

BUS SERVICE IMPROVEMENT PLAN

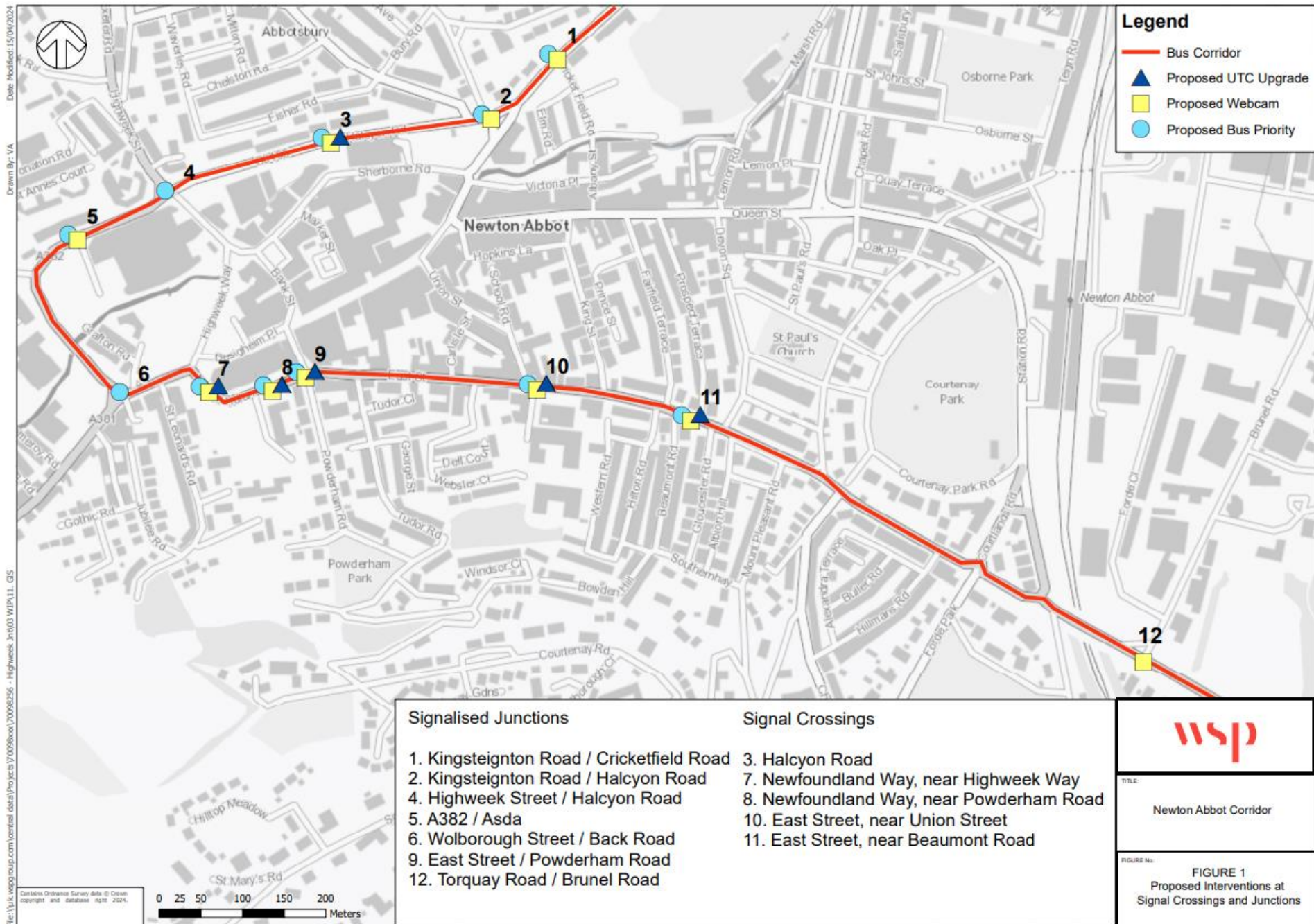
An update on proposals to improve bus services in Newton Abbot through the Devon Bus Service Improvement Plan, received from the Senior Transportation Planning Officer Climate Change, Environment and Transport at Devon County Council.

In summary, it is proposed to deliver a range of technological interventions at existing signalised junctions and crossings within Newton Abbot Town Centre, to improve bus priority, corridor capacity and reduce bus journey times and delay. These proposals will help reduce delay and journey time for Town Centre services, improving the overall reliability and attractiveness of bus services for Newton Abbot's residents and visitors. The corridor for improvement, shown on the map attached, extends throughout Newton Abbot Town Centre, from Penn Inn Roundabout on the A381, along Torquay Road, to Halcyon Road / Kingsteignton Road towards Balls Corner Roundabout. The corridor services 28 different bus services, totalling over 200 buses per a day on Kingsteignton Road and approximately 40 buses a day across Torquay Road.

As previously discussed, technology improvements include:

- **Bus priority** – Bus priority technology will extend the green signal when a bus is detected on the approach to the signals or adjust the signal timings to reduce the waiting time of a queuing bus. A bus arriving towards the end of green signal phase is likely to benefit from approximately 60 seconds of delay at signalised junctions and 20 seconds of delay at signal controlled crossings.
- **Urban Traffic Control (UTC) upgrades** – Upgrading signals will enable the Network Operations team to take control of signals at the site and operate reactively to demands from all modes of transport to help manage and reduce journey times.
- **Webcams** – The installation of webcams will provide the Network Operations team with the capability to monitor and manage the co-ordination of signals and bus priority to ensure minimal impact to pedestrians.

A recommendation for approval to construct the scheme is anticipated to be made at July Cabinet, creating a pathway for delivery ahead of March 2025. Ahead of this, I wanted to make you aware that **I am requesting Cabinet member approval for a departure from standards** as part of the proposed interventions at signalised crossings. This departure from standards will facilitate bus priority of late running buses in peak times at signalised crossing and may extend wait times for pedestrians during limited periods, however, added delay is not expected to exceed 10-15 seconds for pedestrians who arrive and place a demand at the start of the junction main road stage. It is likely that pedestrians who arrive later in the main road stage may not notice any difference. This is considered a proportional approach in order to secure benefits for buses.



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