

Parsons Brinckerhoff

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Background

The partnership between Devon County Council and PB was set up in 2001. The role of PB is to provide transportation planning and civil engineering services boosting existing in house resources.

Recommendations For The Next DLTP (2006-2011)

1. Issues Related to the Trunk Road Network

- Regarding the provision of an alternative route into the South West – (A30/A303/M3 corridor) it is PB recommendation that developing the A303 would be the most advantageous option.
- There is a risk that this proposal will be delayed/ will not complete the planning process. This would result in the prevention of scheme delivery, leading to increase congestion in the South West. It is therefore recommended that a contingency plan be developed for the A30 corridor.

2. County Primary and Secondary Routes

- Long term strategy is required to ensure that the County primary and secondary road network fulfils its objectives. This must include a series of route management strategies- which identify existing and future plans within the network and suggest potential engineering solutions. Critical DLTP recognises solutions through the implementation of medium and small-scale schemes.

3. Major County Highway Schemes

- There is a strong case for construction of the Kingskerswell Bypass. It is recommended that it should be highlighted as the single major highway scheme in order to maximise the opportunities for development.
- It is recommended that the Crediton Bypass be of reduced priority. – Less significant issue- It is recommended that link to Lords Meadow Industrial Estate is revisited.

4. Exeter Development

4.1 Future Development

Ongoing development and its associated economic impacts have the potential to have negative effects upon the transport system and constrain long term economic growth.

- Future network enhancement required to cater for this growth funded through the LTP and developer funding.
- Exeter needs to adopt a long-term (20-30 yrs) strategic plan for Exeter ensuring co-ordinated delivery of key schemes.

4.2 Bus Priority Improvements

Scope for a new bus priority corridor (perhaps including guided bus facilities) which would link Matford to the East of Exeter via the City Centre (Inc Marsh Barton and development area adjacent to Exeter Airport).

4.3 Highway Improvements

LTP needs to recognise that highway schemes will need to be provided in the future as public transport alone will not deliver the target travel opportunities. There are specific congested areas that can only be tackled by providing additional highway capacity. E.g. consider a landmark bridge across the Exe to take the pressure off existing routes cross the City Centre.

4.4 Park & Ride and Travel Plans

- Park and ride facilities need to be expanded to cover all key radials. As town centre parking restrictions are not equitable if an alternative mode is not available.
- Need to provide suitable, efficient and safe alternatives to the private car to encourage the use of sustainable modes, particularly when travelling into major urban areas.

DEVON LOCAL TRANSPORT PLAN – 2006-2011

5. Other Towns

LTP needs to provide funding for improvements in other towns throughout Devon that will require transport enhancements. Considered in Local Development Framework Process.

6. Scheme Delivery

Need to maximise efficiency in scheme delivery and ensure best value perhaps by delivering packages of smaller schemes in one area or by focusing on selected larger schemes.

7. Future Scheme Delivery

Need to consider options for future partnership working of the delivery of transport and engineering services across Devon. Suggest longer term contracts to maximise efficiency and ensure the long term availability of resources to deliver each of the schemes identified in LTP.

Handouts

The following handouts were issued to support this paper:-

- **Fastway**
- **Transport Provisions and Project Delivery**

Panel Discussion:-

- In West Sussex the District Council successfully took up the responsibility for park and ride partly funded through car parking revenue.
- Consultation is sometimes difficult when you are not the Highway Authority. Sometimes consultants get left out of consultation process.
- Creating a landmark Bridge over the Exe would reduce congestion within the city centre. PB suggests that this bridge be tolled (smart toll), as this would reduce congestion. During peak hours there would be an increased charge for the bridges use. Further features of such a bridge include implementing a free bus priority route, which would run directly through the centre of the city.
- It is not recommended that Exeter carry out congestion charging, as the initial cost of implementing such a scheme would be prohibitive.
- Extended PNR (Private Non Residential Charging) should be investigated further and integrated into policy.