

## EXECUTIVE

**Leader: Cllr Jeremy Christophers**

**Portfolio Holder: Cllr Humphrey Clemens**

**DATE: 5 March 2019**

**REPORT OF: FERGUS PATE, PRINCIPAL DELIVERY OFFICER**

**SUBJECT: Moving Forward with the Teign Estuary Trail**

### RECOMMENDATIONS

- 1) Approve funding of a £200,000 contribution towards the preparation of a planning application for the Teign Estuary trail.**
- 2) Delegate Authority to the Business Manager Strategic Place and the Solicitor to the Council to complete an associated funding agreement with Devon County Council.**

### 1. PURPOSE

- 1.1. To agree a contribution to Devon County Council towards the costs of preparing a planning application for the section of Teign Estuary Trail between Passage House, Kingsteignton and Teignmouth urban edge and that is indicated at Appendix A.

### 2. BACKGROUND

- 2.1. Teignbridge's Council Strategy calls for a cycling revolution with more dedicated cycle paths linking city, towns and countryside. The Exe Estuary Trail and Town Key route between Brunel Industrial Estate and Kingsteignton have already helped to fulfil these objectives. A very important next step will be to connect Kingsteignton, Bishopsteignton and Teignmouth.
- 2.2. The Local Plan reflects this position and supports comprehensive cycle routes that connect within the Heart of Teignbridge and to nearby towns and villages. The Teignbridge Infrastructure Delivery Plan specifically identifies the route and underlines its strategic benefits.
- 2.3. Devon's Cycling and Multi Use Trail Network Strategy highlights the Teign Estuary Trail as a key missing link in Devon's cycle network and proposes it as an important scheme for investment. Cycling charity Sustrans have also recently identified the link between Teignmouth and Kingsteignton as one of their top national priorities.
- 2.4. Public engagement continue to reflect the importance of the new pedestrian and cycle link. Recent Local Plan Review consultations brought a large number of comments that the route needed to be prioritised.
- 2.5. All of this strategic and public support for the project, whose overall capital cost is broadly estimated at around £8 million, will make a strong case for securing external funding. However, initial feedback from prospective funding bodies is that it will be

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important to develop the scheme further and secure planning permission in order to minimise project risks and build a robust case for financial support to come forward.

- 2.6. Devon County Council has continued to progress the project over a number of years both in terms of land negotiations and determining a deliverable route for the link. They are now ready to commence the more detailed work on surveys, scheme design and a planning application but do not have the budget to fund all of the associated costs themselves.
- 2.7. Teignbridge has consistently identified budgets for contributing towards important cycle projects like the Teign Estuary Trail. Over the past 7 years our partnership approach to investment with Devon County Council has helped to bring forward more than 45km of new cycleway across the district. It is proposed to use an element of existing uncommitted cycling budget to help meet Devon's design and planning costs and make an important step towards a Teignmouth to Kingsteignton link that is attractive to external funders and can be implemented.

### 3. FINANCIAL CONSIDERATIONS

- 3.1. The Council's existing budget and capital programme identify £610,000 to support cycle routes over the period 2018 – 2020. This is funded through Community Infrastructure Levy (CIL) receipts and £230,000 has been committed to date.
- 3.2. Remaining budget therefore amounts to £380,000, which will be adequate to fund the proposed £200,000 contribution. The total cost of preparing the planning application is estimated at £400,000 and the balance would be funded by Devon County Council.
- 3.3. Having made this commitment, Teignbridge Council will still be left with budget that it can allocate as a contribution towards other cycle projects as external funding opportunities arise. This includes schemes like the Dawlish to Holcombe link.

### 4. LEGAL CONSIDERATIONS

- 4.1. It is proposed to delegate authority to the Business Manager Strategic Place and the Solicitor to the Council to finalise a funding agreement with Devon County Council.
- 4.2. The two councils have already completed various infrastructure funding agreements and are well placed to draw on that experience in preparing a simple agreement for this project.
- 4.3. Amongst the agreement's terms would be provisions relating to:
  - a) The timing of payments in accordance with:
    - the Teignbridge Capital Programme;
    - the availability of funds; and
    - the occurrence of agreed incurred expenditure
  - b) A proportionate reduction to the contribution in the event of reduced costs.
  - c) Recovery of unspent budget.
  - d) Timescales for submission of the planning application
- 4.4. Liabilities associated with the design and planning work would remain with Devon County Council. All that is proposed is a contribution towards financial costs that will be incurred by the County.

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### 5. TIMESCALES

- 5.1. It is anticipated that funding will enable a planning application to be prepared during the next 12 to 18 months, with a view to planning permission submission and an outcome during 2020/2021.

### 6. ALTERNATIVE OPTIONS

- 6.1. Committing the funds at this point could diminish the amount that Teignbridge is able to contribute towards future project works.
- 6.2. An alternative option would be to save the proposed contribution so that it is available as match funding for a future bid. However, the feedback that officers have received in relation to potential external funding is that such a bid will be more likely to succeed if planning permission has already been secured.
- 6.3. It may also be possible for a future bid to retrospectively attribute the proposed planning application costs as local match funding.

### 7. JUSTIFICATION

- 7.1. Contributing towards the planning application cost of the Teignmouth to Kingsteignton route will mark an important step towards delivering an important new cycle and multi user route that is supported by a large number of stakeholders and strategies, including Teignbridge's own up to date strategies.

**Fergus Pate**  
**Principal Delivery Officer**

<b>Wards affected</b>	Kingsteignton East, Bishopsteignton, Teignmouth West, Teignmouth Central.
<b>Contact for more information</b>	Spatial Planning & Delivery, 01626 215702
<b>Key Decision</b>	Y
<b>In Forward Plan</b>	Y
<b>In O&amp;S Work Programme</b>	N