

TTCMP Response to Network Rail Consultation June/July 2019 Questions 8 and 9

Question 8

The TTCMP has been consistent throughout the development of this scheme making previous representations regarding:-

- 1.Supporting the principle
- 2.Concern to ensure pedestrian and cycle access along the new sea wall
- 3.Ensuring that access is maintained to Holcombe Beach
- 4.Understanding the effects of the works on Teignmouth Beach
- 5.The form and nature of the sea wall ..rock armour or concrete retaining wall?

Having examined the consultation documents the TTCMP now would like to make the following observations/concerns:-

1. TTCMP continue to support the principle and welcome the changes the design.
2. TTCMP welcome the provision for cyclist and pedestrians subject to the comments below.
3. TTCMP welcome the provision of a ramped access to Holcombe Beach.
4. TTCMP seek further information on the predicted effects on Teignmouth Town Beach which we view as critical. It is understood that work has been done on this and the effects on Holcombe Beach. We would therefore wish to see the outcome of this research.
- 5.TTCMP welcome the proposals for the seawall the top of which is above the walk/cycle way.
- 6 Regarding the 'enhanced leisure access, cycling and walking routes and amenity areas' we are concerned to ensure that this is designed in particular to avoid any potential conflict between various groups i.e. walker/cyclist/the disabled/dog walkers etc

The width of the proposed walk/cycle way is very important. This is already a very busy walking route and at present cycles are banned. Ideally the two should be segregated. Without that, conflict and safety hazards may occur. On busy shared routes cyclists and pedestrians do not mix easily. Add to the mix dogs on or off lead then there will be hazard aplenty. The route is a 'leisure route' not a high speed route. It will be even more popular for walkers and very attractive to cyclists. Controlling the speed of the latter will be critical. At the very least a series of chicanes should be built in which in turn must not cause an obstruction for wheelchair users etc.. The use of cycle bells and dogs on leads should be mandatory. We recommend that Network Rail consult DCC cycle experts on how to manage the potential conflict as they have extensive expertise and experience of cycle routes in Devon in all manner of situations.

Question 9

As stated above the TTCMP is concerned to know how the works will affect Holcombe and Teignmouth Town Beach. The latter in particular is fed by long shore drift from material dredged out of the Teign estuary and deposited off Sprey point.

We anticipate that a new set and additional Groynes may be required. We would like to be told about the nature of modelling/studies being carried out to study the effects of the works on sediment movement and on the beaches. In due course we would like to receive details of the results of this work.

The Partnership meets 4 times a year and we have an open invitation to Network Rail to meet us at any time.

Edward Chorlton
Chair TTCMP
18th June 2019