

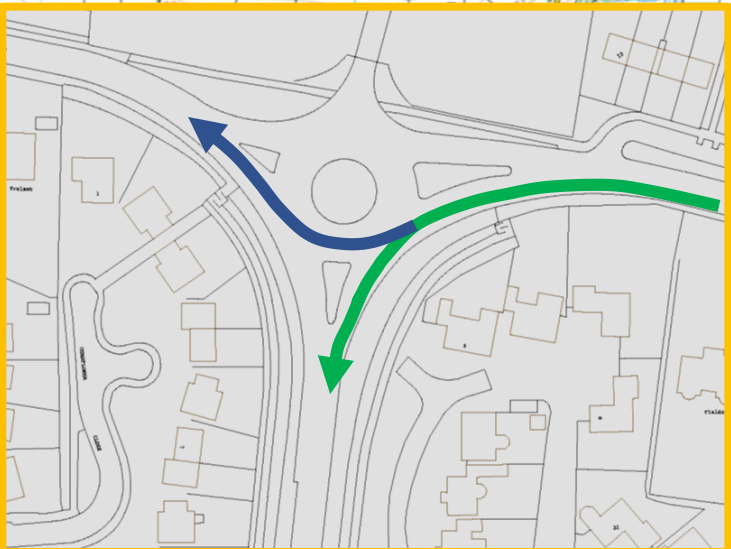
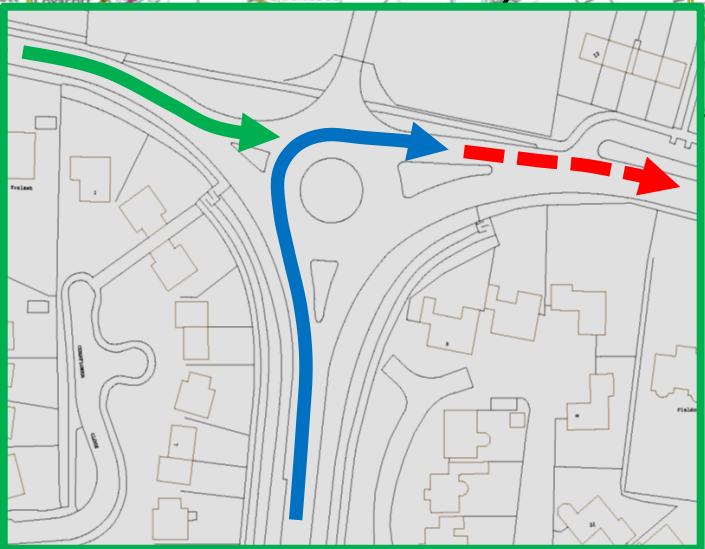
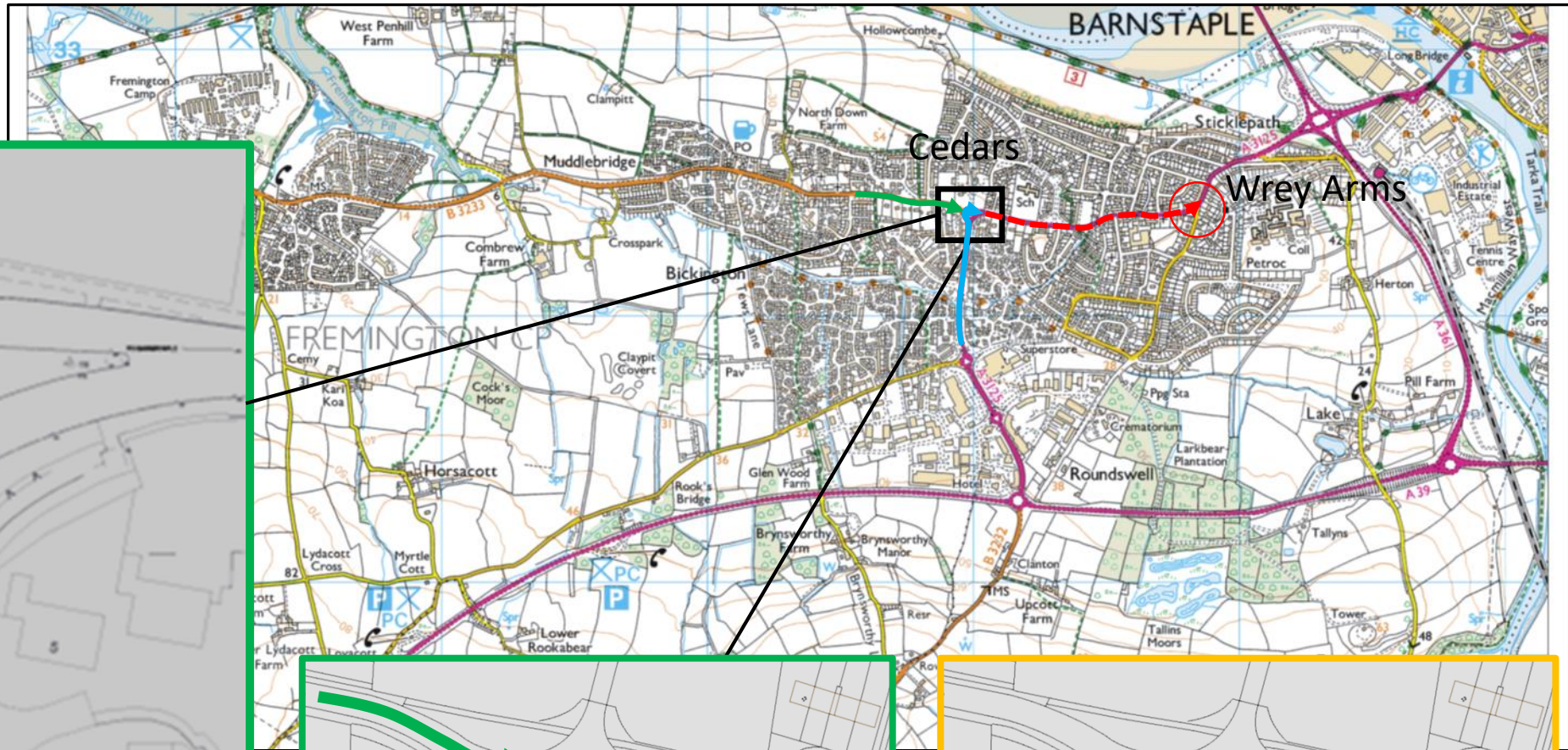
Item.8

Cedars Roundabout Trial

Barnstaple

North Devon HATOC

June 2019



AM

PM

Scheme Option 8 HATOC recommended 2017

**VISSIM
Simulation
Option 8**



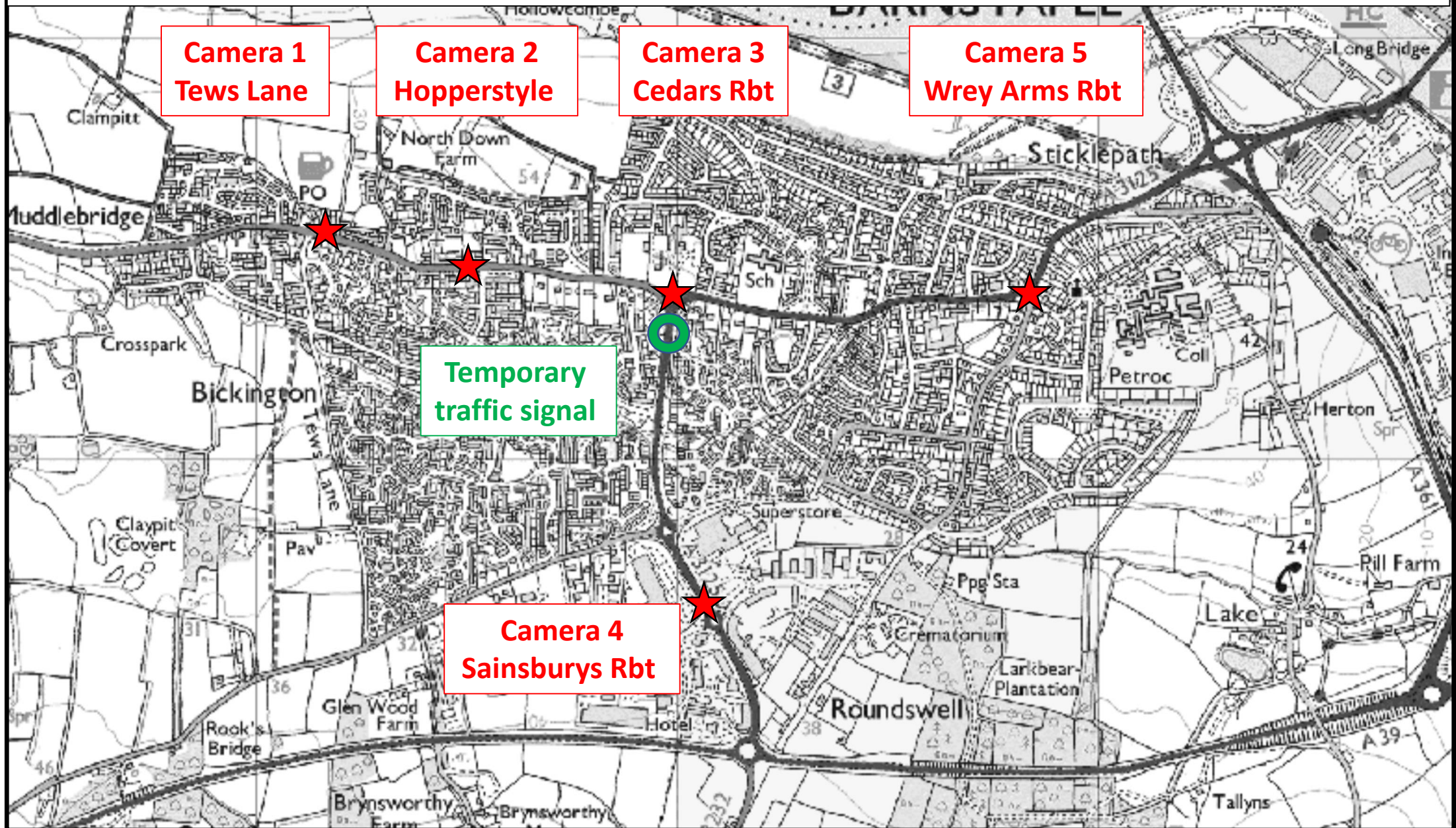
The Trial

- Temporary traffic signal head on the A3125 inbound to Cedars from Roundswell.
- Operating on a fixed timing cycle every 30 seconds between 7:30 -9:30am
- Camera monitoring at 5 locations on both Tue 5th Feb and Tue 12th Feb

How the impact of the trial was considered

- Public feed back
- The effect of the trial on vehicle journey times through Cedars roundabout

Traffic Signal & Camera Survey Locations



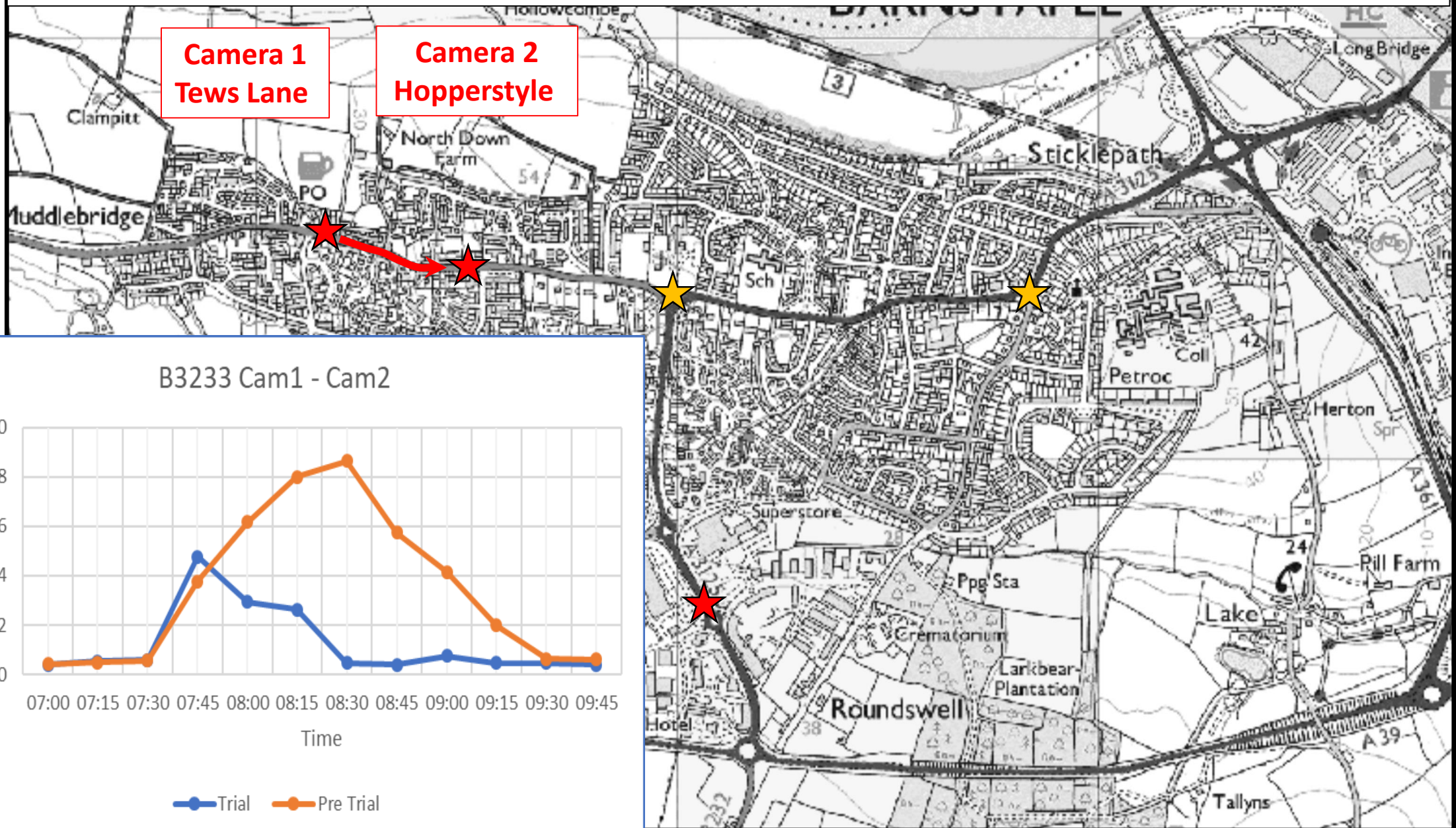
Public Feedback

1. It has taken 20 minutes longer just to travel from Roundswell into the town.
2. This has just caused increased delays and congestion heading out onto the A39 Roundswell Roundabout.
3. Traffic has diverted onto other routes causing problems at other locations.
4. We need to get to work from Bickington Road we don't have any choice, but others do.
5. This has caused even more instances of poor driver behaviour from Fremington traffic that push out against priority and ignoring moving traffic. It's dangerous.
6. The traffic from Fremington doesn't appear to be aware of the lights and still push in.
7. If I've been held up by traffic lights, then I'm not going to want to let traffic push in from Fremington.
8. Any consideration of permanent signals at Cedars junction should only be for all four arms.
9. Traffic congestion disappears at the top of Sticklepath Hill. Look instead at measures that remove Petroc traffic from the main roads.

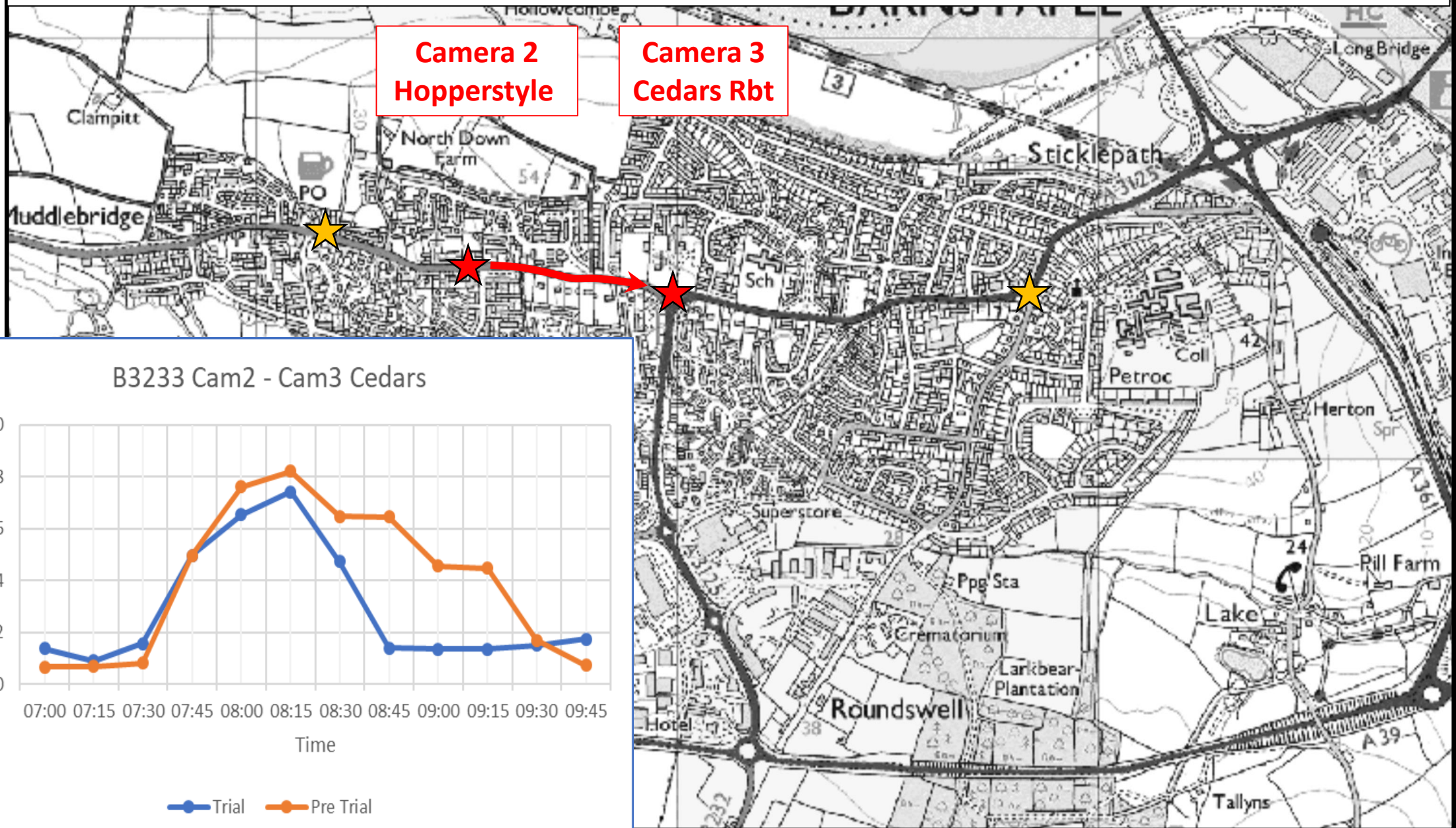
Public Feedback

10. Roads should not be restricted in this way. Routes should be opened up instead like Gratton Way and the route behind Sainsburys (Old Bideford Road).
11. Widen the road from Old Bideford Road to Roundswell Roundabout.
12. Widen the road from Sainsburys to Cedars. Make use of the wide verges.
13. Bickington Road from Cedars into Sticklepath should be widened to introduce a second lane and a right turn lane for Old Torrington Road and Petroc.
14. Make Bickington Road a clearway no one needs to be able to park there.

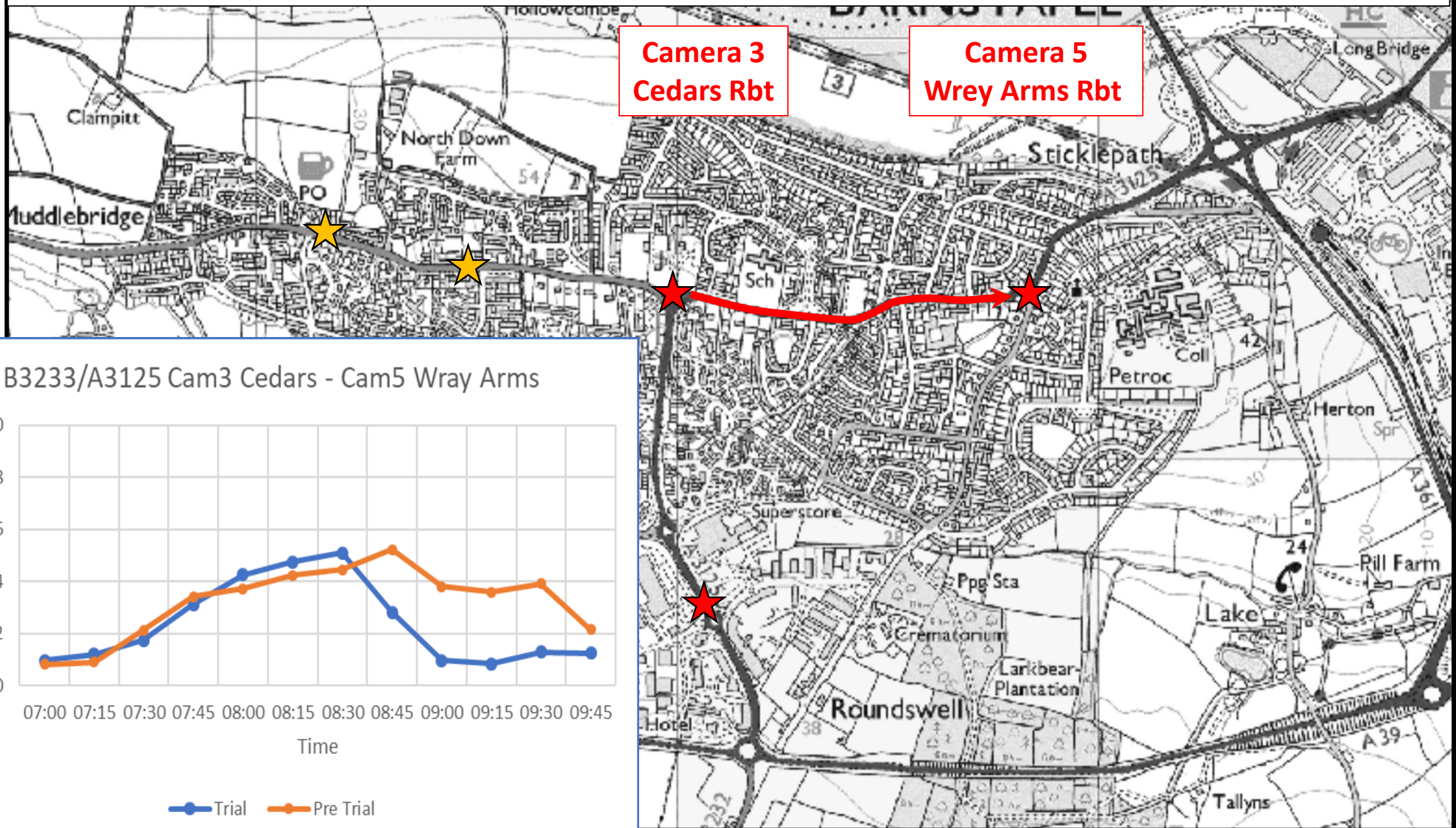
Graph A - Fremington to Barnstaple Journey Times



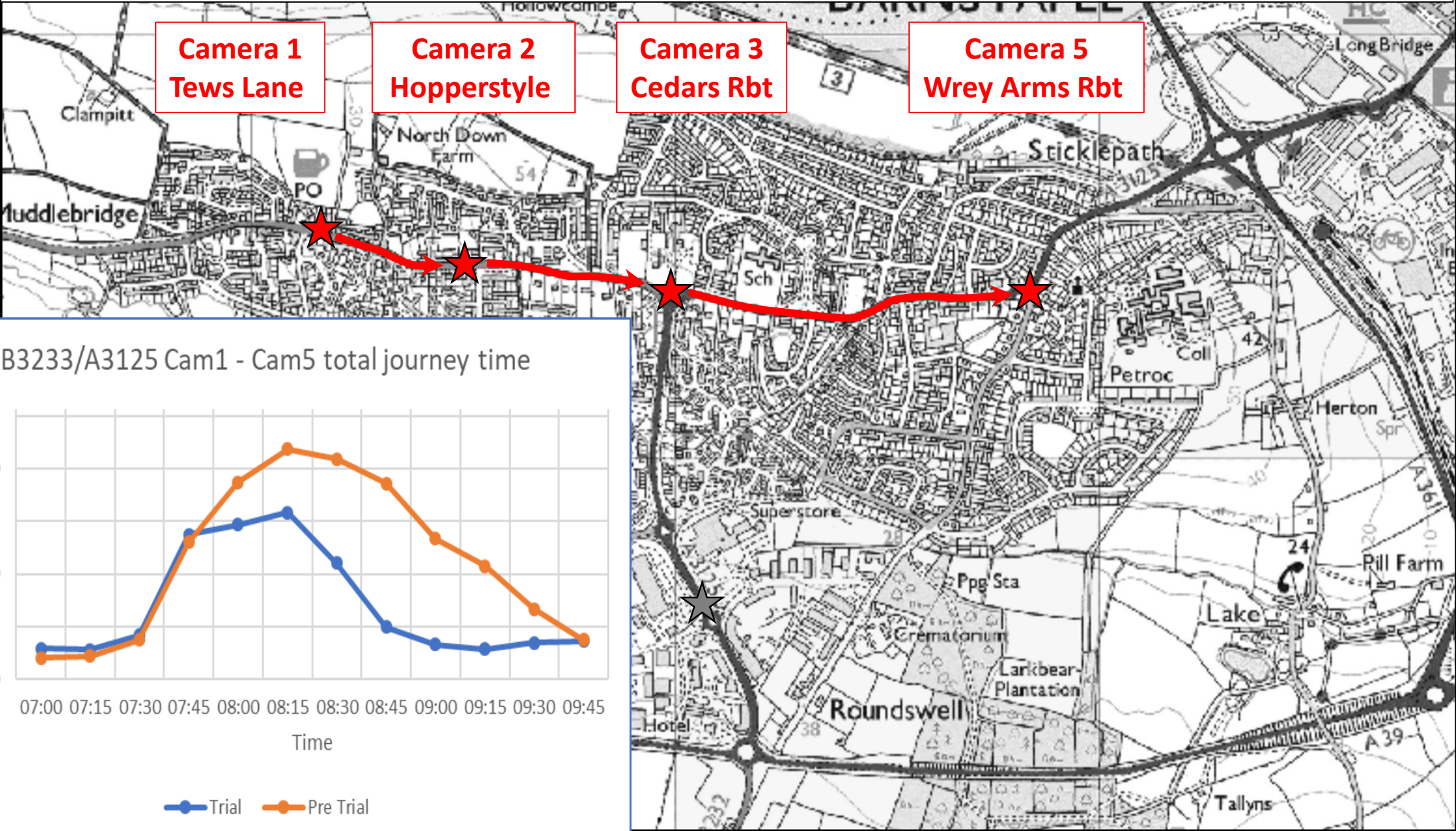
Graph B - Fremington to Barnstaple Journey Times



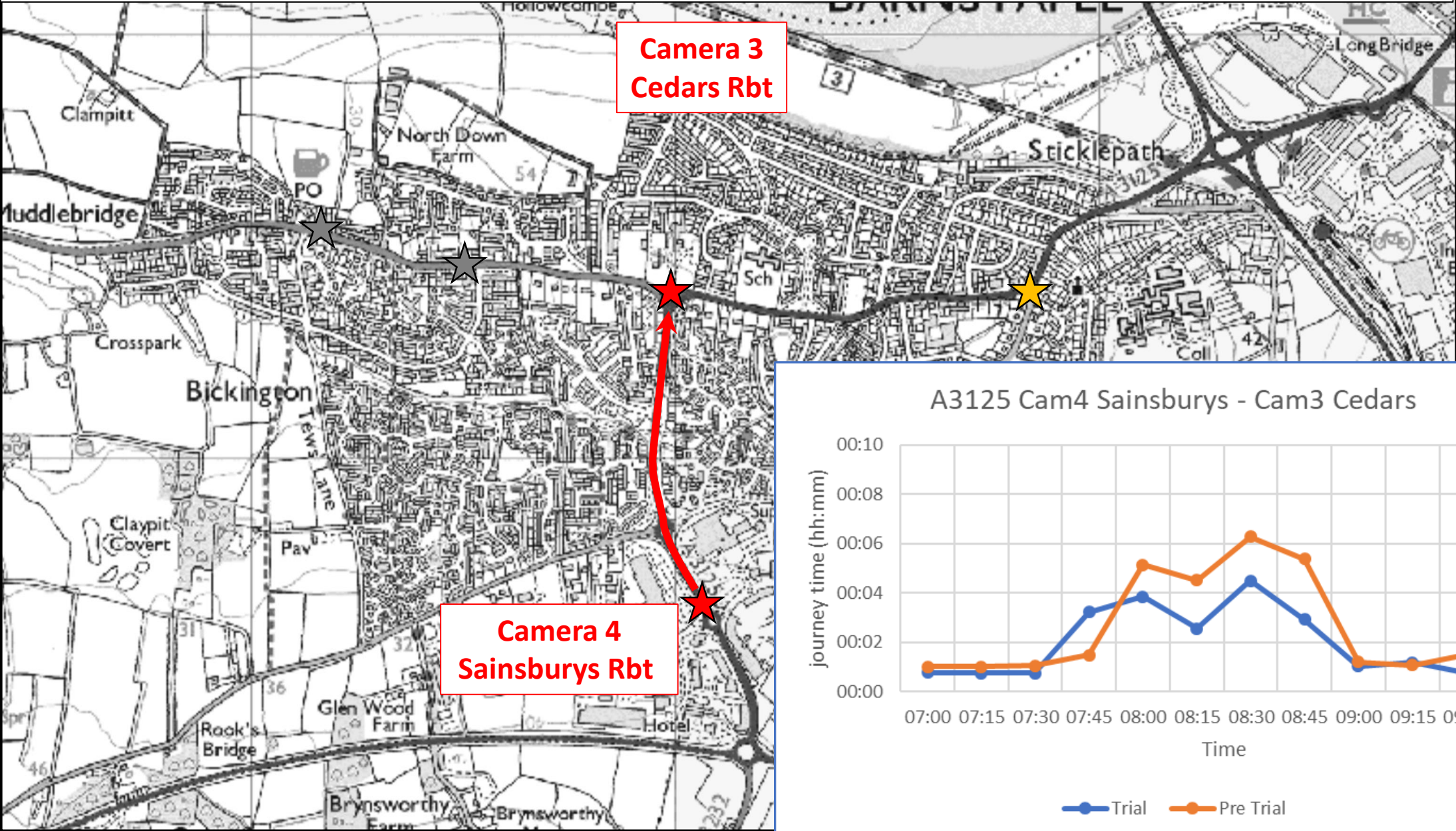
Graph C - Fremington to Barnstaple Journey Times



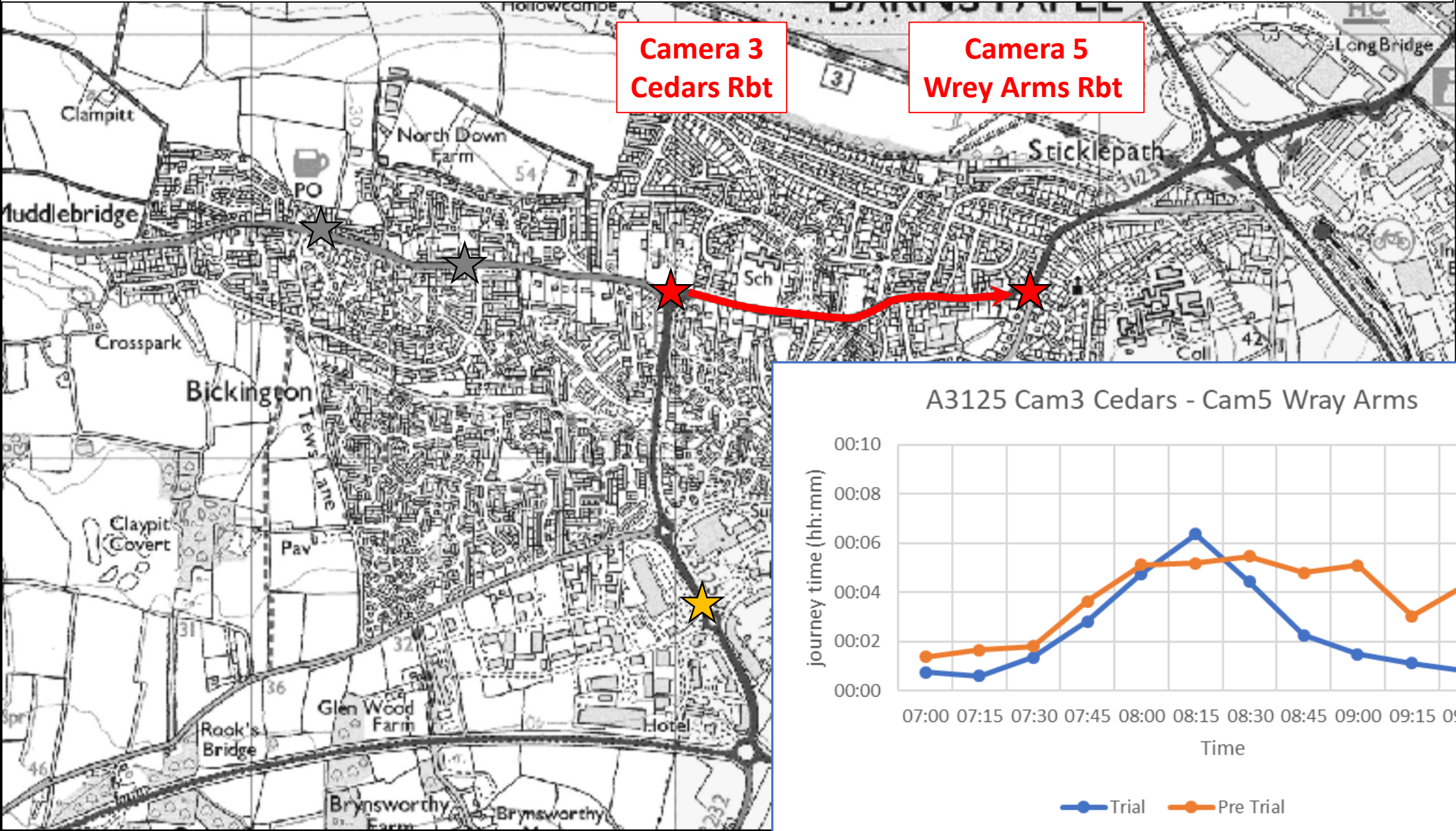
Graph D - Fremington to Barnstaple Total Journey Times



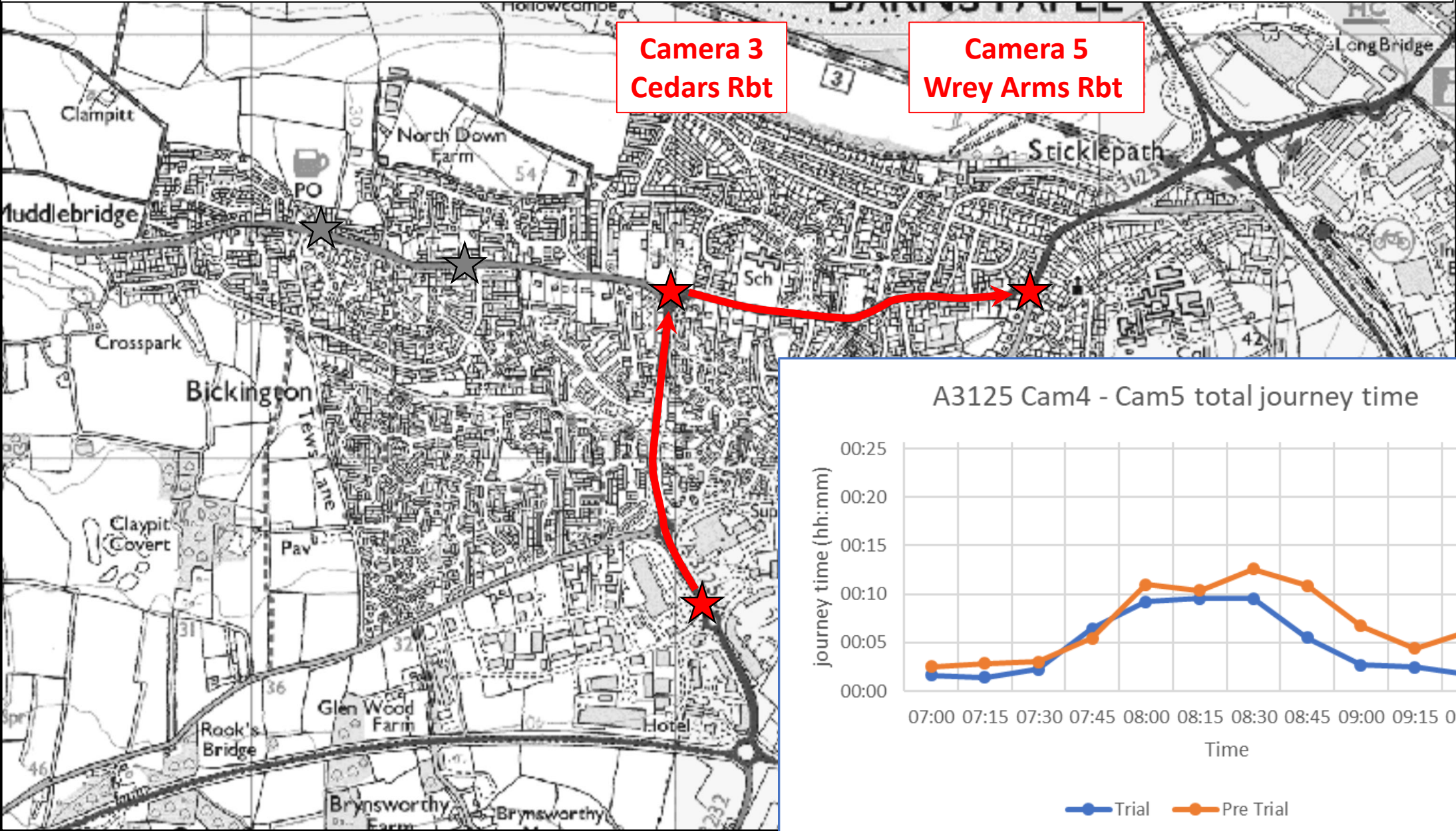
Graph E - Roundswell to Barnstaple Journey Times



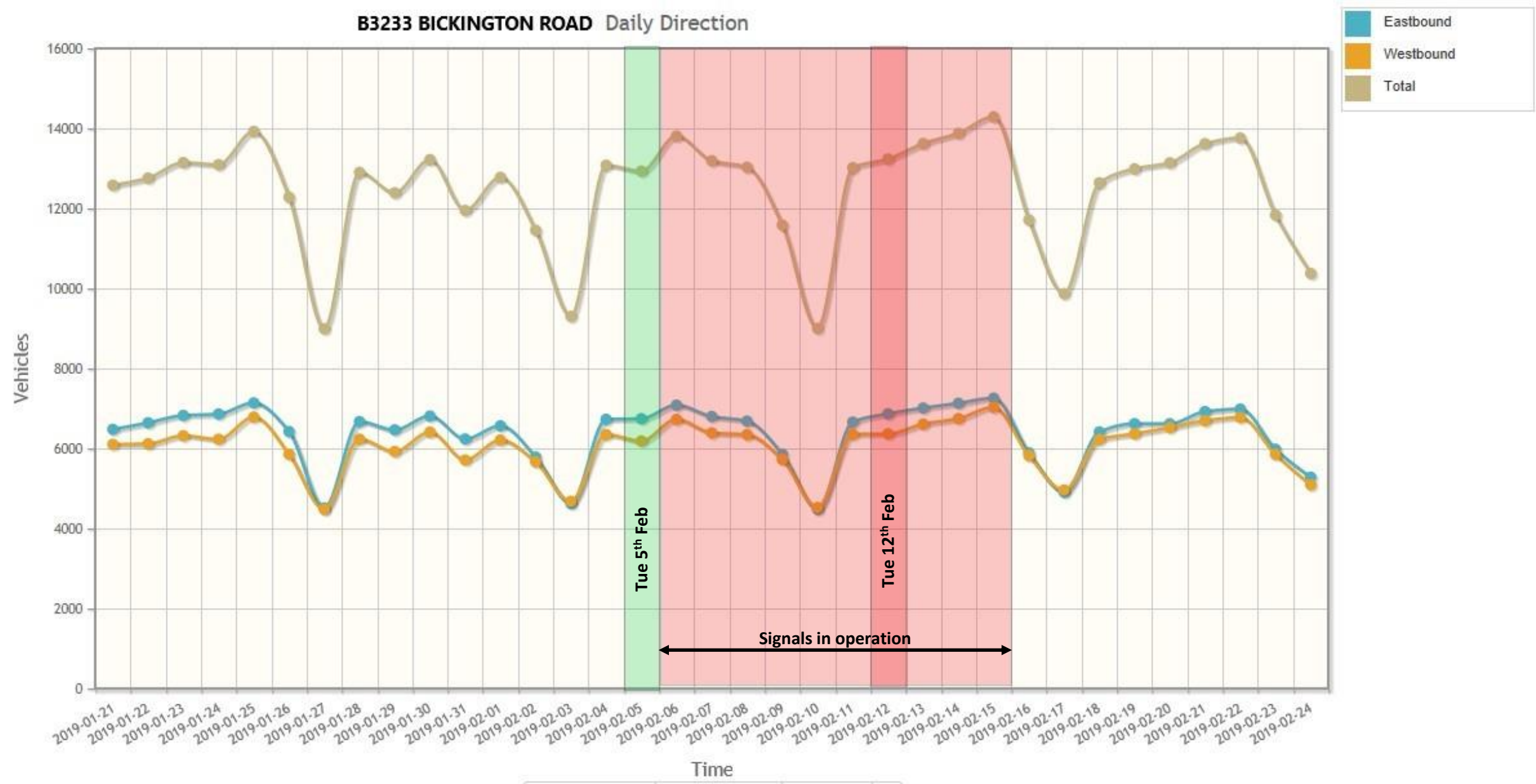
Graph F - Roundswell to Barnstaple Journey Times



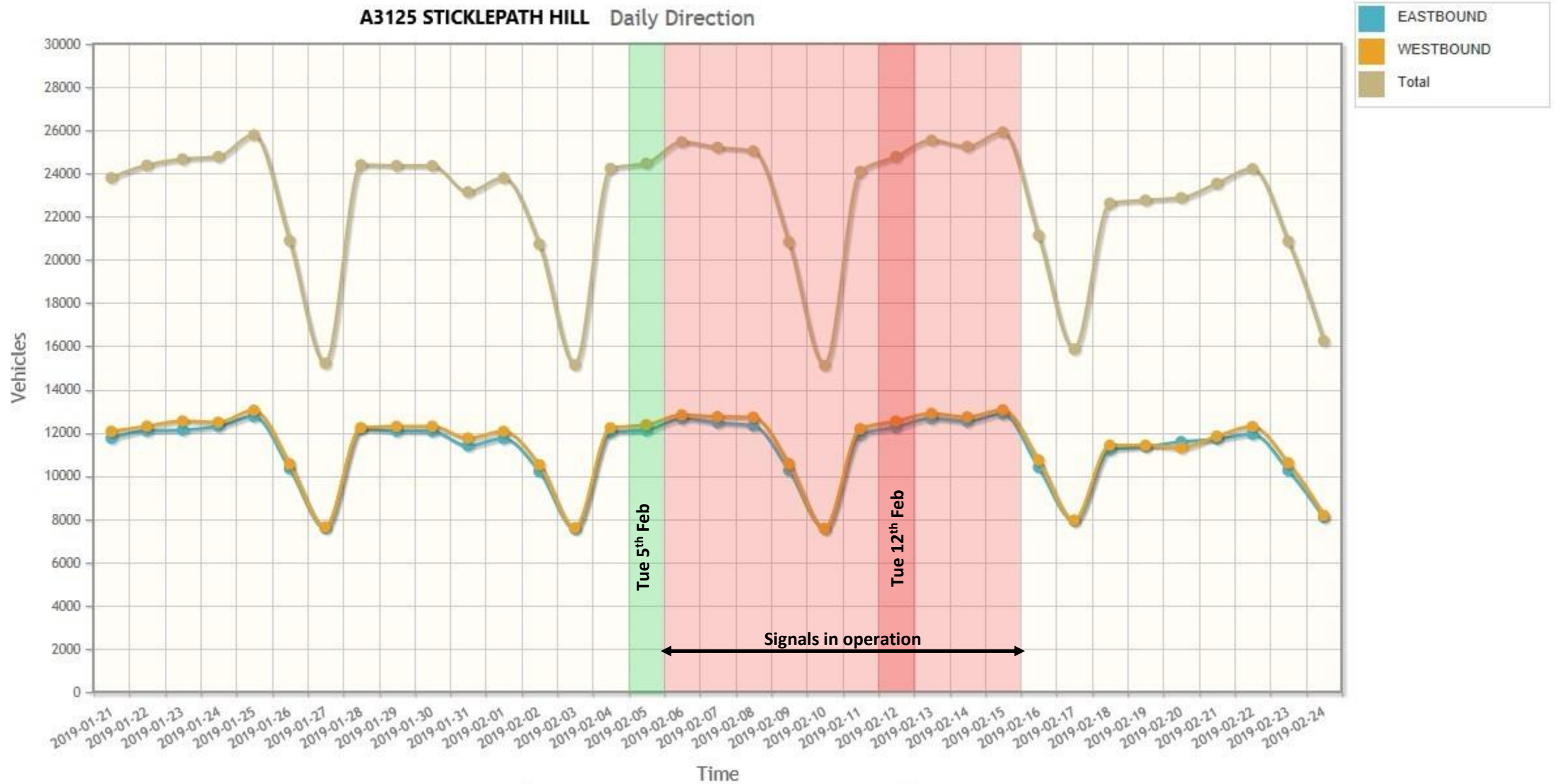
Graph G - Roundswell to Barnstaple Total Journey Times



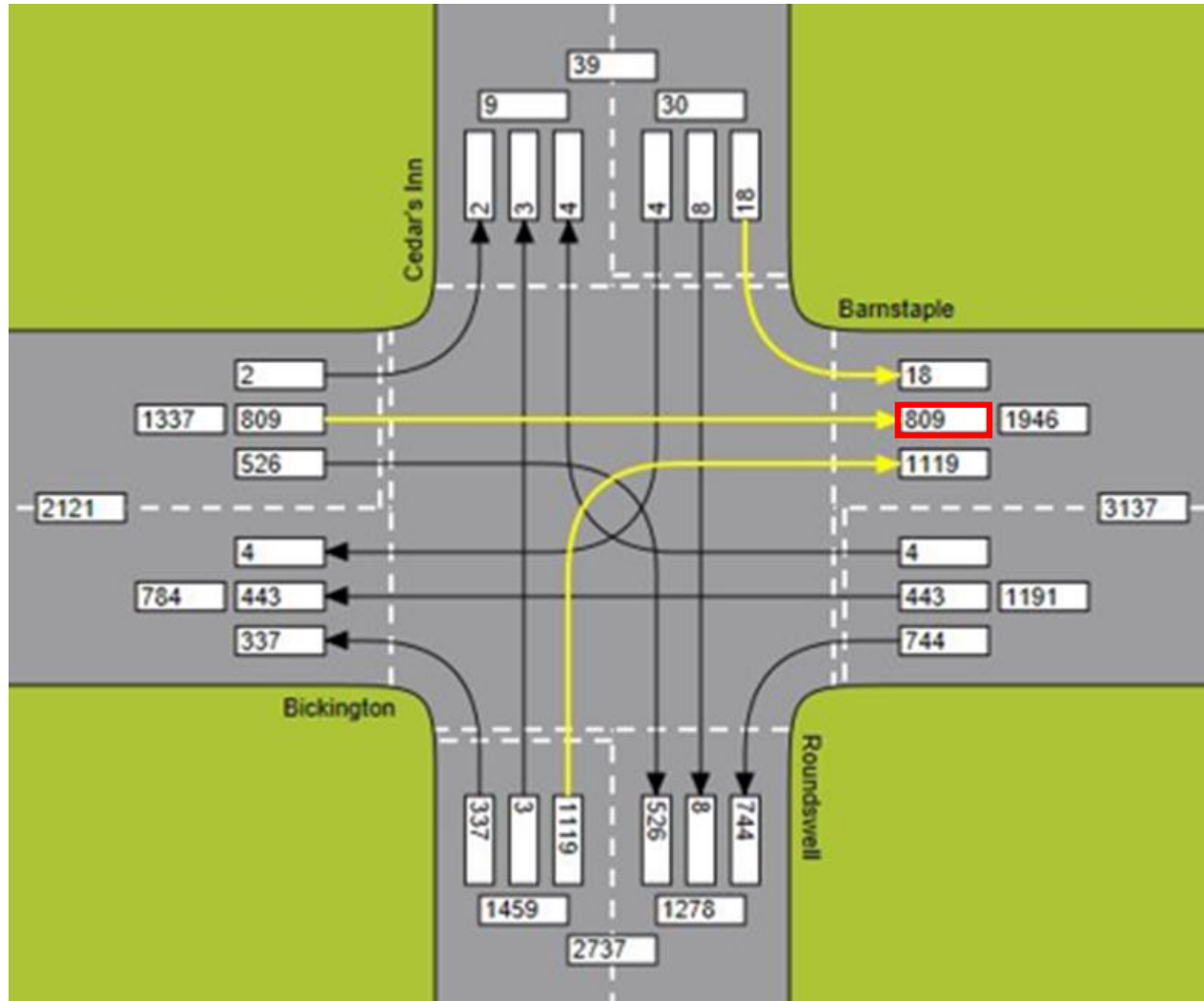
B3233 Daily Traffic Volume Fluctuations



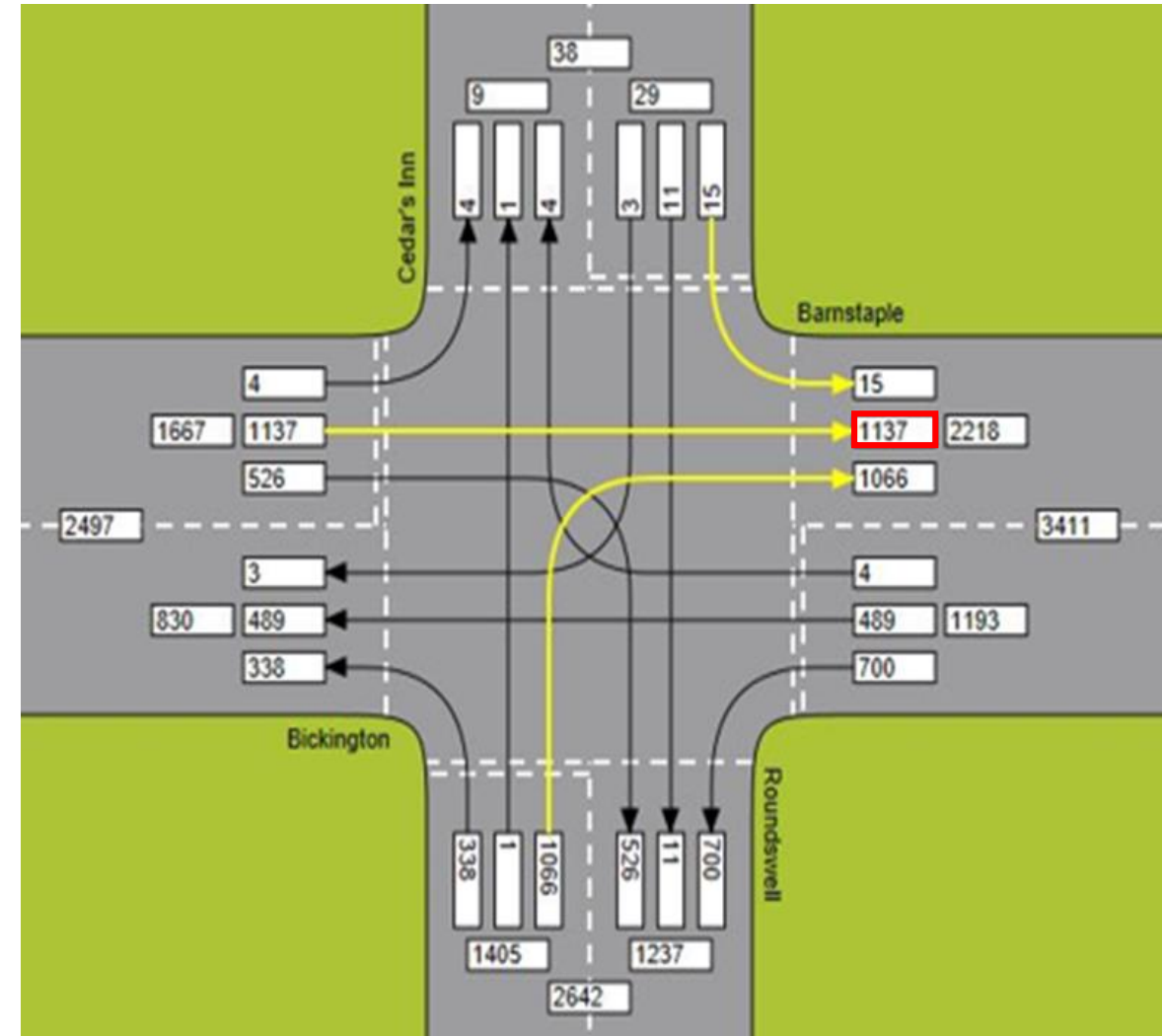
A3125 Daily Traffic Volume Fluctuations



Cedars Junction Comparison of 7:00 – 9:45 Traffic Volumes

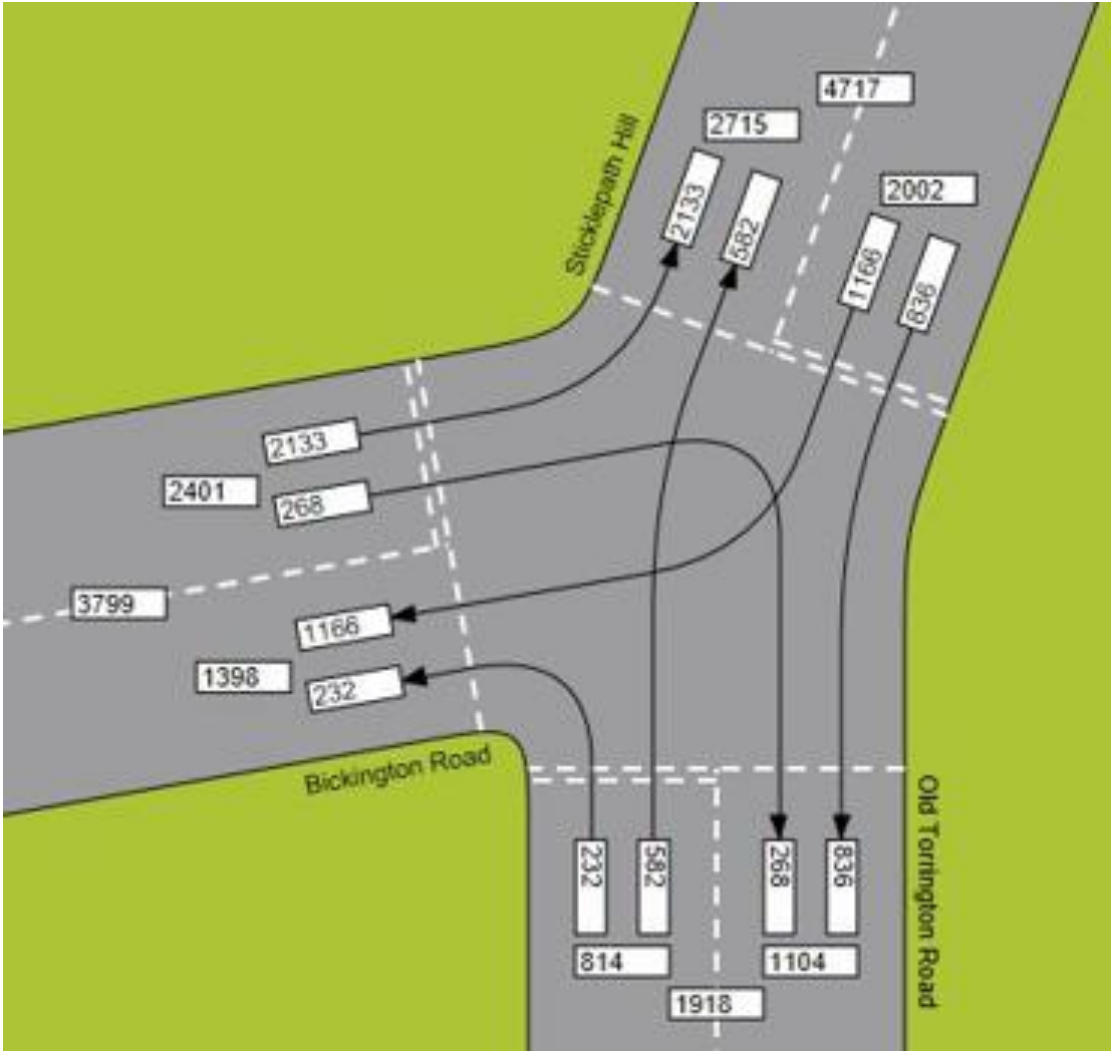


Tuesday 5th Feb 7:30 -9:30 am PRE-TRIAL

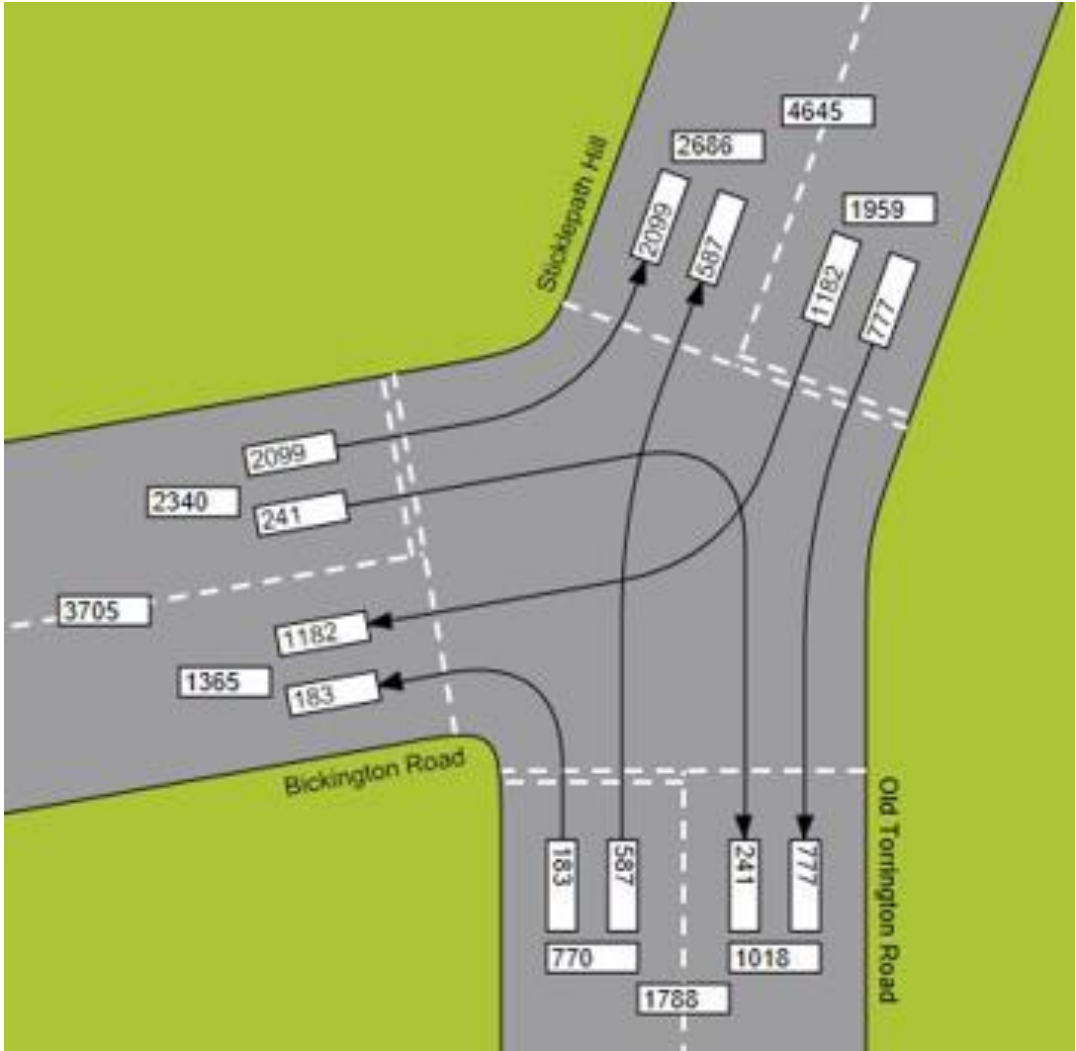


Tuesday 12th Feb 7:30 -9:30 am TRIAL

Wrey Arms Junction Comparison of 7:00 – 9:45 Traffic Volumes



Tuesday 5th Feb PRE-TRIAL



Tuesday 12th Feb TRIAL

Conclusions \ Summary

- Beneficial impact on travel journey times from Fremington into Barnstaple.
- No evidence of any severe impact on journey times from Roundswell into Barnstaple.
- But note that no monitoring evidence to assess the impact on Roundswell Roundabout or other displaced traffic delays.
- Negative public response. Primarily from Fremington and Tawstock parish residents living in the Roundswell area.
- Some alternative suggestions from the public responses are already included within the Barnstaple transport strategy.