

## **“Devon on the Move” - Devon Local Transport Plan (DLTP) Proposed Programme for 2009/10**

Report of the Executive Director of Environment, Economy and Culture

***Please note that the following recommendations are subject to consideration and determination by the Executive (and confirmation under the provisions of the Council's Constitution) before taking effect.***

**Recommendation: It is recommended that the:**

- (a) "Devon on the Move" programme for 2009/10, as set out in the Appendices to this report be approved;**
- (b) Executive Director of Environment, Economy and Culture be given delegated authority to vary the programmes as necessary, in line with Devon Local Transport Plan 2006-2011 objectives, in order to maximise delivery.**

### **1. Summary**

This report outlines the proposed programme for the fourth year of "Devon on the Move", the statutory Local Transport Plan for Devon, for 2006-2011 in accordance with the local transport capital settlement for Devon, announced by Government on 27 November 2007.

### **2. Introduction**

The Government provides financial support for capital transport infrastructure needs through funding allocations to Devon County Council. These government funding allocations are provided following submission of a Local Transport Plan (LTP). The level of funding received is partly dependent on quantifiable transport statistics and partly on the Government rating of the Plan.

The second and current Devon Local Transport Plan "Devon on the Move" was submitted to Government in March 2006 and included a bid for capital expenditure for the five financial years between 2006/07 and 2010/11. It sets out the transport strategies, plans and programmes for Devon during this time.

This report describes the proposed capital programme for the fourth year (2009/10) and sets out the indicative allocations for integrated transport capital spending for the final year of the current Plan.

### **3. Devon Local Transport Plan 2006-2011**

"Devon on the Move" sets out transport strategies, plans and expenditure for the period 2006-2011. The amount of expenditure is based upon the funding allocations provided by the Government, which are set out below:

	2006/07 Allocation (£000s)	2007/08 Allocation (£000s)	2008/09 Allocation (£000s)	<b>2009/10 Allocation (£000s)</b>	2010/11 Allocation (£000s)
Integrated Transport	8,020	8,125	8,277	<b>8,242</b>	8,185
Maintenance	22,678	25,072	25,130	<b>27,642</b>	31,789
<b>TOTAL</b>	<b>30,698</b>	<b>33,197</b>	<b>33,407</b>	<b>35,884</b>	<b>39,974</b>

## Government funding arrangements

The Government provides funding by grant and supported borrowing. In 2009/10 one third of the integrated transport block will be funded in the form of a grant, whilst the remaining two thirds and the whole maintenance allocation will be funded as supported borrowing.

## Other funding sources

This report does not deal with transport measures funded from the County Council's corporate capital resources, which were dealt with in the report to Executive on 10 February 2009 on the overall County Council's capital programme for 2009/10, nor with schemes funded by developer contributions.

### **4. Proposed Programmes for Year 2008/09 of "Devon on the Move"**

The proposed "Devon on the Move" programme for 2009/10 as set out in Appendix I is comprised of a number of separate categories, outlined below. The individual programmes (appendices II – X) include an element of over programming to allow for any unavoidable slippage and forward design requirements.

#### Highway Structural Maintenance and Bridge Assessment and Strengthening

	LTP Allocation 2009/10 (000's)
Total	27,642

Schemes in this programme are set out in a separate report to this Committee, and provides more details of the Countywide Programme for Highway Structural Maintenance and Bridge Assessment and Strengthening (see report EEC/09/43/HQ)

#### Casualty Reduction

	LTP Allocation 2009/10 (000's)
Total	700

The schemes have been designed to reduce casualties on roads in Devon and to improve safety on key routes. Casualty reduction schemes are based and prioritised on an analysis of predicted casualty savings. The budget has been increased from last year's allocation to use additional resources to seek to meet the LTP target on Killed and Seriously Injured (KSI) which is currently off track.

Road safety measures, comprising local safety and casualty reduction and route management schemes, are listed in Appendix II. The programme for 2009/10 reflects schemes which offer high rates of return.

#### Exeter Sub-Region

	LTP Allocation 2009/10 (000's)
Total	3,250

The Exeter Sub Regional programme concentrates on measures to tackle congestion and encourage alternatives to the private car. Emphasis is placed on improving walking links and safety/ environmental improvements, cycling (as part of the Cycling Demonstration Town project) and travel plans for schools and employers. Improving public transport provision and accessibility and making best use of highway capacity to offer increased bus priority in key locations and measures to improve journey time reliability are key features.

The Exeter programme also includes funding to develop and support the submission of Major Scheme Bids, which have been identified for potential funding through the Regional Funding Allocation. These major schemes will help to accommodate the additional travel demand resulting from employment and housing growth in the Exeter Sub Region.

This programme will be significantly enhanced by contributions from a number of stakeholders and scheme partners.

The programme is set out in Appendix III.

Plymouth Sub-Region (part in Devon)

	LTP Allocation 2009/10 (000's)
Total	200

The programme includes a continued focus on improvements to public transport facilities between Tavistock and Plymouth and a start on a new commuter cycle route linking Yelverton and key employment facilities in northern Plymouth.

The programme is set out in Appendix IV.

Barnstaple and Bideford Area

	LTP Allocation 2009/10 (000's)
Total	500

The primary focus of the Barnstaple and Bideford programme in 2009/10 is a start on the extension of the Park School park and ride site to the south of the town. This is a key part of the parking strategy for the town. Further progress on key cycling schemes is also made with the completion of the first phase of the network in Pilton and a start on a route between Bickington and the town centre.

The programme is set out in Appendix V.

Newton Abbot Area

	LTP Allocation 2009/10 (000's)
Total	700

The 2009/10 programme includes further progress on delivering key walking and cycling routes in the town including the Connect 2 route and the completion of Phase 1 of the route to Ogwell as far as Bakers Park. The programme of improving driver information on the highway is also continued with further investment in Variable Message Signs on key radial routes into the town building on the existing live information on car park availability. The investment in upgrading the bus fleet serving the town also continues, helping to support the emerging Air Quality Action Plan for the town centre.

The programme is set out in Appendix VI.

Towns, Villages and Rural Communities

	LTP Allocation 2009/10 (000's)
Total	1,000

The Towns, Villages and Rural Communities programme provides for LTP schemes outside the main centres covered by the four Area Programmes. It comprises a package of schemes to improve road safety, improve air quality, improve the quality of public spaces and tackle congestion.

The improvements to road safety are targeted at delivering priority school travel plan schemes. These schemes have the advantage of addressing a key area for safety improvements i.e. to reduce the number of child casualties. They also have an important part to play in promoting healthy travel modes by changing attitudes to travel in favour of sustainable modes and in tackling local congestion that is often associated with journeys to schools.

There are a range of schemes in the programme that improve accessibility. The focus here is on a flexible approach to addressing the accessibility needs of the disabled and those in remote areas with poor access to conventional transport provision.

The programme is set out in Appendix VII.

The allocations will be distributed between Highways and Traffic Orders Committees (excluding Exeter which has its sub regional programme), according to where need is greatest. Recommended priority schemes will be considered during the spring cycle of meetings.

The programme includes a small budget for reviewing existing Traffic Regulation Orders and undertaking signage reviews.

#### Sustainable Tourism, Recreation and Leisure

	LTP Allocation 2009/10 (000's)
Total	450

The programme aims to support the role that recreation, leisure and tourism play in the economy of the county and in enhancing the quality of life of visitors and residents.

The programme continues to reflect investment in walking and cycling routes which will help to support the local economy and deliver the Public Rights of Way Improvement Programme. The Jurassic Coast benefits from further investment in key public transport facilities and services.

The programme is set out in Appendix VIII.

#### Other Programmes

	LTP Allocation 2009/10 (000's)
Travel Awareness	115
Traveline	110
Commitments	111
Monitoring	20
Programme Management	165
<b>Total</b>	<b>521</b>

A range of Travel Awareness campaigns and initiatives will be promoted across the County focussing mainly on the urban areas. Wherever possible these will be carried out in co-ordination with specific improvements to maximise their benefits.

Traveline South West is the public transport information service to which each authority contributes.

The commitments funding for 2009/10 is required to meet residual costs for schemes already completed at:

Bideford East-the-Water - £58k.

Cumberland Way (Monkerton link road) - £20k.

Haldon Chalets - £64

Annual surveys and monitoring is undertaken to measure the outcomes of the programme. This work makes an important contribution to demonstrating progress and achieving targets.

Programme management covers the additional legal and staff management costs required to deliver the enhanced five year DLTP programme.

## **5. Additional Funding for 2008/09**

"Devon on the Move" was graded by Government as being "good" and as a result the Integrated Transport allocation was increased by an additional £921,000 above the original DfT planning guidelines. The County Council has gained approval to spend the additional funding on public transport related projects.

The Programme set out in Appendix IX includes the third phase of the Public Transport Information Strategy and working in partnership with bus operators to introduce accessible vehicles with lower emissions to offer both enhanced services and to meet current air quality problems.

The Programme also includes significant support for improvements to rail infrastructure and the delivery of the new station at Cranbrook.

## **6. On-Street Pay and Display Programme**

Income from on street pay and display and residents parking is held in a single county wide account, and can be used for a number of purposes.

- Making good previous year's deficit
- Funding On-Street parking schemes, and Park and Ride
- Maintaining On-Street parking
- Supporting public/passenger transport services
- Funding local highway or road improvement projects
- Funding environmental improvements

The County Council's practice is to allocate the income to support implementation of additional On-Street parking schemes, and to support sustainable transport measures.

The Programme includes funding for the implementation of new Pay and Display schemes and to support Park & Ride schemes. The Programme also includes a contingency for a possible shortfall in Section 106 funding to maintain developing bus services in Exeter. A proposed programme for 2009/10 is set out in Appendix X.

## **7. Sustainability Considerations**

The objectives and strategies of "Devon on the Move" 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.

## 8. Carbon Impact Considerations

The programmes in this report have been designed bearing in mind the effect of carbon emissions and overall have a positive impact.

## 9. Equality Considerations

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan 2006-2011, which set out the 2009/10 programmes. No negative impacts were identified.

## 10. Reasons for the Recommendation/Conclusion

The recommendations promoted in this report have followed the principles and objectives set out in "Devon on the Move". The programmes proposed in this report continue the implementation of the agreed objectives throughout Devon as part of the Devon Local Transport Plan 2006-2011.

The proposed 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 Plan. The programmes are under continuous review to reflect transport need and changing circumstances.

Edward Chorlton

### Electoral Divisions: All

Executive Member for Environment,  
Councillor Margaret Rogers

Local Government Act 1972

#### List of Background Papers

Contact for enquiries: Phil Slater

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Background Papers	Date	File Ref.
1. "Devon on the Move" Devon Local Transport Plan 2006-2011	March 2006	-
2. Settlement letter from Government Office for the South West	27 November 2007	PS
3. LTP Progress Report April 06 – March 08	January 2009	

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**Appendix I  
To EEC/09/42/HQ**

<b>Local Transport Plan Allocation 2009/10</b>			
<b>Programme / Scheme</b>	<b>2009/10 Allocation (£000s)</b>	<b>Programme budgets</b>	<b>Over programming (£000s)</b>
<b>Highway Structural Maintenance and Bridge Assessment / Strengthening Programme</b>			
<b>Programme Sub-Total</b>	<b>27,642</b>	<b>27,642</b>	<b>Not applicable</b>
<b>Casualty Reduction and Route Management Programme</b>			
<b>Programme Sub-Total</b>	<b>700</b>	<b>756</b>	<b>56 (8%)</b>
<b>Regional / Area Programmes</b>			
Exeter Sub Region	3,250	4,050	800 (24%)
Plymouth Sub Region (part in Devon)	200	240	40 (20%)
Barnstaple and Bideford Area	500	620	120 (24%)
Newton Abbot Area	700	830	130 (19%)
Towns, Villages and Rural Communities	1,000	1,245	245 (25%)
Sustainable Tourism, Recreation and Leisure	450	550	100 (22%)
<b>Programme Sub-Total</b>	<b>6,100</b>	<b>7,535</b>	<b>1,435 (23%)</b>
<b>Other Programmes</b>			
Travel Awareness	115		Not applicable
Traveline	110		Not applicable
Commitments	111		Not applicable
Monitoring	20		Not applicable
Programme Management	165		Not applicable
<b>Sub-Total</b>	<b>521</b>	<b>521</b>	Not applicable
<b>Additional Funding (Public Transport) Programme</b>			
<b>Programme Sub-Total</b>	<b>921</b>	<b>1,385</b>	<b>464 (50%)</b>
<b>Total Allocation</b>	<b>35,884</b>	<b>37,839</b>	<b>1,995 (5%)</b>

Casualty and Severity Reduction Schemes – 2009/2010

No.	Road No.	Scheme Name	2005-2007 Casualties	KSI Casualty Savings	0-15 Year Old Casualty Savings	Pedestrian Casualty Savings	Pedal Cycle Casualty Savings	Estimated Total Casualty Savings	Estimated Cost of Scheme	Calculated Value of 1st Year Casualty Savings	Calculated 1st Year ERR
1	B3179/B3180	WOODBURY – Four Firs Cross. Enhanced signing and lining	10	0	0	0	0	4	£9,500	£70,500	742%
2	B3260	OKEHAMPTON – Junction with A30, Stockley Hamlet. Enhanced signing and lining	13	0	0	0	0	4	£10,000	£70,467	705%
3	B3212	DOUSLAND. Enhanced signing and lining.	6	0	0	0	0	2	£5,000	£35,230	705%
4	A379	EXETER Matford Roundabout, Visibility splay barrier and lining	7	0	0	0	0	4	£11,500	£70,467	613%
5	-	EXETER – Blackall Road/New North Road. Introduce physical deflection, signing and lining.	6	1	0	0	0	3	£9,000	£52,850	587%
6	A379	DAWLISH – John Nash Drive. Consider enhanced signing and lining and motorcyclist awareness campaign.	5	1	0	0	0	3	£9,000	£52,850	587%
7	B3215	Nr NORTH TAWTON – Iron Bridge Cross. Enhanced signing, lining, and high friction surfacing	7	1	0	0	0	5	£16,000	£88,048	550%
8	C4	PLYMPTON – Plympton Hill/Ridge Road. Enhanced signing and lining.	4	1	0	0	0	2	£7,500	£35,230	470%
9	C465	Nr MILTON ABBOT – Haydown. Enhanced signing and lining.	4	0	0	0	0	2	£8,500	£35,230	414%
10	-	BIDEFORD – Northam Road. Localised build-out and lining	5	1	0	0	1	2	£10,000	£35,230	350%
11	A3121	UGBOROUGH – Kitterford Cross. Enhanced signing lining.	4	0	0	0	0	3	£15,000	£52,850	328%
12	B3230	Nr BARNSTAPLE - Plaistow Quarry. Signing and lining	5	1	0	0	0	2	£11,000	£35,230	320%



No.	Road No.	Scheme Name	2005-2007 Casualties	KSI Casualty Savings	0-15 Year Old Casualty Savings	Pedestrian Casualty Savings	Pedal Cycle Casualty Savings	Estimated Total Casualty Savings	Estimated Cost of Scheme	Calculated Value of 1st Year Casualty Savings	Calculated 1st Year ERR
13	B3180	WOODBURY Quarry. Signs, chevrons, edgeline	4					2	£10,000	£31,130	313%
14	A361	BARNSTAPLE – Chivenor Industrial Estate to Pottington Business Park, Braunton Road. Signing, lining, and localised carriageway defects	18	2	0	0	0	6	£34,750	£105,700	304%
15	A383	NEWTON ABBOT – Ashburton Road/ Greenaway Road. Review lining.	4	0	0	0	0	2	£10,000	£35,230	285%
16	-	BIDEFORD – High Street. Signing, lining, TRO's and traffic calming	6	1	0	1	1	3	£19,000	£52,850	278%
17	-	Nr BUDLEIGH SALTERTON – Castle Lane Junction with B3178 Salterton Road. Signing, lining, high friction surfacing, and footway	5	1	0	0	0	2	£15,500	£35,330	278%
18	A381	NEWTON ABBOT – Station Road/Torquay Road. Enhance signing / lining, install marker posts and high friction surfacing.	3	1	0	0	0	3	£19,200	£52,850	275%
19	A377	Nr CHULMLEIGH – Leigh Cross. Kerbing, signing and lining	4	0	0	0	0	2	£13,000	£33,233	271%
20	B3212	EXETER – Blackboy Road. Signing, lining, minor highway improvements, and high friction surfacing	7	0	0	2	0	2	£13,000	£33,230	271%
21	A377	EXETER – Alphington Road, Junction with Cowick Lane, Nr Superstore. Signing, lining, and high friction surfacing	10	1	0	1	0	5	£33,000	£88,080	267%
22	A386	BIDEFORD – The Quay. Signing, lining, traffic calming, and relocation of puffin crossing	14	0	0	6	0	7	£51,500	£123,315	239%

No.	Road No.	Scheme Name	2005-2007 Casualties	KSI Casualty Savings	0-15 Year Old Casualty Savings	Pedestrian Casualty Savings	Pedal Cycle Casualty Savings	Estimated Total Casualty Savings	Estimated Cost of Scheme	Calculated Value of 1st Year Casualty Savings	Calculated 1st Year ERR
23	A379	YEALMPTON – Outside entrance to Kitley House. Enhanced signing and lining and high friction surfacing.	4	0	0	0	0	2	£16,000	£35,230	220%
24	A381	NEWTON ABBOT – Courtlands Road/Station Road. chevron / marker posts, extend high friction surfacing.	5	0	0	0	1	3	£25,000	£52,850	211%
25	A39	Nr WAYTOWN – Downwater Cottages. Signing, lining, and removal of hedge	5	1	0	0	0	1	£8,500	£17,617	207%
26	A379	TEIGNMOUTH – Bitton Park Road/Exeter Road. high friction surfacing and realignment of central island and lining.	4	0	0	0	0	2	£18,000	£35,230	196%
27	A3052	Nr AYLESBEARE – Oaklands Garage. Signing, lining, and high friction surfacing	5	0	0	0	0	1	£9,000	£17,615	195%
28	A39	WESTWARD HO! – Junction with B3236. Signing, lining, and high friction surfacing within right-turn 'ghost island' hatched area	4	1	0	0	0	3	£28,000	£52,850	189%
29	Unc	TEIGNMOUTH – Den Road. Raised plateaus and removal of parking areas.	6	0	0	2	0	3	£29,000	£52,850	182%
30	-	BARNSTAPLE – Boutport Street, Bear Street, and Queen Street. Signing, lining, TRO's, and traffic calming	12	0	1	4	1	7	£70,000	£123,300	176%
31	A381/ B3195	NEWTON ABBOT – Station Road/Torquay Road. Enhance signing / lining, high friction surfacing on bend	2	2	0	0	0	2	£22,000	£35,230	160%
32		KINGSKERSWELL Two Mile Oak. Right turn lane	10					8	£90,000	£141,000	157%

No.	Road No.	Scheme Name	2005-2007 Casualties	KSI Casualty Savings	0-15 Year Old Casualty Savings	Pedestrian Casualty Savings	Pedal Cycle Casualty Savings	Estimated Total Casualty Savings	Estimated Cost of Scheme	Calculated Value of 1st Year Casualty Savings	Calculated 1st Year ERR
33	A376`	EXETER Sandygate. Signing, high friction surfacing, foliage cut, cantilevered signal heads	6					3	£30,000	£52,850	156%
34	C823	NEWTON ABBOT – Sherborne Road/ Kingsteignton Road. Consider Traffic Signal review, remove foliage on bend, consider car park changes, speed table , position of splitter island (note: proposals may be influenced by other town centre proposals).	13	0	0	2	0	6	£70,000	£105,700	151%
<b>Total</b>			<b>227</b>	<b>16</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>111</b>	<b>£756,450</b>	<b>£1,947,452</b>	<b>257%</b>



Scheme Name	Cost (000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health/Wellbeing	Leisure/Tourism	Public Spaces	
Bus priority Marsh Barton/ Haven Banks	45	Improve the attractiveness of public transport and improve journey time		√	√	√				Complete scheme to provide bus priority and reduce congestion. Links to park and ride (P&R) sites
Bus boarders & 24 hour protection at bus stops in Exeter. Passenger facilities	180	Improve access to vehicles at bus stops for persons with disabilities	√	√			√			Complements the introduction of new low floor vehicles and supports the accessible city concept. Next phase of city network
A376 Exmouth corridor improvements	215	Infrastructure to improve access to bus services and stops on the corridor	√	√	√		√			Bus stop infrastructure improvements and better/safer access to bus stops at key locations on the corridor. Complete schemes and Exton and Ebford.
B3181 Cullompton corridor	50	Infrastructure to improve access to bus services and stops on the corridor and pedestrian facilities	√	√				√		Bus stop infrastructure improvements and better/ safer access to bus stops at key locations on the corridor. Culm Valley Connect. Phase 2
Strategic Highway Signing	50	Improve highway information and traffic flow	√	√		√				Implement first stage recommendations from review of highway signing in Exeter.
Digby to Apple Lane cycle/ footway link	95	Improve pedestrian, cycle access to Apple Lane	√		√			√		Connect rear of Digby & Sowton rail station to Apple Lane. Implement approved scheme subject to land issues
Cycling Demonstration Town	400	Encourage the use of cycles for journeys within Exeter		√	√	√	√	√		Match funding to the award of Cycling Demonstration Town. Important part of the Demand Management Strategy to provide better & safer cycling routes in Exeter

Scheme Name	Cost (000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health/Wellbeing	Leisure/Tourism	Public Spaces	
Walking projects	260	Improve the attractiveness and safety of walking	√		√		√			<p>Schemes to be developed/ investigated</p> <ul style="list-style-type: none"> <li>• Revamp pedestrian route from South Street via Lower Coombe St and Quay Hill to Quay (and assess other pedestrian Route routes to Quay from City Centre e.g. via Cricklepit Street).</li> <li>• Reassess pedestrian crossing of Pinhoe Road at Polsloe Bridge traffic signals (on Green Circle).</li> <li>• Toucan crossing of Hennock Road Central adjacent to Alphin Brook bridge (on Green Circle).</li> <li>• In conjunction with Exeter PUA Major Schemes Bid - Light controlled crossings of Alphington Spur Road at A30 roundabout (on Green Circle and possible future shared use route to Ide from Alphington).</li> </ul>
A396 Stoke Cannon	75	Puffin Crossing & footpath link safety reasons	√		√					Missing footway and link across A396
Cowick Street enhancement	80	Improve the quality and safety of local centre for residents and visitors	√		√	√			√	Environmental improvements and traffic management. Joint scheme with Exeter City Council (ECC).
Exeter St Davids station	100	Improve access to major transport interchange	√	√				√		First stage of National Stations Improvement Plan project
Exeter Central station forecourt and Queen Street	75	Improve access to rail station and environmental enhancement to forecourt	√			√			√	Remove cars from station forecourt. Environmental enhancement. Improve access to rail station. Joint scheme with Exeter City Council (ECC)
Red Cow Junction	75	Retain right turn lane. Improve traffic flow		√			√			Retains right turn lane into Station Road. Linked to improved footpath/ cycle link on Station Road
Travel Plans – schools: Whipton Barton	35	To encourage alternative travel arrangements		√	√		√			Improvements to Hill Lane. Whipton Barton Infants & Juniors schools in a cul-de-sac

Scheme Name	Cost (000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health/Wellbeing	Leisure/Tourism	Public Spaces	
Access to Schools – Ellen Tinkham	40	Improve access/safety to school	√		√					Part of school travel plan
Travel Plans – residential	10	To encourage alternative travel arrangements	√	√			√			Contribution to Travel Smart
Travel Plans - employers	20	To encourage alternative travel arrangements	√	√			√			Travel to work tallies. Monitoring. Facilities at employer locations
20mph zones - Topsham	20	Improve local safety and environment			√		√			Continue programme of schemes to implement 20mph zones
Intelligent Transport Systems (ITS)	200	Improve information for users of the highway		√	√					Package of measures to better inform choice and improve driver behaviour.
Exeter Clyst St Mary/ Westpoint cycle route	200	Improvements to improve cycle links and associated traffic issues		√	√		√			Construction of section of route from Sowton to Clyst St Mary. HA approval. Part of Junction 30 scheme
RFA2 bids – forward design	25	Provide infrastructure to enable developments to proceed								East of Exeter Phase 3
LDF Forward design	40	Provide transport assessment of future infrastructure to deliver LDFs								Exeter, Cullompton, Crediton, Tiverton, Exmouth
Forward design - general	50	Preparation of schemes for 2010/11 programme								Preparation of schemes for 2010/11
Monitoring	10	Ensure that schemes implemented are achieving their objectives								Paris St/ Sidwell St., Cumberland Way







**Appendix V  
To EEC/09/42/HQ**

**Newton Abbot Area Programme 2009/10**

- To improve the connectivity between Newton Abbot and Kingsteignton across a variety of modes;
- To pursue an improved demand management approach towards travel to and within Newton Abbot;
- To continue making improvements to the public realm of Newton Abbot and Kingsteignton, supporting economic regeneration; and
- To support the development of an Air Quality Action Plan for Newton Abbot town centre.

Scheme Name	Cost (£000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health/Wellbeing	Leisure/Tourism	Public Spaces	
Connect 2 Phase 1: Kingsteignton - NA	250	To provide a safe and direct pedestrian and cycle route between Kingsteignton and Newton Abbot to improve modal choice. First key section of the Teign Estuary Route (NCN2).	✓	✓	✓	✓	✓	✓		Scheme costs to be confirmed. £500k funded by Sustrans' Connect 2 fund.
Connect 2 Phase 2: Station Road – Penn Inn/Decoy	160	Connects area south of Torquay Road to Brunel Industrial Estate, rail station, town centre and beyond.	✓	✓	✓	✓	✓	✓		Design work already progressing. Additional £15k contribution from Sustrans.
ITS – Variable Message Signs	50	Providing real time driver roadside information to enable better management of the local highway network.		✓		✓				Continuation of scheme from 2008-2009
Bank Street, Wolborough Street, Highweek Way Enhancements, Newton Abbot	50	To provide an attractive pedestrian environment in a larger area of the town centre, to reduce town centre congestion, improve air quality and support economic regeneration.		✓		✓	✓	✓	✓	Retention and contract completion.
Forward Design	80	Prepare schemes for implementation in future years								Key year to progress design for 2010-2011, infrastructure frameworks, Growth Point schemes and preparation for LTP3.





**Appendix VII  
To EEC/09/42/HQ**

**Towns, Villages and Rural Communities Programme 2009/10**

- Improvements to transport provision outside of the main urban programmes
- Improvements to accessibility
- Tackling air quality – closely linked to Air Quality Management Area (AQMA) Action Plan proposals
- Town & village enhancement schemes

Scheme Name	Cost (£000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health / Wellbeing	Leisure / Tourism	Public Spaces	
Wheels to Work	60	Improve accessibility	✓							To improve access to work for young people in areas where there is no bus service available due to the travel destination or timing.
Shop mobility	30	Improve accessibility	✓							One new scheme to improve access to shopping and other facilities for disabled. Links to ring and ride service provision.
Ring & Ride	30	Improve accessibility Health & wellbeing	✓				✓			Provide a new vehicle for a community transport group so that disabled people have access to services.
Priority Action Area schemes	70	Improve accessibility Health & wellbeing	✓				✓			Funding to be split between Torridge Action Plan and Ilfracombe Action Plan.
School travel plan works implementation	280	Road safety Health & wellbeing			✓		✓			To deliver priority schemes flowing from completed school travel plans. Funding excludes that outlined in the Exeter, Newton Abbot and Barnstaple area programmes.
Local priority links and access improvements	275	Improve accessibility Road safety	✓		✓					Improving links between and within communities. Schemes will include missing footway links and dropped crossings.
Pedestrian crossing upgrades	80	Improve accessibility Road safety	✓		✓					Linked to above, small fund to upgrade crossing facilities in local communities

Scheme Name	Cost (£000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health / Wellbeing	Leisure / Tourism	Public Spaces	
Moretonhampstead – Betton Way – Chagford Cross Link Road	150	Improve accessibility Tackling congestion	✓	✓						Continuation of design and commencement of construction work of scheme to be delivered jointly by DCC and developer.
Countywide Real Time Traffic Counters	100	Tackling congestion Improving air Quality		✓		✓				Continuation of roll out of real time traffic counters across the county to enable improved monitoring and management of the highway network
Tackling congestion in Totnes	50	Tackling congestion Improving air quality		✓		✓				Scheme aimed at improving traffic flow on A385 corridor. Scheme dependent on results of surveys and design work being undertaken in 2008/09
Signage Reviews	50	Tackling congestion Improving road safety Promoting leisure and tourism Improving public spaces		✓	✓			✓	✓	Signage reviews to rationalise amount of signage on the highway network. Primary aim to ensure highway users are given clear and concise informant.
Traffic Regulation Order Review	50	Tackling congestion Improving road safety		✓	✓					Commence review of waiting restriction traffic regulation orders across County. Primary aim to ensure traffic regulation orders are clear, consistent, concise and enforceable
Cullompton Air Quality	10	Improving air quality				✓				Continuation of design work to establish a suitable scheme for town centre air quality improvement
Improving air quality in Crediton	10	Improving air quality Tackling congestion		✓		✓				Minor traffic management schemes aimed at improving Air Quality in Crediton.
Total	£1.245m									
Approved budget in LTP										

HSM Enhancement scheme budget (£000s): Honiton – £225, Cullompton – £25, Willand – £5, Totnes – £150, Dawlish – £175, Teignmouth – £150, Exminster – £50, Bishopsteignton – £10, TBC – £65.



**Local Transport Plan Public Transport Programme 2009/10**

Supports objectives of tackling traffic congestion, delivering accessibility and improving air quality

- Encourages change from car use to public transport
- Improves bus passenger satisfaction and patronage levels
- Reduces traffic growth and improves journey time reliability.

Scheme Name	Cost (000s)	Objectives	Shared Priorities for Transport							Comments
			Accessibility	Congestion	Road Safety	Air Quality	Health/Wellb	Leisure/Touri	Public	
Improved vehicles on key bus corridors	500	Improve emissions, capacity, journey time information and customer satisfaction		√		√		√		Second contribution to vehicles on Service 2 (Exeter – Newton Abbot) in partnership with Stagecoach
Public Transport Information Strategy	400	Raise awareness of public transport and improve passenger facilities	√	√				√		Third phase of the Strategy Enhancing facilities at bus stops and shelters. Better timetable information / guides / leaflets
Park & Ride (P&R) site enhancements	55	Increase use of P&R services	√	√		√		√		Improved facilities. Token barrier system Sowton, improved lighting Honiton Road. Barrier Digby P&R
ExeRail Programme	30	Promote rail services through partnerships with stakeholders	√	√				√		Joint schemes & funding with rail industry and local authorities. Secures 50% funding
Devon Rail Stations Strategy	100	Improve access to rail stations	√	√				√		Second part of strategy implementation following adoption of Strategy. Supports Access for All bids





**Appendix X  
To EEC/09/42/HQ**

<b>On Street Parking Account 2009/10</b>	<b>Scheme Cost</b>
<b><u>On Street Parking Pay &amp; Display Schemes</u></b>	
South Area	90
East Area	90
North Devon	66
<b><u>Public/Sustainable Transport Initiatives</u></b>	
Exeter area buses – continuation following end of S106 agreements	200
Exeter Park & Ride Support	92
Salcombe Park & Ride	11
Barnstaple Park & Ride Support and Promotion	128
Exeter to Barnstaple Rail service support	54
<b>Total</b> (Includes 25% over programming of budget)	<b>731</b>