spring 2014 and will be funded primarily through developer contributions. The scheme cost for Phase 2 is not yet available but is expected to be in excess of £600,000 – a report requesting scheme design approval will be taken to the County Council's Cabinet in April 2014.

Construction of the Crediton Link Road scheme is well under way and is expected to be completed in autumn/winter 2014.

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, which set out the 2010/11 programmes. 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 Mid Devon area as part of the Devon and Torbay Local Transport Plan 2011 to 2026.

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Electoral Divisions: All in Mid Devon

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

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