

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 for Teignbridge 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 Teignbridge 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, a number of schemes of which are in the Teignbridge area.

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 Teignbridge 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
Shaldon Parking Review	To review parking within Shaldon Parish, there are limited parking opportunities and vehicles have difficulty manoeuvring within the village particularly delivery.	10k
Teignmouth Parking Review	To review on street parking arrangements within Teignmouth to address issues raised by the Town Council, Local Businesses and Residents.	40k
Waverley Road Newton Abbot	To review parking arrangements and access requirements to the new Hospital site for emergency vehicles.	5k
Estimated Year 3 Expenditure		£65k

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	£10,083
St Marychurch Road, Newton Abbot Equestrian Crossing	To improve crossing point on St Marychurch Road north of Twickenham Road junction for equestrians. Vegetation removal to increase visibility, improved warning sign locations that are currently obscured.	£2,858
Year 2 Expenditure		£12,941

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

2013/14 Schemes Update

South Town Kenton – Following the HATOC decision of 13 November 2013, this scheme is currently programmed to begin in May 2014 having been postponed to avoid disruption to Rail Replacement Buses using the A379 whilst the railway line at Dawlish is being repaired.

A381 Michael's Field Bishopsteignton Toucan Crossing. This scheme has now been completed within the overall allocated budget of £53,000 which included a contribution of £15,000 from Teignbridge District Council. The crossing provides a link from the village of Bishopsteignton to the newly constructed Playing Fields to the south of the A381.

The first of the Granite and Gears schemes, Accommodation Lane at Heathfield, is due to be completed by the end of March 2014. This is a section of the link between Newton Abbot and Bovey Tracey which will also include a new pedestrian and cycle bridge over the A38 at Heathfield (further details below).

2014/15 Schemes

The A38 Drumbridges junction joint Highways Agency and County Council Local Pinch Point scheme has completed its consultation stage and design work is well progressed. Construction is expected to start in Summer 2014 at a cost of approximately £1.4m. The County Council has included its own works to improve the junction including access to and from the A382 towards Bovey Tracey.

A report on the £2.56m Local Pinch Point scheme at Decoy is expected to be taken to Cabinet's March meeting. This provides an improved road connection between the future Aller junction on the South Devon Link Road at the expanding Decoy industrial estate. It includes a parallel footway/cycleway which will form part of the Newton Abbot to Torbay National Cycle Network route via Kingskerswell. This connects either end with the planned Aller Brook scheme at Kingskerswell and the potential footbridge extension at Newton Abbot rail station (see below).

The bulk of the Granite and Gears programme of funded cycle schemes is due to be implemented in 2014/15 although some will be completed in 2015/16. Cabinet approved the schemes at its meeting in December 2013 (report PTE/12/104).

Schemes on or connecting to the Wray Valley Trail through Teignbridge form a major part of the works. The largest is the A38 pedestrian and cycle bridge at Heathfield with an estimated cost of £2m. This scheme is independent of the Drumbridges junction scheme. Design and land negotiations are well under way. The total cost of the section between Newton Abbot and Bovey Tracey will be approximately £1.2m (excluding the bridge but including the Accommodation Lane section completed in 2013/14) and will primarily follow the Stover Canal south of the A38. Work will continue to complete the Wray Valley Trail between Bovey Tracey and Moretonhampstead, progress being subject to securing land at key locations. The anticipated cost for the missing sections is £1.596m with some expenditure in 2013/14.

Other smaller schemes in the Granite and Gears package include signage of an on-road cycle route between Okehampton and Moretonhampstead and a cycle hub at Newton Abbot station.

The considerable investment in cycling in the Teignbridge area continues with a number of other schemes. It is expected that the final missing section of the Exe Estuary cycle route between Turf Lock and Powderham, including a bridge over the railway, will be completed in 2014/15 at a cost of approximately £3m.

Design work and consultation will also be progressed on a number of other schemes in 2014/15 including:

- Aller Brook cycle route in Kingskerswell which is expected to proceed to construction in 2014/15 subject to planning approval and completion of detailed design. This and the scheme below will also form the remaining part of the Newton Abbot to Torbay cycle route;
- Torquay Road/Newton Road in Kingskerswell (transforming the current A380 into a local road with sustainable transport facilities when the South Devon Link Road opens);

- Walking and cycling route between Ogwell and Newton Abbot. This scheme may proceed to construction in 2014/15 if consultation and land negotiations progress well;
- Newton Abbot east-west cycle route including Ashburton Road;
- Newton Abbot central cycle route connecting Highweek street and the rail station;
- Newton Abbot Queen St enhancement;
- Newton Abbot Sherborne Road bus station capacity improvements;
- the extension of the Exe Estuary cycle route into Dawlish town centre;
- the extension of the footbridge at Newton Abbot rail station (providing direct access from the Station to Brunel industrial estate) and
- the next stages of the Teign Estuary route between Kingsteignton, Bishopsteignton and Teignmouth. A report updating the position on this scheme was agreed by Cabinet in January 2014;
- A379 corridor between Dawlish and Exminster to manage the impact of future development and the completion of the Exe Estuary cycle route. Consultation on a range of traffic management options is planned to take place in the Spring.

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.

Design work and land negotiation will continue on the major scheme to widen the A382 between Newton Abbot and the A38 including stage 2 of the Jetty Marsh link road and a parallel footway/cycleway. This scheme is part of the proposed programme of schemes through the Heart of the South West Local Transport Board which is the subject of a funding bid to Government. It is designed to enable the planned growth of Newton Abbot through the Teignbridge Local Plan. If this is successful it is anticipated that the scheme could be delivered from 2017.

The Highways Agency are progressing a scheme for the A380/A38 junction at Splafford Split.

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.

Locations in Teignbridge will be included as part of a programme to provide attractive cycle parking facilities in market and coastal towns across Devon. A linked programme will also further enhance cycle parking facilities at selected schools including Kingskerswell primary.

Other countywide programmes that may include schemes in Teignbridge are Public Rights of Way improvements and Local Sustainable Transport Fund (LSTF) programmes for Access to Education and Access to Employment.

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

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Electoral Divisions: All in Teignbridge

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

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