

West Devon Interventions - Quick Wins

AGENDA ITEM 5a

Rank	Town	Ward 1	Ward 2	Row Labels	Length (km)	Route #	Alignment	Route Type	Summary of Design Recommendations
1	Tavistock	Burrator	Dartmoor	1	8.96	WD_3	Tavistock - Horrabridge (Drakes Trail)	Inter-Urban	[WD-3-L1] NCN27 - Trinity Way - Hawthorn Road: Consider feasibility of upgrading existing shared-use path to LTN 1/20 compliant segregated paths. May require widening where possible. Include a lighting strategy to avoid sense of isolation when dark. / [WD-3-L2] NCN27/Drake's Trail (Tavistock - Horrabridge): Explore feasibility to upgrade path so meet LTN 1/20 standards for segregated use, including suitable year-round surface quality. / [WD-3-L3] Drake Road: Provide signage to NCN270. Explore reducing speed limit to 20mph. / [WD-3-L4] NCN270 - Viaduct Walk: Explore feasibility to upgrade surfacing to ensure route is attractive year-round. / [WD-3-L5] NCN270 - Crease Lane, Uplands, Callington Road, Monksmead: Provide dedicated cycling crossing across the A390. Improve signage for NCN270. / [WD-3-P1] NCN270 / Crowndale Road Access Points: Widen access points to allow easy passage of all users. / [WD-3-P2] NCN27 Toucan Crossing: Upgrade crossing by providing more waiting space on either side and remove excessive guard railing. / [WD-3-P3] NCN27 / Brook Lane: Remove chicane barriers. / [WD-3-P4] Grenofen Tunnel: Investigate options to improve lighting throughout the tunnel make safer, less isolated and more pleasant. / [WD-3-P5] Drake Road / Quant Park Junction: Explore options for cyclists to have safer right turn manoeuvre into Quant Park. / [WD-3-P6] Crease Lane / NCN270: Widen access point and consider either improving visibility onto Crease Lane or a dedicated pedestrian/cyclist crossing.
3	Tavistock				2.66	TV_1	Bedford Square - Abbey Place - Whitchurch Road	Intra-Urban	[TV-1-L1] Chestnut Close and Oak Road: Provide suitable dropped kerbs and tactile paving at junctions. / [TV-1-L2] Path between School Road and Oak Road: Upgrade path to allow cyclists to use path. May require widening. Improve lighting to be a pleasant route at all times. / [TV-1-L3] School Road: Consider safe school approach - priority to pedestrians. Including upgrading footways, address on-street parking at school drop off/pick up. / [TV-1-L4] Whitchurch Road: Upgrade footways to be at least 2m wide throughout. Where footways terminate on southbound side, provide suitable crossing points. Upgrade treatment of side road junctions to reduce vehicle speeds and have suitable dropped kerbs and tactile paving. Consider speed calming measures to reduce vehicle speeds for the benefit of cyclists sharing the carriageway. / [TV-1-L5] Bedford Square and Abbey Place: Explore options to separate cyclists from motor traffic. Upgrade side road crossings for pedestrians. / [TV-1-P1] Oak Road: Remove chicane barriers. / [TV-1-P10] Bedford Square / Plymouth Road Roundabout: Reduce size of roundabout to make safer for cyclists. Shorten crossing distances for pedestrians. Consider town-centre wide re-routing of motor traffic to reduce through traffic. / [TV-1-P2] Path Adjacent to Whitchurch Primary School: Remove chicane barriers. / [TV-1-P3] Chestnut Close: Consider options to provide access through to Chestnut Close. / [TV-1-P4] Whitchurch Road / School Road Junction: Upgrade pedestrian crossing across School Road and Whitchurch Road. Given volume of traffic, and number of pedestrians associated with the school, consider a controlled crossing. / [TV-1-P5] Whitchurch Road / Pixon Lane Junction: Upgrade side road crossing for pedestrians, including tactile paving and improve visibility of vehicle on Pixon Lane on approach to the junction. / [TV-1-P6] Whitchurch Road / Down Road Junction: Reconfigure junction arrangement to avoid split of Down Road. Provide a continuous footway across Down Road to follow shortest pedestrian desire line. / [TV-1-P7] Whitchurch Road / Deer Park Lane Junction: Upgrade junction to reduce radii and upgrade pedestrian crossing across Deer Park Lane. As footway terminates to south, provide a suitable crossing across Whitchurch Road. / [TV-1-P8] Whitchurch Road / Abbey Rise Junction: Upgrade junction to reduce radii, shorten pedestrian crossing distance and provide suitable crossing treatment. / [TV-1-P9] Abbey Place / Whitchurch Road Roundabout: Upgrade junction to reduce conflict between cyclists and motor traffic. Upgrade footways and crossing points on all arms.
4	Tavistock			15	1.38	TV_4	Brook Street - West Street - Ford Street - Plymouth	Intra-Urban	[TV-4-A1] Tavistock Town Centre: Explore opportunities to re-route traffic in/out and through the town centre to manage traffic volume and give space to walking and cycling infrastructure on these roads. Consider 20mph speed limits. / [TV-4-L1] Duke Street/Brook Street: Upgrade footways to be at least 2m wide throughout. Enable contra-flow cycling. Increase secure cycle parking provision. Explore 20mph speed limit. / [TV-4-L2] West Street: Provide contra-flow cycle provision. Upgrade footways to be 2.0m wide throughout, carriageway is excessively wide. / [TV-4-L3] Ford Street: Upgrade footways to be 2m wide throughout and upgrade side road crossing for pedestrians. Explore ways to separate cyclists with motor traffic. / [TV-4-L4] A390 Drake Villas: Upgrade footways to be 2m wide throughout. Explore options to separate cyclists from motor traffic or reduce the speed/volume of vehicles - could involve town-centre wide traffic management. / [TV-4-L5] A386 Plymouth Road: Upgrade footways on both sides to be 2m wide throughout. Explore ways to separate cyclists from motor traffic. Reducing carriageway width to reduce vehicle speeds and give space to walking/cycling. Provide more controlled crossing points across the road where there are obvious desire lines, e.g., where the paths from the park meet the road. / [TV-4-P1] Bedford Square / West Street Roundabout: Upgrade junction to improve crossing facilities for pedestrians on all arms. Improve signage as part of wider wayfinding strategy, including to NCN270 route via Drake Road. / [TV-4-P2] West Street / Spring Hill Roundabout: Remove excessive guard railing. Reduce junction approach arms to reduce pedestrian crossing distances and upgrade pedestrian crossing facilities. Explore ways to separate cyclists from motor traffic. / [TV-4-P3] Ford Street / A390 Roundabout: Upgrade junction to improve road surface quality and improve pedestrian crossings by reducing scale of the roundabout, with appropriate uncontrolled crossing facilities on each arm. / [TV-4-P4] Drake Villas / Plymouth Road Roundabout: Upgrade junction to improve road surface quality and improve pedestrian crossings by reducing scale of the roundabout, with appropriate uncontrolled crossing facilities on each arm.
7	Tavistock			33	0.88	TV_5	Spring Hill - Watts Road - Tremayne Rise - Old Lat	Intra-Urban	[TV-5-L1] Tremayne Rise and Old Launceston Road: Upgrade footways and crossing points to ensure there are dropped kerbs and tactile paving. / [TV-5-L2] Gravel Path Watts Road - Tremayne Rise: Upgrade surfacing to facilitate all users, year-round. Improve lighting and provide signage at either end. To confirm extent of public highway and agree details with delivery partners. / [TV-5-L3] Watts Road: Upgrade footways to remove pinch points and consider upgrading crossovers to give priority and even surface to pedestrians. / [TV-5-L4] Spring Hill: Upgrade existing footway to be at least 2m wide. / [TV-5-P1] Guard Railing / Bollards: Remove chicane barrier. / [TV-5-P2] Tavistock Hospital Access (Spring Hill / Watts Road Jct): Provide controlled crossing for pedestrians to access the hospital. Upgrade Watts Road crossing to shorten crossing distance, with appropriate dropped kerbing and tactile paving.

Grand Total

West Devon Interventions - Long Term

Rank	Town	Ward 1	Ward 2	Ward 3	Row Labels	Length (km)	Route #	Alignment	Route Type	Summary of Design Recommendations	
2	Tavistock					1.62	TV_2	Riverside Walk - Riverside Walk - Plymouth Road	Intra-Urban	[TV-2-L1] Riverside Walk: Explore options to improve lighting and surface quality for pedestrians. Details to be agreed with delivery partners. / [TV-2-L2] A386 Plymouth Road: Upgrade footways to be at least 2.0m wide throughout may require relocation of bus stops/waiting areas. Consider options to separate cyclists from motor traffic, either though segregated infrastructure, or reducing the speed/volume of traffic. Upgrade side road junction crossings for pedestrians (reduce radii, dropped kerbs, tactile paving). / [TV-2-P1] Morrisons Roundabout: Investigate opportunities to separate cyclists from motor traffic and upgrade junction to provide shorter, more direct pedestrian crossings across all arms. / [TV-2-P2] Plymouth Road / Brook Lane Roundabout: Consider options to reduce the scale of the roundabout to reduce vehicle speeds, and reduce pedestrian crossing distance. Consider options to separate cyclists from motor traffic. / [TV-2-P3] Plymouth Road / Pixon Lane Roundabout: Upgrade junction to make safer for cyclists, through providing dedicated infrastructure or reduce the speed/volume of traffic through the junction.	
4	Tavistock	Burrator	Dartmoor			12	4.38	WD_4	Tavistock - Horrabridge (Whitchurch Road)	Inter-Urban	[WD-4-L1] Whitchurch Road (Tavistock - Horrabridge): Implement Quiet Lane, including speed limit reduction where road is National Speed Limit, and 20mph within built up area. Consider speed calming and locations where priority can be given to cyclists and narrower sections. Consider option to reduce traffic flows by diverted motor traffic to the A386. / [WD-4-L2] Anderton Lane: Provision of a suitable route for walking and cycling to separate pedestrians and cycle traffic from motor traffic; arrangements to be determined through feasibility and design development, which could include a wide shared use path, or footway/ footpath and separated cycleway [may require negotiation with third parties to acquire non-highway land].” / [WD-4-P1] Whitchurch Lane / Anderton Lane: Upgrade junction to make safe for cyclists.
8	Tavistock					46	1.13	TV_3	Deer Park Lane - Down Road	Intra-Urban	[TV-3-L1] Down Road: Upgrade footways to provide even surfaces. / [TV-3-L2] Deer Park Lane: Improve lighting and upgrade footways /crossing to tie in with traffic-free path.
10	Tavistock	Bere Ferrers					8.71	WD_2	Tavistock - Bere Alston	Inter-Urban	[WD-2-L1] Rural Road B3257 - Bere Alston: Implement Quiet Lane, including speed limit reduction and resurfacing of carriageway. Include wayfinding strategy at each of the junctions. / [WD-2-L2] B3257: Explore options to separate cyclists from motor traffic or reduce vehicle speeds by way of traffic calming. / [WD-2-L3] Crowndale Road: Implement Quiet Lane, including speed limit reduction and resurfacing of carriageway. Include signage as part of wayfinding strategy for cycling between Tavistock and Bere Alston. / [WD-2-P1] Crowndale Road / B3257 Junction: Consider upgrading junction to reduce radii to reduce vehicle speeds. / [WD-2-P2] Plymouth Road / Crowndale Road Junction: Reduce junction radii to reduce vehicle speeds and shorten pedestrian crossing distance. All cyclists to turn in both directions from Crowndale Road.