



Mr A Ardley
Devon County Council
Transport Planner
County Hall
Topsham Road
Exeter
Devon

EX2 4QD

15th May 2009

Dear Andrew

Newton Abbot CIF2 scheme - regional support for Full Business Case submission by Devon County Council

We are writing to express South West Councils' and the South West RDA's continued support for the CIF2 Newton Abbot Infrastructure Package bid. The region's support for the scheme was originally set out in our response to the DfT's request for prioritisation advice, submitted in September 2008 (enclosed as Appendix 1).

The scheme would help to accelerate delivery of the growth identified in the RSS for the Newton Abbot SSCT (subject to confirmation of Newton Abbot as an SSCT in the final RSS) and the wider Teignbridge New Growth Point. The scheme also has the potential to increase levels of walking, cycling and public transport use in the town, in line with RSS policy.

We urge the DfT to approve Devon County Council's Full Business Case, thereby allowing Newton Abbot's growth potential to be realised at the earliest possible opportunity through delivery of this important scheme.

Yours sincerely

Handwritten signature of Matt Whitworth.

Matt Whitworth
Regional Policy Manager
South West Councils

Handwritten signature of Ian Miller.

Ian Miller
Transport Manager
South West RDA

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Enc: Regional response to CIF2 Second Round NGPs Prioritisation exercise



Appendix 1

CIF2 REGIONAL PRIORITISATION – SOUTH WEST SUBMISSION – SECOND ROUND GROWTH POINTS

Generally all schemes are consistent with the RSS & RES

Category A - CIF funding required **£3.85m**: schemes directly address the regional criteria and are considered highly deliverable (subject to business case).

Category B - CIF funding required **£8.95m**: schemes address the regional criteria and are considered to be deliverable and should be supported if funds allow.

Category C - CIF funding required **£13.2m**: schemes generally address the regional criteria but need more assessment regarding their deliverability and/or may be more appropriately delivered through RFA/RIF or other mechanisms.

CATEGORY	LOCAL AUTHORITY	SCHEME AND BRIEF DESCRIPTOR	CIF BID	COMMENTS (including number of dependant dwellings)
A	Cornwall County Council	Chiverton Cross Junction Improvements. Chiverton Cross is a key junction on the road network in Cornwall, located on the A30 trunk road. This scheme is designed to alleviate traffic congestion at the junction in the short term, prior to more significant works being carried out, e.g. dualling the A30 between Carland Cross and Chiverton Cross, in the longer term. Improvements to the A30 are crucial so that economic development does not suffer through increased congestion. Chiverton Cross is particularly important due to its location between the main parts of the "Cornish Towns" SSCT. The scheme would cater for levels of traffic growth in order to facilitate the housing and economic development identified in the RSS Proposed Changes to be delivered in the area in the medium term.	£3.85m	<p>Bid links the scheme with delivery of approximately 11,100 dwellings at Camborne-Pool-Redruth, together with significant job growth in the area.</p> <p>The scheme would help to deliver the required housing and economic growth and wider regeneration benefits at the Cornish Towns SSCT. The scheme would complement the Camborne-Pool-Redruth Transport Package which has recently received Programme Entry from DfT. Therefore, whilst the bid does not emphasise sustainable transport benefits of the scheme per se, it does help to facilitate the rest of the CPR package which has significant sustainable transport benefits.</p> <p>It would appear that the scheme is deliverable in the period to 2011 and is of an appropriate scale for CIF funding. The scheme is fully supported by the Growth Point partnership authorities.</p>
B	Devon County Council	Newton Abbot Infrastructure Package. The proposed scheme has several complementary	£8.95m	Bid links the scheme with delivery of approximately 2,000 dwellings in a planned urban extension north of Newton Abbot.

		<p>elements, designed to tackle current high levels of congestion at peak times & high levels of car dependency in the town, thus facilitating housing and economic growth identified in RSS / RES. The elements are: construction of a widened bridge along Newton Road facilitating the introduction of a 400m long bus lane; creation of a cycle/walking route between Kingsteignton and Newton Abbot town centre; construction of a new relief road; a new road bridge incorporating walking/cycling routes; improvements to Exeter Road and its junctions; delivery of a Park and Change site; and construction of Jetty Marsh link Road.</p>		<p>The scheme would help to deliver the necessary growth at the Newton Abbot SSCT (subject to confirmation of the town's SSCT status in the final RSS – note that the draft Regional Planning Body response to the RSS Proposed Changes consultation highlights that the Secretary of State elevated Newton Abbot to SSCT status contrary to the EiP Panel's recommendation). The scheme has the potential to increase levels of walking, cycling and public transport use.</p> <p>The delivery timescale is challenging as the scheme is made up of a number of interrelated elements, rather than a distinct single scheme as per other CIF bids and, at £30.32m overall is large in relation to other CIF schemes (although the CIF funding required is £8.95m).</p>
C	Cornwall County Council	<p>A391 Improvements North of St Austell.</p> <p>This scheme seeks to develop a new road to replace the existing A391 between north of Bugle to south of Stenalees, bypassing these two settlements. It would support significant levels of housing and economic growth identified through the RSS Proposed Changes for the area, support the Eco Town bid for the China Clay area, reduce the impact of traffic on villages around the A391, and establish principles for achieving good pedestrian/cyclist/public transport infrastructure both along or near the proposed routes.</p>	£13.2m	<p>Bid links the scheme with delivery of between 4,500 and 9,500 dwellings.</p> <p>The scheme would help to deliver RSS growth in St Austell area, Bodmin and North Cornwall. Delivery of the new road / bypass over the CIF timescale to 2011 would be challenging. The bid states that the scheme would link to sustainable transport improvements in connection with the proposed eco-town scheme and would “establish principles for achieving good pedestrian, cyclist and public transport infrastructure” in the vicinity of the scheme.</p> <p>The bid document links the scheme with approval of the Imerys Clay Country eco-town bid, which is yet to be decided. The Regional Planning Body has previously submitted comments to Government's eco-towns consultation to the effect that it welcomes the prospect of investment in Cornwall but has concerns about the fit of the Imerys proposal with RSS strategy and sustainability concerns relating to the dispersed nature of the development proposed.</p>