

## 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 Torrige 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 Torrige 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 Torrige 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
Black Torrington school crossing point improvement	Improve crossing for pedestrians and students using a pair of drop kerbs and access markings to deter parking/traffic management.	2.2k
Footpath Link Langtree School	Safer route to school.	20k
	<b>Estimated Year 3 Expenditure</b>	<b>£32.2k</b>

The 2013/14 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**

<b>Programmed Scheme</b>	<b>Scheme Details</b>	<b>Progress/ Expenditure</b>
Aids to Movement District Wide	Provision of dropped kerbs, etc. to facilitate movement for those with mobility difficulties	3.7k
A39 Bucks Cross	Provision of Pedestrian Refuge – Insufficient road width to accommodate island, scheme abandoned	Nil
Yarde Cottages, Peters Marland	Cycle crossing of Tarka Trail	11.4k
St Giles on the Heath	Provision of new linking footway	2.4k
	<b>Year 1 Expenditure</b>	<b>£17.5k</b>

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

Land negotiations will continue to be progressed to develop the Ruby walking and cycling route between Hatherleigh, Holsworthy and the Cornish Border. This will include examining options for the future ownership and maintenance of Colesmill Viaduct, Holsworthy. The scheme will help support economic benefits through tourism. Good progress is being made in developing the Pegasus Way walking and cycling link between the Ruby Way at Cookworthy Forest and the Granite Way west of Okehampton including Government funding through the Granite and Gears project. Much of this route will be constructed in 2014/15.

Although just across the district boundary in West Devon, a key section of the Coast to Coast walking and cycling route between Meeth and Hatherleigh is expected to move a step closer to completion. A separate report on the first section north of Hatherleigh was considered by West Devon HATOC on 20 March.

### **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.

Construction work has commenced on the Holsworthy Agri-Centre access works. These will be completed in the 2014/15 financial year.

Design work will continue on progressing an improved junction at Heywood Road on the A39 to enable the future planned development in the area in the emerging Torridge and North Devon Local Plan. The timing of any scheme will be dependent on developer contributions being agreed.

The A39 Roundswell roundabout improvement scheme, whilst in North Devon, will have major benefits for Torridge residents and businesses by reducing congestion and improving journey time reliability for local and longer distance journeys via the North Devon Link Road. The A39 scheme is part funded by the Government's Local Pinch Point Fund and is expected to be completed by summer 2014. Similarly design work will commence in the 2014/15 financial year

to examine options for improved reliability of journey times on the A361 between Barnstaple and South Molton. This will form the basis of future funding bids for specific schemes.

### **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 Torridge area as part of the Devon and Torbay Local Transport Plan 2011 to 2026.

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## **Electoral Divisions: All Torridge**

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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