

## Totnes Experimental Traffic Order

### Appendix I : Details of Totnes Town Council Consultation.

In March 2012, a proposal to introduce an Experimental Right Turn Ban from High Street into Plymouth Road was postponed in order to allow Totnes Town Council make their views clear on ways to reduce illegal through traffic. The matter was raised at the South Hams HATOC on Friday 20<sup>th</sup> April 2012 under Standing Order 23(2).

The Town Council engaged with local groups and a number of alternative proposals were discussed. Several of the options suggested were assessed and could not be supported by the County Council. These are detailed below :-

- **Restrict Access to “The Narrows” and Reversal of Flow on Castle Street**

There are several reasons why this would not be acceptable to the Highway Authority but the main ones relate to the concerns for the residents of Belmont Terrace, Priory Hill etc over traffic diverting along these very narrow roads and the increased likelihood of damage to Northgate Arch and the retaining walls alongside the middle part of Castle Street. Traffic would access the A385 at the existing junction opposite the Station Access road adding to the congestion on Station Road.

- **Restrict Access to Upper Fore Street and High Street**

This would be a form of partial pedestrianisation and require a barrier and access control system to be in place. Rising bollard systems have been used in other towns across the UK to achieve this. Unfortunately, the bollards require a large pit over 2 metres deep for the pumping system and for them to drop into. On Fore Street Totnes there is no room to achieve this due to a large main sewer which take up most of the road width. Other forms of access control were also explored but were not considered sustainable as they would need to be manually operated. Unlike other towns, very few properties, either residential or commercial have rear access for deliveries so access along Fore Street and High Street will always be required.

- **Automatic Number Plate Enforcement Cameras**

This is not currently a Home Office approved application of the technology outside of London apart from in Bus Lanes. The requirement for Devon County Council to take up additional powers along with the large setup and running costs involved would preclude this as an option in the foreseeable future.

- **Restrict Access from the A385 through Bridgetown**

It was considered that might be the topic of another dialogue with Bridgetown Residents as this could potentially inconvenience them the most. This option only has the potential to divert a small percentage of traffic currently using Fore St and High St illegally.

- **Do Nothing**

DCC has a Statutory Duty under the Road Traffic Act 1988 to act now that it has identified that casualties are occurring. Doing nothing is therefore not an option.

The three remaining options are :-

**1a – Experimental Right Turn Ban from High Street (the Narrows) into Plymouth Road (Engineered).** This option would see a temporarily engineered Right Turn Ban introduced making the route from The Plains through to the Plymouth Road Traffic Signals impossible for most vehicles

**1b – Experimental Right Turn Ban from High Street (The Narrows) into Plymouth Road (Signed only).** As Option 1a but signed only.

**2 – Experimental reversal of traffic flow on Station Road.** This option would reverse the flow of traffic on Station Rd and Lower Fore St presenting drivers wishing to access the Plymouth Rd signals with the option of using either the Southern Area Access Rd (St Katherines Way) or the Coronation Rd Roundabout. Vehicle tracking has been undertaken at the junction which indicated that a 10m long Rigid Lorry would be able to negotiate the right turn from Station Road into Upper Fore Street at the “King Bill” Corner. Kerbing works and removal of street furniture would be required to achieve this.

#### Totnes Town Council Consultation :-

Totnes Town Council undertook a consultation in May and June 2012.

The following question was asked.

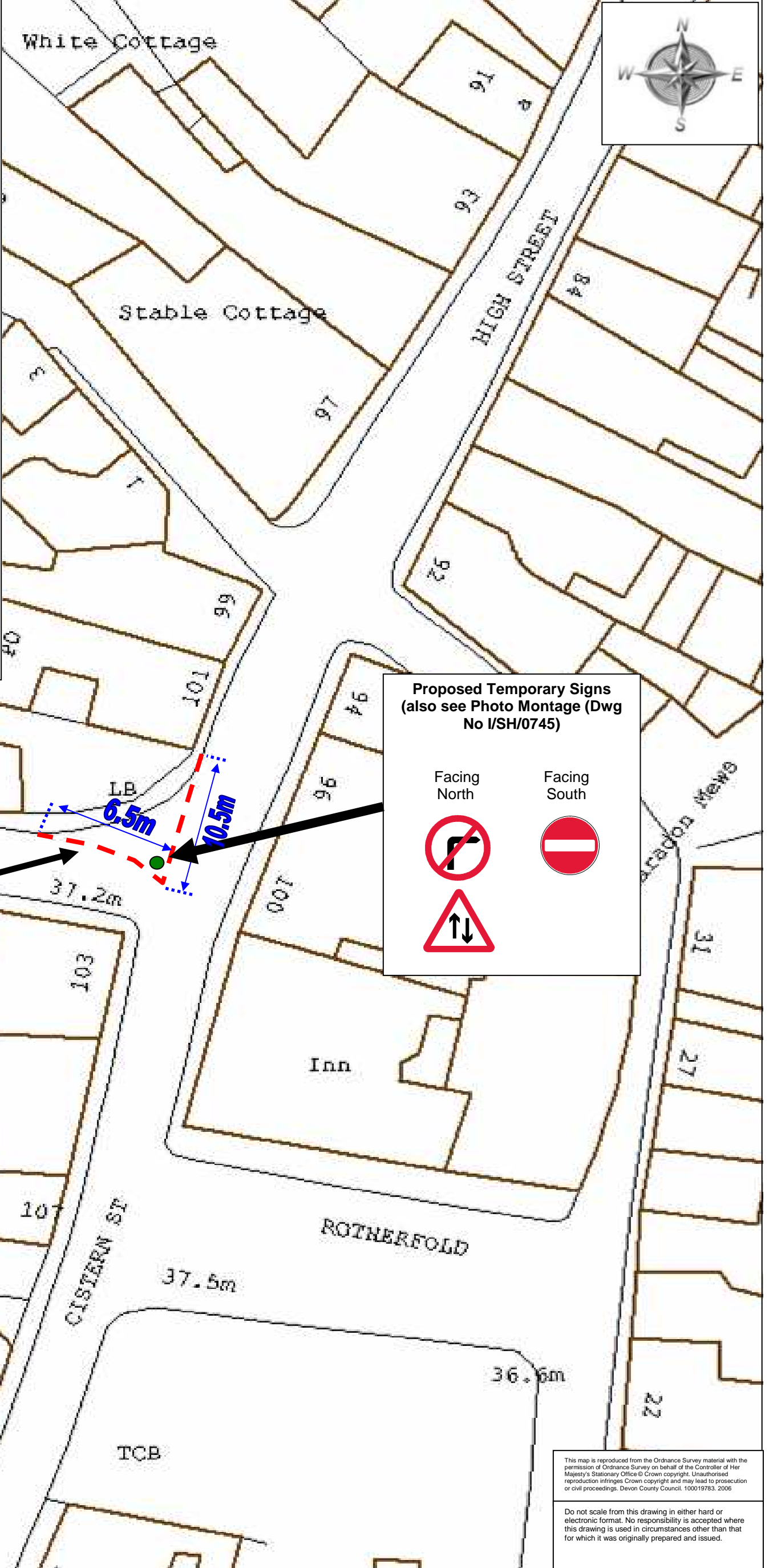
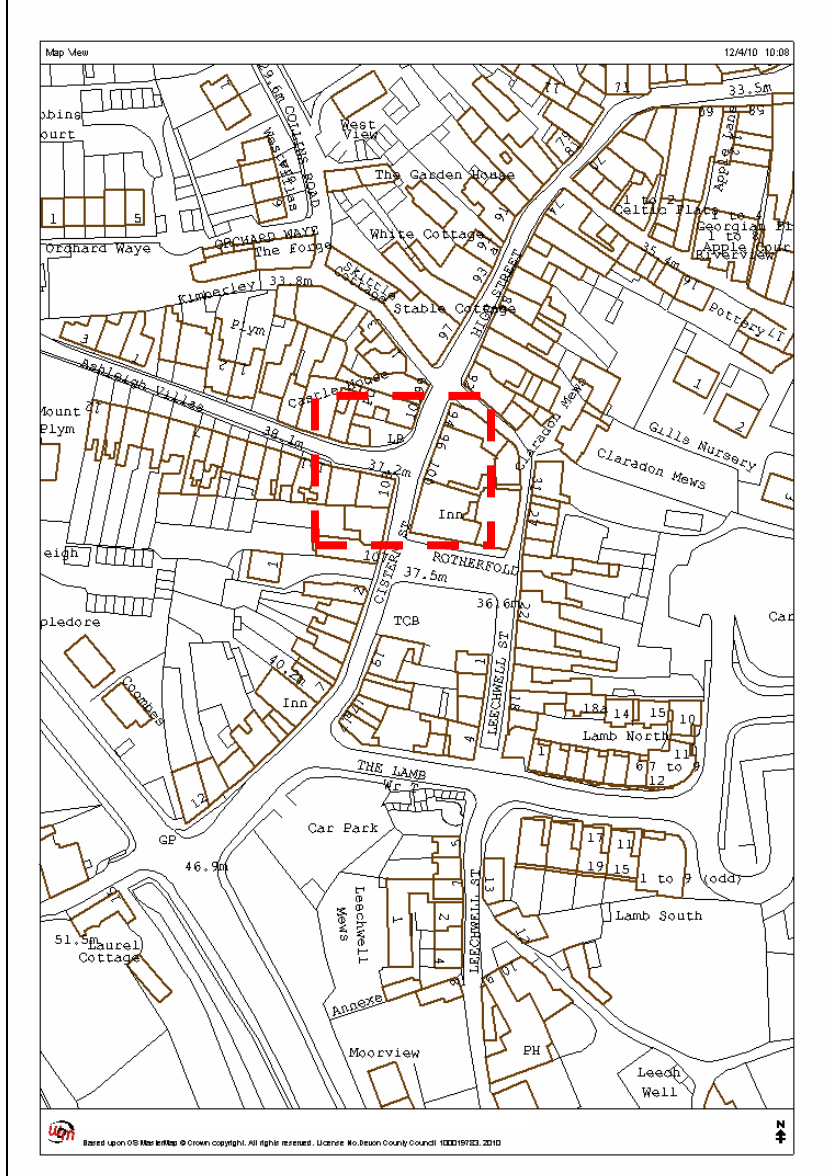
**Do you agree that the experimental traffic order should be implemented to ban all traffic, except cyclists and community buses, from turning right into Plymouth Road at the top of High Street? Respondents were asked for a Yes or No answer only.**

This in effect asked for a yes or no response to implementation of Option 1b, which, whilst easily implemented, has the disadvantage of relying on signing only, an approach which is already seen to be ineffective on Fore Street and High Street.

The numbers responding to the consultation were impressive as a percentage of the population of the town. However, as respondents were only asked to enter a postcode, there is no way of verifying that most responses were from Totnes residents or to ensure that only one vote was recorded from each respondent. The results of the consultation were as follows:-

	Yes	No	Incomplete Vote	Total Votes
Paper vote	<b>45</b>	<b>169</b>	<b>6</b>	<b>219</b>
Online vote	<b>166</b>	<b>209</b>	<b>90</b>	<b>465</b>
Total	<b>211</b>	<b>378</b>	<b>96</b>	<b>685</b>
% of vote	<b>31%</b>	<b>55%</b>	<b>14%</b>	<b>100%</b>

Devon County Council expressed concern that the consultation only considered a single proposal and that many of the responses could not be attributed to single individuals or organisations. Discussions with Town Councillors then took place and it was agreed that the remaining three options should be prepared for public consultation and that this should be undertaken by the County Council with names and addresses of respondents required



**Proposed Temporary Signs**  
(also see Photo Montage (Dwg No I/SH/0745))

Facing North	Facing South



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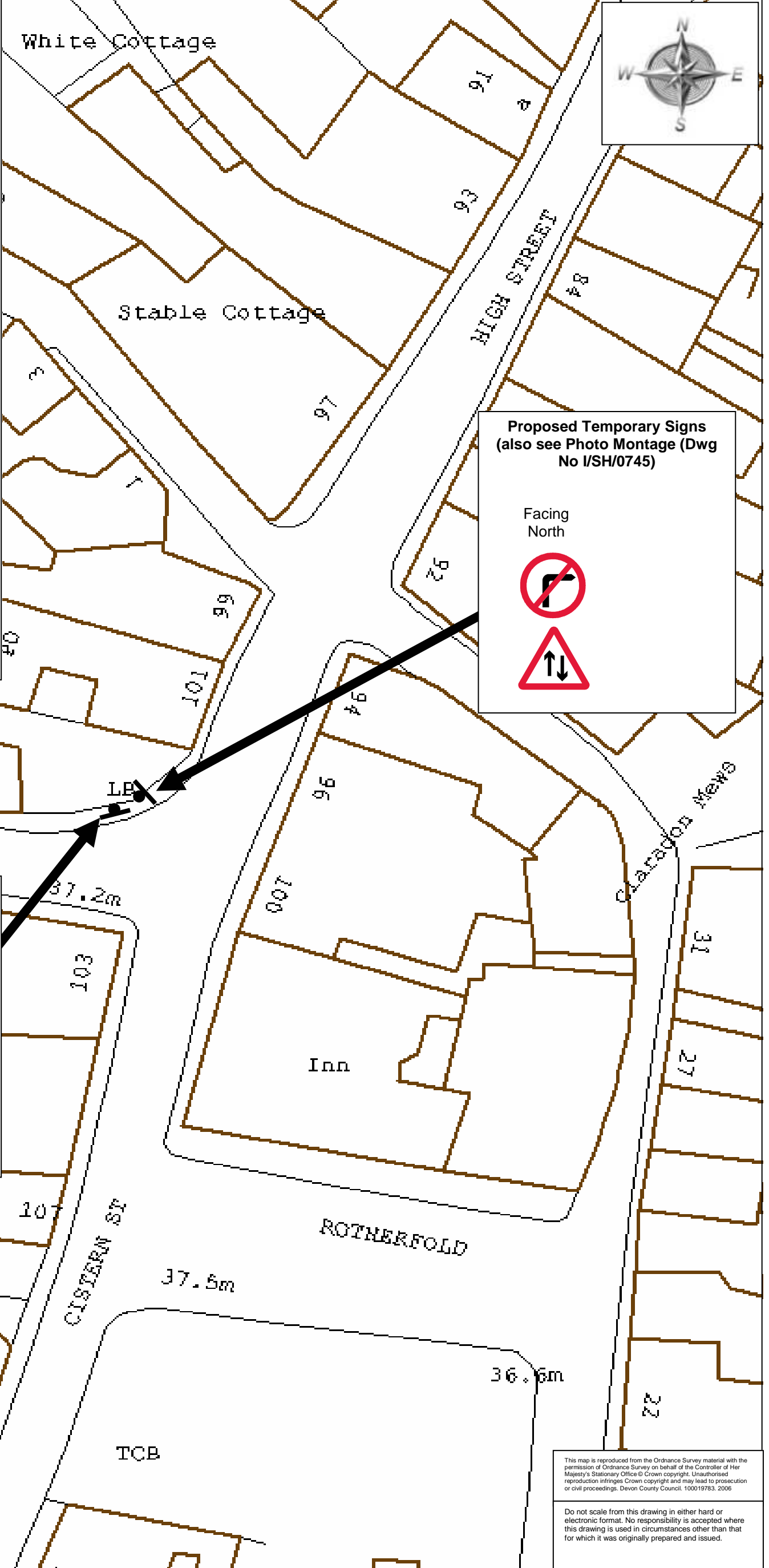
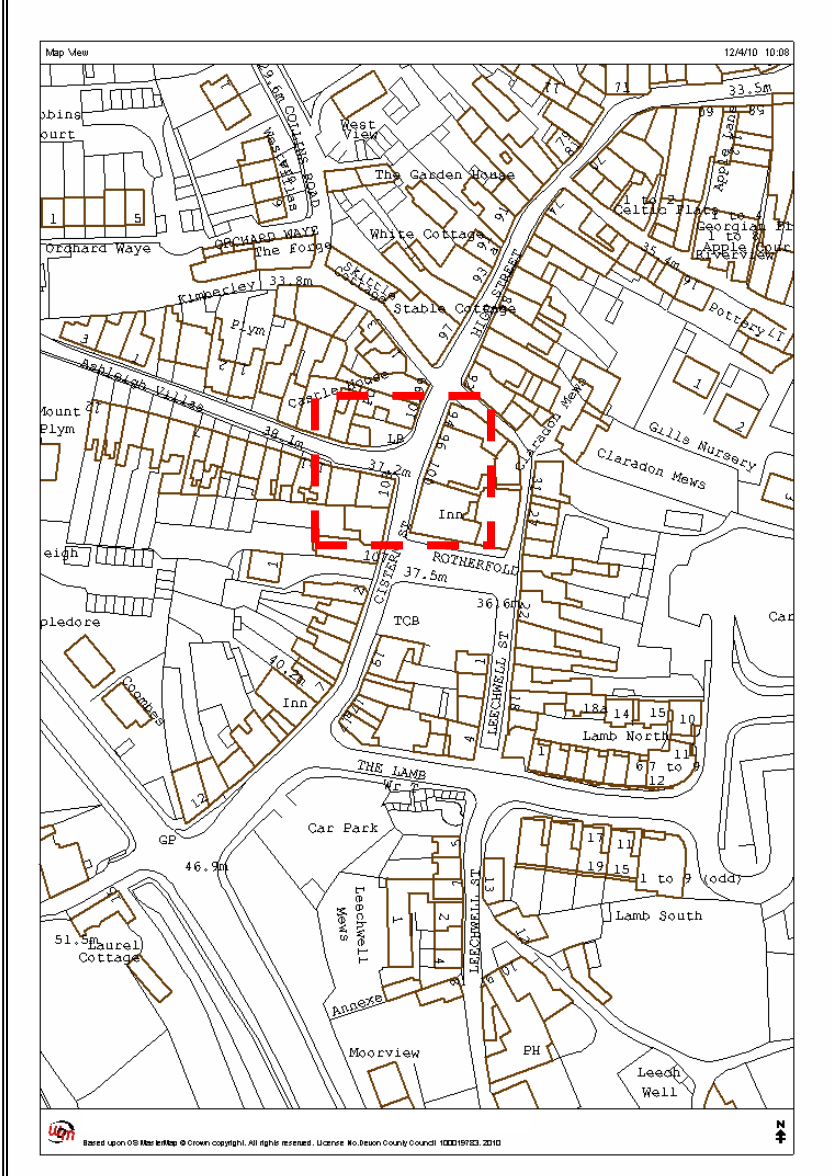
**Lester Wilmington**  
Head of Highways Management  
Devon County Council  
Devon House  
Brunel Road  
Newton Abbot Tel: 0845 155 1004  
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380199

JOB  
Totnes Traffic Management and Environmental Improvements

DRAWING TITLE  
High Street/Plymouth Road Junction  
Experimental Right Turn Ban  
**OPTION – 1a**  
**ENGINEERED OPTION**

No.	Date	Revisions

Designer	NO	Date	18 Sept 12
Drawn	NO	Checked	MJ
Scale(s)	N/A		
Drawing No.			



**Proposed Temporary Signs  
(also see Photo Montage (Dwg No I/SH/0745))**

Facing North

**Proposed Temporary Signs  
(also see Photo Montage (Dwg No I/SH/0745))**

Facing South

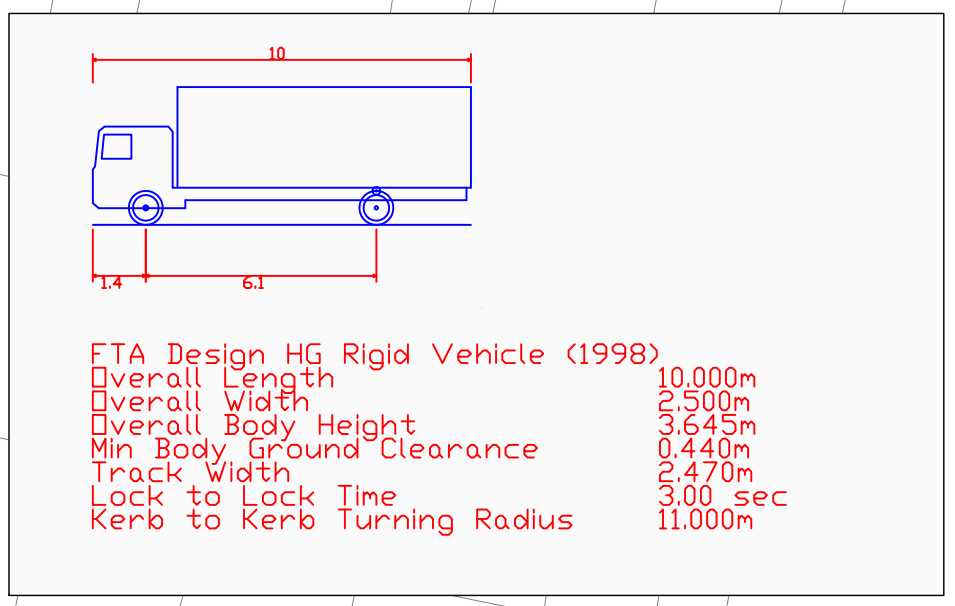
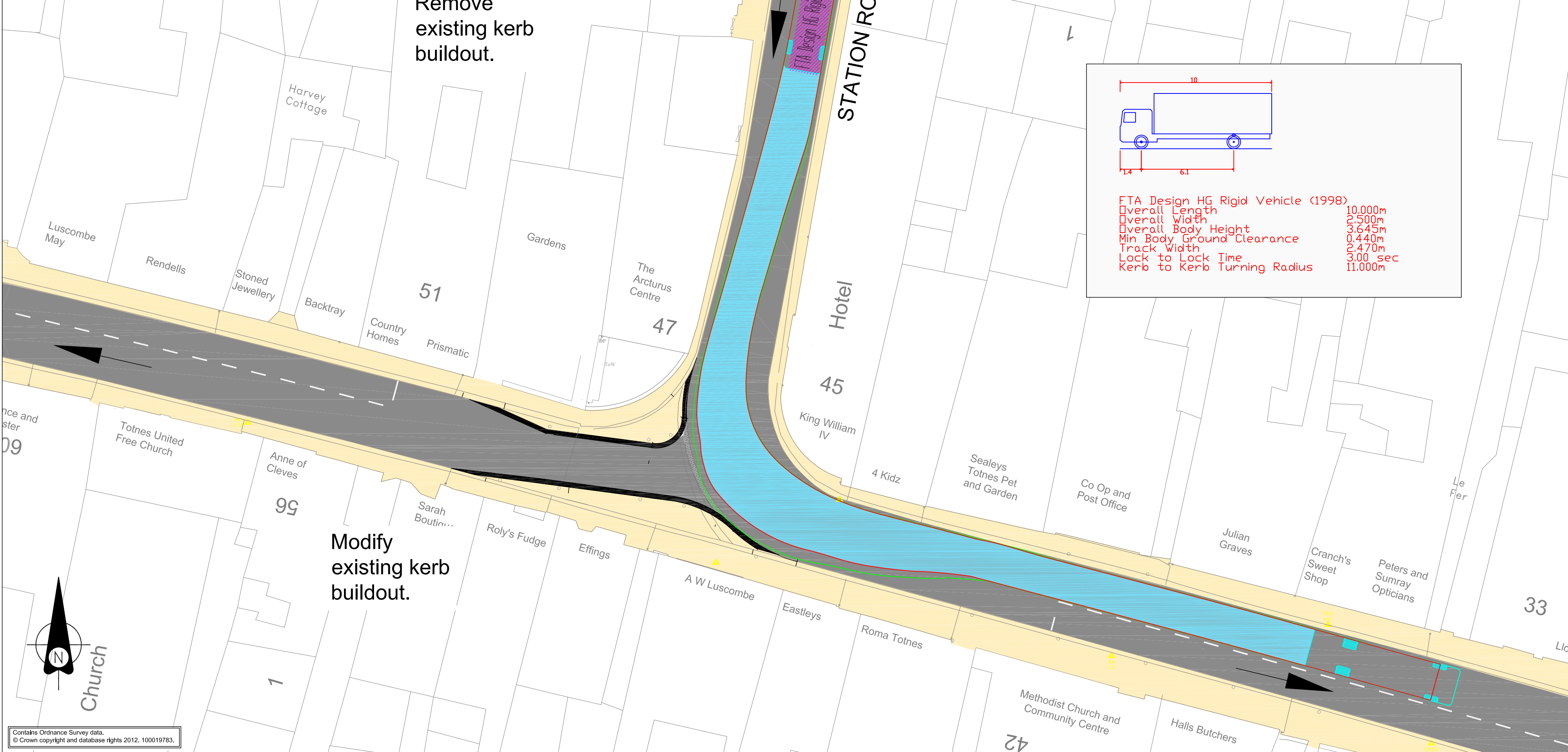
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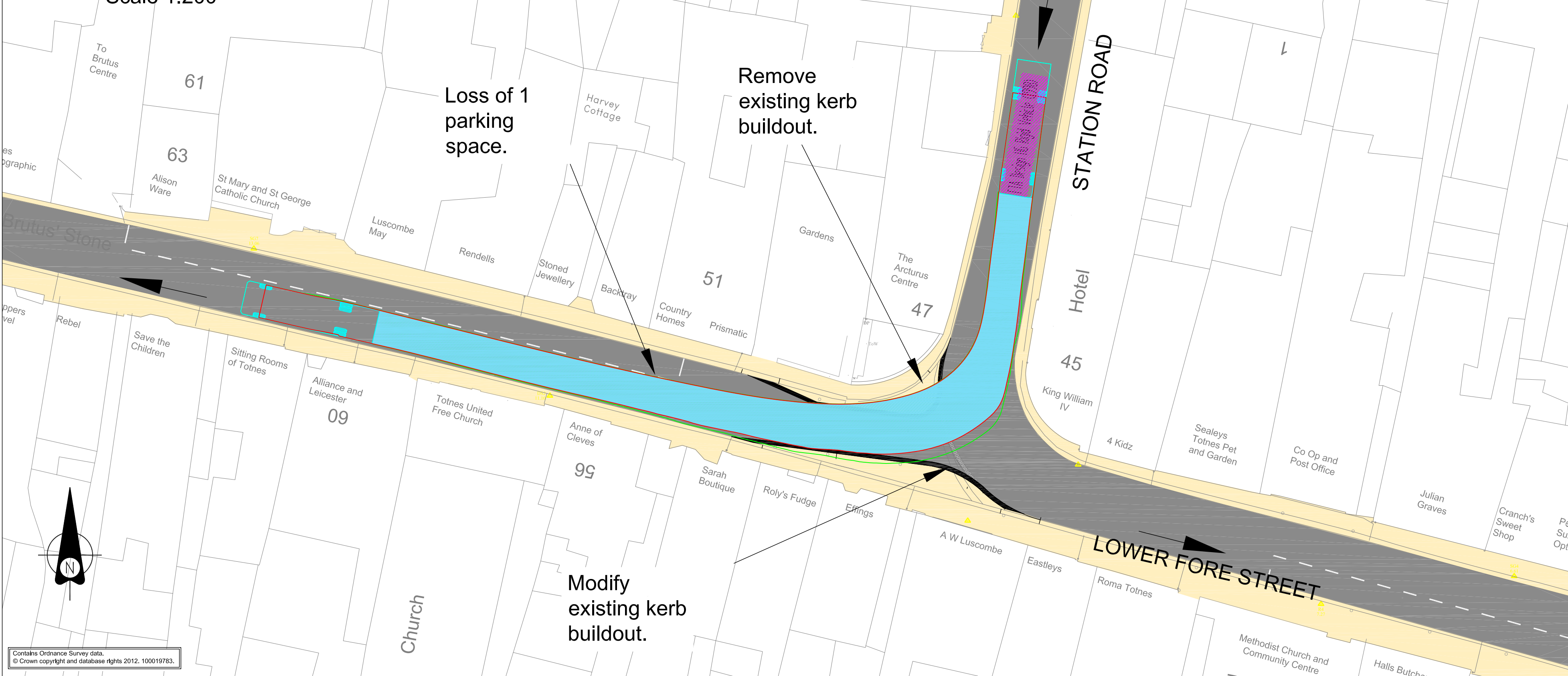
<p><b>Lester Wilmington</b> Head of Highways Management</p> <p>Devon County Council Devon House Brunel Road Newton Abbot Tel: 0845 155 1004 TQA12 4PB Fax: 01392 380199</p>	<p>JOB</p> <p>Totnes Traffic Management and Environmental Improvements</p>	<p>DRAWING TITLE</p> <p><b>OPTION – 1b</b> High Street/Plymouth Road Junction Experimental Right Turn Ban <b>SIGNED ONLY OPTION</b></p>	No.	Date	Revisions	Designer NO	Date 18 Sept 12
			Drawn NO	Checked MJ	Scale(s) N/A		
			Drawing No.				



**Left Turn into Fore Street**  
Scale 1:200



**Right Turn into Fore Street**  
Scale 1:200



**OPTION 2 : REVERSAL OF FLOW ON STATION ROAD AND LOWER FORE STREET**

This option would prevent drivers from travelling directly from The Plains Roundabout to the Plymouth Road Signals via Fore Street and High Street but still allow legitimate access to properties and businesses via the Coronation Rd Roundabout.

The measure would also prevent drivers from using Fore Street and Station Rd as a short cut to access the Coronation Rd Roundabout. The traffic survey in December 2011 indicated that a significant number of drivers might be doing this.

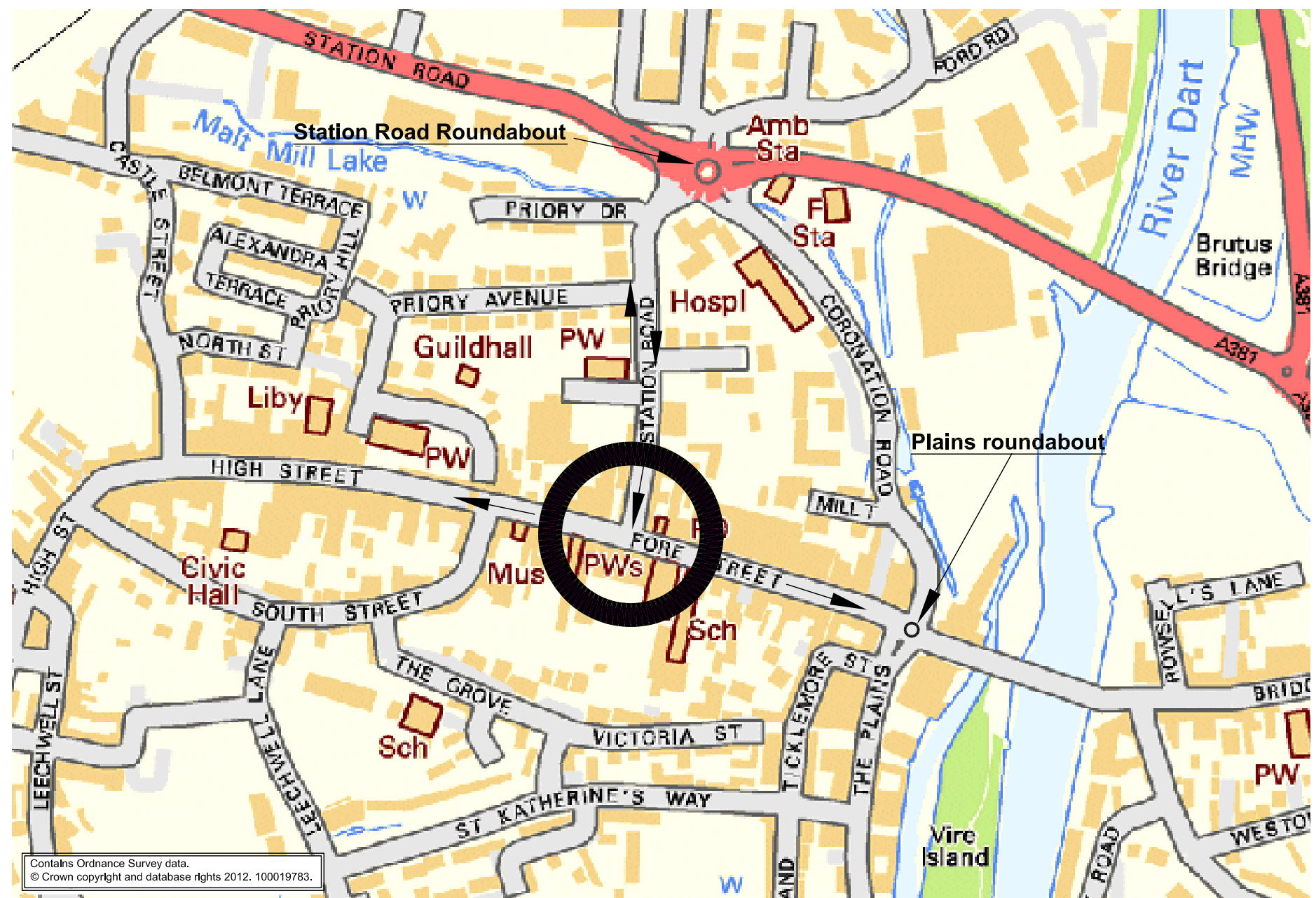
Large Articulated HGV's would not be able to access Fore St via Station road. The vehicle tracks on the drawings show how the largest possible vehicle, a 10 metre long Large Rigid HGV, could negotiate the "King Bill" corner. Most deliveries on Fore Street and High Street use smaller vehicles than this.

Removal of some of the pavement outside the Arcturus Centre would be required along with removal of one parking space on Upper Fore Street.

This option could be introduced experimentally for a period of up to 18 months over which time its effects could be fully evaluated. If at the end of the consultation it is decided that the experiment has not worked then the current layout would be re-established.



View of lower Fore Street from the Plains Roundabout



Location Plan

**Engineering Design Group**

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EX2 4QD

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JOB

**FORE STREET AND HIGH STREET  
TOTNES  
TRAFFIC MANAGEMENT PROPOSALS**

DRAWING TITLE

**OPTION 2: REVERSAL OF FLOW ON  
STATION ROAD AND LOWER FORE STREET**

No.	Date	Revisions

Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.

designer	RKS	date	September 2012
drawn	FH	reviewed	RR
scale(s)	As shown		
drawing number			<b>A1</b>

R:\EATS\Sec1\_L12\Area South Schemes\Fore Street Totnes AS 20\Acad\Display Scheme with Tracks\_networks\_12 - 31/10/2012 15:52:30 - Layout1 - jama.dellier



## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5QT	Option 2	The no right turn would force people to turn right at the very busy junction with the by-pass and this would cause traffic jams and accidents; please don't do this. The reversal option is great, however you need to be aware that some larger vehicles will have problems turning left at the King William pub; there's limited turning space. As a Bridgetown resident, I am happy to discuss the option of changing the junction off the A385. Thank you for doing something to reduce traffic in Fore St & High St.!
TQ9 5FQ	Option 2	I think Option 1a is also a good option. Bob the bus could do an alternative route by reversing the journey. Its route is not very direct, anyway, and the people who uses this transport (which I do sometimes) understands that the route it takes is long anyway. There are alternative routes that Bob the bus could consider, in any case. Thanks for considering our opinion.
TQ9 5An	Option 2	I believe that the long term solution to create a vibrant, economically sustainable high street in Totnes is pedestrianisation. However a very positive first step will be to remove rat running traffic. Reversing the flow of traffic on Station Road will, in my opinion, be the best way of achieving this aim. Thank you for taking the time to ask residents their opinion.
TQ9 5JB	Option 2	For experimental period only. Consider how to maintain/improve safe pedestrian access along Station Rd. which will become busier. Consider need for bollard(s) to protect King Bill pub and pavement at Arcturus Centre.
TQ9 5BD	Option 2	
TQ9 7LB	Option 2	Against anything which will encourage any more traffic from turning right (north) at top of Cistern St into Western by Pass (A381) as this is already a seriously dangerous maneuver.
TQ9 5QB	Option 2	
Tq96nd	Option 2	Option 2 and option 1a would be my preferred solutions although I would prefer all parking spaces to be removed from high street and pedestrian only with barrier system by the plains roundabout. It is very dangerous on the high street at present with drivers traveling sometimes far in excess of 30mph with no legal reason to be there.
tq9 5pf	Option 1b	we require vehicle access to our property. the black gates as shown in your pics. therefore an engineered option is not available as it will deprive us of the use of our property. all the above options will involve expenditure that we thought the councils did not have. enforce the 'access only' signage that is in place
TQ9 5AZ	Option 2	We also own and run the Tangerine Tree Cafe 50 High street Totnes Tq9 5SQ. Out of all the proposals that have been suggested regarding Traffic Calming measures this one seems the most viable from both a residents and traders perspective.
TQ9 5NJ	Option 1b	Option 1(b) needs a painted sign on the road saying "AHEAD ONLY". Why is this shown on your plan for 1(a) and not 1(b)? Your presentation of the options seems unfairly biased.
TQ9 5LW	Option 2	I'm not sure any of these options will stop many people from cutting up the high street, however I feel reversing the flow of traffic will be more effective than the no right turn.
TQ9 5BD	Option 2	too many cars, all going too fast!
TQ9 5PD	Option 1b	(I also own 81 High Street!) I do appreciate the whole issue of the main road thru Totnes is of concern, but I also believe far more could and should, have been done in slowing traffic down thru the town....proper speed humps, speed checks, giving parking attendants more authority to keep traffic moving...as well as ticketing. What happens to Collins road when you ban the right turn into Plymouth road!? I live and need access to Castle Court 24/7. It is also vital that emergency services have the same access. We already have major problems in getting bigger than usual vehicles, close to our properties....eg:builders, removal companies, delivery companies utility companies. I also fear that by slowing up or diverting the traffic more than one should, we in Castle Court, would also face more illegal parkers (Please remember if someone parks illegally in Castle Court....THERE IS NOTHING THE RESIDENTS CAN DO!!!) Please remember I along with many other folks, pay council tax on properties and businesses which will be affected....consider our thoughts please!!
TQ9 5NN	Option 2	None are practical. Rat runners most dangerous 7-10am & 4-6pm. Traded 39 years, experienced all schemes. Number plate recognition (average speed)cameras would have been cheaper than all the highway alterations we have endured in recent times.
TQ9 5SN	Option 1a	The current situation is intolerable - I personally support trying this out, as someone who both retails and lives in The Narrows.

## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ13 7DS	Option 1a	
TQ9 5YH	Option 1a	As a user of the Rainbow Nursery on Fore Street, the proposals may present a challenge in pick-up / drop-off of pre-school children, and onward access to work. There is no vehicular access / parking from Victoria St (behind the Mansion / nursery building) meaning users must use Fore Street. Both options would cause more delays in dropping off children and going on to work (driving in circles!). Whichever option is preferred, recommend also closing High Street to traffic on weekends, and providing short stay parking on Fore Street or Victoria street for week day Nursery school users
TQ9 6HE	Option 2	I think either 2 or 1a would be OK but 2 really does stop cars using Fore st/ High st as any sort of rat run while still allowing access. I agree that 1b may well not work
TQ9 5LR	Option 2	
TQ9 5ND	Option 2	It seems to me there is very little detail on the so called accidents that have happened. From what I can see on the accidents are at or near the speed ramps on the high st. When I have had to drive you the high st. quite often people walk out into the road with out looking as they think that they are on a pavement. I think that his should be looked at as well. I don't think that a no right turn onto the plymouth road will help as traffic will be forced to join/turn right on a busy and dangerous junction at the top of the Lamb, not good at all Ultimately the town must look at predestination, only delivery's and Bob the bus on the high st...
TQ9 7UF	Option 2	I would much prefer that Fore Street and High Street were pedestrianised. Only in this way can the pollution and accidents be prevented. But if this is impossible why can you not ensure that the law is obeyed? I have never seen a police officer enforcing the law on High St. Surely CCTV or other modern technology could be used to stop rat runners?
TQ9 5FD	Option 2	
tq9 5bp	Option 2	I would like to see further widening of the pavement in fore street and high street
TQ9 5SP	Option 2	Option 1 (either version) would be sheer madness. I observe traffic from my premissis each day on the junction of The Lamb and Cistern Street and already there are significant traffic issues in this area. Option 1 changes as proposed would create chaos at this junction, not to mention increasing the use of the near suicidal right turn onto the Western Bypass at the top of Cistern Street (which even in light traffic conditions is extremely hazardous, thus likely increasing accidents here above those currently being attempted to remedy). Be in no doubt, based upon my knowledge of the Cistern Street area, any change to the right turn into Plymouth Road would bring severe and ongoing traffic issues to the top of town (to the detriment of the town as a whole). It is actually worth noting that option 1 uduly penalises those with a valid reason for using the High Street-Plymouth Road junction (i.e. trade, shoppers, residents of South Street, etc).
TQ9 5HE	Option 1a	1a is a realistic control measure although rat runners will quickly clog up the junction with Western Bypass and tail back will make exit into Cistern St very difficult. 1b is neither fish nor fowl and requires support from traffic cameras and penalties to make drivers honour the no-right turn. 2 is not a bad idea for traffic but dodgy for pedestrians-many of whom are visitors- and could be perplexed about traffic approaching them in Fore St and then behind them in High St. I also doubt whether pedestrians will safely cross Station Rd by the King Bill unless there is a crossing and wider pavement on the west side of Station Rd. Also there will almost certainly be lorries longer than 30 ft attempting to turn and there wing mirrors (already a danger to pedestrians) will sweep the pavement by Luscombes.
TQ9 7RY	Option 2	
TQ9 5LH	Option 2	Very sensible.
TQ95DA	Option 2	My preference would be both a reversal of traffic flow and a right turn ban at the narrow, but my first choice would be the reversal. I have been hit by a van and a lorry on fore st, and my children risk their lives everyday walking up this high street. Ideally we should have an allotted delivery time for trucks and lorries in the morning and ban access completely, however difficult this would be, it would increase revenue for shops because people wouldn't be fearing for their lives. Thankyou.
TQ9 5LN	Option 2	This is the by far the better scheme. This should stop fast cars going up through the high street. I really don't like the other scheme
TQ3 1NL	Option 2	Turning right onto main road is a dangerous option.

## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5LX	Option 2	Option 1a 1b would still involve a lot of traffic coming up into Cistern St and attempting to turn Right onto Kingsbridge Rd at the top which is not safe. May also encourage U turns in Rotherfold
TQ9 5HW	Option 1a	Re: Option 2: I have already commented but these are additional comments. The reversal of the one way flow in Station Road could involve large articulated lorries getting stuck at the junction with Fore Street. Sat navs seem to advise many Morrison lorries to come up Station Road and some artics have been stuck in Fore Street. No doubt these would now get stuck at the aforesaid junction. I fear also that the current rat-running up Fore Street would merely be transferred to Station Road and as a resident this is unacceptable. Please remove Option 2 from your proposals. All this was communicated to your rep at the Civic Hall today. My comments are in relation to option 2. Why is it that no consultation has been held with the residents of Station Road, Ptiory Drive and Avenue and Manor Way. Other areas affected by this proposal have had prior consultation but not the above streets. Option 2 would increase traffic up Station Road and simply move the rat running via Fore Street to Coronation Road and Fore Street/ High Street thus no advantage to your plan to reduce through traffic. Some delivery vehicles probably drop off in more than one location in
TQ9 5HN	Option 1a	Thank you for doing this! Much appreciated.
TQ9 7DY	Option 2	This option seems to me to be most likely to restrict traffic into Fore Street to those who actually want to stop there.
TQ10 9LZ	Option 2	Option 2 offers the only way absolutely to prevent through traffic from the Plains up Fore Street and High Street, while maintaining the best possible access to all premises on both streets.
TQ9 5AR	Option 1b	Option 1b with an exception made for 'Bob the bus'.
TQ9 5TQ	Option 1a	
TQ9 5NZ	Option 1a	As a "near high street" resident, this option will give me extra distance to drive on my way to work every week day. I still feel that this is the best option. I feel that your survey is somewhat flawed in the fact that many of the cars that pass through fore street may be unsuccessfully looking for a parking space in the High street. I have myself, on several occasions, driven my disabled mother round town 2 or more times looking for a parking space near the market. A signed right turn ban would have no effect.
TQ9 6 JR	Option 2	Why can't some form of pedestrianisation be introduced? Deliveries can be made between certain hours. In some pedestrianised parts of Exmouth this is between the hours of 5pm and 9am. Also, this is not only about obvious injuries. It is also about the toxic nature of High Street/Fore Street. Because of the steep gradient, toxic emissions of cancerous particulates are particularly high, as studies have shown. Vehicles are in lower gears than they normally would be. Personally, I do not believe than anything constructive will be done until someone is killed.
tg9 5fd		NO I DO NOT AGREE WITH ANY OF THE ABOVE, WHAT THE HELL ARE YOU PLAYING AT WHEN YOU CAN NOT SEND THIS FORM TO YOU IF YOU DO NOT TICK ONE OF YOUR BOXES, WHERE IS THE OPTION THAT YOU DO NOT AGREE WITH ANY OF THEM AND WHY!!!!!! I CAN@T BELIVE YOU HAVE SET THIS FORM UP LIKE THIS i live at follaton and i use the town nearly every day, and try to shop local to keep my town, it is dying now with all the empty shops, i have never seen so many. car parking for the town has been taken and destroyed by house development, and that's why a lot of people go up the town looking to park i am a proper local not someone that has been here 5 mins and want to change it, and i have seen all this rubbish before and it does not work... leave the town alone ....if you bring in this no right turn, you will have blood on your hands, and if anything happens to me and my son, family or friends i will fight forever to bring you to justice.turning right from cistern street on to the b y pass is suicidal. what idiot thought this up.the totnes traffic situation is bad, but it works why don't you put up a multi-storey carpark in town then it might be better. you alter any of this around you will kill the town and
TQ9 6QL	Option 2	I think this is the best option for removing the through traffic from the High Street. This could still be combined either now or in the future with partial pedestrianisation. A physical barrier is not necessary to enable partial pedestrianisation, just remove the on-road parking, and put up a sign allowing access for deliveries only.
TQ9 5HE	Option 2	Option 1a & 1b would cause even more delays on the by-pass as well as creating a very dangerous right hand turn



## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5RY	Option 1a	Option 1b would not prevent people turning right onto the Plymouth Road. A sign would simply be ignored by the early morning commuters who race through the high street at ridiculous speed pre 8am. Option 2 would be costly and problematic for businesses accessing premises.
TQ9 5GP	Option 2	Option 2 is preferable - but only just. They may reduce traffic flow, but not necessarily accidents. Option 1 will mean vehicles turning onto by-pass; Option 2 will be bad for pedestrians at King Bill junction and with downhill traffic in Fore Street. Am not convinced that the options are the solution to 7 'slight incidents' in 3yrs.
TQ9 5SQ		None of the above. Option 1a and 1b have been strongly opposed by the whole community for reasons of safety and to prevent accidents if vehicles have to exit via the Kings bridge Hill, also problematic for the community bus. Option 2. Reversal of traffic was considered years ago (1990's) and not supported by the community in a wide ranging community participation exercise.....nothing has changed!
TQ9 5PB	Option 2	The right turn ban is not really an option in my view as trying to negotiate a right hand turn onto the kings bridge road would be pretty challenging and potentially dangerous
TQ9 5PB	Option 2	
TQ9 5SQ	Option 1a	Thank you for your efforts in helping us find a solution. :)
TQ9 5GT	Option 1a	No entry sign at bottom of Fore St?
TQ9 5NN	Option 2	Banning a right-turn onto Plymouth Road would be dangerous. The alternative turning further up at Cistern Street is badly-sighted and is already an accident black-spot. Reversing the flow of traffic along Station Road and Fore Street seems sensible and workable.
TQ9 5HB	Option 1b	I reservedly select this option but fear that there will be many accidents with cars trying to turn right at Kingsbridge Hill from Cistern Street unless either a roundabout or traffic lights are installed. It is an accident waiting to happen. Option 2 I feel would stop through traffic and 'rat runners' but the cars that do go up through would still travel just as fast once they entered the main street and the traffic implications between The Plains and the hospital would be horrendous. We are led to assume that the accidents were caused by through traffic and people using the road as a 'rat run' so it would be interesting to know at what time of day this accidents ocured as there is generally little pedestrian activity during the time when commuters are about. I would certainly not expect the journey to be quicker during the working day than using the Southern Link Road due to the many holdups from Lorries, Dustcarts etc so it is only a quicker rout e outside of business and shopping hours.
TQ9 5DS	Option 2	I would prefer a ban on all traffic on Fore Street between 10am and 6pm. (See Brixham Fore Street as an example).
TQ9 5DA	Option 2	seems like most sensible solution, while still letting public access both streets for shopping/parking, and stopping "rat run". Also agree that it would slow traffic flow.
tq9 5lx	Option 2	I would support either 1a or 2 but I think 1b would be ineffective. I strongly support measures to reduce traffic flow on the high st but I am concerned that option 2 makes it more difficult to use a bike in town. I frequently cycle up the high street from the plains and would not want to have to negotiate the coronation roundabout every time. Could there be a cycle contraflow at the bottom of the high st. We also need a cycle contraflow in the one way part of Plymouth rd so that cyclists can go straight into town.
TQ9 5BA	Option 2	You can still have pedestrian priority without a moving bollard. Other towns use sinage and street furniture to emphasise the pedestrian need and it is very cost effective -why spend thousands when its so effective.
tq97ug	Option 2	Unless Option 1b above stipulates it does not apply to public transport vehicles, which would seem to be a reasonable stipulation, then Option 2 is clearly balanced and longterm to which users will become accustomed.
TQ12 6EF	Option 2	It's essential that whichever option is tried out, there is proper monitoring of traffic flow during the trial, with more opportunity for public input after the trial.
TQ3 1RU	Option 2	I regularly travel up Fore St by bicycle on my way to Follaton House. This can be "harassing" at times because of impatient drivers behind me as the only "safe" position to ride is in the middle of the available road space. Option 2 would reduce the traffic travelling up through the narrows and travelling down Lower Fore St would mean that cyclists would generally be travelling at the same speed as motor traffic. I do also like Option 1b as well with exemptions for the bus and cycles (might need CCTV though)
tq9 5bp	Option 2	I would like to see further widening of the pavement in fore street and high street

## Appendix V - Questionnaire Responses

Postcode	Option	Comments
Tq9 5ux	Option 2	
TQ9 5UW	Option 2	- The corner of Station Road and Lower Fore Street must not become an accident black spot - measures for safety of pedestrians will be required. - The stores in Fore Street which require deliveries to be made should agree to a system we saw in Hexham where goods are trundled to the store once the lorry has been parked up. - This experiment should last at least 12 months to include the summer season and tourist influx. It is not only locals who 'rat-run' to work but also tourists who drive through to 'take a look' without stopping. - If the narrowing of Totnes Town Bridge, leading from Bridgetown into Totnes, receives the go-ahead, it will take 3 months (from about April 2013). This narrowing and the road closure necessitated by the roadworks will have a direct knock-on effect upon traffic movement in the town. It will certainly FALSIFY your experiment results because all traffic from Paignton-Torbay-Bridgetown will be directed over the Brutus Bridge - this will cause a nightmare situation especially at rush h
TQ9 5PB	Option 1a	For safety I would like the above paired with a no right turn out of the top end of Cistern Street.
TQ9 5NJ	Option 1b	
TQ9 6HT	Option 2	Alongside a reduction of traffic up the high street, thought must be given to managing the increased flow of traffic along the A385. If this was quicker to navigate, there would be no incentive to go up the high street. I am strongly in favour of pedestrianisation, but measures to ease traffic congestion must also be in place. My suggestions would be pedestrian bridges at the station and next to Morrison's garage, and widening the traffic lights onto the western bypass so double lanes of traffic can cross.
TQ9 5FZ	Option 1b	The issue here appears to be enforcement. If enforcing the law is difficult because it is difficult to monitor/identify rat-runners - A no right turn sign is relatively easy to enforce and prosecute. An engineered option would cause difficulties for emergency vehicles and with Totnes High Street being a high fire risk, wouldn't this be counter productive?
TQ9 5DZ	Option 2	Options 1a & 1b will mean drivers wanting to use Plymouth Road will have to make a (potentially dangerous) right turn from Cistern Street onto the Kingsbridge Road. Not a good idea, especially in the tourist season. This is a potential accident blackspot if traffic flows increase. Options 1a & 1b also present problems for local residents & small traders
TQ9 5SN		I believe all three options will create more chaos and hazard than they prevent. Instead I would favour a "do nothing" option on condition it were combined with behaviour change via a Shared Space scheme. Unfortunately this form doesn't allow my preference to be expressed. But I would appreciate it if my comments were made available to the public. Regards Alan
TQ9 5RY	Option 2	
tq9 5sb	Option 1a	this option would be the most effective without disruption to deliveries and genuine customers, just signing does not work as we can all see presently
TQ9 7SG	Option 2	1a and 1b would cause far more accidents and fatalities and would require traffic lights. 2. would mean traffic from new bridge would go straight accross. 10mph up Fore St & High St. would need cameras and police enforcement but cost would be recovered from many early fines and would be the only workable solution. The real problem is the traffic along Coronation Road.
TQ9 5RY		None of the above options are workable and I feel your data is misleading. I have ticked Option 2 as the best of a bad bunch as you have no option to disagree with all 3. PLEASE NOTE, NONE OF THE OFFERED OPTIONS WILL WORK.
tq5 0eg	Option 2	
TQ9 5LH	Option 1b	Why single out High Street when there are plenty of other streets with similar or worse records where you don't take any action?
TQ95SN	Option 1a	The only to stop the rat run would be a permanent obstruction, otherwise drivers will always pleade ignorance.

### Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5SN	Option 1b	I am greatly in favor of a reduction in through traffic, and have been so minded, since 1984 : all the time I have been here, nothing has changed, except it gets steadily worse. I would prefer the engineered no right turn into Plymouth Road, however, consideration must be given to Bob the Bus, and also, would traffic be allowed to turn right at the top of Cistern St. to go down the bi pass ? Also, if there is no right turn into Plymouth Road, you would need to make the LEFT TURN FROM HIGH ST. INTO CISTERN ST. NO ENTRY - OTHERWISE SMALL CARS COULD USE IEECHWELL ST. / ROTHERFOLD /CISTERN ST AS A ROUNDABOUT.
TQ9 5SG	Option 1b	I am thinking of the deliveries we have at Greenlife and what would work best. It is very difficult to say as for us, the main thing is that our rather large lorries can get through with as little trouble as possible. You may have received a different option from someone else at Greenlife as I am in Canada at the moment.
TQ9 5EX	Option 2	Our concern with option 1a or 1b is the strong likelihood of traffic attemptign to turn right into the Western Bypass with its very high risk factor. This possibility would be prevented by option 2. We also believe this option would significantly reduce rat running.
TQ95DA	Option 1a	My preference is for deliveries only, having set hours for delivery times. I have bit hit a number of times by wing mirrors by cars driiving up the high street and it puts my childrens lives at risk each time i walk up. My next preference is for both option 1a and option 2 together. My 3rd preference is for a no right turn by itself. Please do something before someone gets murdered by one of these cars.
TQ9 5GP	Option 2	
TQ9 5BP	Option 2	The no right turn proposal will merely mean that traffic will continue up past the Rotherfold to join the Kingsbridge Road. This will also cause more hold ups as traffic which has come up via St Katherines to avoid the no right turn will cross over the traffic coming up the high street
TQ95NU	Option 2	This appears the most likely to really reduce rat running and thus help pedestrians and cyclists. Cyclists should be able to go both ways the full length of Fore, High and Castle streets.
TQ9 6ER	Option 2	I am concerned that the other two options encourage traffic going up the Narrows to turn right onto the Kingsbridge Road which is quite a dangerous turning with poor visability.
TQ9 5JJ	Option 1b	I object to option 1a as we need to keep this route open to Bob the Bus and other community and service vehicles. I object to option 2 as this will just bring in traffic from Coronation road roundabout and will be a very costly experiment. The real need is to reduce traffic, especially the number of cars; we can do this through park n' change, getting people onto mass transit and freight off the road and onto rail.
TQ9 5SZ	Option 2	I feel this is the best option, because it doesn't allow a Torbay - Kingsbridge/Dartmouth rat run which is still possible in option 1
TQ9 5YR	Option 2	Other than pedestrian the main street Option 2 is the only remaining realistic answer, both 1 & 1a would increase traffic flow and accidents at an already dangerous junction at Cistern Street with the by-pass.
TQ9 5SN		Other than a "do nothing" option, Option 2 is the only one that would not involve sending more traffic towards a very dangerous junction, i.e. traffic leaving Cistern Street joining the Western Bye pass in EITHER direct. Traffic accelerating away from the lights up the incline at the Plymouth Road Junction is hidden by a blind spot' dip in the road. It is a matter of time before a very serious vehicle on vehicle accident would occur. There have been fatalities on that road previously. The very low number of minor casualties collected in your study between 2009 and 2011 on Fore Street and High Street pall into insignificance against the very real potential for a HORRIBLE and serious accident or series of multiple car /pedestrian accidents at the Cistern Street, Western Bye pass junction, should more traffic be filtered away from the safer Plymouth Road Junction lights. Having run a shop in the Narrows for 9+ years, the concept of a "rat run" is well over accentuated (I suspect for political reasons). Yes, there may be the occasional 'boy racer", perhaps once every couple of days, but in general the vast majority of vehicles negotiate the Totnes Fore Street, High S
TQ9 5SX	Option 1a	



## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 6ES		Other than a "do nothing" option, Option 2 is the only one that would not involve sending more traffic towards a very dangerous junction, i.e. traffic leaving Cistern Street joining the Western Bye pass in EITHER direct. Traffic accelerating away from the lights up the incline at the Plymouth Road Junction is hidden by a blind spot' dip in the road. It is a matter of time before a very serious vehicle on vehicle accident would occur. There have been fatalities on that road previously. The very low number of minor casualties collected in your study between 2009 and 2011 on Fore Street and High Street pall into insignificance against the very real potential for a HORRIBLE and serious accident or series of multiple car /pedestrian accidents at the Cistern Street, Western Bye pass junction, should more traffic be filtered away from the safer Plymouth Road Junction lights. Having run a shop in the Narrows for 9+ years, the concept of a "rat run" is well over accentuated (I suspect for political reasons). Yes, there may be the occasional 'boy racer", perhaps once every couple of days, but in general the vast majority of vehicles negotiate the Totnes Fore Street, High S
TQ9 7NQ	Option 1a	
TQ9 7HP	Option 2	The other two options will result in traffic contuing on into Cistern Street, and turning right at the T junction onto Kingsbridge Hill. This will lead to an increase in serious accidents at an already dangerous right turn junction with no traffic lights. My suggestion would be no change.
tq9 7rd	Option 2	run this for 18 months and then review it, sounds like a good plan
TQ9 5PB	Option 1a	I think either of these schemes could work. I am just happy that after so long something concrete is actually happening.
TQ9 6Rp	Option 2	Thank you for asking forour views and more so for taking the time to outline/explain in detail the options that can be considered as well as the options that are not feasible and why. This makes the consultation more meaningful and allows us to make a more informed decision / contribution to the consultation process. More of this kind of informed and inclusive approach please - it makes all the difference and can do no harm in relation to resident's perceptions of DCC.
TQ9 5UW	Option 2	- This 'experiment' is only putting off the moment when Totnes will have to be pedestrianised and a proper solution found by DCC to the choking up of the town by gridlock on the A385 and especially on the roundabout at Coronation Road. - DCC needs to bite the bullet and solve our traffic problems - the solutions cannot be found by the Totnes on the Move Forum, with the best will in the world, because the majority of local residents are NOT bike-riders and walkers and, unfortunately perhaps, never will be. - DCC has allowed local residents to talk themselves out of proper solutions, even though good ideas were supplied at the Forum Workshops: hubs for public transport in the town, out-of-town parking and linking transport. - Al;so, the traders must not be allowed to rule this town any longer - they must accept that pedestrianisation works well in other similar towns and they must be supplied with the possibility of receiving deliveries before 10am and after, say, 4pm. - Furthermore it is a DISGRACE that over m
TQ9 5HR		There should be a field for no change but that is not allowed. Do not count this as a vote for any of the above. Tinker, tinker, just leave it alone. Your ideas are more dangerous than what we have already
TQ9 5DU	Option 2	
tq9 5gg	Option 2	The 3 yr accident justification stated is tenuous to say the least. Option 1b probably ineffective. Options 1a and b both risk exchanging a marginal number of slight accidents in the town for an unknown number of more serious injuries on the Western by-pass. A safety audit should confirm this. Option 2 has the potential to be effective but is divisive for servicing, shopping and parking activity. The scheme has some unknown implications for traffic circulation and congestion and poses other serious questions, not least the effects on trade and Bob the bus. Evaluation must include the economic consequences and the implications for community transport. Be prepared to abandon the scheme if trade is adversely effected.

### Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5FA	Option 2	I wish I could support your proposals for 1a or 1b because you have produced a powerful argument against rat runners. However, any change which diverts traffic to the Western Bypass from the steepest part of Cistern St seems unwise and even very dangerous. So I prefer option 2. Can you also add new advisory signs at the beginning of The Narrows saying: " Beware! Slow Pedestrian Traffic." This could send a message to drivers and also encourage walkers in their rights. Once the culture of shared space grows, this will put more pressure on rat runners; ie 'High cost. low reward'.
TQ9 5PQ		I do Not agree will any of the above as will no longer be able to access MY HOUSE!!!!..Why not just reverse Plymouth Rd so it can be accessed by great western bypass so that us residents can still get access. I feel that no consideration has been made in any of the plans for the people living on Plymouth Rd one way. I also think that more drivers will use the high street as a rat run as they come from corination roundabout, as it makes their passage easier one, less roundabouts to negotiate(seven Stars), they will come straight from Paignton and Newton Abbot straight accross roundabout and up high street to great western, avoiding all the traffic conjection at Morrissons garage and lights near high school.
TQ9 5HW	Option 2	We must maintain car access to both Fore Street & High Street/The Narrows. Option 2 allows this for shoppers and visitors while removing the incentive to use the road as a rat run.
TQ9 5DE	Option 2	
TQ11 0JU	Option 2	Please do not pedestrianise Totnes or we will certainly be paying Costa's to come into our empty shops, when the uniqueness will disappear. Accidents happen in any situation!
TQ9 5JN	Option 2	Worth trying Option 2 to stop the 'rat run'. BUT need to resolve problems at the main roundabout; I sometimes (Eg coming from Morrisons) cut up Fore Street and turn right onto Station Road, then left as it is easier to get onto the roundabout there to get home.
TQ9 5PR	Option 1a	My sister lives in the Narrows and I am concerned for her and everyone else's safety. I have been almost brushed by cars or vans traveling through the Narrows at speed several times so I dread to think what disastrous results the combination of narrow uneven pavements with people less able on their feet than I and fast-moving traffic could have. I get really worried about older people tripping or young children making one false move and going under a car. When I am out early in the morning walking the dogs I see lots of cars with only a driver/no passengers coming up at speed and turning right onto PLYmouth Road... I would be surprised if these had not come straight up from the plains.
Tq9 5re		None of them. I do not consider that the number of minor accidents merits this. Also do not change the old Totnes bridge. We need it to be wide enough for 2 buses/lorries plus mirrors. The number of bikes is minuscule - really poor idea.
TQ9 5RY	Option 1a	My preferred option is 1a. However, I think that that option should go further, to include a 'Turn Left' traffic sign at the Bay Horse Inn pub, indicating that traffic must/should go down The Lamb and down the 'Southern Area' roads. Thus traffic would come up Fore and High Street, NOT turn right into Plymouth Road, but turn left at the Bay Horse, wind its way down the hill down the 'Southern Area' roads, along The Plains, and end up at the roundabout at the bottom of Fore Street, where it 'started', creating a 'loop'. There is then complete access to Fore Street and High Street, but since the route goes round in one big circle and effectively one ends up where one started, there is no point in taking that route unless one wants to go to somewhere in that actual area, as it is only a route to that area, and not a route to anywhere beyond. Also, traffic could then still come UP the 'Southern Area' roads onto the 'Kingsbridge Hill', as it does now, and UP the 'Southern Area' roads, turn RIGHT at The Bay Hourse Inn and then LEFT into Plymouth Road, again as it does now. I think the 'accident blackspot' 'worry' re the junction of (is it ?) Cistern Street and 'The Kingsbridge Hill'
TQ9 5SN	Option 1a	
TQ9 5NJ	Option 1a	
TQ9 5RY	Option 1a	
TQ9 5SN	Option 1a	
TQ9 5PR	Option 2	

## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5PB		FORM. HOWEVER, I FAVOUR NONE OF THEM, FOR THE REASONS OUTLINED BELOW. Options 1a and 1b would both lead to severe congestion at the top of Cistern Street, where it meets the Western By-pass. Traffic going up the by-pass towards Harbertonford almost invariably exceeds 30mph, the limit. I lived next to that junction for four years and witnessed a number of collisions and many near misses. Channelling yet more vehicles into that melee would invite further accidents to take place. (Incidentally, it would be a good and cheap idea to paint 30mph signs on the road surface all the way up from Redworth Junction to the start of the 40mph limit, just after Cistern Street.) Re Option 2. If drivers of through traffic were to believe that it was still quicker to go up through the town than to go round it, the problem would not be resolved. All three of your suggested schemes would unfairly penalise drivers who legitimately use Fore Street and the High Street, including residents. Why should anyone parked legally on the High Street above the Arch have to risk turning right at the top of Cistern Street, if they wish to go anywhere in the
TQ9 5FD	Option 1a	
TQ9 5FD	Option 2	All options should be trialled to see what the differences are. It wouldn't take 18 months for each trial; more like a few weeks for each, with records being made at the end of each period.
TQ9 5PS	Option 2	It needs to be more radical than just discouraging right turns at the top of the High St which will create other hazards (left turn on to the main road at the top). The second option is worth testing for a significant period.
TQ9 5HS		Traffic to enter the Upper Plymouth Rd at a very difficult junction with poor visibility on a steep hill and will increase the likelihood of very serious vehicle/vehicle accidents at high speed. With option 2 the consequence for traffic flow is very difficult to predict, the traffic on Coronation Rd cannot flow evenly at present because of the Morrison entry right turn and the hold ups at the roundabout. The latter could be relieved if a left turn filter with Station Road was introduced without actual entry on to the roundabout. Sophisticated residents will also be directed towards the hospital entrance as a by-pass. Suggested alternative measure of No Entry to Bridgetown.
TQ9 5SQ	Option 2	
TQ9 5SX	Option 2	(a) Crazy will cause accidents. (b) Opt will reduce thorough traffic
TQ9 5QB	Option 2	Out 1 also favour 1B over 1A. Access only signage should be improved
TQ9 5NT	Option 2	Worked well 30 years ago
TQ9 5BJ	Option 2	This seems the only option end rat runners
TQ9 5PB	Option 2	None
TQ9 7SG	Option 2	None
TQ9 5SP	Option 2	Nort for pedestrianing as concerned for acces for elderly and disabled
TQ9 5RY	Option 2	1a +_ 1b clumsy
TQ9 5GB	Option 2	Risk of accidents at junc. Concerned about deliveries to his shop 80 high st and could casue obstruction
TQ9 5SP	Option 2	This is the only option....
TQ9 5SN	Option 2	None
TQ9 5FE	Option 2	None
TQ9 5JB	Option 2	Try 2, opt 1a +1b will cause difficulties
TQ9 5ED	Option 2	opt 1 would force a dangerous exit. Reverse flow on fore st would stop this.
TQ9 5DZ	Option 2	opt 2 better than dangerous option 1 even if increased traffic on Coronation Roundabout
TQ9 5PJ	Option 2	do not over sign visual impact
TQ9 5PW	Option 2	Opt 2 will reduce traffic but concerned that thought has not been given to cyclists concerned at DCC view on cyclists
TQ9 5PD	Option 2	opt1 not safe. Prefer cameras and fining Rt runners
TQ9 5FQ	Option 2	None
TQ9 5RE	Option 2	opt1 not safe. Delay those who aren't breaking the law
TQ9 5NP	Option 2	Opt 1 not safe
None	Option 2	Opt 1 not safe. Speeds concerns
TQ9 5SP	Option 2	Only option
TQ9 5FA	Option 2	Signs telling peds to keep on pavement, more disbaled parking
TQ9 5DZ	Option 2	For opt1 traffic lights will be req'd
TQ9 5LR	Option 2	what about poss of reversing flow down hill
TQ9 5HZ	Option 2	opt 2 much better



## Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ95DF	Option 2	Good luck
TQ9 5SZ	Option 2	opt 1 not safe
TQ9 5DZ	Option 2	None
TQ9 5XX	Option 2	Good illustrations
TQ9 5PD	Option 2	would like opt 1 as well or pedestrianise
TQ9 5BX	Option 2	prefer pedestrianisation
TQ9 5NY	Option 2	None
TQ9 5NG	Option 2	stop the rat run
TQ9 5QB	Option 2	None
TQ9 5SP	Option 2	opt 1 not safe. Opt 2 is worth trying but concerns with increased vol
TQ9 5LJ	Option 2	opt 2 just preferred. Concern reduced traffic means fasterv traffic. Prefer pedestrianised town centre
TQ9 4LG	Option 2	None
TQ13 7DN	Option 2	Opt 1 note safe
TQ9 5AG	Option 2	None
TQ9 5NS	Option 2	Stop the rat run
TQ9 5SQ	Option 2	Option 1 dangerous to exit onto Kingsbridge Hill
TQ9 5AB	Option 2	Concerned with traffic turning right at Cistern Street. Pedestrianisation 11-4 preferred option
TQ9 5AX	Option 2	Directions to car parks for tourist would be important
TQ9 5PB	Option 2	If option 1 introduced increase accidents on Kingsbridge, would also cause tailbacks. Consultation rushed with no opportunity for working people in Narrows to attend.
TQ9 5RD	Option 2	Can there be a restriction on the size of lorries delivering to High Street/Fore Street
TQ9 5SN	Option 2	Important to keep access open to High Street & Narrows, dangerous manouvre to turn right at Cistern Street
TQ9 5AR	Option 2	Allows Bob the bus to continue, disadvantage is that it is more expensive to introduce.
TQ9 5SN	Option 2	Option 1 would cause chaos at the top of High Street/Narrows and deter shoppers. Right turn At Cistern St dangerous. Worried by scheme and consequences on businesses in town
TQ9 5UA	Option 2	Preferred solution would be a barrier to prevent vehicles from entering High Street and a shuttle delivery service.
TQ9 5LH		Right turn at Cistern St very dangerous and additional traffic at Station Rd roundabout additional congestion
TQ9 5AX	Option 2	1a would be second choice. Traffic calming similar to Bridgetown Hill. Various other traffic issues not related to High St
TQ9 5NB	1a & 2	Could a raised bollard be used to stop traffic on High Street. Traffic lights at Cistern Street to make right turn safer.
TQ9 5TG	Option 2	Second choice 1a. Hoped for a more radical solution
TQ9 5AX	1b & 2	
TQ9 5LH	1b & 2	Have doubts over 1b. Station Road reversed 40 ago but abandoned due to traders
TQ9 5TG	1b & 2	Could there be more traffic free days for the Narrows/High Street/Upper Fore Street
TQ9 5EL	1b & 2	Supports any option that reduces rat running. Would prefer a traffic ban.
TQ9 5RH	1b & 2	Both could be implemented. Ideally pedestrian zone required
TQ9 5EE		Does not agree with any proposals, Install mini roundabout at Redworth/True St and Newton Rd
TQ9 5NB		No option provided, option 1a & 1b are ridiculous
DH8 6SS		Restrict deliveries/collection times, shared space, better enforcement of shared space, cars reduced to walking speeds, tackling the wider congestion issues in Totnes
TQ9 5TR		Wider pavements for wheel chair users, no dropped kerbs under Eastgate
TQ9 5EX		Option 1 has already been rejected by previous surveys
TQ9 5EX		5 mph speed limit with cameras
TQ9 5HR	1a & 1b	Pavements not adequate along Station Road
TQ9 5FG	Option 1b	Together with children and old people warning signs or give way to pedestrian signs
TQ9 5DZ	Option 1b	Chosen because it is the least bad. Introduce a barrier to prevent through travel
TQ9 7TW	Option 1b	Allow access for community bus
TQ9 7TW	Option 1b	

### Appendix V - Questionnaire Responses

Postcode	Option	Comments
TQ9 5YB	Option 1b	Would prefer pedestrianisation between 10am to 5/6pm with exemptions for bus, cyclists & taxis
TQ9 5GD	Option 1a	20mph speed limit on Plymouth Rd to Follaton and pedestrianisation of High Street
TQ9 5LN	Option 1a	Bob the bus should not prevent improvements
TQ9 5QT	Option 1a	Pedestrianisation of High Street from Fore Street, with automatic bollards for trade vehicles only
TQ9 5NZ	Option 1a	
TQ9 5RU	Option 1a	
TQ9 5FH	Option 1a	Plymouth Rd to Follaton is so dangerous people are forced to drive
TQ9 5EP	Option 1a	
TQ9 5SX	Option 1a	
TQ9 5HR	Option 1a	
TQ9 5UE	Option 1a	Only with no right turn at Cistern St and Western by-pass
TQ9 5SQ		Pedestrian priority system
TQ9 5ST		Pedestrian Priority (its works in Sweden)
TQ9 7UR		

## Totnes Experimental Traffic Order

### Appendix VI : Summary and Critique of Consultation Responses.

Comments received a part of the consultation fall into several areas

1. Option 1b will not be effective as it relies of signs. There are already 2 Access Only restrictions in place between The Plains and Plymouth Road which are ignored by many drivers.
2. Option 1a if implemented will force through traffic to use the Cistern Street Junction with the A381 Kingsbridge Hill. This junction is regarded as unsafe by many drivers and, whilst it currently enjoys a relatively good safety record, this is seen as being indicative of the low amount of traffic turning right at the junction. The counter argument to this would be that not only are there easy alternative routes available to Fore Street and High Street for many drivers but also the proposal is meant to discourage illegal through traffic and that a right turn movement regarded as difficult will be self limiting in discouraging this traffic movement.
3. “Bob the Bus” is the local Community Transport provider and is very popular within the town. Whilst Option 1a can be engineered to accommodate cyclists it cannot be configured to allow a mini-bus to turn right. Changing the route of “Bob” would present timetabling difficulties and using the Cistern St junction is not seen as acceptable by the volunteer drivers. It is accepted that a primary function of the Community bus is to deliver elderly and less physically able passengers into the Fore St and High St area. Alternative routing suggestions have been made which would see the minibus turning round at several locations so that it could access the Plymouth Road signals in the usual way. One of these could utilise a District Council Car Park which currently has two accesses and which might also serve as another stop.
4. Option 2 would prevent traffic from accessing Fore St from The Plains but might then encourage traffic which has travelled across Brutus Bridge to travel along Station Road and High St to avoid congestion on Station Rd towards the Redworth Junction. This is a genuine concern and it is proposed that appropriate traffic calming should be put in place on Station Rd to discourage this.
5. Other options not considered remain very popular. Complete Pedestrianisation of Fore St and High St has been suggested many times. This approach has worked well in many parts of the UK but does work best where there is easy rear access via service roads to shops and properties. The road alignment and narrow street of Totnes would not support this approach.
6. General support for the need to reduce illegal through traffic from most of the respondents. Some relate experiences of being struck by vehicles but not reporting the incident to the police.
7. Scepticism over both the number and severity of the casualty collisions which have been reported. The point often made is that pedestrians involved in collisions with vehicles should have been paying more attention. Individual study of injury accidents involving vulnerable road users can often suggest that the collision was avoidable if the pedestrian had paid more attention.



However, where so many similar collisions occur over such a short space of time it can indicate that issues other than pedestrian awareness of traffic in an area where through traffic is banned should be explored.

# Appendix VII : Totnes, Fore Street and High Street 2012 Proposals : Consultation Responses by Area

## Grand Totals

Total Votes 203

Option 2:	124	61%
Option 1A:	35	17%
Blank Votes:	21	10%
Option 1B:	16	8%
Option 1B & 2:	5	2.5%
Option 1A & 2:	1	0.5%
Option 1A & 1B:	1	0.5%

## Out of Area

Total Votes 26

Option 2:	20
Option 1A:	2
Option 1B:	2
Blank Votes:	2

## Town Centre

Total Votes 107

Option 2:	56
Option 1A:	26
Blank Votes:	13
Option 1B:	9
Option 1B & 2:	2
Option 1A & 1B:	1

## Dartington Area

Total Votes 5

Option 2:	4
Blank Votes:	1
Option 1A:	0
Option 1B:	0

## Bridgetown Area

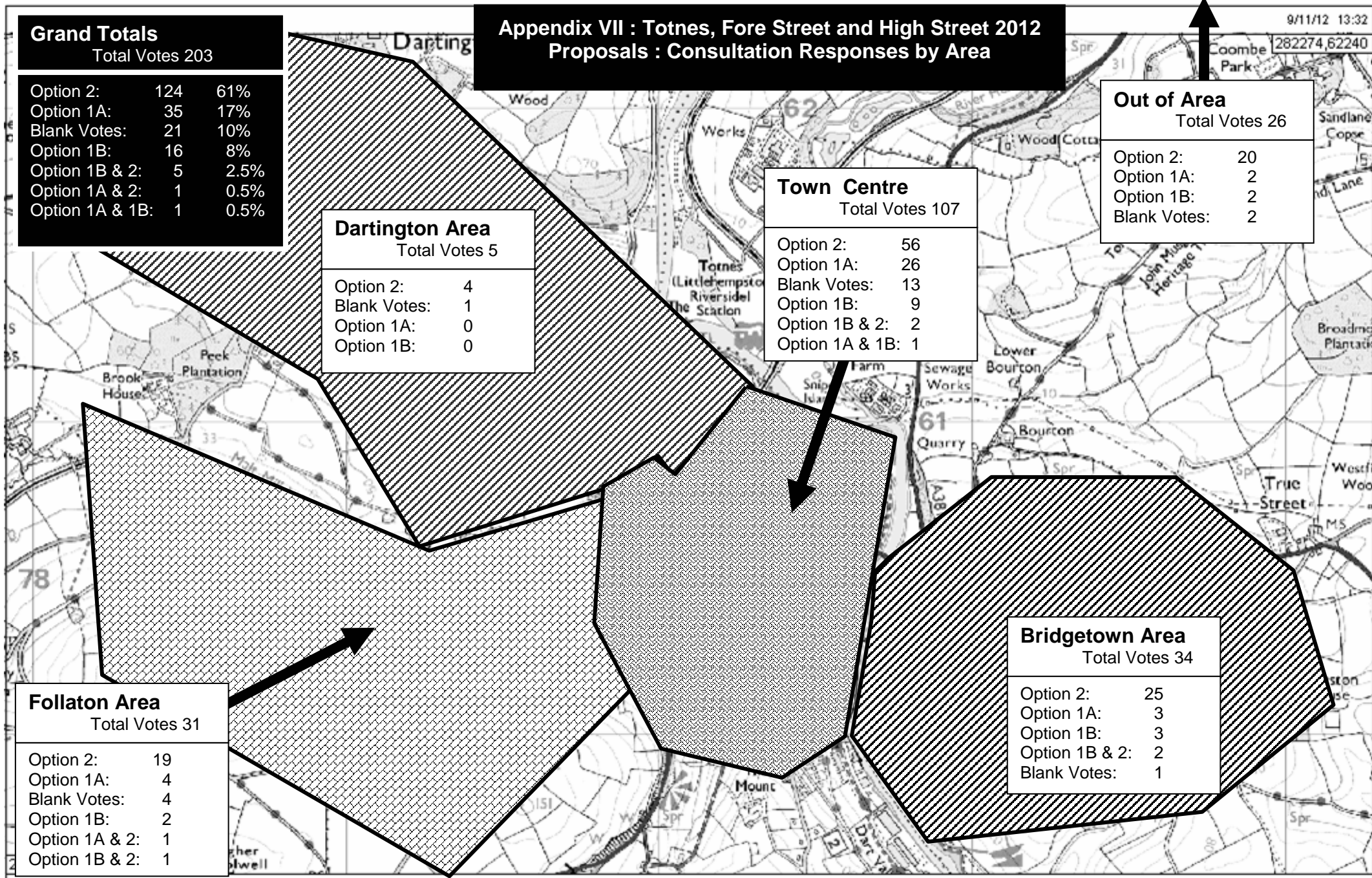
Total Votes 34

Option 2:	25
Option 1A:	3
Option 1B:	3
Option 1B & 2:	2
Blank Votes:	1

## Follaton Area

Total Votes 31

Option 2:	19
Option 1A:	4
Blank Votes:	4
Option 1B:	2
Option 1A & 2:	1
Option 1B & 2:	1

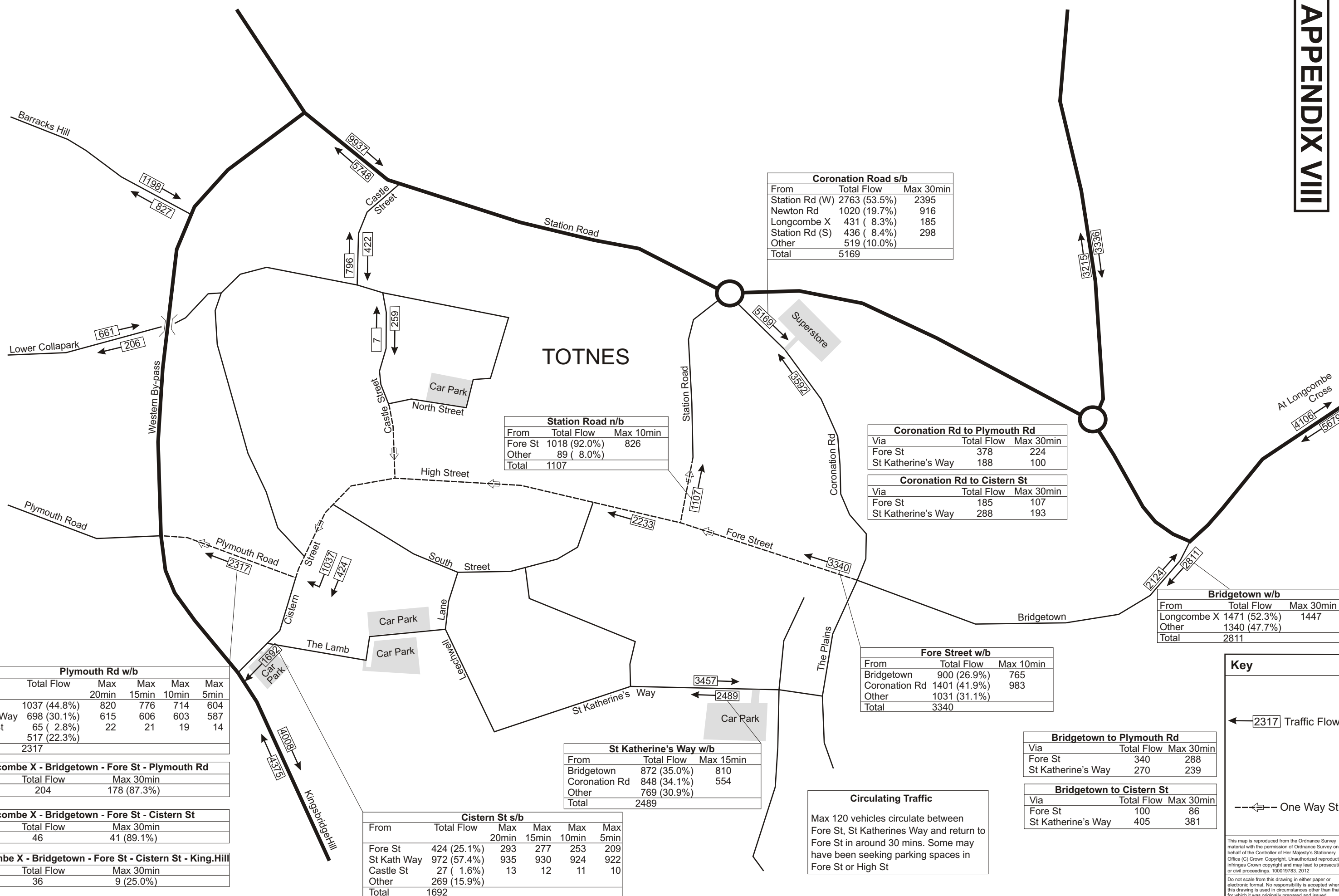


Scale 1:16233



Based upon OS 1:25000 raster (1x1km) © Crown copyright. All rights reserved. Licence No. Devon County Council 100019783, 2012





Coronation Road s/b		
From	Total Flow	Max 30min
Station Rd (W)	2763 (53.5%)	2395
Newton Rd	1020 (19.7%)	916
Longcombe X	431 (8.3%)	185
Station Rd (S)	436 (8.4%)	298
Other	519 (10.0%)	
<b>Total</b>	<b>5169</b>	

Station Road n/b		
From	Total Flow	Max 10min
Fore St	1018 (92.0%)	826
Other	89 (8.0%)	
<b>Total</b>	<b>1107</b>	

Coronation Rd to Plymouth Rd		
Via	Total Flow	Max 30min
Fore St	378	224
St Katherine's Way	188	100

Coronation Rd to Cistern St		
Via	Total Flow	Max 30min
Fore St	185	107
St Katherine's Way	288	193

Bridgetown w/b		
From	Total Flow	Max 30min
Longcombe X	1471 (52.3%)	1447
Other	1340 (47.7%)	
<b>Total</b>	<b>2811</b>	

Fore Street w/b		
From	Total Flow	Max 10min
Bridgetown	900 (26.9%)	765
Coronation Rd	1401 (41.9%)	983
Other	1031 (31.1%)	
<b>Total</b>	<b>3340</b>	

Bridgetown to Plymouth Rd		
Via	Total Flow	Max 30min
Fore St	340	288
St Katherine's Way	270	239

Bridgetown to Cistern St		
Via	Total Flow	Max 30min
Fore St	100	86
St Katherine's Way	405	381

St Katherine's Way w/b		
From	Total Flow	Max 15min
Bridgetown	872 (35.0%)	810
Coronation Rd	848 (34.1%)	554
Other	769 (30.9%)	
<b>Total</b>	<b>2489</b>	

**Circulating Traffic**  
 Max 120 vehicles circulate between Fore St, St Katherine's Way and return to Fore St in around 30 mins. Some may have been seeking parking spaces in Fore St or High St

Cistern St s/b						
From	Total Flow	Max 20min	Max 15min	Max 10min	Max 5min	Max 5min
Fore St	424 (25.1%)	293	277	253	209	
St Kath Way	972 (57.4%)	935	930	924	922	
Castle St	27 (1.6%)	13	12	11	10	
Other	269 (15.9%)					
<b>Total</b>	<b>1692</b>					

Plymouth Rd w/b					
From	Total Flow	Max 20min	Max 15min	Max 10min	Max 5min
Fore St	1037 (44.8%)	820	776	714	604
St Kath Way	698 (30.1%)	615	606	603	587
Castle St	65 (2.8%)	22	21	19	14
Other	517 (22.3%)				
<b>Total</b>	<b>2317</b>				

Longcombe X - Bridgetown - Fore St - Plymouth Rd	
Total Flow	Max 30min
204	178 (87.3%)

Longcombe X - Bridgetown - Fore St - Cistern St	
Total Flow	Max 30min
46	41 (89.1%)

Longcombe X - Bridgetown - Fore St - Cistern St - King Hill	
Total Flow	Max 30min
36	9 (25.0%)

**Key**

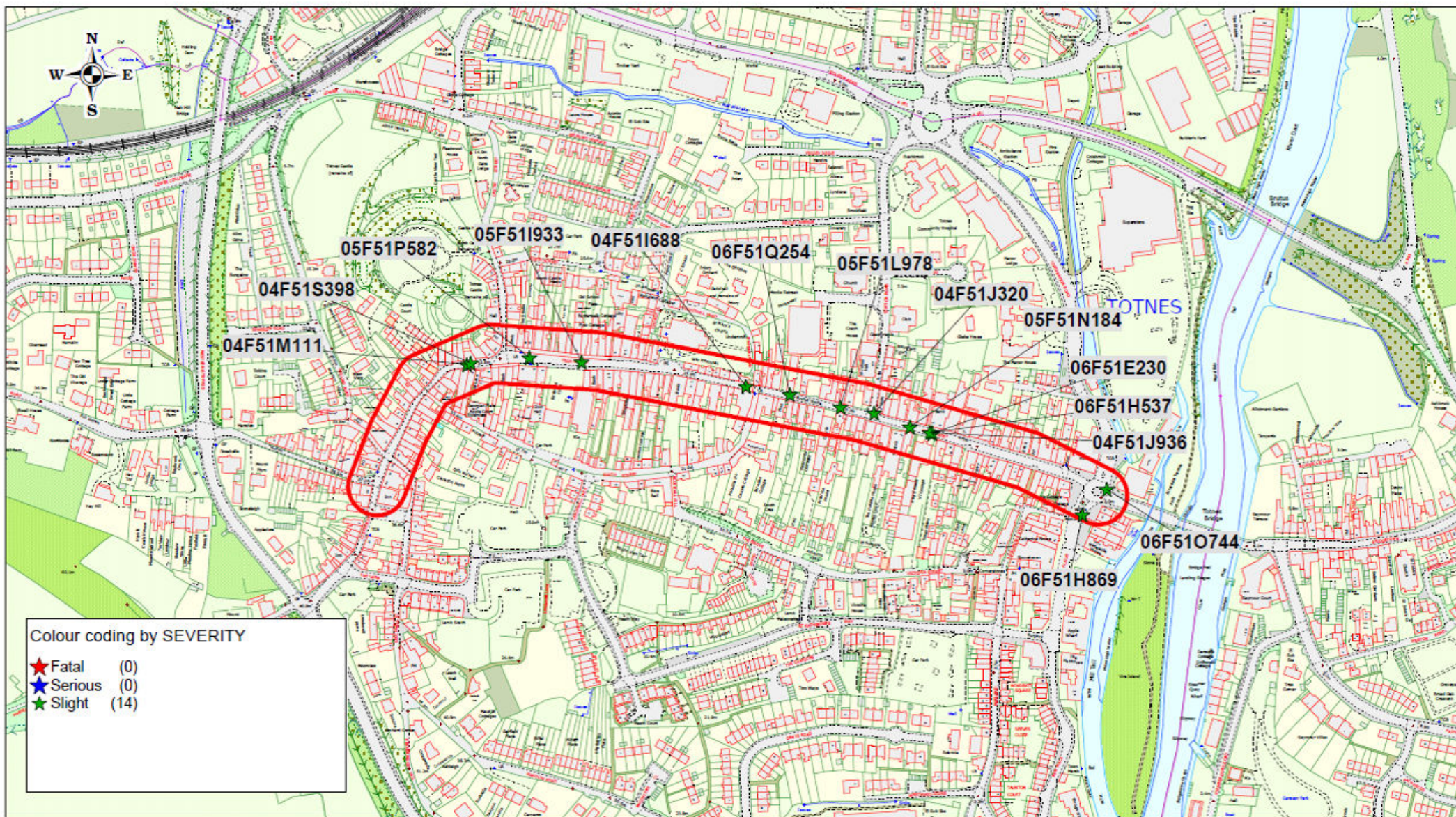
← 2317 Traffic Flow

--- One Way St

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## Totnes

Injury collisions reported to/recorded by the Police between:  
01/01/2004 and 31/12/2006

SCALE	1 : 4590
DATE	16/11/2012
DRAWING No.	
DRAWN BY	MW



**Collisions between dates 01/01/2004 and 31/12/2006 - (36) months** Notes: Ordered by date

Selected using Manual Selection

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No. Speed	Darkness/ Light						
Grid Ref.	Location Description						

ACCOUNT OF COLLISION

**04F51I688** 30/06/2004 1700 hrs Wednesday Veh 1 Car Going ahead W - E Casualty:Slight Ped  
**Slight** Wet/Damp Raining without high winds  
**C 442** 30mph Daylight: street lighting unknown  
**E 280,272** O/S THE CASTLE PUBLIC HOUSE, HIGH  
**N 60,427** ST TOTNES  
 THE PED WAS WALKING UP THE STREET WHEN V1 DROVE OVER THE PED FOOT.

**04F51J320** 09/07/2004 2050 hrs Friday Veh 1 Car Going ahead SW- NE Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight:street lights present  
**E 280,383** OUTSIDE KING WILLIAM PH, FORE ST &  
**N 60,404** JUNCTION OF STATION RD, TOTNES  
 PEDESTRIAN JUMPED INTO PATH OF V1, CAUSED DAMAGE TO BONNET AND W/SCREEN

**04F51J936** 23/07/2004 1220 hrs Friday Veh 1 Car 9 - 9 Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight: no street lighting  
**E 280,431** FORE STREET, TOTNES (JUST UP FROM  
**N 60,387** LLOYDS BANK)  
 PEDESTRIAN WALKING CLOSE TO P/MENT, V1 APPROACHED AND STRUCK PEDESTRIAN AND FAILED TO STOP

**04F51M111** 03/09/2004 1025 hrs Friday Veh 1 Car Going ahead S - W Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight:street lights present  
**E 280,031** NR HARRY APPLE, HIGH STREET,  
**N 60,446** TOTNES  
 PED STEPPED OFF PAVEMENT AND COLLIDED WITH VEH 1.

**04F51S398** 18/12/2004 2124 hrs Saturday Veh 1 Car Going ahead 9 - 9 Casualty:Slight Ped  
**Slight** Wet/Damp Fine without high winds  
**C 442** 30mph Darkness: street lights present and lit  
**E 280,034** O/S PAPERWORK 63 HIGH STREET,  
**N 60,447** TOTNES  
 VEH1 TRAVELING ALONG RD, PED WALKING ALONG SIDE OF RD, APPEARS PED HAS COLLIDED WITH VEH

**05F51I933** 14/07/2005 1215 hrs Thursday Veh 1 Tram/Light rail Parked 0 - 0 Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight:street lights present  
**E 280,130** HIGH STREET, TOTNES  
**N 60,448**  
 CASUALTY 1 STEPPED OF BUS AND WALKED INTO REAR TAILGATE OF DELIVERY LORRY CAUS SLIGHT INJURY TO HER FACE  
 REPORTED 4 DAYS LATER NO DETAILS OF LORRY

**05F51L978** 16/09/2005 1155 hrs Friday Veh 1 Car Going ahead S - N Casualty:Slight Ped  
**Slight** Wet/Damp Fine without high winds  
**C 442** 30mph Daylight: street lighting unknown  
**E 280,354** FORE STREET, TOTNES, DEVON  
**N 60,409**  
 PED1 WALKING ALONG NEARSIDE PAVEMENT, AS VEH1 PASSED, WINGMIRROR GOT ENTANGLED WITH SHOLDERBAG, THUS PULLING  
 HER FORWARDS, CAUSING INJURY.

**Collisions between dates 01/01/2004 and 31/12/2006 - (36) months** Notes: Ordered by date

Selected using Manual Selection

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No. Speed	Darkness/ Light						
Grid Ref.	Location Description						

ACCOUNT OF COLLISION

**05F51N184** 04/10/2005 1930 hrs Tuesday Veh 1 M/C < 125 cc Going ahead SE - NW Casualty:Slight Dri  
**Slight** Wet/Damp Fine without high winds Veh 1 M/C < 125 cc Going ahead SE - NW Casualty:Slight Ped  
**C 442** 30mph Darkness: street lighting unknown  
**E 280,414** TOTNES - FORE STREET, O/S PULSE  
**N 60,392** CENTRE  
 ST FULL OF YOUNG PERSONS WHO EXITED PULSE CENTRE, MANY IN RD. MBIKE1 AT LAST MOMENT NOTICED PEDESTRIAN CASUALTY1 STOPPED IN FRONT, BRAKED BUT COLL CAS1.

**05F51P582** 25/11/2005 1615 hrs Friday Veh 1 Car Going ahead E - W Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight: no street lighting  
**E 280,085** HIGH STREET, TOTNES  
**N 60,452**  
 V1 WAS DRIVING UP THE HIGH STREET WHEN CAS1 MALE WHO WAS EXTREMELY DRUNK STAGGERED INTO ROAD SUDDENLY CAUSING V1 TO RUN OVER FEET

**06F51E230** 10/04/2006 1235 hrs Monday Veh 1 Car Reversing W - E Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight: no street lighting  
**E 280,433** TOTNES - FORE STREET  
**N 60,386**  
 VECH 1 REVERSED HE COLLIDED WITH PED CAS UNKNOWN DETAILS

**06F51H869** 21/06/2006 1730 hrs Wednesday Veh 1 Car Going ahead 9 - 9 Casualty:Slight Ped  
**Slight** Wet/Damp Fog or mist  
**C 820** 30mph Daylight: no street lighting  
**E 280,563** TOTNES - THE PLAINS  
**N 60,316**  
 CAS CROSSING AT PEDESTRIAN CROSSING. U.K VEH WENT ACROSS CROSSING ON RED LIGHT AND HIT CAS. THEN SPED OFF AFTER SHOUTING ABUSE.

**06F51H537** 25/06/2006 1840 hrs Sunday Veh 1 Car Reversing W - E Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**C 442** 30mph Daylight: no street lighting  
**E 280,433** TOTNES - FORE STREET  
**N 60,387**  
 VECH 1 CAR TRYING TO REVERSE INTO PARKING SPACE A PED WALKED INTO THE PATH OF VECH 1 VERY MINOR COLLISION OCCURED

**06F51O744** 19/11/2006 1000 hrs Sunday Veh 1 Car Going ahead N - S Casualty:  
**Slight** Wet/Damp Fine without high winds Veh 2 Pedal cycle Going ahead N - S Casualty:Slight Dri  
**C 33** 30mph Daylight: no street lighting  
**E 280,584** TOTNES - R/B ON CORONATION ROAD  
**N 60,338** AND HIGH STREET  
 V1 PULLED OUT ONTO R/ABOUT INTO PATH OF V2 (PEDAL CYCLIST) AND A COLLISION OCCURED.

**06F51Q254** 22/12/2006 2030 hrs Friday Veh 1 Car Going ahead S - N Casualty:Slight Ped  
**Slight** Wet/Damp Fine without high winds  
**C 442** 30mph Darkness: street lights present and lit  
**E 280,310** TOTNES - FORE STREET, NEAR  
**N 60,420** MANSION HOUSE  
 PED CAS1 RAN OUT INFRONT OF CAR1 FROM BETWEEN P&U VEHS. CAS1 WENT TO TOTNES HOSPITAL FOR TREATMENT BUT NO DETS OF WITS OR CAS.

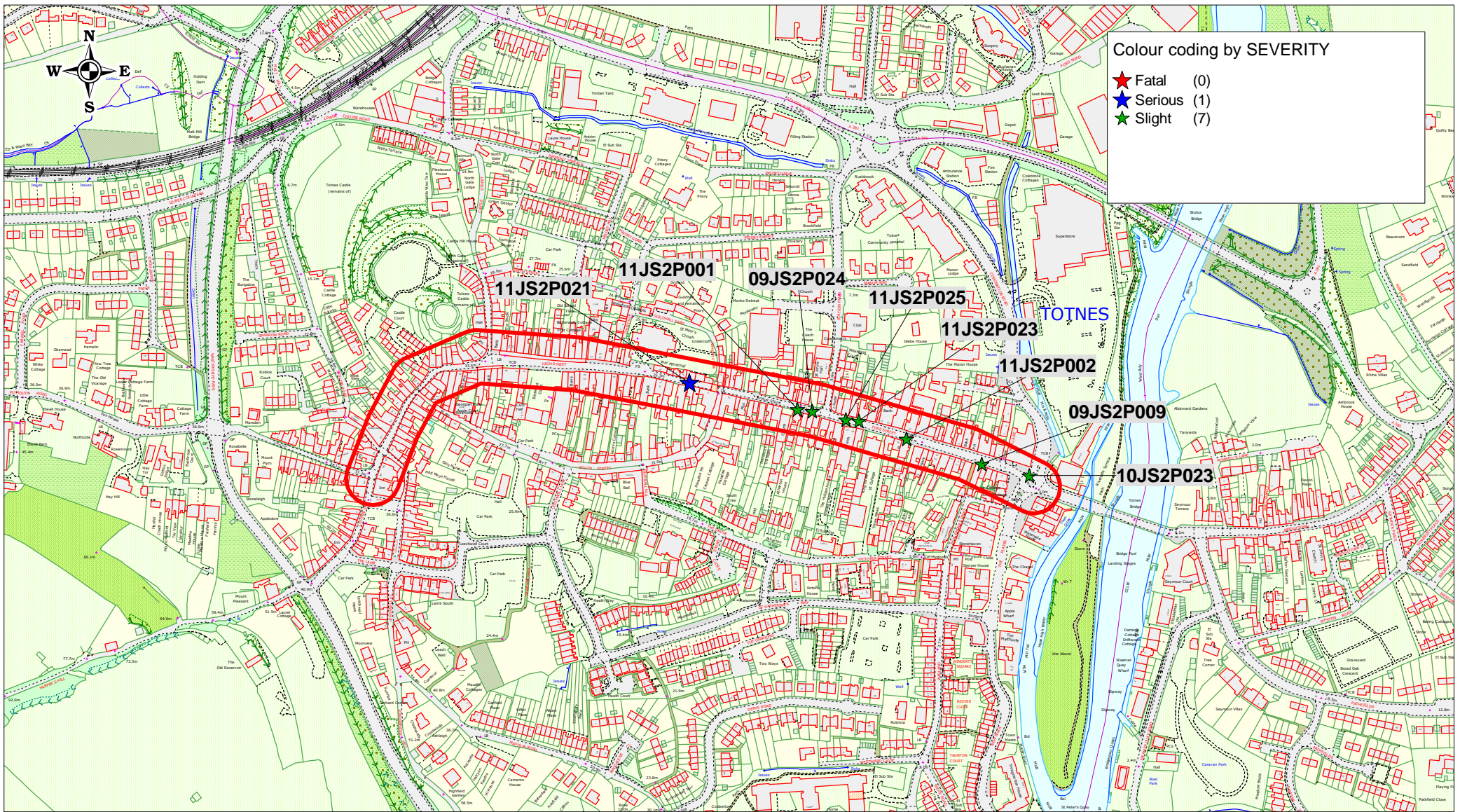
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**Collisions between dates 01/01/2004 and 31/12/2006 - (36) months****Notes: Ordered by date**

Selected using Manual Selection

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No.	Speed	Darkness/ Light					
Grid Ref.	Location	Description					
ACCOUNT OF COLLISION							





## Totnes: High Street & Fore Street

Injury collisions reported to/recorded by the Police between:  
01/01/2009 and 31/12/2011

SCALE	1 : 5000
DATE	16/11/2012
DRAWING No.	2
DRAWN BY	MW



**Collisions between dates 01/01/2009 and 31/12/2011 - (36) months** Notes: Ordered by date

Selected using Manual Selection

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No. Speed	Darkness/ Light						
Grid Ref.	Location Description						

ACCOUNT OF COLLISION

**09JS2P009** 06/04/2009 1150 hrs Monday Veh 1 Car Going ahead - Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**U** 30mph Daylight: no street lighting  
**E 280,528** FORE STREET AND CORONATION ROAD,  
**N 60,354** TOTNES  
 C1 ATTEMPTED TO CROSS THE ROAD AND MISJUDGED THE TRAFFIC AND STEPPED IN FRONT OF V1

**09JS2P024** 14/11/2009 2243 hrs Saturday Veh 1 Car Going ahead E - NW Casualty:Slight Ped  
**Slight** Wet/Damp Fine without high winds  
**U** 30mph Darkness: street lights present and lit  
**E 280,368** TOTNES - FORE STREET/STATION ROAD  
**N 60,404**  
 VEH1 TRAVELLING ALONG, HAS HIT PED AND DRIVEN OFF. VEH SEEN ON CCTV AROUND LOCATION.

**10JS2P023** 30/11/2010 1710 hrs Tuesday Veh 1 Car Going ahead N - S Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**U** 30mph Darkness: street lights present and lit  
**E 280,573** CORONATION ROAD - FORE STREET,  
**N 60,343** TOTNES  
 VEH 1 TRAVELLING FROM TOTNES DIRECTION TOWARDS SEVEN STARS AT MINI ROUNDABOUT VEH 1 STOPPED TO GIVEWAY TO TRAFFIC FROM BRIDGESHAU WHEN PROCEEDED ACROSS THE 2ND EXIT STRAIGHT OVER INTO CORONATION ROAD. VEH 1 IN 3RD GEAR TRAVELLING 5- 10 MPH WHEN A MAL E PEDESTRIAN STEPPED IN FRONT OF THE VEHICLE CROSSING FROM THE BUS STOP ON THE OFFSIDE OF THE VEHICLE. PEDESTRIAN WAS STRUCK BY FRONT NEARSIDE OF THE VEHICLE. VEH 1 STOPPED AND PEDESTRIAN WAS LYING ON THE ROAD.

**11JS2P001** 08/02/2011 1509 hrs Tuesday Veh 1 Car Going ahead W - E Casualty:Slight Ped  
**Slight** Wet/Damp  
**U** 30mph Daylight: no street lighting  
**E 280,354** OUTSIDE 56 FORE STREET, TOTNES  
**N 60,406**  
 OFFICER JACOBS 16901 DRIVING MARKED POLICE VEHICLE WA10AJU UP FORE STREET, TOTNES. WHEN A FEMALE WALKING UP THE HILL ON THE LEFT HAND SIDE OF THE ROAD STEPPED OFF THE PAVEMENT INTO THE SIDE OF THE POLICE VEHICLE CAR COLLIDING WITH THE NEARSIDE WING MIRROR.  
 POLICE VEHICLE BEING DRIVEN IN PATROL MODE AND IN COMPLIANCE WITH ALL OBLIGATIONS AND HIGH WAY CODE. OFFICER IN FULL CONTROL OF THE VEHICLE AND HAD NO OPPERTUNITY TO TAKE EVASIVE ACTION PRIOR TO CONTACT.

**11JS2P002** 09/02/2011 1052 hrs Wednesday Veh 1 Goods < 3.5t Going ahead - Casualty:Slight Ped  
**Slight** Dry Fine without high winds  
**U** 30mph Daylight:street lights present  
**E 280,457** TOTNES - FORE STREET  
**N 60,378**  
 VEH1 TRAVELLING UP FORE STREET SLOWLY - CAS1 STOOD BY VEHICLE ABOUT TO OPEN DOOR - AS CAS1 OPENED VEH DOOR VEH ACCELERATED TOWARDS HER FORCING HER TO PRESS INTO HER VEH - AS VEH1 PASSED THE F/N/SIDE WING MIRROR STRUCK CAS IN THE BACK CAUSING WHIPLA SH TYPE INJURY - FTS - A/P LATER SAW OFF VEH1 - MALE DRIVER APOLOGISED BUT DI NOT OFFER DETAILS.

**11JS2P021** 14/09/2011 1720 hrs Wednesday Veh 1 Car Going ahead N - S Casualty:Serious Ped  
**Serious** Dry Fine without high winds  
**U** 30mph Daylight:street lights present  
**E 280,252** HIGH STREET, TOTNES  
**N 60,431**

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**Collisions between dates 01/01/2009 and 31/12/2011 - (36) months**

**Notes: Ordered by date**

Selected using Manual Selection

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No.	Speed	Darkness/ Light					
Grid Ref.	Location Description						
ACCOUNT OF COLLISION							

CASUALTY WAS RUNNING UP THE ONE WAY HIGH STREET, TOTNES WITH 2 FRIENDS AHEAD OF HER. AS SHE NEARED SOME SCAFFOLDING ON THE LEFT SIDE OF THE ROAD SHE RAN INTO THE ROAD AS THE VEHICLE 01 WAS PASSING AND WAS RUN OVER BREAKING HER LEG.

**11JS2P023**      15/10/2011      1125 hrs      Saturday      Veh 1 Car      Going ahead      N - S      Casualty:Slight      Ped  
**Slight**      Dry      Fine without high winds  
**U**      20mph      Daylight:street lights present  
**E 280,412**      TOTNES - FORE STREET / POST OFFICE  
**N 60,395**

CASUALTY STOOD WITH ONE FOOT ON PAVEMENT - AND OTHER ON ROAD- WHILST TALKING TO SON - V1 PASSES AND RUNS OVER PED FOOT - V1 THEN FTS AFTER AGREEING TO EXCHANGE DETAILS -

**11JS2P025**      24/10/2011      1250 hrs      Monday      Veh 1 Car      Going ahead      N - S      Casualty:Slight      Ped  
**Slight**      Wet/Damp      Raining without high winds  
**U**      30mph      Daylight: no street lighting  
**E 280,400**      HIGH STREET - TOTNES  
**N 60,396**

RP WALKING ALONG HIGH STREET ON O/S KERB. V1 WAS TRAV BEHIND RP AND COLLIDED WITH HIS LEFT ELBOW. DRV1 CONTINUED AND DID NOT STOP.

## Totnes Experimental Traffic Order

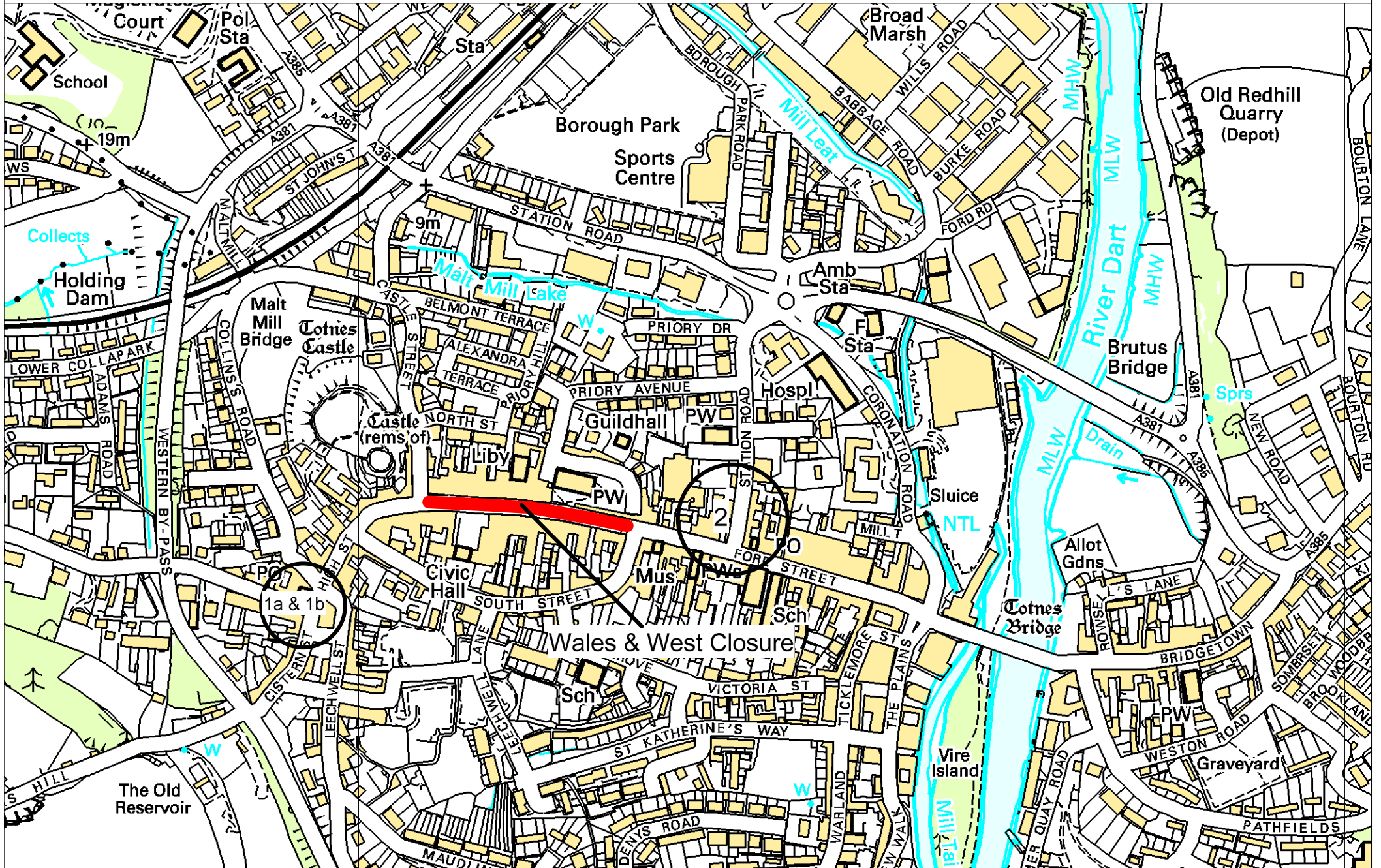
### Appendix XIII : Description of Department for Transport Casualty Classifications.

The Department for Transport report, Reported Road Casualties in Great Britain 2010 estimates the average value of prevention per reported casualty as:-

Fatal	£ 1,790,200
Serious	205,060
Slight	21,370

A Serious Injury Classification is when an injury such as the following applies. Any fractures, burns, internal injuries, severe general shock requiring hospital treatment or severe cuts requiring detention in Hospital as an in-patient.

A Slight Injury Classification is where any other injury occurs however minor eg Bruises, slight sprains including neck whiplash injuries, slight cuts or slight shock requiring roadside treatment.



Scale 1:5000

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