

## **Traffic Issues in Braunton**

Report of the Area Engineer (North)

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that the:**

- (a) contents of this report be noted;**
- (b) Committee support the continued delivery of the Braunton Community Travel Plan;**
- (c) Committee support the active monitoring and management of traffic in Braunton;**
- (d) Committee support the traffic mitigation of any new major developments.**

### **1. Summary**

This report seeks to outline some of the key traffic management issues affecting Braunton. The report provides an update on the work already undertaken and outlines future work and issues that will have an impact on the community.

### **2. Background**

At the North Devon Highways and Traffic Orders Committee on Thursday 21 June 2007, it was agreed that a report on the traffic issues in Braunton should be submitted to a future meeting.

The last major review of traffic issues in Braunton was undertaken during the development of the Braunton Community Travel Plan from 2003-2005. Since then there have been some significant changes that may have an impact on the traffic patterns within Braunton and the way in which traffic management improvements are identified and funded. Key changes include:

- The introduction of the current Devon Local Transport Plan 2006-2011, which places a stronger emphasis on congestion management.
- The opening of the Barnstaple Western Bypass and the impact that this may have on the way that traffic moves around the North Devon area.
- The development of School Travel Plans, that will influence the way that schemes are prioritised and funded.
- The proposed development at the old Brannoc Fibres site and the way in which this will impact on the surrounding area.
- Parking management changes resulting from the introduction of parking charges at Caen Street car park and the move this year to parking enforcement by Devon County Council instead of the Police, when civil parking enforcement begins.

### **3. Braunton Community Travel Plan**

The Braunton Community Travel Plan (BCTP) was developed by Devon County Council in partnership with members of the Braunton community. The aim of the BCTP is to reduce the

impact of travel through and within Braunton, whilst maintaining accessibility and a safe and attractive environment.

The BCTP was developed through a wide-ranging consultation process carried out by questionnaire, exhibitions and meetings during 2003 and 2004. The BCTP was formalised in 2005 and includes thirty eight key actions that reflect the views of over a 1,000 individual responses received during the consultation process. The BCTP is intended to help shape the priorities of the County Council and its partners in delivering Travel and Transport solutions over the period 2005-2010. A copy of the BCTP is included in Appendix A.

A number of key actions from the plan have already been delivered. Appendix B to this report provides a summary on progress made with the actions from this plan.

#### **4. Traffic Monitoring and the Barnstaple Western Bypass**

The Barnstaple Western Bypass opened to the public on 23 May 2007. This long awaited scheme is central to the way that traffic is managed in North Devon and it is the driver for many associated traffic management proposals for the surrounding road network.

A comprehensive survey of traffic movements following the opening of the bypass is ongoing. Surveys have already been undertaken in January, June and October 2007. As well as permanent volume measurements from automatic traffic counters, the surveys have included traffic movements at key junctions including traffic in Braunton.

Although it is too early to make any solid conclusions about any traffic impacts on Braunton. Basic volume data from the permanent monitoring site on the A361 between Barnstaple and Braunton is available. Data from this site is included in Appendix C.

The traffic flows recorded over the period June to December 2007 have been summarised on Charts A, B C and D. These charts include a comparison with archive data recorded at this site since 2003.

From Chart A the average daily volumes between Barnstaple and Braunton over the period June to December 2007, show an increase of approximately 600 – 1,300 vehicles per day over the same period in 2003. Over this seven month monitoring period, the figures equate to a peak increase in average daily volumes of around 8% since 2003 and a peak increase of around 11.5% since 2006. Charts B and C show the average daily volumes in each direction. This data shows that the typical increase in traffic volumes occurs in both directions between Barnstaple and Braunton.

Chart D shows a summary of the total monthly volumes recorded at this monitoring site. Overall this data shows a maximum increase in monthly volumes of around 7% since 2003 and 10% since 2006.

This early data indicates that the opening of the Barnstaple Western Bypass has had a significant impact on the number of vehicles travelling between Braunton and Barnstaple, with a typical increase in traffic of up to 10%. A full evaluation report on the traffic changes post western bypass will be prepared this year. This survey data and information from permanent automatic monitoring can be used to identify and inform future traffic management changes that may affect Braunton.

#### **5. Future Monitoring and Traffic Management**

The key to managing traffic in Braunton will be the accurate monitoring of traffic flows and vehicle movements in Braunton and on the surrounding road network.

Automatic Number Plate Recognition (ANPR) is one tool being developed to help achieve this. ANPR comprises a system of cameras that read vehicle number plates. Vehicle number plate data not only provides information about the volume of traffic passing the camera. But can also identify the same vehicle at other camera sites to determine the vehicles route and journey time. This kind of detailed information can be used to more accurately assess traffic management changes and also to predict problems on the road network ahead that can then be mitigated by other measures.

The North Devon ANPR system includes a network of cameras at strategic points around Barnstaple. Braunton also has three cameras, one on the A361 Exeter Road, one on the A361 Challoners Road and one on the B3231 Saunton Road.

An Urban Traffic Control System (UTC) is a central computer system that receives and utilises traffic data to proactively manage other electronic systems for traffic management. The principle electronic systems available to manage traffic are signal controlled junctions like the lights in the Square at Braunton, although other systems including Driver Information Variable Message Signs, Electronic Bus Priority Measures, Car Park Variable Message Signs, Access Control Systems and Real Time Bus Information Systems can also be linked. A UTC can help predict capacity issues on the network ahead and modify signal timings to maximise road capacity or use systems to divert traffic away from problem areas, accidents or closures due to breakdowns or severe weather. The way that data is collected and used with other systems through a UTC will provide future opportunities for more effective traffic management in communities like Braunton. The potential to link these systems across county borders will also provide potential for greater prediction and management of peak traffic flows during busy tourist periods.

Driver Information Variable Message Signs are electronic signs that can be used to display detailed information to drivers. They can be used for a number of traffic management purposes. One example is for a sign to be installed at Aller Cross on the A361 near South Molton. This sign could be used to encourage or even divert traffic along the A399 route if there are congestion problems ahead at Barnstaple or in Braunton. Other uses for these types of sign are to promote travel and road safety initiatives, react and provide information about accidents or broken down vehicles. Or in the case of Barnstaple help manage traffic in the event of a bridge closure due to high winds. These signs can be used with a UTC to help direct vehicles effectively. A system of these signs is being developed for Barnstaple and the surrounding road network and some of these sites will be installed this year.

## **6. Major Developments**

The way in which major developments are managed is vital to mitigate the traffic impacts that they can have on the surrounding road network and to capitalise on the opportunities for improving the road network and sustainable transport infrastructure.

A recent application for the old Brannoc Fibres site off the Velator Link Road is a good example of this. This redevelopment is proposed to include a mixture of residential and commercial development including a superstore. A development of this scale will have significant traffic repercussions and as part of the planning process a traffic impact assessment has been carried out and various measures have been agreed including a new roundabout junction onto the A361, a new pedestrian crossing on the A361 and a dedicated link and footbridge onto the Tarka Trail. Developer contributions have also been secured through a Section 106 Agreement and comprise:

- A £350,000 Public transport contribution.
- A £39,000 Education contribution.

- A £12,000 Tarka Trail lighting contribution.
- A £140,000 public open space and playground management contribution.
- A £30,000 South Street traffic management contribution.

The impact of a development like this on the neighbouring South Street is an important factor. This Street is already identified in the Braunton Community Travel Plan for the investigation of possible measures to reduce through traffic and/or traffic calm the route to improve road safety. The £30,000 contribution secured above will enable Devon County Council to investigate and consult with residents on measures to improve the traffic management of this street. The contribution towards lighting on the Tarka Trail will help improve the use of this facility for walkers and cyclists and the public transport contribution will help to maintain and improve viable public transport services for the community.

## **7. Schemes to be delivered 2007/2008**

In the 2007/08 Local Transport Plan Programme the following schemes were identified to be delivered within the village:

### A361 Challoners Road Zebra Crossing (£23,000)

The need for a crossing facility near to the library and community centre was originally raised through consultation responses to the Braunton Community Travel Plan. Subsequent development of School Travel plans also identified the need for a crossing here and through the School travel plan budget we have funded the construction of a new zebra controlled crossing facility. This crossing was completed in January 2008.

### A361 Speed Variable Speed Message Signs (VMS) (£7,500)

The Devon & Cornwall Camera safety partnership is now funded by Devon County Council. The aim of the partnership is to use safety cameras for casualty reduction at speed enforcement sites. In Braunton there is a mobile speed enforcement site on the A361 near the Wrafton Inn. A mobile site is one that is attended by a speed enforcement van on a regular basis. But is not a permanent camera site with a yellow camera housing. Because enforcement at mobile sites is intermittent an initiative is being trailed to use speed reactive variable message signs at all times to remind motorists that the site is camera enforced. These sites will then be monitored to see if the VMS has an impact on vehicle speeds and safety while the cameras are not operating. The new signs at Wrafton will be installed in April 2008.

### A361 Exeter Road Puffin Crossing (£25,000)

The need for a pedestrian crossing facility was identified during the 2006 annual review of road traffic accidents. The scheme here is to provide a new light controlled Puffin Crossing. The scheme was programmed for construction by Devon County Council in October 2007. But this start date has been deferred now that the Brannoc Fibres site development is progressing. The new crossing will now be provided by the development at no cost to the County Council.

## **8. Air Quality**

Local authorities have statutory duties for local air quality management (LAQM) under the Environment Act 1995. They are required to carry out regular reviews and assessments of air quality in their area against the standards of the National Air Quality Objectives. Where it is found that these standards are unlikely to be met, authorities must designate air quality management areas (AQMAs) and prepare and implement remedial action plans to tackle the problem.

One of the sites being monitored by North Devon District Council is the centre of Braunton at The Square. Measurements from this site have shown air quality levels at the threshold for intervention. Now that the bypass has opened, more investigations will be carried out next year to assess the affects that the new bridge may have on air quality.

## **9. Parking Management**

Action 21 from the Braunton Community Travel Plan was for Devon County Council to review the on-street parking restrictions in the village. Other actions in the plan were for the Parish Council to review parking management of the Caen Street Car Park and for all involved to investigate whether there is adequate car parking provision within the village and to agree priorities for enforcement.

Changes to parking management in the village include the recent introduction of charges on the Caen Street car park and the impending introduction of Civil Parking Enforcement by Devon County Council. Both these changes are likely to have a significant impact on the way that on and off street parking is managed in the village.

Civil Parking Enforcement (CPE) means that local authorities are responsible for enforcing on-street parking controls instead of the police. The law states that CPE must be self-financing. If there is any extra income after the costs of administration and enforcement are deducted then this must be used specifically for improving local transport. This includes improving parking, traffic management, better public transport and facilities for pedestrians or cyclists. Devon County Council will be taking on the duties of parking enforcement when it gains powers for CPE.

Enforcement will be provided in partnership with local District Councils though Service Level Agreements. Details about the number of enforcement wardens and the locations for enforcement under CPE are still being decided. Devon County Council has been preparing for this change by reviewing and consolidating the existing traffic orders and developing systems for parking management control. Following the introduction of CPE which is provisionally programmed for May this year. It may be necessary to begin a review of on-street parking management in the village.

## **11. Financial Considerations**

Identified schemes will need to contribute to the objectives of the Local Transport Plan. Local schemes can be funded through the Towns Villages and Rural Communities (TVRC) budget. The TVRC budget is broken down into schemes that contribute towards delivering School Travel Plans, improving Public Transport Facilities and providing Local Access Improvements. Other funding sources are available through delivering Casualty and Severity Reduction targets and through Section 106 contributions linked to developments.

## **12. Sustainability Considerations**

All schemes and initiatives to manage traffic in Braunton will need to be either directly delivered by or implemented in association with, the Devon Local Transport Plan. The underlying goal of the Local Transport Plan is to encourage the use of alternative forms of transport, reduce car usage and manage congestion. These goals are key to sustainable transport delivery.

### **13. Alternatives Considered**

This report only seeks to provide information for Members. To ensure the effective delivery of the Local Transport Plan objectives and achieve best value, any future schemes will be fully evaluated against alternative options.

### **14. Equality Considerations**

This report is for information only, there are no equality implications to be considered.

### **15. Legal Considerations**

There are no legal considerations regarding these recommendations.

### **16. Reasons for Reaching the Recommendations**

The recommendations have been made so that the Committee can consider the traffic issues affecting the Braunton community and support future measures and proposals to effectively manage traffic.

Joe Deasy

#### **County Electoral Division: Braunton District Council Ward: Braunton**

Local Government Act 1972

#### List of Background Papers

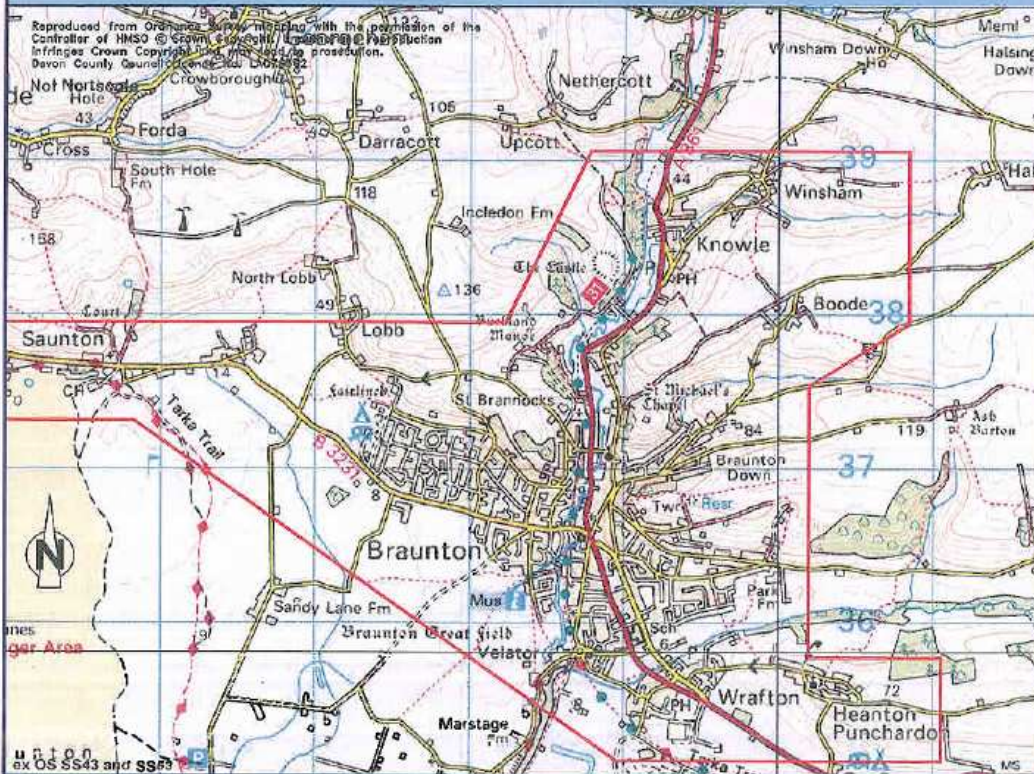
Contact for enquiries: James Anstee

Tel No: 01271 388500

Background Paper	Date	File Ref.
1. North Devon Highways and Traffic Order Committee	21 June 2007	-
2. North Devon Highways and Traffic Order Committee	27 March 2007	EC/07/105/HQ
3. North Devon Highways and Traffic Orders Committee	28 March 2006	ED/06/15/LSO
4. North Devon Highways and Traffic Orders Committee	28 June 2005	ED/05/36/LSO

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# Braunton Community Travel Plan



map showing area covered by the Travel Plan

For a more detailed map, see page 15

## About this plan

We have divided travel and transport into a number of topic areas. On each of the following sheets you will see that the top half of the page provides data including main survey findings and issues, whilst the bottom half of the page offers possible options to address the issues.

Most of the recommended actions require involvement from more than one particular body. It is important that we recognise that the actions can only be achieved with inter-agency involvement and community support.

It will be necessary to periodically review progress and re-focus the plan during its life. The Braunton Alliance would be an appropriate body to lead such reviews.



# Travel Patterns

## Current patterns

There are over 3300 households in Braunton alone, with over 3400 cars and other vehicles.

In addition to local traffic there are large numbers of vehicles either travelling through or stopping to visit the village.

The way in which people travel and their key destinations has a big impact on the overall traffic flows through the village.

A high proportion of the people who live in Braunton travel to work in Barnstaple. In the summer, traffic flows through Braunton are **30%** greater than the winter levels.

Many travel problems in Braunton itself centre around car parking. Braunton Parish Council are investigating car parking issues relating to their car park.

The questionnaire showed us your movements:

	In Braunton	Outside Braunton	Walking	Cycling	Bus	Taxi	Car	Other
School or College	20%	3%	66%	9%	18%	0.4%	45%	3%
To Work	30%	16%	20%	13%	6%	0.4%	85%	5%
Other Services, i.e. Hospital / Health Centre	51%	14%	49%	7%	14%	3%	74%	3%
Shops in Braunton	93%		76%	14%	4%	1%	45%	2%
Shops outside Braunton		87%	2%	4%	21%	1%	91%	2%

These were multiple-response questions: % represents the number of people who ticked each option.

Outside of Braunton, Barnstaple is the most important destination for those travelling to work, shops and services.

Travel to Barnstaple is the biggest problem for many because of traffic congestion, particularly getting to the hospital because of poor bus services, access and parking.

Traffic flows on main roads in Devon are measured by automatic traffic counters, located at strategic sites. The data recorded indicates that over the past year, Devon's traffic has grown faster (3%) than the national average (2.5%). However, this growth is most significant on trunk roads rather than the other road categories. One of these counters is located at Ashford on the Braunton to Barnstaple road, and this indicates that total traffic has actually reduced by 1% in the last ten years. By comparison, the total traffic flow on Eastern Avenue in Barnstaple has increased by 32% over the same period. However, the traffic counter also illustrates that summer traffic on the A361 Braunton to Barnstaple road has increased. The average daily August flows have increased by 5% in the same ten year period.

## Factors that may influence patterns in the next five years

### Barnstaple Western Bypass

This long-awaited scheme is likely to open in 2007. It will bring much needed congestion relief to Barnstaple and its travel-to-work area which includes Braunton. We can expect significant improvement on journey times between Braunton and Barnstaple and vice versa.

### Bus Priority Measures

Proposed bus lane and priority measures for Braunton Road, Barnstaple, will improve reliability and punctuality for bus users along the A361 corridor.

### Traffic Flows

It is extremely difficult to predict future traffic flows in Braunton and the surrounding area in view of the following:

- 1) Peak congestion occurs in the summer and so weather is a factor;
- 2) The Western Bypass will reduce journey times to Braunton and the coastal area and therefore will undoubtedly increase the number of local trips;
- 3) Development within the area, such as foodstores and industry will generate changes in travel patterns.

It is not unreasonable to predict that congestion flows on main routes in Braunton are likely to increase during the life of this plan.

## ACTIONS

➔ **1\*** To recognise the importance of local travel between Braunton and Barnstaple and the positive effect that tackling congestion in Barnstaple will bring to the Braunton community.

➔ **2** To promote bus priority measures between Barnstaple and Braunton to encourage an increase in this mode of travel.

➔ **3** To support the development of a wider route-management strategy to help control peak summer flows in Braunton. For example:

- Improved travel information
- Bray Valley holiday route
- Bus partnership with main tourist attractions.

\*For location references to some recommendations, see map on page 15.

## Walking and Access

All of our journeys start and finish on foot. With most of Braunton being level, there are many opportunities to walk to the schools, shops etc. There are also many public footpaths where people can walk for pleasure including the Great Field and the Tarka Trail.

Easy access is increasingly important for parents with prams and those with a mobility handicap. There is a large elderly population in Braunton who will benefit from well planned improvements. Braunton Access Group, with its links to Devon County Council, North Devon District Council and Braunton Parish Council, has worked hard to get improvements such as dropped footway crossings, safer road crossings and better access to shops, banks and other buildings.

49% of those responding said that there were places where improvements could be made. This provides helpful data to help prioritise future improvements.

All the Public Rights of Way in Braunton are currently being brought up to standard by Devon County Council so that the Rights of Way Network should be easier to use in the future. 56% of respondents thought the paths were well marked and easy to follow, 10% disagreed and 24% did not know. The main complaint was the poor signing of footpaths, particularly on the Great Field.

Braunton Great Field's footpath network has just been extensively diverted and signed to create a more accessible network for the public to enjoy.



### ACTIONS

- ➔ 4 To continue working in conjunction with parish councils to improve access to the Public Footpath Network, and to aim to have 90% available for use by June 2005.
- ➔ 5 To improve access to and visibility of the zebra crossing at Saunton Road.
- ➔ 6 To complete the footway scheme from Cavie Crescent to the Sports Ground along Saunton Road.
- ➔ 7 To investigate and prioritise requests for disabled access improvements with the help of the Braunton Disabled Access Group and to implement the top priorities.
- ➔ 8 To work with schools on walking routes in conjunction with these schools' travel plans.
- ➔ 9 To investigate the provision of a central refuge on Chaloners Road in the vicinity of the Parish Hall.



One of the new signs on the Great Field

## Buses, Taxis and Community Transport

Currently, First Bus routes no. 3, 300, 303 and 308 serve Braunton. Devon County Council subsidises some of these routes. There is a Ring and Ride service run by North Devon Community Transport Association, and taxis are licensed by North Devon District Council.

We asked whether there were any new facilities or routes that would encourage you to use public transport.

In general there was seen to be a need for more buses, increased frequency and cheaper fares. There were many detailed comments but some of the key issues were:



- ➔ Improved commuter services to Barnstaple with better access to key destinations like the North Devon District Hospital, the Rail Station and North Devon College.
- ➔ Better summer-time services to Saunton, Croyde and Georgeham.
- ➔ More evening services.
- ➔ Better access from more remote areas like Barnfield and Saunton Park.
- ➔ There were over 140 suggestions for new or improved shelters and waiting facilities, including at Somerfield Stores and the Square.

### ACTIONS

- ➔ 10 To prioritise requests for improved bus waiting facilities in partnership with the bus company and the Parish Council. Support new shelters where appropriate.
- ➔ 11 To support services to key destinations, e.g. the Hospital, the railway station, North Devon College and Barnstaple town centre. Devon County Council will do this by seeking to improve information, reliability and service level through the Northern Devon Bus Quality Partnership.
- ➔ 12 To increase bus priority measures at congestion spots in Barnstaple.



# Cycling

Cycling provides an alternative way to access local facilities. The Tarka Trail also provides a valuable facility for leisure and commuter cyclists.

One of the keys to encourage cycling is by the provision of safe and convenient routes. We asked whether there were any improvements that could be made in your community? From the many comments, the main issues were:



- ➔ A lack of bike parking facilities in the village, particularly in the central shopping streets and car parks.
- ➔ Cyclists were concerned about their safety when using the main village roads, particularly along Caen Street and Exeter Road. There were many requests for more cycle lanes.
- ➔ Pedestrians were concerned about cycling on the pavements in the village and also of conflicts with cyclists on the shared paths like the Tarka Trail. It was thought that cycles should have bells to alert pedestrians and that cycling on pavements should be prevented. Generally, there was a feeling that rider-training is needed.

## ACTIONS

- ➔ 13 To identify, together with Braunton residents, suitable cycle parking locations in Braunton and at potential journey destinations.
- ➔ 14 To complete the cycle route from the village centre to the Sports Field on Saunton Road.
- ➔ 15 To connect the National Cycle Route to Knowle village.
- ➔ 16 To continue to develop the Tarka Trail and National Cycle Network links to Braunton by working with Sustrans Rangers and the North Devon Coast and Countryside Service.
- ➔ 17 To work with partners on a Safe Cycling Campaign in Braunton, including Driver and Rider Education and identifying safe routes to overcome pinchpoints.



# Traffic Management and Road Safety

Car ownership has grown steadily in recent years and traffic during the holiday season has increased. This is likely to continue. Choosing alternatives to the car for some journeys could help stem this growth.

Traffic congestion can tempt local and through traffic drivers to use side streets to avoid queues on the main roads. Changes can be made to try to deal with congestion and other problems, but one-way streets, restrictions, traffic calming, lorry bans, etc will affect others in the community whose needs must also be considered.

Speeding traffic is a concern for many people in residential areas, near schools and for vulnerable road users like pedestrians and cyclists.

When asked how important certain issues were, the percentage of the response for each issue was:

How important are the following to reduce traffic congestion and improve road safety?

	Very	Quite	Not at all
Reducing the risk of traffic accidents by reducing speed, better crossings, etc?	60%	21%	12%
Providing car park advice for visitors or local people?	52%	29%	9%
Providing direction signing for visitors?	51%	29%	11%
Providing for more traffic by widening or building new roads?	46%	18%	26%
Reducing non-resident traffic in some streets?	44%	21%	23%

How important are the following to improve journeys to school?

	Very	Quite	Not at all
Reducing the number of car journeys to school?	60%	15%	5%
Improving safety for school journeys?	53%	19%	4%
Better bus facilities for school travel?	48%	21%	6%

46% of those who responded were very concerned about traffic speeds in Braunton and over 500 also said that there were particular streets or roads where speeding is a big problem. Most notable of these were

- ➔ South Street,
- ➔ Saunton Road,
- ➔ Wrafton Road/Church Street and
- ➔ East Street.



In addition, many comments and suggestions were made on how to improve traffic management and road safety in Braunton. The comments covered a very wide range of issues including:

- ➔ Cutting car use on the school run.
- ➔ Providing better walking routes to school.



## The Case for a Bypass

A recurring theme from many residents was a request for a bypass to ease congestion in The Square and to relieve traffic on other routes.

While it is clear from recent media publicity that some Braunton residents would like to see a bypass built across the Great Field, this would require major changes in current planning and transport policies.

The proposed bypass would need to feature in local and regional planning policies which it currently does not. This point cannot be stressed too strongly.

A strong economic case for the project would have to be made. A bypass would cost at least £2.5m. Government funding would be sought and, as a result, the Braunton scheme would be evaluated against other proposed highway and transportation projects throughout the country.

The proposal would undoubtedly meet strong opposition on environmental grounds. A similar scheme was the subject of a public inquiry in 1992/3 at which time the overriding historic and environmental significance of the Great Field was deemed more important than a bypass. Since then, environmental issues have been given much greater priority, particularly in the eyes of the public.

However, traffic congestion continues to be an issue in Braunton, particularly during the summer holiday period, but the recent travel plan survey indicated that many local people (26%) did not wish to see new road construction as a solution. There was stronger public support for alternative solutions including improved direction signing, car parking advice, better bus facilities and a reduction in car use for school travel.

This Community Travel Plan is a living document that will be developed to resolve travel issues in Braunton. Because of this, a bypass should not be ruled out as a possibility at some future date. However, it is important that residents understand the complexity of the issues, both in environmental terms and economic justification.

# Traffic Management and Road Safety

## ACTIONS

- ➔ 18 To tackle inappropriate traffic speed by suitable traffic calming measures where supported by residents of the following streets:

South Street  
Hills View  
Church Street



- ➔ 19 The concerns of residents about driving speeds in the Saunton Park Estate are recognised and addressed through a community based speed awareness campaign.

- ➔ 20 Inappropriate speeds and road safety on Saunton Road will be addressed through the completion of the cycleway scheme and a revised carriageway layout.

- ➔ 21 To review waiting restrictions in partnership with the police and traffic wardens and inform the community about the process of Traffic Regulation Orders.

- ➔ 22 For DCC Road Safety officers and the police to work with the local community on a Speed Awareness and Enforcement Campaign on the main roads through Braunton, Knowle, Wrafton, Saunton and Heanton.

- ➔ 23 To identify for phased introduction a programme of 20mph zones in specific residential areas.

- ➔ 24 At the Square, to link the traffic signals and puffin crossing light phases to help reduce traffic delays whilst recognising that this will slightly reduce the pedestrian convenience at this crossing.

- ➔ 25 To consult in detail on possible measures to reduce through traffic in South Street.



- ➔ 26 To consult further on traffic management and calming in Church Street including a review of parking.

- ➔ 27 To continue to work with the schools to encourage traffic reduction through the development of School Travel Plans.

# Public Spaces

You might think of public areas as places like parks and playgrounds but in fact it is the public highways and footpaths that form a far greater part of the public space.



The places we live can be enhanced by improving and maintaining the streetscape. There are improvements that could be made to the streets. These may include the maintenance of street furniture like bins, benches, lamp columns and fences. It could include the removal of graffiti and litter or more attractive pavement surfaces or flowers and trees.

Security in public places and for the adjacent properties is also a concern for many residents. Street lighting is one way of improving security and reducing the fear of crime although many people now worry about intrusive lighting and the effect of light pollution on enjoyment of the night sky.

Although Devon County Council can only light publicly-maintained highways and footpaths, there may be public areas in your community that would benefit from lighting improvements.

173 people made suggestions about lighting. 13 were concerned about light pollution and thought there was already sufficient lighting in Branton.

These places were mentioned by several people:

- ➔ Boode Road
- ➔ Tarka Trail
- ➔ Saunton Road zebra crossing
- ➔ Car parks
- ➔ Unadopted roads and Chicken Lane

## ACTIONS

- ➔ 28 To prioritise street lighting requests working with local communities, the police and the Parish Council.
- ➔ 29 Boode Road - to set in place a programme of street improvements including lighting, verges and passing places in partnership with the Parish Council and residents.
- ➔ 30 To improve the quality of public signing and reduce sign clutter by working with the community to identify key locations for signing, by better maintenance and by identifying and removing unnecessary signs.





# Highway Maintenance

Devon County Council is responsible for maintaining all public roads, footpaths, bridges, road signs and streetlights.

There are several private streets in Braunton and the maintenance of these areas is not the responsibility of Devon County Council.

South West Highways Ltd currently carries out most of the road maintenance works for the County Council

The survey showed that those who responded were generally happy with the standard of road maintenance in this area.

	Yes	No
Are you satisfied with the standard of Devon County Council's road maintenance service?	52%	30%
Are there any problem areas that you would like to draw to Devon County Council's attention?	38%	27%



38% of respondents said that there were areas where improvements could be made. Most of these comments varied and were specific to certain locations. Some of the more typical comments included:

- ➔ Too many road signs in Braunton.
- ➔ Potholes in the carriageway.
- ➔ Poor condition of some footpath surfaces.
- ➔ Blocked drains or minor flooding problems.
- ➔ Not enough cleaning of dirty signs or repair of damaged signs.

## ACTIONS

- ➔ **29 b** Safety defects identified by residents to be made safe as soon as possible.  
(Devon County Council policy is for defined safety defects to be made safe within 24 hours on main roads and 7 days on minor roads.)
- ➔ **30 b** To set up a Community Sign Audit Group to review all public signs within the area and make recommendations for changes and ongoing maintenance.
- ➔ **31** To prioritise action on flooding and drainage problems in accordance with the current County Council policy.
- ➔ **32** To provide information to residents of private streets on the legal process for adoption including street lighting.
- ➔ **33** To continue to give high priority to effective highway maintenance work throughout the area, with priority given to main roads and footpaths where most benefit will accrue.



# Parking

Car ownership in North Devon has increased by 25% in the last 10 years, and is set to continue to grow.

The main car park in the village is owned and managed by the Parish Council: they will be investigating management issues.

Parking on adopted streets is controlled by yellow lines enforced by traffic wardens and the police.

Some towns and cities have Residents' Parking schemes where there is a serious problem of commuters and shoppers parking in town centre residential streets.

Some towns have on-street Pay and Display parking which provides an income for the better enforcement and funds for Residents' Parking schemes.



When asked about the following parking issues, these were the responses:

	Yes	No
Do you find parking difficult at home?	12%	69%
Do you find parking difficult visiting shops and the village centre?	31%	24%
Do you think the on-street parking restrictions need reviewing (yellow lines)?	32%	43%
Would you support Pay and Display parking on Exeter Road to fund enforcement?	25%	61%
Would you like to see residents' parking in some places?	41%	29%

On-street parking near to residential properties was not found to be a widespread problem. This mainly occurred in a few selected areas like East Street, Church Street and other older parts of the village. Similarly there was not thought to be a widespread problem with the existing on-street parking restrictions (yellow lines) except in isolated areas.

41% supported priority parking for residents. Locations suggested most frequently were the respondents' own streets, the Library and the main Caen Street car parks. There was not support for Pay and Display to fund warden enforcement and residents' parking initiatives.

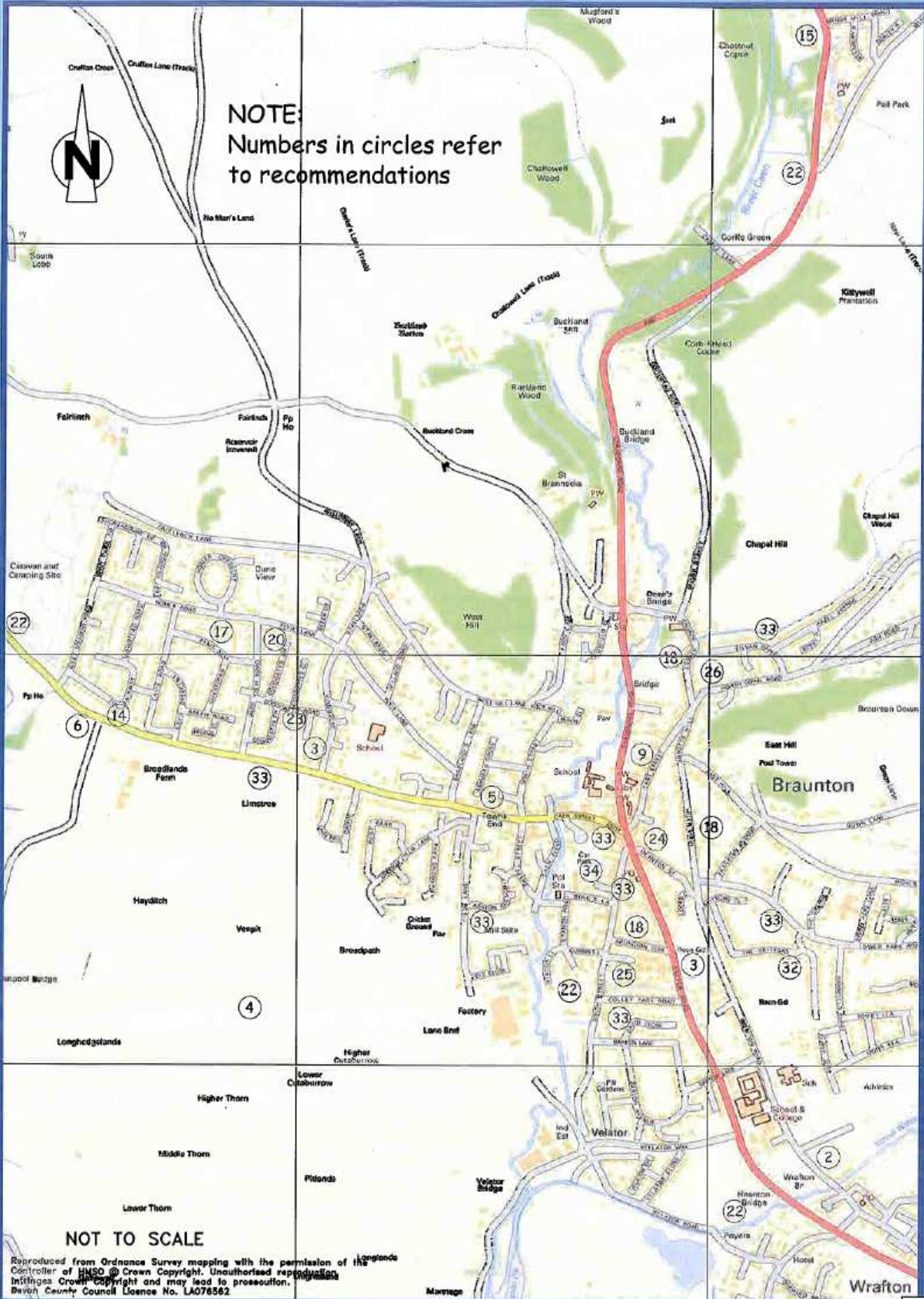


## ACTIONS

- ➔ **34** To recommend that the management of Caen Street Car Park by the Parish Council be reviewed following consultation to include residents of nearby streets and with regard to the consequences of on-street parking.
- ➔ **35** The County Council and its partners, including schools, to work to agree priorities for enforcement and Traffic Regulation Order changes.
- ➔ **36** To investigate whether there is adequate car parking provision within the village.



**NOTE:**  
Numbers in circles refer  
to recommendations



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The following information is a brief summary of the progress made with the actions identified through the Braunton Community Travel Plan.

## **ACTIONS COMPLETED**

### **Action 4**

**To continue working in conjunction with parish councils to improve access to the Public Footpath Network, and aim to have 90% available for use by June 2005.**

All public footpaths in Devon including those in Braunton and Heanton parishes were surveyed and any works necessary to upgrade the routes were implemented on time.

### **Action 5**

**To improve access to and visibility of the zebra crossing at Saunton Road.**

Using a combination of land purchased from private dwellings and land secured by agreement through the development of an adjacent residential site. An improvement scheme was prepared to remove the high wall obstructing visibility of pedestrians waiting to cross the road and to construct a new 40m section of footpath linking to the zebra crossing. This scheme was completed in March 2006 at a cost of £28,000. Lighting improvements were also introduced in April 2005 to improve the visibility of pedestrians using the crossing.

### **Action 6**

**To complete the footway scheme from Cavie Crescent to the Sports Ground along Saunton Road.**

This improvement was identified and incorporated into the Saunton Road Cycleway/Footway Scheme that was delivered in stages from 2004 – 2006. The total cost for this scheme was £290,000.

### **Action 9**

**To investigate the provision of a central refuge on Chaloners Road in the vicinity of the Parish Hall.**

A pedestrian crossing facility has been investigated and designed. The recommended scheme is for a zebra controlled crossing facility. This crossing facility is supported by the neighbouring School Travel Plans and is being funded from the 2007/08 LTP School Travel Plan Budget. This scheme was completed in December 2007 at a cost of £23,000.

### **Action 14**

**To complete the cycle route from the village centre to the Sports Field on Saunton Road.**

This improvement was identified and incorporated into the Saunton Road Cycleway/Footway Scheme that was completed in stages from 2004 – 2006.

### **Action 19**

**The concerns of the residents about driving speeds in the Saunton Park Estate are recognised and addressed through a community based speed awareness campaign.**

A road safety and media campaign was undertaken and completed during 2006.

### **Action 20**

**Inappropriate speeds and road safety on Saunton Road will be addressed through the completion of the cycleway scheme and a revised carriageway layout.**

Action completed in stages from 2004–2006 as part of the Saunton Road Cycleway/Footway Scheme. Mobile speed reactive signs have also been used at this site and the area has been targeted through police enforcement.

#### **Action 24**

**At the Square, to link the traffic signals and puffin crossing light phases to help reduce traffic delays whilst recognising that this will slightly reduce the pedestrian convenience at this crossing.**

A scheme was completed in 2005 to link the signal controlled junction at The Square with the nearby Puffin controlled pedestrian crossing on Exeter Road. The scheme incorporated a delay on the pedestrian crossing at peak times to allow vehicles to clear the junction.

#### **Action 27**

**To continue to work with the schools to encourage traffic reduction through the development of School Travel Plans.**

School Travel Plans have now been completed for all schools in Braunton. The actions identified through these School Travel Plans are being implemented in conjunction with the actions from the Braunton Community Travel Plan.

#### **Action 29**

**Boode Road – to set in place a programme of street improvements including lighting, verges and passing places in partnership with the Parish Council and residents.**

A scheme to improve the verges and install new street lighting was completed in 2004.

#### **Action 30b**

**To set up a community sign audit group to review all public signs within the area and make recommendations for changes and ongoing maintenance.**

A signing audit was undertaken and changes were identified and implemented. Further work will be developed under Action 30.

#### **Action 32**

**To provide information to residents of private streets on the legal process for adoption including street lighting.**

Information letters were distributed to residents of these streets in 2004.

#### **Action 34**

**To recommend that the management of Caen Street Car Park by the Parish Council be reviewed following consultation to include residents of nearby streets and with regard to the consequences of on-street parking.**

Pay & Display parking proposals have been implemented by the Parish Council to manage the daytime use of this car park.

### **ACTIONS ONGOING**

#### **Action 1**

**To recognise the importance of local travel between Braunton and Barnstaple and the positive effect that tackling congestion in Barnstaple will bring to the Braunton community.**

The Barnstaple Congestion Plan has been adopted and is being implemented as a core strategy of the Local Transport Plan. Significant elements of this strategy have already been implemented, including the opening of the western bypass, Car Park Variable Message Signs, Automatic Number Plate Recognition system and various bus priority measures. Other elements are due to go ahead this year including the completion of the traffic management changes in The Square and the installation of Variable Message Driver Information Signs. Work will continue over the next few years to develop and implement new congestion reduction measures.

## **Action 2**

**To promote bus priority measures between Barnstaple and Braunton to encourage an increase in this mode of travel.**

Dedicated bus lanes were created on Braunton Road into Barnstaple earlier this year. Work is progressing to develop a Park & Ride site on the Braunton side of town. Work is continuing through the Bus Quality Partnerships to monitor and promote more bus travel.

## **Action 3**

**To support the development of a wider route-management strategy to help control peak Summer flows in Braunton. For example, improved travel information, Bray valley holiday route, Bus partnership with main tourist attractions.**

A route management study was completed in 2005 to cover the A399/A3123 route from Aller Cross to Mullacott Cross, bypassing Barnstaple and Braunton. This study identified priorities for improvement to encourage more use of this route. Some of these improvements have been completed including road widening at Mullacott Industrial estate, major resurfacing works and safety improvements at key locations. Future work has been identified to widen the road in the area of Seven Ash on the A3123 near Combe Martin and to install Driver Information Variable Message Signing at Aller Cross and Mullacott Cross. The driver information VMS can be used with traffic monitoring equipment to divert traffic away from Braunton and Barnstaple in response to situations like large volumes of traffic through Barnstaple and Braunton or in response to emergencies like traffic accidents, broken down vehicles or a closure of the downstream bridge. The A399 Route Management Study will be used to target funding for this route as a long term aim.

## **Action 7**

**To investigate and prioritise requests for disabled access improvements with the help of Braunton Disabled Access Group.**

Work has continued with the Braunton Disabled Access Group to identify and implement minor disabled access improvements in the village, including dropped crossings, ramps and handrails. This work will continue in future years.

## **Action 8**

**To work with schools on walking routes in conjunction with 3 schools' travel plans.**

School Travel Plans have identified key walking routes to schools. Work has been undertaken on Wrafton Road to improve footways, at Chivenor Cross to improve the crossing point and along the Tarka Trail. Improvements this year include pedestrian crossings on Exeter Road and Challoners Road. Further work is planned for the Tarka Trail and to assist with School Travel Plans.

## **Action 10**

**To prioritise requests for improved bus waiting facilities in partnership with the bus company and the Parish Council. Support new shelters where appropriate.**

New shelters have been provided at Homer Road, Chivenor and Exeter Road. Further work will be identified and prioritised.

## **Actions 11 and 12**

**To support services to key destinations, e.g. the Hospital, the Railway Station, North Devon College and Barnstaple Town Centre. Devon County Council will do this by seeking to improve information, reliability and service level through the Transport Co-ordination Service and to increase bus priority measures at congestion spots in Barnstaple.**

Work has been undertaken to improve bus priority around Barnstaple and support reliable journeys to key destinations. These works to date have included dedicated bus lanes along Braunton Road, Belle Meadow and along Taw Vale onto The Square. Bus gates have been

provided to serve the railway station and Sticklepath and also Rose Lane and Whiddon Valley. Bus priority measures have been installed at The Square to allow buses to turn right towards the Bus Station. Work will continue to develop bus priority measures and to promote initiatives like real time bus information and new Park & Ride facilities.

#### **Action 17**

**To work with partners on a Safe Cycling Campaign in Braunton, including Driver and Rider Education and identify safe routes to overcome pinch points.**

Work being undertaken through the School Travel Plan process and through work by the Road Safety Team.

#### **Action 18**

**To tackle inappropriate traffic speed by suitable traffic calming measures where supported by residents of the following streets. South Street, Hills View and Church Street.**

Traffic Calming proposals have been consulted on and limited traffic calming measures were agreed with residents for Hills View. Future consultation work on traffic calming and traffic management is planned for South Street with any agreed measures being funded by developer contributions.

#### **Action 23**

**To identify for phased introduction a programme of 20mph zones in specific residential areas.**

Existing 20mph restrictions have been extended to include Hills View, East Street and Heanton Street. Further areas have been identified subject to funding.

#### **Action 26**

**To consult further on traffic management and calming in Church Street including a review of parking.**

A consultation on traffic management measures within the street has been undertaken. Parking restrictions were not supported and an experimental width restriction trial has been carried. We have recently resurveyed the residents of the street to determine whether permanent restrictions are supported and to consider new traffic calming.

#### **Action 29b**

**Safety defects identified by residents to be made safe as soon as possible. (Devon County Council policy is for defined safety defects to be made safe within 24 hours on main roads and 7 days on minor roads).**

Work is continuing to achieve target response times for reported safety defects.

#### **Action 30**

**To improve the quality of public signing and reduce sign clutter by working with the community to identify key locations for signing, by better maintenance and by identifying and removing unnecessary signs.**

A signing survey was undertaken and some changes have been made. Further work is needed. A proposal has been made to reduce signing clutter along the highway adjacent to the Braunton Burrows Biosphere. This will be reviewed.

#### **Action 31**

**To prioritise action on flooding and drainage problems in accordance with the current County Council policy.**

Some improvements have already been identified and implemented including tidal flaps on the river, a replaced problem drain St Brannocks Well Close and the provision of an additional drain at Mill Stile/First Field Lane. Further work to be identified.

**Action 33**

**To continue to give high priority to effective highway maintenance work throughout the area, with priority given to main roads and footpaths where most benefit will accrue.**

Over the last three years highway maintenance improvements have been carried out within the community including; Resurfacing of Saunton Road in 2005. Footpath resurfacing schemes from Braunton to Coril Head and through Knowle in 2006, Footpaths works in parts of Exeter Road 2006/07 and repaving/footpath works in Caen Street in 2007. Retaining wall works in Frog Lane last year, Resurfacing works through Knowle and from Braunton to Saunton in 2007/2008.

Future works to be identified.

**FUTURE ACTIONS****Action 21**

**To review waiting restrictions in partnership with the police and traffic wardens and inform the community about the process of Traffic Regulation Orders.**

On hold pending the introduction of civil parking enforcement.

**Action 25**

**To consult in detail on possible measures to reduce through traffic in South Street.**

Future consultation work on traffic calming and traffic management is planned for South Street with any agreed measures being funded by developer contributions.

**Action 35**

**The County Council and its partners, including schools, to work to agree priorities for enforcement and Traffic Regulation Order changes.**

On hold pending the introduction of civil parking enforcement and the possible knock on effects of charging in the Caen Street car park.

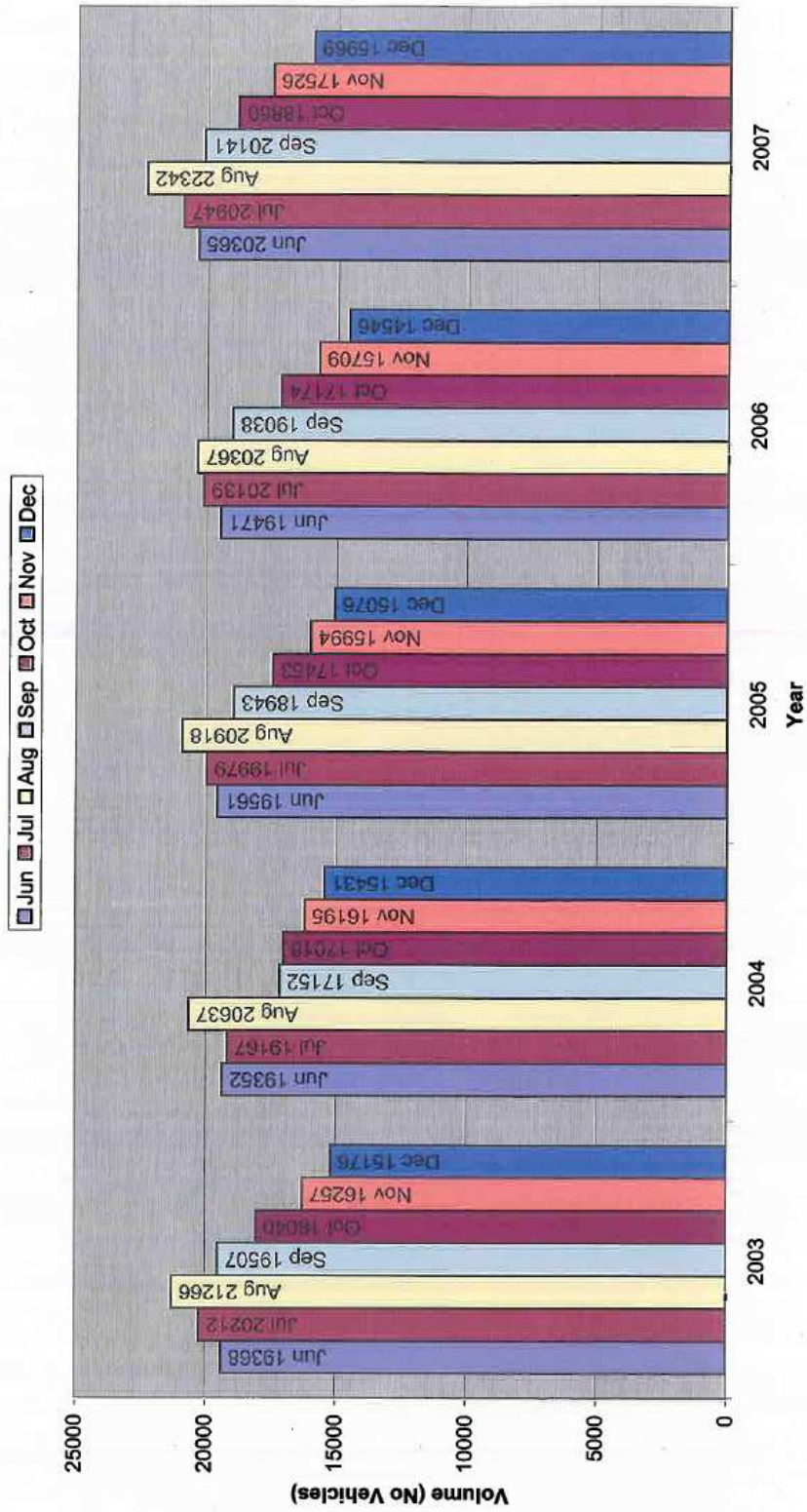
**Action 36**

**To investigate whether there is adequate car parking provision within the village.**

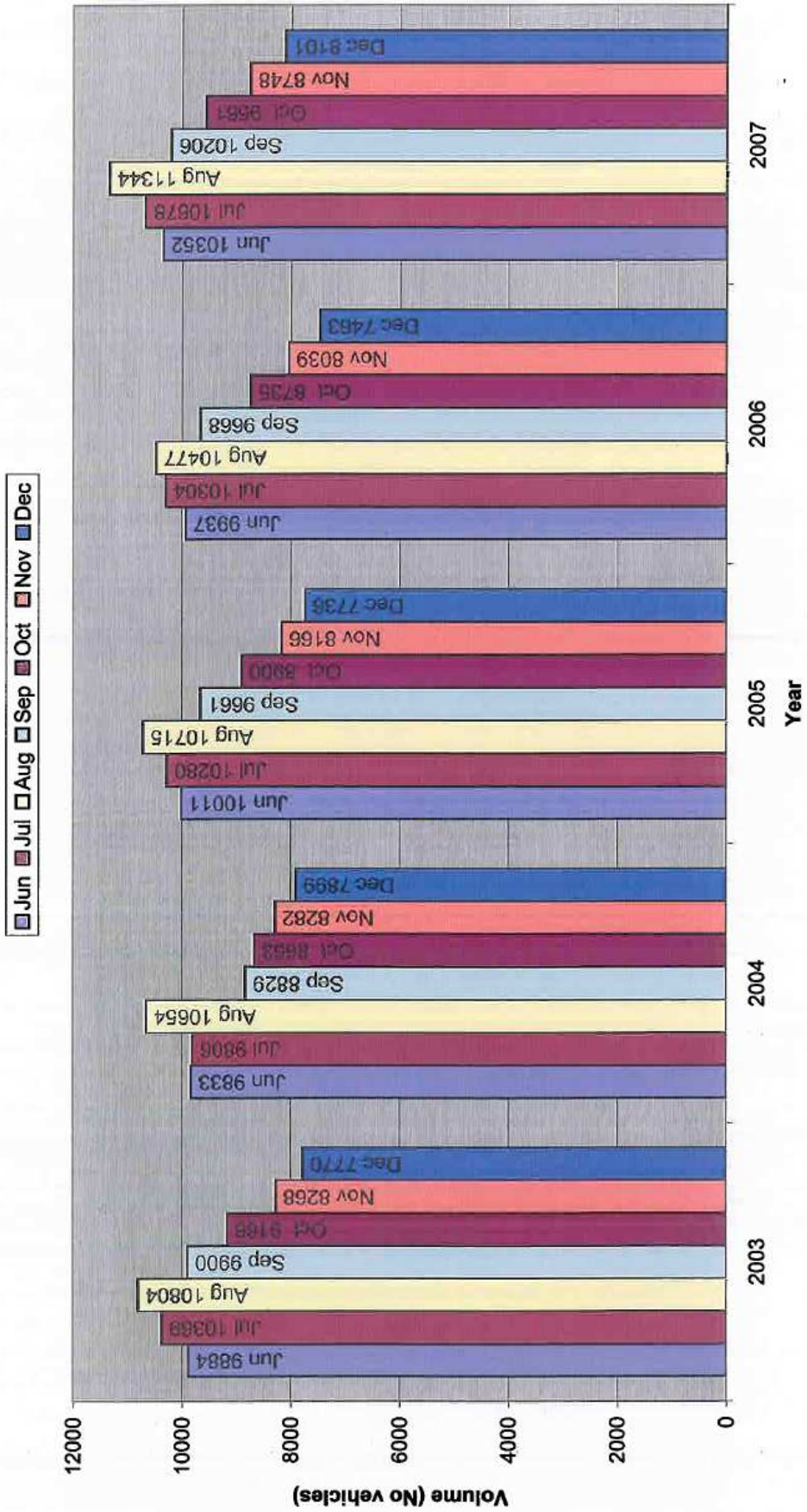
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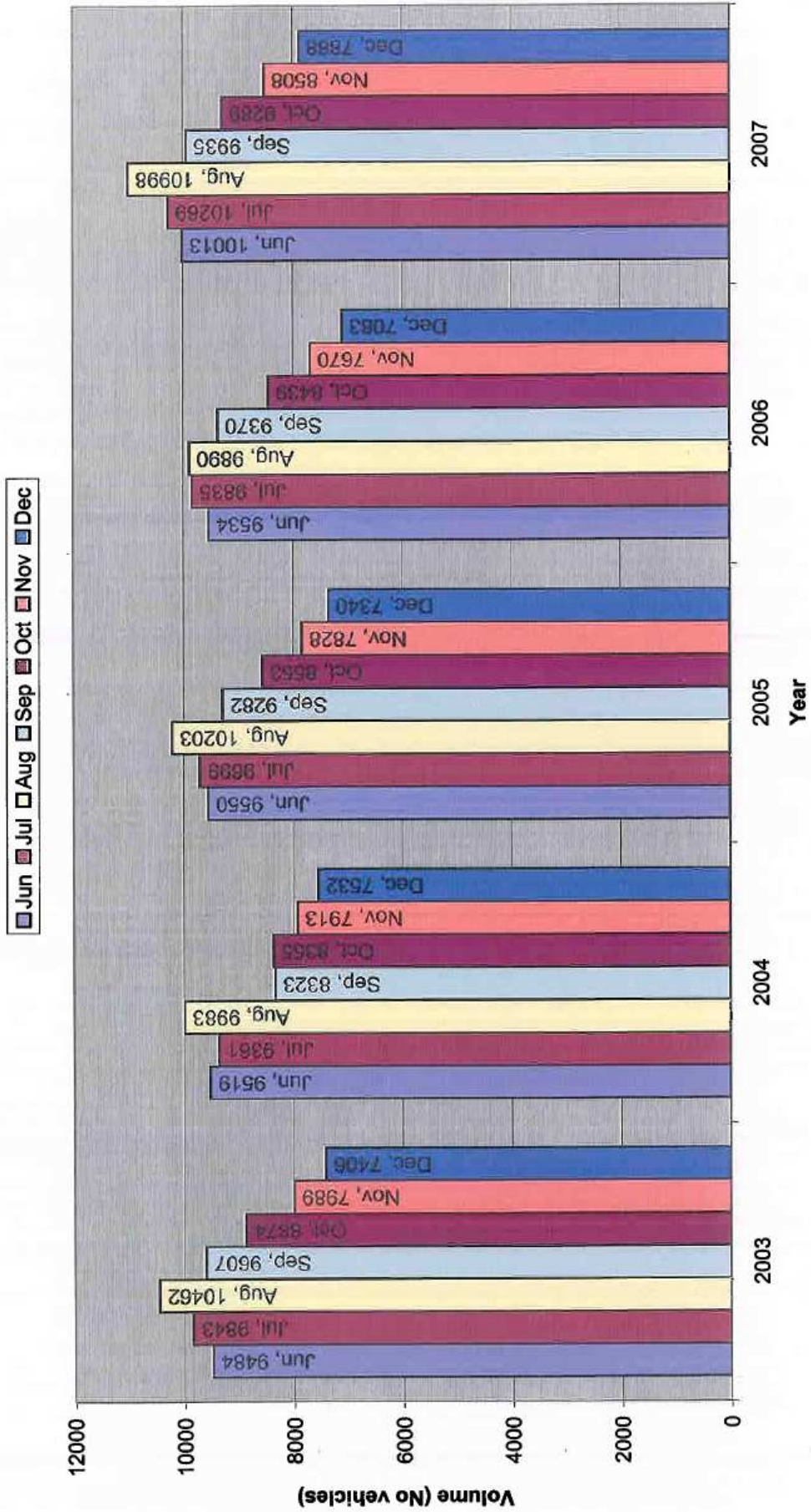
**CHART A: - A361 Total Average Daily Traffic Volumes (Both Directions)  
(by year for the period June to December)**



**CHART B: - Average Daily Volumes Westbound Traffic (A361 Barnstaple to Braunton)  
(by year for the period June to October)**



**CHART C: - Average Daily Volumes Eastbound Traffic (A361 Braunton to Barnstaple)  
(by year for the period June to October)**



**CHART D: - A361 Total Volumes  
(by year for the period June to December)**

