

# Costs and Funding What happens next?

The full scheme is estimated to cost £1.6m.

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.

## Frequently asked questions

### Why can't cyclists stay on the road?

Confident cyclists are still able to ride on the road.

However, shared use paths encourage and empower less confident cyclists to travel by bicycle, and compared to cycling on the road, it is usually safer, especially for children.

### Will pedestrians be in danger on the shared use path?

Devon County Council's Share This Space initiative encourages all highway users to be polite, courteous and take responsibility for their actions on roads and paths. See: [devon.ccs/sharethisspace](http://devon.ccs/sharethisspace)

### Will existing parking be removed?

No, however double yellow lines will be introduced at Greenaway Road junction to encourage safer parking, in accordance with the Highway Code.

### What happens when cyclists need to cross driveways?

Hatched marking will be used to direct cyclists away from concealed entrances. However, pedestrians and cyclists should watch out for cars entering or exiting driveways and never assume a driver has seen them. Drivers entering or exiting the driveway should drive slowly and take extra care.

# What happens next?

The scheme will be delivered in phases. The design for Phase 2A and Phase 3 will be completed in August 2017 and in September 2017 County Council Cabinet approval will be sought for the whole scheme, as shown on the map.

If approved Phase 2A and Phase 3 will start in November 2017.

The full scheme is expected to be completed by 2019, however the timing of Phase 2B is yet to be confirmed.

The continuation of pedestrian and cycle facilities to the west of Mile End Road will be incorporated into the new developments.



For further information about the scheme, what happens next and to view detailed plans please visit:

[devon.ccs/taewsup](http://devon.ccs/taewsup) or email [Traveldevon@devon.gov.uk](mailto:Traveldevon@devon.gov.uk)

Alternatively contact:

County Councillor Jackie Brodie via telephone 01626 362070 or email [jackie.brodie@devon.gov.uk](mailto:jackie.brodie@devon.gov.uk)

# Newton Abbot East - West Shared Use Path

June 2017



## Introduction

Newton Abbot is expanding, with more than 4,000 new homes planned for the next 20 years, including those recently constructed.

A significant amount of this housing is to the west of Newton Abbot within the new developments of Houghton Barton and Hele Park.

These housing developments (along with existing housing on the Ashburton Road corridor) are within walking and cycling distance of the town centre and other local amenities including:

- Rail station (linking to more frequent services to Exeter from December 2018);
- Coombeshead and Newton Abbot College secondary schools;
- Newton Abbot University Technical College;
- Stover Trail walking and cycling route;
- Employment sites including Brunel and Decoy industrial estates.

Cyclists currently have to cycle in the road with no separate marked lanes for the majority of the route.

Devon County Council is committed to improving sustainable transport infrastructure within Newton Abbot to encourage more people to walk and cycle.

Traffic and associated congestion will grow faster without increased use of these modes. To help reduce traffic congestion along main routes such as Ashburton Road we would like to reduce the number of short car trips made, and encourage more walking and cycling.

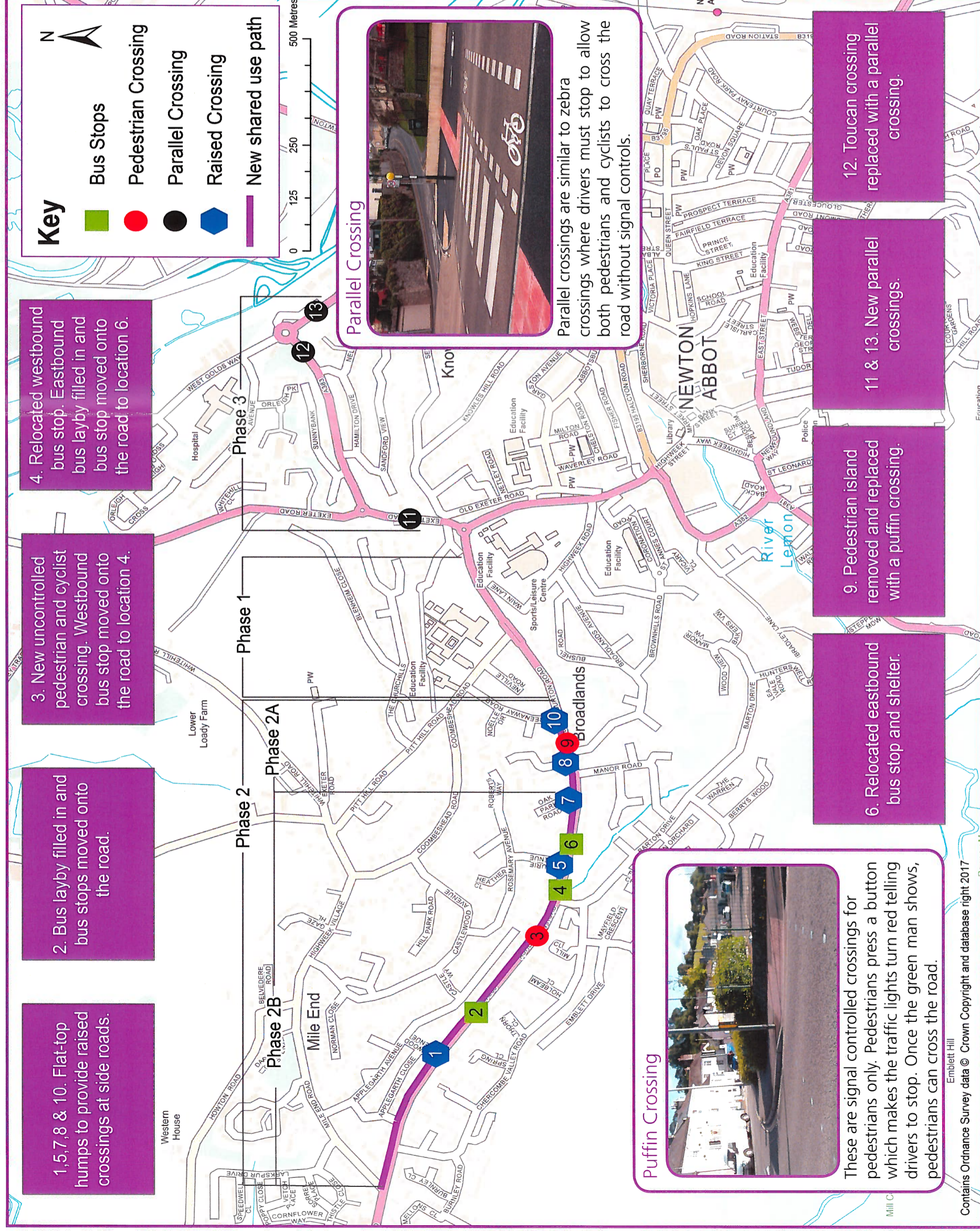
It is proposed that the existing footway along Ashburton Road (between Greenaway Road and Mile End Road) is widened to create a new shared walking and cycling path, with additional new crossings on Exeter Road and Jetty Marsh Road. This will help to make walking and cycling an accessible, attractive and viable alternative to the car for new and existing residents.

The proposed shared use path and crossings will offer pedestrians and cyclists of all ages a safe, convenient and direct route, particularly for children travelling to local schools. It will also connect people living on the Ashburton Road corridor to leisure routes such as the Wray Valley Trail through Bovey Tracey and the Teign Estuary route to Kingsteignton and beyond as it is extended towards Teignmouth in the future.

Enabling more residents to walk and cycle to local destinations will help Newton Abbot become a cleaner and more vibrant community, with less traffic congestion, reduced CO<sub>2</sub> emissions and improved air quality.

Greater activity levels will also play an important part in helping people to stay healthy and reduce the long term burden on the NHS.

# Map



1, 5, 7, 8 & 10. Flat-top humps to provide raised crossings at side roads.

2. Bus layby filled in and bus stops moved onto the road.

3. New uncontrolled pedestrian and cyclist crossing. Westbound bus stop moved onto the road to location 4.

4. Relocated westbound bus stop. Eastbound bus layby filled in and bus stop moved onto the road to location 6.

**Puffin Crossing**  
These are signal controlled crossings for pedestrians only. Pedestrians press a button which makes the traffic lights turn red telling drivers to stop. Once the green man shows, pedestrians can cross the road.

6. Relocated eastbound bus stop and shelter.

9. Pedestrian island removed and replaced with a puffin crossing.

11 & 13. New parallel crossings.

12. Toucan crossing replaced with a parallel crossing.

# The Scheme

Devon County Council successfully delivered shared path improvements on Ashburton Road from Greenaway Road to Exeter Road in 2015, building on previous improvements around Coombeshead College (known as Phase 1).

Devon County Council is proposing 1.2 km of pathway improvements along Ashburton Road, between Greenaway Road and Mile End Road (Phase 2A and 2B). In addition new parallel crossings are proposed on Exeter Road and Jetty Marsh Road. The existing toucan crossing on Jetty Marsh Road will also be changed to a parallel crossing (Phase 3).

The path improvements in Phase 2 will include the following works:

- **Widening the existing footway** from Greenaway Road to Mile End Road to 3 metres to provide space for pedestrians and cyclists to use the path safely together;
- **Junction modifications** at Greenaway Road, Mapleton Close, Oak Park Road, Laurie Avenue, Elmwood Avenue and Applegarth Close which include junction narrowing, flat-top road humps and road surface treatment, making it easier for pedestrians and cyclists to cross these junctions;
- **New crossings** on Ashburton Road including a puffin crossing near Broadlands Avenue for pedestrians and a large refuge island crossing near Barton Drive for pedestrians and cyclists;
- **Minor highway widening** including tree removal between Mile End Road and Barton Drive as required to maintain enough carriage-way width; and
- **Bus stop modifications** to ensure there is enough width for the shared use path.

For more information on cycling, and to download the current **Newton Abbot Cycling Guide and Map** or maps of other cycle routes in Devon, visit: [devon.cc/cycling](http://devon.cc/cycling)