

**Market and Coastal Towns Rural Foundation Programme/Devon and Torbay Local Transport Plan 2011 to 2026: Proposed Programme 2012/13 to 2014/15**

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 transport capital programme for the Torrige HATOC area agreed by Cabinet on 10 July 2013 is noted.

### **1. Summary**

This report summarises the 2013/14 and 2014/15 schemes relevant to the Torrige HATOC area that were agreed by Cabinet in July 2013. The programme takes account of the additional funding awarded by the Department of Transport (DfT) for various schemes across the County.

### **2. Background/Introduction**

The June 2013 meeting of this committee received a report on the Local Scheme programme funded through the Local Transport Plan Integrated Block only. That report noted that Cabinet approval for the wider programme from all capital funding sources would be sought in July 2013 and the approved programme reported to the HATOCs at the next round of meetings.

The July report to Cabinet took account of anticipated DfT funding decisions on a number of bids by the County Council. This included the Local Pinchpoint Fund and Linking Communities funding for National Parks as well as DCC supported Highways Agency bids for pinch points on the strategic network.

### **3. Proposal**

Appendix I sets out the schemes that are expected to be constructed or design progressed in Torrige in 2013/14 and 2014/15 in addition to those noted in June's report.

The Holsworthy Agri-Centre scheme will open up development at this location, supporting economic development as part of wider redevelopment package for the town. It includes a new roundabout on the A388 to enable safe access to the site together with footway and cycleway access from the town itself.

Although not directly in Torrige, the £1.2m investment in the A39 Roundswell roundabout at Barnstaple will heavily benefit residents and businesses using the route to access Barnstaple itself as well as the M5 via the A361, particularly in peak hours. Many Torrige residents use this route to commute to Roundswell and other employment sites in the town.

Design work will continue on junction schemes on the A39 corridor north and west of Bideford that will open up future major development sites proposed in the emerging Local Plan for Torrige and North Devon. Funding has also been set aside in 2014/15 to examine potential long term improvements to the A361 around Barnstaple and along the route to

Tiverton, recognising the route's importance to economic growth in North Devon and Torrridge.

Alternative route options are being considered to provide a cycle route connection from the Tarka Trail to Torrington town centre, encouraging more visitors to explore the town and support the local economy. It would also provide a link for the town's residents to access the trail.

There are no casualty and severity reduction schemes in the Torrridge area in 2013/14. The 2014/15 programme is currently being reviewed and HATOC will be notified of any potential schemes in the area when this is available.

There are a number of countywide schemes being progressed that will benefit Torrridge. The South West Smartcard project is now almost complete with the majority of bus operators having now installed smart card reading equipment. These accept the National Bus Pass for older people and in some cases those with disabilities. Operators are now working with the County Council to introduce new smartcard bus tickets for all users that offer greater flexibility and value for money as well as greater convenience.

The County Council is working jointly with Torbay Council to introduce real time bus information across Devon which will be available through a variety of mediums including the internet and mobile phones. Screens will be provided at a limited number of locations across the County and the proposed sites will be confirmed in 2014. The service will replace the current limited system for Exeter. It is hoped that the service will be made available from mid-2014. It is intended that the system will also support bus priority at selected traffic signal sites across the County. This will improve the punctuality of services by reducing late running and also help improve their financial viability.

A programme of public rights of way improvements will be made across the County but the detailed locations were not available at the time this report was written.

#### **4. Consultations/Representations/Technical Data**

The overall shape of the programme has been based on the Devon and Torbay Local Transport Plan 2011 – 2026 which included extensive consultation. This has been supplemented by consultation on the Mid-Devon Local Development Framework/Local Plan to 2026 including the infrastructure necessary to support growth and development.

Reports to Cabinet and HATOC for detailed design approval include information on the detailed consultation undertaken for each individual scheme.

#### **5. Financial Considerations**

The programme of schemes in the area is funded by a combination of sources including Local Transport Plan Integrated Block, developer contributions and external funds.

#### **6. Legal Considerations**

There are no specific legal considerations affecting the programme of schemes. Individual scheme approval reports will detail any legal issues specifically affecting them.

## **7. Risk Management Considerations**

The programme has been planned to minimise risks to delivery by making prudent assumptions about funding, consultation and technical risks associated with individual schemes.

Each individual scheme is regularly assessed for risks at its different stages of design and construction with appropriate mitigation measures introduced where possible. Individual scheme reports to Cabinet and HATOC will include information on relevant risks.

## **8. Options/Alternatives**

The programme for the area has been developed on the basis of the strategies within the Devon and Torbay Local Transport Plan 2011 - 2026. The phasing of schemes over the period is based on a number of factors including available funding and technical requirements.

Some schemes are linked to specific locations/types or funding sources such as S106 agreements. Options for individual schemes will be explained in the relevant scheme design approval report.

## **9. Reason for Recommendation/Conclusion**

The programme agreed by Cabinet supports the twin major Local Transport Plan objectives of economic growth and carbon reduction whilst also making a contribution to improving public health by encouraging increased levels of walking and cycling. It presents good value for money whilst also making effective use of external funding sources.

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## **Electoral Divisions: All in Torridge**

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

aa230913torh  
sc/cr/LTP programme  
02 hq 011013

**2013/14 and 2014/15 Programme of Schemes in Torridge**

<b>Torridge</b>			
<b>Scheme</b>	<b>2013/14</b>	<b>2014/15</b>	<b>Total</b>
Holsworthy Agi-centre Access	150,000	758,000	908,000
Jubilee Square (completion) and Cooper Street, Bideford (both funded by Torridge District Council) (Bideford Town Council also funding Cooper Street)	53,000		53,000
<b>Scheme Preparation:</b> A361, Heywood Road junction; A39 Buckleigh Road junction	<i>tbc</i>		
<b>Strategic Cycle Network - Rural Connections:</b> Torrington to Tarka Trail	<i>tbc</i>	<i>tbc</i>	

Local schemes for 2013/14 and 2004/15 totalling approx. £46,000 as per HATOC report 10 June 2013.

<b>Countywide</b>			
<b>Scheme</b>	<b>2013/14</b>	<b>2014/15</b>	<b>Total</b>
Smarter Travel - South West Smartcard Project	20,000	0	20,000
Countywide Bus Real Time Information System (Back Office)	50,000	161,000	211,000
Countywide Bus Real Time Information System (On-street signing)	50,000	100,000	150,000
Countywide Bus Real Time Information System (bus priority at traffic signals)	50,000	100,000	150,000
Public Rights of Way Improvements	150,000	100,000	250,000