

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 West Devon HATOC area agreed by Cabinet on 11 July 2013 is noted.

1. Summary

This report summarises the 2013/14 and 2014/15 schemes relevant to the West Devon 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 West Devon in 2013/14 and 2014/15 in addition to those noted in June's report.

The County Council was awarded £4.4m by the Department for Transport in July for improvements to cycling within and to/from Dartmoor National Park, matching £3.2m of local matching funds. A number of the schemes are within the West Devon area including on the Granite Way, Pegasus Way and Drakes Trail. Schemes on the Granite Way and Drakes Trail will complete missing or substandard gaps such as Clearbrook ramp and Bridestowe Station on the strategic routes. There will also be new off-shoot routes to encourage visitors and local people to explore areas such as Princetown off the main routes whilst also generating more return trips. It is expected that these schemes will bring benefits to the local economy. They will be delivered in the period to March 2015.

Preliminary design work is being carried out on the potential re-instatement of the Rail Line between Tavistock and Bere Alston. This is conjunction with cost estimates, results of consultation and preliminary environmental surveys will further inform the future progression

of the scheme. The scheme has been initially put forward to the Local Enterprise Partnership for partial funding.

There is one casualty and severity reduction scheme in the West Devon area in 2013/14 at Yelverton. 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 West Devon. 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 West 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 the in 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 West Devon

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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sc/cr/ltp programme
03 291013

**Appendix I
To PTE/13/95**

2013/14 and 2014/15 Programme of Schemes in West Devon

West Devon			
Scheme	2013/14	2014/15	Total
Scheme Preparation: Bere Alston-Tavistock rail line extension; Okehampton Relief Road	<i>tbc</i>		
Dartmoor Cycle Network: Bridestowe Station; Pegasus Way; Clearbrook Ramp, Grenofen Link; Drakes Trail to Princetown; Moretonhampstead to Okehampton on road signage; Meldon Viaduct improvements; Allbrea improvements (Granite Way); Round Dartmoor Way; Okehampton to Exeter on road signage; Rattlebrook Railway cycle route; Dartmoor Taxis Cycle Scheme; Okehampton (east) to college, town centre and Granite Way via Fatherford bridge; Launceston to Dartmoor on road signage	1,757,000*		
Strategic Cycle Network - Rural Routes: Tarka Trail - Meeth to Hatherleigh; Tamar Trails to Tavistock	<i>Continued design and land acquisition</i>		
Casualty and Severity Reduction: A386/B3212 Yelverton Roundabout	12,000		

* Note: total anticipated 2013/14 to 2015/16

In addition there are local schemes for 2013/14 and 2014/15 totalling approx. £85,000 as per HATOC report 4 June 2013.

Countywide			
Scheme	2013/14	2014/15	Total
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