

Ashburton Road, Newton Abbot – Pedestrian/Cycle Improvements

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that the scheme shown on plan B2300197/106 is approved at an estimated cost of £114,000.

1. Summary

This report seeks approval to a proposed scheme to provide improved walking and cycling facilities in Ashburton Road, Newton Abbot.

2. Background/Introduction

The Department for Transport grant funded Local Sustainable Transport Fund (LSTF) Access to Education capital programme is intended primarily to facilitate the provision of infrastructure which will help to encourage more children to walk or cycle to school. In Devon, the three year capital programme is focussed on three main geographical areas: Exeter/Exmouth, Totnes and Newton Abbot/Kingsteignton. One such project which has been identified for funding from this programme is a safe cycle route on Ashburton Road, serving Coombeshead Academy.

The scheme would represent the first stage of an overall strategy to improve cycling infrastructure along the Ashburton Road corridor by providing a consistent off road route linking existing communities, and the new residential developments on the western side of the town, to educational facilities and employment centres. It is anticipated that Section 106 developer funding will be available to contribute towards the cost of future stages.

Other elements of the LSTF programme include improving on-site facilities such as secure cycle parking, and engaging with children, parents and staff to raise awareness and overcome potential barriers to travelling actively by promoting safe, healthy and active travel options.

3. Proposals

The attached plan no. B2300197/106 shows the proposed scheme, which involves the widening, to 3m, of the footway on the northern side of Ashburton Road between the junctions with Greenaway Road and Coombeshead Road, allowing it to be converted to shared use for pedestrians and cyclists.

The existing parking provision in Ashburton Road will remain unchanged, but in order to allow the footway to be widened, it will be necessary to remove the existing right turn lane at the Greenaway Road junction. A traffic modelling study has been undertaken which indicates that the removal of the right turn lane should not give rise to additional traffic delays.

4. Consultation

The proposals have been developed in consultation with the local County Councillor for this area.

5. Financial Considerations

The total estimated cost of the scheme is £114,000, for which financial provision has been made in the 2014/15 Department for Transport grant funded LSTF Access to Education and LTP programmes.

6. Sustainability Considerations

The proposals will have a positive impact by encouraging more children to cycle to school. The provision of improved cycle routes, helping to reduce dependence on private car use, is a key element of the County Council's sustainable transport policy

7. Carbon Impact Considerations

The proposals will have a positive impact by helping to reduce levels of car use.

8. Equality Considerations

No new policies are being recommended in this report and therefore an Equality Impact and Needs Assessment is not considered necessary.

9. Legal Considerations

The lawful implications/consequences of the proposals have been considered and taken into account in the preparation of this report.

10. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position.

11. Public Health Impact

The scheme will have a positive public health impact by encouraging increased walking and cycling, with associated health benefits.

12. Options/Alternatives Investigated

The alternative option of prohibiting parking on the northern side of Ashburton Road in order to achieve the necessary footway widening was investigated, but the recommended scheme, which achieves the footway widening by removing the existing right turn lane but does not affect the parking for local residents, is considered to be the preferred solution. A further possible option would be to provide on-road cycle lanes, but again these would be likely to affect the parking provision for local residents, and for safety reasons would not be considered suitable as a route to school.

13. Reason for Recommendation/Conclusion

The proposed scheme will help to promote safe, healthy and active travel options to school and will also help to reduce levels of private car use, with associated congestion and air quality benefits.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Newton Abbot North

Local Government Act 1972: List of Background Papers

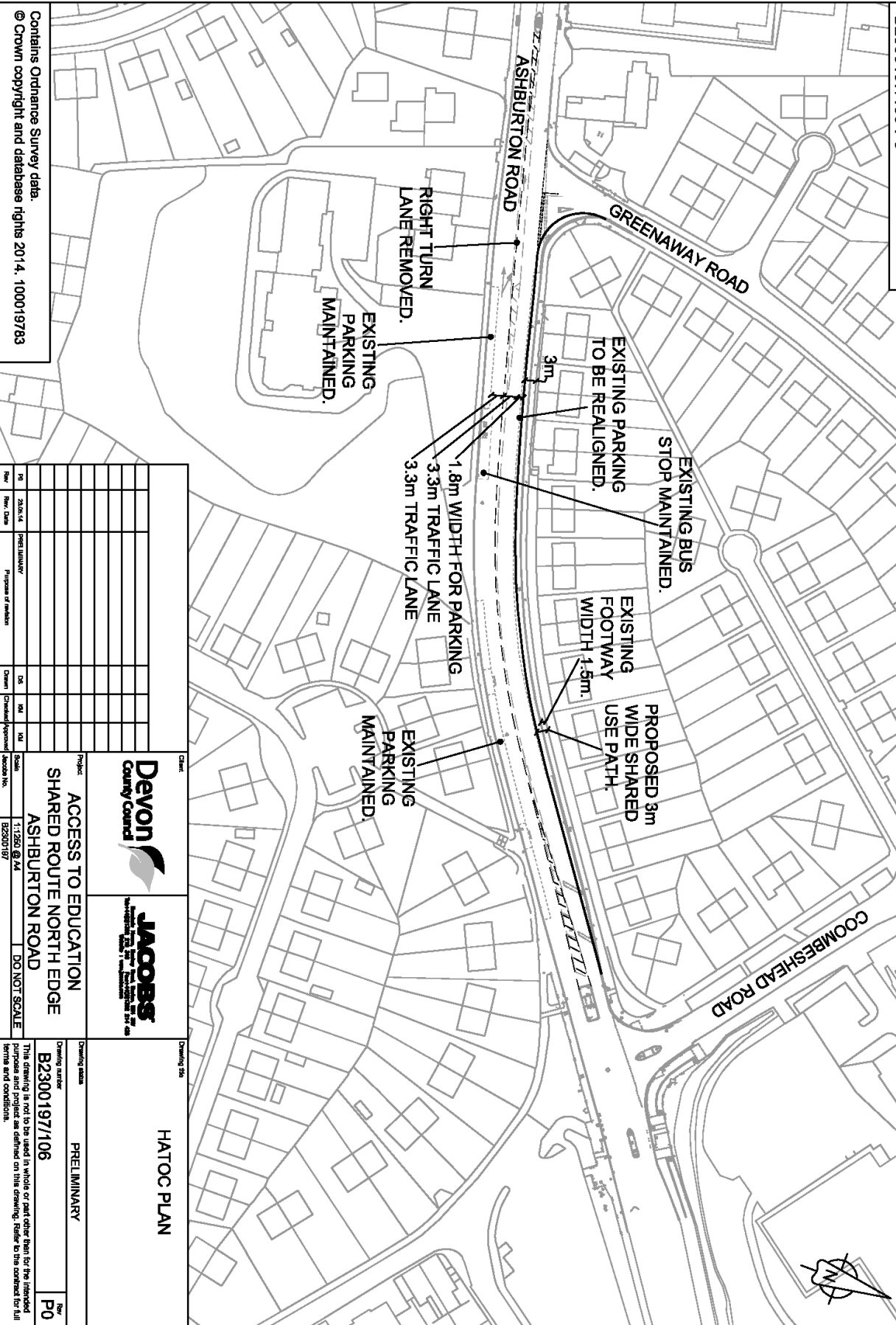
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Background Paper	Date	File Reference
None		

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sc/cr/ashburton road newton abbot pedestrian cycle improvements
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01	20/06/14	Issue 1/Rev A	OK	OK

	Project ACCESS TO EDUCATION SHARED ROUTE NORTH EDGE ASHBURTON ROAD		Client HATOC PLAN
Drawing title PRELIMINARY	Drawing number B2300197/106	This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.	
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