

Access to Wolborough

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Final Report

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1 Development

- 1.1.1 Wolborough is a proposed development area to the south of Newton Abbot, featured in Teignbridge District Council's Proposed Submission Local Plan detailing proposed developments from 2013-2033. The development consists of 1,500 homes and 600 jobs which will be delivered through a major expansion to Decoy Industrial Estate, employment land in the western part of the allocation and through mixed use space within the neighbourhood centre(s) in the development.
- 1.1.2 Wolborough will provide a new neighbourhood centre with a range of services to encourage local and sustainable trips. This new local centre will be the focal point for the area with community facilities such as a youth centre, local shops, a primary school and a secondary school.
- 1.1.3 The development would be accessed from the A381 (Totnes Road) to the west and the A380 South Devon Link Road (SDLR) to the east with a road through the development connecting these two corridors. The SDLR is a high capacity, high quality dual carriageway scheme improving facilities for traffic travelling to and from Torbay. It also features a flyover at the Penn Inn roundabout which will address current congestion issues at the roundabout due to the large volumes of north-south through traffic.
- 1.1.4 It is expected that the access onto the A381 would be in the form of a new junction to the south of Ogwell cross roundabout. The access onto the A380 would be a junction near to the existing Priory Road and Kingskerswell road (with changes to priority) and a new grade separated interchange at Aller as part of the SDLR.
- 1.1.5 The site is well connected to key destinations in Newton Abbot such as the town centre, rail station, Brunel and Decoy Industrial Estates and provides ready pedestrian and cycle access to town and transport links. It is also well connected to strategic towns and cities of Exeter, Torquay (and Torbay) and Totnes. The map below shows the location of the development in relation to these destinations and indicative travel distances.

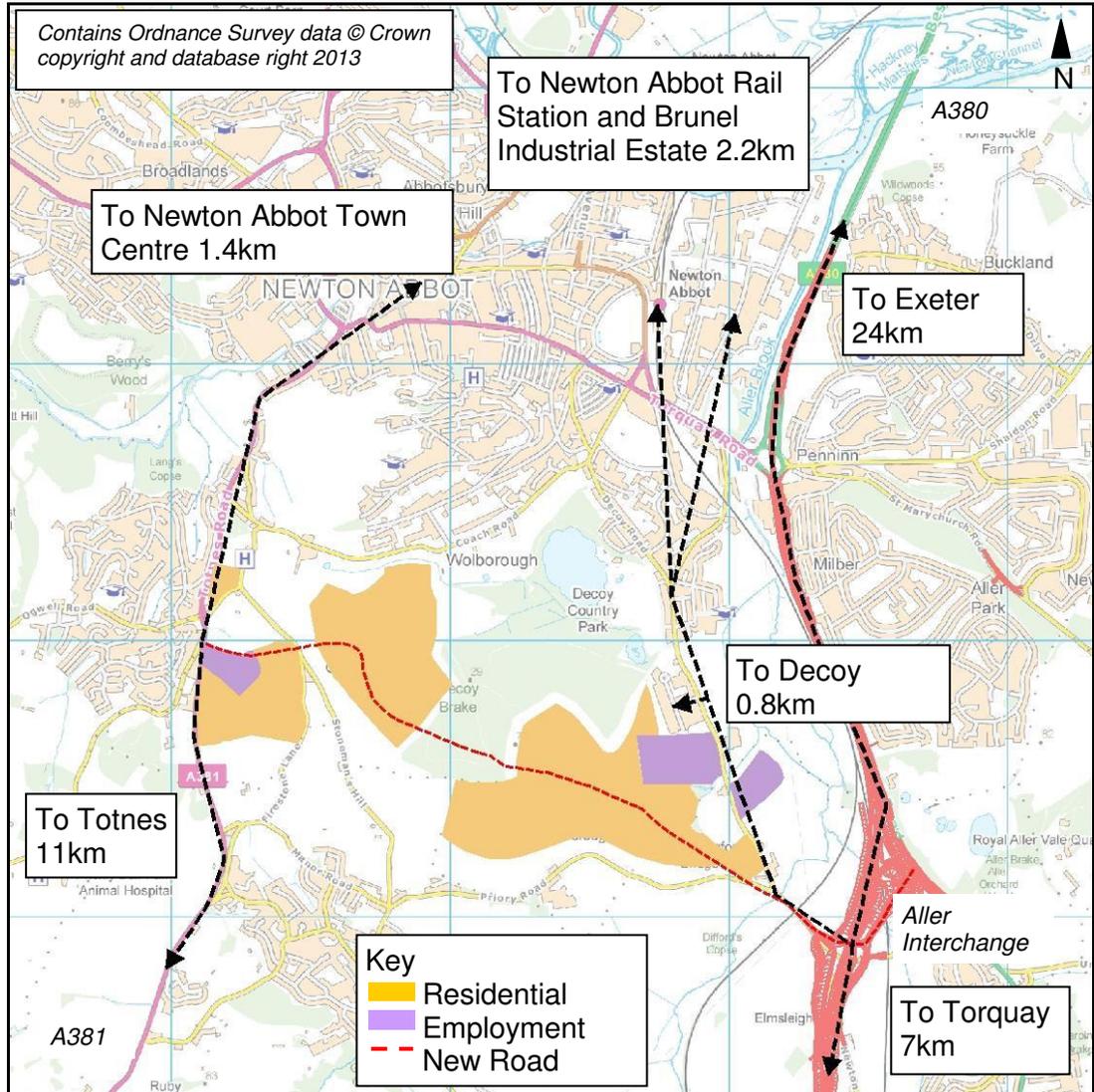


Figure 1-A – Wolborough Development Connections

1.1.6 Results from traffic modelling of future development in the Heart of Teignbridge (Newton Abbot, Kingsteignton and Kingskerswell) suggest a large proportion of traffic from this development will travel to Newton Abbot and Torbay. Table 1-A shows the outbound trip distribution in the AM peak 08:00-09:00 suggested by the modelling. Over 40% of the development traffic will be using the new Allier junction and about 40% will travel to destinations in Newton Abbot and Kingsteignton.

Destination	Outbound Distribution (%)
Newton Abbot	31%
Kingsteignton	1%
Brunel	3%
Decoy	5%
Heathfield	2%
Kingskerswell	5%
Exeter	6%
Plymouth	4%
Torbay	11%
Teignbridge	7%
The North	7%
The West	5%
The South	6%
New Developments	7%

Table 1-A – Predicted Outbound AM Trip Distribution

2 Strategic Connections

- 2.1.1 Wolborough is well located for access to the strategic locations of Exeter and Torbay. The location of Wolborough in relation to the A380 provides quick and easy access to these key employment locations. The A380 and SDLR improvements will provide a high quality connection to these popular destinations which are expected to see significant growth.
- 2.1.2 New developments featuring around 15,000 jobs are planned to the East of Exeter which is accessible from the M5 and therefore the A380. Torbay is a sub-regional centre which will also see new development, much of which is in the northern areas of Torquay which are in very close proximity to the SDLR. In addition to expansions at Torbay Hospital and the new Edginswell Office Park there are proposals for new employment and retail sites on Riviera Way. There are also plans for a new rail station at Edginswell in northern Torquay which will allow easy access by rail to these developments from Newton Abbot.
- 2.1.3 The construction of the SDLR will also improve access to Torbay by bus. Journey times and journey time reliability will be greatly improved between Newton Abbot and Torbay as congestion is relieved through Kingskerswell as a result of the link road.

3 Connectivity to Newton Abbot

- 3.1.1 Wolborough is the closest large development area to Newton Abbot town centre set out in the Proposed Submission Local Plan.
- 3.1.2 There are many routes from Wolborough into Newton Abbot for pedestrians and cyclists through residential connections to East Street. This makes many key locations easily accessed on foot and by bicycle such as Newton Abbot town centre, Brunel Industrial Estate, Newton Abbot Rail Station, and Decoy Industrial Estate. To the northwest, the development is directly connected to the primary cycle routes within the town. Coach Road on the northern boundary of the site also provides a convenient E-W corridor for cycling and there will be opportunities to reinforce the quiet/green lane nature of this road.
- 3.1.3 Whilst cycle routes will be provided to encourage sustainable travel, it is recognised that the gradient may affect the levels of walking and cycling. There will be a need to ensure there is frequent and attractive bus service to the area. This service could integrate with the regular commercial services to Ogwell and Abbotskerswell to improve frequency. Service throughout the site should be a 30 minute circular bus route with services in both directions. Initial estimates suggest that the service would be self sufficient by the time the development is complete.
- 3.1.4 Access to Newton Abbot is convenient from the A381 which leads into the town centre. Brunel Industrial Estate and Newton Abbot Rail Station are easily accessed from the east using the A380 or Kingskerswell Road and residential streets. Newton Abbot town centre and Brunel Industrial Estate/Newton Abbot Rail Station are within walking and cycling distance from the development being 1.6km and 2.2km respectively.
- 3.1.5 More information on sustainable travel associated with the development is provided in the accompanying document “Heart of Teignbridge Sustainable Transport Report”.

4 Local Connectivity

- 4.1.1 A new road linking the A381 and A380 would form the main route through the development. It is envisaged that this would be designed to a high standard similar to that of “The Avenue” in Newton Abbot, with a 7.3 metre carriageway and wide shared footways separated by a grass verge and trees. This will provide sufficient capacity for traffic whilst maintaining a pleasant environment for residents. Houses may front on to the road where the landscape allows.



Figure 4-A – Aspirational view of the road through the development – example from The Avenue, Newton Abbot.

- 4.1.2 Traffic modelling of future development in the Heart of Teignbridge suggests that this route could carry a 2 way flow of 1,100 vehicles during the AM peak hour, with 600 vehicles being through trips not associated with the Wolborough development. This route provides an alternative route out of Newton Abbot to the A380, particularly for certain routes such as from Ogwell. This may ease congestion eastbound along East Street in Newton Abbot in the AM peak and lessen the impact of future development in the westbound direction.
- 4.1.3 Improvements will be required to Kingskerswell Road which connects the new development with the SDLR, to cope with the increased demand resulting from the new development. Improvements are proposed in the form of widening, realignment and shuttle signals over the narrow railway bridge. There would also be a new off road cycle/footway facility. Provisional assessments suggest that once the development reaches 750 dwellings a viaduct would be required to bypass the narrow railway bridge, crossing the rail line and floodplain.
- 4.1.4 The phasing of the development and the required infrastructure are very closely related. This can be considered as a three stage process with trigger points corresponding to the number of dwellings complete and the infrastructure which would be required. For example a possible scenario would be:

Stage	Homes	Infrastructure
1	Up to 500	Shuttle working
2	500 to 750	Through road and Shuttle working
3	Over 750	Viaduct

Table 4-A – Infrastructure Phasing Example

4.1.5

During stage one, the development could begin from both ends accessing onto the A381 and A380 without the need for the through road. However, the road through the development connecting the A381 and A380 could be built during early stages of the development, before a large number of houses are completed. It is likely that funding to enable early delivery of the road would be available in the future although given the timescales it cannot be identified exactly what it will be at this stage. There are examples locally where large development areas (Cranbrook, Sherford) have secured funding in the form of loans and grants from national government to deliver the MLR (main local road) before the development is fully built.

5 Summary

- 5.1.1 Wolborough is a proposed development to the south of Newton Abbot, featured in Teignbridge District Council's Proposed Submission Local Plan. The development consists of 1,500 homes and 600 jobs.
- 5.1.2 The development will be served by a frequent and attractive bus service, and is within walking and cycling distance of many key destinations within Newton Abbot such as the town centre, rail station, Brunel and Decoy Industrial Estates. It is also well connected to strategic towns and cities of Exeter, Torquay (and Torbay) and Totnes.
- 5.1.3 Access to the development is supported by the South Devon Link Road and proposed transport improvements along Kingskerswell Road.