

Transport Capital Programme 2019/20: Proposed Allocation

Report of Head of Planning, Transportation and Environment

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

Recommendations: That

- (a) budgets are allocated to the Local Transport Plan (LTP) schemes set out in Appendix I and other major transport schemes and funding sources are noted;**
- (b) approval is given to enhance the 2019/20 capital programme by £ 0.556 million from developer contributions and £0.52 million external grants;**
- (c) amendments to the Integrated Block allocations are delegated to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Infrastructure, Development and Waste and the Cabinet Member for Highway Management.**

1. Summary

This report seeks approval to a revised transport capital programme for 2019/20 (excluding maintenance).

2. Background

The Integrated Transport Block (ITB) settlement from Government is set at an annual level of around £3.6 million. This level of funding is still significantly reduced when compared to over £10 million in 2009/10. Funding available from both the Integrated Transport Block and from developer contributions remains under pressure to help develop and secure other external sources of grant funding to help deliver the transport infrastructure priorities identified across the County and provide match funding for major scheme bids.

As part of the Outturn report Cabinet approval will be sought in May, to carry forward from the 2018/19 year, an estimated £0.558 million. If approved, this would mean ITB funding of £4.159m available for 2019/20.

The County Council continues to demonstrate a strong track record of working with partners to secure significant levels of external funding from a range of grant opportunities:

Growth Deal (GD)

Since 2014 the County Council has secured external funding agreements for over £22 million from the Heart of The South West Local Enterprise Partnership Growth Deal programme. The majority of these projects have now been completed including; the A379 Bridge Road improvements and the A379 Newcourt junction schemes at Exeter; the A361 Portmore junction and A39 Roundswell bridge crossing schemes at Barnstaple; the A38 Deep Lane junction at Sherford; and the first Phase of a new A361 junction at Tiverton on the A361 to serve the Eastern Urban Extension was completed in 2018/19. The remaining Growth Deal projects to be delivered are the A39 Heywood Road junction improvement at Bideford; the A382 Widening Southern Phase 1 scheme between Forches Cross and Newton Abbot town centre; and the Houghton Barton package at Newton Abbot that

provides a new link road through development from the A382 at Forches Cross to the A383 and includes cycle paths on the A383 as part of the Newton Abbot East-West Cycle Route.

External Growth Deal funding of £6.5 million has been agreed towards the delivery of the A382 Widening Southern Phase 1 scheme, which is planned to commence construction in 2019/20. A business case for Growth Deal funding to deliver the Newton Abbot Houghton Barton package was approved in 2018/19 and a funding agreement for £2.87 million can now be completed in 2019/20 to support its delivery. The Newton Abbot East-West Cycle Route is currently under construction for completion by Summer 2019 and the capital programme is supporting the development of the A382-A383 Houghton Barton Link Road scheme in 2019/20 for a planned construction (subject to land availability) commencing in Autumn 2020.

The A39 Heywood road junction is planned to be delivered as part of the Large Local Majors North Devon Link Road Phase 1 project with constructing commencing in Winter 2020.

The Housing Infrastructure Fund (HIF)

The £2.3 billion HIF offers funding to local authorities on a competitive basis for infrastructure to support delivery of up to 100,000 new homes. The fund is divided in 2 parts: a Marginal Viability HIF to provide the final or missing pieces of infrastructure needed to get additional development sites allocated or for existing allocated sites to be unlocked; and a Forward Fund for a smaller number of larger strategic and high-impact infrastructure projects.

In February 2019 the government announced that the County Council had been successful with its Forward Fund bid for £55 million of grant funding, to deliver key infrastructure that will support major development to the South West of Exeter. It is anticipated that this external grant funding from the HIF can be incorporated into the transport capital programme early in 2019/20.

Within the County Council area, Marginal Viability HIF bids were successfully awarded to five District authorities totalling nearly £45 million. Progress with grant funding awards has been slow in 2018/19, but the County Council has been working with District partners on highway projects for the Cullompton Eastern Relief Road, the Dawlish Urban Extension Link Road, the A361 Landkey Junction on the NDLR, the final Phase 2 of the A361 junction for the Tiverton Eastern Urban Extension, and Axminster Relief Road. It is anticipated that additional external grant funding may need to be incorporated into the transport capital programme later in 2019/20.

National Productivity Investment Funded (NPIF)

2019/20 is the second year of a two-year NPIF funded capital programme to deliver highway infrastructure improvements at Sherford and to the East of Exeter growth area.

NPIF grant funding of £5.0 million was secured towards an £8.0 million project to deliver the main street link road connecting Sherford new community with the A38 at the Deep Lane junction. As mentioned above, improvements to the A38 Deep Lane junction were previously delivered in 2017 with external grant funding support through the Heart of The South West Local Enterprise Partnership. In 2019/20 £3.3 million of NPIF grant funding is included for construction this year.

To the East of Exeter NPIF grant funding of £4.6 million towards a bid totalling £7.2 million for the Exeter Eastern Growth Package is delivering capacity upgrades for the A30 Moor Lane Roundabout, major elements of the E4 strategic Exeter cycle route, a new Park and Change site at Exeter Science Park and a major expansion of Exeter's electric bicycle network. In 2019/20 £2.4 million of NPIF grant funding is included for infrastructure delivery this year.

The government has announced that it will also make a further £150 million of NPIF funding available to local authorities from 2020/21 to support projects across England that ease congestion on local routes and for small improvement projects such as for minor junction and road layout improvements. It is anticipated that further details for submitting further bids to the NPIF will be published later in 2019/20.

Growth & Housing Fund (GHF)

In 2018/19 the final stage of the Tithebarn Link Road to the east of Exeter was completed and opened. This was partly funded with over £4 million from the GHF. For the 2019/20 capital programme the GHF will be providing £0.62 million towards the delivery of the A30 Moor lane Roundabout scheme. This scheme is being delivered as part of the Exeter & Eastern NPIF package of works.

Safer Roads Fund

In 2017 the Government announced an allocation of £175m over four years from NPIF for a new Safer Roads Fund. This was only open to authorities with 'high risk' local 'A roads'. Devon had two roads in this list, the A3121 (South Hams) and A3123 (North Devon). A bid totalling £4m for safety improvements on both roads was successful and an initial grant funding payment of £1.9 million for the A3121 scheme has now been received in March 2019. The capital programme in Appendix I identifies expenditure of £0.9 million for the A3121 in 2019/20. The remaining £1.0 million expenditure on this route is planned in 2020/21. It is also anticipated that additional grant funding of £2.1 million for the A3123 scheme may be incorporated into the transport capital programme later in 2019/20.

The Large Local Majors Fund (LLM) and Major Road Network (MRN) Fund

The MRN is a new programme that will see substantial amounts of new investment available for road enhancement schemes from 2020/21 on the most important local authority roads classified under the Major Road Network. The LLM programme was set up in 2016 to cater for the small number of exceptionally large local highway authority transport schemes that could not be funded through the normal routes. Under the current LLM programme the County Council is progressing proposals for the first phase of the A361/A39 North Devon Link Road improvements.

The DfT have now requested business case submissions for the next tranche of funding under both the LLM and the MRN programme. Schemes over £20m and less than £50m could be in the MRN programme. Any schemes greater than £50m in cost can also be included in a submission to the next tranche of the Large Local Major funding programme.

Devon is a member of the South West Peninsula Shadow Sub-National Transport Body (Peninsula Transport SSTB). The Peninsula Transport SSTB has been considering priorities for business cases to be submitted by July 2019. For the County Council MRN network this will include business case submissions for:

- A379 corridor (Exeter) bridge renewal works
- A382 corridor Newton Abbot (which includes the A382 Widening Phase 2)
- A39/A361 Barnstable Roundswell to Bishop's Tawton.

For the next tranche of the LLM this will include a submission for major improvements to the M5 Junction 28 at Cullompton.

3. Proposal

The focus of the 2019/20 programme is primarily to support economic growth alongside Local Plans. A significant proportion of the programme is helping to deliver major schemes, many of which are now in the advanced design stages or proceeding to construction. Appendix I details the 2019/20 programmes.

Countywide & Major

Under the Countywide and Major programme, work is continuing in 2019/20 to support the development and delivery of major highway projects and transport infrastructure schemes across the County.

The Large Local Majors Fund project for A361/A39 North Devon Link Road, successfully gained outline business case approval in Summer 2018 and planning permission in January 2019. Work will continue this year to prepare the Full Business Case, which will be submitted to the Department for Transport for final scheme approval in August 2020. Throughout 2019/20 significant work will need to be undertaken in preparation for construction to commence in Winter 2020. This will include obtaining land, delivering advance planting works during the 2019/20 planting season and progressing procurement for the award of the main construction contracts next year.

The A382 Widening Southern Phase 1 scheme in Appendix I is the first phase of major planned improvements to the A382 corridor between the A38 at Drumbridges and Newton Abbot. Extra capacity on the A382 is needed to cope with increased traffic as a result of major developments in the Heart of Teignbridge area. Procurement for Phase 1 between Forches Cross and Whitehalls Cross is planned to commence early in 2019/20, with construction subject to the necessary approvals commencing in the Autumn for completion in 2020. The Integrated Block element of the transport capital programme will also fund advanced works in 2019/20 for the A382 Widening Northern Phase 2. And as outlined in Section 2 of this report a business case for additional major funding through the Major Road Network Programme for the A382 is anticipated to be submitted to the DfT in Summer 2019.

Following detailed design and development in 2018/19, construction of the NPIF Sherford Main street in 2019/20 will be a key milestone in the development of the new community. It will provide a new route through the development area and provide an alternative to using local lanes to join the A38. Construction is planned to begin early in 2019/20 for completion by March 2020.

In 2019/20 detailed design work, scheme approvals and advanced preparation works will be progressed for delivering a new Devon Metro new railway station at Marsh Barton. Appendix I identifies the projected Local Growth Fund grant expenditure in 2019/20 of £1.034 million. Not included in Appendix I is a further £1.0 million of Integrated Transport Block funding to be carried forward to 2020/21. The Integrated Transport Block element of the capital programme is allocating £1.5 million over three years as part of the overall funding package for delivery of this project in 2020/21. We will continue to secure land between Bere Alston to Tavistock (on the disused railway) and for the Newton Abbot Rail Station Bridge Access scheme. The programme will also provide funding for design work to improve the station forecourt area at Barnstaple Station and support new electric bike and car club facilities at Pinhoe Station in Exeter.

The Countywide and Majors programme incorporates support for improving public transport and community transport provision across Devon. As well as providing funding for new and improved bus waiting facilities, the programme includes funding to help smaller bus operators in Devon to upgrade their fleets with new systems for handling contactless payments and for providing vehicle location data. The countywide bus real time information system (RTI) was introduced in 2018/19. The RTI system uses vehicle tracking information provided from buses, which can then be accessed by passengers to identify when services will reach stops along their route. Funding is included to develop the RTI system further in 2019/20.

The 2019/20 programme continues to support the development of strategic cycle routes identified in the Cycling and Multi Use Trails Strategy. Funding mainly for land purchase and design work will continue to ensure that there is a pipeline of schemes at a suitable stage to bid for external funding opportunities as they arise.

During 2018/19 construction commenced on the final stages to complete the Wray Valley Multi Use Trail between Moretonhamstead and Bovey Tracey. Construction works will continue into 2019/20 for completion by the Summer. In partnership with Teignbridge District Council (TDC) Devon County Council will also be progressing proposals for the Teign Estuary Multi Use Trail in 2019/20. As agreed by Cabinet in March funding from the TDC Community Infrastructure Levy and Investing In Devon funding will be used to progress land negotiations, design and planning permission for the section from Passage House to Teignmouth. This will mean that the full route can be delivered subject to funding.

Exeter & East Devon Growth Point

The key focus for 2019/20 is enabling development growth to the east and to the south west of Exeter.

NPIF grant funding awarded over the two-year period 2018/19 to 2019/20 has been used to progress the design and delivery of the Exeter and East Devon Growth Area package. The package which supports development growth at Mosshayne Cranbrook, Science Park and Skypark, includes improvements to the A30 Moor Lane Roundabout, delivery of East of Exeter strategic cycle routes, a new Park and Change site at Exeter Science Park and expansion of the cities electric bicycle hire network.

Detailed design for the Moor Lane Roundabout improvement scheme has been progressed in 2018/19. Subject to scheme approval early in 2019/20, it is proposed to proceed to construction in the Autumn. As summarised in Section 2 of this report, external funding is being provided through a combination of developer contributions, NPIF grant and the DfT Growth & Housing Fund grant.

Phase 1 of the E4 strategic cycle route along Cumberland Way and Pilton Road was completed in July 2018. Phases 2 and 3 will provide a link from the Pilton Road junction on Pinhoe Road, to Exhibition Way, through Exhibition fields to a new Summer Lane bridge crossing and then through the Bettys Mead playing fields to join Beacon Lane. Sections of Phase 2 either side of the proposed bridge are currently under construction. For 2019/20 it is planned to complete construction works for Phase 2 paths and the Phase 3 bridge crossing. A separate design budget for Phase 4 of the E4 route into the city centre is included in Appendix I. Design work for Phase 4 will be funded in 2019/20 from the Integrated Transport Block.

Detailed design and reserved matters planning consent has been progressed in 2018/19 for the Science Park, Park & Change facility. In 2019/20 it is planned to commence construction in October using funding from the NPIF grant and £1.355 million from the East Devon Enterprise Zone fund.

In February 2019 the government announced that the County Council had been successful with its bid for £55 million of grant funding from the Housing Infrastructure Fund (HIF). The grant will help to fund early delivery of key infrastructure that will in turn help to unlock development to the South West of Exeter. This will help to deliver 2,500 new homes, new schools and new employment. The programme in Appendix I identifies a design budget funded under the Integrated Transport Block element to enable early progress with the design of key infrastructure elements in 2019/20. It is however anticipated that grant funding from the HIF will added to the capital programme in 2019. Key elements of the package will include; Widening sections of the A379 between the Matford Roundabout and Chudleigh

Road including new junctions to serve development. A pedestrian/cycle bridge to provide a safe crossing over the A379 to serve a school campus and community facilities and upgrading of the A379 Devon Hotel roundabout to increase capacity.

Market and Coastal Towns and Rural Devon

Under the proposed programme, new or improved pedestrian crossing facilities are identified at Exmouth, Yealmpton, Tavistock, Newton Abbot and at Barnstaple. Design work to progress a planning application for the Barnstaple A361 Larkbear to Seven Brethren Cycle bridge will support the creation of an East-West cycling route across the town and link developments to education, employment and other local facilities. The programme continues to support new and improved cycle parking facilities in the market towns, rural communities and for schools and employers. And 2019/20 is also the final year of a three year £1.5m Access Fund. This revenue funded programme is aimed at promoting and encouraging further growth in the levels of walking and cycling across the county.

The Newton Abbot East-West Cycle route provides a cycling and walking facility along the A383 and links major development areas to the town centre. It also provides sustainable travel links to education, employment and the Stover Multi Use Trail. Work to deliver sections of the Newton Abbot East-West Cycle Route have been undertaken under prior year capital programmes. This route forms part of the key infrastructure package to support major development areas to the west of the town including Houghton Barton. As outlined in Section 2 of this report, a business case was approved in December 2018 for Local Growth Deal Funding through the Heart of the South West Local Enterprise Partnership. The business case and grant funding will help to support the delivery of both this cycle route and a new link road from the A383 through the Houghton Barton development area to join the A382 at Forches Cross. The Market and Coastal Towns and Rural Devon programme in 2019/20 is funding ongoing design work to progress the A382-A383 Houghton Barton Link Road scheme which is planned for construction to begin in Autumn 2020. And it is also funding the design of improvements on Exeter Road and Jetty Marsh Road that will help to improve connectivity.

Work will be progressed in 2019/20 and 2020/21 to deliver road safety improvements to the A3121 corridor. As outlined in Section 2 it was confirmed in 2018 that the County Council had been successful with bids for grant funding towards safety improvements on both the A3121 and A3123 corridors. In March 2019 grant funding of £1.9 million was received to support the A3121 project and this scheme will be progressed to begin land acquisition and construction in 2019. Design work will continue for the A3123 corridor in 2019/20 and it is anticipated that further grant funding may be confirmed for this scheme later in the year.

Many schemes in the programme contribute to achieving the objectives of the Air Quality Management Plans developed in partnership with District Councils. A design budget has also been included for Air Quality management Areas (AQMA) in order to support the detailed design and potential construction of identified intervention measures, including proposals being developed for the Ivybridge AQMA and the Braunton AQMA.

4. Consultations/Representations

The 2019/20 programme reflects the priorities identified in the 2011 – 2026 Devon and Torbay Local Transport Plan which was the subject of extensive consultation with stakeholders and the public during its development. Many of the schemes in the programme have been identified as part of the infrastructure requirements to support development in Local Plans as part of wider spatial planning for each district. Each Local Plan is the subject of extensive local consultation.

5. Financial Considerations

The package of schemes for 2019/20 in this report totals £ 30.445 million. This includes significant funding of £26.741 million from external sources including grants and developer contributions. The majority of this is already in the capital programme but £1.076 million will be added to the capital programme as detailed in Appendix I.

It is anticipated that additional external funding may need to be incorporated into the programme later in the financial year as outlined in Section 2 of this report.

6. Environmental Impact Considerations

An Environmental Impact Assessment was carried out for the overall strategy contained in the Devon and Torbay Local Transport plan 2011-2026. The environmental impacts of individual schemes are detailed in Cabinet or Highways and Traffic Orders Committee (HATOC) reports where relevant.

7. 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 Impact Assessment was completed for the Transport Capital Programme in 2014. Detailed individual Impact Assessments are carried out on larger schemes where required and included with Cabinet and HATOC reports.

8. Legal Considerations

There are no specific legal considerations although land acquisition and negotiations with developers can take up significant resources. Where relevant these are considered in reports on individual schemes.

9. Risk Management Considerations

This programme has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position. The overall programme includes a degree of over programming to allow for slippage. Contingency allowances are built into scheme cost estimates and bid proposals to minimise the risk of scheme costs increasing over the

available budget. These are increased for complex projects. Contingency levels are constantly being reviewed in the light of experience gained locally and nationally.

10. Public Health Impact

The considerable investment in walking, cycling and public transport infrastructure identified within the programme will continue to support sustainable travel and an increase in the levels of physical activity. This is particularly focussed on encouraging regular trips such as journeys to school and employment. The revenue Access Fund is also being used to support and promote sustainable transport initiatives across the County and will continue into 2019/20.

Many schemes in the programme contribute to Air Quality Management Plans developed in partnership with District Councils. Specific public health impacts associated with individual schemes are considered in relevant HATOC and Cabinet reports.

11. Options/Alternatives

The 2019/20 programme has been designed taking into account committed schemes, the availability of funding sources, the 2011-2026 Devon and Torbay Local Transport Plan, the Transportation Infrastructure Plan updated in March 2017 and the Cycling and Multi-Use Trail Network Strategy. Detailed timings of schemes are linked to the cost, availability of match funding and deliverability as well as the growth strategies in Local Plans.

12. Reason for Recommendation/Conclusion

The capital programme in this report meets the Council's priorities in the Strategic Plan 2014-2020 by focussing on economic growth and physical health and supporting a prosperous healthy and safe community. The programme takes advantage of match funding from external sources wherever possible to make effective use of the limited direct funding available to the County Council.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All

Cabinet Member for Infrastructure, Development and Waste: Councillor Andrea Davis
Cabinet Member for Highway Management: Councillor Stuart Hughes

Chief Officer for Communities, Public Health, Environment and Prosperity: Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

Revised Local Transport Plan Programmes 2019/20

Countywide & Major	2019/20
Schemes	£,000
A361/A39 North Devon Link Road Large Local Majors Fund	2,876
NPIF Sherford Main Street	3,304
South Devon Highway	3,857
Cullompton Eastern Relief Road	250
A382 Widening Southern Phase 1	6,275
A382 Widening Northern Phase 2	150
Devon Metro Marsh Barton Exeter New Station	1,034
Devon Metro Bere Alston to Tavistock Railway	165
Devon Metro Barnstaple Station Forecourt Improvements Design	10
Devon Metro Newton Abbot Rail Station Bridge Access	75
Devon Metro Pinhoe Rail Station Facilities	18
Countywide Bus Real Time Information System Upgrades	60
Countywide Bus Vehicle Location Data Systems Support	150
Countywide Bus Contactless Payment Systems Support	30
Countywide Bus Waiting Facilities	90
Countywide Car Clubs	65
Tiverton EUE Junction Phase 2 Design	50
A38 Ivybridge Lee Mill Offslip Design	50
Bridge Road Capacity Improvements (post scheme works)	85
Barnstaple Station Road Crossing Facility and Right Turn lanes	79
A377 Crediton Pedestrian Facilities	30
Urban Cycle Network Barnstaple Anchorwood to Tarka Trail Link	105

Countywide & Major continued	2019/20
Schemes	£,000
Strategic Cycle Network Teign Multiuse Trail	405
Strategic Cycle Network Wray Valley Multiuse Trail	325
Strategic Cycle Network Tarka Multiuse Trail	70
Strategic Cycle Network Multiuse Trails Other	289
Minor Post Scheme Costs Including Safety Audits	144
Budget Holding Code	278
Totals	20,319

Exeter & East Devon Growth Point	2019/20
Schemes	£,000
NPIF Exeter and Eastern Growth Area	6,770
SW Exeter Housing Infrastructure Fund Design	302
B3174 London Road Cycleway Enhancement	192
Newcourt Railway Bridge Crossing Design	100
Exeter Strategic Cycle Routes E4 Stage 4 Stoke Hill	50
Bartholomew Street Exeter One way Order	10
Old Rydon Lane One-way order	32
Sustrans Road Safety Trust Project Exeter	10
Greater Exeter Forward Design	25
Exeter Cycle Parking Facilities	20
Clyst Valley Multiuse Trail	20
A379 Rydon Lane Pedestrian Crossing Facility	90
Minor Post Scheme Costs Including Safety Audits	3
Totals	7,624

Market and Coastal Town and Rural Devon	2019/20
Schemes	£,000
A376 Exeter Road Exmouth Cycle Crossing	90
A379 Yealmpton Pedestrian Crossing	45
A386 Plymouth Road Tavistock Pedestrian Crossing Improvement	60
Landkey Road Barnstaple School Pedestrian Crossing	70
Newton Abbot East-West Cycle Route Phase 2B	482
Newton Abbot East-West Cycle Route Phase 3 Crossing Facilities	90
Safer Roads Fund A3121	900
Safer Roads Fund A3123 Advanced Design	60
Starcross Access Package	70
Dinan Way Extension Exmouth	50
Dawlish Urban Extension Link Road	10
Cycling Parking Facilities in Market and Coastal Towns	80
Clyst Honiton Traffic Management Scheme	44
Casualty Severity Reduction Schemes	250
Barnstaple Larkbear to Seven Brethren A361 EW Cycle Bridge	20
Air Quality Management Area (AQMA) Improvements	100
A382-A383 Link Road Houghton Barton	50
Minor Post Scheme Costs Including Safety Audits	31
Total	2,502

Programme Summary	2019/20
Category	£,000
Countywide & Major	20,319
Exeter & East Devon Growth Point	7,624
Market and Coastal Towns and Rural Devon	2,502
Totals	30,445

Funded by	2019/20
Category	£,000
Integrated Block	4,159
Developer & External contributions	8,001
Grant (National Productivity Investment Fund, Regional Growth Fund and New Stations Fund Newcourt)	14,581
DCC Resources (Unsupported Borrowing and capital receipts)	3,704
Totals	30,445

Enhancements to the Capital Programme	2019/20
	£,000
B3174 London Road Cycleway Enhancement developer contribution	192
Old Rydon Lane One-way order developer contribution	32
Urban Cycle Network Barnstaple Anchorwood to Tarka Trail developer contribution	57
A377 Crediton Pedestrian Facilities developer contribution	30
A379 Rydon Lane Pedestrian Crossing Facility developer contribution	45
Strategic Cycle Network Teign Multiuse Trail Community Infrastructure Levy	200
Devon Metro Marsh Barton Exeter New Station Local Growth Fund grant	520
Totals	1,076