

Transport Infrastructure Plan

Delivering Growth to 2030

March 2017



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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, economic and environmental needs.

This Infrastructure Plan sets out planned investment in transport infrastructure across Devon covering the period 2014 to 2030. 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.

The key purpose of this document is to set out planned delivery of infrastructure to 2030, concentrating on those schemes that deliver

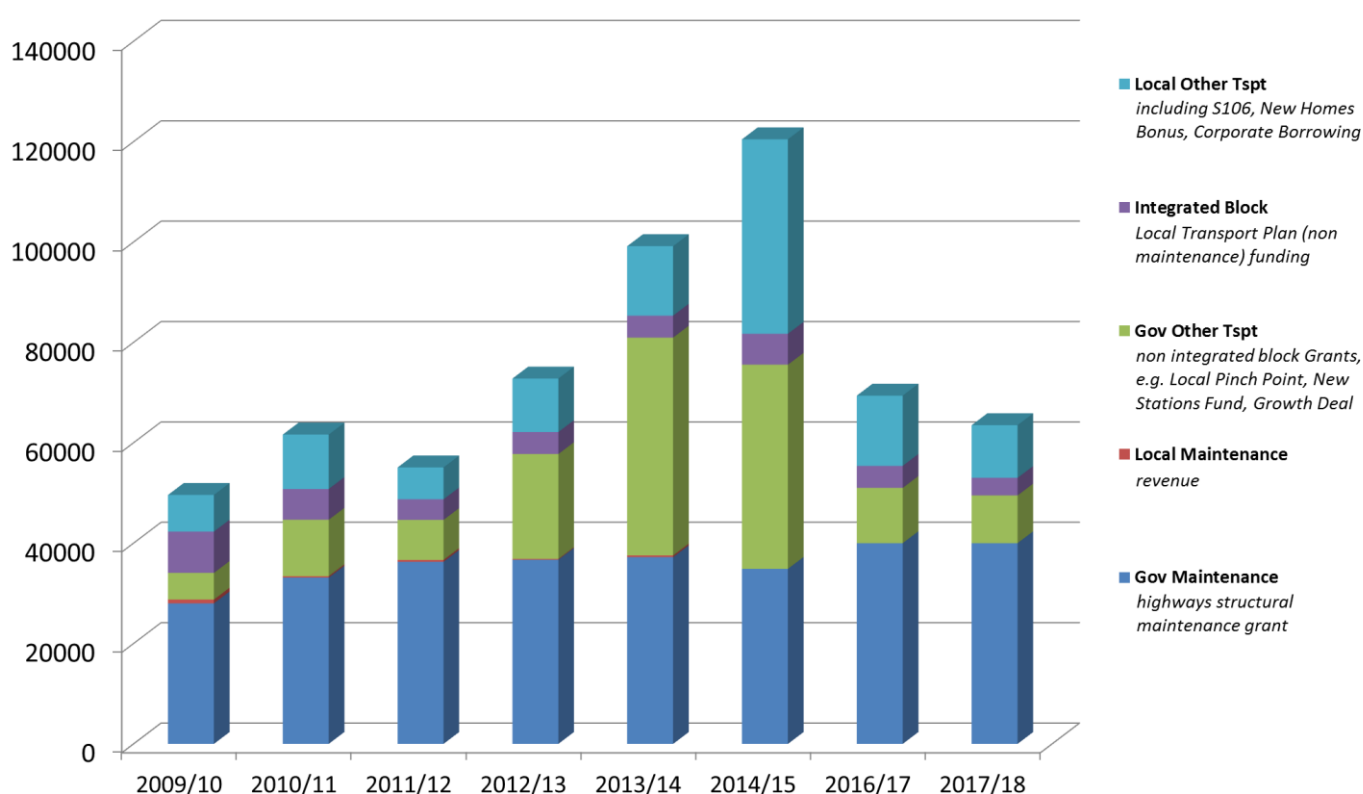
economic growth. This plan will guide the focus and prioritisation of resources within the authority and provide longer term clarity on the county's transport infrastructure delivery. There will be other schemes related to local planning applications that aren't included. It is expected that this document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

The approach to funding transport infrastructure has changed substantially over the last couple of years, with the aim of enabling greater local decision making. These changes, along with substantially reduced budgets have significant implications for the delivery of transport schemes, and this will be discussed in the document.

Background

The financial landscape for funding transport infrastructure has changed following a significant reduction in the level of flexible funding available

DCC Transport Capital Expenditure Sources (£,000)



to local authorities. The Local Transport Plan Integrated Block has been almost halved to help fund Growth Deals, which is the Government's new process of funding infrastructure across the country. Indications from the DfT suggest that all non-maintenance capital funding will for the foreseeable future be delivered through this process. The figure on the previous page shows the 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). The purpose of the change is to enable decision making on transport schemes 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 LEP¹.

The way in which developer contributions are secured has also altered, moving from individual negotiation of financial sums through section 106 agreements to a Community Infrastructure Levy (CIL) in some districts. CIL is an agreed fixed rate generally applied to new development in a district based on floor area, and rates have not been secured at the levels previously envisaged, so there will be less money available for infrastructure through development. This brings a challenge for local authorities in working with districts to ensure that development is supported by investment in the transport system.

In order to successfully bid through Growth Deals authorities will need to contribute approximately 30% of the scheme cost as match funding. This means there will be increased pressure on the remaining reduced integrated block funding (also being used for forward design of schemes). It will also place competing demands on CIL and will require local planning authorities to work closely

with the county to identify when and where match funding is needed.

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 new or enhanced transport infrastructure continues to be delivered across the county.

New funding initiatives and opportunities are likely to be created by changes in Government policy in the period to 2030. In order to be responsive to these changes, the Transport Infrastructure Plan will be a 'living document' and will be updated periodically.

Policy Context

The policy context sets the scene for the Transport Infrastructure Plan and has shaped those schemes included within the proposed programme.

Devon

County Strategic Plan

The Infrastructure plan supports the priorities of the authority, as set out in the County Strategic Plan (www.devon.gov.uk/bettertogether). *Better Together Devon 2014 – 2020* reflects the changing expectations of Devon's citizens and communities in the significantly reduced financial landscape for local authorities. The strategic plan sets out how Devon will be resilient, healthy, prosperous, well connected and safe. Relating to transport, this involves:

- Planning for growth and promoting investment in Devon;
- Maintaining essential roads and supporting a wide range of travel options;
- Working together to develop and maintain cycle paths and public rights of way; and,

¹ More detail on LTB membership can be found at www.heartofswlep.co.uk/ltb-membership

- Maintaining key roads to a safe standard and promoting cycle ways and footpaths.

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.

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 table below.

District	Local Plan Stage*
East Devon	Adopted
Exeter	Adopted
Mid Devon	Adopted and under review
South Hams and West Devon	Adopted and under review
Teignbridge	Adopted
Torridge and North Devon	Submitted to Secretary of State

*March 2017

Work is progressing on the Greater Exeter Strategic Plan comprising Exeter City Council, East Devon District Council, Teignbridge District Council and Mid Devon District Council. Similarly, there is Joint Local Plan in production, covering Plymouth City Council, South Hams District Council and West Devon Borough Council.

Heart of the South West LEP

The Heart of the South West LEP 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 document sets out challenges that need to be overcome and priorities for action, and has three core interdependent aims:

- Creating the conditions for growth
 - Infrastructure and services to underpin growth (transport infrastructure, broadband and mobile connectivity, skills infrastructure)
- Maximising Productivity and Employment
 - Stimulating jobs and growth across the whole economy to benefit ALL sectors (including tourism, agriculture and food and drink)
- Capitalising on our Distinctive Assets
 - Utilising our distinctive assets to create higher value growth and better jobs (transformational opportunities, strengthening research, development and innovation, environmental assets)

Strategic Connectivity

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

A30/A303

The A30/A303 provides a second strategic route into the South West. Devon County Council, supported by Somerset County Council has worked with the Highways Agency to help develop improvement options.

Exeter St David's Station

St David's station marks a key arrival point into the capital of Devon. The scheme is part of a masterplan intended to meet growth challenges and build on recent improvement works.

Honiton Passing Loop

A passing loop on the Waterloo Line alongside additional signalling infrastructure would provide opportunities for more frequent trains to Cranbrook and Honiton. The scheme would also provide resilience in times of extreme weather. It is included in the Peninsula Rail Task Force Strategy - <https://peninsularailtaskforce.co.uk/>.

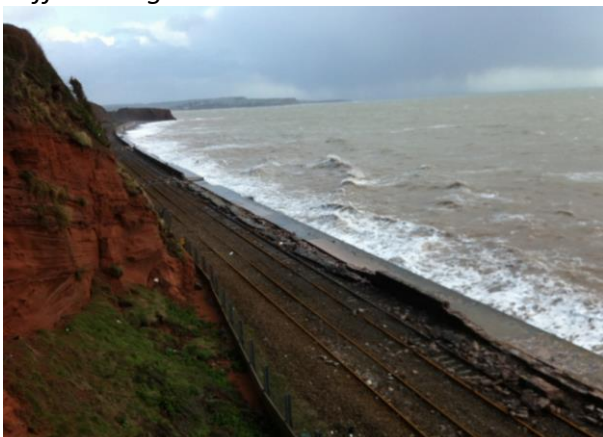
Cranbrook Station Opening - December 2015



Rail Resilience Improvements

Significant improvements are required at Cowley Bridge, Dawlish and Teignmouth to protect railway from extreme weather. These improvements are outlined in the Peninsula Rail Task Force Strategy (see link above)

Cliffs at Teignmouth



M5 (Junction 29) to A38/A380

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

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 Bourners Bridge) will ensure it continues to function as a safe and convenient gateway to northern Devon. £1.5m has been allocated to develop a business case for improvements by December 2017.

North Devon Link Road



Infrastructure by Area

This section lists transport infrastructure which has been identified as necessary to deliver economic growth across the County. Organised into growth areas, it outlines estimated delivery timescales as well as likely funding mechanisms and the level of funding certainty.

The table below sets out the funding streams and associated abbreviation for the following tables.

Abbreviation	Funding
CIL	Community Infrastructure Levy
DCC	Devon County Council capital
DfT	Department for Transport
GD1	Growth Deal 1: 2015/16 (schemes approved)
GD2	Growth Deal 2: 2016/17 to 2020/21
GD3	Growth Deal 3: 2020/21 onwards
HAPPF	Highways Agency Pinch Point Fund
HRL	Habitats Regulation Levy
H+GF	Housing & Growth Fund
IDA	Infrastructure Development Account
LPPF	Local Pinch Point Fund
LTB	Local Transport Board
LTP	Local Transport Plan
LPSA	Local Public Service Agreement
LSTF	Local Sustainable Transport Fund
NHB	New Homes Bonus
NPIF	National Productivity Investment Fund
NSF	New Stations Fund
NSIP	National Station Improvement Programme
RGF	Regional Growth Fund
RSF	Road Safety Fund
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.

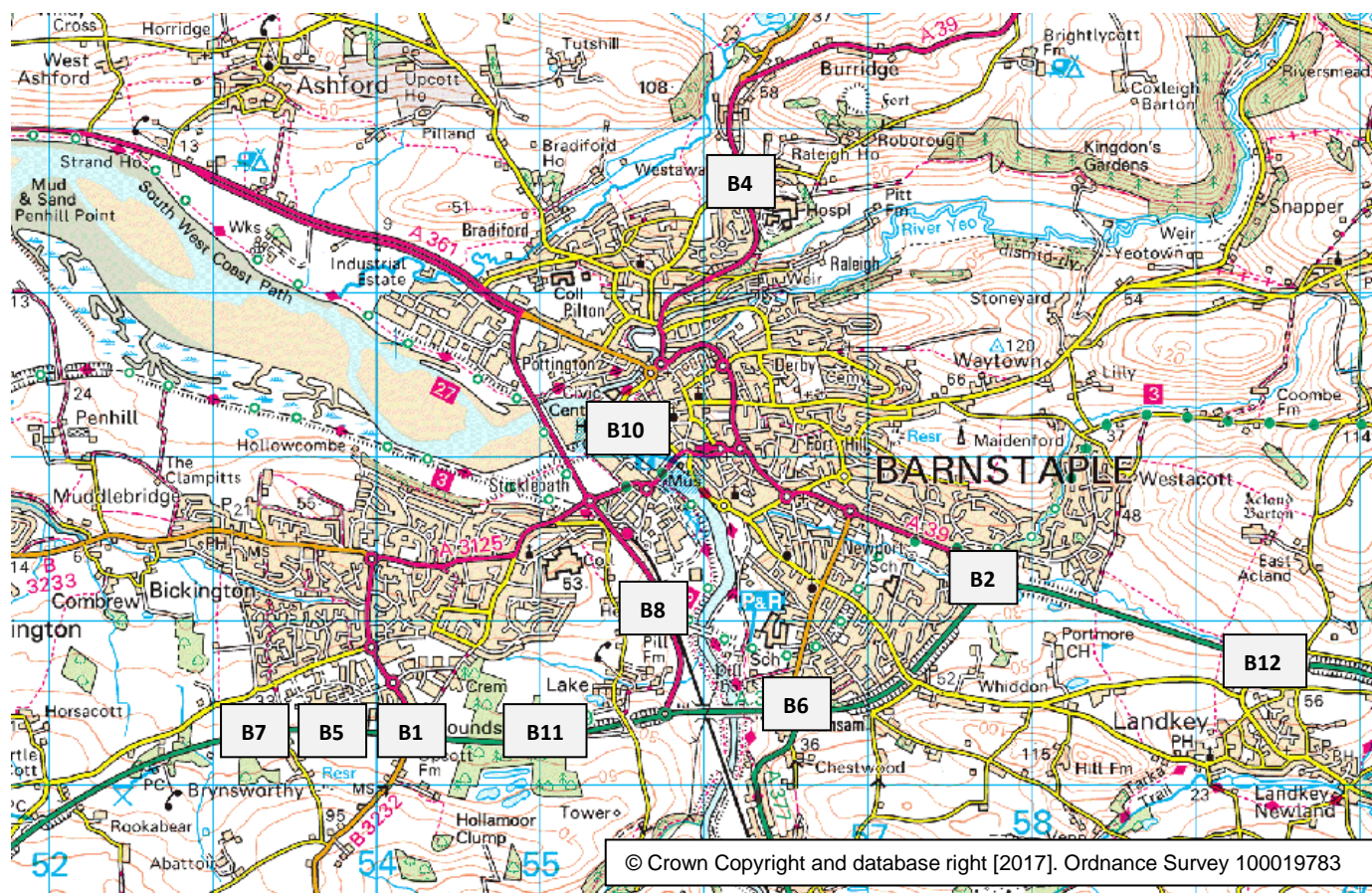
	Stage of Scheme
	Complete
	Contract awarded/on site
	In development
	Long-term

Exeter and East Devon Growth Point



Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
E1	Newcourt Rail Station	Exeter	New railway station on Exmouth to Exeter line	£2.0m	COMPLETE – June 2015	
E2	Cranbrook Rail Station	Cranbrook	New rail station, Car Park and associated access	£4.6m	COMPLETE – December 2015	
E3	B3184 Airport Access Road	West End	Widen road to improve gateway to the airport	£1.5m	COMPLETE – March 2015	
E4	Phase 1 Tithebarn Link Road	Exeter	Cumberland Way to Tithebarn Bridge	£3.4m	COMPLETE – August 2015	
E5	M5 J30 SB off-slip	West End	M5 J30 improvements to widen southbound off-slip	£900k	COMPLETE – September 2015	
E6	North Exeter Park & Ride	North of Exeter	New P&R / P&C site north of Exeter	TBC	Not secured	
E7	Moor Lane Improvement	Exeter	Widening works to increase capacity Honiton Road westbound	£900k	S106	2018/19
E8	A379 Sandy Park access	Exeter	New all movements junction onto the A379 (i.e Newcourt east of railway)	£2.5m	GD1, LTP, CIL	March 2017
E9	Bridge Road	Exeter	Widening of Bridge Road to two lanes plus ped / cycle improvements	£13.5m	GD1, RGF, LTP, S106	June 2017
E10	Phase 1a Tithebarn Link Road	West End	Pedestrian / cycleway alongside existing bridge	£1.5m	H&GF	Winter 2017/18
E11	Marsh Barton Rail Station	Exeter	New rail station	£7.4m	LTP, S106, CIL, GD1	2017
E12	Phase 2 Tithebarn Link Road	West End	Phase 2 Tithebarn Link Road. Tithebarn Bridge to Blackhorse	£6.1m	S106, H&GF	Winter 2017/18
E13	SW Exeter Infrastructure	SW Exeter	Footbridge over A379 incorporating level access to ensure suitability for wheelchairs, cyclists and parents with prams. Also includes Chudleigh Road realignment	£4m	CIL, S106	2018
E14	Ide Park and Ride	Exeter	New park and ride on Alphington corridor plus bus priority measures	£6m	CIL, S106	
E15	Airport Forecourt	West End	Improvements to airport entrance	TBC	GD3	
E16	Crannaford Crossing	Cranbrook	Works to avoid HGVs grounding	£0.3m	S106	2018
E17	Clyst St Mary roundabout	East Devon	Alterations/ Improvements to roundabout (A3052/ A376 junction)	£1m	S106, CIL	
E18	Cranbrook to City Centre bus priority	Growth point area	Bus priority measures including signal upgrades, dedicated bus lanes and bus only access	Delivered by developer / S106		
E19	Exeter Strategic Cycle Routes	Exeter	Improvements to strategic cycling and walking routes in Exeter connecting major growth areas	£10m	GD3, NPIF	2017-22
E20	A379 improvements	SW Exeter	SW Exeter junction improvements	£4m	S106, CIL	
E21	Clyst Valley Way	West End	Multi-use trail linking Exe Estuary to 'Broadclyst to Killerton' trails	£2m	HRL, S106	
E22	Langaton Link Road	West End	Link road connecting Pinhoe developments to Science Park	£2m	S106	
E23	Long Lane	West End	Widening to improve access to street employment site	£0.7m	TBC	
E24	Countess Wear roundabout	Exeter	Improvements to address pedestrian/cycle access	TBC	TBC	
E25	Science Park - Park & Change	West End	Facility linked to Tithebarn Green development/employment access	£1.8m	S106	2018/19

Barnstaple and Bideford Area



Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
B1	Roundswell Roundabout Improvement	Barnstaple	A39 Roundswell Roundabout Improvement	£1.6m	COMPLETE – June 2014	
B2	Portmore Roundabout	Barnstaple	A361 Portmore Roundabout Improvement	£3m	S106, GD1	2015/16
B3	Heywood Road roundabout	Bideford	Capacity improvement on A39/A386 Heywood Road roundabout	£1.2m	S106, GD1	2015/16
B4	Hospital junction improvement	Barnstaple	Junction improvement to allow access and mitigate development impacts	£1m	S106	2015/16
B5	Roundswell Ped / Cycle Bridge	Barnstaple	Linkage to new industrial / employment site	£2.6m	S106, GD1	2015/16
B6	A361 Bishops Tawton Roundabout	Barnstaple	A361 Bishops Tawton (Rumsam) Roundabout Improvement – part of North Devon Link Road	£750k	S106	2020
B7	A39 junction	Barnstaple	A39 additional junction and Tews Lane link – part of North Devon Link Road	£4m	S106	
B8	Larkbeare Bridges	Barnstaple	Larkbeare Bridges and access routes for cycle / pedestrian route	£2m	S106	
B9	Park & Change and Industrial Estate Access	Area wide	P&C at Roundswell, Whiddon Valley, Pottington & Braunton / Wrafton	£2m	S106, CIL, GD3	
B10	Anchorwood to Strand Bridge	Barnstaple	Anchorwood to Strand pedestrian & cycle bridge	£4m	S106	
B11	A39 widening	Barnstaple	Safeguarding of land and construction of additional lane alongside A39 between Roundswell Roundabout and Lake Roundabout (part of North Devon Link Road)	£4m	TBC	
B12	A361 Landkey Junction Improvement	Barnstaple	Redesign junction	£2.5m	S106	
B13	Junction Improvements	Northam	Improvement to junction of A386 and B3236	£800k	S106	
B14	Junction Improvements	Northam	Upgrade of junction of B3236 Buckleigh Road and A39	£2m	S106	
B15	Clovelly Road Caddsdow link	Bideford	Highway link suitable for use by buses and a shared use foot / cycleway	To be delivered by developer		
B16	A39 / Abbotsham junction	Bideford	Improvement to the A39/Abbotsham Road junction	To be delivered by developer		
B17	Abbotsham Road Clovelly Road link	Bideford	Highway suitable for use by buses and a shared use foot / cycleway	To be delivered by developer		
B18	Winsford access junction	Bideford	Creation of a new junction on Clovelly Road for access into the West Bideford development site (Winsford)	To be delivered by developer		

* Emerging individual schemes for A39/A361 will be added to this table following completion of the North Devon Link Road (see p.6) feasibility study work and prioritisation of schemes

Newton Abbot Area

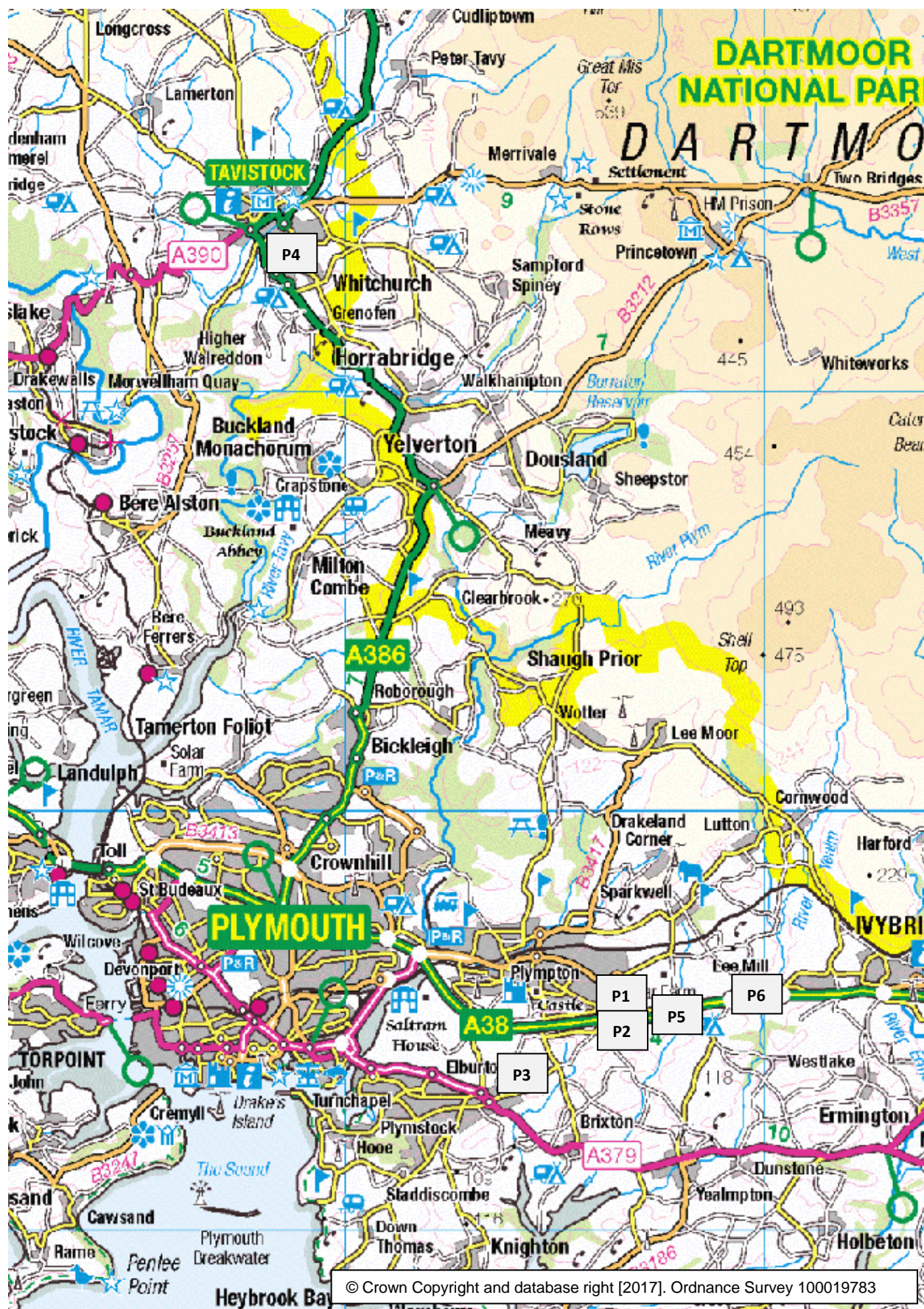


Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
N1	Decoy-Aller (Phase 1)	Newton Abbot	Decoy-Aller Access (Phase 1); Capacity improvements for access to Decoy industrial estate	£1.9m	COMPLETE - May 2015	
N2	Drumbridges roundabout	Drumbridges	Drumbridges Roundabout improvements	£5.5m	COMPLETE - December 2015	
N3	South Devon Link Road	Newton Abbot	5.5km bypass of Kingskerswell on A380 (Newton Abbot to Torbay)	£110m	COMPLETE - December 2015	
N4	NA1 Link Road – Houghton Barton	Newton Abbot	In development 'Link Road' from A382 (Forches Cross) - A383 (Seale Hayne)	£5.2m	S106, GD3	2018/19
N5	Decoy-Aller (Phase 2)	Newton Abbot	Decoy-Aller to Langford Bridge improvement	£3m	S106	
N6	Park and Change	Newton Abbot	P&C facilities at Forches Cross – part of A382 package	£600k	S106, CIL	2019
N7	A382 corridor improvements	Newton Abbot	Improvements to A382, including widening / junction works to improve traffic flow, causeway & routes via Jetty Marsh and segregated cycle and pedestrian routes	£13.5m	S106, LTP	2019/20
N8	Newton Abbot Strategic Cycle Routes	Newton Abbot	Improvements to strategic cycling and walking routes in Newton Abbot connecting major growth areas (including Brunel Bridge link to stn)	£6m	S106	
N9	NA3 Southern Avenue access	Newton Abbot	Site access and links to site from Kingskerswell Road to A381	To be delivered by developer		

Opening of new Foot and Cycle Bridge over the A38 – July 2015



Plymouth and Urban Fringe Area



Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
P1	Deep Lane junction (North)	Sherford	Deep Lane Junction Northbound	£3m	S106, GD1	June 2017
P2	Deep Lane junction (South)	Sherford	Deep Lane Junction Southbound	£8m	S106, GD3	2020
P3	Sherford Park and Ride	Sherford	Park and Ride	£3m	S106, GD3	2020-25
P4	Tavistock Package	Tavistock	Reinstatement of railway line between Tavistock and Bere Alston including Park and Change and cycle link to Tamar Trail Centre	£33m	S106	
P5	Ped / Cycle Bridge	Sherford / Language	Pedestrian / cycle bridge over A38 connecting strategic sites	£5m	TBC	
P6	Lee Mill slip roads	Urban Fringe	Strategic road network access improvements to strategic employment site	TBC	TBC	

Gem Bridge (near Tavistock) Pedestrian / Cycleway 2013



Tiverton and Cullompton Area



Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
T1	J28	Cullompton	Improvement to M5 J28 to provide signals to accommodate development to 2026	£1.3m	COMPLETE – February 2016	
T2	J27	Tiverton	Widening of southbound offslip to 3 lanes and signalisation of both off slips	£2.5m	COMPLETE – May 2015	
T3	Blundell's Road	Tiverton	Public realm / traffic calming improvements to Blundell's Rd to discourage through traffic	£2m	COMPLETE – October 2016	
T4	Blundell's Rd / Heathcoat way roundabout	Tiverton	Improvements to increase capacity	£130k	S106	2016
T5	Lowman Way / Heathcoat way roundabout	Tiverton	Improvements to increase capacity	£420k	S106	2016
T6	Tiverton EUE	Tiverton	Access to new development off A361	£15m	S106, GD2	2018
T7	Tiverton EUE phase 2	Tiverton	Secondary access from Tiverton EUE to Heathcoat Way	£10m	TBC	
T8	Cullompton Eastern Relief Road	Cullompton	Town centre relief road	£8m	TBC	
T9	Sampford Peverell junction	A361	West facing slips to remove u turns at J27 and through traffic from Sampford Peverell and Halberton	£3m	TBC	
T10	Bolham Junction	A361	Improvements to increase capacity	TBC	TBC	
T11	J28/Kingsmill Industrial Estate Access	Cullompton	Improvements to junction to facilitate access to M5 from industrial estate	S106	TBC	2018

* Emerging individual schemes for A39/A361 will be added to this table following completion of the North Devon Link Road (see p.6) feasibility study work and prioritisation of schemes



Completed Blundell's Road traffic calming improvements – October 2016

Rest of County

Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
East Devon						
RC1	Axminster Relief Road	Axminster	Axminster relief road	£15.5m	S106, CIL	
RC2	Avocet Line Improvements	Exmouth	Extension of platforms along the Avocet Line	£1m	S106, rail industry bid	
RC3	Dinan Way	Exmouth	Completion of Dinan Way to the A376	£8.5m	S106, CIL	
RC4	Public Transport Interchange	Exmouth	Improved walking / cycling links to town centre, revised entrance to rationalised bus station	£2m	S106, NSIP, LSTF, LTP, LTB	2015/16
RC5	Turks Head Junction	Honiton	Improvement to Turks Head junction	£200k	COMPLETE – March 2016	
North Devon						
RC6	B3230 Corridor Improvements	Ilfracombe	Upgrade to an A road, including improvements at the Two Potts and Lynton Cross junctions	£1.4m	S106	
RC7	Western Access Route	South Molton	New link road connecting expanded Pathfields employment site to B3226	£2m	S106	
Teignbridge						
RC8	Splatford Split junction	Splatford	A38 / A380 Road Improvements at Splatford Split: To improve traffic flow and safety at this strategic junction	£5.5m	COMPLETE – July 2015	
RC9	Mamhead to Starcross	Dawlish	Improvements to mitigate impacts of growth on A379	£3m	CIL	
Torridge						
RC10	Agri-Business centre access	Holsworthy	Pedestrian / cycle route and junction improvements to provide safe access	£900k	NHB, LTP	2014
West Devon						
RC11	Exeter Rd – Crediton Rd Link	Okehampton	New road link between Exeter Road and Crediton Road	£3m	S106	2017 / 2018
RC12	Access Road	Okehampton	Town centre second access road	£8m	TBC	



New mini-roundabout at Turks Head Junction in Honiton - March 2016

Road Safety

Code	Scheme Name	Location	Description	Estimated Cost	Funding mechanism	Delivery Period
RS1	A3121 Avonwick to Ermington	South Hams	Safety schemes aimed at reducing risk of accidents leading to fatalities and serious injuries	£9.5m	RSF	2019/20
RS2	A3123 Aller Cross towards Woolacombe	North Devon	Safety schemes aimed at reducing risk of accidents leading to fatalities and serious injuries	£11.0m	RSF	2019/20