

Transport Infrastructure Plan

Delivering Growth in a low carbon environment

March 2020



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Cover photos

Top left: Tithebarn Link Road
 Bottom right: Planting of trees as part of improvements to the North Devon Link Road



Cumberland Way Cycle Route, Exeter

Introduction

Devon County Council has an important role in developing transportation strategies to shape the future growth of the County. By working with district authorities, developers and members of the public it ensures that future development is provided for and managed in a way that takes full account of its social, environmental and economic needs. The purpose of this Infrastructure Plan is to set out planned investment in transport infrastructure across Devon. It complements the Local Transport Plan 2011-2026 which sets out the transport strategy for the County, and the detailed infrastructure delivery plans relating to District Council Local Plan development.

This plan will guide the focus and prioritisation of resources within the authority and provide longer term clarity on the County's transport infrastructure delivery. Small scale schemes related to local planning applications will not be included within this document. It is expected that this plan will be updated periodically to ensure the strategy is up to date and reflects current policy and funding direction.

Recent policy changes, such as the climate emergency declaration along with the substantial changes in the approach to funding transport infrastructure, have significant implications for the delivery of transport schemes. These consequences will be discussed further within this document.

Climate Emergency

Devon County Council declared a climate emergency and signed a Climate Declaration in May 2019 which committed to facilitating the reduction of Devon’s carbon emissions to net-zero by 2050 at the latest.

‘Recent research by the University of Exeter has confirmed that 27 per cent of all carbon emissions in Devon are generated by on-road transportation.’¹

Local authorities are facing the challenge of balancing infrastructure delivery plans, agreed through the Local Plan process to support housing and jobs, with the need for a significant reduction in emissions. This Transport Infrastructure Plan responds positively to this tension with high level carbon reduction criteria against which schemes can be compared.

Schemes will be supported where they achieve one or more of the following:

- Modal shift towards public transport
- Modal shift towards active travel
- Increase in electrification
- Reduction in road capacity where this supports sustainable travel or improves air quality

There are additional workstreams focussing upon transport-related behavioural change campaigns, such as Active Travel Schools Project (delivered via the Access Fund programme). Such initiatives are essential alongside the hard infrastructure measures to increase awareness of the alternatives and encourage the uptake of low carbon travel choices.

¹ <https://www.devonclimateemergency.org.uk/road-travel-cultural-shift-needed-for-a-net-zero-devon-says-expert/>

Changes to Funding

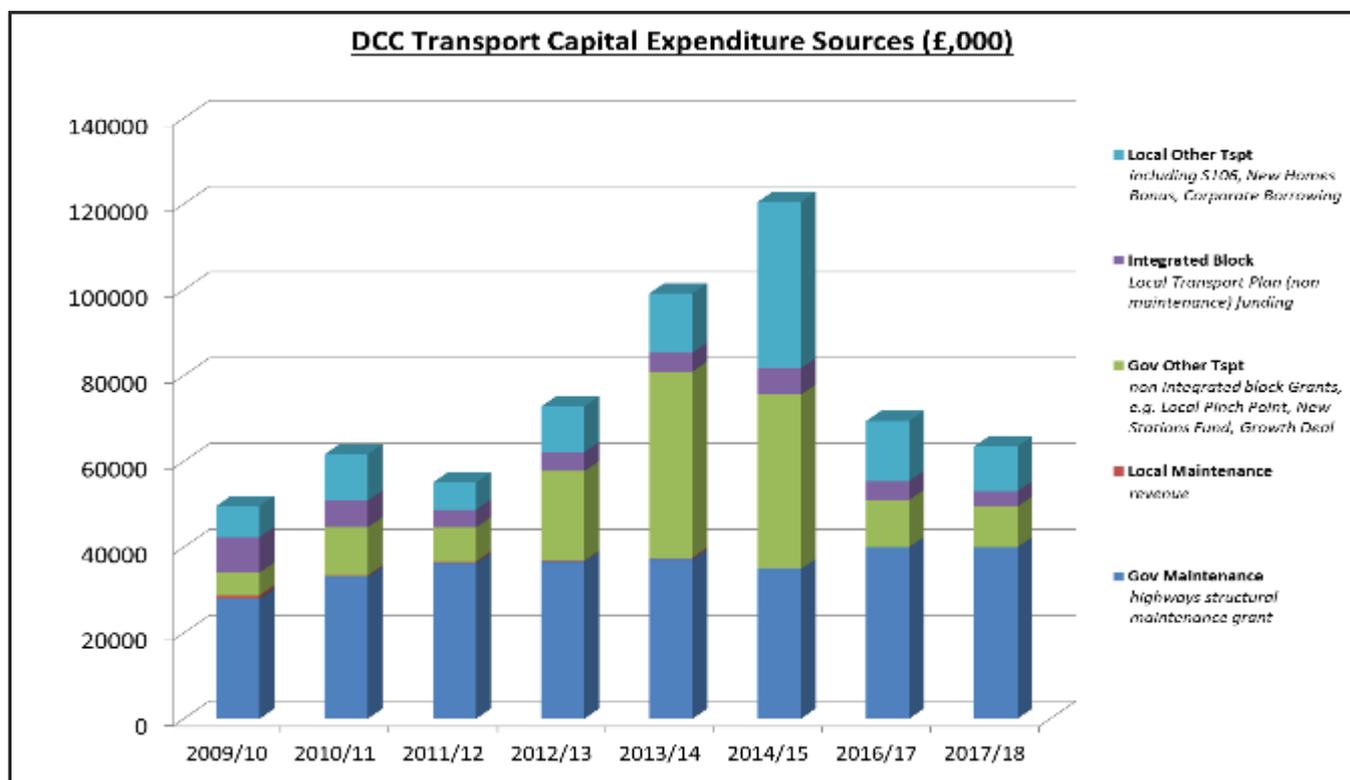
Following the significant reduction in flexible funding available to local authorities, the financial landscape remains changed. From 2013/14 the Local Transport Plan Integrated Block was almost halved to help fund Growth Deals, which are infrastructure (including non-transport) projects that benefit the local area and economy. Figure 1 shows this change in Devon County Council capital funding sources for local transport. Responsibility for allocating funds through Growth Deals for major transport and pinch point schemes has been devolved to Local Enterprise Partnerships (LEPs). This change was to enable transport scheme decision making to be made at a local level with influence from the business community. Local Transport Boards (LTBs) manage this process on behalf of LEPs, and local authorities are required to present potential schemes to the board and bid for a share of the money allocated to the relevant LEP².

Financial contributions from developers continue to be secured through section 106 agreements, and Community Infrastructure Levy (CIL) in some

districts. CIL is an agreed fixed rate applied to new development based on floor area. Rates have, however, not been secured at envisaged levels, resulting in less money available for infrastructure through development. This brings a challenge for local authorities to ensure that development is supported by investment in the transport system.

The Growth Deal process requires authorities to contribute around 30% of the scheme cost as match funding, this has increased pressure on the remaining reduced integrated block funding (also used for forward design), and places competing demands on CIL.

These elements contribute to a difficult financial landscape regarding delivery of new transport infrastructure. The authority will need to look ahead, preparing schemes despite uncertainties in order to ensure that infrastructure continues to be delivered across the county. New funding initiatives are likely to be created by changes in Government policy in the future. In order to be responsive, the Transport Infrastructure Plan will be updated periodically.



² More detail on LTB membership can be found at www.heartofswlep.co.uk/ltb-membership

Policy Context

The policy context sets the scene for the Transport Infrastructure Plan and has shaped those schemes included within the proposed programme. The following describes the different geographic tiers of policy-making, from the sub-region to the local district area, which have an influence on the County’s emerging transport priorities.

Peninsula Transport Shadow Sub-National Transport Body

Peninsula Transport is a new partnership created to transform strategic transport infrastructure and boost economic growth. It has been formed by five local transport authorities in the South West – Cornwall Council, Devon County Council, Plymouth City Council, Somerset County Council and Torbay Council with representatives from the Heart of the South West LEP, Cornwall and Isles of Scilly LEP, Highways England and Network Rail on its board.

The partnership brings together authorities to work directly with the Department for Transport on the strategic transport priorities for the region. The Regional Evidence Base identifies challenges and opportunities for investment and growth in the South West (www.peninsulatrtransport.org.uk/).

Heart of the South West LEP

The Heart of the South West Local Enterprise Partnership Strategic Economic Plan (www.heartofswlep.co.uk) sets out the economic priorities for the area. The vision is to ‘transform the reputation and positioning of our area nationally and globally by 2030’. The LEP are continuing to develop their Local Industrial Strategy, an independent has review considered the region’s historical strengths and future growth, and concluded the area has a ‘dynamic heart’ of:

- Digital Futures: big data, environmental and health technologies and services. Using key assets, e.g. the Met Office, the UK Hydrographic Office, Universities and colleges,

NHS facilities in Exeter, East Devon, Teignbridge, Torbay, Plymouth, Taunton, Bridgwater, Yeovil and hinterlands.

- High-tech Engineering: advanced marine and aerospace manufacturing, photonics and defence. There are strategic defence assets in Somerset and Plymouth, a marine cluster covers businesses along the coasts and inland. Aerospace supply chains run across the LEP area. Photonics is centred on Torbay. There are also areas of high-tech foods, such as agri-tech, across the region.
- Clean Energy: technical development for nuclear and offshore renewables, has a hub in West Somerset and wider links to defence, construction, medicine and decommissioning for skills, technology and potential export services elsewhere.

Devon County Council

Devon Climate Declaration

The Intergovernmental Panel on Climate Change (IPCC) has advised that carbon emissions must reduce globally by at least 45% by 2030 from 2010 levels. In response, a range of organisations from across Devon came together on 22nd May 2019 to declare a climate emergency and to endorse the principles of the Devon Climate Declaration (www.devonclimateemergency.org.uk/devon-climate-declaration/).

This declaration sets out the process for developing a plan in collaboration with residents, businesses and visitors, to facilitate the reduction of Devon’s production and consumption emissions. Relating to transport, this involves:

- Travelling less and using improved walking, cycling and public transport infrastructure more often, and using electric and hydrogen-powered vehicles
- Changing our consumption to use less, re-use more and choose low-carbon options
- Divesting from fossil fuels

County Vision

This Infrastructure Plan supports the priorities of the authority, as set out in the County Strategic Plan (www.devon.gov.uk/bettertogether), along with the more recent vision for change ‘Doing What Matters’, which involves thinking differently, questioning practice, and learning how to make a difference.

(<https://www.devon.gov.uk/doingwhatmatters/>)

Transport infrastructure has an important role to play in supporting Devon residents to:

- Get from A to B
- Become and remain independent
- Get the best start in life
- Keep the environment safe and looking good
- Learn
- Stay healthy
- See good decisions being made
- Prosper
- Keep safe

Devon and Torbay Local Transport Plan

The Devon and Torbay Local Transport Plan 3 2011 – 2026 (www.devon.gov.uk/ltp3) sets out the transport strategy for the two authorities and aims to deliver a transport system that meets economic, environmental and social challenges. It provides a sustainable framework for transport and access to jobs, goods and services people need such as schools, health centres and shops. Planning ahead is a major focus for the plan, particularly in terms of the infrastructure to support future growth.

District Councils

Local Plans

District authorities must prepare Local Plans which set out planning policies in a local authority area. Plans are reviewed by independent Planning Inspectors at an examination before documents are adopted. Local Plans in Devon (see relevant district websites) are at varying stages of completion, as indicated in the following table.

Devon County Council has a long history of supporting local development and remains committed to Local Plan infrastructure.

District	Local Plan Stage
East Devon	Adopted
Exeter	Adopted
Mid Devon	Adopted and under review
South Hams and West Devon (Plymouth and South West Devon Joint Local Plan)	Adopted
Teignbridge	Adopted
Torridge and North Devon	Adopted

Work is progressing on the Greater Exeter Strategic Plan which comprises of Exeter City Council, East Devon District Council, Teignbridge District Council and Mid Devon District Council.

Air Quality Management Areas

District Councils are responsible for monitoring and modelling air pollutant levels to assess current and future air quality. Where air quality exceedances exist, Air Quality Management Areas (AQMAs) are declared. The table below shows a list of current AQMAs across the county, as of January 2020 (<https://uk-air.defra.gov.uk/aqma/maps/>).

District	AQMA
Exeter	Exeter arterial vehicular routes. Exceedances at Alphington St, the junction of Blackboy Rd and Pinhoe Rd, and the Heavitree Corridor
Mid Devon	Crediton, Cullompton
South Hams	Totnes, Ivybridge, Dean Prior
Teignbridge	Dawlish, Kingskerswell, Newton Abbot and Kingsteignton, Teignmouth
North Devon	Braunton

Measures to improve air quality are set out in District Council Air Quality Action Plans which are developed with the support of Devon County Council.

Infrastructure by Area

This section lists the transport infrastructure which has been identified to deliver growth across the county, organised into growth areas.

Estimated delivery timescales as well as likely funding mechanisms and the level of funding certainty are outlined. The following table sets out the funding streams and associated abbreviations for the following section.

Abbreviation	Funding
CIL	Community Infrastructure Levy
DCC	Devon County Council capital
DfT	Department for Transport
ERDF	European Regional Development Fund
EZ	Enterprise Zone
GD1	Growth Deal 1: 2015/16
GD2	Growth Deal 2: 2016/17 to 2020/21
GD3	Growth Deal 3: 2020/21 onwards
HRL	Habitats Regulation Levy
HIF	Housing Infrastructure Fund
GHF	Growth and Housing Fund
LTB	Local Transport Board
LTP	Local Transport Plan
LLM	Large Local Majors Fund
MRN	Major Road Network Fund
NPIF	National Productivity Investment Fund
NSF	New Stations Fund
NStIP	National Station Improvement Programme
PPF	Pinch Point Funds
SRF	Safer Roads Fund
SWR	South Western Railway CCIF
S106	Section 106 - developer contribution
TC	Torbay Council
TDC	Teignbridge District Council

The key below clarifies the stage each scheme in the following tables are at:

Colour	Stage of Scheme
	Complete
	Contract awarded/on site
	In development
	Long-term



Wray Valley Trail, Bovey Tracey



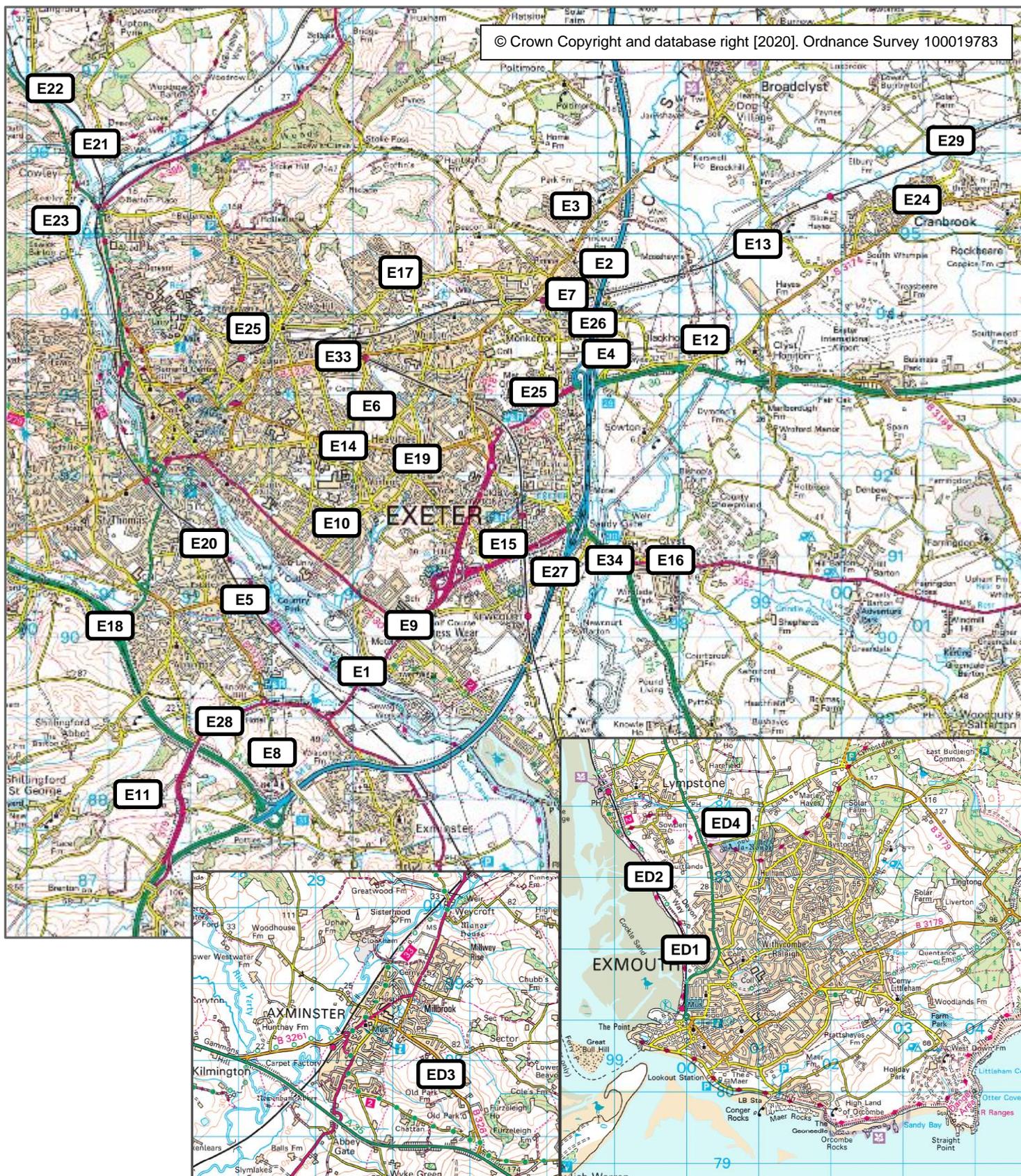
Pedestrian / cycle bridge Roundswell, Barnstaple



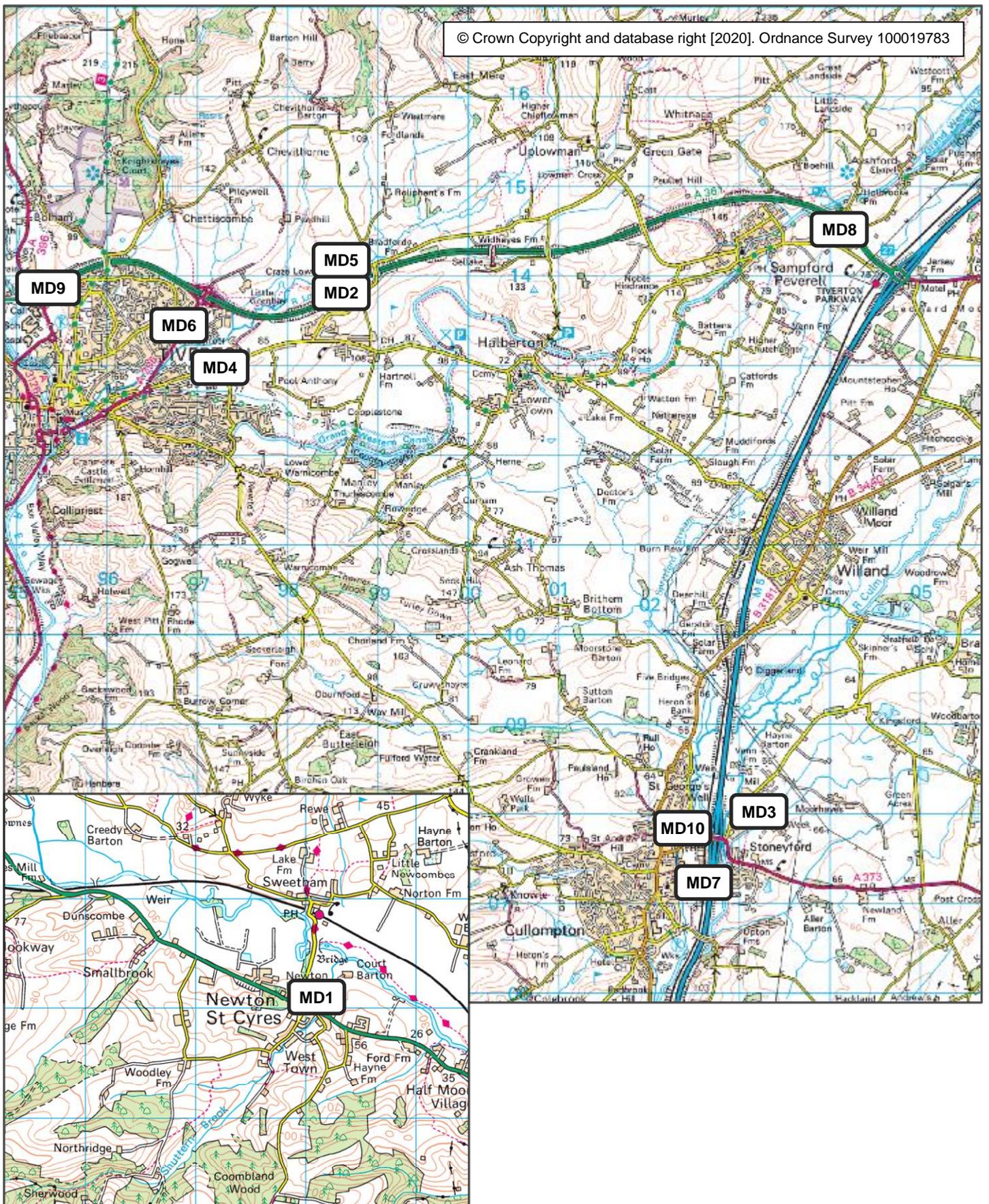
New access junction for Tiverton Urban Extension

Greater Exeter

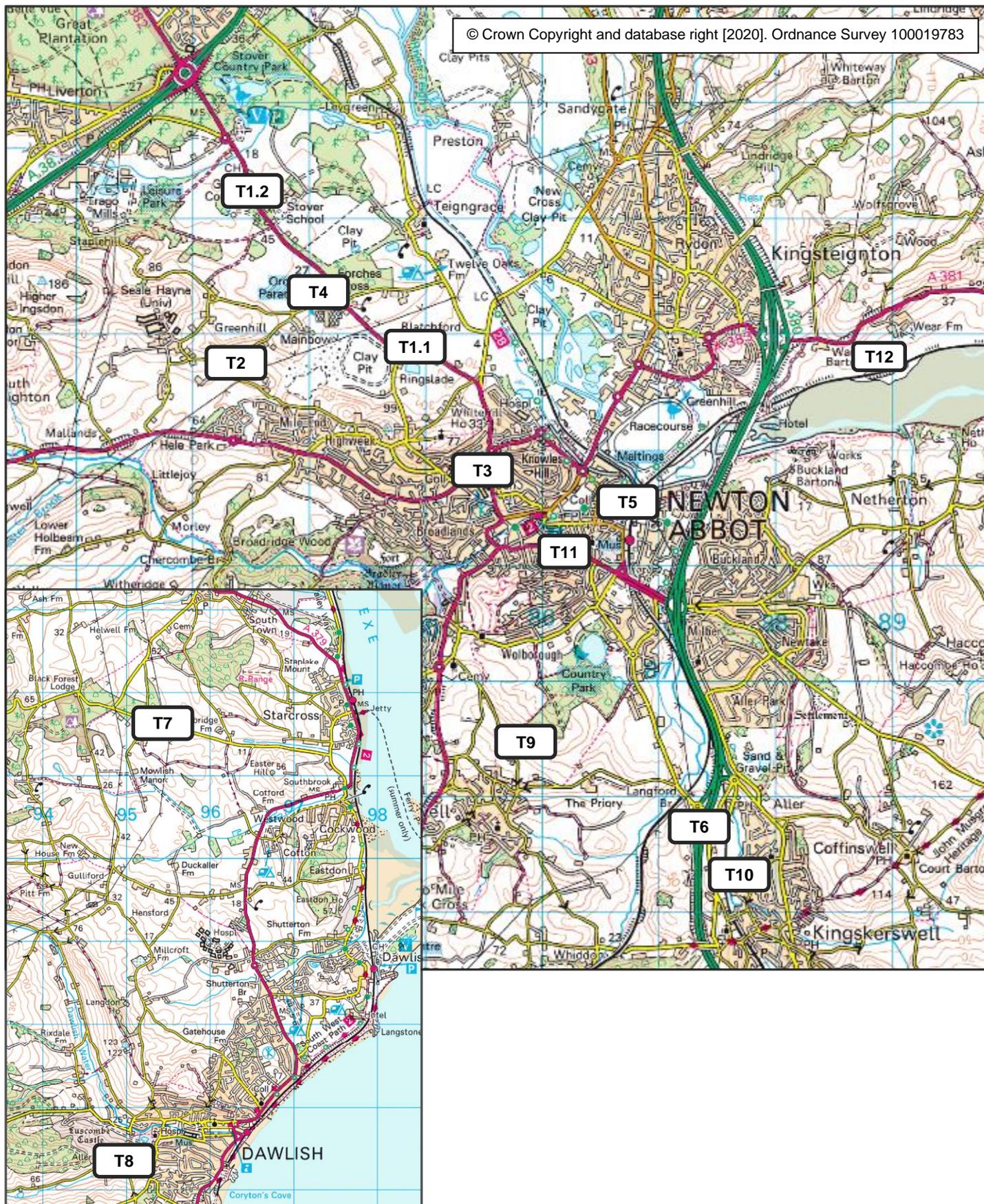
Exeter and East Devon Growth Point Corridors



Mid Devon



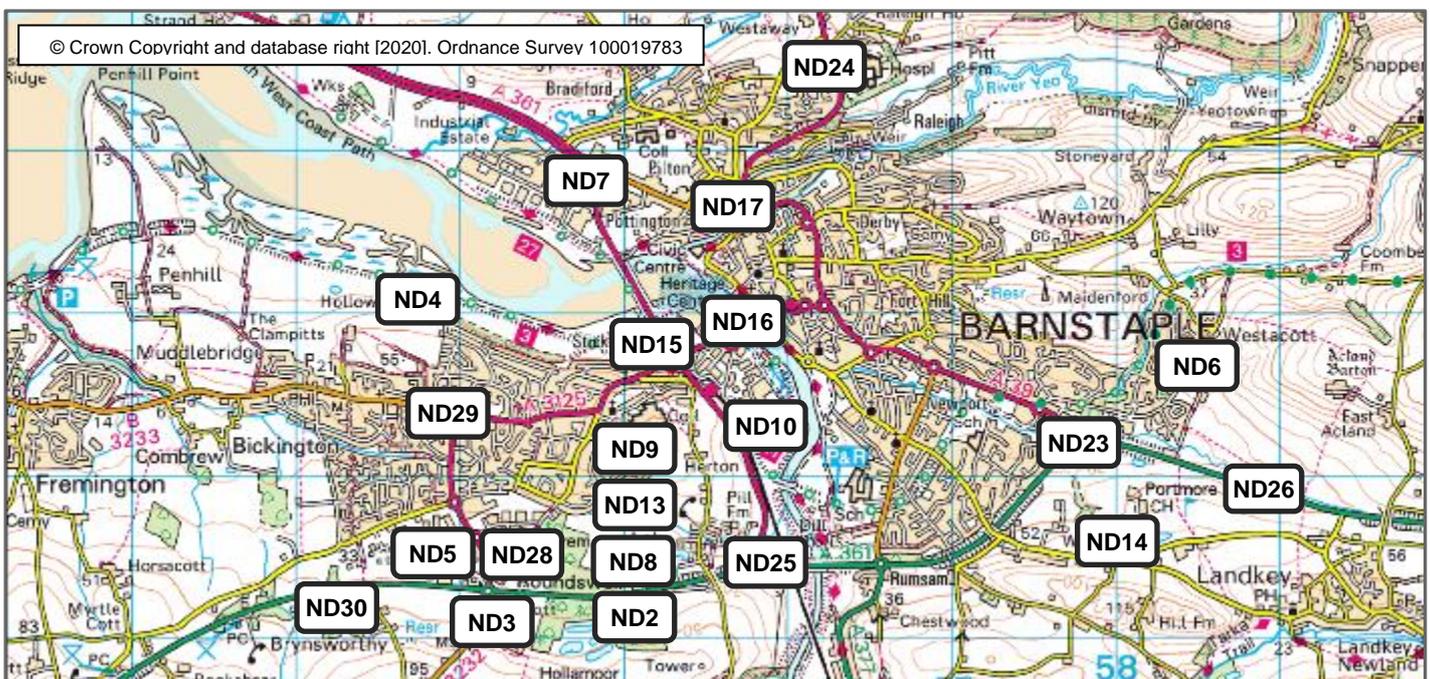
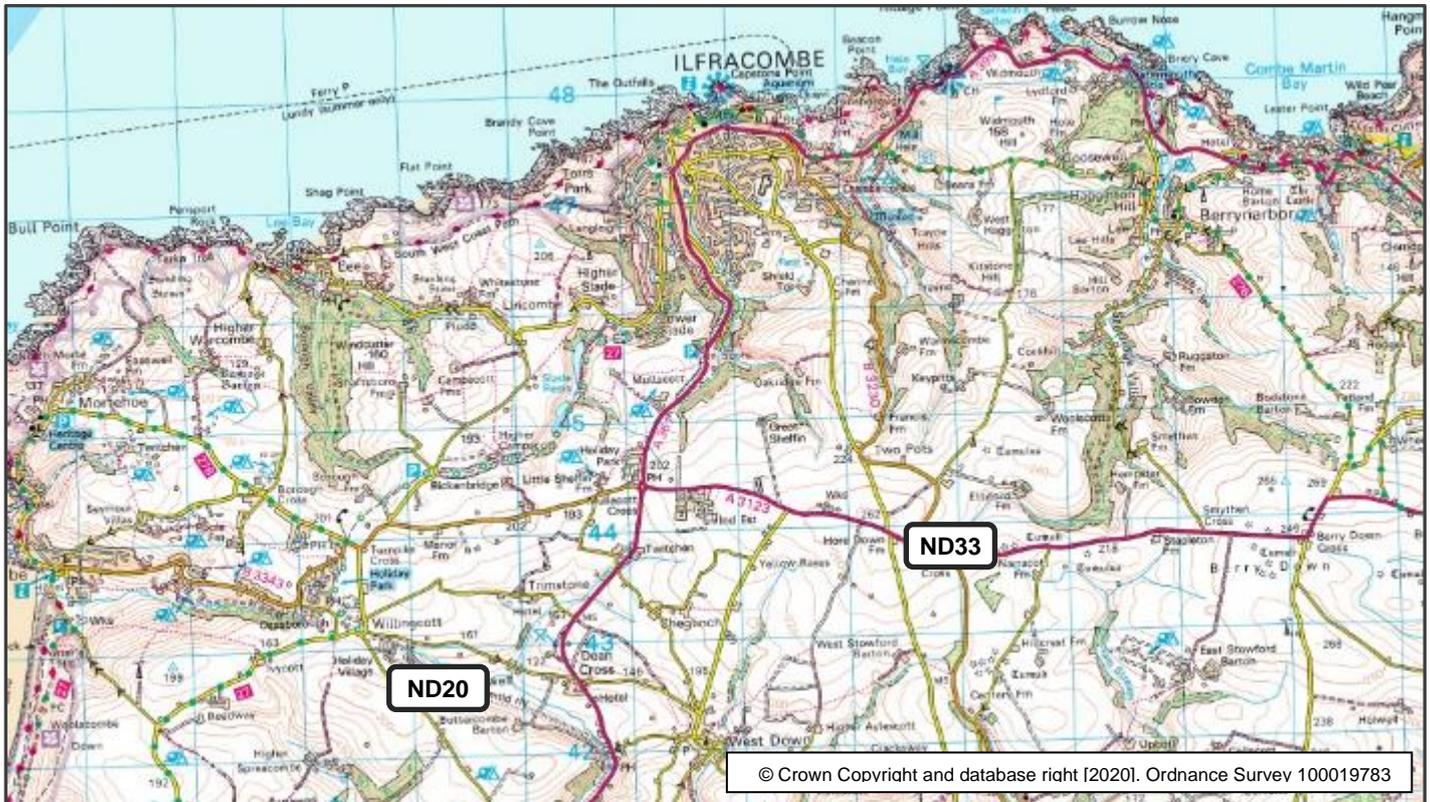
Teignbridge

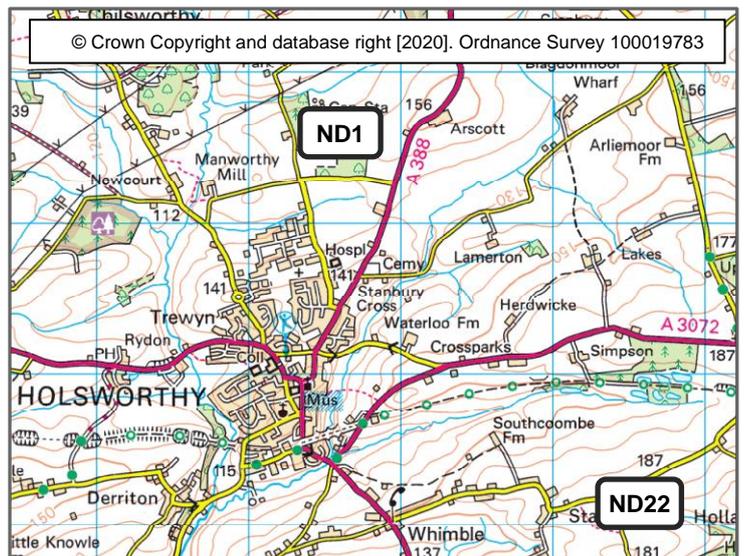
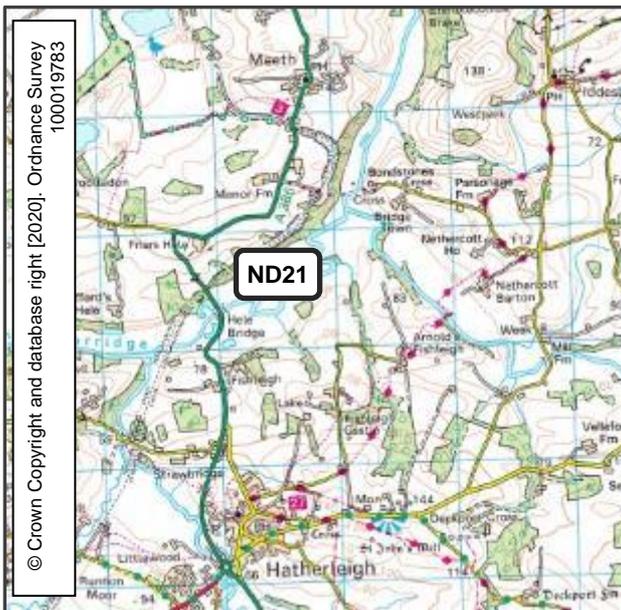
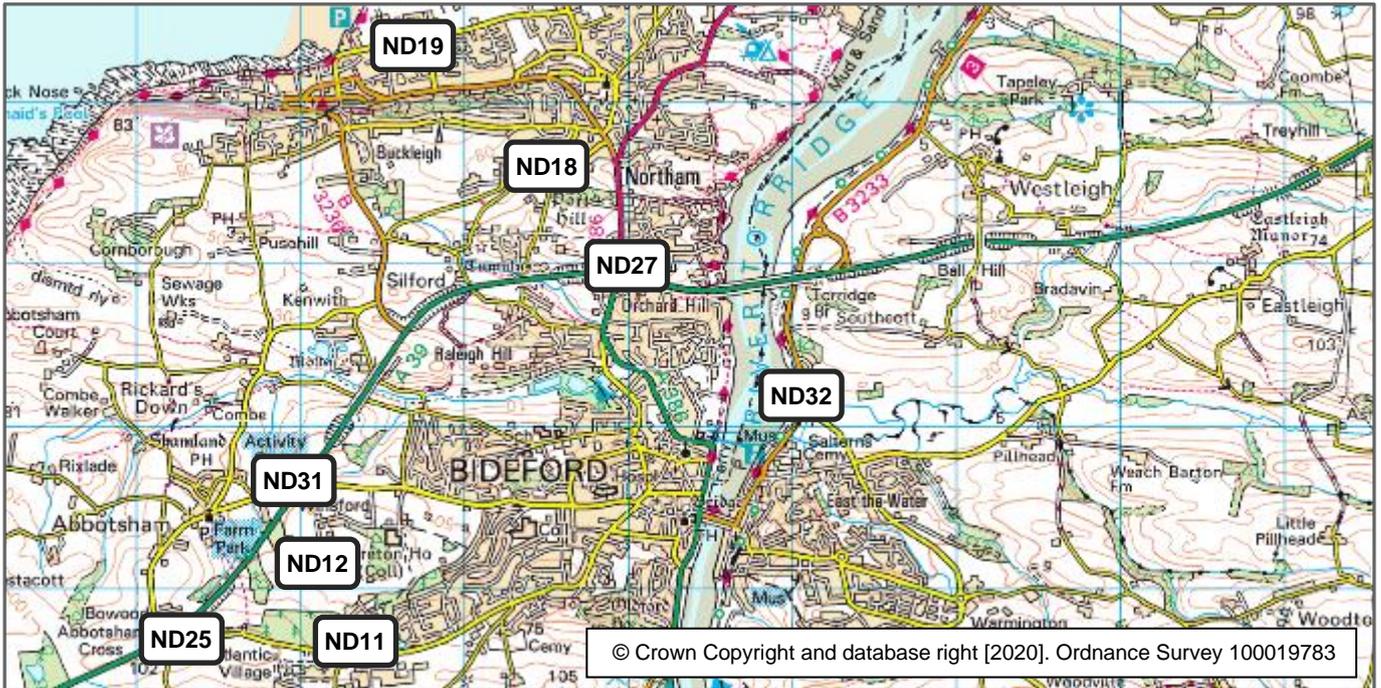


Code	Scheme Name	Location	Description	Estimated Cost	Funding	Delivery Period
E1	Bridge Road	Exeter	Widening of Bridge Road to two lanes plus ped / cycle improvements	Complete		
E2	E4 Strategic Cycle Routes	Exeter	Strategic cycling and walking routes in Exeter connecting major growth areas	TBC	TBC	Ongoing
E3	B3181 Park & Change	West End	New Park and Change on B3182, Pinhoe	Developer delivered		2019-22
E4	Science Park - Park & Change	West End	Facility linked to Tithebarn Green development/employment access	£2.2m	S106, NPIF, EZ	2020
E5	Marsh Barton Rail	Exeter	New rail station at Marsh Barton	£14m	LTP, S106, CIL, GD1	2020-22
E6	E3 Strategic Cycle Route	Exeter	Improvements to strategic cycling and walking routes in Exeter	TBC	LTP, S106, NPIF	2020-24
E7	Pinhoe Station Interchange	Exeter	Creation of a transport hub/interchange	£276K	S106, LTP, SWR	2020-21
E8	SW Exeter Infrastructure	SW Exeter	A379 footbridge incorporating level access, Chudleigh Rd realignment	£4m	CIL, S106, HIF	2020-22
E9	Countess Wear roundabout	Exeter	Improvements to address pedestrian/cycle access	500K	S106/LTP	2020-24
E10	E9 Strategic Cycle Route	Exeter	Improvements to strategic cycling and walking routes in Exeter	£6m	TBC	2020-24
E11	Peamore Park & Ride	A379	New Park and Ride	£5m	LTP, TBC	2020-24
E12	Clyst Valley Way	West End	Multi-use trail linking Exe Estuary to the 'Broadclyst to Killerton' trails	£2m	HRL, S106	TBC
E13	Cranbrook Cycle Link	West End	Multi-use trail linking Cranbrook to Exeter	£1.8m	S106	TBC
E14	Heavitree Rd Corridor	Exeter	Enhanced sustainable travel corridor and removal of air quality exceedances	£3m	TBC	TBC
E15	Newcourt railway crossing	Exeter	Bridge crossing the railway at Newcourt	£2m	LTP, S106	2025-29
E16	A3052 Park & Ride	A3052	New P&R / P&C site east of Exeter	TBC	TBC	TBC
E17	Beacon Lane	Exeter	Route enhancement and improved pedestrian/cycle crossing at Pinn Brook	500K	S106	2020-24
E18	Alphington Rd Park & Ride	Exeter	New P&R on Alphington Rd corridor, including bus priority measures	£6m	TBC	TBC
E19	North/South Strategic Cycle Link	Exeter	Improvements to strategic cycling and walking routes in Exeter	£5m	TBC	TBC
E20	Canal ped/cycle Bridge	Exeter	New bridge over Exeter Canal, linking Water Lane area to employment	£1.5m	TBC	TBC
E21	Boniface Trail	Tarka Line	Multi-use trail linking Crediton to Exeter	£8m	TBC	TBC
E22	Tarka Line rail enhancement	Tarka Line	Half-hourly rail frequency to Crediton	TBC	TBC	TBC
E23	A377 Park & Change	Exeter	New Park and Change site adjacent to the A377	TBC	TBC	TBC
E24	Cranbrook to City Centre bus priority	Growth point area	Bus priority measures including signal upgrades, bus lanes and bus only access	Developer/S106	TBC	TBC
E25	Moor Lane Improvement	Exeter	Widening works to increase capacity Honiton Road westbound	£2.2m	S106, GHF, NPIF	2019-20
E26	Tithebarn Link Rd	West End	New link between C832 and Pinhoe Road	Complete		
E27	A379 Sandy Park access	Exeter	New A379 all movements junction	Complete		
E28	A379 improvements	SW Exeter	SW Exeter junction improvements	£4m	S106, CIL	TBC
E29	Crannaford Crossing	Cranbrook	Works to avoid HGVs grounding	Complete		
E30	Long Lane	West End	Widening to improve access to street employment site	£0.7m	TBC	TBC
E31	Clock Tower Roundabout	Exeter	Road safety intervention to reduce collisions at a key cluster site	£1m	TBC	TBC
E32	Station Road	Exeter	Intervention to increase safety at the junction of Station Rd and Cowley Bridge Road	£100-200k	TBC	TBC
E33	Pinhoe Rd journey time reliability	Exeter	Improved journey time reliability along the B3212 corridor	£1m	TBC	TBC
E34	Clyst St Mary roundabout	East Devon	Alterations/ Improvements to roundabout (A3052/ A376 junction)	£1m	TBC	TBC

ED1	Public transport interchange	Exmouth	Improved walking / cycling links to town centre, revised entrance to bus station	Complete		
ED2	Avocet Line improvements	Exmouth	Extension of platforms along the Avocet Line	£1m	S106, rail industry bid	TBC
ED3	Axminster relief road	Axminster	Axminster relief road	£16.7m	S106, CIL, HIF	TBC
ED4	Dinan Way	Exmouth	Completion of Dinan Way to the A376	£11.2m	CIL, PPF?, LTP	TBC
MD1	Newton St Cyres A377 crossing	Newton St Cyres	Pedestrian, bus and junction improvement	£0.20	S106, LTP	TBC
MD2	Tiverton EUE Phase 1	Tiverton	Left-In, left-out slip roads on southern side of A361 to access new development	Complete (subject to developer delivering link road)		
MD3	J28/Kingsmill Industrial Estate access	Cullompton	Improvements to junction to facilitate access to M5 from industrial estate	Complete		
MD4	Blundell's Rd / Heathcoat Way roundabout Ph1	Tiverton	Improvements to increase capacity	Complete		
MD5	Tiverton EUE	Tiverton	Overbridge and slip roads on the northern side of the A361 to complete development access	£10m	S106, MDDC HIF	2022
MD6	Lowman Way / Heathcoat Way roundabout	Tiverton	Improvements to increase capacity	£350k	S106	2020
MD7	Tiverton EUE secondary access	Tiverton	Secondary access from Tiverton EUE to Heathcoat Way	£10m	MDDC HIF, TBC	TBC
MD8	Cullompton Eastern relief road	Cullompton	Town centre relief road	£15m	S106, MDDC HIF	2022
MD9	Sampford Peverell junction	A361	West facing slips to remove U-turns at J27 and through traffic from Sampford Peverell and Halberton	£3m	TBC	TBC
MD10	Bolham junction	A361	Improvements to increase capacity	TBC	TBC	TBC
MD11	J28 strategic intervention	Cullompton	Improved access / egress to M5	TBC	TBC	TBC
T1.1	A382 corridor improvements Phase 1	Newton Abbot	Improvements to A382 between Forches Cross and Whitehill Cross including widening / junction works	£12m	S106, GD1, TDC CIL	2019-2020
T1.2	A382 corridor improvements Phase 2	Newton Abbot	Improvements to A382, including widening / junction works, new Jetty Marsh II link and segregated cycle and pedestrian routes	£43m	MRN? S106	2020-2025
T2	NA1 Link Road – Houghton Barton	Newton Abbot	In development 'Link Road' from A382 (Forches Cross) - A383 (Seale Hayne)	£10m	GD1, GD3, S106, TDC	2020-2023
T3	Newton Abbot Strategic Cycle Routes	Newton Abbot	Improvements to strategic cycling and walking routes in Newton Abbot connecting major growth areas	£6m	S106	TBC
T4	Park and Change	Newton Abbot	P&C facilities at Forches Cross	£800k	S106, CIL	TBC
T5	Newton Abbot Rail Station Access	Newton Abbot	New pedestrian/cycle access including bridge from Brunel Industrial Estate to Newton Abbot rail station	£6m	TBC	TBC
T6	South Devon Link Road	Newton Abbot	5.5km bypass of Kingskerwell on A380 (Newton Abbot to Torbay)	Complete		
T7	Mamhead to Starcross	Starcross	Improvements to mitigate impacts of growth on A379	£3m	CIL, S106, PPF?	TBC
T8	Dawlish Link Road	Dawlish	New road linking A379 to Secmaton Lane	£4.2m	TDC HIF	TBC
T9	Decoy-Aller (Phase 2)	Newton Abbot	Decoy-Aller to Langford Bridge improvement	£3m	CIL	TBC
T10	NA3 Southern Avenue access	Newton Abbot	Site access and links to site from Kingskerswell Road to A381	To be delivered by developer		TBC
T11	East Street	Newton Abbot	Road safety scheme to increase safety at a pedestrian collision cluster site	£60-100k	TBC	TBC
T12	Teign Estuary Trail	Teignbridge	Cycle route along the Teign Estuary, progression of planning application	TBC	TBC	TBC

North Devon and Torridge

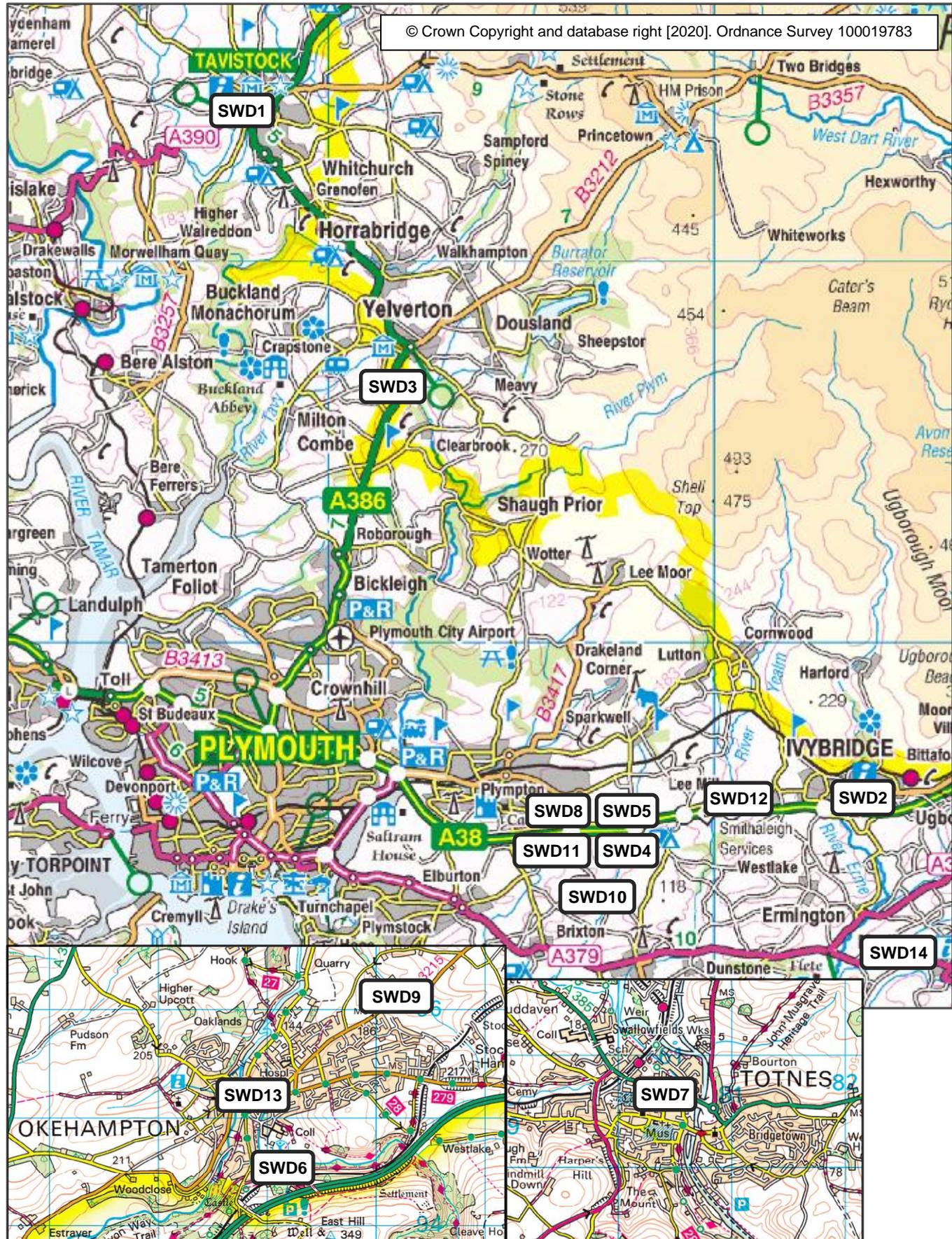




Code	Scheme Name	Location	Description	Estimated Cost	Funding	Delivery Period
ND1	Agri-Business centre access	Holsworthy	Pedestrian / cycle route and junction improvements to provide safe access		Complete	
ND2	Roundswell Ped / cycle bridge	Barnstaple	Linkage to new industrial / employment site		Complete	
ND3	Roundswell south employment site access road	Barnstaple	New road to access employment land and Park & Change.	£1.5m	ERDF, DCC	2020-21
ND4	Longbridge to NCN cycle link	Barnstaple	Cycle/pedestrian link connecting Anchorwood to Tarka Trail and East-West cycle corridor	£0.15m	S106	2020
ND5	Roundswell Park & Change	Barnstaple	P&C at Roundswell Business Park south of the A39	£1m		TBC
ND6	Westacott Park & Change	Barnstaple	Shared use P&C site at Westacott with access to Westacott Rd	Developer delivered	S106,	TBC
ND7	Pottington Park & Change	Barnstaple	P&C at Pottington with access to the B3149/A361 Braunton Rd	£1m	LTP, S106, TBC	TBC
ND8	Larkbear pedestrian & cycle bridge	Barnstaple	A361 Larkbear to Seven Brethren bridge, access for cyclists/pedestrians, part of the East-West cycle corridor	£3m	LTP, S106, PPF	TBC
ND9	East-West Cycle Corridor	Barnstaple	Missing links through development sites to provide an east west cycling corridor	Developer delivered		TBC
ND10	Barnstaple rail station interchange	Barnstaple	Station forecourt and public transport interchange improvements	£0.7m	S106, NSIIP	2022-23
ND11	Clovelly Rd Caddsdow link	Bideford	Highway link suitable for use by buses and a shared use foot / cycleway	Developer delivered		2020-30
ND12	Winsford Abbotsham Rd Clovelly Rd link	Bideford	Highway suitable for use by buses and a shared use foot / cycleway	Developer delivered		2020-30
ND13	Larkbear access road	Barnstaple	Primary access to Larkbear development, Petroc college and bus route to stations	£5m	PPF?, S106, developer	TBC
ND14	Landkey to Barnstaple cycle route	Barnstaple	Landkey Rd cycle route linking Landkey and developments to town centre.	£0.7m	S106, LTP, Developer	2023-26
ND15	A3125 Lower Sticklepath junction improvements	Barnstaple	Improvement to Station Rd roundabout and Longbridge junction, including walking and cycling improvements	£1.8m	S106, LRF	2021-22
ND16	River Taw pedestrian & cycle bridge	Barnstaple	Anchorwood to Town Centre pedestrian & cycle bridge, adjacent to the historic Long Bridge	£4m	TBC	TBC
ND17	A39 Pilton causeway junction	Barnstaple	Improved pedestrian facilities at the signalised junction on the A39	£0.2m	S106	2021
ND18	Bideford - Northam cycle route	Northam	Cycle link from Bideford to Northam and Appledore via Chircombe Lane	TBC	LTP, S106, developer	TBC
ND19	Westward Ho! cycle route	Bideford	Kenwith Valley\Westward Ho! railway cycle route and multi-use trail	£3m	LTP, S106	2024-30
ND20	Willingcott to Knowle cycle route	North Devon	Tarka Trail cycle link from Knowle to Willingcott	£6m	TBC	TBC
ND21	Hatherleigh to Meeth cycle route	Torrige	Cycle link between Hatherleigh and Meeth	£3m	TBC	TBC
ND22	Halwill to Holsworthy cycle route	Torrige	Ruby Way cycle link from Halwill to Holsworthy	£300k	LTP	2020-2023
ND23	Portmore roundabout	Barnstaple	A361 Portmore roundabout Improvement		Complete	
ND24	Hospital junction improvement	Barnstaple	Junction improvement to allow access and mitigate development impacts		Complete	
ND25	Winsford access junction	Bideford	Creation of a new junction on Clovelly Rd for access into the West Bideford development site (Winsford)		Complete	

ND26	A361 NDLR Phase 1	North Devon	Sections of road widening and upgrades at Borne's Bridge junction, West Buckland junction, Bishops Tawton roundabout, Westacott/Landkey junction, A39 Westleigh junction and A39 Buckleigh Rd junction	£93m	S106, DCC capital, LTP, LLM	2020-22
ND27	Heywood Rd roundabout	Bideford	Capacity improvement on A39/A386 Heywood Rd roundabout (part of NDLR)	£1.2m	S106, GD1, LLM	2020-21
ND28	A3125 Roundswell link improvement	Barnstaple	Road widening to increase capacity onto A39	£1m	S106, LTP	TBC
ND29	A3125/B3233 corridor improvements	Barnstaple	Improvements to B3233/A3125 Bickington Rd corridor including Cedars and Wrey Arms roundabouts	£0.9m	S106	TBC
ND30	A39 Brynsworthy junction	Barnstaple	A39 additional junction and Tews Lane link	£4m	S106, LTP, TBC	TBC
ND31	A39/Abbotsham junction	Bideford	Grade separated junction improvement to the A39/Abbotsham Rd junction	Developer delivered		2020-30
ND32	Manteo Way junction improvement	Bideford	B3233\Manteo Way improvement to increase capacity and safety	£0.4m	LTP S106	TBC
ND33	A3123 Safer Roads Improvements	North Devon	A suite of road safety interventions to reduce engineering risk and improve road safety on the A3123	£2.2m	SRF	2020-2021

South West Devon



Code	Scheme Name	Location	Description	Estimated Cost	Funding	Delivery Period
SWD 1	Tavistock Package	Tavistock	Utilisation of railway line for sustainable travel between Tavistock and Bere Alston, Park and Change, and cycle link to Tamar Trail Centre	TBC	S106, ?	TBC
SWD 2	Western Road Parking Relocation	Ivybridge	Relocation of on-street parking and provision of new parking spaces widened footpath and pedestrian crossing facility.	£650k	S106, TCF, LTP	2020-2025
SWD 3	A386 Improvements	Urban fringe	Package of small-scale improvements along the A386 between Tavistock and Plymouth, including Yelverton Park and Change	TBC	TBC	TBC
SWD 4	Sherford Park and Ride	Sherford	Park and ride	£8m	S106, GD3, TCF	2020-2025
SWD 5	Ped / Cycle Bridge	Sherford / Langage	Pedestrian / cycle bridge over A38 connecting strategic sites	£6.5m	TCF, HIF	TBC
SWD 6	Exeter to Okehampton rail enhancement	Tarka Line	Daily rail service to Okehampton	TBC	GWR	TBC
SWD 7	Totnes Air Quality Package	Totnes	Package of small-scale improvements to improve the existing AQMA in Totnes, including investigating pedestrian crossing opportunities	TBC	S106	TBC
SWD 8	Deep Lane junction (North)	Sherford	Deep Lane junction northbound improvements	Complete		
SWD 10	Exeter Rd – Crediton Rd Link	Okehampton	New road link between Exeter Road and Crediton Road	£3m	S106	TBC
SWD 11	Sherford Main Street	Sherford	Access via A39 and A379 and new Main Street to development of 4,200 homes	£5m	Phase 1: NPIF, S106, Phase 2: developer delivered	2019-2020
SWD 12	Deep Lane junction (South)	Sherford	Deep Lane junction southbound improvements	£8m	S106, GD3	2020-2025
SWD 13	Lee Mill slip roads	Urban fringe	Strategic road network access improvements to strategic employment site	TBC	TBC	TBC
SWD 14	Town Centre Improvements	Okehampton	Improvements to traffic flow in the town centre, possible intervention to remove the traffic signals	£500k	TBC	TBC
SWD 15	A3121 Safer Road Improvements	South Hams	A suite of road safety interventions to reduce engineering risk and improve road safety on the A3121	£1.9m	SRF	2019-2020



Sherford Main Street Turf Cutting Ceremony, South Hams

Strategic Connectivity

Connecting the county to key markets in London and the rest of the UK helps support business growth and investment and boosts the tourism market. The schemes included below are considered to be strategic connections for Devon.

A30/A303 Corridor

The A30/A303 provides a second strategic route into the South West. Devon County Council, supported by Somerset County Council has worked with Highways England to help develop improvement options. This partnership working has led to three schemes being included within the Road Investment Strategy for the first roads period. A scheme with a preferred route for the A30 Honiton to Devonshire Inn section has also been submitted to the Department for Transport future consideration.

Exeter St David’s Station

St David’s Station marks a key arrival point into the capital of Devon, but it is a bottleneck for onward connections within Devon and the wider peninsula. The scheme is part of a masterplan intended to meet growth challenges and build on recent improvement works.

Whimble/Cranbrook Passing Loop

A passing loop on the West of England line would provide opportunities for trains to divert from the London Paddington line in times of

flood/disruption; improve reliability of services between Exeter and Waterloo and increase frequency of rail services between Exeter, Pinhoe, Cranbrook and Honiton. Feasibility work is in progress with Network Rail Design Delivery Engineers carrying out further investigations of these infrastructure requirements. This scheme is included in the Peninsula Rail Task Force Strategy - <https://peninsularailtaskforce.co.uk/>.

Rail Resilience Improvements

Significant improvements are required at Cowley Bridge, Dawlish and Teignmouth to protect the railway from extreme weather. These improvements are outlined in the Peninsula Rail Task Force Strategy. In June 2019 work began on the first stage of a £80 million project to deliver a new, larger sea wall at Dawlish. A first round of public consultation on scheme proposals between Parson’s Tunnel and Teignmouth also took place in summer 2019, with a second round in early 2020.



Cliffs at Teignmouth

M5 (Junction 28) Cullompton

The Mid Devon Local Plan review, which is seeking adoption, includes reference to improving connectivity to the M5 to allow the Culm Garden Village development to progress. In recent years, modest improvements have been carried out; however, in order to support the scale of development at Culm Garden Village, a strategic highway improvement will be required. This may be a new junction, improvements to the existing one or a public transport-led intervention. An expression of interest was submitted to the DfT Large Local Majors fund in July 2019.



Cranbrook Station Opening, East Devon

M5 (Junction 29) to A38/A380

Highway improvements to facilitate growth and prevent bottlenecks, including junction schemes and managed motorway.

improvements to pedestrian/cycle infrastructure and bus priority measures.

North Devon Link Road

The North Devon Link Road is the key strategic link between Northern Devon and the M5.

Improvements to the route (including Borners Bridge junction) will ensure it continues to function as a safe and convenient gateway to northern Devon. An Outline Business Case for the first stage of improvements was submitted to the DfT in December 2017 and approved within the Large Local Majors programme, with a Full Business Case due in 2020.

A382 Corridor

Proposed plans for infrastructure improvements to the A382 west of Newton Abbot include realignment and widening to increase capacity to cope with planned development. Also proposed is a parallel footpath/cycleway and Park and Change site.

Construction of Phase 1 (Forches Cross to Whitehill Cross) will begin in 2020, with Phase 2 (Houghton Barton link road) expected to commence construction in 2021. The remainder of the route between the A38 and Newton Abbot makes up Phase 3 of the scheme, and this section was submitted to the Major Road Network Fund in 2019.

A379 Exeter Outer Ring Road

The A379 is a key arterial corridor in Exeter, providing one of only four vehicular crossings over the River Exe. It provides an important diversionary route for the M5 however, to ensure future resilience, key structures on this route will soon require renewal. An early stage submission was made to the Major Road Network Fund presenting a number of scheme options including alternative alignments and structure strengthening, as well as