

Local Transport Action Plan 2021-2026

Moving towards net-zero



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Introduction

The Local Transport Plan (LTP) was adopted by full Council in 2011 and is a 15 year plan (until 2026) prepared jointly with Devon, in recognition of the wider impacts of transport, cross boundary movements, and wider strategic connectivity matters.

Alongside the LTP was a 5 year Implementation Plan (2011-2016). The role of the Implementation Plan is to set out specific schemes for delivery which accord with the LTP as the strategic policy framework. Another Implementation Plan was later approved to cover the next 5 year period from 2016-2021.

This Action Plan forms the third and final plan associated with the existing strategy, running from 2021 to 2026. It is important to ensure it aligns to the strategic objectives and addresses any outstanding matters from the LTP that require action.

The purpose of this Action Plan is to set out the planned investments and commitment of the transport capital grant received from Government, alongside other funding the Council has or is able to achieve. This Action Plan principally proposes capital transport projects as opposed to revenue interventions. However, the Authority recognises the importance of revenue investments where possible to do so as well. This involves scheme development, travel planning and service support.

The Strategy

The strategy sets out the importance of strategic connectivity, in particular with reference to making best use of the strategic network and improving connections with London and the rest of the UK. This included lobbying for improved rail services, supporting and efficient strategic network and managing pressures on the road network - particularly during the seasonal peaks. Whilst there were some specific capital investments needed, much of this work is aligned to the Peninsula Rail Task Force (part of the South West Peninsula Sub-National Transport Body), a partnership of Cornwall and Isles of Silly, Plymouth, Devon, Somerset, Torbay and involving the LEP and wider stakeholders.

The vision set out in the Local Transport Plan is:

“Devon & Torbay’s transport system will offer business, communities and individuals safe and sustainable travel choices. The transport system will help to deliver a low carbon future, a successful economy and a prosperous, healthy population living in an attractive environment.”

Over the next 15 years Devon & Torbay will need to diversify and grow the economy, but just as importantly develop a low carbon transport system that offers choice and encourages sustainable travel behaviour.”

To achieve Devon & Torbay’s vision the strategy has five key objectives:

- Deliver and support new development and economic growth
- Make best use of the transport network and protect the existing transport asset by prioritising maintenance
- Work with communities to provide safe, sustainable and low carbon transport choices
- Strengthen and improve the public transport network
- Make Devon the ‘Place to be naturally active’

Specific to Torbay, the LTP notes that:

"By 2026 Torbay will have excellent connections to Devon and the rest of the UK. Residents and visitors will find it easy to move around, explore and experience Torbay’s beautiful urban and marine environment. People will enjoy better health and quality of life using improved cycling, walking and public transport links for work, leisure and education. A low-carbon, sustainable transport system will contribute towards the public realm, distinct character and function of the three towns of Torquay, Brixham and Paignton."

The Strategy also acknowledged the need for the South Devon Link Road, the need to maintain provision but improve parking in town centres, development of park and rides, providing direct links to Exeter Airport, the need to encourage more walking and cycling for improved health as well as improving the Air Quality Management Areas, and a generally improved sustainable transport provision to reduce (in particular) tourists reliance on the car. It identifies specific priorities:

- Enabling Economic Growth and Development
Such as improvements to support modal shift and reduce congestion and localised minor congestion relief proposals
- Enhancing Torbay's Built and Natural Environment
Such as provision of electric charging points, 20mph areas and addressing the air quality management areas
- Improving Health and Activity Levels
Such as cycling and walking improvements, road safety measures and targeted transport action zones
- Improving Access to Education, Employment and Services
Such as bus priority, improvements to the quality of public transport, improvements to public realm, and improved infrastructure for the disabled
- Making Big Connections
Such as improving comfort, cost and reliability of journeys by rail and works to improve the A380 Kingskerswell corridor

Climate Emergency

In June 2019 Torbay Council declared a Climate Emergency. The declaration of a climate emergency was the first step of recognising a need to act differently. The Council is heavily supportive and a member of the work of the Devon Climate Emergency Group which is creating an evidence base, a partnership and a strategic action plan with citizen engagement, to chart and deliver a pathway towards radically reducing carbon emissions across Devon, Torbay and Plymouth. Torbay Council is updating its own organisational Climate Change Strategy and developing an action plan to deliver that new strategy to meet its own commitments to carbon neutrality by 2030. The work undertaken for that may lead to adjustments being made to this plan and so it must remain flexible enough to adapt. In any case, it is expected that the Local Transport Plan from 2026 onwards will set out clearly how transport will play its part in meeting the reductions needed, but at the same time we must recognise the need to be taking actions now.

Torbay Council Cabinet have approved a 2021/22 Climate Action Plan that sets out a number of transport commitments that have been imported into this action plan.

Low carbon transport is essential for addressing the Climate Emergency. The transport sector, excluding aviation and shipping, accounts for around 30% of Torbay's 2016 emissions, making it the largest sector after buildings.

There are three broad categories of intervention which can deliver the decarbonisation of transport fitting into a framework of "Avoid, Shift, and Improve":

- Less travel can be undertaken (sometimes referred to as Avoid actions)
- More of the travel that is undertaken is by public transport and active modes (Shift actions)
- The emissions of motorised transport are reduced to zero (Improve actions)

The "Ten Point Plan for a Green Industrial Revolution" (Nov 2020) sets out Government's ambitions, with points 4 and 5 being most critical to local transport provision. This recognises the need for investment across zero emission vehicles, public transport, cycling and walking.

The local evidence base suggests that to achieve carbon neutrality in Torbay by 2030, a number of transport sector interventions will need to be accelerated, including achieving a 10% shift to walking, cycling and public transport and widespread deployment of ultra-low emission vehicles. Work will be undertaken during the timeframe of the delivery of this plan to further quantify and understand the role actions across transport planning are playing in terms of reducing carbon emissions and, as necessary, reflect this in terms of the development of further/alternative actions relevant to this plan and related plans.

Corporate Alignment

Transport is a significant aspect of many of the Council's other corporate policies. Other adopted plans also set out proposals to improve access, place, or specific transport interventions. These include the Economic Plan, Local Plan, Neighbourhood Plans, and work around open space, sports, heritage, public health, children and young people amongst other things.

There are several linkages between the Community and Corporate Plan and quality transport infrastructure and provision. Ultimately whatever it relates to across the Council departments a key aspect is to re-establish an environment designed around people, not vehicles, with a transport network that is accessible to all and promotes a healthy environment.

Transport directly feeds into supporting thriving people, supporting healthy, physically active lives for all; thriving economy, supporting the regeneration of town centres and promotion of employment sites; tackling climate change, through improved transport connectivity and sustainability; and a council fit for the future, through supporting community resilience.

Beyond the climate considerations, transport provides access to schools, jobs and homes. Low cost and active travel opportunities can better connect deprived areas – removing cost of transport as a barrier to gaining employment.

Active travel, critically, addresses the high physical inactivity amongst our community and connects them to the natural assets. This public health benefit is significant and the annual public health report (2020) recommended a continuation of the increase in “levels of physical activity in our Torbay residents (including children and young people) over the next five years as well as using sport and physical activity to help address health inequalities, contribute positively to the economy and raise the profile of the area.”

Transport infrastructure is essential in supporting the economy by ensuring people can move safely and easily around, by providing access to new employment sites, and opening up access to our Town Centres.

Transport also provides the links beyond the Torbay boundary, ensuring sustainable connections outside of the bay support the community in accessing jobs, broadening the opportunity for businesses investing within Torbay, and enabling tourism to thrive.

Recent Delivery

Torbay Council has a good track record of delivering investment in the transport network to support the needs of the economy and community. As well as investing the Council's own funds, the authority has been successful in securing significant external funding. Since the Local Transport Plan was adopted the Council have delivered on projects from Local Sustainable Transport Funds, Local Pinch Point Fund, Heart of the South West Local Economic Partnership, and contributions from developments to deliver schemes.

For instance, this has included the delivery of significant improvements along the Western Corridor, reversal of traffic into Torquay Town Centre, road junction improvements and cycle links in Torquay Gateway. The Council has delivered with Devon County Council the South Devon Highway creating a new link of strategic importance in terms of dramatically improving connectivity from/to Torbay to the rest of the region.

Public Engagement

Values and approach

Torbay Council's mission is to be a Council that works with its residents, communities and partnerships - a council that supports, enables and empowers.

Effective engagement with communities is key to achieving a scheme that is accepted, and should form part of the scheme development process from the start.

As well as giving communities the opportunity to help shape proposed changes, it allows Local Authorities to understand people's needs and concerns. This means potential problems can be identified and dealt with before they become substantial obstacles. There are a range of methods and techniques available to carry out engagement activities and the Council will tailor their approach to different circumstances with a view to being most effective in supporting, enabling and empowering the communities of Torbay.

Developing on previous engagement

Consultation and Engagement on schemes has previously been carried out as part of the LTP strategy and more recent delivery plans.

There were 117 responses to the consultation in 2015 for the most recent delivery plan. The respondents were asked to prioritise modes for investment. The results were 1. Walking and Cycling, 2. Public Transport, 3. Private Vehicles.

More recently, to support the Active Travel Fund (phase 1)), the Council encouraged use of "Widen My Path" as a consultation tool. This has received significant levels of engagement and has helped to identify some key investment areas. These are also acknowledged through the Local Cycling and Walking Infrastructure Plan.

Existing community plans, such as the Torquay, Paignton and Brixham Peninsula Neighbourhood Plans, other plans which have received heavy engagement and support from communities (e.g. town centre masterplans) and previous engagement activity (e.g. Healthy Torbay series of workshops) have formed important points of reference with regards to the production of this draft plan.

Engagement on this Plan

Background

Torbay Council undertook a public consultation concerning the Local Transport Action Plan, the Local Cycling and Walking Infrastructure Plan and also to gain information which might be useful in informing the delivery of Active Travel Fund schemes (Phase 2) which funding has been secured for to deliver a number of projects during 2021.

The aim of the campaign was to engage the Torbay community (including residents, businesses, community groups, etc.) to ensure the Council progresses transport initiatives in a manner which

best meets local needs and priorities. The Council sought views on the principle of what was being proposed as well as the detail.

The consultation opened on Wed 3 February and closed on Sunday 14 March 2021, running for a period of over 5 weeks.

Methods

The consultation employed a range of methods to enable people to provide views on the plan. This included a public survey provided on the Council's website, an e-mail address for written responses to be sent to, the use of an online mapping tool called Widen My Path, the hosting of a dedicated online public meeting for the consultation (Wed 3 March) and officers attending various other public meetings to present and answer questions such as the All Community Partnerships meeting (23 Feb) and the Brixham and surrounding Community Partnership meeting (24 Feb). In addition, Council officers sought to operate an 'open door' approach to responding to requests for one-to-one meetings or other group meetings that might originate from contacts made during the course of the consultation. For instance, this included in-person meetings with members of the public who had shown interest in speaking to officers via an approach through social media as well as numerous other phone conversations and online meetings with stakeholders and members of the public.

Publicity

The consultation was publicised via e-mails to specific stakeholders (for instance known community groups, businesses, networks, etc. utilising consultation databases held by Spatial Planning and supplemented by other departments) in the early part of the consultation period. Social media activity via the Torbay Council accounts on Facebook, Twitter, etc. took place throughout the consultation period at regular intervals to promote the consultation and in particular the survey. A dedicated webpage for each plan was created on the Council's website as well as a main 'landing page' on the Council's consultation section. A press release was issued at the beginning of the consultation and numerous media outlets picked up on the 'story'. Partner organisations such as the Community Partnerships and the Torbay Community Development Trust (TCDT) were asked to spread the consultation through their networks. The TCDT provided two separate mass e-mails to their contact group database. The Torbay Spatial Planning Agents list were contacted by way of an electronic 'newsflash' to draw attention to the consultation and the One Torbay e-newsletter was utilised. Officers promoted the consultation at numerous public meetings and the consultation was raised by Councillors through their networks.

Results

A separate consultation report is available detailing the results of the consultation process. This resulted in a number of changes to the draft Local Transport Action Plan which are also detailed with a related 'change log'. There was general support for the principles and projects contained within the draft version of the plan, in particular this was demonstrated through a public survey

(700+ responses) in which 71.4% of respondents supported the plan and only 11.2% of respondents objected to the plan.

Future engagement on delivery of projects

The Council will continue to engage on the delivery of individual projects contained within this plan in appropriate and measured ways, specific to the project in question. Some of these consultations will be channelled alongside and within formal processes (e.g. through planning applications where relevant) but in any case the Council will strive to make information clear and available, support people to make comments, enable people to be engaged positively and empower communities to feel a part of the 'Torbay team' delivering and making a success of this plan.

As part of the consultation on this plan, the Council will be seeking views on methods to engage communities on an ongoing basis and will be seeking to 'map' new and existing stakeholder groups with a view to developing enhanced partnerships to strengthen future engagement.

Funding

In recent years the Council has received £1.063m per year as a capital grant for 'Integrated Transport Block' which is targeted at transport capital investments. It is expected that this funding will continue for 2021/22. This plan also assumes a continuation of that funding beyond but recognises that this may have to be reviewed if allocations from Government change, particularly through a Comprehensive Spending Review. This 5 year Action Plan therefore seeks to deliver schemes with £5.315m of grant as the primary source of locally managed funding.

The purpose of this funding is to directly deliver schemes, but also as match funding to lever in additional funds for larger scale projects from other sources. Existing and future section 106 developer contributions and any other additional external funding the Council is able to bid for will also be utilised where possible.

The Authority separately receives funding for network maintenance.

There is also potential for schemes to be promoted by the community and funded through the Community Infrastructure Levy Neighbourhood Proportion, through the agreed decision making process.

Proposed Schemes

It is proposed that the Council focusses on the following schemes:

- Healthy Mobility (Active Travel)
- Public Transport (including Edginswell Station)
- Road Safety, 20mph areas and Minor Works
- Electric Vehicle Charging
- Signal Replacements
- Completing Major Schemes
- Other Key Investment Areas

Healthy Mobility

In 2020 “Gear Change, A bold vision for cycling and walking” was published which sets out the intent of Government.

“We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently.”

There are well documented benefits of active travel and alterations to the transport network that enhance the place for the people. Gear Change highlights some of these which provide a useful overview:

- Physical inactivity costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn
- 20 minutes of exercise per day cuts risk of developing depression by 31% and increase productivity of workers
- Up to 40% increase in shopping footfall by well-planned improvements in the walking environment
- Meeting the targets to double cycling and increase walking would lead to savings of £567m annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity.
- Mode shift to active transport is one of the most costs-effective ways of reducing transport emissions

The vision, that England will be a great walking and cycling nation, set out that “Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.” It specially aims to contribute to:

- Healthier, happier and greener communities
 - Safer streets
 - Convenient and accessible travel
-

- Being at the heart of transport decision-making

When developing schemes for external funding, typically in a bidding process to Government, there will be an expectation that all new schemes (regardless of whether they were intended to be active travel focussed) will deliver or improve cycling infrastructure to the new standards and the strategy makes clear that Government will not fund any scheme that does not meet the standards. It is therefore critical to enable the most investment across our local transport network that our priorities are clearly set out, that our schemes deliver on the principals and that we develop key improvements for active travel across our network.

To support with this the Council will continue to look for opportunities for additional funding, delivering initially on the Active Travel Fund and then preparing submissions for further schemes as prioritised by the Local Cycling and Walking Plan (see below).

It is clear that in order to meet this Government Strategy, Torbay Council has to focus investment in this area.

Infrastructure for Everyone

As part of an ongoing delivery, it is important to recognise that there are areas of the network across Torbay where it is not fully accessible to all. This typically includes a lack of dropped kerbs, pavement space, or crossing facilities for instance. Funding from the Action Plan will be targeted towards those investments to ensure a continuation of the improvements across Torbay. The authority want to ensure that plans for active travel don't exclude those needing to use wheelchairs, mobility scooters, trikes or cycles with trailers. New routes will be designed where possible to be accessible for all with the creation of mobility routes, used by all.

Active Travel Fund

In 2020, specifically as a response to the Covid-19 pandemic, Councils were asked to act quickly and implement schemes to provide safe walking and cycling provision. This was targeted at both increasing the space available (generally by reallocating road space) and to encourage journeys by these modes as an alternative to public transport in particular – building in the capacity needed across all modes.

Road space is restricted on the Bay's network, however the Council has implemented schemes on Torquay Seafront, on Marine Drive between Preston and Paignton Seafronts, in Paignton Town Centre, and outside Curledge Street Primary School.

A second tranche of funding was released which sought a more consultative approach to scheme implementation. This Action Plan funding will support that allocation of the Active Travel Fund to deliver permanent schemes that achieve the objectives of the fund. Consultation on the Active Travel Schemes will follow.

Local Cycling and Walking Infrastructure Plan

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the

number of trips made on foot or by cycle. LCWIPs will be instrumental in leveraging funding from the Cycle Infrastructure Fund, along with other national and local funding streams. Without a strategic plan of investment in place, it is anticipated that active travel funding from Government will be more limited. LCWIPs are intended to:

- Plan for cycling and walking using evidence and data on existing and future potential demand;
- Target investment where it can have the greatest impact;
- Identify cycling and walking infrastructure improvements in readiness for funding bids; and
- Plan cycling and walking networks which meet core design outcomes, meeting the needs of users.

Torbay's LCWIP sets the framework for investment.

Primarily it includes an evidence led plan for investment across Torbay, identifying the most used routes as well as routes with the most potential to be used. Having identified those it then proposes a series of investments along those corridors seeking to enhance the infrastructure for Active Travel, making it safer and more accessible.

Funding from this Action Plan will support the delivery of schemes, alongside developer contributions and Government funding where possible. A balance of prioritisation will be achieved between the funding needed and the need for change in any given part of the network.

Liveable Neighbourhoods

Alongside 20mph and road safety schemes, the authority will consider opportunities for Liveable Neighbourhoods. These are principally targeted at reducing through traffic from residential areas, making the option to walk or cycle more attractive.

Safe Access to Schools

A general duty is placed on local authorities to promote the use of sustainable travel and transport for access to schools. There are five main elements to the duty which local authorities must undertake including "the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions".

Providing safe infrastructure to support this is key.

Funding

£1 million – with at least 50% allocated to the delivery of the Local Cycling and Walking Infrastructure Plan.

This fund will be complimented by existing Section 106 funds, Active Travel Fund and additional Government and third party funding.

Public Transport

Buses play a vital role in our transport system. Responsible for around 7.5 million journeys a year in Torbay, buses transport more people than any other form of public transport - getting people to work, to education and to see friends and family, the everyday journeys that make up our lives.

Government have recognised the need to enhance bus networks in a series of commitments set out in the 'Better Deal for Bus Users' and now backed by the publication of the National Bus Strategy, Bus Back Better.

Buses have huge potential as part of a smart, affordable, sustainable public transport system. Fill a double decker with motorists and it's possible to remove 75 cars from the road. They can help ease congestion, improve air quality and support better connected communities.

Also, with over 1.3m users of our railway stations last year, rail is a significant contributor to economic benefits in Torbay. It is important to ensure our stations serve the needs of the residents and visitors that rely on them. In recent years local services have been significantly enhanced up to two trains per hour between Paignton, Newton Abbot and Exeter, alongside additional long distance services. In December 2020 the rolling stock was also upgraded on the local services, bringing further benefits to passengers. There is still more that can be done though to improve existing station facilities, alongside delivery of a new station at Edginswell to serve the Torquay Gateway Growth Area and Torbay Hospital.

Edginswell Station

It was announced as part of the National Infrastructure Strategy in November 2020 that the scheme had been successful in achieving funding through the New Stations Fund. When submitting the bid, it was agreed that an allocation of £1.5m from the Integrated Transport Block would be secured.

The station has been a long standing strategic ambition of the Council and forms part of wider Devon Metro rail proposals that not only deliver new stations on the Devon network but also set out improvements to local services.

The station will support the planned sustainable redevelopment of Torbay Hospital, as well as the new employment and residential developments in the Torquay Gateway. Critically, it also supports the existing communities of Shiphay and the Willows with sustainable links to Newton Abbot and stations to Exeter, as well as those beyond (both North and South) through connections at Newton Abbot or Exeter.

More information can be found at www.torbay.gov.uk/edginswell.

To enable delivery of this project we will work closely with Network Rail and the Train Operating Company (Great Western Railway) throughout. Network Rail have a Governance process to follow and Edginswell has achieved the "GRIP" (Governance of Rail infrastructure Projects) stage 3. It is expected that GRIP 4 will be completed in 2021/22 with detailed design and construction commissioned thereafter. The station is expected to open by March 2024.

Other Rail Projects

It is proposed to continue working with the rail industry, both Network Rail and the Train Operating Company, to improve the quality and provision of facilities at existing stations. This will include access for all, with a project progressing at Torquay and initial discussions having taken place about Torre.

The Council also works regionally with the Peninsula Rail Task Force, focussed on wider investments, connectivity and improvements to services and infrastructure. This does not require capital funding from the Integrated Transport Block.

Buses

Buses are an affordable, accessible transport choice, with the ability to reduce congestion and improve air quality, and bring economic benefits to the places they serve.

On 15th March 2021 the Government published the National Bus Strategy, 'Bus Back Better'. This strategy applies to England and sets out a vision for improving bus services nationally. It recognises the need to act quickly, whilst acknowledging that the industry will need ongoing support for some time to recover from the consequences of Covid-19. The aim now is to re-establish patronage at pre-covid levels and then exceed them. To do this buses must be a practical and attractive alternative to the car.

The strategy makes it clear that funding will be made available to Local Authorities who pursue this vision and seek to make the improvements to their services and network. This has clear direct benefits to the Local Authority, not least in respect of accessibility for the community and supporting the carbon neutrality aims. To do this as a Local Authority we must firstly agree to set up an Enhanced Partnership with operators, a method of collaboration that was introduced through the Bus Services Act 2017. Without a formal partnership from April 2022, further funding will also not be made available to us.

By the end of October 2021, we must have a Bus Service Improvement Plan in place. This document will form the basis of the partnership requirements but can go beyond and state what we aim to achieve. The plan should be produced with involvement from the authority, the operators, the community (users and non-users), businesses and others. Any highway improvements must be achieved alongside the LCWIP proposals.

It is expected that in 2021-22 we will work with operators to maximise services provided; agree the Bus Services Improvement Plan; explore innovative approaches to service provision such as Demand Responsive networks; and deliver noticeable improvements for passengers (particularly around bus priority measures, information provision, and fares).

Funding

£1.5 million is specifically allocated to Edginswell Station

A further £500,000 invested across other areas

This fund will be complimented by existing Section 106 funds, New Station Funding, and additional Government and third party investment.

Road Safety, 20mph Areas and Minor Works

Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. An evidence based approach to road safety engineering will be used in Torbay to identify and target investment where it is most needed.

Over the coming years Torbay, in line with our partners in the Peninsula Road Safety Partnership, will move towards the Vision Zero / Safe Systems approach to road safety with a target of providing a safe transport system, free from death and serious injury.

Safe Systems involves an important shift in approach from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions, Safe System/Vision Zero has a long-term goal for a road traffic system which is eventually free from death and serious injury. It involves an important paradigm shift from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions.

Safe System requires a proactive approach placing road safety in the mainstream of road traffic system planning, design and operation and use. Safe System interventions address common human errors (including seat belt use, alcohol and drug abuse) and human tolerance to injury thresholds and in so doing aims to address the road safety needs of non-motorised as well as motorised road users, younger and older users, male and female users.

With this in mind we will continue to implement an ongoing programme of road safety improvements, as outlined annually in the Road Safety Initiatives report, and focussing on the continued implementation residential 20mph areas across Torbay based on an agreed prioritisation assessment.

As well as the more significant individual schemes it is important to invest in the smaller schemes as well, those smaller interventions needed to keep the transport network moving safely and efficiently. These could include addressing localised congestion pinch points.

Funding

£750,000

Electric Charging

This can include Electric Vehicle Charging Points, but also electric bike and mobility scooter provision and charging facilities. It is also important to consider that the opportunities for shared mobility and electric buses.

Electric vehicles are important. The recent announcement from Government that will end the sale of new petrol diesel and petrol cars and vans in 2030 (with some Hybrid models allowed until 2035) recognises this. However, this will not be enough on its own to achieve carbon neutrality. Nonetheless, as an Authority it is important that residents, businesses and visitors have access to appropriate charging facilities. The Local Plan requires new developments to make provision for EV charging, and there is an application for funding being submitted to establish charging points in some Council owned car parks, but further funding will allow us to do more and widen the network as appropriate.

Electric bikes have the potential to make cycling more accessible to more people and could have the effect of 'flattening out the Bay'. Providing charging facilities for these alongside cycle parking is important. Likewise mobility scooters can also benefit from shared charging facilities in some locations. Electric bikes could also form part of a bike share scheme across Torbay, linking up town centres, key employment areas, and other key destinations.

Whilst bike share offers potential for shorter journeys, car share provides equal opportunity for longer journeys. It is proposed to consider opportunities for a mix of infrastructure across the network, from sustainable car clubs to bike share.

Government have shown intent to support the transfer of the bus network away from existing fuels to electric. The Council will work with the operators locally to consider future proposals and deliver what is possible.

The Council will monitor progress on the trial electric scooter schemes around the Country. Whilst having chosen not to proceed with this at the moment, it may be something that over the course of this plans justifies further consideration.

Funding

£100,000

This fund will be supported by additional Government and third party funding.

Signal Replacements

Many of Torbay Councils' signalised junctions and crossings are now beyond the recommended 15 years residual lifespan and in many cases are well over 20 years old. Whilst many of these signals are not currently showing signs of failure, we are aware that the control equipment that operates them is becoming obsolete and this means that replacing damaged or failing equipment is not possible leading to a junction potentially requiring emergency replacement and temporary signals being in use for long periods. The Traffic Management Act 2004 places a statutory duty upon a highway authority to manage their road network with particular reference to the objective of 'securing the expeditious movement of traffic on the authority's road network'. Highway authorities are recommended to maintain a budget to carry out cyclic upgrades to signal equipment to ensure that maintainable and efficient systems are in place and do not pose a congestion risk.

Due to budget restraints there have been no replacement programmes during the previous 15 year period, however there have been some replacements as part of other capital improvement schemes. This lack of investment has now resulted in a backlog of sites which have exceeded their recommended residual life and the authority have recently been advised that some specific types of signal controllers are due to be withdrawn from support by the manufacturers and replacement parts will no longer be available for these installations. In addition, the manufacture of high intensity incandescent lighting is due to cease in 2023 and these are used in all of the older signal installations.

Funding

£750,000

Completing Major Schemes

Following successful funding bids through the Local Transport Board and Local Enterprise Partnership to Government for Local Growth Fund, the authority has been able to deliver significant highway infrastructure improvements with benefits across all modes. This has most notably been along the Western Corridor and Torquay Gateway.

The final phase of the Torquay Gateway is all that remains to be completed in respect of works, though there are matters to finalise on the Western Corridor as well. The remaining works are on site on Newton Road and will be completed in 2021.

Funding

£500,000

Other Key Investment Areas

- Monitoring Equipment
- Supporting Town Centre Regeneration and Economic Growth
- Development Funding for design and business cases to support junction and route improvements. It includes (but isn't exclusive to) Abbey Gates, Westhill Road to Lowes Bridge, Kings Ash Road, and Clennon Valley

Funding

£215,000

Summary Table

Scheme, Funding, and Objectives	Funding Allocation	Deliver and support new development and economic growth	Make best use of the transport network and protect the existing transport asset by prioritising maintenance	Work with communities to provide safe, sustainable and low carbon transport choices	Strengthen and improve the public transport network	Make Devon the 'Place to be naturally active'
Healthy Mobility	£ 1,000,000	✓	✓	✓	✓	✓
Public Transport	£ 2,000,000	✓	✓	✓	✓	✓
Road Safety, 20mph Areas and Minor Works	£ 750,000	✓	✓	✓	✓	✓
Electric Charging	£ 100,000	✓	✓	✓	✓	✓
Signal Replacements	£ 750,000	✓	✓	✓	✓	✓
Completing Major Schemes	£ 500,000	✓	✓	✓	✓	✓
Other Key Investment Areas	£ 215,000	✓	✓	✓	✓	✓
Total	£ 5,315,000					