

Summary of changes to the National Cycle Network Route 2 (NCN2) and Queen Street design proposals, Newton Abbot Future High Street Fund

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NCN2 changes summary (subject to ongoing costing update review and considerations):

There have been a series of modifications to the NCN design plans (submitted plans shown below), which have come about via ongoing discussion with stakeholders, and to maximise the benefits achieved. However, the project budget, objectives and intended benefits, and delivery partners remain in force.

- Provision at Marsh Road – The Avenue junction, central reservation area for cycles waiting was not ultimately desirable in safety terms (due to turning circle of larger vehicles).
- 20mph zone along Marsh Road has been excluded due to local feedback on Newton Abbot wide 20mph pilot scheme.
- Vulnerable pedestrians and no-footway signage added for Marsh Road stretch to support the vulnerable users, in particular from sheltered housing in this vicinity.
- Blue cyclist squares along Marsh Road and Cricketfield Road have been included to ensure visibility of cyclist users along this stretch.
- Advisory lane that is coloured red at Albany St. – Cricketfield Road junction altered to instead include the use of blue cyclist square to match the provision now proposed along the adjacent stretches of route.
- STOP sign at Albany St. – Cricketfield Road junction is not permitted via Highway Regs.
- Realignment of the Highway opposite the Albany St. – Cricketfield Road junction to extend the pavement area and include cycle parking has been incorporated into the proposals, with the intention to promote cyclist presence and low motorist speeds, alongside blue cyclist squares.
- Instead of raised curb alongside bi-directional cycle lane via Cricketfield car park there will be a raised segregation that is intermittent along this stretch, to provide protection for cyclists but to also allow for rainwater run-off movement.
- There will be a removal of circa 16 car parking spaces in Cricketfield car park to allow for the widening of the cycle lane for bi-directional movement (this is based on the same design plan as submitted). There is a strategic review of Newton Abbot town centre parking provision beginning to take place (which will likely exceed the duration of delivery of NCN2 works).
- The markings via Sherborne Road will not be progressed as there is an upcoming design for a Transport Hub for Sherborne Road that would supersede this.
- The signs at either end of Sherborne Road 'local buses & cycles only' and the road marking stating 'local buses and cycles only' will be retained.

Queen Street changes summary (subject to ongoing costing update review and considerations):

The pedestrian enhancement proposals for Queen Street in Newton Abbot are designed to generate a series of notable benefits:

- Improved quality of pedestrian realm to encourage more town centre visits and longer dwell time:
- Wider pavements for improved pedestrian movement & improved accessibility
- Improved pedestrian safety at key junctions and for crossing where necessary
- Moving away from a motorist-dominated environment
- Enhanced greening.

Through ongoing stakeholder consultation, the scheme design has been modified and refined but the project budget, objectives & intended benefits, and delivery partners have remained in force. See the Devon County Council consultation website for the advanced designs: [Queen Street, Newton Abbot, Pedestrian Enhancements - Have Your Say \(devon.gov.uk\)](https://www.devon.gov.uk/consultation/queen-street-newton-abbot-pedestrian-enhancements)

Overview of changes to Queen St. pedestrian enhancement proposals (based on ongoing stakeholder input):

- Excluded the part of the Queen St. proposals between the rail station and The Avenue, based on stakeholder demand to focus on further enhancing the uplift in the core stretch of Queen St. between The Avenue and Courtenay Street.

Uplift along Queen St. between The Avenue & Courtenay St.:

- Pedestrian crossing (zebra) at start of the 1-way part of Queen Street (just west of junction with The Avenue).

- Pedestrian priority raised-tables at side-road junctions along Queen St. (to accord with new central government guidance LTN1/20 & in-line with recent Highway Code updates).
- TROs to achieve restricted traffic movements west of Albany Street.
- Closing off the southern end of King Street to motor vehicle movement, providing filtered priority for cyclists & pedestrians.
- A bus layby provision outside the Catholic church in the eastern part of the 1-way stretch of Queen St., to support sustainable as well as active travel modes.
- Confirmed locations for greening due to huge demand via stakeholder feedback for this to feature as a core part of the project delivery.

