

TEIGNBRIDGE DISTRICT COUNCIL

COMMITTEE NAME: EXECUTIVE COMMITTEE

MEETING DATE: 31ST OCTOBER 2019

Report Title	East-West Cycle & Multi-user Route Delivery
Purpose of Report	To recommend a contribution towards the strategic East-West Cycle Route Delivery
Recommendation(s)	The Committee RECOMMENDS that [Executive]: 1) Approve funding of a £180,000 contribution towards the Ashburton Road strategic cycling and multi-user route delivery: specifically Phase 2 (Greenaway Road to Mile End Road, plus new puffin crossing) 2) ; and Delegate Authority to the Business Manager Strategic Place and the Solicitor to the Council to complete an associated funding agreement with Devon County Council.
Financial Implications	Is in-line with CIL available and earmarked for cycle improvements in the Heart of Teignbridge. Andrea Snape 01626 215261 andrea.snape@teignbridge.gov.uk
Legal Implications	Clearly sets out risks and benefits within the report. Nick Hill 01626 215117 nick.hill@teignbridge.gov.uk
Risk Assessment	
Environmental/ Climate Change Implications	Awaiting formal comment. Sustainable travel benefits.
Report Author	Estelle Skinner, Green Infrastructure Officer Tel: 01626 215 755 estelle.skinner@teignbridge.gov.uk
Portfolio Holder	Councillor Andrew Macgregor
Appendices	Appendix 1 – leaflet with detail on overall East-West route including map.
Part I or II	Part I
Background Papers	

1. PURPOSE

To agree a contribution to Devon County Council towards the cost of delivery of Phase 2 of the East-West Cycle and Multi-user Route, which is approximately 1.2km of off-road route alongside the busy A383 Ashburton Road, between Greenaway Road and Mile End Road, and a new puffin crossing. Appendix A is a DCC leaflet with map and further information on the overall East-West route delivery elements.

- 1.1. An overview of the East-West Cycle Route delivery to date and anticipated is provided in bullet points below:
 - Phase 1, Exeter Road to Greenaway Road (450m) was completed in 2015.
 - **Phase 2A**, Greenaway Road to Oak Park Road (200m) and puffin crossing (intelligent pedestrian crossing with sensor detecting speed of pedestrians crossing so can hold lights longer), was completed between November 2017 and March 2018.
 - **Phase 2B**, Oak Park Road to Mile End Road (1km), delivery between April 2018 and September 2019.
 - Phase 3A, new shared crossings on Exeter Road and Jetty Marsh Road, anticipated 2020.
 - Phase 3B, improvements on Exeter Road between Churchill's roundabout and Church Path / Whitehill House Drive, anticipated 2020/21.
- 1.2. The East-West Cycle and Multi-user Route is designed as a good-quality route of 3m to 3.5m wide shared-use, to allow sufficient width for ease of use for different user types, to support the appeal and good-quality of the route for cyclists, walkers, joggers, wheelchair users and those with pushchairs.

2. REPORT DETAIL

Financial

- 2.1 The cost for Phase 2 of the East-West Cycle and Multi-user Route is £1,730,000 and funding is via National Productivity Investment Fund, Devon Local Transport Plan Integrated Block, LEP Growth Deal 3 and the anticipated TDC CIL contribution. TDC was not asked to contribute towards Phase 1 of the route delivery, the cost was approximately £250,000 funded from Local Sustainable Transport Fund and Devon Local Transport Plan Integrated Block.
- 2.2 East-West Route budgets, as approved by DCC Cabinet, have not been exceeded by DCC, and they have remained within budget, despite some delay in delivery schedules. To support the productive joint approach of DCC and TDC, a contribution towards this strategic route contribution has been anticipated in formulating our Capital Programme allowance for Heart of Teignbridge cycling delivery, which forms part of Teignbridge Ten super-project 'Moving up a Gear'.
- 2.3 Teignbridge has consistently identified budgets for contribution towards important cycle projects over the past eight years, and our partnership approach to investment with Devon County Council has helped to bring forward more than 50km of new cycleway across the district. It is proposed to use an element of existing

uncommitted cycling budget to meet the £180,000 funding recommended for the East-West Cycle and Multi-user Route.

- 2.4 The Council's existing budget and capital programme identify £345,000 to support Heart of Teignbridge cycle routes (Newton Abbot, Kingsteignton and Kingskerswell), over the period 2019 – 2021. This is funded through Community Infrastructure Levy (CIL) receipts and none has been committed to date.
- 2.5 The budget of £345,000 is adequate to fund the proposed £180,000 contribution. The balance of the project delivery is Devon County Council funded.
- 2.6 Having made this commitment, Teignbridge Council will still be left with budget that it can allocate as a contribution towards further cycle projects as external funding opportunities arise. There is also separate funding earmarked for Teignmouth – Dawlish cycle infrastructure and 'other' cycle infrastructure projects, to come forward for approval as relevant strategic projects come forward.
- 2.7 A further element that is linked to the delivery of the East-West Cycle & Multi-user Route is the need for a toucan (cyclist and pedestrian) crossing at the western end of the new route. A Section 106 requirement is in place for developer delivery of a toucan crossing (12/00301/MAJ) prior to commencement of development on the south side of Ashburton Road. The need for this crossing has been reported by residents, as a current missing link, which is discouraging some users due to the poor quality of the existing un-controlled crossing point. Both DCC and TDC will encourage early delivery of this crossing by the developer. If the delay is likely to be in excess of six-months then the situation will be reviewed again by both Councils.

Legal

- 2.8 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.
- 2.9 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.
- 2.10 Amongst the agreement's terms will be relevant assurances that may include provisions relating to:
 - a) The timing of payment/s 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.
- 2.11 Liabilities associated with any design, planning and delivery work would remain with Devon County Council. All that is proposed is a contribution towards financial costs incurred by the County.

Risks

- 2.12 Not following a strong partnership approach with Devon County Council would mean a risk of losing sight of joined-up delivery to achieve greater overall outcomes that benefit both Councils and their constituents. TDC and DCC have developed a strong working relationship on route delivery, and this has enabled efficiencies in delivery via good communication on strategic planning and bringing projects to fruition.

Environmental/Climate Change Impact

- 2.13 Teignbridge's Council Strategy calls for a cycling revolution with more dedicated cycle paths linking city, towns and countryside. Teignbridge District Council has developed a strong relationship with Devon County Council in terms of cycle route and multi-user route delivery in the district. Recent TDC Executive decisions to commit funding towards the Teign Estuary Trail planning application preparation and towards the completion of the Wray Valley Trail multi-user route are in-keeping with this positive message, and commitment to, facilitating sustainable travel.
- 2.14 The Local Plan reflects this position and supports enhancing sustainable travel networks to support low carbon choices and healthier communities. The Teignbridge Infrastructure Delivery Plan specifically identifies the East-West Cycle Route as an important strategic route.
- 2.15 Devon's Walking and Cycling Strategy highlights the Newton Abbot East-West Cycle Route as a strategic priority. The route is expected to function as an important link for a concentration of new and existing residents to the north-west of Newton Abbot, linking to key nearby destinations, such as Coombeshead Academy and Newton Abbot College, as well as linking into the wider network: the town centre, rail station, Stover Way and more key facilities.
- 2.16 Teignbridge District Council declared a 'climate change emergency' in March 2019, with a view to increasing efforts to reduce greenhouse gas emissions, and supporting sustainable travel is an important tool to provide air quality and public health benefits.

3. OPTIONS

- 3.1 Committing the funds at this point would diminish the amount that Teignbridge has remaining to contribute to cycle projects but not committing the funds to this strategic route would mean lack of a joined-up approach between TDC and DCC on delivery of important routes for Teignbridge residents.

4. CONCLUSION

- 4.1 Contributing towards the East-West Cycle Route is in-line with Teignbridge's commitment to sustainable transport delivery, and our partnership approach to

achieve delivery of key strategic projects in the district. This route facilitates travel of younger persons to the two nearby colleges as well as linking a wide range of new and existing residents to the sustainable network for commuting (town centre, Heathfield, rail station, etc) and to link into leisure routes such as the Stover Trail and will link to the proposed Teign Estuary Trail.

4.2 Benefits can will include the elements listed below:

- Encouraging more cycling (and walking) trips including to the local colleges and other key commuter facilities and recreation routes
- Contributing to reduced congestion and air pollution
- Increasing active travel supporting physical and mental wellbeing
- Reinforcing the overall quality and integrity of the cycling network
- Reaffirming the partnership approach with DCC, who secure funding for the vast majority of the costs for delivery of the strategic routes.