

Devon and Torbay Local Transport Plan 4 2025 - 2040

Consultation draft – October 2024



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Section 1: Forewords

Councillor Andrea Davis

Devon Cabinet Member for Climate Change, Environment and Transport



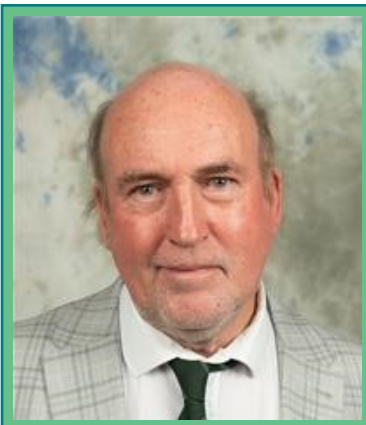
Devon is taking a positive step towards achieving our carbon and environmental ambitions with this new Local Transport Plan.

We know that transport has a significant impact on our local environment. It is therefore important that we have a strategy which aims to keep people and businesses connected whilst also reducing emissions, improving air quality and enhancing our natural environment.

This strategy sets out the ways that our transport network will be improved and extended across the county while also meeting our net zero ambitions.

Councillor Stuart Hughes

Devon Cabinet Member for Highway Management



Good transport connections, services and infrastructure are vital for people's lives and livelihoods.

This new Local Transport Plan shows the types of investment we will be making in transport across the county, from our urban hubs to our rural villages. It addresses highway improvements, the provision of new active travel links, road safety interventions and much more to ensure that we are providing a transport network that supports the needs of all our residents and visitors.

This strategy will help us achieve sustainable growth, develop a healthy and inclusive environment, and keep the county moving.

Councillor Adam Billings

Torbay Cabinet Member for Pride in Place and Parking



Supporting our community, businesses and visitors to move about through an effective and efficient transport network is critical to deliver a healthy, happy and prosperous Torbay.

Giving choice in how we all travel and supporting independence and transport opportunity for all is important. The Local Transport Plan demonstrates the steps we will take to give choice across all modes, underpinned by the need for resilience and safety on the network.

This strategy will improve transport connectivity and sustainability to, from and within Torbay and Devon, and help deliver the transport infrastructure that is needed for our people and our place.

Section 2: Introduction

Transport and connectivity have a vital role in helping make Devon and Torbay the best place to grow up, live happily and healthily, and prosper.

The way we travel is changing. Over the past decade, the role of technology and the increased use of online options has changed how people access essential services such as retail and health care. The increase in people working from home, particularly since the COVID-19 pandemic, has reduced travel during typical commuting hours, but there is more leisure travel throughout the day.

People's access to reliable transport remains essential. An affordable, sustainable, and well-connected transport system can help improve the quality of life for Devon and Torbay's residents. This transport strategy and plan for future investment aims to accomplish this by developing transport infrastructure that:

- unlocks development
- maintains an efficient and reliable network
- supports active travel
- reduces the negative impacts of transport such as congestion and pollution.

This will help to achieve our goal of carbon net zero by 2050 at the latest.

2.1 Local Transport Plans

The Devon and Torbay Local Transport Plan (LTP) is a statutory document which sets out a strategy for improving transport that aligns with national, sub-national and local social, economic and environmental aims and objectives. Alongside our strategy, this LTP includes a set of actions or proposals to achieve our goals.

We have developed this strategy, which covers the years 2025 to 2040, by considering a significant amount of policy and strategy work already carried out in recent years. This includes:

- National policies, the regional Peninsula Transport Strategy and local strategies, such as Council Corporate or Strategic Plans and District Council Local Plans
- the adopted Devon Carbon Plan, drawing upon its extensive engagement and evidence supported by the public and key stakeholders
- a wide-ranging evidence base including transport trends, travel patterns and socioeconomic data
- Modal strategies including Bus Service Improvement Plans (BSIPs), Local Cycling and Walking Infrastructure Plans (LCWIPs) and Electric Vehicle (EV) Charging Strategies.

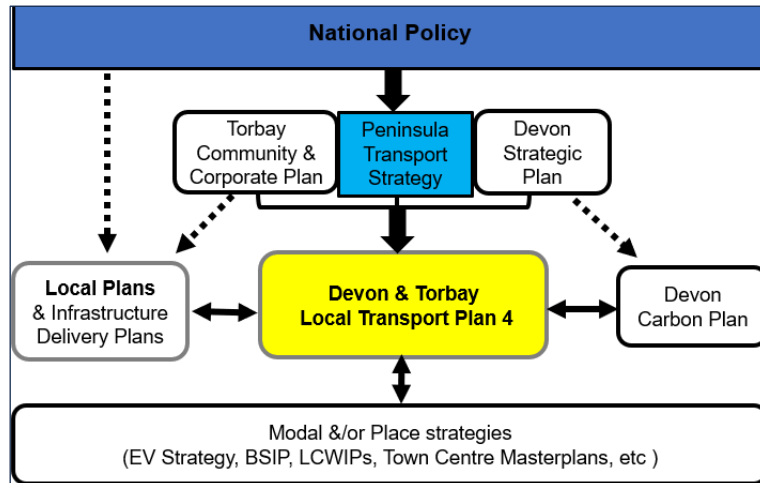


Figure 1: How the Devon and Torbay LTP fits in context with other policy documents

People travel within and across local authority boundaries. This joint Local Transport Plan for Devon and Torbay seeks to reflect the reality of travel between the two areas. In January 2024, a devolution deal for Devon and Torbay was proposed. This will create a Combined County Authority which will become responsible for producing a Devon and Torbay area-wide Local Transport Plan (LTP) and overseeing delivery of transport schemes across its geography.

2.2 A track record of delivery

We have made significant progress in delivering a range of transport projects and services identified in the previous Devon Local Transport Plan 2011-2026. This includes delivering highway, rail, bus and walking and cycling schemes across Devon and Torbay.

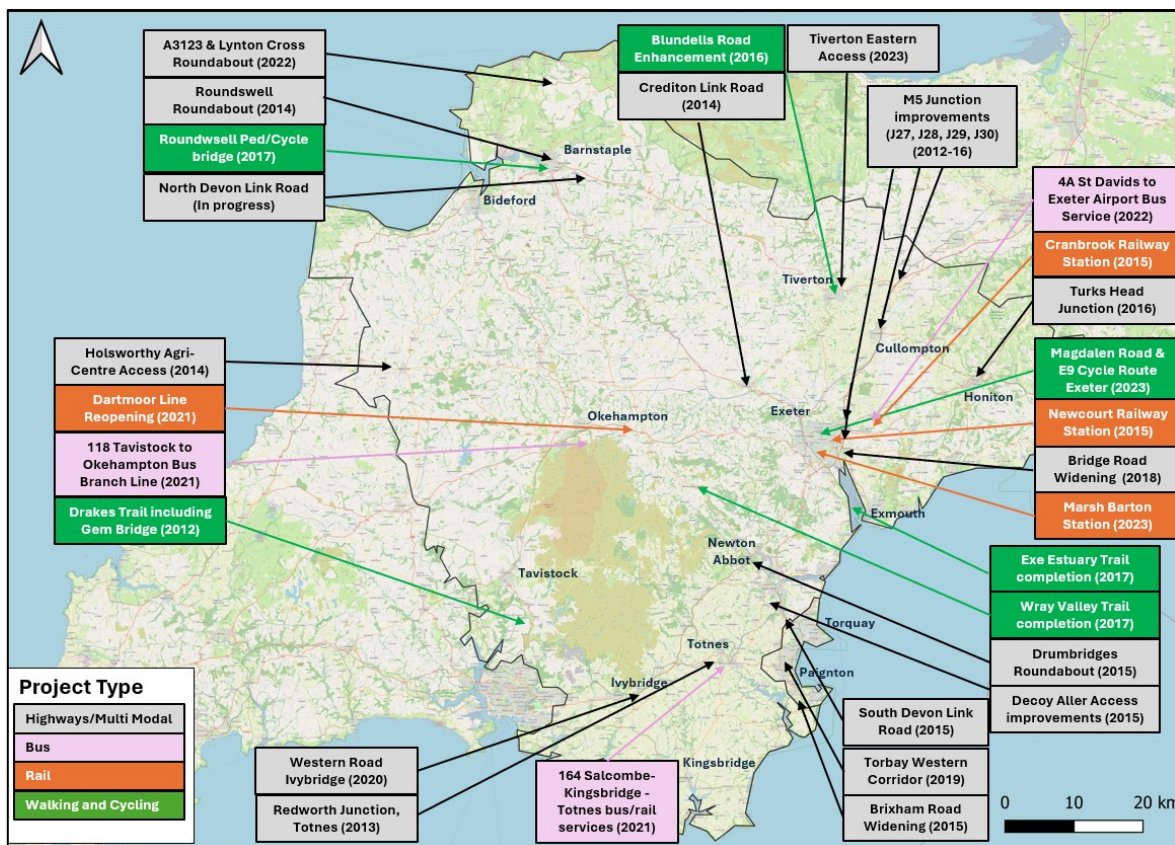


Figure 2: Projects delivered in Devon and Torbay during 2011-2026

2.3 A vision-led approach

Our approach to this LTP is to ensure transport policy and investment support the priorities for creating a better Devon and Torbay.

This means giving people more travel choices so they are able to access jobs, education, shops, healthcare and leisure opportunities more conveniently, more affordably and in more environmentally friendly ways.

Our vision is that:

“Transport will facilitate sustainable growth and support reaching net zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport will improve travel choice and benefit the health and wellbeing of everyone.”

There are six objectives underpinning the LTP to achieve this vision.

Decarbonisation

Reaching net zero by 2050 at the latest by reducing the need to travel, increasing digital access and shifting trips to sustainable transport and fuels.

Reliable and resilient

Protecting and enhancing the strategic road and rail links that connect Devon and Torbay to the rest of the country.

Easier travel

Providing well-integrated, inclusive and reliable transport options for all residents and visitors in both rural and urban communities.

Unlock development

Supporting clean growth by providing new transport choices within and to new developments and using technology to improve existing infrastructure.

Greater places for people

Enhancing the attractiveness of streets by reducing negative impacts from vehicles, regenerating the public realm, and facilitating safe active travel movements.

The place to be naturally active

Expanding the multi-use trail network, delivering a network of quieter lanes and improving facilities and safety in urban areas to enable people to be more active and experience our outstanding natural environment.



Figure 3 Our objectives illustrated

The vision and objectives apply to the whole of Devon and Torbay. However, we also recognise the rich and diverse urban, rural and coastal geography we cover and the distinctive transport challenges they present. These different challenges require a range of solutions so the joint Devon and Torbay LTP includes strategies for four different place types across Devon and Torbay.

2.4 A place based strategy

Devon and Torbay's population of just under a million people is spread across the city of Exeter, the urban area of Torbay, large market towns, coastal settlements and vast rural areas including two National Parks and five National Landscapes. We have created four place-based strategies within the LTP which address the distinct needs in these areas.

Exeter

Exeter is the largest settlement and economic centre in Devon (population 130,000). It serves one of the largest geographic travel to work areas in England and is a major hub for education, leisure, cultural and retail opportunities. The city has an historic, constrained and at times congested road network. It offers a range of travel options, with frequent public transport (bus and rail) and has high levels of walking and cycling contributing towards the majority of Exeter residents not driving to get to work.

Torbay

Torbay encompasses the coastal towns of Torquay, Paignton and Brixham and surrounding villages (with a combined population of 140,000). With direct rail links and an attractive seaside location, Torbay experiences seasonal fluctuations in population and economy. Most travel is within the bay. While many of these trips are over short distances that could be walked or cycled, the majority are made by car.

Growth areas

Growth areas are larger market towns that are identified in District Council Local Plans as areas for significant new economic and residential development. The levels of development will be large enough to support new transport, education and community facilities. These areas have maturing

walking and cycling networks and frequent public transport connections. Combined, approximately 130,000 people live in the four growth areas identified in this plan.

Rural Devon and market and coastal towns

Over half of the population of Devon live in rural areas or in the market and coastal towns. These areas have attractive landscapes that contribute to a good quality of life. The longer distances to schools, work or shops means walking, wheeling and cycling may not always be a viable option. Residents are more reliant on the car and often rely on nearby market and coastal towns for key facilities, reducing the need for people to travel further afield to access services. These towns also provide hubs for more frequent public transport.

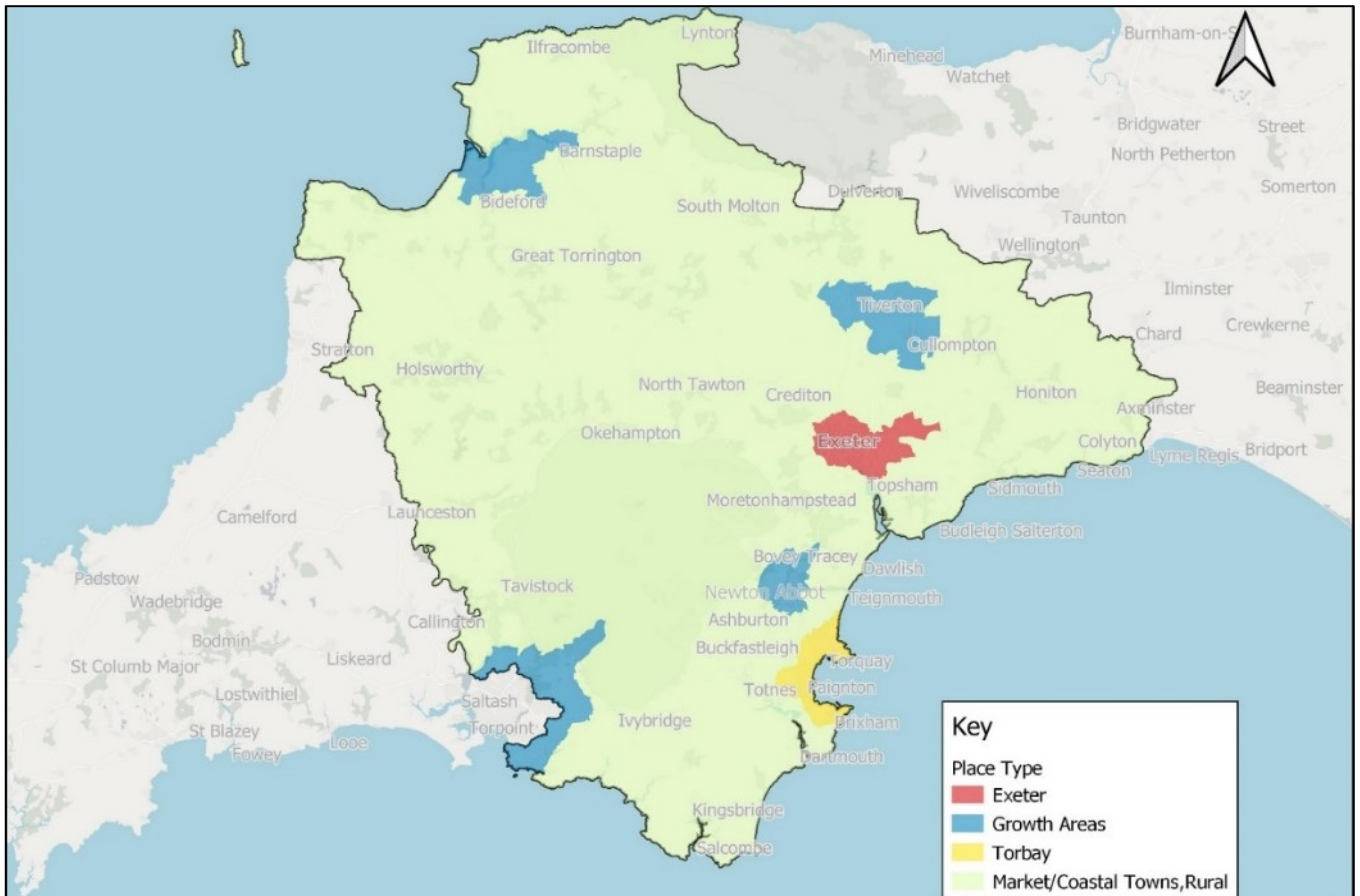


Figure 4: Map showing the four place types

Section 3: Consultation

The views of people who use the transport network are important to help shape its future. This joint Devon and Torbay LTP has been shaped by the views of the public from a range of previous projects and initiatives, including the Devon Carbon Plan and modal strategies that have recently been developed and adopted. Many of the proposed short-term interventions in this Local Transport Plan are drawn from these documents, which have already had public consultation.

3.1 Devon Carbon Plan

The Devon Carbon Plan provides a roadmap for how Devon and Torbay will reach net zero emissions by 2050 at the latest, and a 50% reduction against 2010 levels by 2030. The plan was consulted on extensively in 2020 and 2022 and has been approved by both councils. It sets out 43 transport interventions, many of which also support the economy and improve public health.

A Citizens Assembly, made up of seventy individuals who statistically represented Devon’s population, was created to inform the Devon Carbon Plan. In terms of transport, the assembly:

- recognised that there will likely always be a need for private car use in Devon, particularly in rural areas, and emphasised the importance of making vehicles cleaner
- broadly supported measures to make car use less attractive, while maintaining mobility, as well as reallocating road space from cars to active and public travel modes.

Views of the assembly on several questions are summarised in the table below.

Resolution	Level of public support
Reduce emissions by investing in infrastructure to support increased electric vehicle use.	More than 90%
Reduce the road space available to cars and reallocate it to active and public travel modes in Devon.	70 to 80%
Reduce traffic emissions in Devon by discouraging car use while ensuring continued mobility.	70 to 80%
Implementing financial measures such as congestion charges, parking charges, and parking levies to fund broader emission-reducing improvements and maintain mobility.	50%
Measures to reduce space available for parking and introduce parking charges in areas across Devon.	Less than 50%
The introduction of workplace parking levies (WPPL) in areas across Devon.	Less than 50%
Introducing congestion charges and low emission zones in areas across Devon	Less than 50%

Figure 5: Citizens Assembly level of support for measures to reduce carbon emissions

The assembly also stated that support for the above measures would be increased with complementary measures. The complementary measures included investment in better public transport and active travel infrastructure, and differentiation in public transport fares depending on user categories.

3.2 Electric Vehicle Charging Strategy

The Devon and Torbay Electric Vehicle Charging Strategies set out the councils’ ambitions for increasing the uptake of electric vehicles.

The proposed charging hierarchy in the 2022 draft Devon Electric Vehicle Charging Strategy consultation was supported by 70% of respondents. All the strategy’s recommendations received a minimum of 60% support, with 9 out of 12 supported by 75% or more of respondents.

3.3 Local Cycling and Walking Infrastructure Plans (LCWIPs)

LCWIPs are evidence-based approaches to identify priority walking and cycling routes for future investment.

LCWIPs have been developed for the areas of Exeter, Torbay, Heart of Teignbridge (including Newton Abbot, Kingsteignton and Kingskerswell) and Barnstaple with Bideford and Northam. Each LCWIP has been publicly consulted on since 2021 and amended following feedback. The priorities from these have been incorporated into this Local Transport Plan.

Further LCWIPs are in development for Cullompton and Tiverton, Clyst Valley and New Communities and for countywide strategic trails.

3.4 Bus Service Improvement Plans (BSIPs)

BSIPs for both Torbay and Devon set out how to deliver on the 2021 National Bus Strategy and work together with operators through an enhanced partnership. The BSIPs have been developed through cross sector stakeholder engagement and are updated each year to reflect current progress and funding.

The highest levels of public support were for improving physical infrastructure (such as bus priority measures and bus stop facilities), improving integration with other modes and services and making fares cheaper. The BSIPs also identified that enhancing bus service provision, both in terms of the network and service frequencies, was a priority. We have conducted further consultations on the individual schemes in the Devon BSIP that are being delivered.

3.5 Exeter Transport Strategy 2020-2030

Devon consulted on the Exeter Transport Strategy for 2020 to 2030 in 2019. At least 70% of the 1,100 respondents supported each of the three key themes of greater connectivity, greater places for people and greater innovation. The most popular interventions were:

- enhancing park and ride services
- improving active travel networks
- maximising the efficiency of the network.

These priorities did however vary by where respondents lived, as shown below.

Priorities	Residents of Exeter	Residents of Greater Exeter	Residents of wider area
1	Active Exeter	Park and ride on all main corridors	Connected city region
2	People based places	Maximising efficiency of the existing network	Nationally connected
3	Attractive urban bus Networks	Connected city region	Maximising efficiency of the existing network

Figure 6: top three priorities from the Exeter Transport Strategy Consultation 2019, by residents' location

Following consultation feedback, we revised the content of the Exeter Transport Strategy to enhance its contribution to reducing emissions and produced a 5-year action plan. We have used an update of this action plan, along with the new Devon BSIP and Exeter LCWIP, to inform the actions for Exeter in this plan.

Section 4: Our strategy for connecting Devon and Torbay

The priority for connecting Devon and Torbay is to enhance our strategic road, rail, air and digital connectivity. It is vital that strategic links support movement not only within Devon and Torbay but also with the rest of the country and internationally so the area remains an attractive place for business and tourism.

Targeted investment in key corridors is required for a reliable network that is resilient to the impacts of climate change and seasonal travel demands. A resilient rail network that can withstand flooding and sea level rise is an immediate priority to strengthen the economy and support low carbon travel.



Figure 7: Map of strategic connections in Devon and Torbay

4.1 Road

Most travel within Devon is made on the road network including trips by car, bus, coach and freight movements. Some parts of the road network are particularly important for strategic connectivity.

Strategic road links provide primary highway routes to different parts of Devon and Torbay and access to national networks. These strategic routes include:

- the M5, A30, A38 and A35 on the Strategic Road Network (managed by National Highways)

- the A361, A376, A379 (Exeter section), A380, A382 and A385 on the Major Road Network.

The M5 is the only section of motorway in Devon and into the South West peninsula. Whilst the M5 typically does not experience the levels of congestion elsewhere on the national network seasonal traffic volumes, including demand for the motorway services, can lead to delays and unreliable journey times.

The section of the M5 between junction 29 (junction with the A30) through to junction 31 (where it splits into the A38 and A30) is the gateway into the South West. It is a critical connector for the South West economy. The capacity on this section has the potential to constrain nearby planned Local Plan housing growth within four of Devon's eight districts. We will work with National Highways to identify deliverable interventions to improve resilience of the gateway. Our focus will be on improving travel choices that encourage modal shift and the use of technology to improve vehicle flow, air quality and reduce noise levels.

The A30/A303 provides the second strategic highway route between London and the South West. Proposed improvements outside Devon will cut journey times and further enhance resilience on this strategically important route.

The A361 North Devon Link Road is the strategic route connecting northern Devon and northern Cornwall to the rest of the country. A multi-million-pound project that includes improved overtaking opportunities and upgrades to eight junctions to improve safety, journey time reliability and active travel facilities is currently being delivered. This represents the biggest transport investment in the area for a generation, boosting the economy and connectivity to and within northern Devon.

Case study: South Devon Link Road (A380)

The A380 through the village of Kingskerswell was one of the busiest sections of single carriageway in the country, carrying approximately 35,000 vehicles every day. The route had a poor safety record. Road users experienced extensive congestion and unreliable journey times which had an impact on South Devon's economy by causing inadequate commuter and tourism links. The road also caused poor air quality and safety risks for residents in the village of Kingskerswell.

The 5.5km dual carriageway South Devon Link Road was delivered in 2015 and has transformed connections between Torbay, Newton Abbot and beyond. A more reliable, resilient route has increased opportunities for people to access work, education, retail and leisure opportunities, and major healthcare facilities.

A 50mph speed limit was introduced, which has helped minimise carbon emissions in construction and use of the road and has substantially improved the safety performance of the route. The new road has also transformed the old route. The significantly reduced volume of traffic has tackled air quality exceedances and noise pollution issues for residents, as well as improving walking and cycling links through the village.



Figure 8: South Devon Link Road including flyover of Penn Inn roundabout

Changes to the speed limits of the roads with the heaviest traffic have the potential to improve road safety, journey time reliability and provide immediate reductions in carbon emissions. A 50mph speed limit is in operation between Newton Abbot and Torquay on the A380 South Devon Link Road and we will explore reduced speed limits on some of the other major local routes.

4.2 Bus and coach

Bus is the most used form of public transport across Devon and Torbay, with a combined 25 million passenger trips across the two areas during 2023-24. Bus usage was 15% higher before the pandemic but is recovering. Further growth is anticipated, helped by the introduction and extension of the Department for Transport's £2 bus fare scheme.

The level of bus provision throughout the county varies. Services tend to radiate through the areas of greatest population where higher frequency services can be provided, such as Exeter, Torbay, Barnstaple and Newton Abbot. It is in these areas that bus services have the greatest potential to provide an attractive sustainable travel choice and where efforts to improve bus provision will be focused.

Several coach operators (including Megabus, National Express and Flix Bus) provide regular, long distance services from Devon and Torbay to destinations across the country. For example, South Brent, Newton Abbot and Cullompton are stops on both the hourly Falcon service from Plymouth to Bristol, and the National Express's Torbay and Exeter to London service. Express coach operators are reporting recovery beyond pre-pandemic levels as coaches offer a reasonably priced and convenient long distance travel option for many people.

Bus and coach services are delivered by private operators. Improved partnership working between Devon and Torbay's bus and coach operators will be essential to improve services. Both Devon and Torbay have developed Enhanced Partnership frameworks alongside Bus Service Improvement Plans (BSIPs). These will help to deliver a step change in bus provision for current and new bus users and provide a high-quality alternative to car travel. New powers through devolution would also give councils greater influence in the operation of public transport services. The aspiration is to have a single enhanced partnership through the devolution deal.

We are making progress on bus priority measures identified in our BSIPs in Exeter, Newton Abbot and Barnstaple. In Torbay key bus corridors such as the A380 and A379 will be prioritised.

We will also make infrastructure improvements to several bus stations and key stops in the county to improve the passenger experience and attract new users. For example, by improving signage, information and seating.

We have identified sites where we can improve integration with higher frequency bus and coach services, including A38 Drumbridges Roundabout and the Yelverton Roundabout. Together we

have secured £13 million of funding through the Zero Emission Bus Regional Areas (ZEBRA) scheme to accelerate the roll out of electric buses in Torbay and Devon.

Our aspiration is to transform the attractiveness of travel by bus. We will develop a single brand for the bus network in Devon and Torbay. Journeys by bus will be faster. There will be improved and cheaper ticketing, zero emission buses and high-quality bus stop infrastructure. We will protect and improve interchanges between bus and rail services, making it easier and more attractive for people to use public transport.

4.3 Rail

With 15 million passenger entries and exits from stations in Devon and Torbay each year, rail usage in Devon and Torbay is now higher than before the COVID-19 pandemic and 50% higher than in 2010. This reflects a track record of delivery of new stations, a reopened railway line, service enhancements and strengthened partnership working with the rail industry (Network Rail and Train Operating Companies) as well as with community rail partnerships.

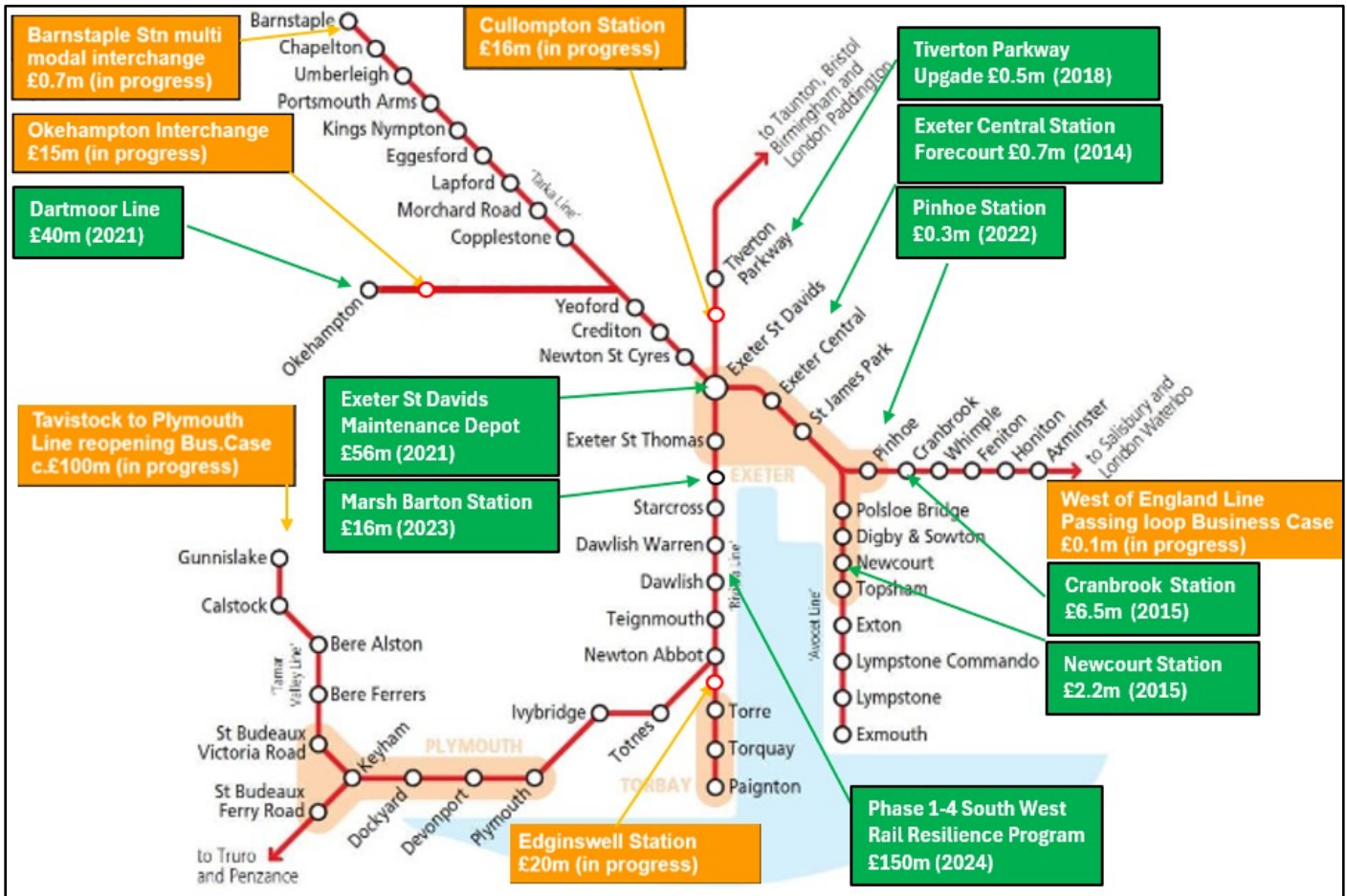


Figure 9: Map of rail projects that have been recently delivered or are in progress

The Peninsula Rail Task Force (PRTF) is a subgroup of the Peninsula Transport Sub-National Transport Body (STB). It identified three priorities for improving the railway in the South West: better journey times, greater resilience and increased capacity and comfort for passengers.

Four phases to enhance the resilience of the coastal section of rail line from Dawlish to Teignmouth have now been completed. The completion of the remaining section of resilience works between Teignmouth and Holcombe is vital to safeguard rail access to communities to the west of Exeter. Network Rail, supported by Devon and the PRTF, are committed to also enhancing

the Exeter to Waterloo line. This phase will further improve resilience as well as to deliver half hourly frequency trains between Exeter and towns in East Devon.

New high-speed trains have increased capacity and comfort for travel to London. An upgrade of trains on Cross Country services would improve comfort for passengers to Bristol and the North.

There are limited opportunities to significantly reduce rail journey times on long distance travel into and around the region. Enhancing mobile connectivity on trains could make journeys more productive for passengers. This is a priority for the region and Devon continues to work in partnership with the STB and the rail industry to explore funding opportunities.

We will continue to work with the rail industry to encourage more long-distance services into our region, including additional fast services from Torbay to Exeter and other parts of the country. This will need to be supported by additional platform capacity at Exeter St Davids. Options to improve conditions around the Red Cow crossing will also need to be considered.

Improvements to journey times, service frequencies and possible extensions on the branch lines in Devon will complement enhancements to the mainline rail services. This will make rail more convenient and attractive for longer distance travel.

Extending services from London Waterloo that currently end at Exeter to Okehampton or Barnstaple would:

- enhance strategic rail connectivity to the northern and western parts of Devon
- improve public transport options to the National Parks and northern coast
- provide direct links to London, Salisbury and other interchanges to people living on these branch lines.

4.4 Air, sea ports and freight

Exeter Airport connects residents and businesses to national and international destinations. Approximately 430,000 passengers used Exeter Airport during 2023, an increase of around 300% from 2021 levels. The airport had previously seen a million passengers a year in 2019.

We have enhanced the airport access road, improved bus services and upgraded Long Lane in the last decade. We will continue to work with partners and work to:

- enhance sustainable access to Exeter Airport
- facilitate growth at the adjacent Airport Business Park
- support increased employment opportunities that are within a short distance of the new homes within the East of Exeter growth point.

There are many ports across Devon and Torbay. Brixham is the largest fishing market in the country, with over £60 million of fish sold in 2022. Teignmouth Port is a major exporter of ball clay. There are also freight, military and passenger ferry operations in Plymouth. We are working with partners to deliver the transport infrastructure needed for the Plymouth and South Devon Freeport. These include a new spine road, a pedestrian cycle bridge over the A38 and junction upgrades.

Freight is crucial in connecting communities and sustaining businesses throughout the South West. Freight movements, including heavy and light goods vehicles, have also grown significantly in recent years and accounts for a significant amount of carbon emissions across the area.

The Western Gateway and Peninsula Transport Sub-National Transport Bodies (STBs) have jointly launched the first-ever freight strategy for the South West, which is aligned with the national Future of Freight Plan. This regional strategy seeks to enhance the resilience of supply chain

networks, engage with the freight community to understand current issues and explore opportunities for sustainable freight movements across the region.

Devon and Torbay will continue to work with the STB to identify potential opportunities to improve the efficiency of, and reduce the negative impacts of, freight movements. Opportunities include:

- a network of alternative fuel stations to support the decarbonisation of goods vehicles
- improving facilities for lorry drivers
- supporting suitable proposals to increase opportunities for moving freight by rail.

4.5 Digital connectivity

Growing digital access to services is perhaps the largest change to society and travel demand in the last decade. The Connecting Devon and Somerset rural broadband programme promotes high speed internet access and improved digital accessibility across Devon.

Key elements of the strategy for Connecting Devon and Torbay

Reliable and resilient network

- Completion of the South West resilience works on the railway between Dawlish and Teignmouth.
- Enhancements on the Exeter to London Waterloo Line to increase diversionary capacity and service frequency to East Devon.
- Work with the rail industry to make the case for enhancements to the North Devon Line to address overcrowding and improved connectivity.
- Completion of North Devon Link Road enhancements.
- Protect and enhance the resilience of M5 J29 to J31/Splaford Split.
- Enhanced motorway service station capacity by the Strategic Road Network gateway into the South West at M5 J29 to J31.
- Review speed limits on major A roads and identify opportunities for different speed limits on busiest roads.

Easier travel

- Lobby for enhanced mobile connectivity on trains and improved rail rolling stock.
- Extension of existing London Waterloo to Exeter service further into Devon.
- Seek additional long distance rail services to and from Devon and Torbay.
- Improve access to Exeter airport by sustainable modes.
- Improve lorry parking facilities on key routes.
- Protect and enhance integration between bus and rail services.
- Simplify fare structure and introduce integrated ticketing for public transport.

Decarbonisation

- Improve digital access and online services, with particular focus on areas with poor mobile or broadband connections.
- Support the delivery of EV charging and alternative fuel stations across the Major Road Network and Strategic Road Network.
- Support suitable opportunities to increase rail freight.

Unlock development

- Work with partners to deliver infrastructure to support the Plymouth and South Devon Freeport.

Section 5: Our strategy for Exeter

Our strategy for Exeter will build upon the 2020 Exeter Transport Strategy. That strategy has three themes:

- Greater places for people: to improve quality of life and sustainable travel in Exeter.
- Greater connectivity: for easier travel into the city from outside Exeter’s boundaries.
- Greater innovation: using technology to make sustainable travel easier, encourage mode shift and help the city’s transport networks operate more efficiently.

5.1 Background

The city of Exeter is built on an historic highway network that is constrained by limited road crossings of the River Exe. It is therefore not generally possible to build extra physical highway capacity within the city. Instead, the strategy in this section focuses on improving sustainable travel choices and making the city a more attractive place to live, work and visit.

The city’s growth in recent years has led to increasing travel demand. Between 2000 and 2020, the number of jobs in the city increased from 60,000 to 100,000. Over the same period the population of the city grew by just under 25,000 people. Growth in Exeter’s job sector has been filled by labour from outside the city so the city now has one of the largest geographical Travel to Work Areas (TTWA) in the country.

Despite this, traffic levels on key routes into the city have not increased. Data suggests that traffic conditions are unchanged in the morning peak hour. However, travel demand through the day has increased and congestion has risen in the afternoon peak hours. This reflects the growth in the appeal of the city for shopping and wider trends of increasing leisure travel and less commuting. Post-16 students at Exeter College who travel into the city have contributed to a significant daily demand on public transport services.

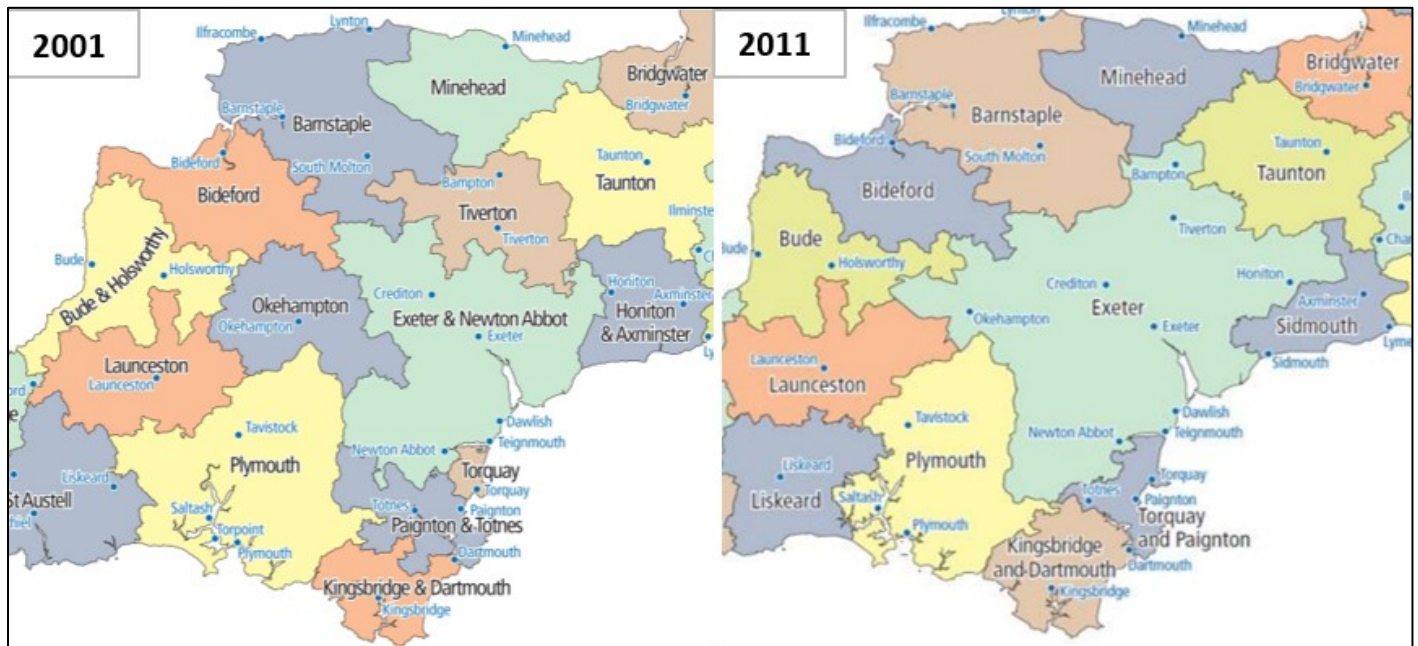


Figure 10: Exeter’s Travel To Work Area in 2001 (left) and in 2011 (right)

Exeter residents represent the largest part of Exeter’s labour pool. While a significant portion of car travel starts within the city, Exeter residents benefit from more travel choices so the majority of Exeter residents travel to work by sustainable modes.

Travel behaviour differs significantly for commuters living outside the city where cars are the dominant travel choice. From towns around Exeter, a high proportion of trips into the city are made by public transport. For those in areas where there is limited public transport, car travel is dominant and accounts for over 90% of work trips into the city.

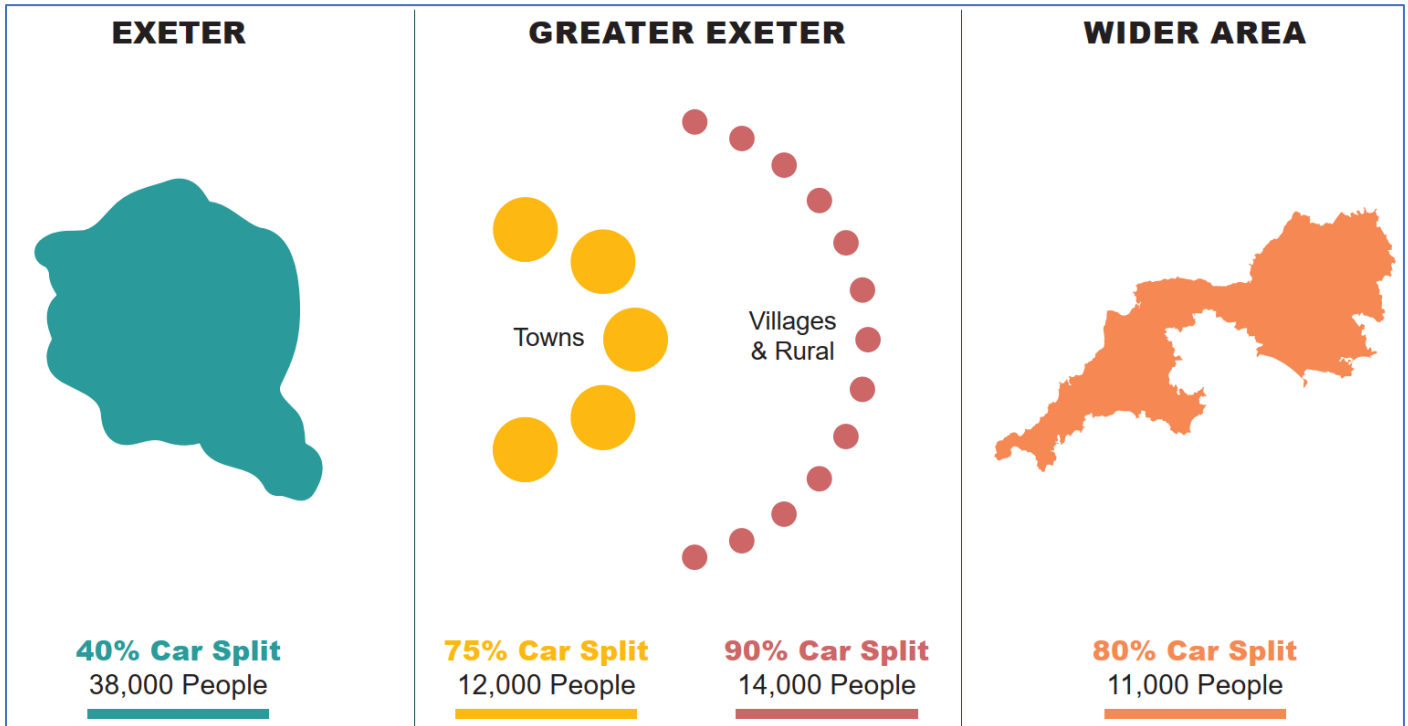


Figure 11: Travel to work into Exeter by geography and how many used cars (2011)

5.2 Greater places for people

Exeter’s city centre will continue to be a destination for its historic, cultural and entertainment offer. The function of the city centre is likely to evolve due to changes in retail spending and digital access. Cultural attractions such as the Cathedral and new Leisure Centre provide different reasons to visit Exeter and will be integral to the continued vibrancy and success of the city.

Attractive urban realms can further enhance the appeal and vitality of the city centre. Reducing the dominance of vehicles in the city centre and core walking areas can help to provide streets where design caters for people over vehicles. This will help to improve the health and wellbeing of residents, the evolution of the city centre and support investment.

We will investigate changes to access and road layouts where they can make streets safer, support local businesses or education hubs. So far, this approach has been seen with:

- the reduction of through traffic at London Inn Square supporting the arrival of John Lewis
- the additional pavement space being used by hospitality businesses on Magdalen Road
- the benefit of passing walkers and cyclists to local businesses along the Exe Estuary Trail.

Case study: Magdalen Road enhancements

A temporary one-way system, contraflow cycle lane and more space for pedestrians was introduced on Magdalen Road under the Emergency Active Travel Fund in 2020. Public consultation showed strong support for reducing through traffic, but also the importance of the on-street echelon parking.

A permanent scheme was completed in 2023. This made the one-way system permanent, widened the pavements on one side and improved cycle facilities to create a higher quality walking and cycling environment. The one-way also improved air quality by removing traffic queuing at the traffic lights. Access for vehicles and car parking has been retained, but changes to the balance of users of the street has enhanced the sense of place. Pavement cafes and outside seating have also increased the space for businesses and helped to provide a more vibrant street.



Figure 12: Magdalen Road before (left) and pavement cafes (right) after enhancement

5.3 The place to be naturally active

The proportion of residents who walk to work in Exeter is one of the highest of any UK city, reflecting the compact nature of the city centre and focus on pedestrian facilities. There is also a growing number of people cycling in the city. This has been supported by:

- consistent investment since the Cycle Demonstration Town project from 2006 to 2010
- completion of the Exe Estuary Trail
- accelerated delivery of new cycle routes during the COVID-19 pandemic
- funding through successive tranches of the Active Travel Fund.

A comprehensive, accessible and coherent cycle and pedestrian network will be delivered in Exeter. The priorities for this are identified in the Exeter Local Cycling and Walking Infrastructure Plan (LCWIP). We will support this with lower speed limits that will improve road safety along key routes and reduce carbon emissions. The cycling and walking network will connect residential areas with schools, key economic hubs, public open space and transport interchanges so that 50% of trips within the city are being made on foot or by bike.

This will be complemented by strategic multi-use trails to enable trips from existing settlements into Exeter and the Exe Estuary Trail. We will create 'green lanes' that support active travel from villages on the edge of the city and grow the network of attractive leisure routes around the city.

Our continued investment to improve walking and cycling facilities will encourage the shift from short distance car journeys towards sustainable modes. It also improves the health and wellbeing for residents. This investment represents the most achievable way of reducing short distance car trips from within Exeter and is aligned with the emerging development proposals for sites in and around the city centre.

5.4 Unlocking development

The October 2023 draft of Exeter City Council's Local Plan outlines the proposals for new development in Exeter to 2040. The plan has a focus on urban centre regeneration schemes, including at Water Lane, and intensifying development within the city centre. In addition, the East Devon Draft Local Plan sets out further development in the 'East of Exeter' area that borders the city.

Exeter's proposals are for development that is within walking and cycling distance of services. It complements the reduced dominance of vehicles in the central parts of the city as well as enhancing the sense of place and environment for pedestrians. There are also significant developments identified, and currently taking place, on the edge of Exeter in surrounding district Local Plans.

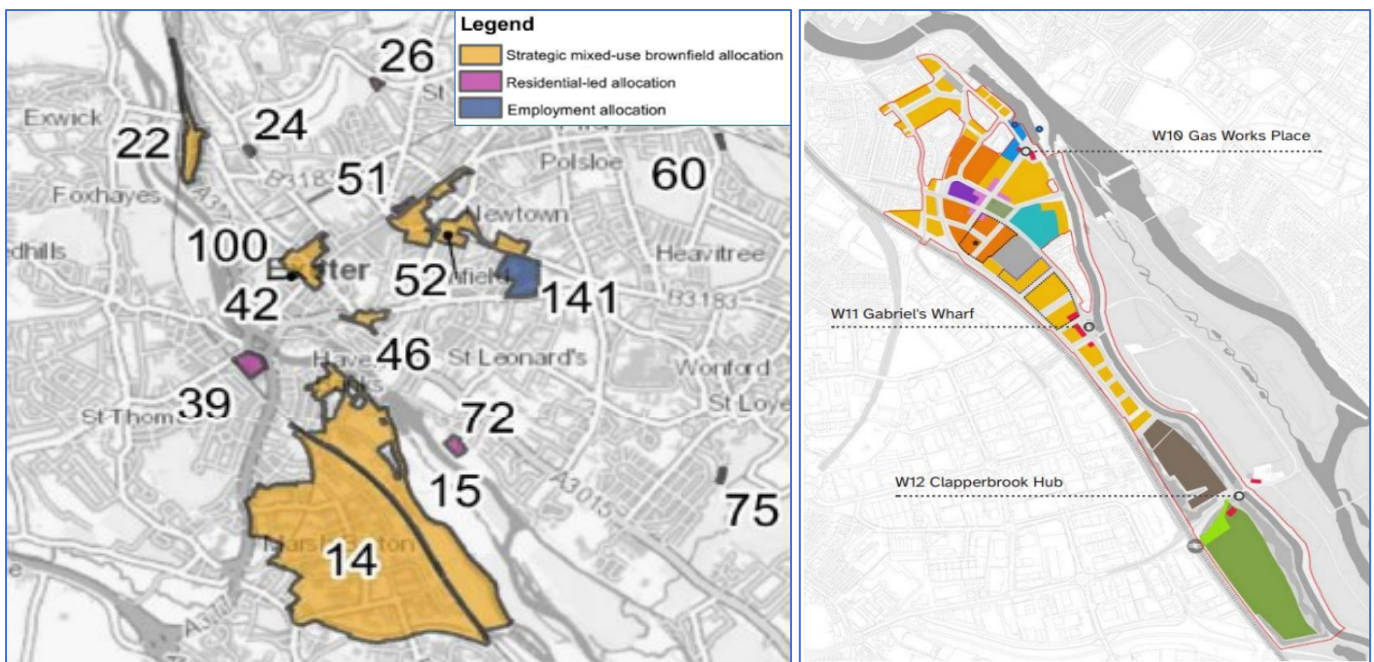


Figure 13: Draft Development locations in Exeter Local Plan (left) and at Water Lane (right)

The distribution of jobs and services in and around Exeter is changing. There are now the same number of jobs in Sowton as the city centre. The East of Exeter is also a fast-growing area of economic and residential development. It includes the Exeter and East Devon Enterprise Zone which covers the Science Park, the Power Park, the SkyPark and Cranbrook town centre. The East of Exeter also offers a range of employment sites off the A3052 and A30, and the Crealy Theme Park is one of the most visited tourist attractions in Devon. There are also a wide variety of highly skilled employment sectors, such as research and development, aviation and engineering based in the area.

Many people travel between the East of Exeter area and the city every day. This connection is more challenging to serve with high quality public transport than areas within the centre of Exeter. The highway routes can experience congestion in peak periods and there is limited scope to increase vehicle capacity to cross the M5 or on routes into the city. Nevertheless, bus priority

coupled with enhanced frequencies on the A3052 and A30/Honiton Road corridors would provide an attractive bus service. This would support people commuting as well as offering new and existing residents in the East of Exeter area more sustainable travel options. Bus improvements will be supplemented by enhanced bus/rail interchange.

Many of the employment sites in East Devon and south west Exeter are within a cyclable distance of the city, especially with the growing use of e-bikes. High quality cycle routes from new developments to the east of Exeter that link into the city's cycle network will be a central part of transport strategy for new development. These routes will need to be delivered at the earliest stages of development to lock in sustainable travel habits. The strategy setting out the required transport infrastructure and phasing to support sustainable development in the East of Exeter area will be finalised alongside the Exeter and East Devon Local Plans.

5.5 Easier travel

Public transport plays a pivotal role in enabling people to travel into Exeter for a variety of services and for work. The aspiration for Exeter is to have a consistent standard of rail and interurban bus routes, along with strategic cycle trails, between key settlements and Exeter. These will form a connected city region network.

Public transport usage, particularly by bus, is high for Exeter residents and most radial routes benefit from frequent bus services. There are, however, journey time and reliability issues with both buses and trains which can reduce the attractiveness of public transport.

Bus services

We will use Devon's Bus Service Improvement Plan (BSIP) funding to implement bus priority measures on those corridors with the most frequent services to help make buses in, and travelling into, the city quicker and more attractive. These corridors include Cowick Street, Heavitree Road, New North Road and Pinhoe Road. We will also explore options beyond the BSIP to further enhance bus journey times on the Honiton Road and Sidmouth Road corridors. We want to make buses an attractive and convenient travel option from new developments on the outskirts of the city.

We will support enhancing bus frequency on key interurban routes and upgrade the facilities at bus stops. We aim to achieve 15-minute or better bus frequency from Cranbrook, CREDITON, Cullompton and Newton Abbot, and along the A3052. This frequency provides a 'turn-up-and-go' service where the shorter time between buses means passengers may no longer need to consult a timetable.

Rail services

Exeter has an extensive rail network with stations across the city and frequent services to many surrounding market and coastal communities. The rail network has benefitted from significant investment in recent years, including:

- the opening of new stations at Newcourt, Cranbrook and Marsh Barton
- new services to Okehampton that also provides half hourly frequency to CREDITON
- improvements to Pinhoe and Exeter Central stations.

The 'Devon Metro' rail network will be made more attractive by improving connectivity between Exeter and surrounding towns. The aspirations include:

- at least half hourly frequency between Exeter and East Devon

- a half hourly frequency between Exeter and Barnstaple
- a 15-minute rail frequency between Exeter Central and Digby & Sowton stations delivered by extending the Barnstaple service’s route across Exeter
- Improved interchanges at existing stations, including linking rail and bus service frequencies at Polsloe Bridge and Digby & Sowton stations
- Exploring the potential for new stations, such as Monkerton.

Park and ride services

Exeter’s park and ride sites can provide a realistic sustainable travel option for those trips from rural areas that can’t be feasibly served by traditional public transport services. Use of the park and ride service has reduced since the COVID-19 pandemic. However, park and ride sites also serve as multimodal interchanges for other sustainable forms of travel such as cycling and electric vehicle charging facilities. They are also the basis for cross-city connections from the employment and amenities in Marsh Barton, Sowton and the East of Exeter area.

A new park and ride strategy will be developed and the role of park and ride will be considered alongside the management of, and strategy for, parking in Exeter city centre.

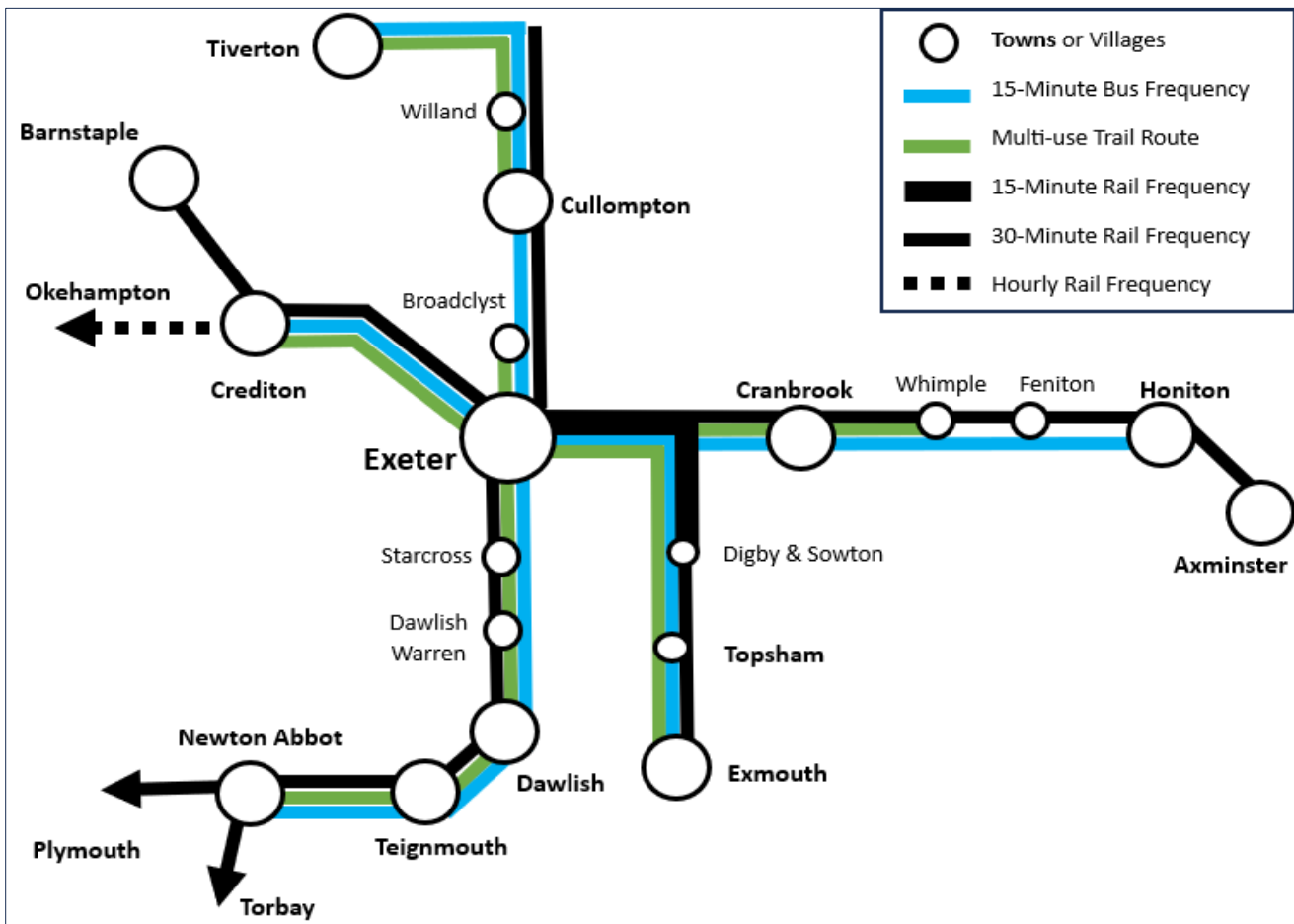


Figure 14: The connected city region with consistent standard of sustainable transport

5.6 Decarbonisation

The transition to a carbon neutral transport system requires acceleration. An assessment of measures in the Exeter Transport Strategy 2020-2030 identified the interventions which provide the greatest carbon savings as:

- reducing the need to travel
- electrification of vehicles
- sustainable travel enhancements achieved by vehicle capacity reduction.

This Devon and Torbay LTP builds on those findings to identify a range of measures that will help to reduce carbon emissions. These include trialling new measures to enable residents to experience alternative highway layouts and access arrangements. The priority for trials will be those measures that could:

- help to enhance the city centre environment for pedestrians
- support local businesses
- improve public transport
- are locally supported proposals to improve road safety and active travel.

We will work with and support the private sector to develop innovative solutions and to secure funding for new initiatives. We will also share data with partners to support innovation and improve the operation and management of the highway network.

We will support the upgrade of buses to improve on-board facilities and shift to zero emission vehicles. We will prioritise zero emission buses on those routes with the worse air quality. We have successfully bid for Zero Emission Bus Regional Area (ZEBRA) programme funding. Our initial priority for this funding will be to improve services that run along Heavitree Road and from the park and ride sites.

Central to decarbonising transport is increasing electric shared mobility. We will relaunch on-street cycle and car hire with a new operator. Over time we will transition these to zero emission vehicles.

Exeter has an extensive bus network which, together with other modes of transport, provide the foundations to create a single ticketing platform that is right for the city's attributes. As buses transition to zero emissions vehicles, this could evolve into a zero-emission transport subscription service.

Key elements of the strategy for Exeter

Greater places for people

Measures that help to support a vibrant city centre.

- Reduce dominance of cars in the city centre and core walking areas linked to public realm, redevelopment of the city centre and to support investment.
- Review parking charges for off-peak travel to discourage peak period travel and encourage longer stays in the city centre.
- Upgrade Exeter St David's station gateway and interchange.

The place to be naturally active

Supporting Active Exeter's goals.

- Enhance key pedestrian corridors, including new river and main road crossings and improved access to transport interchanges.
- Quieter and safer streets for pedestrians and cyclists in residential areas.
- Green lanes supporting active travel from villages to the edge of the city.
- Comprehensive city-wide cycle network linking all key destinations, delivering safe routes that can be used and enjoyed by all.
- Improve access to cycles, including city-wide cycle hire scheme and greater access to storage facilities.
- Employer, school and residential travel planning programmes to encourage sustainable travel choices.

Unlock development

- Support and deliver infrastructure to unlock Liveable Exeter sites and sustainable development in East of Exeter area.
- Bus priority on A3052/A376 towards M5 Junction 30.
- Strategic active travel routes to Cranbrook and along the A3052 corridor.
- Deliver car club and cycle hire schemes to support new development policy requirements in Exeter.
- Use technological advancements to adapt and optimise operation of the highway network.

Key elements of the strategy for Exeter

Easier travel

Creating a connected city region

- Enhance bus services between Exeter and surrounding towns to provide 15-minute frequency from Cranbrook, Crediton, Cullompton and Newton Abbot.
- 'Devon Metro' with at least half hourly frequency on rail lines into Exeter and new stations at Cullompton, Okehampton Interchange and exploring potential at Monkerton.
- Enhanced bus to rail interchange at Polsloe Bridge and Digby & Sowton stations.
- New strategic walking and cycling trails connecting surrounding towns to Exeter.

Attractive urban bus networks

- Measures to enhance bus priority on key corridors, including Cowick Street, Exe Bridges, New North Road, Pinhoe Road and Heavitree Road.
- Attractive modern low emission buses, improved bus stop infrastructure and information systems to enhance passenger experience.
- Park and ride or park and change sites on main corridors and increase cross-city services to improve linkages to employment on the edges of the city.
- Enhance bus frequency on routes across the city.

Decarbonisation

Transition to lower emission fuels

- Support roll-out of and identify assets that support uptake of low emission vehicles.
- Provide electric shared mobility, electric vehicle charging facilities and investigate potential for energy generation on park and ride sites.
- Community Charge Hub at Matford park and ride.
- Decarbonisation of the public transport fleet, with priority to services running along corridors with highest levels of air pollution.

Innovation and Invention

- Allow trials and testing of new measures and/or network changes to accelerate processes for decarbonising the transport network.
- Data sharing and collaborative working to support partners and innovators to develop new solutions to decarbonising transport.
- Single ticketing platform for multi-modal travel in Exeter, working towards providing a new zero-emission transport subscription service.

Section 6: Our strategy for Torbay

The strategy for Torbay focuses on improvements to Torbay's town centres and improving the range of sustainable travel choices.

Major investment in Edginswell railway station and zero emission buses will be supported by longer operating hours, faster services and better bus stop facilities to provide a step change in the quality of public transport services and infrastructure. Improvements to walking and cycling facilities and roll out of shared vehicles will enhance transport choice and make sustainable travel easier and more attractive across Torbay and beyond.

6.1 Introduction

Torbay is situated on the South Devon coast and benefits from a mild climate, sheltered bay and a fantastic seaside setting. The 140,000 population predominantly live in the coastal towns of Torquay, Paignton and Brixham, plus a handful of surrounding villages.

Torquay

Torquay is the largest town in Torbay, with a population of just under 70,000. The town centre is a mix of retail, hospitality, and service industries. The Torquay Gateway area around Shiphay in the north west of the town includes several of Torbay's largest employers such as Torbay Hospital and a range of retail parks.

Paignton

Paignton is a town of 50,000 people. The centre is 5km south of Torquay, though the urban areas connect. South Devon College provides a range of further and higher education courses. There are several large retail stores and industrial estates to the west of the town, off the A3022 Brixham Road, that serve both residents of Torbay and parts of the South Hams.

Brixham

Brixham is the most southerly town and the smallest, with a population of approximately 17,000. It has a long maritime history and contains England's largest value fish market.

Across Torbay, tourism is a significant part of the economy. This leads to seasonal fluctuations in the population with an increase of up to 50% in the summer. Reflecting this, Torbay has a predominantly low-wage economy with the average personal income less than half of the UK average. Torbay is ranked as the most deprived upper-tier local authority in the South West and has significant disparity both across the area and within each of the towns.

The A380 and recently upgraded South Devon Link Road provides dual carriageway access to Torquay and onto the western edge of Paignton. The Riviera Line runs local rail services from Paignton to Torquay every 30 minutes and connects Torbay to Newton Abbot and Exeter. There are also some direct long-distance rail services to Paignton. There are frequent bus services between all three towns, and north to Newton Abbot. The A3022 provides single carriageway access from Paignton to Brixham but is susceptible to congestion. While Brixham benefits from regular bus services, transport flows tend to be heavy in peak hours and there is no rail station in the town.

The majority of travel is self-contained within Torbay. Three quarters of residents work within the area, with the proportion working within the town they live in ranging from 40% in Brixham to over 60% in Torquay. Within Torbay, significant movements include those between Torquay town

centre, Shiphay and Chelston, and between Paignton town centre and Kings Ash. The main destinations for travel further afield include Newton Abbot, Exeter and Totnes.

Despite a significant number of short trips within Torbay, and high population densities typical of urban areas, Torbay has higher levels of car usage than many rural areas across Devon. This is particularly the case for trips of between 3 to 7km, a distance that could be made by cycle or bus.

We will focus on:

- delivering projects that improve travel choices
- work with partners to maximise the opportunities arising from the devolution deal
- ensure the investment in transport helps to improve health, wellbeing and the quality of places within Torbay.

6.2 Greater places for people

We want to improve the quality of Torbay's town centres, providing greater places for people and helping them to remain competitive against changing retail habits. Alongside larger engineering projects we will also deliver improvements identified in the three town centre plans.

Torquay

The Torquay Town Centre Masterplan and Neighbourhood Plan proposes several interventions to improve travel and sense of place in Torquay. We will:

- improve the public realm adjacent the harbour to improve the environment for pedestrians.
- improve pedestrian access to the town centre, including crossing facilities within and close to it
- enhance current signage on the approach to the town centre to improve both the sense of welcome and wayfinding within the town centre.



Figure 15: Torquay Harbour proposed public realm improvements

Paignton

The Paignton Town Centre Masterplan identifies our aspiration to renew and enhance parts of the town centre by redeveloping Paignton's bus station square and surrounding brownfield sites.

Paignton has the highest percentage of residents who travel out of Torbay for work. It is also the gateway for many to access the rail network as it is has the most southerly station within the bay. The bus and railway stations are close to each other, offering convenient interchange. We will:

- work with the rail industry to enhance the concourse and ticket gates at Paignton station,
- work with rail and bus operators to improve the connectivity and ticketing opportunities
- make it easier for people to access longer distance travel networks from Brixham.

Brixham

The Brixham Town Centre Masterplan focusses on reducing traffic congestion and improving journey times. We will:

- make improvements to the bus station that will create more space for bus parking without blocking traffic on the road.
- enhance directional signage that will help to improve wayfinding throughout town centre for both commercial vehicles and tourists by car and on foot.

Across all three towns we will explore the potential for seasonal changes to road space to:

- improve facilities for pedestrians
- improve the attractiveness of places
- provide more space for businesses.

6.3 Decarbonisation

To significantly reduce carbon emissions from transport we need to give people better transport choices that enable a reduction in car use. This can be delivered through a shift to more digital access to services, more sustainable means of travel and cleaner methods of propulsion.

Torbay Council's Electric Vehicle (EV) Strategy outlines how the council aims to help deliver a comprehensive charging network for Torbay. It identifies future charge point demand in Torbay, and the subsequent actions needed. This includes introducing charge points across homes, workplaces and destinations such as supermarkets. Our priorities include delivery of on-street charge points through Local Electric Vehicle Infrastructure (LEVI) funding and charging provision in car parks. We will also promote the sharing of existing private charge points, known as peer-to-peer charging.

Torbay Council have recently been awarded £7.1 million of Zero Emission Bus Regional Area (ZEBRA) funding towards the roll out of zero emission buses throughout Torbay. This is being supplemented by £18 million of investment by the bus operator. The total investment of £25 million represents the largest investment in transport in Torbay since the South Devon Link Road was built.

6.4 Easier travel

Torbay and the bus operators will jointly invest in new vehicles that will boost the attractiveness and use of buses across Torbay. Buses on the busiest routes will include Wi-Fi, USB charging and

easier access for all. These new vehicles will be supported by a range of further measures to make travel by bus faster and, easier to access. This will make bus travel more attractive and offer more new travel opportunities.

Torbay Council's Bus Service Improvement Plan (BSIP) sets out a range of measures to improve the attractiveness and connectivity of bus services throughout Torbay. Priorities include:

- developing a network of 15-minute frequencies along key corridors, including services 13 (Brixham - Torbay Hospital) and 22 (South Devon College – St Marychurch – Dawlish Warren)
- improved technology at signalised junctions on core bus corridors which gives buses priority
- exploring and identifying appropriate areas for bus only access.

Torbay Council will work with operators to improve and extend evening and night services. This is critical for providing sustainable travel choices for people whose jobs start and end outside of the typical working hours, and for supporting nighttime economies. Evening services could be timed to meet the Riviera sleeper train service between London and Penzance.

We will review access to bus stops and deliver a rolling programme of bus stop enhancements to improve:

- access by foot and cycle
- lighting
- build outs
- real time information for passengers at the busiest stops.

We will also enhance access to the three existing railway stations in Torbay.

A new railway station at Edginswell, in the Torquay Gateway area, will create new travel opportunities to Torbay Hospital and improve connectivity for people living in existing and new residential areas, particularly towards Exeter. The station is part of the wider Devon Metro rail proposals, unlocking travel to a range of destinations across Torbay, Devon and further afield. We will work with train operators to increase the number of direct services to Torbay and reduce travel times to Exeter, Bristol, Plymouth and London.

While mainline rail services end at Paignton, the infrastructure continues southwards with an area of sidings and steam trains operating as far as Kingswear in the South Hams district of Devon. While there are no immediate plans to bring this line into use, we would support longer term proposals that might enable the Kingswear line to reconnect to the national rail network.

There are no direct rail or bus services from Torbay to Exeter Airport or the growing employment opportunities in the East of Exeter area. We will investigate ways to expand the bus or coach network to provide a regular, direct link from Torbay to Exeter Airport, the East of Exeter and destinations beyond, such as Bristol Airport. This includes exploring innovative approaches, such as also carrying freight.

We will explore the potential for on-street micromobility, such as cycle hire, in Torbay. This could increase travel choices and provide an alternative to car travel for trips that are too far for people to walk. Along with shared bikes or scooters, a network of shared cars would give people ad-hoc access to a vehicle. These provide a cost-effective alternative to car ownership and give residents and visitors more travel choices. Over time, these could be changed to zero emission vehicles.

6.5 The place to be naturally active

Across Torbay, people make a significant number of short distance trips. Many of these are over a distance that can be walked and wheeled. Improving facilities for pedestrians and cyclists can provide new travel options, improve wellbeing and productivity, and increase access to the natural environment. This complements the vision set out in the Torbay on the Move strategy to support and encourage residents to be more active.

Torbay's Local Cycling and Walking Infrastructure Plan (LCWIP) identifies the priorities for active travel across Torbay. Our aspiration is for five major cycle routes, collectively branded as 'Bay Trails'. These are:

- Hospital Trail
- Torquay Town Trail
- Beaches Trail (north)
- Beaches Trail (south)
- Zoo Trail.

Together these would provide over 27km of attractive cycle routes across Torbay that are suitable for all ages and abilities. They would also connect Torbay with a network of multi-use trails throughout Devon, such as the existing Stover and Wray Valley trails, and the proposed South Devon Cycle Way and Teign Estuary trail.

Two of the 'Bay Trails' have the highest levels of potential demand. These are the routes from Paignton to Torquay, and from Torquay town centre to Shiphay. The distance between Torquay town centre and Shiphay could be walked or cycled by many, but the number of people doing so is low. An attractive route for cycling, identified as the Hospital Trail and parts of the Torquay Town Trail, represent our highest priority sections for improving transport choice and providing sustainable access to services. In combination, these two routes would provide a new sustainable travel and tourism attraction, boosting local business and supporting the vision for Torbay as a premiere tourism resort in the UK.

We will develop a pipeline of active travel schemes so that Torbay is best placed to bid for and secure external investment into new facilities. Our initial priority will be pedestrian and cycle crossings and, where appropriate, lower traffic streets near the town centres. We will investigate lower speed limits, including 20mph speed limit zones. We will also investigate networks of one-way streets, contraflow cycling or both, particularly where there is limited space to make changes to road layouts. In time these schemes will be complemented by new sections of segregated cycleway.

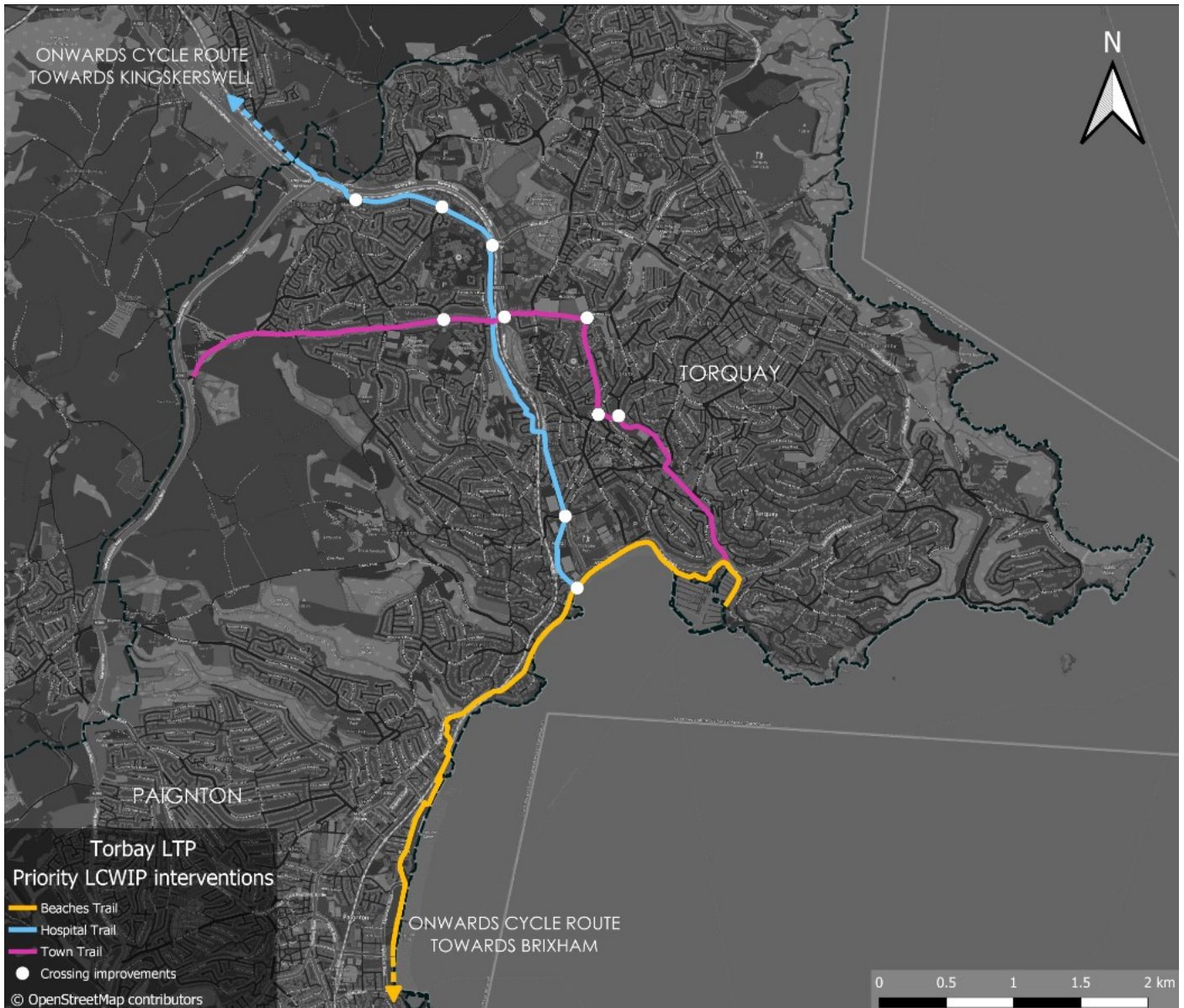


Figure 16: Short term priorities for walking and cycling improvements in Torbay

6.6 Unlocking development

We will give greater priority to active travel and public transport improvements that can enhance travel for both new and existing residents of Torbay. This includes sites near Edginswell and other growth areas identified in Torbay’s Local Plan 2011-2030 and its update through to 2040. It also includes sites on the edge of Paignton such as Collaton St Mary and Brixham Road. As the update to the Torbay Local Plan is developed, we will renew local policy to reflect the priorities in the Devon and Torbay Local Transport Plan 4. This will ensure designs match our local sustainable travel targets and relevant national design standards.

The new Edginswell railway station will support the planned sustainable redevelopment of Torbay Hospital and new employment and residential developments in the Torquay Gateway area. Improvements to active travel facilities as part of the Hospital trail and on towards Kingskerswell will also help to achieve sustainable travel targets for new developments.

We require electric charging and cycle parking facilities to be provided as part of new development. We will also secure improvements to existing sustainable transport facilities as part

of the planning process. These improvements to walking, cycling and bus stop facilities will provide safe and suitable access to new development.

We will expect development proposals, particularly those on the outskirts of Paignton, to mitigate their impact on the operation of the Major Road Network. This includes sections of the A380, A385 and A3022 on the ring road. We will expect this mitigation to include enhancing the active travel infrastructure along the ring road. This will encourage more short distance trips to be made sustainably and free up capacity.

6.7 Reliable and resilient network

The Riviera Line is an essential rail connection to Devon and further afield for Torbay's residents. After the severe flooding of 2014 and subsequent disruption, it is essential that it continues to be protected and upgraded to create a more resilient and reliable rail line.

The South Devon Link Road (A380) was completed in 2015. It provides a dual carriageway road that has enabled reliable and faster journeys into and out of Torbay. It also has a 50mph speed limit to reduce emissions and contribute towards a safer and more resilient route.



Figure 17: South Devon Link Road completed scheme

Recent improvements have improved capacity at Tweenaways cross, one of the key junctions on the ring road and Major Road Network. We will identify proposals to improve active travel provision and vehicle performance on the Major Road Network that can promote healthy travel and support economic development in Paignton and Brixham.

A clear and unobstructed route to Brixham Harbour for commercial vehicles is essential for it to retain and develop its status as one of the UK's primary fishing centres. We will look at improvements to Middle Street and to parking facilities in the town that could reduce the demand for on-street parking and provide a clear route.

Torbay is a smaller unitary authority, which means there can be limited funding for road safety projects. To assist reducing casualties, we will explore trialling:

- layout and access changes in locations where there has been a number of serious or fatal collisions
- physical infrastructure changes at locations where it also improves public transport, cycling or walking facilities.

Key elements of the strategy for Torbay

Greater places for people

- Delivery of town centre public realm improvements across Torbay.
- Enhance Torquay Harbour's public realm by improving the pedestrian environment of The Strand and reducing vehicular dominance on the seafront.
- Improve Torquay's road layout and wayfinding to improve entry and exit into the town centre.
- Upgrade public transport gateways in Torbay's town centres.

Easier travel

Improving travel choice

- New railway station at Edginswell to create new opportunities for travel to Torbay Hospital and other nearby destinations.
- New bus/coach services from Torbay to East of Exeter.
- Enhance integration of bus and rail services.
- Network of shared travel choices (bike hire/car club) across Torbay.

Attractive public transport

- Attractive modern vehicles.
- Higher frequency bus services between town centres and major employment and education sites.
- Faster bus journey times, including priority at traffic signals, bus only access, and reduced impact of on-street parking on bus service reliability.
- Extend operating hours of bus services, including evening services and night services through the week.

Access to public transport

- Improve bus stop infrastructure and information systems, including wayfinding between bus and rail services.
- Improved access for all at railway stations.

Key elements of the strategy for Torbay

The place to be naturally active

Strategic Cycle Network

- Work with partners to deliver South Devon Cycle Way and connect Torbay into the existing traffic free, multi-use trail network in Devon.
- Deliver strategic cycle routes within Torbay, including Hospital Trail, Torquay Town Trail and northern sections of the Beaches Trail.
- Develop proposals for the Zoo Trail and southern sections of Beaches Trail.

Improving access for pedestrians and cycles

- Improve pedestrian and cycle crossings to town and neighbourhood centres and where they support delivery of the strategic cycle network.
- Improve attractiveness and safety of walking and cycling routes to schools.
- Create quieter and safer streets for residents, pedestrians and cyclists.

Decarbonisation

- Transition to lower and zero emission buses across Torbay.
- Increasing travel choice to help reduce traffic movements across Torbay.
- Deliver a network of electric vehicle charging points.
- Promote peer-to-peer charging.

Unlock development

- Require secure cycle parking and electric vehicle charging infrastructure.
- Ensure suitable access to and/or improvements to local bus stop facilities.
- Provide high quality pedestrian and cycle access, including delivery of sections of LCWIP routes.
- Require travel planning for school expansions and all major developments.

Reliable and resilient network

- Identify proposals to improve active travel provision and vehicle performance on the Major Road Network.
- Protect and enhance access to Brixham Harbour.
- Reduce the number of casualties on the highway network.

Section 7: Our strategy for growth areas

We will deliver a range of highway, public transport and active travel interventions across the growth areas to support major new Local Plan developments. Our plan also focuses on maximising the opportunities for people to make short journeys sustainably. We will do this through enhancing the attractiveness of town centres, improving the attractiveness of walking and cycling, and improving the quality of public transport.

7.1 Background

We have identified four growth areas across Devon. These are larger settlements, often sub-regional centres, with significant residential and employment development allocations identified in District Council Local Plans. The large level of development means that they will:

- support new education and community facilities within the development
- increase demand for local services
- require new transport infrastructure to mitigate their impact and provide sustainable travel choices for both new and existing residents.

Despite benefitting from public transport networks and some dedicated cycling infrastructure, some of the growth areas have the highest levels of car use within the county. As such, they are locations where providing attractive sustainable transport choices can have a significant impact on minimising the impact of short distance private car trips.

The four growth areas have a combined population that is similar to Exeter (approximately 130,000 people).

Barnstaple, Bideford and Northam

Barnstaple is the largest urban centre in the north of Devon. It is the main service centre for a large rural hinterland, particularly coastal communities to the north and rural settlements including those in Exmoor National Park.

Bideford is the administrative centre of Torridge and one of the largest towns in Devon. It is also close to Northam, Westward Ho! and Appledore. Bideford serves as the main service centre for a large, predominantly rural, area to the west of the town and some settlements to the south along the A386.

This growth area represents the second largest population area in Devon. There is significant development and investment in these towns, including large residential development and the modernisation of the port in Appledore. Significant numbers of people travel within and between these towns, or travel to them from the wider area.

Plymouth urban fringe

Plymouth is a city and port on the western side of Devon, run by a separate unitary authority. The Plymouth urban fringe is made up of the major development locations within Devon which rely heavily on the city for employment, education and leisure. Devon is responsible for the planning, provision and maintenance of transport in this urban fringe.

The area includes residential and commercial development at Sherford and Woolwell. It also includes the extension to the existing strategic employment site at Langage which forms part of the Plymouth and South Devon Freeport. These developments will provide new housing close to workplaces and existing transport corridors.

Tiverton, Cullompton and the Heart of Mid Devon

This growth area covers the expanding towns of Tiverton and Cullompton, the corridors between them, and the settlements of Willand and Sampford Peverell.

Tiverton and Cullompton have very different travel patterns. Tiverton is the administrative centre of Mid Devon, and a relatively high number of residents work and go to school in the town itself. By comparison, Cullompton has high levels of commuting out of the town, particularly towards Exeter. This means that, although the population of Tiverton is twice that of Cullompton, both towns have a similar number of people commuting towards Exeter.

Culm Garden Village near Cullompton represents one of the largest areas of new development across Devon and Torbay. The garden village will increase travel demand but will also support more shops and services within Cullompton and provide new transport infrastructure.

Heart of Teignbridge

The Heart of Teignbridge covers the market town of Newton Abbot, and neighbouring settlements of Kingsteignton and Kingskerswell.

Despite high levels of self-containment, there is a higher proportion of car trips in Newton Abbot and Kingsteignton than other settlements of similar size across Devon. Many of these trips are made over distances that could be walked, cycled or made by bus. This means the Heart of Teignbridge is an area where improved bus services and cycling facilities could have significant uptake.

7.2 Unlocking development

We have identified several schemes to unlock strategic allocations for housing and jobs in each of the identified growth areas. These will support the current and future needs of residents.

Barnstaple, Bideford and Northam

In the Barnstaple, Bideford and Northam area we will deliver planned improvements to the A39/A361 North Devon Link Road that will improve connectivity between the area, the M5 and the rest of the country. To enable growth and to support walking, cycling and public transport corridors in the area, we need to explore improvements to:

- pedestrian links across the River Taw from Seven Brethren to Barnstaple town centre
- the A39 to B3233 Tews Lane Link
- Larkbear access road
- the Clovelly Road corridor.

Plymouth urban fringe

We will create a strong link between Plymouth city centre, Plymton and Sherford by:

- enhancing public transport provision
- a new access to the A38 from Lamage
- new pedestrian and cycling infrastructure.

At Woolwell we will provide attractive sustainable travel choices by:

- supporting high quality walking and cycling routes within the development
- improving bus services

- improving the A386 connection to the city centre.

The Plymouth and South Devon Freeport will build upon the region's unique national capabilities in marine, defence and space industries. Developed in partnership with private sector and local authorities, the Freeport aims to boost the economy through physical, economic and social regeneration, with objectives to:

- Deliver an increase in trade throughput and pilot short sea shipping
- Reduce freight transport emissions
- Improve regional connectivity.

Tiverton, Cullompton and the Heart of Mid Devon

New development in Tiverton is focused along the A361 to the east. This linear form of development is more easily served by enhanced bus services. We will create new sustainable travel and leisure opportunities by improving active travel routes both towards Tiverton to the west and towards Tiverton Parkway railway station Willand and Cullompton to the east.

The new junction onto the A361 will mitigate the impact of travel from new developments on sensitive and constrained environments on Blundells Road and the village of Halberton.

The Culm Garden Village development to the east of the motorway will significantly increase the population of Cullompton. To reduce the impact on the transport network we will:

- support new local education, retail and leisure facilities so a higher proportion of trips stay within the town
- enhance active travel and bus routes to offer attractive new opportunities
- increase digital access and connectivity over the build out period
- support improvements to Junction 28 on the M5 to improve access to the Strategic Road Network.

Heart of Teignbridge

To accommodate the increasing travel demand in the Heart of Teignbridge and support growth on the west of Newton Abbot we will continue delivering and complete:

- the Houghton Barton Link Road
- A382 Phase 3
- Wolborrough Link Road
- Jetty Marsh Phase 2.

The Jetty Marsh extension will also help to reroute traffic away from the town centre, creating opportunities for better routes for buses and to enhance the environment for active travel.

7.3 Easier travel

An Enhanced Partnership, developed alongside the Devon BSIP, sets out the measures to improve the attractiveness of bus services across the four growth areas. We will increase bus use and support decarbonisation by improving bus service reliability and offering an enhanced passenger experience. This will be delivered through:

- bus priority at key pinch points
- 15-minute service frequency on core corridors
- a brand-new fleet of zero emission buses

- upgrades to bus stop infrastructure real time information systems.

As the largest population centres, the four growth areas also have the greatest potential outside of Exeter for establishing shared mobility schemes. These would provide people with on-demand access to car club vehicles or bike hire schemes. We will support the proposals for shared vehicles, and mobility hubs with new facilities, in the growth areas.

Barnstaple, Bideford and Northam

Barnstaple is the hub of the bus network in northern Devon. There are frequent services linking Ilfracombe and Braunton along the A39 corridor. Frequent services also connect communities between Barnstaple and Bideford, including Fremington, Yelland, Instow, Westward Ho!, Appledore and Northam. Improving bus frequencies to provide a reliable core high frequency network in northern Devon will help to play a significant role in making bus travel more attractive. We will support this with bus priority measures at Gratton Way, the Braunton Road signals in Barnstaple and along the Barnstaple Southwest corridor that will make travelling by bus faster and more reliable.

We will make improvements at Barnstaple railway station to make it easier for people to change between bus and rail services. These will include access, forecourt and public interchange improvements. The station will become a hub that connects a range of urban and rural bus services with the rail network. These improvements will also make it safer and more accessible for people to continue their journey towards the town on foot or by cycle.

Use of the North Devon Line from Barnstaple to Exeter has increased by 400% in the last 20 years, and many trains now leave Barnstaple full and with passengers standing. We will prioritise enhancing services on the North Devon Line to provide a half hourly frequency and journey times to Exeter of under an hour. This would provide fast, attractive and frequent services to Exeter, with greater capacity for communities along the line and connections to longer distance rail services.

Tiverton, Cullompton and the Heart of Mid Devon

We will increase travel choices in this growth area so that people can rely less on their cars for certain journeys in and around Mid Devon. These will include:

- Turn up and go bus frequencies of 15 minutes or better to new development at Tiverton and Culm Garden Village
- improved bus and rail interchange at Tiverton Parkway railway station
- Subject to funding, longer distance express bus services could also improve access to rail services at Tiverton Parkway.

We will support Mid Devon District Council with the reopening of a railway station at Cullompton. This will provide fast and direct access to Exeter, Wellington, Taunton and the wider national rail network for residents of Cullompton, particularly those in new developments to the east of the M5.

Heart of Teignbridge

Newton Abbot railway station is one of the busiest stations in Devon and is conveniently located for the town centre to its west. However, access to the adjacent Brunel Industrial Estate to the east is indirect. We will create new access to Newton Abbot railway station from the east, which could include a bridge over the railway line. This will improve access and connectivity to the station and town from both the Industrial Estate and the Buckland area.

The proposed Edginswell railway station in Torbay is an important part of the Devon Metro network and would serve the Torbay Gateway. The station would help encourage modal shift from

the Gateway's travel to work area that would relieve pressure on the busy A380 and across Newton Abbot's local road network.

The Teignbridge Local Plan continues to safeguard the use of the Heathfield Branch Line as a movement corridor between Newton Abbot and Heathfield. While there are no immediate plans to bring the line into use, we will engage with the rail industry and third party promoters to explore opportunities for passenger or freight movements to return in future.

Case study: delivering new railway stations in Devon

Devon has delivered three new railway stations in the last ten years as part of the Devon Metro proposal to improve sustainable access across the county. Devon County Council also played a key role in supporting the reopening of the Dartmoor Line between Exeter, CREDITON and Okehampton in 2021.

- Newcourt station on the Exmouth to Paignton Line opened in June 2015. It is in the centre of a new development area with up to 3,500 homes, employment land, IKEA and the Sandy Park stadium. Journey times from Exeter city centre are under 10 minutes.
- Cranbrook station on the Exeter to London Waterloo mainline opened in December 2015. It provides an hourly service to Exeter and London. The journey time to Exeter is less than 10 minutes. The station was delivered at an early stage of the new community and contributed to Cranbrook being one of the fastest growing settlements in the country. The station has ample cycle and car parking providing a hub for multi-modal journeys for people living across East Devon.
- Marsh Barton station opened in July 2023 on the edge of one of Exeter's largest industrial estates. The station is served by local trains on Paignton to Exmouth Line which also serve interchanges with mainline services at Exeter Central and Exeter St David's. The station enables people to access the industrial estate, County Hall and the Royal Devon and Exeter Hospital from parts of Teignbridge and Torbay. It also provides step-free access to the Riverside Valley park and award-winning Exe Estuary trail.

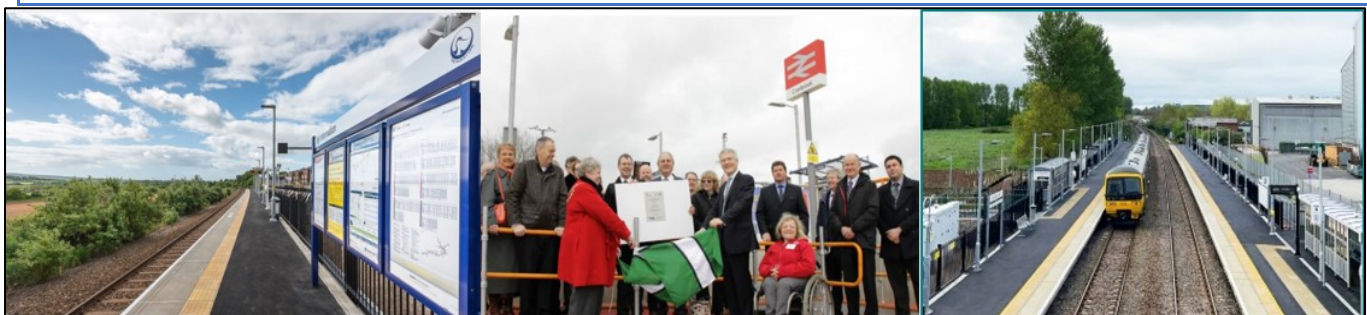


Figure 18: new stations in Devon - Newcourt, Cranbrook and Marsh Barton

7.4 Greater places for people

We will improve the pedestrian public realm in the growth areas. These transport improvements will support the growing population of the area and demand for services. They will also provide a sense of place and contribute towards the economy of vibrant town centres.

Barnstaple, Bideford and Northam

Changes we introduced to Barnstaple town centre during the COVID-19 pandemic have increased pedestrianisation in the town centre. We will support further changes to help improve the walking and cycling environment in Barnstaple and Bideford. This includes expanding the area of pedestrianised streets where it aligns with local ambitions such as the Barnstaple Spatial Vision and Future High Streets Fund proposals.

Tiverton, Cullompton and the Heart of Mid Devon

In Tiverton we will support changes to the highway layout and access where it encourages the vibrancy and regeneration of the town centre.

In Cullompton we have recently enhanced the Higher Bullring. We will explore further improving the quality of the environment for pedestrians in the town centre by significantly reducing through traffic. The delivery of the town centre relief road could unlock longer term changes that reduce the dominance of vehicles and improve air quality in the town centre.

Heart of Teignbridge

In Newton Abbot we will improve the pedestrian environment and sense of place in the town centre. We will do this through:

- delivering of enhancements to Queen Street
- improving the National Cycle Network Route 2, which runs parallel to Queen Street
- upgrading the route between the railway station and town centre.

We have aspirations for further pedestrian and public transport enhancements at junctions in the town centre, such as Highweek Street. We also have an aspiration to develop a transport hub next to Market Street that would support regeneration of the town centre and provide a focal point for a multi-modal interchange.

7.5 Decarbonisation

The transition to lower emission fuels and new technologies, alongside increasing digital access and more sustainable active travel options, will assist the decarbonisation of transport across all the growth areas.

We have an opportunity to ensure Electric Vehicle (EV) charging is built in and a central part of new development in all the growth areas. The areas are also hubs of population that will provide concentrated demand for electric vehicles. We will support people's uptake of EVs in growth areas through:

- delivering an increased number of EV charging points both on and off the streets.
- promoting the sharing of existing charge points, known as peer-to-peer charging.

We will work with operators to bring in zero emission buses. This will begin with:

- services from Barnstaple, including town services and the routes to Ilfracombe, Braunton and Bideford

- services on the 12 route through Newton Abbot and Kingskerswell to Torbay.

The Plymouth and South Devon Freeport has a strategic priority to deliver net zero emissions ahead of 2050. The plan to decarbonise the Freeport includes the development of a mobility hub and a 10MW Green Hydrogen Electrolyser that can provide low carbon energy for shipping and larger road vehicles.

The Appledore Clean Maritime Innovation Centre can provide a hub for green hydrogen production. Along with modernising the port infrastructure, this will provide growth driven by net zero in the north of the county, and support decarbonisation activity across the Bristol Channel and Celtic Sea.

7.6 The place to be naturally active

We will make sustainable transport central to new development within the growth areas. We will deliver strategic, local infrastructure that improves access to walking and cycling, along with encouraging people to choose active travel options.

We will focus on:

- priority sections of the multi-use trail network
- measures that encourage safer and sustainable travel to school
- the routes identified in LCWIPs as having the highest demand.

These will unlock the potential for short-distance car trips to be made by cycle and provide infrastructure that capitalises on the growing use of e-cycles.

To complement the new physical infrastructure we will increase cycle parking across the growth areas and remove some of the physical barriers on the existing National Cycle Network. We will encourage and enable active travel by continuing to deliver cycle confidence sessions for all ages and abilities.

We will also support new approaches to mobility that further increase the attractiveness of alternative modes of transport and reduce reliance on the car for certain journeys.

Barnstaple, Bideford and Northam

Many of the trips made within Barnstaple and Bideford are short distance and can be made by foot or cycle. The area also benefits from the Tarka Trail, providing a flagship traffic free multi-use trail that connects communities along the River Taw. The Barnstaple with Bideford and Northam LCWIP identifies and prioritises active travel improvements in northern Devon. These include the Kenwith Valley route between Bideford and Westward Ho!, and high-quality links between the North Devon District Hospital, Barnstaple town centre and the railway station across the historic Longbridge.

We will support active travel and improve road safety by improving crossing facilities and delivering 20mph zones where supported by the local community.

Plymouth urban fringe

A new pedestrian and cycle bridge over the A38 at Deep Lane will provide an attractive route between the new town of Sherford and the Langage Industrial Estate. It will improve links to the communities of Plympton, Chaddlewood, Elburton and Plymstock, and connect to Route 2 of the National Cycle Network.

Tiverton, Cullompton and the Heart of Mid Devon

We will facilitate and help deliver a Heart of Mid Devon active travel network linking Tiverton, Willand, Cullompton, Tiverton Parkway and, where feasible, adjacent villages. A local strategic multi-use trail network would be complemented by enhancements to the walking and cycling network in Tiverton. This would include filling gaps in the existing Tiverton town walking and cycle network and improving links between the town centre and the outskirts.

Heart of Teignbridge

We will deliver the active travel improvements identified in the Heart of Teignbridge LCWIP. These will improve access around Newton Abbot town centre, creating higher quality connections to major development areas west and south of the town. A strategic cycling route between Newton Abbot, Kingskerswell and Torbay will enhance travel choices for the significant number of relatively short-distance interurban movements between these communities.

We will also develop and deliver proposals for the Teign Estuary Trail, prioritising the Newton Abbot to Teignmouth section. This trail offers short, medium or long-distance walking, cycling and wheeling options. These will appeal to the widest range of people of all ages and abilities, and complement the existing off-road trails in the Newton Abbot area.

Case study: Teign Estuary Trail

The Teign Estuary Trail will be a high quality off road multi-use trail between Newton Abbot and Teignmouth.

We opened the first section between Town Quay, Newton Abbot and Kingsteignton in March 2013. This was followed by the section eastwards linking Newton Abbot Racecourse to the Passage House Inn in Kingsteignton in 2018. These sections provide valuable active travel connections to the town.

We are working with partners on delivering the next section of the trail. This would run alongside the railway line between Kingsteignton and Teignmouth and offer fantastic views of the estuary.

Once all sections are complete, the trail will provide both commuting and leisure users with an attractive and accessible way to travel. It will link with other existing multi-use trails including the Stover Way, the Wray Valley Trail and the proposed South Devon Cycle Way through Kingskerswell to Torbay. Our aim is for the Teign Estuary Trail to become a flagship route like the award-winning Exe Estuary Trail, delivering high usage and a contribution to the local economy.



Figure 19 Artist's impressions of the Teign Estuary Trail

Key elements of the strategy for the growth areas

Unlock development

Unlock strategic development through the delivery of:

- Improvements to the A39/A361 North Devon Link Road, local vehicle links to unlock sites and new bus routes and improved crossings of roads and the River Taw to support a range of travel choices.
- Enhanced bus services, attractive walking and cycling links and new and improved junctions with major highway links to unlock development at Tiverton and Culm Garden Village.
- New access to the A38, pedestrian and cycle facilities and infrastructure to unlock the Plymouth and South Devon Freeport.
- Completion of planned highway links in Heart of Teignbridge including Houghton Barton Link Road, A382 Phase 3, Wolborrough Link Road and Jetty Marsh Phase 2.

Easier travel

- Improve the attractiveness of public transport by increasing service frequency, convenience of interchange and quality of public transport vehicles.
- Half hourly rail frequency from Barnstaple to Exeter.
- New railway station at Cullompton.
- Ensure attractive bus service provision, where feasible integrated with the rail network, to serve new development in the growth areas.
- Bus priority at key pinch points to improve journey times and reliability.
- Trial of shared modes including car club vehicles in the largest urban areas.

Greater places for people

Contribute towards vibrant town centres through:

- Enhancing Newton Abbot town centre, including Queen Street, and enhancements to sustainable travel at junctions.
- Expanding low traffic and pedestrianised areas in Barnstaple town centre.
- Reducing dominance of vehicles and improving public realm in Cullompton, Cullompton Relief Road and Tiverton town centre enhancements.

Key elements of the strategy for the growth areas

Decarbonisation

- Support the transition to lower emission fuels through increasing the number of Electric Vehicle charging points.
- Support peer-to-peer charging.
- Provide information to reduce barriers and improve awareness of charging options.
- Support new technologies, including the hydrogen opportunities at Appledore and the Plymouth and South Devon Freeport.
- Work with operators to reduce carbon emission from public transport vehicles and roll out of electric buses on high pollution routes.

The place to be naturally active

- Expansion and improvement of the multi-use trail network, including completion of Tarka Trail and delivery of Teign Estuary Trail and Newton Abbot to Torbay cycle route.
- Delivery of local area active travel enhancements identified in the Heart of Teignbridge and Barnstaple, Bideford and Northam LCWIPs.
- Completion of emerging Mid Devon LCWIP and progression of priority schemes.

Section 8: Our strategy for rural Devon and market and coastal towns

Our priorities for rural Devon and market and coastal towns are improving opportunities to travel by public transport, decarbonising vehicles, and promoting healthy travel by growing the network of safer routes for walkers, wheelers, cyclists and horse riders.

Devon's larger market and coastal towns provide facilities and services for a large urban population as well as their surrounding rural areas. These towns are also public transport hubs for many rural communities. Improving public transport services in these towns can enable new travel opportunities. We could develop 'hub and ride' facilities where several modes of transport come together, such as a railway station with bus connections, cycle options and EV charging. These 'hub and ride' sites would provide transport facilities for both residents of the towns and the surrounding rural areas.

8.1 Background

Over half of Devon County Council's population of 800,000 live in rural areas. These range from people living in settlements close to large urban areas to those in more remote, sparsely populated villages and hamlets in upland or coastal areas. Some of these rural areas span local authority boundaries where for some people access to their nearest services is in another authority or county.

Employment in Devon's rural areas and market towns is varied, with small and medium enterprises in a range of sectors geographically dispersed across the county. These are often supported by a wider network of businesses, for example agriculture is linked with other sectors including animal health, construction, distribution and energy. There are also major differences between the better-connected areas to the south and east of Devon, where several market and coastal towns benefit from being on a rail/bus corridor, and the more sparsely populated areas of Torridge, South Hams and West Devon.

Devon is a popular tourist location with attractive rural and coastal areas which results in a significant seasonal influx of visitors that are vital to the local economy. This seasonal population peak creates additional pressure on, and reduces the reliability of, both the road and public transport networks. This can also lead to variations in access to public transport as some services do not run outside the tourist season.

Rural Devon

Devon's rural areas have a strong sense of place and community supported by a rich heritage. However, the average time to access key services is typically greater in rural communities and has higher transportation costs. Many journeys for work, school or accessing healthcare are too far to walk or cycle. In the most remote locations, particularly those on the coast and in National Parks, there are often limited public transport options. This means physical access can be challenging for those who do not have a private vehicle. For those who do rely on their car, fuel costs can be high for accessing their daily needs because of the distances involved. Local shops and post offices in rural areas are becoming increasingly less viable, leading to people travelling further to access services.

We recognise the variety of transport challenges faced by different settlements across Devon, and will follow the approach set out in Peninsula Transport's South West Rural Mobility strategy to improve rural mobility for the communities that need it most. We will explore bundles of

interventions to improve travel choices. We will support piloting innovative approaches to connect rural communities and increase quality of life for their residents.

Market and coastal towns

The market and coastal towns of Devon are a rich heritage of historic urban centres located in stunning coastline locations or set inland surrounded by outstanding countryside, such as those within the Dartmoor and Exmoor National Parks. They provide a variety of services to their rural hinterlands as well as being home to many of Devon's residents.

Some market and coastal towns, such as Crediton and Exmouth, have high frequency public transport choices to Devon's major centres like Exeter, Newton Abbot or Barnstaple. Others, such as Kingsbridge and Holsworthy, are more remote. These remote towns can have higher levels of self-containment, with more walking and cycling journeys within them. However, residents have less public transport access to Devon's major centres so are more reliant on the private car for access major employment, leisure, healthcare and retail facilities.

Many market and coastal towns act as centres for everyday needs and more occasional services for the surrounding rural areas, reducing the need for people to travel further afield. For example, Kingsbridge contains employment, healthcare, education and retail amenities that make it the service centre for a range of communities across the South Hams. Similarly, bus services, a railway station or both means some market and coastal towns serve as a hub to connect to public transport services. Improving journey times on services from market towns can also make public transport more attractive for those in surrounding rural areas.

8.2 Decarbonisation

Reaching net zero carbon is a greater challenge in rural areas because the lower-carbon alternative choices may not be practical (walking or cycling) or provide the frequency (public transport) to make them a convenient or attractive option.

We will improve and promote digital accessibility in rural areas so people who want to can more easily access online services. This will reduce their need to travel.

Many journeys from rural areas will still need to be made by private car but there are opportunities to convert some end-to-end trips to more sustainable modes by intercepting them at key public transport interchanges. These 'hub and ride' sites, such as the new Okehampton Interchange, will enable people to switch to lower carbon travel options partway along their journey and increase the range of destinations that can be reached sustainably.

We will deliver EV charge points in settlements across Devon and promote peer-to-peer charging, in line with our EV charging strategy. While affordability for many residents will likely be a barrier to purchasing zero emission vehicles, increasing the availability of EV charge points will encourage this transition where possible.

The EV charging strategy's solution hierarchy indicates how EV charging points will be delivered in Devon through a mixture of private and public investment.

1. Residential charging on drives
2. Residential charging using pavement gullies
3. Residential charging hub using nearby public car parks
4. Destination charging using key local charging such as shops and workplaces
5. On street charging with suitable pavement width or parking demand to allow build and predicated on suitable technology being possible.



Figure 20: An EV charge point in South Molton

The decarbonisation of public transport vehicles is more challenging in our rural areas. The mileage covered on many cross-county bus routes means that they are not suitable for existing battery powered vehicles. The infrastructure needed to roll out electric buses in larger urban areas could also provide the foundations of a charging network that enables electric buses on some rural routes.

We will work with rail operators to develop and test proposals for low carbon railways. Devon has several rail branch lines connecting rural communities with market and coastal towns. These provide an opportunity to test emerging battery technology that could be an alternative to comparatively expensive overhead electric lines.

We will work with organisations such as the National Parks, District Councils and major leisure destinations to encourage more people to consider alternative modes of travel for leisure. In 2022 travel for leisure accounted for 31% of all trips in England and was the most common reason for a trip by car. This figure is expected to be even higher for Devon. People are more likely to plan leisure travel in advance. This means there is a greater opportunity to encourage people to travel sustainably and take advantage of the growing number of integrated public transport connections for some of these trips.

8.3 Greater places for people

Rural communities and economies deliver significant benefits to Devon and the wider region. The countryside and coast play a key role in the Devon economy, supporting thousands of jobs both directly and through rural supply chains. The countryside and coast provide vast areas for recreation, leisure and high-quality local produce. The landscape also acts as a driver for the wider tourism sector, making Devon an attractive place for people to live, work and visit, and contributing positively to health and wellbeing. For many, living in rural areas provides a high level of wellbeing and quality of life.

We will work towards improving access to, and parking facilities in, rural villages and local towns. These local centres bring communities together and provide services and employment that reduce the need for people to travel long distances.

Town squares and similar public spaces can help support the vitality of town centres and host seasonal and community events that enrich people’s sense of place. We will focus on improving these spaces where we can also improve road safety, noise levels, air quality or access to local active travel networks.

We will work with partners to improve seafront destinations for pedestrians and cyclists. We will also seek to enhance vehicle parking provision so that coastal destinations continue to evolve and be increasingly attractive places for residents, visitors and businesses.

Two thirds of road accidents in the county occur on rural roads. We will encourage safer travel by improving road infrastructure . This will include signage or speed limit changes. We will make physical changes where there is evidence of a cluster of collisions. This includes enhancing the A361 from Ilfracombe to Barnstaple with funding we have secured through the Safer Roads Fund.

8.4 The place to be naturally active

Devon has an extensive network of walking and cycling routes, with over 5,000 km of public rights of way that includes footpaths, bridleways (permitting cycling) and byways. These provide connectivity between settlements, through National Parks and along the coast. However, in many rural areas there can be a lack of dedicated cycling and walking infrastructure. A lack of facilities, including footpaths and suitable lighting, can make people feel unsafe and deter them from using active travel options for short journeys. Creating new infrastructure in rural areas can be expensive and take a time whilst the numbers of people likely to benefit from such routes may be limited. This means such investment might not represent good value for money.

Therefore, we will trial locally proposed changes to increase the network of low traffic routes that people feel safe walking, wheeling, cycling and horse-riding on. These changes can be trialled to test their impact, be delivered at a relatively low cost or both. They will give communities greater opportunity to influence changes that could make a difference in their area.

Case study: Doctors Walk and Balls Farm Road, Exeter

Devon invited communities to propose changes to support active travel through the Emergency Active Travel Fund in 2020. A local parish council proposed reducing traffic on the lane from the village of Ide, on the edge of Exeter, towards West Exe School and routes into the city. This was implemented by Devon County Council in September 2020.

The change significantly reduced traffic volumes on Doctors Walk and Balls Farm Road to create a quiet ‘green lane’. There was a 50% reduction in vehicular traffic and a 65% increase in pedestrians following the changes. After overwhelmingly positive feedback and subsequent public consultation, the changes that provided over a kilometre of attractive lane for active travel were made permanent in 2022.

We have significantly invested in a growing off-road multi use trail network including the Exe Estuary Trail (Dawlish to Exmouth via Exeter), the Granite Way (Okehampton to Lydford) and the Wray Valley Trail (Bovey Tracey to Moretonhampstead). We will continue to expand this network of routes to provide attractive and accessible trails that support and promote healthy and active lives for people of all ages and abilities. We will produce a countywide Local Cycling and Walking

Infrastructure Plan that sets out the priorities for these routes and will update it periodically as delivery of the network progresses.

Larger market and coastal towns are likely to be a focus for new development. The planning process and contributions by developers will be integral to boosting walking and cycling facilities. We will work with local planning authorities and communities to ensure priority walking and cycling routes and infrastructure are included in future Infrastructure Delivery Plans.

Case study: multi-use trail network

Multi-use trails are high quality shared cycle and footpaths, often segregated from vehicles. In Devon and Torbay, these include attractive routes along rivers and estuaries, and through National Parks. People can now use a number of multi-use trails to travel from coast to coast.

In recent years we have expanded and improved the multi-use trail network through significant investment. We have delivered flagship routes that connect our towns and rural communities, like the Exe Estuary Trail, the Tarka Trail and the Granite Way. These routes provide new opportunities for people to enjoy our outstanding coast and countryside, and encourage sustainable tourism that supports our local economy.

We are committed to continue to expand the multi-use trail network, delivering high quality walking and cycling routes that will connect our communities.

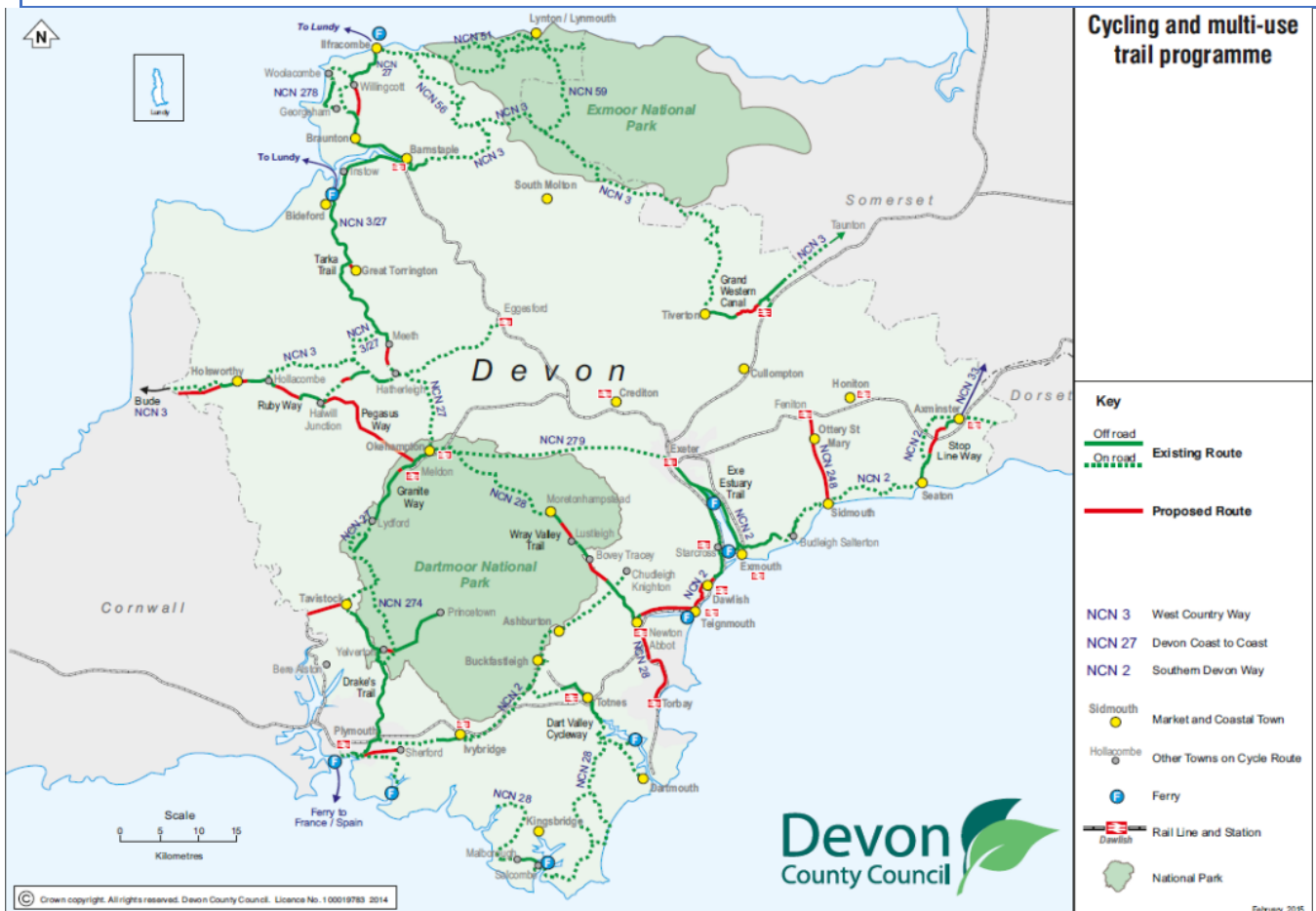


Figure 21: Devon's multi-use trail network

8.5 Easier travel

Bus is the most used form of public transport in Devon and plays an important role in ensuring rural communities remain connected for their education, work, health and retail needs.

Bus use in rural areas is restricted by several factors, including limited service frequency and indirect bus routes. Bus use dipped during and after the COVID-19 pandemic and is still below pre-pandemic levels on most bus services. The rising costs to run public transport has also meant the funding to support the bus network has effectively reduced in recent years. This means that some rural services have become financially unsustainable, and commercial bus services have declined over recent years.

Although our previous bids for BSIP funding were not as successful as we had hoped, improvements to rural bus services remain an aspiration for the county. Our aspirations include:

- minimum service levels to settlements of 500 people
- new cross-county services
- extending operating hours.

However, this will only be achievable with significant additional funding.

Devon is also served by a network of voluntary community transport organisations that enable secluded, disabled or elderly populations to access shops and services. This community transport is particularly important for people in rural communities who may not have suitable public transport available to them. We will continue to support existing community transport operators and Fare cars. We will also explore opportunities to empower local communities to increase provision.

Case study: Totnes and Rural Community 'Bob the Bus'

The Totnes community bus was piloted in 1997 as a shuttle service to take people up the very steep Fore Street and High Street to the top of the town. Following a successful first summer, local council funding was offered for a second summer provided it was matched by local funding. An all-year-round service started in 2000 and a full-time coordinator was hired. The service has become known as 'Bob the Bus'.

The Totnes and Rural Community Bus now serves nine rural areas in the region, and 38 residents drive for the service on a volunteer basis. In 2022, the community raised sufficient funds to purchase a new bus, and now 'Bob the Bus' is one of the most successful community bus groups in the country.



Figure 22 Totnes and Rural Community 'Bob the Bus'

Several branch rail lines, including the Paignton to Exmouth, North Devon and Tamar Valley Lines, form part of the Devon Metro network connecting towns and rural communities to larger urban areas. The Exeter to Waterloo mainline also serves several smaller communities in the county.

The reopening of the Dartmoor Line from Exeter to Okehampton has been hugely successful, with more than double the passenger numbers originally forecast. The line provides an attractive service to residents of Okehampton and surrounding rural areas. It has attracted significant numbers of people to explore Dartmoor by public transport. There have also been significant passenger number increases in Crediton which, when combined with the North Devon Line services, now benefits from a half hourly rail service to Exeter.

We will continue to work with rail partners and stakeholders to enhance the Devon Metro rail network. These schemes will provide hubs for new and easier travel to jobs, services and to Dartmoor National Park.

This includes restoring rail services between Tavistock and Plymouth and upgrading access and interchange facilities at stations. We will prioritise stations where trains cross (making it easier to coordinate buses with train times in both directions) and that serve a wider catchment, such as Okehampton and Umberleigh.

With our partners we will deliver the new Okehampton Interchange railway station at Okehampton Business Park, close to the A30. This will make it easier for people living in the east of the town, as well as the wider rural catchment of West Devon, rural Torridge and North Cornwall to access sustainable travel options.

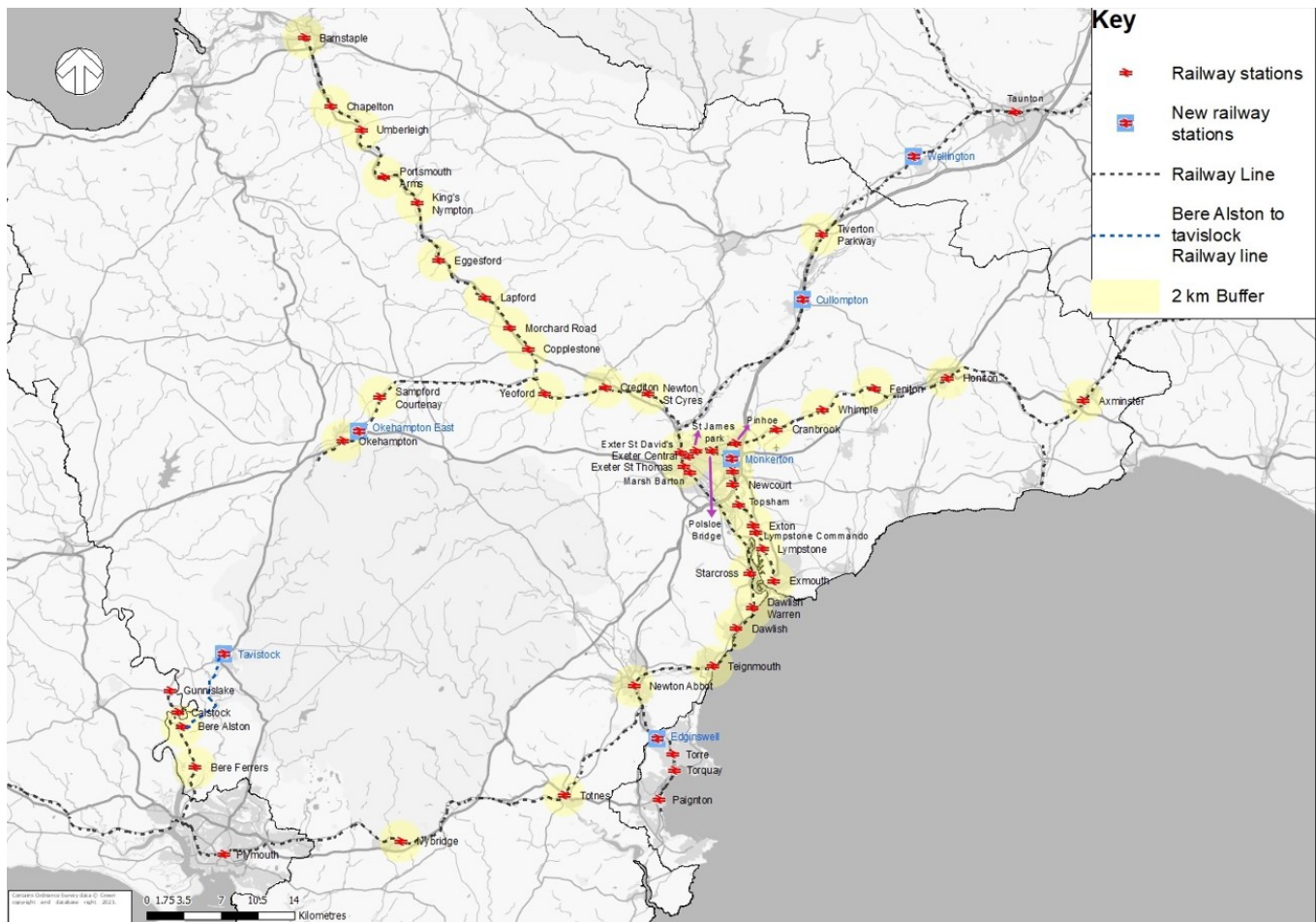


Figure 23: Current and proposed Devon Metro rail network

Towns served by semi frequent bus services, a railway station or both act as hubs for the surrounding area to connect to other areas in Devon and beyond. Improving the journey times, service frequency or both on these routes from market towns also makes public transport more attractive for people living in the surrounding rural areas. We will work with operators to seek opportunities to enhance these services. We will introduce secure cycle parking at bus stops on higher frequency corridors to offer more options for people to connect with core bus service routes.

Recent improvements to the connections between bus services and railway stations, including at Okehampton, Totnes and Barnstaple, have made travel by public transport easier. In providing attractive, door-to-door public transport choices these have unlocked new travel opportunities for residents and communities in rural areas who may not have access to a car. We will work to retain these connections and will explore more options to provide convenient bus/rail connections that help make travel easier for residents.

Case study: Kingsbridge to Totnes ‘bus branch line’

The 164 is an hourly bus service between Kingsbridge and Totnes. It not only provides a direct connection between the two settlements but is also timed to meet Great Western Railway London services and selected Cross Country trains at Totnes station. This provides a convenient interchange for onward journeys towards Penzance or London Paddington.

The Devon BSIP has provided funding to support the 164 service as part of number of improvements. These aim to create a ‘bus branch line’ network that also includes:

- Rail link 118 between Okehampton and Tavistock
- Rail link 310 between Barnstaple, Lynton and Lynmouth
- Rail link 301 between Barnstaple, Ilfracombe and Combe Martin.

These services improve the convenience and attractiveness of door-to-door journeys by public transport. They have boosted passenger numbers and opened up a range of new travel opportunities.

Exmouth is the largest town in Devon. It benefits from the multi-use Exe Estuary Trail and a regular rail service to Exeter on the Avocet Line. However, with the beach to the south and the river Exe to the west, it has a limited hinterland. This means many Exmouth residents travel to Exeter for work or study. We will extend Dinan Way which will enable new bus routes, connect more parts of Exmouth to the A376, and to the sustainable corridors along the river. It will also reduce through-traffic in the town centre which will improve the environment for pedestrians.

Devon has two coastlines, with multiple rivers creating tidal estuaries. This means watercourses can often form a barrier between otherwise geographically close communities. There are several privately operated estuarial and river ferry services, such as the Dartmouth to Kingswear ferry, which provide connections between these communities. Whilst none of these services are operated by Devon County Council, they provide vital connections for communities within the county, and can form part of a set of trips made without a private car.

New forms of mobility offer a range of further opportunities to make it easier for communities to connect. Car clubs can offer an effective solution for local businesses and visitors to the area. E-bikes reduce the impact of Devon’s steep topography, not only making it easier to cycle longer

distances, but also a much larger area. For example, if the average distance someone is prepared to travel doubles, the area increases fourfold. Our initial priority will be the provision of car club vehicles in larger market and coastal towns. We will also develop a Rural Mobility Strategy to explore how such schemes can best be delivered in rural areas.

Key elements of the strategy for rural Devon and market and coastal towns

Decarbonisation

Transition to lower emission fuels

- Work with stakeholders to deliver improvements to EV charging infrastructure in our rural areas including at key tourism destinations.
- Promote peer-to-peer charging networks.
- Work with transport service providers to decarbonise rural transport fleets, including branch lines in the South West to be a test bed for low carbon railways.

Digital services

- Improve digital access and online services across Devon's rural areas, with particular focus on areas with poor mobile/broadband connections.
- Further increase the availability of online council services and work with public sector partners to increase their online service delivery.

Greater places for people

Enhance local centres

- Enhance cycle and vehicular parking facilities in rural centres.
- Introduce 20mph speed limit in settlements where locally supported.
- Work with public sector organisations to identify and implement opportunities to deliver more community services within rural settlements.
- Work with district councils and partners to support sustainable development.

Destination Devon

- Support enhanced pedestrian, cycling and vehicular parking facilities at seafront destinations.
- Enhance town centre environments.
- Work with organisations to promote sustainable leisure travel.

Key elements of the strategy for rural Devon and market and coastal towns

The place to be naturally active

- Develop a countywide LCWIP.
- Continue expansion of the multi-use trail network, creating a safe and attractive environment for pedestrians, cyclists and, where appropriate, horse riders.
- Identify local priorities for improving walking, cycling and horse riding and trial changes to expand network of green lanes.
- Support opportunities for temporary highway closures for local events in rural villages.
- Improve access to cycling through continued delivery of Cycle Confidence sessions and removal of barriers on the National Cycle Network.
- Deliver improvements to safety in rural areas, including changes to speed limits and locally supported changes to reduce noise and/or improve active travel.

Easier travel

Developing the Devon Metro

- Half hourly rail frequency on East Devon section of Exeter to Waterloo Line.
- Work collaboratively with rail industry partners to deliver the reinstatement of the Tamar Valley branch line to Tavistock.
- Deliver the West Devon Transport Hub with a new railway station, Okehampton Interchange.

New opportunities

- Extend of the London Waterloo to Exeter St David's service further into Devon.
- Work with the rail, bus, and coach industry to deliver 'hub and ride' improvements where rural residents can access longer-distance transport services.
- Protect, expand and improve rail, bus service and cycle integration.
- Deliver the Dinan Way extension in Exmouth.

Collaborative working

- Continue to work with organisations to support and broaden the community transport services they provide.
- Work with communities to support them to deliver community-led access and transport solutions tailored to their specific needs.

Shared modes

- Support mobility hubs and integrating sustainable travel choices at larger market and coastal towns.
- Work with the car club industry and communities to identify and deliver sustainable modes of provision in rural areas feeding into a shared modes strategy.
- Work with district councils and partners to ensure new rural developments embed decarbonised, active, public and shared transport into new developments.

Section 9: Our strategy for asset management and road safety

A reliable and resilient network is vital to the economy and people's quality of life, enabling access to education, healthcare and to visit friends. The management of the network is central to making travel safe, convenient and reliable but must be balanced against challenging funding constraints.

Devon and Torbay councils will continue to prioritise the maintenance of A and B roads and reduce the carbon emissions from the maintenance and use of the transport network. The councils will continue to work to reduce injuries to road users, with an aim of halving the number of people injured on the highway by 2030. This includes reducing speed limits on some routes to reduce collisions, which will in turn improve resilience and journey time reliability.

9.1 Highway maintenance

Devon has one of the largest highway networks of any UK Local Authority. It includes over 12,500km of highway, with unclassified roads making up more than half of the total road network. In addition, the council maintains approximately 5,000km of public rights of way, and 225km of off-road recreational trails. These include the Devon sections of two National Trails (the South West Coast Path and England Coast Path).

The Torbay network includes just over 500km of carriageway and over 800km of footway. Urban roads represent 85% of the length of carriageway network in Torbay. The network also includes almost 100km of public footpaths and green lanes along with a range of other highway assets including drainage, seating and shelters and road signs.

The councils have statutory network management duties under the Traffic Management Act. A reliable and resilient network is important to support the economy, provide safe and efficient travel and make Devon and Torbay fairer and better places for people. Although the network is an asset, it is expensive to maintain and there is insufficient funding to meet all its maintenance needs.

In recent years resources have been focused on maintaining highway safety across the network and keeping the most strategic A and B routes and busiest active travel corridors in good condition. A and B classified roads typically have the highest vehicle flows and are the primary routes used by both commercial and public transport vehicles. The efficient operation and standard of these routes play an important part in keeping the network moving and supporting the economy.

We will therefore prioritise:

- maintenance of A and B roads
- maintenance of other important urban roads, particularly in the more urban areas of Exeter and Torbay
- using preventative treatments on other roads that are still in a condition to benefit from it.

9.2 Network management

The highway network includes a range of equipment that plays an important role in personal and vehicle safety and encouraging sustainable travel. This includes traffic signals, lighting and facilities for public transport. We will:

- continue to update the streetlighting network to improve efficiency and reduce emissions
- upgrade and renew older traffic signals

- tune our traffic signal timings to make them more responsive to changing travel patterns and improve traffic flow.

To help deliver all the priorities in this plan, we will need to review how to best use revenue from on-street parking. Surplus from on-street parking must be ringfenced under Section 55 of the Road Traffic Act, and currently uses include subsidising bus services and road safety initiatives.

Innovation is central in improving how we manage and operate the highway network within our funding constraints. We will explore technology innovations through the Network Operations Control Centre to improve proactive management of the network, communicate with users and improve experiences for users.

Devon is one of only a few highway authorities to retain an in-house Materials Laboratory that enables us to innovate and understand the impact of different materials and methods. We will:

- investigate new approaches using technology to better monitor the network
- trial changes to speed limits to improve safety and reduce emissions
- better align network enhancements with maintenance work to reduce disruption
- continue to coordinate third-party and statutory undertaker activity through Network Operation Support Teams.

Examples of improved alignment include delivering bus service improvement measures that also improve traffic management, or improving active travel facilities as part of upgrade of traffic signals.

9.3 Active travel

Devon has a growing network of walking and cycling routes where usage continues to increase. For example, usage of the Exe Estuary Trail has more than doubled since 2011. This is invaluable for the health and wellbeing of both residents and visitors.

A bigger network that is used more does, however, mean there is more to maintain. Devon has increased the funding dedicated to renewing and maintaining access to trails and has begun winter treatments of the most used cycle routes in Exeter.

Devon have also made changes to some of the highway network to provide green lanes that enable active travel, such as Balls Farm Road and Langaton Lane on the edge of Exeter and Rydon Lane connecting Woodbury towards the Exe Estuary Trail. We will continue to explore and trial options to do this where it aligns with this plan’s objectives and is supported by local communities.

Case study: Exeter cycleway and footpath winter treatment trial

Since 2021, Devon County Council have been trialling winter treatment to ‘de-ice’ over 22 km of cycleways and footpaths around Exeter. Routes with more than 1,000 daily cycle trips, along with linking paths to onward routes, will be treated to prevent ice forming when temperatures drop.

The trial has made the Exeter’s walking and cycle network safer and more attractive in winter. This contributes to supporting healthy lifestyles and enabling a shift to alternative modes of transport that can help keep Devon’s transport system moving all year round.



Figure 24: Network forming part of winter treatment and a winter maintenance vehicle

9.4 Environmental impacts

The Devon Carbon Plan has a target to:

- reduce Devon's (including Torbay and Plymouth) emissions to net zero by 2050 at the latest
- to reach 50% reduction by 2030 (compared to 2010 levels).

To help achieve this, the councils have developed a range of new approaches to reducing the carbon footprint of highway maintenance and construction.

The initial priority has been to understand and benchmark what carbon is used in maintenance operations. Working with partners, we are developing a carbon accounting and reporting system and highways service decarbonisation strategy. This has enabled us to target the most carbon intensive operations. Supply chains for highway maintenance are one of the biggest emitters of carbon and we will produce a Low Carbon Procurement Strategy to help reduce emissions.

Live Labs are funded by the Department for Transport as an innovative programme to reduce CO₂ impacts associated with the life cycle of the local road network. The A382 is a current Live Labs 2 project where opportunities to reduce carbon have been implemented through the detailed design and consideration of construction stage carbon. The project aims to bring changes and innovations together to help improve future materials and maintenance regimes.

We will develop a Carbon Design Toolkit that will enable the carbon profile of different scheme options to be considered throughout the development of new schemes, so that carbon becomes at least as important as cost and quality. We will work to improve biodiversity and wildlife in our projects and explore potential for greening of the highway. This could include wildflower planting on highway verges and roundabouts and, where appropriate, trees that can help improve street scene and to support biodiversity net gain. For schemes above a certain value, we will also apply the Healthy Streets design tool.

The transition to electric vehicles will also play a part in reducing emissions. Devon and Torbay have Electric Vehicle (EV) Charging Strategies that outline how access to charging will be increased by supporting the development of a comprehensive charging network that meets the demands of residents, businesses and visitors in rural and urban areas. The strategies recognise that the types of solution will vary across the different areas across Devon and Torbay.

Torbay (£7m) and Devon (£5.3m) have also been successful in securing funding to support the provision of zero-emission buses in Torbay (also serving routes to Newton Abbot and Totnes), Exeter, Northern Devon and Torridge. The funding complements an even larger investment in electric buses by the bus operator, Stagecoach. It will not only help reduce emissions, noise and improve air quality, but also improve the image and attractiveness of bus travel.

9.5 Road safety

The number of people injured on roads in Devon and Torbay has decreased by approximately a third in the last decade, primarily driven by a reduction in slight (minor) injury collisions. However, the number of people killed or seriously injured in Devon has remained largely stable over this period, whilst in Torbay this number has been slowly rising.

Vision Zero South West is a partnership between Devon, Torbay, Cornwall, and Plymouth councils, National Highways, the office of the police and crime commissioner and emergency services. It aims to cut road deaths and serious injuries by 50% by 2030 and to zero by 2040. This is from a baseline of the average collision numbers between 2014 and 2018. The focus of the partnership is to:

- encourage behaviour change to reduce risk on our roads (particularly for young drivers, older drivers, business drivers and motorcyclists)
- improve safety for the most vulnerable road users, such as pedestrians, cyclists and horse riders.

Bolder measures will be needed to help bring down the risk of serious injury in Devon and Torbay. We will explore trialling reductions of speed limits on some routes, particularly those with the highest flows, worst collision performance or both. We will also target improving safety in locations with poorer collision performance and those areas with the highest concentration of vulnerable road users, such as urban centres and places close to schools.

In line with the Vision Zero South West ambition, we will continue to invest in improvements to ensure that every route and every mode is available to everybody, free from the risk of fear or harm. For example, we will deliver improvements to the A361 (Barnstaple to Ilfracombe) using the Safer Roads Fund. We will also increase the number of 20mph villages and town centres where the limit is justified and locally supported.

Case study: Department for Transport’s Safer Roads Fund on the A3123

Devon secured over £4 million from the Department for Transport’s Safer Roads Fund in 2020 to improve road safety on rural A roads, including the A3121 in the South Hams and the A3123 in North Devon.

The improvements to the A3123 included upgrading the Lynton Cross crossroads junction (left) to a roundabout (right). The reduction in speeds and improved safety for turning has helped to reduce collisions and, as a result, these sites no longer meet cluster site criteria in the latest collision data.



Figure 25: Lynton Cross safety improvements, with crossroads upgraded to a roundabout

Key elements of the strategy for asset management and road safety

Reliable and resilient network

- Continue to prioritise maintenance of A and B classified routes.
- Continued bridge assessment and strengthening program, with priority on A and B roads.
- Upgrade and enhance traffic signals across Devon.
- Review and trial reducing speed limits on key corridors.
- Support development of single parking ticketing system.
- Review spending and priorities for the on-street Parking Account.

Greater places for people

- 20mph speed limit in settlements where locally supported.
- Implement 'School Streets' where appropriate to continue to safer walking and cycling options for school children.
- Use of Healthy Street design tool in new projects.
- Complement new Infrastructure with engagement and behaviour change measures.
- Delivery of casualty severance reduction program to tackle collision hotspots.
- Continued collaborative working with partners through Vision Zero South West.

The place to be naturally active

- Increase funding for maintenance of active travel routes.
- Winter treatment of the most used active travel routes.

Decarbonisation

- Develop a Low Carbon Procurement Strategy.
- Develop a Carbon Design Toolkit to help elevate the importance of carbon alongside cost and quality during scheme development.
- Continuing update of streetlighting network.
- Support roll-out of comprehensive Electric Vehicle Charging Network.
- Support the transition to zero-emission buses.

Section 10: Our action plan for connecting Devon and Torbay

Theme	Sub theme	Measure
Reliable and Resilient Network	Strategic Connectivity: Rail	Completion of rail resilience works at Dawlish and Holcombe
Reliable and Resilient Network	Strategic Connectivity: Rail	Increased diversionary capacity and half hourly local services on Waterloo Line
Reliable and Resilient Network	Strategic Connectivity: Rail	Increased platform capacity at Exeter St Davids
Reliable and Resilient Network	Strategic Connectivity: Road	Completion of North Devon Link Road enhancements
Reliable and Resilient Network	Strategic Connectivity: Road	Enhancement of M5 between J29 – J31
Reliable and Resilient Network	Strategic Connectivity: Road	Speed limit review and consider reduced speed limits on busiest A roads
Reliable and Resilient Network	Strategic Connectivity: Road	Bridge Road Exeter bridges renewal
Unlock Development	Unlock Strategic Development	Deliver infrastructure and enable sustainable travel at the Plymouth and South Devon Freeport.
Decarbonisation	Digital Services	Promote high-speed internet access across Devon
Decarbonisation	Digital Services	Refresh of Devon's digital strategy
Easier Travel	Strategic Connectivity: Rail	Support improvements to Mobile Connectivity on rail services
Easier Travel	Strategic Connectivity: Freight	Work with Peninsula Transport to improve efficiency of and reduce negative impacts of freight
Easier Travel	Strategic Connectivity: Freight	Lorry Parking Priority and Deliverability Study
Easier Travel	Strategic Connectivity: Air	Enhanced Bus and Cycle provision to Exeter Airport and the adjacent Airport Business Park

Section 11: Our action plan for Exeter

Theme	Sub theme	Measure
Greater Places for People	City Centre Public Realm	City centre public realm and sustainable access strategy
Greater Places for People	City Centre Public Realm	South Street/Market Street
Greater Places for People	City Centre Public Realm	Improve pedestrian and cycle crossings on Western Way
Greater Places for People	City Centre Public Realm	Barnfield Road active travel enhancements
Greater Places for People	City Centre Public Realm	Sidwell Street/ Summerland Street
Greater Places for People	City Centre Public Realm	Paris Street
Greater Places for People	City Centre Public Realm	Innovative car parking strategies
Greater Places for People	Key Pedestrian Corridors	St David's Station and Queen Street to City Centre
Greater Places for People	Key Pedestrian Corridors	Replacement of Mallison Bridge
Greater Places for People	Key Pedestrian Corridors	Cowick Street to Fore Street
Greater Places for People	Key Pedestrian Corridors	Alphington Village Enhancements
Greater Places for People	Key Pedestrian Corridors	Crossing and facilities on Topsham Road arms of Countess Wear roundabout
The Place to be Naturally Active	Strategic Cycle Network	E3: Monkerton to City Centre
The Place to be Naturally Active	Strategic Cycle Network	E4: Stoke Hill to University to St David's Station a Stoke Hill Roundabout to City Centre
The Place to be Naturally Active	Strategic Cycle Network	E6: Nurses Way. Barrack Road- Polsloe Road- Mount Pleasant Road.
The Place to be Naturally Active	Strategic Cycle Network	E9: Topsham/Newcourt to City Centre
The Place to be Naturally Active	Strategic Cycle Network	E12: Beacon Heath to Marsh Barton station, industrial estate and Alphington
The Place to be Naturally Active	Strategic Cycle Network	Other routes and access to routes identified in LCWIP as opportunities arise
The Place to be Naturally Active	Strategic Trail Network	Delivery of Cranbrook to Exeter multi-use trail
The Place to be Naturally Active	Strategic Trail Network	Staged delivery of Clyst Valley Trail
The Place to be Naturally Active	Strategic Trail Network	Feasibility investigations of initial sections of Boniface Trail

Theme	Sub theme	Measure
The Place to be Naturally Active	Area Wide changes	Green lanes to support active travel access from villages on the edge of the city
The Place to be Naturally Active	Area Wide changes	Pinhoe Area Access Strategy Measures
The Place to be Naturally Active	Area Wide changes	Newtown neighbourhood enhancement
The Place to be Naturally Active	Access to Cycle	On street cycle hangars
The Place to be Naturally Active	Behaviour Change Projects	Business travel planning
The Place to be Naturally Active	Behaviour Change Projects	School Travel Plans and School Streets
Unlock Development	Sustainable New Development	Support revised planning policy
Unlock Development	Sustainable New Development	Water Lane: New Pedestrian/cycle crossing of Canal
Unlock Development	Sustainable New Development	North Gate: Paul Street Pedestrian and public realm works
Unlock Development	Sustainable New Development	East Gate: Heavitree Road public realm and pedestrian cycle crossing facilities
Unlock Development	Sustainable New Development	South Gate: Acorn Junction/Southernhay Square
Unlock Development	Sustainable New Development	Red Cow: Highway Rationalisation and St David's Station Interchange Enhancements
Unlock Development	Sustainable New Development	Chudleigh Road realignment
Unlock Development	Sustainable New Development	Bus Priority and enhanced cycle facilities on A3052/A376 approach to M5 J30
Unlock Development	Sustainable New Development	Enhanced Bus Priority on A30/A3015 approach to city
Easier Travel	Devon Metro	Half hourly rail frequency to East Devon towns on Exeter to Waterloo mainline.
Easier Travel	Devon Metro	Half hourly rail frequency to Barnstaple.
Easier Travel	Devon Metro	15-minute service frequency on Avocet Line to Digby & Sowton/Newcourt
Easier Travel	Devon Metro	Safeguarding of land and investigation of delivery of Monkerton railway station
Easier Travel	Interchange	Digby & Sowton Rail/Bus/Park and Ride Hub
Easier Travel	Interchange	Improvements to railway station access and interchange
Easier Travel	Connected City Region: Bus	15-minute bus frequency to Crediton

Theme	Sub theme	Measure
Easier Travel	Connected City Region: Bus	Transport hub enhancements on key corridors into the city
Easier Travel	Attractive Urban Bus Networks	Northern Corridor (City Centre - New North Road bus gate)
Easier Travel	Attractive Urban Bus Networks	Western Corridor (Preston Street and Cowick Street)
Easier Travel	Attractive Urban Bus Networks	Central Corridor (Honiton Road and Heavitree Road)
Easier Travel	Attractive Urban Bus Networks	Eastern Corridor (Pinhoe Road)
Decarbonisation	Zero Emission Ticking System	Relaunch on street cycle and car club with new operator(s)
Decarbonisation	Zero Emission Ticking System	Development of a zero-emission transport subscription service
Decarbonisation	Transition to low emission fuels	Delivery of on street electric vehicle charging facilities
Decarbonisation	Transition to low emission fuels	Explore electricity generation and EV charging at Park and Change sites
Decarbonisation	Transition to low emission fuels	Cleaner modern buses with continued expansion of electric buses, priority infrastructure and integrated ticketing system'
Decarbonisation	Innovation and Invention	Data sharing with partners and innovators
Decarbonisation	Innovation and Invention	Review city traffic signal controls and locations, including smarter corridors
Decarbonisation	Innovation and Invention	Live testing measures on the highway

Section 12: Our action plan for Torbay

Theme	Sub theme	Measure
Greater Places for People	Town Centre Public Realm	The Strand: Torquay Harbour Public Realm
Greater Places for People	Town Centre Public Realm	Relocation of Torquay coach station
Greater Places for People	Town Centre Public Realm	Abbey Gates enhancement
Greater Places for People	Public Transport Gateways	Paignton Bus station square
Greater Places for People	Public Transport Gateways	Brixham Bus station improvements
Greater Places for People	Improved Access to Town Centres	Changes to vehicle access on Union Street, Torquay
Greater Places for People	Improved Access to Town Centres	Enhanced town centre directional signage
The Place to be Naturally Active	Strategic Cycle Network	Develop proposals for South Devon Cycle way (Newton Abbot to Edginswell)
The Place to be Naturally Active	Strategic Cycle Network	Hospital Trail: Newton Road and crossing improvements at Cadewell Lane and Orchard Way
The Place to be Naturally Active	Strategic Cycle Network	Hospital Trail: Avenue Road
The Place to be Naturally Active	Strategic Cycle Network	Torquay Town Trail: Shiphay Lane to Teignmouth Road
The Place to be Naturally Active	Strategic Cycle Network	Torquay Town Trail: Teignmouth Road and crossings with Upton Road and Cricketfield Road
The Place to be Naturally Active	Strategic Cycle Network	Beaches Trail: Rathmore Road to Torquay Harbour
The Place to be Naturally Active	Strategic Cycle Network	Beaches Trail: Marine Parade and Marine Drive
The Place to be Naturally Active	Strategic Cycle Network	Beaches Trail: Roundham Road/Paignton Harbour
The Place to be Naturally Active	Improved Crossing Facilities	Shiphay Lane crossing
The Place to be Naturally Active	Improved Crossing Facilities	Crossing provision at Lymington Road and Trematon Avenue
The Place to be Naturally Active	Improved Crossing Facilities	Blagdon Road Paignton crossing upgrade
The Place to be Naturally Active	Improved Crossing Facilities	Torbay Road / Rathmore Road junction enhancements
The Place to be Naturally Active	Improving access	20mph speed limit zones
The Place to be Naturally Active	Improving access	On street secure cycle parking program
The Place to be Naturally Active	Improving access	Torquay Town Trail: Torre Cycling Contraflows
Decarbonisation	Lower Emission Vehicles	LEVI funded project to deliver on street EV charge points

Theme	Sub theme	Measure
Decarbonisation	Lower Emission Vehicles	EV charge points in council Car Parks
Decarbonisation	Lower Emission Vehicles	Promotion of peer-to-peer Charging Networks
Decarbonisation	Lower Emission Vehicles	Upgrade to a zero-emission buses throughout Torbay
Easier Travel	Attractive Services	Roll out of modern low emission buses
Easier Travel	Attractive Services	15-minute frequency on 22 service to South Devon College
Easier Travel	Attractive Services	15-minute frequency on 13 service from Brixham to Torbay Hospital
Easier Travel	Attractive Services	Nighttime services on the 12 bus
Easier Travel	Attractive Services	Provision of bus priority at traffic signalised junctions
Easier Travel	Improved Access	Audit of bus stop access
Easier Travel	Improved Access	Bus stop Infrastructure upgrades
Easier Travel	Improved Access	Paignton station forecourt
Easier Travel	Improved Access	Torre Station Access enhancements
Easier Travel	New Opportunities	New bus service from Torbay to East of Exeter
Easier Travel	New Opportunities	Integration of night bus services with sleeper service at Newton Abbot
Easier Travel	New Opportunities	Explore feasibility of new micromobility scheme across Torbay
Easier Travel	New Opportunities	Edginswell Railway Station
Unlock Development	Support Low Carbon Travel	On site EV charging and secure cycle parking
Unlock Development	Support Low Carbon Travel	Travel Planning for strategic developments
Unlock Development	Support Low Carbon Travel	Support Revised Planning Design Policy
Unlock Development	Support Low Carbon Travel	Orchard Way to Torquay Road Active Travel route
Reliable and Resilient Network	Strategic Connections	Improved controlled parking facilities to improve access to Brixham Harbour
Reliable and Resilient Network	Reliable Network	Rolling program of traffic signal replacements and upgrades
Reliable and Resilient Network	Reliable Network	Identify and/or audit of locations where on street parking impacts bus journey times

Theme	Sub theme	Measure
Reliable and Resilient Network	Reliable Network	Amend on-street parking to improve bus journey times

Section 13: Our action plan for growth areas

Theme	Sub theme	Measure
Unlock Development	Unlock Strategic Development	Completion of A382 phase 3 and Jetty Marsh Phase 2
Unlock Development	Unlock Strategic Development	Houghton Barton Link Road
Unlock Development	Unlock Strategic Development	Wolborough Link Road
Unlock Development	Unlock Strategic Development	Completion of A361 Tiverton Eastern Urban Extension junction
Unlock Development	Unlock Strategic Development	Strategic intervention in vicinity of M5 J28
Unlock Development	Unlock Strategic Development	Cullompton Town Centre Relief Road
Unlock Development	Unlock Strategic Development	Anchorwood to Barnstaple Town Centre Long Bridge Pedestrian and Cycle improvements
Unlock Development	Unlock Strategic Development	Completion of North Devon Link Road enhancements
Unlock Development	Unlock Strategic Development	A361 Larkbear Access Road
Unlock Development	Unlock Strategic Development	Sticklepath Junction enhancement
Unlock Development	Unlock Strategic Development	Cedars Roundabout
Unlock Development	Unlock Strategic Development	Plymouth and South Devon Freeport Spine Road, Langage Business Park
Unlock Development	Unlock Strategic Development	Sherford Southern Access Route
Greater Places for People	Vibrant Town Centre	Increase areas of lower traffic streets in Barnstaple Town Centre.
Greater Places for People	Vibrant Town Centre	Queen Street (Newton Abbot) - Pedestrian and Public Realm Improvements
Greater Places for People	Vibrant Town Centre	Newton Abbot Town Centre active travel and public transport improvements
Greater Places for People	Vibrant Town Centre	Transport changes to support regeneration of Tiverton Town Centre
Decarbonisation	Digital Services	Work with partners to increase online service delivery.

Theme	Sub theme	Measure
Decarbonisation	Transition to lower emission fuels	Expansion of electric vehicle charging facilities in accordance with EV charging hierarchy
Decarbonisation	Transition to lower emission fuels	Promotion of peer-to-peer Charging Networks
Decarbonisation	Transition to lower emission fuels	Transition to Zero emission buses in and around Barnstaple
Decarbonisation	Transition to lower emission fuels	Work with rail operators to develop and test proposals for low carbon railways
Decarbonisation	Innovative Approaches	A382 phase 2 Live Labs project
Decarbonisation	Innovative Approaches	Support development of new fuel technology at Plymouth and South Devon Freeport
Place to be Naturally Active	Multi Use Trail network	The Avenue to Highweek St (Newton Abbot) NCN 2 route improvements
Place to be Naturally Active	Multi Use Trail network	Heart of Mid Devon Strategic trail network
Place to be Naturally Active	Multi Use Trail network	Develop and Deliver Teign Estuary Trail from Newton Abbot to Teignmouth
Place to be Naturally Active	Active travel enhancements	Newton to Torbay strategic cycle link
Place to be Naturally Active	Active travel enhancements	Deep Lane pedestrian and cycle bridge
Place to be Naturally Active	Active travel enhancements	Improved pedestrian and cycle access over the M5 at Cullompton.
Place to be Naturally Active	Active travel enhancements	Fill gaps and develop Tiverton town walking and cycling network
Place to be Naturally Active	Active travel enhancements	A361 Larkbear Bridge and Barnstaple East/West Corridor
Place to be Naturally Active	Active travel enhancements	Kenwith Valley active travel route
Place to be Naturally Active	Active travel enhancements	Manteo Way junction safety improvements

Theme	Sub theme	Measure
Place to be Naturally Active	Access to Cycle	Continued delivery of cycle confidence sessions
Easier Travel	New Sustainable Travel Choices	New Railway Station at Cullompton
Easier Travel	New Sustainable Travel Choices	Enhanced bus provision linked to new development at Tiverton and Culm Garden Village
Easier Travel	New Sustainable Travel Choices	Development of Eastern access to Newton Abbot railway station
Easier Travel	Attractive Public Transport	Half hourly rail frequency on Tarka Line from Barnstaple to Exeter
Easier Travel	Attractive Public Transport	Increase to 15-minute service frequency on core bus network
Easier Travel	Attractive Public Transport	Bus Priority at key pinch points
Easier Travel	Attractive Public Transport	Improvement of Real Time Information at bus stations
Easier Travel	Attractive Public Transport	Improved interchange and forecourt at Barnstaple railway station
Easier Travel	Attractive Public Transport	Improved bus/rail interchange at Tiverton Parkway railway station
Easier Travel	Shared Modes	Mobility Hub at Plymouth and South Devon Freeport
Easier Travel	Shared Modes	Begin roll out of car club in Growth Areas
Easier Travel	Shared Modes	Promote Lift Sharing

Section 14: Our action plan for rural Devon and market and coastal towns

Theme	Sub theme	Measure
Decarbonisation	Transition to lower emission fuels	Delivery of electric vehicle charging facilities in car parks and largest centres
Decarbonisation	Transition to lower emission fuels	Promotion of peer-to-peer charging networks
Greater Places for People	Enhance Local Centres	Identify and implement opportunities to deliver more community services
Greater Places for People	Enhance Local Centres	Pedestrian and cycle crossing improvement in priority locations
Greater Places for People	Safer Travel	A361 Ilfracombe to Barnstaple Road Safety Enhancements
Greater Places for People	Safer Travel	Rolling program of 20mph speed limits in settlements
The Place to be Naturally Active	Multi Use Trail network	Production of a Countywide LCWIP
The Place to be Naturally Active	Multi Use Trail network	Construction of Seaton to Colyford multi-use trail
The Place to be Naturally Active	Multi Use Trail network	Planning application for Sidford – Sidbury multi-use trail
The Place to be Naturally Active	Multi Use Trail network	Completion of missing link in Tarka Trail from Braunton to Ilfracombe
The Place to be Naturally Active	Multi Use Trail network	Pegasus Way Bridleway
The Place to be Naturally Active	Multi Use Trail network	Design and delivery of the Drakes Trail between Clearbrook and Roborough
The Place to be Naturally Active	Local Proposals	Develop program for developing green lanes with local communities
The Place to be Naturally Active	Local Proposals	Speed limit and access changes to provide safer and quieter streets
The Place to be Naturally Active	Access to Cycle	Continued delivery of cycle confidence sessions
The Place to be Naturally Active	Access to Cycle	Cycle parking at key locations and public transport nodes
The Place to be Naturally Active	Access to Cycle	Accessibility improvements on multi-use trails and National Cycle Network
Easier Travel	Devon Metro	Reinstate rail services between Tavistock and Plymouth
Easier Travel	Devon Metro	Okehampton Interchange railway station
Easier Travel	New Opportunities	Protect and enhance integration of bus service with railway stations

Theme	Sub theme	Measure
Easier Travel	New Opportunities	Completion of Dinan Way link road
Easier Travel	Collaborative Working	Work with organisations to support and broaden community transport services.
Easier Travel	Collaborative Working	Develop rural partnerships to deliver rural mobility improvements.
Easier Travel	Shared Modes	Promote lift sharing
Easier Travel	Shared Modes	Continued implementation of Fare Car schemes

Section 15: Our action plan for asset management and road safety

Theme	Sub theme	Measures
Reliable and Resilient Network	Highway Maintenance	Bridge Assessment and Strengthening Program
Reliable and Resilient Network	Highway Maintenance	Upgrade and enhance traffic signals across Devon
Reliable and Resilient Network	Network Operation	Review and trial speed limit reductions on key corridors
Reliable and Resilient Network	Network Operation	Review spending and priorities for the On-street Parking Account
Decarbonisation	Net Zero Operations	Produce a Low Carbon Procurement Strategy
Decarbonisation	Net Zero Operations	Develop a Carbon Design Toolkit
Decarbonisation	Net Zero Operations	Reduce carbon emissions from street lighting
Decarbonisation	Transition to lower emission fuels	Promote the use of peer-to-peer charging networks
Decarbonisation	Transition to lower emission fuels	Support roll-out of a comprehensive Electric Vehicle Charging Network
Decarbonisation	Transition to lower emission fuels	Introduction of zero emission buses
Decarbonisation	Innovation	A382 phase 2 Live Labs project
Greater Place for People	Safer Travel	Delivery of a casualty severance reduction program to tackle collision hotspots
Greater Place for People	Safer Travel	Continue to work collaboratively with partners through Vision Zero South West
Greater Place for People	Safer Travel	Delivery of School Streets
Place to be Naturally Active	Multi-use trail network	Winter maintenance on most-used active travel routes
Place to be Naturally Active	Access to Cycle	Cycle parking at key locations
Place to be Naturally Active	Access to Cycle	Removal of barriers on rural leisure trails and National Cycle Network