

**West Devon LCWIP design recommendations for Tavistock:  
comment from Transition Tavistock Travel Action Group July 2025**

Table contains selected interventions listed in the spreadsheet provided by West Devon BC for comment. We have picked out ones we think high priority, and the few we think inappropriate. We support, in principle, the remaining interventions not listed here. Italics + brackets indicate details within an intervention we think less relevant.

While appreciating that the LCWIP methodology is route based, we suggest that the best value for use of limited funds would be to pick interventions from different routes. However the table below shows that if a single route has to be prioritised, TV\_1 is the most useful of the quick wins, and WD\_4 of the longer term ones.

**Quick Wins tab**

Route (cols G& H)	High priority elements (of list in col J)	Inappropriate elements	Comments
[Line 4]WD_3 Tavistock – Horrabridge (Drakes Trail)	<p>[WD-3-L3] Drake Road: Provide signage to NCN270. Explore reducing speed limit to 20mph.</p> <p>[WD-3-P2] NCN27 Toucan Crossing: Upgrade crossing by providing more waiting space on either side. <i>(Remove excessive guard railing.)</i></p>		<p>An overall audit / improvement of signage on NCN 27 &amp; NCN 270 in the Tavistock area would be a useful low cost action and reduce the number of visiting cyclists who use main roads after losing the route. [cf TV-4-P1] Lower speeds on Drake Road would improve safety for pedestrians crossing both in town and to the Bannawell park.</p> <p>This is the Toucan crossing near Lidl, which will get increased use as Little Orchard fills up. Rails point would need fuller check.</p>

<p>[Line 5] TV_1 Bedford Sq – Abbey Place – Whitchurch Rd</p>	<p>[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.</p> <p>[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. (<i>Consider speed calming measures to reduce vehicle speeds for the benefit of cyclists sharing the carriageway.</i>)</p> <p>[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.</p> <p>[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.</p>	<p>[TV-1-L5] Bedford Square and Abbey Place: Explore options to separate cyclists from motor traffic. (<i>Upgrade side road crossings for pedestrians.</i>)</p>	<p>[TV-1-L3] Project to engage school in identifying problems, designing solutions worthwhile even if limited funds for infrastructure changes.</p> <p>[TV-1-L5] Unlikely to be practical considering the wide range of entry / exit points for all types of road user, including touring cyclists looking for stopping point. Real danger point is Abbey Bridge, but that doesn't seem to be in scope of this. Only "side road" here is Market Road.</p> <p>[TV-1-L4] Treatment of side road junctions definitely a priority as on many the footway vanishes just at the point pedestrians need to wait for a gap in traffic before crossing. Increasing age of local residents and size of parked vehicles adds to hazard. Our preferred approach to speed is a 20mph limit. That would show up in sat navs, which currently show Whitchurch Road as a recommended route. Physical obstacles such as speed bumps can be hazardous for cyclists if not well designed.</p> <p>[TV-1-P4] As with [TV-1-P3] engagement with school important. A controlled crossing likely to be mainly used at school entry / exit, but would make a safe crossing point available to vulnerable pedestrians in residential areas to south-east &amp; to the almshouses on Marshall Close.</p> <p>[TV-1-P5] High priority as current junction dangerous for all road users.</p>
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	<p>[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.</p> <p>[TV-1-P8] Whitchurch Road / Abbey Rise Junction: Upgrade junction to reduce radii, shorten pedestrian crossing distance and provide suitable crossing treatment.</p> <p>[TV-1-P9] Abbey Place / Whitchurch Road Roundabout: Upgrade junction to reduce conflict between cyclists and motor traffic. <i>(Upgrade footways and crossing points on all arms. )</i></p>	<p>[TV-1-P7] This junction is important as used by pedestrians not just from the Deer Park estate but from Down Road / the “poets” estate and Greenlands using traffic-free cut throughs. Also heavily used by both cars and pedestrians for access to St Peter’s School (via its Deer Park Crescent gate). It is poorly lit – addressing that could be an immediate quick win. The point re crossing of Whitchurch Road there is valid as otherwise those going to Tavyside Health Centre have to walk down hill to the controlled crossing then back up.</p> <p>[TV-1-P8] A very long crossing for pedestrians who have no alternative if going to / from a point further south than Deer Park Lane. While junction is used by emergency vehicles, they routinely go at speed round much tighter turns.</p> <p><i>[A related point missed by the LCWIP is that TV-1-P6 – reconfigure Down Road junction – which we support but have not included here as involves a Town Council owned parking space – would be far more useful if the missing pavement between Deer Park Lane &amp; Down Road could be added.]</i></p> <p>[TV-1-P9] This is a dangerous junction where cyclists are vulnerable to vehicles pushing in, particularly from A386 E. It is also the point where NCN27 crosses the Tavy after a long traffic-free stretch including St Johns Walk, so some cyclists will be inexperienced or unfamiliar with the route. The alternative of</p>
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			dismounting and wheeling across Abbey Bridge is not very safe either, due to lorries on road and volume of pedestrians on pavement at peak times. (We are less concerned about crossing points for pedestrians, as there is a controlled crossing on each arm reasonably close by, and with a logic to its current position.)
[Line 6] TV_1 Bedford Square - Abbey Place - Whitchurch Road	[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.		Strong case for 20mph limit. As in separate correspondence, we know there is demand for secure cycle parking in the town centre. Contra-flow cycling at least on Brook St would enable cyclists from eastern part of town to avoid A386.
[Line 7] TV_5 Spring Hill - Watts Road - Tremayne Rise - Old Launceston Road	<p>[TV-5-L3] Watts Road: Upgrade footways to remove pinch points and consider upgrading crossovers to give priority and even surface to pedestrians.</p> <p>[TV-5-L4] Spring Hill: Upgrade existing footway to be at least 2m wide.</p> <p>[TV-5-P2] Tavistock Hospital Access (Spring Hill / Watts Road Jct): Provide controlled crossing for pedestrians to access the</p>		Access to hospital for pedestrians (including wheelchair users) important for whole town.

	hospital. Upgrade Watts Road crossing to shorten crossing distance, with appropriate dropped kerbing and tactile paving.		
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## Long term tab

Route (cols G& H)	High priority elements (of list in col K)	Inappropriate elements	Notes
[Line 7] WD-4 Tavistock - Horrabridge (Whitchurch Road)	[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.	Speed limits are lowest cost option for controlling speed and discouraging use by through traffic. History of failed “gateway” section here would hinder infrastructure change, even if design better.
	[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-L2] Definite need for this already to enable safe access for Whitchurch residents to Plymouth buses, as well as leisure walks / cycles. Will become more important with further housing developments on Plymouth Road.

[Line 11] TV_3 Deer Park Lane – Down Road	[TV-3-L2] Deer Park Lane: Improve lighting and upgrade footways /crossing to tie in with traffic-free path.		Cf comments on TV-1-P7. Not sure why lighting is seen as long term – only needs one new light to make much safer. The crossing point refers to the bend on Deer Park Lane where the single narrow pavement shifts from south to north, and visibility poor for both drivers and pedestrians. This is the main route to St Peter's Junior School for children both walking and being driven from the southern & western parts of the town.
[Line 13] WD_2 Tavistock - Bere Alston	[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-L3] National speed limit is too high for safety right along this road.
	[WD-2-P2] Plymouth Road / Crowndale Road Junction: Reduce junction radii to reduce vehicle speeds and shorten pedestrian crossing distance.	[WD-2-P2] All cyclists to turn in both directions from Crowndale Road.	[WD-2-P2] Making crossing safer for pedestrians will be of increasing importance with new housing development further south on Plymouth Road. Disagree with the option for cyclists to be able to turn right out of Crowndale Rd. This is too dangerous. While it may be a feasible design in cities, there is no other junction in the area where cyclists can turn across traffic but other vehicles cannot, so drivers (and pedestrians) will not expect it. With proximity to school and sports facilities, likely to be used by young cyclists. Important that changes in this area are designed with good engagement with the two adjacent schools and the clinic.

