

Transport Capital Programme 2020/21 and 2021/22: 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;**
- (b) approval is given to enhance the 2020/21 capital programme by £0.181 million and 2021/22 by £0.07 million, funded from developer contributions;**
- (c) approval is given to enhance the 2020/21 capital programme for the Long Lane enhancement of £2.237 million and Pinhoe rail station interchange £0.15 million, once funding agreements have been finalised;**
- (d) 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;**
- (e) the updated Transportation Infrastructure Plan set out in Appendix II be approved.**

1. Summary

This report seeks approval for a two-year transport capital programme covering the financial years 2020/21 and 2021/22 (excluding maintenance).

2. Background

The Transport Capital Programme continues to support economic development and the delivery of new housing and jobs. We are currently working to adopted Local Plan land use plans and we continue to maximise Government funding opportunities for vital inward infrastructure investment into Devon.

Devon County Council declared a climate emergency in May 2019. Research has indicated that 27% of all carbon emissions in Devon are generated by on-road transportation. The transport capital programme aims to balance the delivery of infrastructure so that it has a positive impact on reducing carbon emissions.

Appendix II of this report (Additional document on the agenda) includes an updated Transport Infrastructure plan (TIP). The TIP is a living document sets out planned transport infrastructure investment for delivering growth in a low carbon environment.

The Integrated Transport Block (ITB) settlement from Government is currently set at an annual level of £3.6 million. Some of the ITB funds are used to secure other external sources of grant funding needed to deliver the transport infrastructure priorities across the County. Any funding available from both the Integrated Transport Block and from developer

contributions remains under significant pressure to both help develop schemes for bid opportunities and to help provide the necessary match funding for their delivery.

The County Council has been able to demonstrate a strong track record of working with partners to secure significant levels of external funding from a range of different grant opportunities. It is expected that additional external funding will need to be added to the transport capital programme over the period 2020/21-2021/22. In addition to the confirmed and anticipated grant funding sources outlined below, the government has announced possible funding for bus and cycle projects, rail reinstatements, new stations, congestion pinchpoints and improvements to the major road network. Further details are not available at the time of writing this report. However, it is anticipated that there may be further opportunities to enhance the transport capital budget over the period 2020/21 - 2021/22.

3. Proposal

3.1. Existing Government and Other Body Funding Schemes

Growth Deal

Since 2014 the County Council has secured external funding support for transport infrastructure schemes from the Heart of The South West Local Enterprise Partnership's Growth Deal programme. The majority of these projects have now been completed. But the remaining Growth Deal projects to be delivered are:

The A382-A383 Houghton Barton Link Road at Newton Abbot. This link road though a major allocated housing development at Newton Abbot is part of a £2.87 million Growth Deal supported package that has already delivered cycling and walking improvements on the A383 as part of the Newton Abbot East-West Cycle route. Subject to agreements construction is currently planned to commence later in 2020.

The Marsh Barton Rail Station. Subject to Network Rail approvals, the delivery of a new mainline rail station at Marsh Barton is planned to commence in 2021 with £4.37 million of funding support from the Growth Deal. The new station will be a significant investment in public transport infrastructure to support the Devon Metro rail network and promote lower carbon travel opportunities for Exeter and for major new developments planned to the south west of the city.

The A39 Heywood Road junction improvement at Bideford. This roundabout enhancement scheme is planned to be delivered as part of the contract for Phase 1 of the A361/A39 North Devon Link Road project. The proposed roundabout scheme incorporates additional walking and cycling facilities to help improve sustainable travel links between Northam and Bideford.

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

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 delivered through normal funding routes. Under the current Department for Transport (DfT) LLM programme, the County Council is currently preparing the full business case for the delivery of Phase 1 of the A361/A39 North Devon Link Road project. Construction works for this project are planned to commence in November 2020, with grant funding of £83 million towards a total project cost of £93 million.

Local Enterprise Partnership – Growth Deal

Construction works for delivering Phase 1 of the A382 Widening project between the A38 and Newton Abbot commenced in January 2020. Construction will continue throughout

2020/21 for completion in March 2021. Advanced works for Phase 2 of this project are included in year one of the proposed programme.

Construction for a new Rail Station at Marsh Barton in Exeter is proposed to take place from January 2021 to December 2021. Prior to construction commencing on site, a revised planning approval and revised Network rail GRIP5 approval will need to be completed in 2020. The scheme is funded with a combination of Growth Deal, developer funding and ITB.

The Housing Infrastructure Fund (HIF)

The HIF offers funding to local authorities for infrastructure to support the delivery of new homes across the country. The fund is divided in 2 parts. A Marginal Viability HIF to provide the final or missing pieces of infrastructure needed to get existing allocated sites unlocked and progressed quickly. A Forward Fund for a smaller number of larger strategic and high-impact infrastructure projects.

In 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. Work has been progressing in 2019/20 to develop this project and it is anticipated that contracts for grant funding will be completed early in 2020/21. Due to the urgent need to progress the project two new traffic signal junctions on A379 either side of the Devon Motel are being forward funded and will begin construction in 2020. The capital programme will be enhanced once the funding agreement has been signed.

Within the County Council area, Marginal Viability HIF bids were awarded to five District authorities. 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 and the final Phase 2 of the A361 junction for the Tiverton Eastern Urban Extension. It is anticipated that agreements for grant funding with district partners will be completed early in 2020/21 for delivery over the period 2020/21 -2021/22. The capital programme will be enhanced once the funding agreements have been signed.

National Productivity Investment Funded (NPIF)

2019/20 was the second year of a two-year NPIF funded capital programme to deliver highway infrastructure improvements at Sherford and in 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. In addition the East of Exeter NPIF grant funding of £4.6 million was secured towards a bid totalling £7.2 million to deliver 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. Construction works to deliver these projects are continuing into 2020/21.

Exeter and East Devon Enterprise Zone

East Devon District Council is the accountable body for the Enterprise Zone. The Enterprise Zone programme supports funding that enables activities, which overcome barriers to growth or act as catalysts to generate additional growth within the zone. Within the Enterprise Zone, programme funding has already been agreed towards the delivery of the Science Park, Park & Change project identified above. In 2020/21 the Enterprise Zone are planning to provide grant funding for the delivery of enhancements for Airport access road leading to the overflow car park, hotel and potential business park.

Safer Roads Fund

In 2017 the Government announced an allocation 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 the initial grant funding allocation of £1.9 million for the A3121 scheme was received in March 2019. Work has progressed for the delivery of both schemes. The programme in Appendix I incorporates grant funding for the delivery of both schemes over the period 2020/21-2021/22. Additional ITB capital funding of £1 million over the two years is identified for enhancing the A3121 scheme to deliver a second roundabout junction as part of the overall safer roads scheme.

South Western Railway Customer and Communities Improvement Fund (CCIF)

South Western Railway (SWR) have made £5.2m available through their Customer and Communities Improvement Fund (CCIF). The fund supports projects that have a clear community benefit or seek to address an area of social need across the SWR network. £0.25m has been secured from CCIF towards the cost of delivering a Pinhoe Rail station interchange of which £0.15m is for the capital element.

3.2. Emerging Government Funding Schemes

Peninsula Transport

Peninsula Transport is a partnership body that brings together the area's five lead transport authorities Cornwall Council, Devon County Council, Torbay Council, Plymouth Council and Somerset County Council. To work with the Department for Transport on strategic transport priorities for the region. It will involve Local Enterprise Partnerships, alongside Highways England, Homes England and Network Rail. Peninsula Transport will be seeking approval from the Secretary of State to become a Sub National Transport Body which will allow strategic transport investment decisions to be made at a local level rather than nationally.

Peninsula Transport submitted bids for the next tranche of funding for the Major Road Network (MRN). The MRN comprises the country's busiest and most economically important local authority managed 'A' roads. The Peninsula Transport agreed the regional priorities for the MRN and business cases were submitted to the DfT in July 2019. For the County Council the scheme that is most likely to secure funding is a major improvement to the A382 corridor connecting Newton Abbot to the A38. This scheme is linked to the ambitious level of housing growth in the Newton Abbot area with a combination of widened and realigned road, segregated cycle and pedestrian route and new pedestrian cycle bridge.

DfT Local Pinch Point Fund (PP)

A new tranche of competitive funding for local authorities to bid for schemes to help address congestion pinch points and to reduce congestion on local roads was announced in 2019. The fund is for £150 million in total, with £75 million in each financial year 2021/20 and 2022/23. Previous tranches of PP grant funding of £7.7 million have helped to deliver County Council schemes for the Crediton Link Road, Tithebarn Link Road, Decoy Industrial Estate Access Road and A39 Roundswell Roundabout Improvements. Expressions of Interest have been submitted by the County Council for: -

£10 million towards the delivery of the Dinan Way Extension at Exmouth. The Local Plan identifies the need for this as a key route connecting Dinan Way to the A376. This road extension will improve vehicular and bus access and connectivity to the A376 for residential and commercial areas. It will enable a new cycle and pedestrian connection to the Exe Estuary Trail. It will reduce congestion in the town centre removing through HGV movements and reducing traffic on existing routes residential roads.

£2.6 million towards E9 Strategic Cycle Route in Exeter connecting the Royal Devon & Exeter Hospital to strategic housing allocations east of Exeter. Linking to rail stations at Digby, Sowton and Marsh Barton (proposed). It will link to Park and Rides at Digby and Sowton to the eastern of the city.

£2.8 million towards a Market Towns package comprising; Highway improvements in Okehampton Town Centre. Air Quality improvements at Western Road, Ivybridge. Junction improvements at Stony Lane, Axminster, A379 Starcross and Mamhead alternative route improvements near Dawlish and Cedars roundabout junction improvements at Barnstaple.

Restoring Your Railway Fund

The Department for Transport has recently launched a £500 million Restoring Your Railway Fund. The funding will be split in 3 ways to offer support to projects at different phases of development;

- An ideas fund for proposals to reinstate axed local lines and services.
- An accelerating existing proposals fund to help accelerate the development of closed lines and stations which are already in the process of being considered for restoration.
- A yet to be announced, new stations fund for new and restored stations to support both the development of new stations and the restoration of old station sites.

The County Council has made a submission to the accelerating existing proposals fund to reopen the Bere Alston to Tavistock rail line. The programme in Appendix I includes continued capital support for land assembly and project development. We are also aware of a range of Ideas Fund applications. Although there is no definitive list available, it is understood that GWR are working with the DfT to progress the reopening of the Okehampton to Exeter rail line. Announcements on successful applications are anticipated in 2020/21.

Bus All-Electric Bus Town

As part of the Government commitment to tackling air quality and reducing greenhouse gas emissions. A £50 million fund has been made available to develop an all-electric bus town or city that would see an entire place's bus fleet changed over to vehicles that are fully electric, or capable of operating in electric, zero-emission mode. It is intended that an expression of interest will be submitted by the County Council for Exeter, to support improvements to air quality along key corridors within the cities Air Quality Management Area.

3.3. Sustainable Transport Infrastructure

The programme continues to provide capital funding to develop sustainable transport infrastructure improvements to be ready for external funding opportunities. This includes obtaining planning permission for an East-West Cycle Corridor bridge crossing of the A361 at Barnstaple and preparing new proposals for an A38 cycle bridge crossing between Sherford and Langage\Plympton.

Promoting walking and cycling remains a core objective of the Local Transport Plan to help to deliver more sustainable development in the Market Town areas and for supporting the public health agenda, climate emergency and local economy. The proposed Market and Coastal Towns and Rural Devon programme in Appendix I is heavily focussed on schemes that directly support walking and cycling in the main

market towns and for developing and delivering the County Councils multiuse trails network.

A number of multiuse trail routes are identified within the proposed programme. Although there will be a high cost to complete many of these projects, it is important to continue developing these schemes to a point where they are ready for delivery and ready for any potential external funding opportunities. The programme incorporates funding for the development and delivery of urban cycle networks and facilities outside of Exeter. Last year the County Council delivered some significant elements of both our rural and urban cycle networks, including the Wray Valley Multiuse Trail and Phase 2 of the Newton Abbot East/West urban cycle corridor. Over the next two years it is intended to complete construction of the Seaton to Colyford Multiuse Trail and the Pegasus Way Bridleway\Multiuse Trail between Okehampton and Cookworthy Forest. Work will progress to deliver missing links on the Tarka Trail in North Devon between Knowle & Willingcott and in West Devon between Meeth and Hatherleigh. Work will also continue on the Drakes Trail between Yelverton & Roborough and on the Ruby Way between Hatherleigh and Holsworthy.

Encouraging walking in urban areas is supported with new and improved crossing facilities identified for Barnstaple, Axminster, Tiverton, Crediton, Newton Abbot and Newton St Cyres.

Bus public transport continues to be supported with funding for passenger information and payment systems to improve the passenger experience and encourage increased travel by bus. The programme continues to support annual investment in new bus waiting facilities for communities across the County.

As part of major external investment from central government last year to repair and realign the storm damaged Slapton line road route, funding was also used to improve passing places and road surfaces along alternative routes. In planning for future resilience and to support the work of the Slapton Line Partnership, the proposed programme includes annual funding to continue delivering improvements along alternative road routes in the area.

Many schemes in the programme will help to contribute towards improving the transport environment within the Devon Air Quality Management Areas (AQMA). Funding has been included to deliver specific action plan priorities identified with District Partners and working groups, including funding to progress parking management and access improvements to reduce congestion and improve air quality on the Western Road route through the Ivybridge AQMA.

To support the work and identified actions arising from the Corporate, Infrastructure and Regulatory Services Scrutiny Committee Traffic Speed Task Group, funding over the two year programme period has been identified to implement an area wide 20mph speed restriction at Newton Abbot. The 20mph restriction within Newton Abbot will be monitored as part of a pilot project or trial for the rest of the County.

4. Consultations/Representations

The proposed 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. Consultation for individual schemes are considered as part of the approval process through HATOC's and Cabinet where appropriate.

5. Financial Considerations

The package of schemes in this report totals £95.192 million across financial years 2020/21 and 2021/22. This includes funding of £90.91 million from external sources including grants and developer contributions. £0.251 million will be added to the capital programme as per recommendation (b) and detailed in Appendix I.

Funding agreements are almost finalised with East Devon District Council and South Western Railways with regard to the Long Lane enhancement and Pinhoe rail station interchange schemes. Recommendation (c) requests that the capital programme is enhanced by £2.387 million, once the agreements are signed. No works will commence, until funding has been secured.

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, particularly the Housing Infrastructure Fund schemes.

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. 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.

Schemes in the proposed 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 proposed programme has been designed taking into account committed schemes, the availability of funding sources, the 2011-2026 Devon and Torbay Local Transport Plan, the updated Transportation Infrastructure Plan in Appendix II 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		

ja250320cab Transport Capital Programme 202021 and 202122 Proposed Allocation
hk 05 300320

Transport Capital Programmes 2020/21 – 2021/22

Countywide & Major		2020/21	2021/22
Scheme	Total £,000	Total £,000	Total £,000
A382-A383 Houghton Barton Link Road	6,990	5,662	1,328
Devon Metro - Marsh Barton Rail Station	10,731	2,457	8,274
Devon Metro - Bere Alston to Tavistock Railway	130	130	0
South West Exeter Housing Infrastructure Fund (HIF)	120	120	0
NPIF Sherford - Main Street	1,912	1,912	0
A361\A39 (NDLR) North Devon Link Road Improvements	48,034	13,426	34,608
South Devon Highway	4,195	3,820	375
A382 Widening Newton Abbot Phase 1	6,671	6,671	0
A382 Widening Newton Abbot Phase 2	150	150	0
CSR - Casualty and Severity Reduction Schemes	190	190	0
CSR Safer Roads Fund A3121	2,546	1,746	800
CSR Safer Roads Fund A3123	2,200	2,200	0
Dinan Way Extension Exmouth	50	50	0
Lee Mill, Ivybridge A38 Slip-road	20	20	0
Larkbear - Seven Brethren Barnstaple Pedestrian Cycle Bridge	10	10	0
Sherford Pedestrian Cycle Bridge	10	10	0
Minor schemes and post scheme costs	36	36	0
Total	83,995	38,610	45,385

Exeter & East Devon Growth Point		2020/21	2021/22
Scheme	Total £,000	£,000	£,000
Long Lane Enhancement	2,238	2,238	0
Exeter Science Park, Park and Change	1,376	1,376	0
Exeter Moor Lane Roundabout	690	690	0
Exeter Strategic Cycle Routes	1,352	1,352	0
Pinhoe Rail Station Car Park Interchange	276	276	0
Pinn Lane Footway Scheme	176	176	0
Exeter Bus Priority Measures	125	75	50
B3174 London Road footway/cycleway enhancements	90	90	0
Pinhoe Access Strategy measures	50	50	0
Magdalen Road Access measures	50	25	25
Key W&C Routes - Exeter Cycle Parking	50	25	25
Bartholomew Street West, Exeter - One Way	50	50	0
Exeter to Cranbrook Cycle Route	45	20	25
Newcourt Way, Exeter Bus Facilities	34	34	0
Countess Wear - Rydon Lane Crossing	30	30	0
Peamore Park & Ride	25	25	0
Clyst Valley Multiuse Trail	20	20	0
Exeter Modal Filtering schemes	10	10	0
A3052 Crealy Pedestrian Crossing	10	10	0
A379 approach to Junction M5	10	10	0
Minor schemes and post scheme costs	15	15	0
Total	6,722	6,597	125

Market & Coastal Towns		2020/21	2021/22
Scheme	Total £,000	£,000	£,000
Seaton to Colyford Multiuse Trail	600	100	500
Tarka Multiuse Trail	240	75	165
Teign Estuary Multiuse Trail	200	0	200
Ruby Way Multiuse Trail	150	50	100
Pegasus Way Bridleway\Multiuse Trail	100	100	0
Exe Estuary Multiuse Trail	30	30	0
Drakes Multiuse Trail	30	0	30
Bideford to Westward Ho! Cycle Route	20	10	10
Newton Abbot East/West Cycle Route	122	122	0
Ogwell to Newton Abbot Cycle Route	150	12	138
Sidbury to Sidford Walking & Cycle Route	28	28	0
NCN28 Newton Abbot to Kingskerswell Cycle Route	28	0	28
Torrington Tarka Trail to Town Centre Cycle Route	20	20	0
Barnstaple Tarka Trail to Anchorwood Cycle Route	134	134	0
Barnstaple, Old Torrington Road Pedestrian Cycle Route	100	100	0
Cycle Parking Facilities for Market Towns, Schools and Employers	130	80	50
Countywide Bus Waiting Facilities	200	100	100
Countywide Bus Real Time Information Systems	50	50	0
Countywide Bus Contactless Payment Systems	50	50	0
Okehampton Town Centre Transport Improvements	490	40	450
Western Road, Ivybridge, Air Quality Improvements	470	470	0
Other air quality improvement measures in AQMA's	150	50	100
Slapton Line Minor Road Network Improvements	200	100	100
Countywide Newton Abbot 20mph Pilot Project	150	50	100
Starcross Access Package	15	15	0
Liverton Business Park Entrance Exmouth	10	10	0
Countywide School Crossing Patrol Site Upgrades	100	50	50
Pedestrian Crossing & right turn lane, Station Road, Barnstaple	82	82	0
Pedestrian Crossing Pilton Causeway Barnstaple	79	79	0
Pedestrian Crossing A377 Newton St Cyres	140	20	120
Pedestrian Crossing Lyme Road Axminster	50	50	0
Pedestrian Crossings A377 Crediton	39	29	10
Pedestrian Crossing Old Newton Road Bovey Tracey	4	4	0
Pedestrian Crossing Improvement Great Western Way Tiverton	15	15	0
Newton Abbot Rail Station Pedestrian Bridge	65	65	0
Minor schemes and post scheme costs	34	34	0
Total	4,475	2,224	2,251

Programme Summary		2020/21	2021/22
Category	Total	£,000	£,000
Countywide & Major	83,995	38,610	45,385
Exeter and East Devon Growth Point	6,722	6,597	125
Market and Coastal Towns	4,475	2,224	2,251
Total	95,192	47,431	47,761

Funded by		2020/21	2021/22
Category	Total	£,000	£,000
Integrated Block	9,304	4,131	5,173
Developer & External Contributions	28,155	21,583	6,572
Grant	53,451	18,217	35,234
DCC Resources	4,282	3,500	782
Total	95,192	47,431	47,761

Enhancements to Capital Programme		2020/21	2021/22
Category	Total	£,000	£,000
Barnstaple, Old Torrington Road Pedestrian Cycle Route	100	100	0
Western Road, Ivybridge, Air Quality Improvements	20	20	0
Ogwell to Newton Abbot Cycle Route	45	0	45
Exeter Strategic Cycle Routes	30	30	0
Pinhoe rail station interchange	26	26	0
Exeter to Cranbrook cycle route	30	5	25
Total	251	181	70

Transport Infrastructure Plan

This Plan is linked from the Cabinet agenda as an Additional Document.