

## ACTIVE TRAVEL IN TAVISTOCK

### *Initial ideas from Transition Tavistock, July 2020*



#### **Introduction**

This note responds to an invitation given at recent round table hosted by Cllr Debo Sellis of Devon CC, with West Devon BC and Tavistock TC. We would like to develop the ideas more fully, in liaison with the councils, through research and engagement with local stakeholders. Tavistock has benefited from past investment to encourage walking and cycling<sup>1</sup>, but there is scope for significant gains to health and wellbeing from further action, making these the natural choice for short journeys. E-bikes have made cycling a more accessible option despite the terrain. A proactive approach is needed, to mitigate the pressure from new developments designed around car use.

#### **Vision**

A vibrant town in which the centre, all neighbourhoods, surrounding villages and open spaces are connected by a network of attractive traffic free paths and quiet roads which are safe and accessible at all times. An attractive hub in a Devon and Cornwall wide network of well-planned routes for car-free travel, fit for both for business and leisure journeys and connected nationally through public transport.

**Potential actions** (for delivery by councils, business, community groups as relevant)

#### *Show the welcome*

Devise a “shop on foot, have it delivered” offer across town centre shops<sup>2</sup>

Mark existing cycle parking on town maps (online, printed & boards)

Offer secure covered storage for cycles and bags at a town centre site

Encourage “cyclists welcome” cafes (eg offering battery charging, maps for reference)

Encourage use of existing “short cut” paths by signing and by checking they are shown on both online and printed maps.

#### *Tackle deterrents*

Encourage and respond to public reporting of hazards and ideas for improvement.  
(Examples currently on widenmypath.com include – edge of path barrier on busy dual use footway near Lidl, better lighting in Grenofen tunnel, add pavement near Lumburn bends.)

Introduce a 20mph speed limit in residential estates and shopping streets.

Identify dark sections of pavements and paths and improve lighting.

Address difficulties walking to nearest bus stop (eg lack of safe road crossing).

---

<sup>1</sup> This phrase includes the use of wheelchairs and adapted cycles, and covers all age groups.

<sup>2</sup> This could complement a co-operative system for delivering goods ordered online.

### *Encourage changed habits*

Facilitate school and workplace travel planning (promoting existing tools and sharing learning about barriers and solutions)

Connect walking and cycling groups (including walking for health programmes) for promotion and consultation.

Expand and promote cycle training and confidence building offers (eg e-bike try outs, led family rides, maintenance).

### *Make new links and strengthen existing ones*

Use all available powers and influence to ensure that new homes within or on the edge of the town are connected by safe, step free, walking and cycling routes to the centre, to their nearest schools and health facilities, and to adjacent neighbourhoods; with the route in place before occupation. This is not happening with current and recent developments.

Identify the short gaps in walking routes within settlements, and prepare plans to fill them as soon as access and funding can be obtained. (An example is that sections of Green Lane, which connects three housing estates to Whitchurch Down, have no footway.)

Work with Cornwall and Plymouth Councils on proposals for cross-boundary traffic free routes good enough for commuters, and advocate for spending on these in priority to new roads.

Scope the feasibility and benefits of additional infrastructure needed to ensure every village within 5 miles of Tavistock is connected to it by a route a sensible 12 year old could cycle.

### *Wider context<sup>3</sup>*

Active travel should be a component of an overall strategy for sustainable transport, to include better public / shared transport and shifting to low emission vehicles.

Active travel should be integral to Tavistock's proposed Neighbourhood Plan.

Planning for the Tavistock area would be assisted by a Devon Local Cycling and Walking Infrastructure Plan and also a Devon wide network or forum linking community groups active on this issue.

Maintenance matters: eg keeping footways clear and safe, signs and maps up to date.

Prepared by Transition Tavistock Travel Action Group [www.transitiontavistock.org.uk/travel](http://www.transitiontavistock.org.uk/travel)

Email [travel@transitiontavistock.org.uk](mailto:travel@transitiontavistock.org.uk)

---

<sup>3</sup> This note was written just before the government "Gear Change" vision for walking and cycling was published, so does not take account of additional resources and guidance available through that.