

Newton Abbot East West Cycleway, Phase 2

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

- (a) this committee supports the proposed scheme; and**
- (b) the committee approves the consultation of the proposed road humps and traffic regulation order**

1. Background/Introduction

Shared path improvements on Ashburton Road from Greenaway Road to Exeter Road in Newton Abbot were made in 2015, building on previous improvements around Coombeshead College. To provide a high quality cycle network there is a need to extend the existing route further west to connect with new developments and provide further crossings to the east to link in with the existing cycle network in the Balls Corner area and the Stover Trail. The proposed shared path and crossings will offer pedestrians and cyclists of all ages a safe, convenient and direct route, particularly for children travelling to local schools.

2. Proposal

It is proposed to construct 1.2km of pathway improvements along Ashburton Road, between Greenaway Road and Mile End Road. The existing footpath would be widened to 3m width to provide sufficient space for pedestrians and cyclists to use the path safely together. These works are known as Phase 2 and will be constructed in two stage; Phase 2A and Phase 2B. Phase 2A will include the section between Greenaway Road and Oak Park Road, and is due to be constructed before March 2018. The programme for delivery of Phase 2B is to be determined and is likely to follow in 2018. As part of Phase 2A, junction improvements will be made at Greenaway Road and Mapleton Close, in the form of raised crossings, and a new puffin crossing provided on Ashburton Road near to Broadlands Avenue. Parking restrictions are also proposed within 10m of the Greenaway Road Junction to reduce the conflict between motorists and pedestrians, and to make it safer for pedestrian and cyclists to cross the road.

As part of these improvements there is a need to advertise a Traffic Regulation Order to restrict parking on the junction to Greenaway Road, construct the raised crossings on Greenaway Road and Mapleton Close, and build the new puffin crossing.

These proposals are shown on plan B2300384/034 in Appendix I and Cabinet will be asked to approve the scheme in September.

However, as part of these improvements there is a need to advertise the road humps across Greenaway Road and Mapleton Close and a Traffic Regulation Order to restrict

parking on the junction to Greenaway Road. This committee is being asked to give their approval to advertise and consult on these proposals prior to the September Cabinet.

3. Options/Alternatives

Cyclists are currently required to cycle in the road with no separate marked lanes for the majority of the route, and without these improvements sustainable travel is not encouraged. If improvements were not to go ahead, there would likely be increases in the number of short vehicle trips on corridors such as Ashburton Road which are a particular cause of congestion in peak periods. Proposals also help improve road safety for vulnerable road users by removing parking on the Greenaway Road junction and introducing road humps.

4. Consultations/Representations/Technical Data

A leaflet has been produced and distributed to residents, and a website has been set up detailing further information on proposals.

A statutory consultation will be carried out to advertise the road humps and No Waiting At Any Time.

5. Financial Considerations

The overall cost of Phase 2 is estimated to be £1.3m. The funding will come from a number of sources including the Government's National Productivity Investment Fund, Local Transport Plan, The Heart of South West Local Enterprise Partnership (as part of the Houghton Barton package) and developer contributions through Teignbridge District Council's Community Infrastructure Levy. The estimated cost of Phase 2A is £300k and will be funded by the Government's National Productivity Investment Fund.

6. Environmental Impact Considerations

Sustainable travel will be encouraged by reducing traffic congestion and CO₂ emissions and improved air quality.

7. Equality Considerations

There are no negative equality impacts recognised. There is the positive effect of reducing health inequality by improving air quality.

8. Legal Considerations

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

It is considered that the proposals comply with section 122 of the Act as they will seek to encourage sustainable modes of travel which will reduce CO₂ emissions and improve air quality.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

The proposals will encourage residents to walk and cycle, and so play a part to keep people stay healthy and reduce the long term burden on the NHS.

11. Reasons for Recommendations

To advertise the Traffic Regulation Orders will start the process to enable the construction of the shared cycle/footway.

Dave Black
Head of Planning, Transportation and Environment

**Electoral Division: Newton Abbot North; Newton Abbot South; and
Teignbridge South**

Local Government Act 1972: List of Background Papers

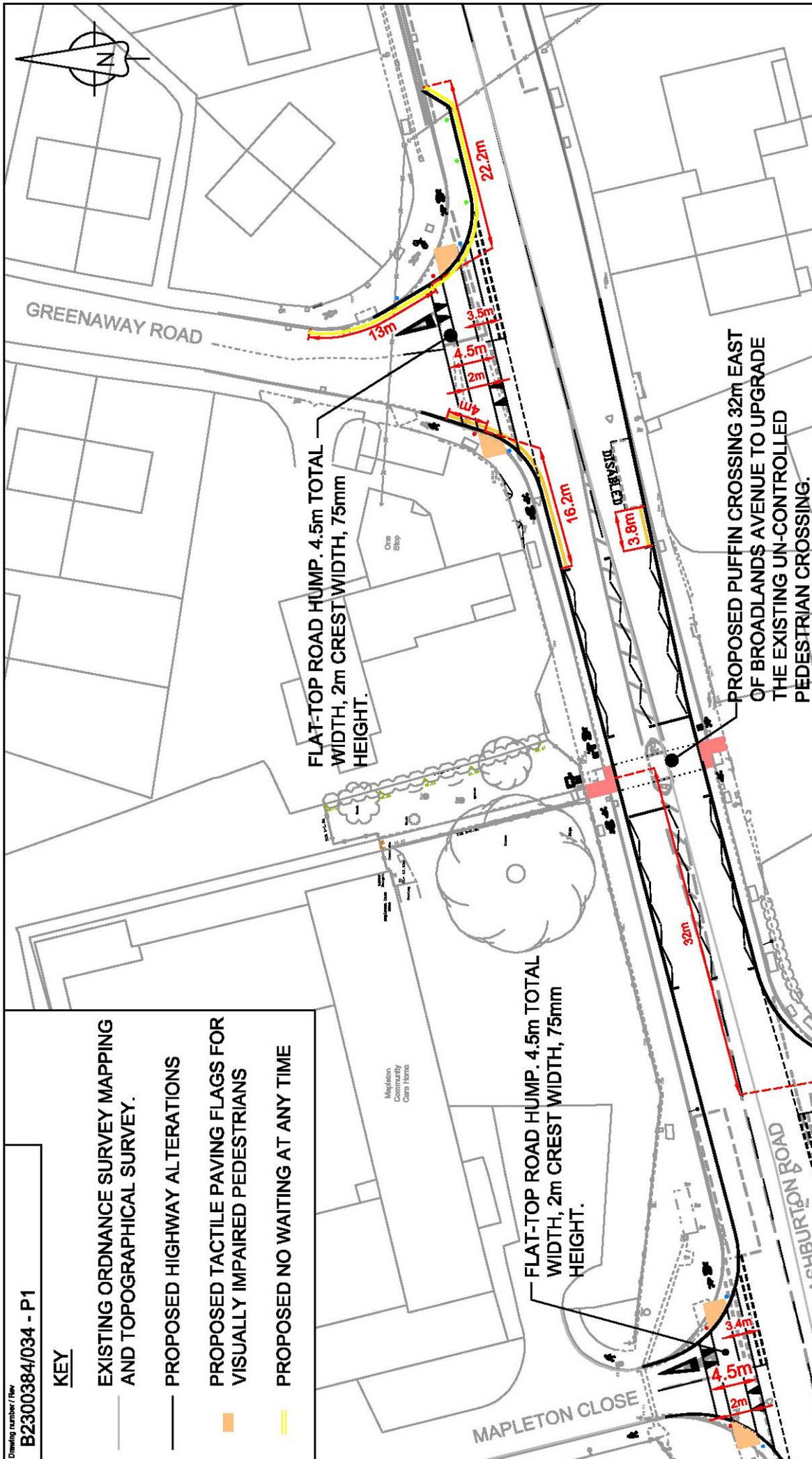
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Background Paper	Date	File Ref.
None		

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Devon County Council

Newton Abbot

EAST - WEST CYCLE ROUTE PHASE 2A

Scale: 1:500 @ A4

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TRO AND ADVERTISEMENT PLAN

Drawing title: PRELIMINARY

Drawing number: **B2300384/034**

Rev: **P1**

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
P1	JUNE 2017	PRELIMINARY	BER	OP	CLB
P0	MAY 2017	PRELIMINARY	LO	DS	CLB

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