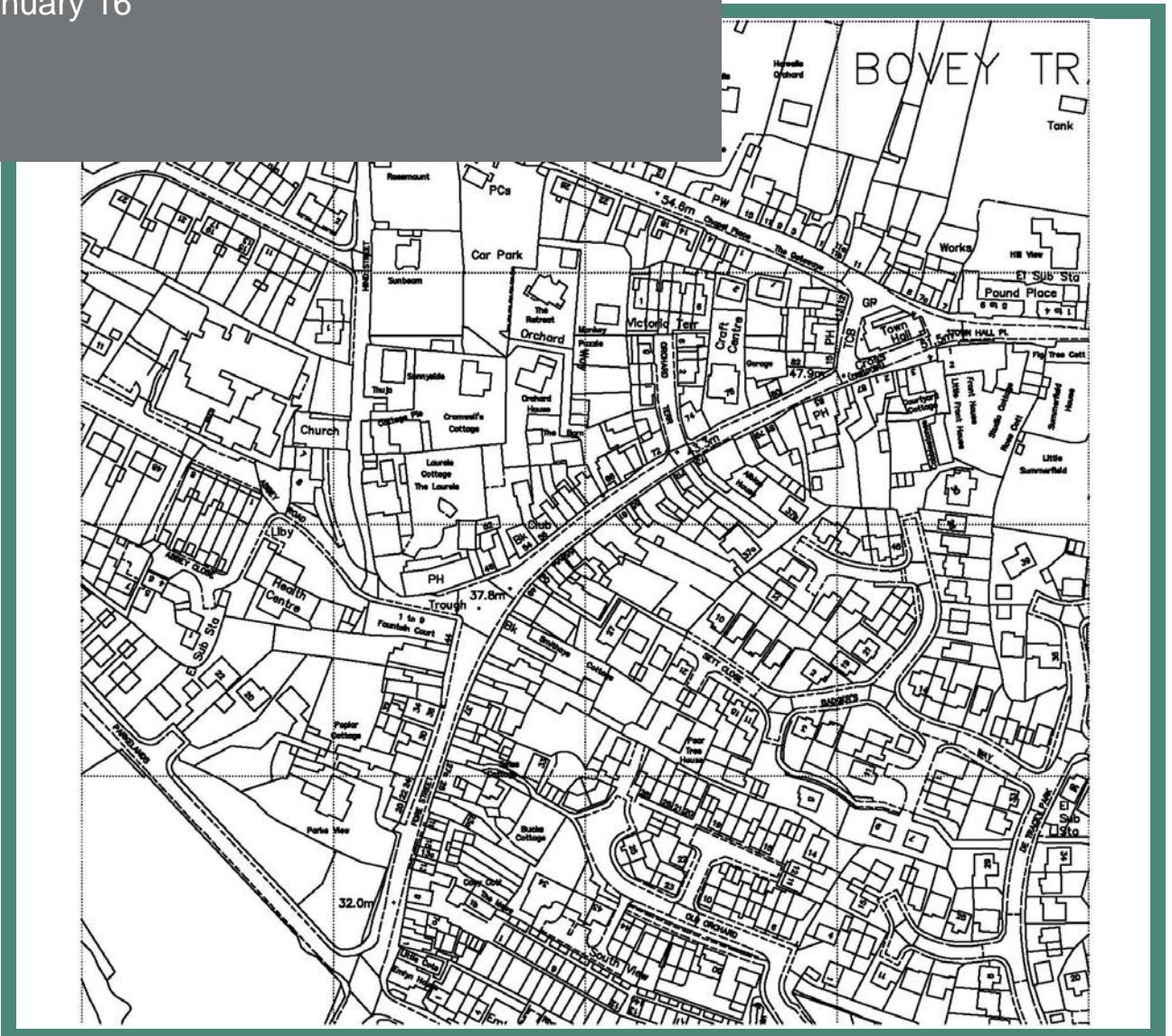


Transport, Environment & Design

Bovey Tracey Town Centre Traffic Management Plan

January 16



Document Control Sheet

Project Reference: HCE 0192
Project Title: Bovey Tracey Town Centre - Traffic Management Plan
Document Title: Transport Management Plan
Document Reference: 0192.TMP
Author: Jim Tamblyn
Checked: -
Client: Bovey Tracey Town Council
Initial Issue Date: 24 March 2016

Revision of Issue

Revision	Revision Author	Checked	Date
A	Jim Tamblyn	-	05.04.16

Distribution

Organisation	Contact	Issue Format & No. of Copies *	Date
Bovey Tracey TC	Mark Wells	D 1 (Draft)	24.03.16
Bovey Tracey TC	Mark Wells	D 2 (Draft)	05.04.16

* D denotes digital copy / P denotes paper copy

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Revision Schedule

Revision	Author	Description	Date
A	J.T	Executive summary updated Section 3.8 & 3.9 added – Safe routes to school Paragraphs 1.1 altered – inclusion of 2 additional options Paragraphs 1.3 & 1.4 added – comments on ‘Do Nothing scenario’ Paragraph 5.2.6 altered – affected roads defined Paragraph 5.2.7 added – comments on increased length of one way system	05.04.16

1. Executive Summary

1.1 Overview

- 1.1.1 Horizon Consulting Engineers Ltd (HCE) has been commissioned by Bovey Tracey Town Council to prepare a Traffic Management Plan to address congestion along the high street and inform schemes associated with the regeneration of the Town Centre.
- 1.1.2 The Traffic Management Act 2004 (TMA) was introduced to tackle congestion and disruption on the road network. The TMA places a duty on Local Highway Authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby Authorities. The TMA gives councils more tools to manage parking policies, coordinate street works and enforce moving traffic offences.
- 1.1.3 The 2011 Census Data provides information on car ownership within the Bovey Ward (Parishes of Bovey Tracey and Lustleigh). The survey identified that as a rural area the percentage of households that own a car are above the Teignbridge and County averages. The travel to work statistics support the theory that rural economies are dependent upon car usage with 65% of people in the ward utilising a car compared to the County average of 60%. Similarly, due to the shortfall in suitable rural infrastructure, the percentage of people cycling and walking to work is lower than the County average. However, the percentage of people choosing to walk or utilise bus services to reach work has increased marginally from the 2001 census.
- 1.1.4 Currently three bus services operate within the town centre, one by Stagecoach and two by Country Bus. Stagecoach provide a regular service which operates 7 days a week whilst Country Bus is funded by Devon County Council and operates one service 6 days a week and one 2 days a week.
- 1.1.5 Although Bovey Tracey benefits from the 'Stover Trail' which incorporates sections of National Cycle Network Route 28 the closest the route passes to the Town Centre is Station Road where the route makes use of the Mill Marsh Park Path.
- 1.1.6 Five year Personal Injury Accident (PIA) records were requested from Devon County Council. Four reported accidents occurred over this period, one categorised as serious and three slight. The majority of accidents were located near the greatest concentration of shops, and the widest section of highway, and involved vehicular collisions with pedestrians or cyclists.
- 1.1.7 Surveys were sent to businesses located along Fore Street to look at patterns in both deliveries / collections and customer usage. Approximately one third of the surveys were returned completed. Out of the 19 returned questionnaires 16 identified that the deliveries / collections / customers parked illegally to access the business. A variety of suggestions were made of changes that would benefit businesses, these generally comprised of improved parking (30 minute free parking), consideration of a one way system, provision of loading bays at those businesses with a high number of deliveries / collections and improvements to footways.

- 1.1.8 The Bovey Tracey Primary School Travel Plan identifies issues which are in common with those that affect local business. Therefore there are several elements of the proposed scheme that have the potential to improve the situation for both businesses and school.
- 1.1.9 The analysis suggests that changing Fore Street to a one way system will mitigate the current conflicts of vehicles travelling in opposing directions along the sections of highway restricted in width by illegal parking.
- 1.1.10 However, increasing the length of the one way system to include Bradley Road, up to the junction with Coombe Close, would potentially increase vehicle movements through the Town Centre with the possibility of increased congestion and no tangible benefit to business. If this option was to be considered further detailed traffic counts would be required (as a minimum) along Mary Street, Bradley Road and Fore Street to determine current usage of the highway network and also at the junctions of May Street with Fore Street and East Street.
- 1.1.11 It is also recommended that one of the initiatives of the school Travel Plan is trialled to reduce the number of school journey affecting the junction of Abbey Road and Fore Street. This comprises the issue of school passes to a number of parents to allow them to park in Mary Street car park for 1 hour for free during 8.30 and 9.30 am. The secondary aim of this is to encourage those parents who would normally drop their children off by car, and then leave the Town Centre straight away, to use the local businesses on their way back to the car park.
- 1.1.12 By removing one lane of traffic from Fore Street sufficient room is created to incorporate additional legal parking bays. These can be positioned such that the remaining road width is sufficiently narrow to reduce vehicle speeds. In addition the junction of Abbey Road and Fore Street would be dramatically altered to remove the excess carriageway width which encourages excess speed and illegal parking within visibility splays.
- 1.1.13 A combined footway / cycleway should be constructed between Le Molay Littry Way and Abbey Road to encourage cyclists using 'Stover Trail' to divert into the Town Centre to use cafés and restaurants. In addition this section of footway / cycleway would provide a safe route to school for children who wished to cycle or walk to school. This section of footway / cycleway would need to be combined with a controlled crossing (Toucan Crossing) to enable the safe crossing of Fore Street.
- 1.1.14 It is envisaged that the changes will be implemented in two phases, the first through an experimental TRO which will last for eighteen months and involve the removal of sections of double yellow lines and the application of the one way system commencing at the Town Hall and finishing at the junction with Le Molay Littry Way. Alterations to road geometry and inclusion of additional legal parking bays will be via white lining.
- 1.1.15 The second phase will incorporate the physical alterations of the kerb lines and the permanent TRO.

- 1.1.16 The default 'Do Nothing' scenario has been considered, however it is understood that as a result of congestion Stagecoach has contemplated withdrawing the bus service from the Town Centre citing continued disruption of scheduled stops and damage to vehicles
- 1.1.17 The 'Do Nothing' scenario also fails to address safety and modal switch issues highlighted by the STP in 2005/6. The failure to provide suitable walking / cycling infrastructure for a Town Centre school over the previous ten years will have exacerbated congestion experienced at peak hours.
- 1.1.18 If the parents can be persuaded to walk or cycle with their child to school, there is greater opportunity for high street businesses to benefit from passing trade generated from parents on return journeys. In comparison, the current situation suggests that parents who drive into the Town Centre do not make use of the facilities.

2. Introduction

2.1 Commission

2.1.1 Horizon Consulting Engineers Ltd (HCE) has been commissioned by Bovey Tracey Town Council to prepare a Traffic Management Plan to address congestion along the high street and inform schemes associated with the regeneration of the Town Centre.

2.2 Background

2.2.1 Bovey Tracey Town Centre currently suffers from a high proportion of illegal parking (both from customers and deliveries / collections) which restricts road width and causes conflict between vehicular users. This conflict manifests as congestion when large vehicles cannot pass in opposing directions and become restricted in their ability to move by vehicles behind. In extreme circumstances anecdotal evidence suggests that vehicles mount footways to pass each other putting pedestrians at risk.

2.2.2 As part of the regeneration of the Town Centre a Traffic Management Plan is required to make recommendations and proposals to improve the flow of traffic along Fore Street. In addition it will look to incorporate other measures which will improve the experience for pedestrian and cyclists and encourage a greater use of the Town Centre.

2.2.3 Although there is a drive to encourage sustainable travel and reduce reliance on vehicles, it is understood that a high proportion of customers using businesses within the Town Centre are reliant on cars due to their rural location and the lack of alternative infrastructure. The Traffic Management Plan will therefore look to incorporate suitable facilities for vehicles travelling from the outlying areas whilst encouraging a higher proportion of local residents to walk or cycle from the adjacent urban areas.

2.3 Scoping & Methodology

2.3.1 The assessment contained within this report is based upon an initial desk study with feedback from discussions with the Bovey Tracey Town Council Town Centre Regeneration Committee. The desk study has encompassed publically available material comprising the following:

- 2011 Census Data
- Public Transport
- Cycleway Network
- Collision Data

2.3.2 To further inform the preliminary options derived from the desk study a questionnaire was sent to the businesses located along Fore Street. The results from those returned were collated to confirm if the selected options were compatible with the opinions of the local businesses.

3. Planning Policy, Legislation & Guidance

3.1 Overview

3.1.1 Within the context of national, regional and local policy the following planning and transport policies have been reviewed:

- White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011)
- Delivering a Sustainable Transport System (DfT, 2008)
- Devon and Torbay Local Transport Plan 2011-2026
- Teignbridge Local Plan 2013 – 2033

3.1.2 Whilst each policy looks at particular elements of transport the core aspect that appears in each is long term sustainability and improved accessibility to the network.

3.1.3 This assessment looks at how the Town Centre can achieve these objectives through a sustainable and safer transport regime that not only supports the regeneration of the Town Centre but provides benefits to the surrounding community.

3.1.4 National Legislation that is pertinent to the assessment and have been reviewed:

- Traffic Management Act (2004)
- New Roads and Street Works Act (1991)

3.1.5 Within the context of national, regional and local best practice guidance the following have been reviewed:

- Travelling to School: a good practice guide (DfT 2003)
- Sustrans Safe Routes to Schools information sheet FS01
- Manual for Streets (2007) & Manual for Streets 2: Wider Application of Principles (2010)

3.2 White Paper : Creating Growth, Cutting Carbon – Making Sustainable Transport Happen (DfT 2011)

3.2.1 The paper, published by the Department for Transport in January 2011, sets out the Government vision for a transport system that is not only an engine for economic growth, but one that is also greener and safer and improves quality of life in communities.

3.2.2 It advises that people can be encouraged to utilise public transport if the ‘end-to-end’ journey experience is improved. For example better relationships between bus / rail / walking and cycling via measures such as time table integration / bus stop positions / station travel plans and designated walking and cycling routes.

3.3 Delivering a Sustainable Transport System (DfT 2008)

3.3.1 The paper published by the Department for Transport in November 2008 replaces the earlier 2007 paper entitled 'Towards a Sustainable Transport System'.

3.3.2 It considers private sector funding important within the future of transport and states:

'All possible funding mechanisms are considered, with the leveraging of private finance to deliver **best value for money** a key element'.

3.3.3 Within the paper five goals for transport are set out, these are reproduced below:

- To **support** national **economic** competitiveness and growth, by delivering reliable and efficient transport network;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- To **contribute to better safety, security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

3.4 Devon and Torbay Local Transport Plan 2011-2026

3.4.1 The Local Transport Plan, published in April 2011, builds upon the previous version and looks to shape a transport system that will offer business, communities and individuals safe and sustainable travel choices whilst delivering a successful economy and a prosperous healthy population in an attractive environment.

3.4.2 To achieve these aims the following recommendations are made:

- Deliver and support new development and economic growth
- Protect the existing transport network by best use of the asset and targeted maintenance
- Prioritise traffic management
- Work with communities to provide safe, sustainable and low carbon transport choices
- Strengthen and improve the public transport network
- Become the 'Place to be naturally active by developing and investing in the rural and urban cycle and walking network'

3.5 Teignbridge Local Plan 2013 - 2033

3.5.1 The Teignbridge Local Plan was adopted on the 06 May 2014. The plan sets out the visions and objectives for the District and establishes a policy framework to meet the predicted environmental, social and economic scenarios that will affect the area over the period of the plan. The policies considered relevant to this assessment are reproduced below for reference:

S9 Sustainable Transport

The transport system will offer businesses, communities and individuals safe and sustainable transport choices, helping to deliver a low carbon, successful economy and stronger, healthier communities through an integrated approach to transport and development which accounts for likely demographic changes. The impact of new development on transport will be assessed and development located and designed to:

- promote public transport, cycling and walking as transport modes of choice, minimising dependence on cars;
- provide and link to strengthened, improved and extended public transport, cycling and walking networks and green infrastructure networks;
- promote connected, safe, resilient street networks, providing new roads or road improvements where these bring economic, environmental, safety or community benefits;
- minimise the negative impacts of transport including air and noise pollution and road safety through travel plans, demand management, improvement to existing transport infrastructure, provision of new transport infrastructure and appropriate parking for bicycles, cars and other vehicles;
- support infrastructure for electric vehicles;
- support community-based transport initiatives.

3.6 Traffic Management Act 2004

3.6.1 The Traffic Management Act 2004 (TMA) was introduced to tackle congestion and disruption on the road network. The TMA places a duty on Local Highway Authorities to make sure traffic moves freely on their roads and the roads of nearby Authorities. The TMA gives councils more tools to manage parking policies, coordinate street works and enforce some moving traffic offences.

3.7 New Roads and Street Works Act 1991

3.7.1 This is the main item of legislation that enabled Local Highway Authorities to co-ordinate street works by utility companies with a view to minimising traffic disruption, including the duty to co-ordinate and the duty to maintain a 'register'.

3.7.2 The legislation also enables highway authorities to:

- Establish permit schemes, under which promoters of street and highway works must obtain a permit to allow the works to be executed; and
- Levy 'overrun charges' where street works are not completed within an agreed and reasonable period of time

3.8 Travelling to School: a good practice guide (DfT 2003)

3.8.1 The good practice guide identifies aims and objectives for reducing car journeys to school and encouraging alternative modes of transport that can provide health benefits. The document breaks these down to the following key points:

- More walking and cycling
Aim to increase levels of walking where journeys are less than a mile for younger children and less than two miles for older children. Encourage Local Authorities to develop infrastructure and training courses that will allow older children to cycle distances of up to three to five miles school along safe routes.
- Encouraging bus use
Aim to increase the number of children catching a bus to school instead of being driven there by parents, foster independence and encourage the use of alternative modes of transport from an early age so as they grow up they are less reliant on cars
- Car sharing
Where walking, cycling or public transport are not feasible the option of car sharing should be promoted. Parents can save time and money whilst cutting traffic congestion and air pollution.
- Transport provision for children with special educational needs
Provide appropriate levels of support on journeys to and from school to promote independence.
- Sustainable travel and road safety – within and beyond the curriculum
Promote sustainable travel and road safety within the framework of the national curriculum.
- School travel plans and accessibility planning
Local Education and Transport Authorities to develop strategic approach to school travel issues and reduce car dependency.

3.8.2 The document encourages the development of strategies that combine 'hard' and 'soft' measures to encourage walking and cycling. Hard measures are defined as traffic calming and the creation of safer routes along with secure cycle parking, lockers, showers and changing facilities at schools. Soft measures include the organisation of crossing patrols, walking buses and cycle trains, on and off road training (to improve road skills and confidence) and classroom activities.

3.8.3 In particular the document recommends that Local Transport Authorities should consider the case for 20 mph zones around schools, although it is noted that this should be a local decision based on existing highway network constraints.

3.9 Sustrans Safe Routes to Schools information sheet FS01

- 3.9.1 The Sustran's School Travel Team encourages children to walk and cycle to school through a range of practical and educational measures. The Sustran's goal is to involve the whole school community in working together to make the school journey safer, healthier and more enjoyable for everyone.

4. Existing Situation

4.1 Existing Site Information

4.1.1 In determining the issues and developing objectives to tackle them it is necessary to analyse evidence pertaining to traffic management and congestion incidents.

4.2 Baseline Transport Data

4.2.1 Census Data

The 2011 Census Data provides information on car ownership within the Bovey Ward (Parishes of Bovey Tracey and Lustleigh).

4.2.2 The survey illustrated that as a rural area the percentage of households that own a car are above the Teignbridge and County averages, only 10% of households did not own a car at the time of the census compared to 16% and 17%. The percentage of households with single or two car ownership are therefore understandably higher at 46 and 33% in comparison to the Teignbridge and County figures of 43 / 44 % and 30/29 % respectively.

4.2.3 The travel to work statistics reinforce the high car usage associated with a rural economy with 65% of people in the ward utilising a car compared to the County average of 60%. However, it is also notable that 13% work from home compared to the Country average of 9%. Although when compared to the 2001 census data there has been a reduction in the number of people working from home and an increase in those using a car to travel to work.

4.2.4 The cycling and walking statistics, 1% and 12% respectively, are lower than the County average, 3% and 15% respectively, and reflect the rural aspect. However, the percentage of people choosing to walk to work has increased marginally from the 2001 census.

4.2.5 Bus use has increased since 2001 but it is still below the County average.

4.2.6 Public Transport

Bus routes and stops have been determined from publically available sources on the basis that they would be the same sources local residents and visitors would utilise to assess public transport options.

4.2.7 There are two bus operators that maintain routes through Bovey Tracey Town Centre, these are Country Bus and Stage Coach.

4.2.8 Stagecoach operates a single service, Route 39, which connects Newton Abbot to Exeter via Chudleigh, Bovey Tracey and Heathfield. The service runs Monday to Saturday with a limited service on Sundays and Public Holidays. The frequency of the service is summarised in **Table 4-2** below:

Southbound (between 6am and 8 pm)		Northbound (between 6am and 8 pm)	
Weekday	15 stops	Weekday	16 stops
Saturday	13 stops	Saturday	13 stops
Sunday / Public Holidays	6 stops	Sunday / Public Holidays	6 stops

Table 4-1: Route 39 frequency

- 4.2.9 The route within the vicinity of Bovey Tracey comprises Newton Road / Fore Street / East Street / Bradley Road prior to exiting along the B3344 to Chudleigh Knighton. However, with the temporary closure of the B3344 at Bradley Bends the service has operated a one way system passing along Le Molay Littry Way / Bradley Road / East Street / Fore Street.
- 4.2.10 Country Bus operates two routes, 178 and 193, which connects Newton Abbot to Okehampton (via Moretonhampstead and Chagford) and Bovey Tracey to Newton Abbot (via Widecombe and Haytor) respectively. Both services are funded by Devon County Council and therefore have the potential to be restricted or withdrawn subject to financial constraints.
- 4.2.11 Service 178 operates Monday to Saturday (excluding Public Holidays) and stops at Union Square once in the Morning and once in the afternoon. Service 193 operates at a lesser frequency with only a Wednesday and Friday service provided.
- 4.2.12 The route of Service 178 reflects that of the Route 39 diversion which utilises the loop formed by Le Molay Littry Way / Bradley Road / East Street / Fore Street. Service 193 terminates at the stop located in Fore Street but presumably exits north up the high street as no prescribed turning facilities are available.
- 4.2.13 The accessible Town Centre bus stops are summarised in **Table 4-2** below.

Location		Service	Approx. Distance (km)
Stop Reference	Road Name		
Opp. Methodist Church	Station Road	193	
Lloyds Pharmacy (Stop A)	Fore Street	39 / 178 / 193	
Opp. Town Hall	Fore Street	39 / 178	
Pound Place (E-bnd)	East Street	178	
Front House Lodge (W-bnd)	East Street	39 / 178	
Town Hall (W-bnd)	Fore Street	39 / 178	
Tesco Express (Stop B)	Fore Street	39 / 178 / 193	
Methodist Church (SW-bnd)	Station Road	193	
Riverside Surgery (SE-bnd)	Le Molay Littry Way	178	
Riiverside Surgery (NW-bnd)	Le Molay Littry Way	178	

Table 4-2: Bus Stops

- 4.2.14 A copy of the bus routes and timetables are reproduced in **Appendix B** for reference.

4.2.15 **Cycle Network**

The designated cycle routes within the vicinity of the Town Centre are illustrated in an inset on the Newton Abbot cycle map. A copy of the cycle network plan is reproduced at **Appendix C** for reference.

4.2.16 The route, which connects to Newton Abbot and passes through the outskirts of Bovey Tracey, is referenced as the 'Stover Trail' and has had recent investment to improve safety and construct missing links including a bridge of the A38. The trail makes use of and links two sections of National Route 28. **Figure 4-2** illustrates the alignment of the trail and the sections of route 28.

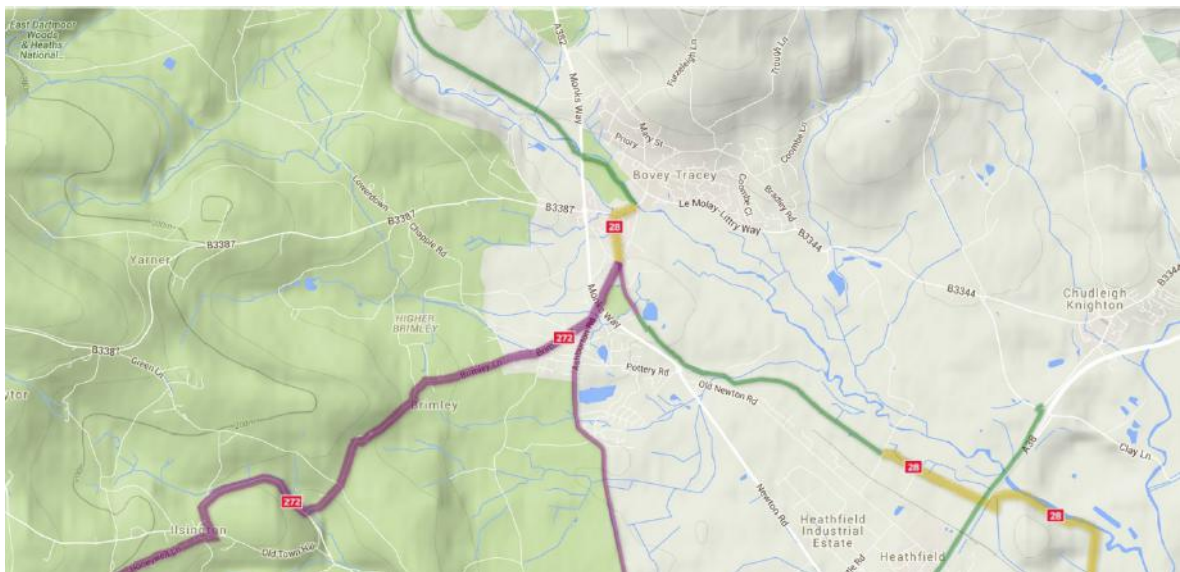


Figure 4-1: National Cycle Route 28

4.2.17 It is envisaged that National Route 28 of the National Cycle Network in Devon will run from Okehampton to Plymouth via Moretonhampstead, Newton Abbot, Totnes and Salcombe. The current section which benefits Bovey Tracey is described as:

Okehampton to South Zeal and Bovey Tracey two unconnected sections including an on-road section from the eastern edge of Okehampton to South Zeal and the Stover Way which links Fore Street in Bovey Tracey and Jetty Marsh Road in Newton Abbot, crossing over the A38 at Heathfield and travelling alongside the Stover Canal

4.2.18 The closest the route passes to the Town Centre is Station Road where the route makes use of the Mill Marsh Park Path.

4.2.19 **Road Network**

Manual for Streets provides guidance on carriageway and footway widths, the following widths should be considered in the context the existing provisions.

Road widths:

- 4.1 m permits 2 cars to pass in opposing direction at slow speed or an HGV to pass cyclist
- 4.8 m permits 2 cars or an HGV and car to pass in opposing direction
- 5.5 m permits 2 HGV's pass in opposing directions at slow speed

Footway widths:

- 0.75 m accommodates an adult pedestrian
- 0.9 m accommodates a wheelchair
- 1.2 m accommodates an adult pedestrian with child
- 1.2 m accommodates an adult adjacent to a pushchair

4.2.20 The Town Centre comprises of three distinct highway cross sections. At the lower end of Fore Street the carriageway varies in width from 4.8 m to 5.5 m and benefits from footways on both sides, the footways varying in width from 0.8 m to 2.0 m. The horizontal alignment of the highway corridor offers a high standard of forward visibility, allowing drivers to anticipate and take the appropriate action to negotiate oncoming vehicles. A Parallel parking bay of sufficient length to accommodate 3 cars is provided near number 1 Fore Street.

4.2.21 The mid-section of Fore Street includes the highest proportion of retail chain stores (Spar, Lloyds Pharmacy and Tesco) and an open vista created by the large junction of Abbey Road with Fore Street. The average road width in this area is 6.8 m with footways provided on both sides of Abbey Road and Fore Street. A parallel parking bay, of sufficient length to accommodate 6 cars, is located adjacent to the public house on Abbey Road. Along Fore Street a parallel parking bay, of sufficient length to accommodate 2 cars, is provided near to the bank.

4.2.22 It is notable that the area that will potentially generate the greatest combination of pedestrian / vehicle interactions has the greatest road width to cross but with no designated controlled or uncontrolled crossing provision.

4.2.23 The upper section of Fore Street is narrower in both carriageway and footway provision and has a lesser standard of forward visibility, resulting from the upward gradient of the road and gradual right hand bend, as it heads out of the Town Centre towards East Street. The carriageway varies in width from 4.3 m to 5.5 m with the footway approximately 0.6 m at its narrowest point.

4.2.24 Although double yellow lines are provided on both sides of the road, to facilitate two way vehicle movements, these are routinely ignored leading to congestion as large vehicles try and negotiate the 180 m length.

4.2.25 **Parking Provision**

Two pay and display car parks are located in close proximity to the Town Centre, one private and one local authority operated.

Mary Street (73 spaces) – located off Mary Street with a footpath link through to Fore Street via Orchard Way. The car park is located on a relatively steep gradient which is not conducive to use by elderly visitors. Signage is from the southern end of Fore Street.

Abbey Road (circa 20 spaces) – located off Abbey Road with a footway link to Fore Street. The car park is of flat gradient.

4.2.26 **Traffic Surveys**

No data is currently available to determine volume and type of traffic using the Town Centre.

4.2.27 **Collision Data**

To understand the safety level of the existing highway, identifying any potential accident black spots that should be considered, an analysis of collision data has been undertaken as part of this assessment.

4.2.28 Five year Personal Injury Accident (PIA) records were requested from Devon County Council for the sections of highway network initially considered to be affected by the study. The data supplied covers the period from January 2010 to 31 December 2014 and is reproduced in **Appendix D** for reference.

4.2.29 In summary four reported accidents have occurred on the examined section of highway network over the five year period. These have been categorised as one serious and three slight and are notably at the section of Fore Street which is of an open highway vista and with the greatest concentration of businesses.

4.2.30 The accident classified as serious involved a pedestrian and vehicle.

4.2.31 The remaining three accidents classified as slight all involved either vehicles colliding with each other, pedestrians or cyclists.

4.2.32 The close proximity of these incidents suggests that opportunities exist to reduce further incidents by a combination of the following:

- Reduce road width through this section of the town centre and narrow the open highway vista which encourages higher vehicle speeds.
- Alter junction layout to make the road less dominant.
- Provide designated crossing points.

4.2.33 **Business Survey**

Surveys were issued to businesses located along Fore Street to look at patterns in both deliveries / collections and customers using them. In addition the questionnaire asked for opinions from the businesses as to what they felt were the issues with current situation and what they felt would improve their customer experience. Approximately one third of the surveys were returned completed. A copy of the template survey is reproduced in **Appendix E** for reference.

4.2.34 Out of the 19 returned questionnaires 16 identified that the deliveries / collections / customers parked illegally to access the business. The majority of these were via cars and small vans with a smaller percentage of LGV's and HGV's.

4.2.35 Only one business advised their deliveries / collections of a maximum vehicle size that could access premises, however 13 stated that they did not think there was sufficient space for deliveries / collections.

4.2.36 Five reasons for delivery / collections problems were identified, these comprised of the following:

- Illegal parking obstructing legal parking spaces
- Buses mounting footways whilst negotiating narrow roads / illegally parked vehicles
- Buses creating gridlock with oncoming vehicles
- Enforcement of illegal parking
- No taxi specific parking areas

4.2.37 A variety of suggestions were made of changes that would benefit businesses, these are listed below with the figure in brackets representing the number of responses that identified the same improvement:

- 30 minute high street parking (10)
- 1 hour high street parking – patient related (2)
- One way system (2)
- Better enforcement of parking (1)
- Improvements to footway - wider / better surfacing (2)
- Inclusion of loading bays (2)
- Free all day parking (1)

4.2.38 **School Travel Plan**

Bovey Tracey Primary School is located off Abbey Road, approximately 120 m from Fore Street. They operate a School Travel Plan (STP) that was prepared in 2005 to 2006 and are considered to be a key contributor to traffic flows during peak hours. The STP identifies (in 2005 – 2006) a total of 46 full and part time staff and 300 pupils.

4.2.39 The travel plan identifies five aims for reducing dependency on cars and promoting awareness of health and environmental issues:

- Reduce the number of children arriving at school in cars and encourage either walking to school or a park and walk scheme
- Reduce the number of cars parking near the school
- Explore the possibility of new safe routes for walkers and cyclists
- Provide cycle storage if a safe cycle route can be established
- Raise awareness of health and environmental issues to increase uptake of walking and cycling to school as part of healthy living

4.2.40 The TP states that approximately 20 children travel to school by bus from the outlying settlements of Lustleigh and Hawkmoor, whether this is by public service or dedicated school bus service is unclear.

- 4.2.41 Although it is recognised there are two car parks, one public and one private, within the vicinity of the school it is observed by the school that the majority of parents park on the road side to avoid paying for parking, the small school car park being of insufficient capacity to cope with demand. It is noted within the STP that this causes congestion on the surrounding roads and a hazard to children such that cycling is not encouraged. A walking bus scheme operated for a short period but collapsed due to a lack of support.
- 4.2.42 As part of the TP a survey of parents was undertaken which informed the school of parent priorities that would encourage them to alter their mode of transport, these comprised:
- Slower vehicle speeds
 - Less traffic
 - Crossings facilities for cyclists
 - Improved traffic free routes for cyclists
 - Greater care by motorists
 - Secure cycle parking
 - Cycle road safety training
- 4.2.43 In addition they asked for views on road safety, two of which directly identified issues along Fore Street:
- Illegal parking in Fore Street causes congestions (9 respondents)
 - Cars and buses mount narrow footways so parents are not confident to let children walk on their own
- 4.2.44 Parents were also asked to propose ideas for improving access to the school, some of which are reproduced below:
- Safer route through Mill Marsh Park linking to school across the river to bypass the high street (7 respondents)
 - Free parking permit system in car parks to encourage park and walk
 - Create a pedestrian crossing at Fore Street
 - One way traffic system
- 4.2.45 The children were asked about the risk associated with various routes to school, the ones relevant to the area of study are:
- The top of Fore Street opposite the Town Hall where cars often park on the pavement (hazard identified by 6 children)
 - From Cromwells Arch to Fore Street (hazard identified by 11 children)
 - Lower Fore Street near the junction with Abbey Road (hazard identified by 6 children)
- 4.2.46 The evidence contained within the TP identifies similar issues to those experienced by the businesses with solutions that can be mutually beneficial in the Traffic Management Plan.

5. Traffic Management Strategy

5.1 Initial Concepts

5.1.1 Six options were considered at the initial stages which were subsequently informed by the collected data, these comprised:

- 'Do Nothing' scenario with users of the high street adjusting behavior to accommodate constraints
- On street parking with traffic calming, two way traffic flows with priority in one direction to mitigate gridlock potential
- Alternative Bus Routes removing buses from Fore Street
- One Way System commencing after the junction of Mary Street with East Street
- One Way System commencing after the junction of Coombe Close with Bradley Road
- Pedestrianisation of Fore Street

5.1.2 The removal of buses from Fore Street has been discounted for two reasons. Firstly this conflicts with the STP (which identifies that circa 20 children utilise buses to travel to school) and secondly, although this would remove one element of conflict, the illegal parking would still result in HGV delivery vehicles failing to be able to pass each other freely.

5.1.3 The default 'Do Nothing' scenario has been considered, however it is understood that Stagecoach has contemplated removing the bus service from the Town Centre due to continued disruption of scheduled stops resulting from congestion. It is also understood that vehicles have suffered damage from negotiating the street during peak hours when illegally parked vehicles have caused obstructions.

5.1.4 The 'Do Nothing' scenario also fails to address safety and modal switch issues already highlighted by the STP in 2005/6. The failure to provide suitable walking / cycling infrastructure for a Town Centre school over the previous ten years will have exacerbated the congestion experienced at peak hours.

5.2 Congestion

5.2.1 It is evidenced from both site visits and feedback to the business questionnaire that the primary cause of congestion is the conflict between opposing traffic flows attempting to negotiate upper section of Fore Street once it has been narrowed by illegal parking.

5.2.2 Two options were explored to mitigate the congestion, the first option is to maintain a two way system but implement traffic calming in the form of chicanes with priority to inbound vehicles. Although this would in theory prevent the conflict of opposing traffic flows it would not work well with delivery vehicles.

- 5.2.3 The second option is to implement a one way system similar to the one utilised by Stagecoach during the recent road closure. This would route vehicles via Le Molay Littry Way, Bradley Road and East Street. By implementing a one way system a larger area of the highway corridor would be freed up for either widening footways at existing pinch points, provision of legal parking bays, altering junction geometry to narrow the width of carriageway for pedestrians to cross (either at a controlled or uncontrolled crossing) and space to provide cycle infrastructure.
- 5.2.4 It is understood that the re-routing of the bus route along a new one way system would be supported by Stagecoach. There is the potential that this re-route could provide more frequent stops at the Surgery located on Le Moray Littry Way and benefit local residents.
- 5.2.5 However, any implementation of a one way system would need to be consulted on in particular with those residents located along Fore Street. It is proposed that the one way system would commence at the Town Hall, as this provides a feature that defines the change in highway corridor, and continue to Le Moray Littry Way.
- 5.2.6 The option to extend the one way system further to the east, encompassing a section of Bradley Road down to Coombe Close, has been considered. This would have a greater impact on the highway network with at least three adjoining through roads, where vehicles may turn towards Chudleigh Knighton, affected. These comprising:
- Moretonhampstead Road (via Mary Street)
 - Furzeleigh Road (via Mary Street)
 - Trough Lane
- 5.2.7 This would potentially increase vehicle movements through the Town Centre which would not necessarily increase footfall to businesses but instead increase congestion with a detrimental effect. If this option was to be considered further detailed traffic counts would be required along Mary Street, Bradley Road and Fore Street to determine current usage of the highway network and also at the junctions of May Street with Fore Street and East Street.

5.3 Parking Provision

- 5.3.1 Although there is currently some legal on street parking provision along Fore Street the majority of parking taking place is illegal. Business responses provided, identified that it would be of benefit to have a greater number of legal parking bays with a 30 minute free parking allowance. This would allow those users who currently park illegally to use the businesses to have time to browse and potentially spend more.

- 5.3.2 Three businesses identified that they would like to have a 1 hour free parking allowance which is more in tune with the customer's time requirements, i.e patients or funeral consultation. However, a longer free period reduces the faster turnover of on street parking that would benefit the businesses as a whole. It is considered that a free 30 minute parking limit with a chargeable extra 30 minute period, as per other areas in Devon, would satisfy these criteria.
- 5.3.3 Currently there is one legal loading bay, located by Tesco, in Fore Street. However, there are other businesses which would benefit from a similar facility and these may take the form of either line markings on the carriageway or alternatively widened footways with loading areas designated by contrasting surfacing and kerbs. The benefit of the widened footway scenario is that when vehicles are not loading / unloading they provide a greater width and maintain a greater distance from moving cars to pedestrians.
- 5.3.4 To reduce school peak hour traffic from the high street it is proposed that a permit scheme should be considered for the Mary Street car park that would allow parents to park for free for a period of 1 hour to allow them to walk their children to school. Although it would not necessarily take them 1 hour to make the journey it would allow them to visit the businesses on their return journey potentially increasing footfall to the local shops. With the current situation businesses experience the congestion on the high street but without any benefit of footfall as parents hastily return to their illegally parked vehicles and leave the town centre. A trial could easily be implemented by handing out printed cards, for placing in car windscreens, to parents who wish to participate and liaising with the car park enforcement officers and local authority responsible for the operation of the car park.

5.4 Signing Schemes

- 5.4.1 It is recommended that new signs identifying walking / cycling routes are similar to those installed in Exeter which show a 'time to' rather than distance. These should be installed at locations such as car parks and at the intersection of the 'Stover Trail' to direct people to the town centre facilities.
- 5.4.2 If Route 39 can be utilised such that it stops at the Surgery bus stop then signage should be located to direct people to the Town Centre defining the walking time it would take them.
- 5.4.3 Apart from traffic calming to reduce vehicle speeds, in the town centre, new gateway signage could be provided at either end of the proposed one way system which incorporated artwork from the school children. This would publicise the speed limit directly to local residents and enforce the need for drivers to take care along Fore Street.

5.5 Town Centre Pedestrianisation

5.5.1 Although pedestrianisation of the high street would remove the incidents of vehicle and pedestrian collisions and potentially encourage a greater number of children to walk to school it has two drawbacks. Firstly it will remove access to the shops from passing through traffic trade and those users of the businesses who require car access and secondly it would impact upon the residents who live along Fore Street who currently have vehicular access to their properties.

5.6 'Safer Routes' schemes

5.6.1 The school travel plan identified that parents would encourage their children to walk or cycle to school, therefore reducing congestion caused by the school run, if there was adequate safe provision in the form of footways and cycleways.

5.6.2 It is therefore recommended that the provision of a cycleway from Le Molay Littry Way up Fore Street is considered as part of the proposals. This may be achieved by either widening the footway on the eastern side of the carriageway or providing an on road marked section along the western side. It is possible that this may reduce the number of parking bays shown on the Option 1 plan in this area but the benefits of encouraging a greater number of children to walk or cycle to school safely outweighs this. In addition it may encourage leisure users of the promoted 'Stover Trail' to enter the high street and use the restaurant and café facilities located off the main route.

5.6.3 As part of any cycleway designed to encourage user of the 'Stover Trail' to divert into the Town Centre there must be sufficient provision for cyclists to leave their bikes. It is therefore proposed that as an absolute minimum cycle stands should be provided at three points along Fore Street, subject to funds and available space consideration should be given to cycle lockers which could be used by business staff to encourage a change in their mode of travel to work.

5.7 Traffic Regulation Orders

5.7.1 A Traffic Regulation Order (TRO) would be required for both the removal of the existing double yellow lines and the implementation of a one way system. TRO's require consultation with specific Stakeholders which normally comprise local councillors and parish councils, emergency services and public transport operators. Local residents, businesses and community groups may also be consulted directly.

5.7.2 Once consultation with specific Stakeholders has been completed and any amendments made to the proposal the TRO is advertised in the local media and notices fixed at the affected roads. The proposals are made available on line and in the local council office for comment. Objections are considered by local councillors and the highway authority and a decision made to proceed with the scheme or abandon it.

- 5.7.3 Experimental TRO's can be used in situations that require monitoring and reviewing, they usually last no more than eighteen months before they are abandoned or made permanent.

6. Delivery Plan

6.1 Implementation

6.1.1 It is recommended that the implementation of the proposed scheme should comprise two phases:

Phase 1:

The implementation of the one way system with an 18 month experimental TRO (including the removal of sections of double yellow lines). Changes to road geometry delineated with white line marking and new parking bays marked. Securing of funds through the Community Infrastructure Levy (CIL) from local development.

Phase 2:

Subject to a review of the effectiveness of the one way system, the permanent implementation of the TRO. Permanent works including realignment of kerb lines, changes to surface textures and controlled crossing facilities.

7. Conclusions and Recommendations

7.1 Traffic Flows and Congestion

- 7.1.1 The analysis suggests that changing Fore Street to a one way system will mitigate the current conflicts of vehicles travelling in opposing directions along the sections of highway restricted in width by illegal parking.
- 7.1.2 It is also recommended that one of the initiatives of the school Travel Plan is trialled to reduce the number of school journey affecting the junction of Abbey Road and Fore Street. This comprises the issue of school passes to a number of parents to allow them to park in Mary Street car park for 1 hour for free during 8.30 and 9.30 am. The secondary aim of this is to encourage those parents who would normally drop their children off by car, and then leave the Town Centre straight away, to use the local businesses on their way back to the car park.
- 7.1.3 By removing one lane of traffic from Fore Street sufficient room is created to incorporate additional legal parking bays. These can be positioned such that the remaining road width is sufficiently narrow to reduce vehicle speeds. In addition the junction of Abbey Road and Fore Street would be dramatically altered to remove the excess carriageway width which encourages excess speed and illegal parking within visibility splays.

7.2 Walking / Cycling

- 7.2.1 Similarly by removing one lane of traffic from Fore Street sufficient room is created to widen footways and provide safer walking routes for school children and customers of local business.
- 7.2.2 A combined footway / cycleway should be constructed between Le Molay Littry Way and Abbey Road to encourage cyclists using 'Stover Trail' to divert into the Town Centre to use cafés and restaurants. In addition this section of footway / cycleway would provide a safe route to school for children who wished to cycle or walk to school.
- 7.2.3 This section of footway / cycleway would need to be combined with a controlled crossing (Toucan Crossing) to enable the safe crossing of Fore Street.

7.3 Public Transport

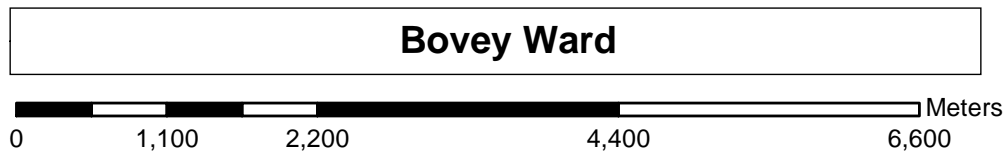
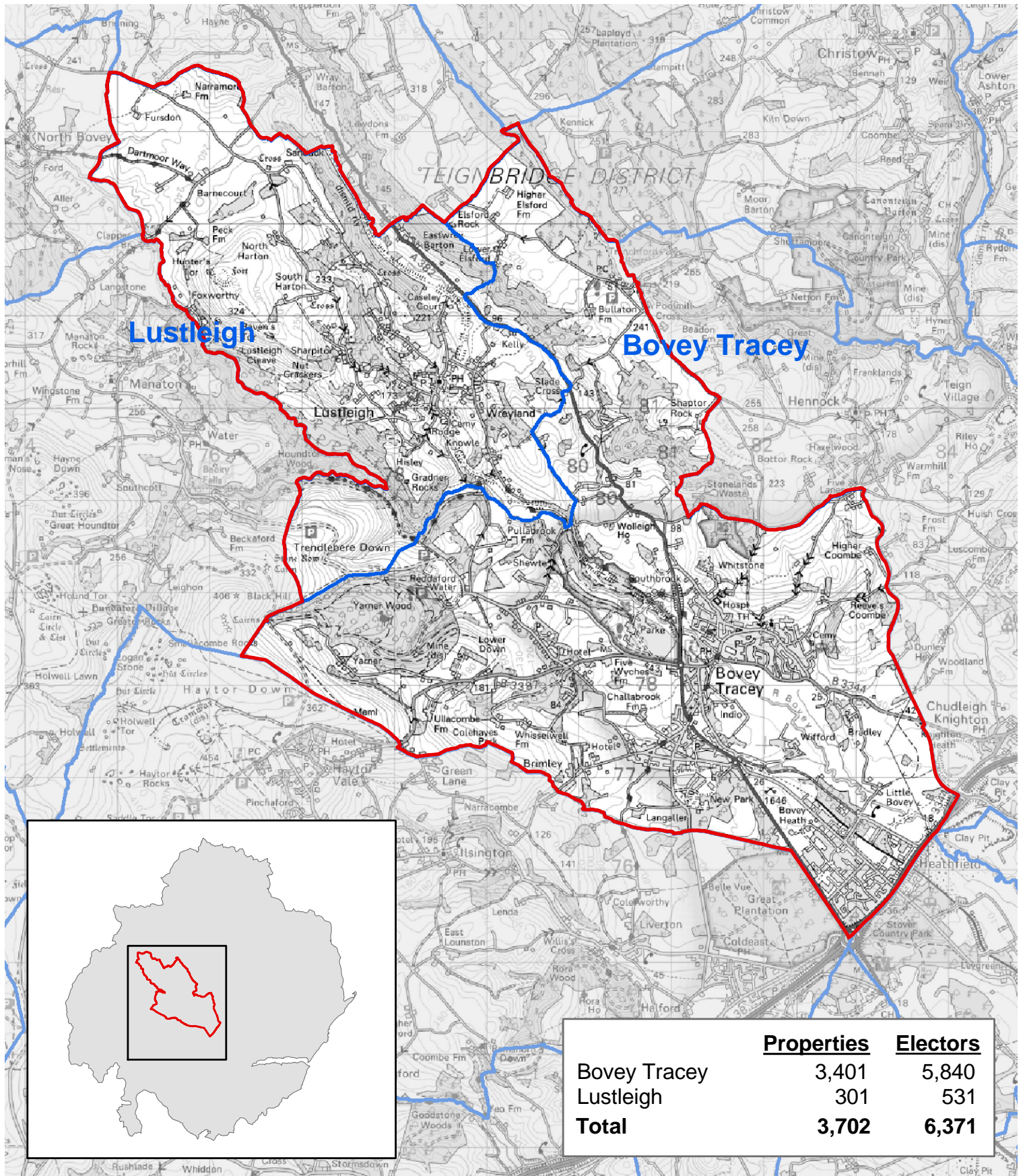
- 7.3.1 It is understood that Stagecoach would support a one way system if it was aligned so that vehicles travelled down the gradient towards Le Molay Littry Way. This route would replicate the temporary one way system operated by Stagecoach as a result of the road closure at Bradley Bends.
- 7.3.2 With the re-routing of the service is the potential to increase the frequency of stops at the Surgery located on Le Molay Littry Way. This would require negotiation with Stagecoach but with the potential of increased revenue has a reasonable probability of acceptance.

7.4 Recommendations

- 7.4.1 Although the digital ordnance survey mapping provides a level of accuracy in determining road widths for preliminary designs it is advisable to undertake a topographical survey of Fore Street to validate the proposed alterations and potentially increase the number of parking bays.
- 7.4.2 If the initial proposals are acceptable to the Town Centre Regeneration Committee then preliminary discussions should be held with Devon County Councils Area Highway Officer.

Appendix A

2011 Census Data



Accommodation Type

All household spaces	2001			2011		
	Bovey Tracey Rural	Teignbridge	Devon	Bovey Tracey Rural	Teignbridge	Devon
Detached houses	47%	38%	36%	44%	37%	35%
Semi-detached houses	23%	24%	25%	22%	24%	25%
Terraced houses	23%	23%	24%	21%	23%	23%
Flats (purpose built)	3%	7%	8%	3%	8%	10%
Flats (converted or shared house)	3%	5%	5%	3%	5%	4%
Flats (in commercial building)	2%	2%	2%	2%	1%	1%
Caravans or other mobile structures	5%	2%	1%	5%	2%	1%

Transport

All households	2001			2011		
	Bovey Tracey Rural	Teignbridge	Devon	Bovey Tracey Rural	Teignbridge	Devon
No cars or vans in household	12%	18%	19%	10%	16%	17%
One car or van in household	48%	46%	47%	46%	43%	44%
Two cars or vans in household	31%	28%	26%	33%	30%	29%
Three cars or vans in household	6%	6%	5%	7%	8%	7%
Four or more cars or vans in household	2%	2%	2%	3%	3%	3%
All cars or vans in the area	6,231	65,696	370,226	7,042	75,443	436,533

Change 2001 to 2011			
No cars or vans in household	↓	18%	11%
One car or van in household	↓	6%	7%
Two cars or vans in household	↑	7%	8%
Three cars or vans in household	↑	21%	36%
Four or more cars or vans in household	↑	89%	57%
All cars or vans in the area	↑	811	9,747

Mode of travel to work

Residents aged 16 and over	2001			2011		
	Bovey Tracey Rural	Teignbridge	Devon	Bovey Tracey Rural	Teignbridge	Devon
Work mainly at or from home	18%	13%	14%	13%	8%	9%
Underground, metro, light rail, tram	0%	0%	0%	0%	0%	0%
Train	0%	1%	1%	1%	2%	2%
Bus, minibus or coach	1%	3%	4%	2%	3%	4%
Taxi	0%	0%	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	2%	11%	1%	1%	1%
Driving a car or van	61%	62%	48%	65%	66%	60%
Passenger in a car or van	4%	6%	5%	4%	5%	5%
Bicycle	1%	1%	2%	1%	2%	3%
On foot	11%	11%	14%	12%	11%	15%
Other method of travel to work	1%	1%	1%	1%	1%	1%

Change 2001 to 2011

Work mainly at or from home	↓ 30%	↓ 35%	↓ 34%
Underground, metro, light rail, tram	↑ 22%	↑ 38%	↑ 35%
Train	↑ 96%	↑ 98%	↑ 79%
Bus, minibus or coach	↑ 26%	↓ 9%	↑ 1%
Taxi	↑ 175%	↓ 1%	↓ 36%
Motorcycle, scooter or moped	↓ 36%	↓ 33%	↓ 90%
Driving a car or van	↑ 7%	↑ 7%	↑ 26%
Passenger in a car or van	↑ 3%	↓ 17%	↓ 4%
Bicycle	↓ 4%	↑ 27%	↑ 15%
On foot	↑ 8%	↑ 7%	↑ 11%
Other method of travel to work	↑ 5%	↑ 16%	↑ 14%

Deprivation

(See note 4)

All households	Bovey Tracey		
	Rural	Teignbridge	Devon
Household is not deprived in any dimension	47%	44%	44%
Household is deprived in 1 dimension	34%	34%	34%
Household is deprived in 2 dimensions	16%	18%	18%
Household is deprived in 3 dimensions	3%	4%	4%
Household is deprived in 4 dimensions	0%	0%	0%

Appendix B

Bus Routes

Stagecoach SOUTH WEST network map



Map not to scale.

MONDAYS TO FRIDAYS

Exeter Bus Station Stand 12	0535	0650	0715		0830	0930	1040	1130	1215	1335	1420	1615	1710	1750	1850
Countess Wear Roundabout	0545	0700	0727		0842	0942	1052	1142	1227	1347	1432	1632	1728	1807	1900
Chudleigh Memorial	0602	0717	0744		0859	0959	1109	1159	1244	1404	1449	1654	1750	1829	1917
Chudleigh Knighton The Anchor	0608	0723	0750		0905	1005	1115	1205	1250	1410	1455	1700	1756	1835	1923
Bovey Tracey Coombe Close				0836											
Bovey Tracey Union Square	0627	0742	0809	0839	0924	1024	1134	1224	1309	1429	1514	1719	1815	1854	1941
Heathfield Battle Rd	0637	0752	0819	0849	0934	1034	1144	1234	1319	1439	1524	1729	1825	1904	1950
Drumbridges Roundabout	0640	0755	0822	0852	0937	1037	1147	1237	1322	1442	1527	1732	1828	1907	1952
Newton Abbot Sherborne Rd	0650	0805	0835	0905	0947	1047	1157	1247	1332	1452	1537	1745	1841	1920	2001

SATURDAYS

Exeter Bus Station Stand 12	0550	0720	0830		30				1430	1540	1650	1750	1850		
Countess Wear Roundabout	0600	0732	0842		42				1442	1557	1707	1807	1900		
Chudleigh Memorial	0617	0749	0859	then at these mins past	59				1459	1619	1729	1829	1917		
Chudleigh Knighton The Anchor	0623	0755	0905		05	until			1505	1625	1735	1835	1923		
Bovey Tracey Union Square	0642	0814	0924	24					1524	1644	1754	1854	1941		
Heathfield Battle Rd	0652	0824	0934		34				1534	1654	1804	1904	1950		
Drumbridges Roundabout	0655	0827	0937		37				1537	1657	1807	1907	1952		
Newton Abbot Sherborne Rd	0705	0837	0947		47				1547	1707	1817	1917	2001		

SUNDAYS AND PUBLIC HOLIDAYS

Exeter Bus Station Stand 12	0830	1030	1230	1430	1630	1830									
Countess Wear Roundabout	0841	1041	1241	1441	1641	1841									
Chudleigh Memorial	0858	1058	1258	1458	1658	1858									
Chudleigh Knighton The Anchor	0904	1104	1304	1504	1704	1904									
Bovey Tracey Union Square	0923	1123	1323	1523	1723	1923									
Heathfield Battle Rd	0932	1132	1332	1532	1732	1932									
Drumbridges Roundabout	0935	1135	1335	1535	1735	1935									
Newton Abbot Sherborne Rd	0945	1145	1345	1545	1745	1945									



low floor easy-access buses

Low Floor easy-access buses are normally operated on these services

Newton Abbot • Heathfield • Bovey Tracey • Chudleigh • Exeter

MONDAYS TO FRIDAYS

Newton Abbot Sherborne Rd		0655	0810	0845	0915	0955	1055	1205	1255	1340	1500	1545	1755	1850	1925	2010
Drumbridges Roundabout	0649	0705	0820	0855	0925	1005	1105	1215	1305	1350	1510	1555	1807	1900	1935	2020
Heathfield Battle Rd	0651	0708	0823	0858	0928	1008	1108	1218	1308	1353	1513	1558	1810	1902	1937	2022
Bovey Tracey Union Square	0706	0723	0833	0913	0943	1023	1123	1233	1323	1408	1528	1613	1825	1915	1950	2035
Bovey Tracey Coombe Close			0835													
Chudleigh Knighton The Anchor	0718	0735		0925	0955	1035	1135	1245	1335	1420	1540	1625	1837	1927	2002	2047
Chudleigh Memorial	0723	0741		0931	1001	1041	1141	1251	1341	1426	1546	1631	1843	1933	2008	2053
Countess Wear Roundabout	0740	0803		0948	1018	1058	1158	1308	1358	1443	1603	1648	1900	1950	2025	2110
Exeter Bus Station Arrival	0750	0825		1001	1031	1111	1211	1321	1411	1456	1616	1701	1910	2000	2035	2120

SATURDAYS

Newton Abbot Sherborne Rd	0710	0845	0955		55				1555	1715	1825	1925	2010		
Drumbridges Roundabout	0720	0855	1005	then at these mins past	05				1605	1725	1835	1935	2020		
Heathfield Battle Rd	0722	0858	1008		08				1608	1728	1838	1937	2022		
Bovey Tracey Union Square	0736	0913	1023	23		until			1623	1743	1853	1950	2035		
Chudleigh Knighton The Anchor	0748	0925	1035		35				1635	1755	1905	2002	2047		
Chudleigh Memorial	0754	0931	1041		41				1641	1801	1911	2008	2053		
Countess Wear Roundabout	0811	0948	1058		58				1658	1818	1928	2025	2110		
Exeter Bus Station Arrival	0824	1001	1111		11				1711	1831	1941	2035	2120		

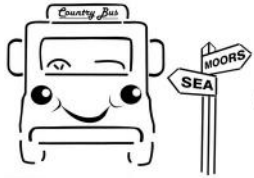
SUNDAYS AND PUBLIC HOLIDAYS

Newton Abbot Sherborne Rd	0950	1150	1350	1550	1750	1950										
Drumbridges Roundabout	0959	1159	1359	1559	1759	1959										
Heathfield Battle Rd	1001	1201	1401	1601	1801	2001										
Bovey Tracey Union Square	1016	1216	1416	1616	1816	2016										
Chudleigh Knighton The Anchor	1028	1228	1428	1628	1828	2028										
Chudleigh Memorial	1034	1234	1434	1634	1834	2034										
Countess Wear Roundabout	1051	1251	1451	1651	1851	2051										
Exeter Bus Station Arrival	1104	1304	1504	1704	1904	2104										

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Temporary Timetable From 4th January 2016





Country Bus

King Charles Business Park, Old Newton Road, Heathfield, Newton Abbot, Devon, TQ12 6UT.
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 Telephone: 01626 833664 Facsimile: 01626 835648

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- Complaints
- Excursions
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- Private Hire
- Wheelchair Access

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Freephone

178

Monday – Saturday
 (Except Public Holidays)
 From 21st September 2015

Newton Abbot – Okehampton via Moretonhampstead & Chagford

Newton Abbot, Sherborne Road B	08:55	13:50	Okehampton, Market Street	-	12:45
Liverton, Benedicts Road	09:08	14:03	Okehampton, Fore Street	-	12:50
Liverton, Cummings Cross	09:10	14:05	Hunters Gate, The Heathers	-	12:54
Bovey Tracey, Dolphin Square	09:16	14:10	Giblands Park, Vixen Tor Close	-	13:00
BoveyTracey, Union Square	09:17	14:11	Sticklepath, Devonshire Inn	-	13:09
Lustleigh, Turn	09:25	14:19	South Zeal, The Croft	-	13:12
Lustleigh, Bishops Stone	-	14:21	South Tawton, Church	-	13:17
Lustleigh, Turn	09:25	14:23	South Zeal, Oxenham Arms	-	13:21
Moretonhampstead, The Square	09:36	14:34	Whiddon Down, Post Inn	-	13:30
Moretonhampstead, Court St Car Pk arr.	09:38	14:36	Sandypark Inn	-	13:36
<i>Guaranteed Connection</i>	▼		Easton Cross (for Chagford)	-	13:38
Moretonhampstead, Court St Car Pk dep.	09:40	-	Chagford, The Square	-	13:42
Easton Cross (for Chagford)	09:48	-	Easton Cross (for Moretonhampstead)	-	13:48
Chagford, The Square	09:54	-	Moretonhampstead, Court St Car Pk arr.	-	13:56
Easton Cross (for Okehampton)	10:00	-	<i>Guaranteed Connection</i>		▼
Sandypark Inn	10:02	-	Moretonhampstead, Court St Car Pk dep.	09:45	13:57
Whiddon Down, Post Inn	10:08	-	Moretonhampstead, The Square	09:46	13:58
South Zeal, Oxenham Arms	10:15	-	Lustleigh, Turn	09:57	14:09
South Tawton, Church	10:19	-	Lustleigh, Bishops Stone	10:00	14:12
South Zeal, The Croft	10:24	-	Lustleigh, Turn	10:03	14:15
Sticklepath, Devonshire Inn	10:27	-	BoveyTracey, Union Square	10:12	14:24
Giblands Park, Vixen Tor Close	10:36	-	Bovey Tracey, Dolphin Square	10:13	14:25
Hunters Gate, The Heathers	10:42	-	Liverton, Cummings Cross	10:18	14:30
Okehampton, Fore Street Arcade	10:46	-	Liverton, Benedicts Road	10:20	14:32
Okehampton, Market Street	10:50	-	Newton Abbot, Sherborne Road B	10:35	14:47

▼ - Guaranteed connection, through fares available



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King Charles Business Park, Old Newton Road, Heathfield, Newton Abbot, Devon, TQ12 6UT.
www.countrybusdevon.co.uk e-mail: info@countrybusdevon.co.uk
Telephone: 01626 833664 Facsimile: 01626 835648

- Timetable Information
- Lost Property
- Vacancies
- Complaints
- Excursions
- 16 to 78 seat vehicles
- Private Hire
- Wheelchair Access

0800 954 8975

Freephone

193

Wednesday & Friday
(except Public Holidays)
From 03/01/14

Bovey Tracey - Newton Abbot via Widecombe & Haytor

Bovey Tracey Union Square

09:32

Haytor Moorlands Hotel

09:42

Haytor Vale Rock Inn

09:43

Illesington Church

09:49

Liverton: Telegraph View

09:53

Cummings Cross

09:55

Liverton: Benedicts Road

09:57

Bickington Shelter

10:01

Newton Abbot Sherborne Road

10:15

Newton Abbot Sherborne Road

13:45

Bickington Bow Bridge

13:55

Liverton: Benedicts Road

13:58

Cummings Cross

14:00

Liverton: Telegraph View

14:02

Illesington Church

14:06

Haytor Vale Rock Inn

14:14

Haytor Moorlands Hotel

14:15

Bovey Tracey Union Square

Request



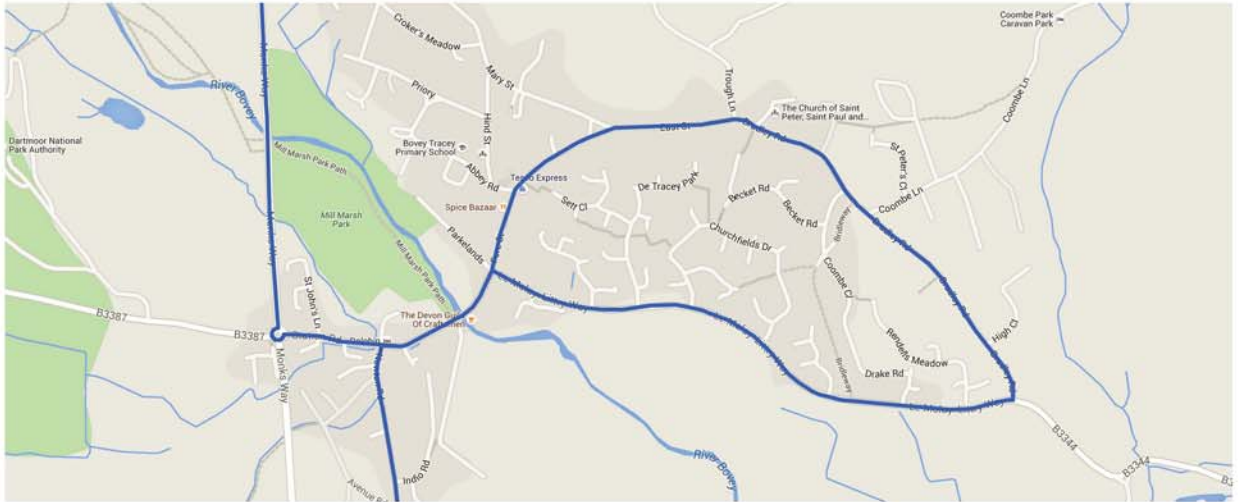
txt 84268

www.traveline.info

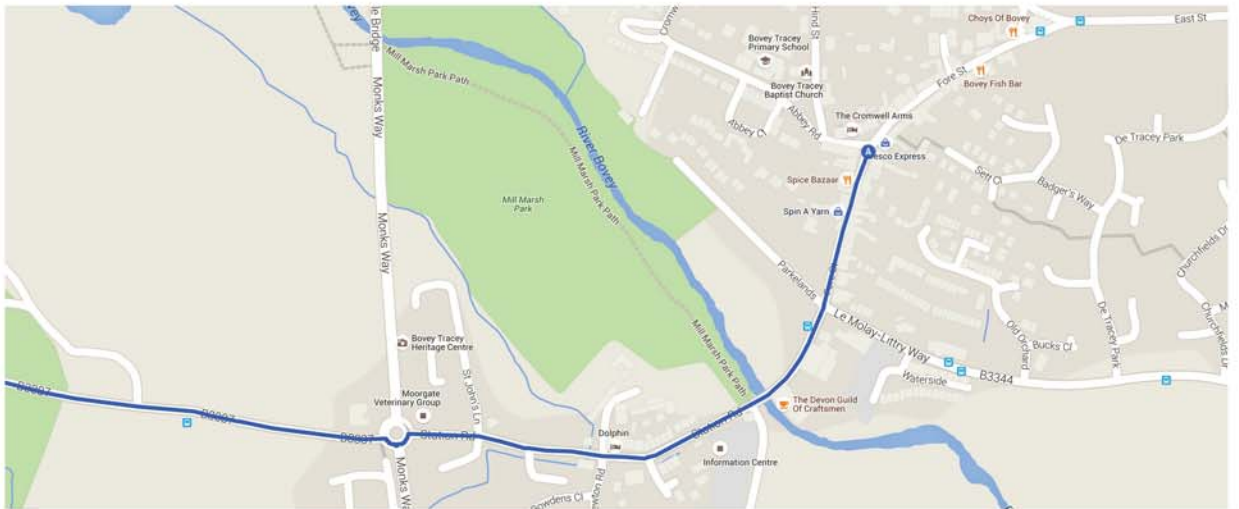
0871 200 22 33

calls from landlines cost 10p per minute





Route 178

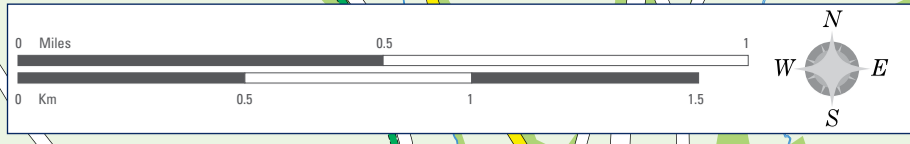


Route 193

Appendix C

Existing Cycleway Network

Stover Trail

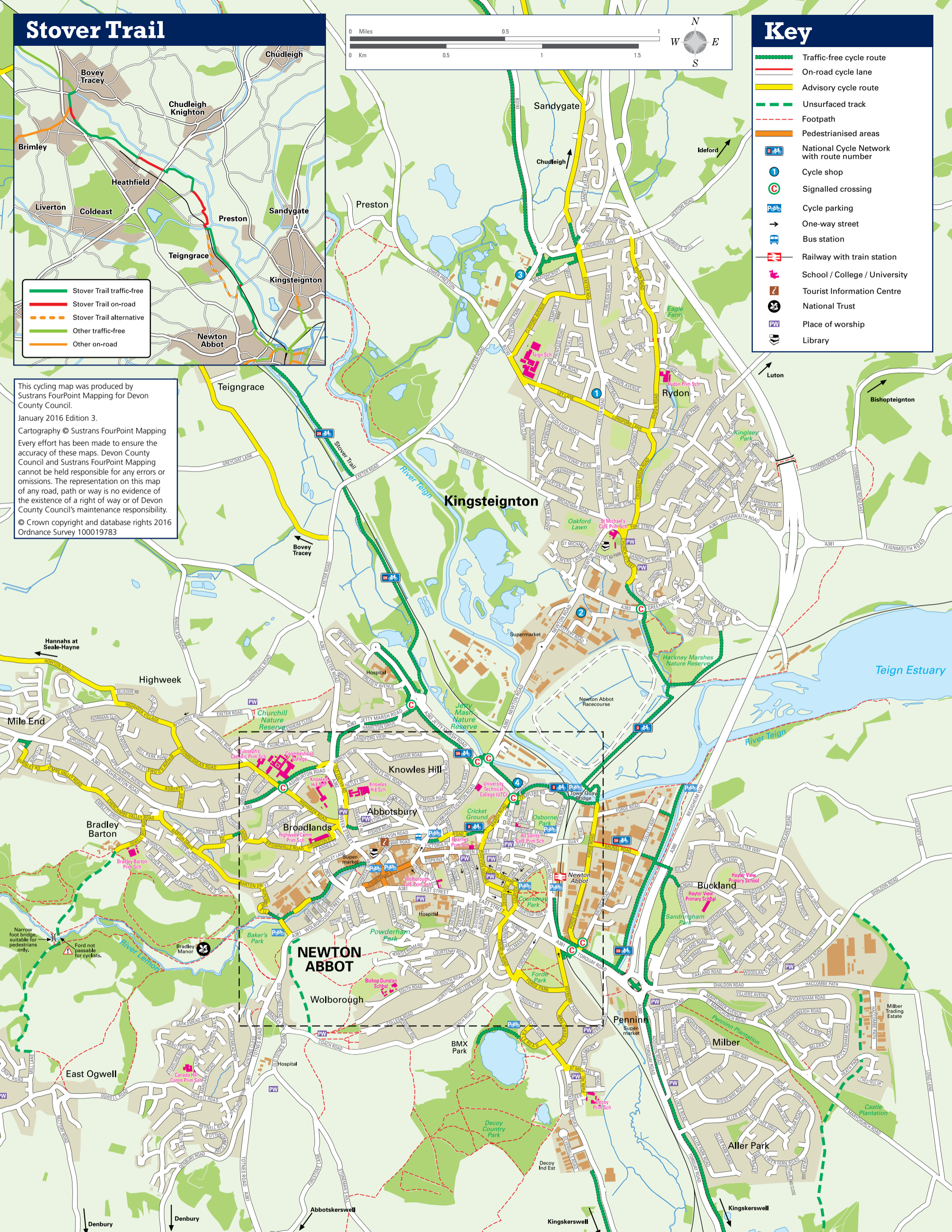


Key

- Traffic-free cycle route
- On-road cycle lane
- Advisory cycle route
- Unsurfaced track
- Footpath
- Pedestrianised areas
- National Cycle Network with route number
- Cycle shop
- Signalled crossing
- Cycle parking
- One-way street
- Bus station
- Railway with train station
- School / College / University
- Tourist Information Centre
- National Trust
- Place of worship
- Library

- Stover Trail traffic-free
- Stover Trail on-road
- Stover Trail alternative
- Other traffic-free
- Other on-road

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 January 2016 Edition 3.
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 Ordnance Survey 100019783

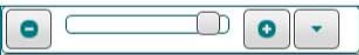


Cycling shops

- 1 Green Machine (BMX Cycles)**
 57 Exeter Road, Kingsteignton
 Newton Abbot TQ12 3HU
 Tel: 01626 335799
 Email: info@greenmachinebmx.com
 www.greenmachinebmx.com
- 2 Halfords**
 Unit 1, Newton Road Retail Park
 Newton Abbot TQ12 3HS
 Tel: 01626 362761
 www.halfords.com
- 3 Hot Pursuit Cycles**
 Unit 6-7, Sandygate Business Park
 Strap Lane, Kingsteignton
 Newton Abbot TQ12 3XF
 Tel: 01626 354082
 Email: sales@hotpursuit-cycles.co.uk
 www.hotpursuit-cycles.co.uk
- 4 Pro Cycle Centre Ltd**
 Wharf Road
 Newton Abbot TQ12 2DA
 Tel: 01626 438353
 Email: info@procyclecentre.com
 www.procyclecentre.com

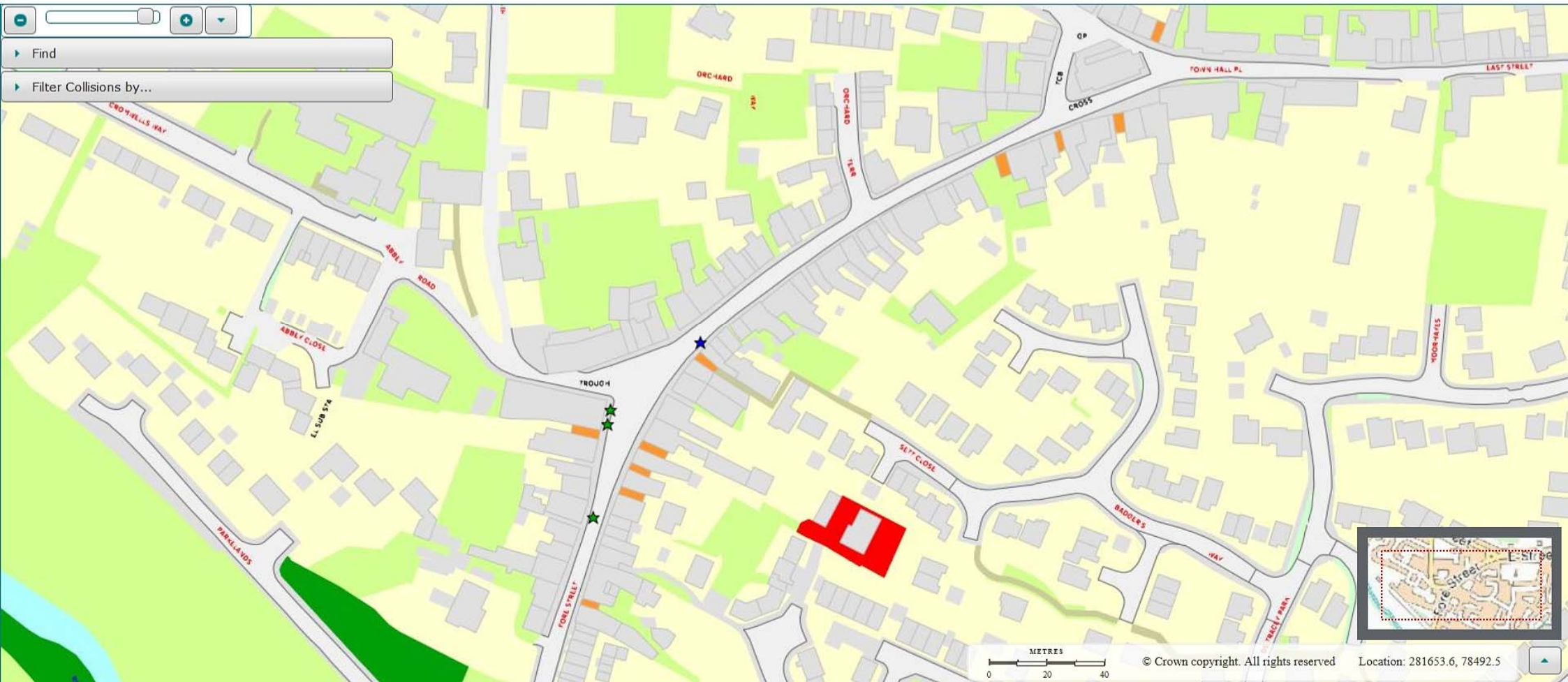
Appendix D

PIA data 2010 - 2014



Find

Filter Collisions by...



Appendix E

Business Survey Template

Deliveries and Servicing – Business Survey

This survey is being undertaken to inform Bovey Tracey Town Council on potential measures to address congestion along the high street and assist in the regeneration of the Town Centre. We would be very grateful if you would spare 10 minutes to fill in this questionnaire to assist them in improving access to business in Bovey Tracey.

Survey reference: *Bovey Tracey Traffic Management Plan*

Contact name:

Contact details

Telephone No.:

Email:

Name of Business:

Address of Business:

Postcode:

Section one: Your delivery and servicing arrangement

1. Does your business have a delivery and servicing plan?

(Please circle as appropriate)

(A delivery and servicing plan sets out objectives for the efficient, reliable and sustainable distribution of goods and services. This is to help minimize the adverse impact of congestion).

Yes / No

2. What are the hours of your business?

(Please enter the time in the following format: hh:mm – hh:mm)

3. Do you accept deliveries and collections outside operational hours?

(Please circle as appropriate)

Yes / No

6. Who determines when vehicles make deliveries, collections and servicing to your business?

(Please circle as appropriate)

Supplier / Business

7. Do you have specific time slot / appointment system for deliveries?

(If yes, please give details below)

Deliveries and Servicing – Business Survey

8. Where do vehicles wait and undertake loading / unloading / servicing activity?

(Please tick appropriate locations and enter the name of the location where this occurs)

Car park	<input type="checkbox"/>
Loading bay – on street	<input type="checkbox"/>
On street - legal	<input type="checkbox"/>
On street - illegal	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Other please specify	<input type="checkbox"/>

9. What type of vehicles access your business?

(Please tick the boxes for the vehicle types that apply)

(A1) Cars	<input type="checkbox"/>
(A2) Small vans	<input type="checkbox"/>
(B) Single rear axle transit type vehicle	<input type="checkbox"/>
(C) Twin rear axle <7.5 T transit type vehicle	<input type="checkbox"/>
(D) 2 axle 7.5 to 17 T lorry (rigid)	<input type="checkbox"/>
(E) 3 axle 25 to 33 T lorry (rigid)	<input type="checkbox"/>
(E2) 4 axle 7.5 to 17 T lorry (rigid)	<input type="checkbox"/>
(F1) 3 or 4 axle upto 33 T lorry (articulated)	<input type="checkbox"/>

10. What is the maximum size of vehicle that can access your business?

(Please tick the boxes for the vehicle types that apply)

(A1) Cars	<input type="checkbox"/>
(A2) Small vans	<input type="checkbox"/>
(B) Single rear axle transit type vehicle	<input type="checkbox"/>
(C) Twin rear axle <7.5 T transit type vehicle	<input type="checkbox"/>
(D) 2 axle 7.5 to 17 T lorry (rigid)	<input type="checkbox"/>
(E) 3 axle 25 to 33 T lorry (rigid)	<input type="checkbox"/>
(E2) 4 axle 7.5 to 17 T lorry (rigid)	<input type="checkbox"/>
(F1) 3 or 4 axle upto 33 T lorry (articulated)	<input type="checkbox"/>

11. Do you advise those making deliveries, collections or servicing about the maximum size of vehicle that can access your business?

(Please circle as appropriate)

Yes / No

12. Do you think there is sufficient space for deliveries, collections and servicing at your business?

(Please circle as appropriate)

Yes / No

Deliveries and Servicing – Business Survey

13. Do you have any problems with deliveries, collections and servicing at your business?
 (If so please explain below)

Yes / No

Section two: Deliveries

14. In a typical week, at what time(s) and how many deliveries take place at your Business?
 (Please complete the table by entering the number of deliveries made in the approximate time bands below)

	06:00 to 08:00	08:01 to 09:00	09:01 to 12:00	12:01 to 14:00	14:01 to 15:30	15:31 to 17:00	17:01 to 19:00	19:01 to 05:59
<i>Mon (example)</i>		1			2			
Mon								
Tues								
Weds								
Thurs								
Fri								
Sat								
Sun								

15. What type of deliveries are made to your business?
 (Please tick those appropriate from the list below)

- Business: for example courier, mail
-
- Retail: for example food, general goods
-
- Hospitality: for example catering / food, beer / spirits, linen / laundry
-
- Other: please specify

16. Please detail any other information regarding deliveries to the business.

Deliveries and Servicing – Business Survey

Section three: Collections

17. In a typical week, at what time(s) and how many deliveries take place at your Business?
 (Please complete the table by entering the number of deliveries made in the approximate time bands below)

	06:00 to 08:00	08:01 to 09:00	09:01 to 12:00	12:01 to 14:00	14:01 to 15:30	15:31 to 17:00	17:01 to 19:00	19:01 to 05:59
<i>Mon (example)</i>		1			2			
Mon								
Tues								
Weds								
Thurs								
Fri								
Sat								
Sun								

18. What type of collections are made from your business?
 (Please tick those appropriate from the list below)

- Business: for example courier, mail
- Retail: for example food, general goods
- Hospitality: for example catering / food, beer / spirits, linen / laundry
- Other: please specify

19. Please detail any other information regarding collections from the business.

20. Please detail any other information regarding your customer access needs or improvements that would benefit them, i.e high street parking bays with free 30 minute parking, better crossing facilities, wider footways etc.

Please return completed forms to :

Bovey Tracey Town Council
 Town Hall
 Town Hall Place
 Bovey Tracey
 TQ13 9EG

By Friday 11th March 2016

Appendix F

School Travel Plan

Bovey Tracey County Primary School - Travel Plan 2005-6

DfES 2404

Bovey Tracey Primary School
Abbey Road
Bovey Tracey
Newton Abbot
Devon
TQ13 9HZ

01626 833257

Contents

1. Aims and objectives
2. About our school and catchment area
3. Process of consultation and discussion
4. Survey results – 3a Children, 3b Parents
5. Action Plan
6. Routes – STP1 form
7. Monitoring and Review proposals
8. Endorsement by Headteacher and Chair of Governors
9. Appendix Parent Questionnaire
10. Road Safety Policy

A school travel plan is about how we all travel to and from school. Devon County Council is encouraging all schools to develop one.

1. The travel plan aims are:

- to reduce the number of children arriving at school in cars either by a) encouraging walking to school or b) encouraging a park and walk and scheme
- to reduce the number of cars parking near the school
- to explore the possibility of safe new routes for walkers and cyclists
- if we are able to initiate a safe cycle route, then we need to provide storage for cycles
- to continue to raise awareness of health and environmental issues to increase walking and cycling to school as part of healthy living.

2. About our school

Bovey Tracey Primary School has 300 pupils of Primary age on roll, and 46 full and part time staff. The school is situated in Abbey Road, which leads into the nearby main road (Fore Street) through the centre of Bovey Tracey. Close by in Abbey Road is the town library, a nursery/child minding centre, and a Baptist Church – which hosts a daily morning playgroup.

The road outside school becomes very congested during the times immediately before and after school. A school crossing patrol operates in Fore Street at these times, as a significant proportion of our pupils already walk to school. About 20 children travel to school by bus from the villages of Lustleigh and Hawkmoor.

There are two entrances – a pedestrian gate leading to a flight of steps into the playground, and a double gateway incorporating vehicle access, adjoined by a smaller pedestrian gate leading to a pavement by the drive, which guides pedestrians into the playground.

There is a small school car park which is well used.

Car parks in the town centre carry a charge, so most parents who drive park on the streets around the school causing congestion and some danger to pupils.

There are no cycle storage facilities, and we do not at present encourage children to cycle to school as the routes to school are considered to be much too hazardous. A walking bus operated for a while but stopped due to lack of support.

The Catchment Area

The catchment area consists of the whole of Bovey Tracey, extending north to the village of Lustleigh. About 30 pupils come from outside the official catchment area, from Heathfield, Chudleigh Knighton, and Kingsteignton. The school's ability to take out of area pupils will gradually decrease due to house building in Bovey Tracey.

We have started to develop our plan by undertaking a mapping exercise with pupils - the results are very encouraging.

3. The process of consultation and discussion

A working party was established including and/or meeting representatives of staff, governors, parents, local resident, town and district council.

Ways in which we collected data/raised awareness of the plan:-

- a survey of children to find out how they came to school, using Devon's School Travel Tally, large maps and stickers – with all children contributing and discussing routes and problems with two parents – one of whom was also a town councillor
- a survey of parents, with a questionnaire (approx 40% return) in which they were asked to comment on a wide range of issues relating to their journeys to school
- less formal through discussion with parents in the corridor where the children's mapping results were displayed
- a meeting between representatives of the town council (3 members) and the working group to consider the problems and some of the possible solutions
- keeping the governors informed
- consultation with the School Council

- liaison with Alison McGregor

4. BOVEY TRACEY TRAVEL PLAN - PARENTS SURVEY 2005 –

See Appendix 1 for survey

Results:

113 Questionnaires returned

How do children travel to and from school? To School/ From School

Car (with adults and other pupils) 17/ 16

Car (just with adults) 20 /24

33% DRIVE

Walk (with adults) 56/ 62

Walk on own 8/ 7

57% WALK

Cycle 0

Bus 6 5 %

Taxi

Drive to car park and walk 9/8 8%

Motorcycle 1 1 %

Scooter 1 1 %

Would parents consider using a “walking bus”?

33 people said they would be interested in a walking bus - that equates to approximately **50%** of those people that filled in questionnaires who currently walk to school.

Car sharing

21 parents expressed an interest in car sharing. Again over **50%** of those responding who travel by car - a positive start.

What would help improve conditions around Bovey school?

Responses – main ones highlighted

Slower motor traffic 54

48%

Less motor traffic	72	64%
More/better main road crossings for cyclists	17	
More/better traffic-free routes for cyclists	38	34%
Greater care/courtesy among drivers for cyclists	13	
Secure cycle parking	17	
Cycle road safety training	27	24%

Park and Walk

44 parents stated that they would be willing to park in a local car park and walk the final part of the route to and from school. That is **64%** of those families who responded that currently drive!

Road safety concerns

36 respondents felt that the situation **outside of school / Cromwells Arch** is dangerous due to volume of traffic, illegal parking and speed /courtesy of drivers.

14 respondents felt the drive into Chestnuts is not delineated from pavement and is confusing for children

11 respondent felt that crossing **Bovey Bridge** is a real hazard due to traffic speeds and poor visibility (especially if you are a child).

2 respondents felt that crossing **Station Road** is a hazard

4 respondents felt that it is difficult crossing at the **Dolphin Hotel**

9 respondents felt that **illegal parking in High Street** slows traffic flow resulting in congestion.

No footpath High Close to Parish Church makes walking dangerous

Cars and buses almost on pavement in **Fore Street, Upper Fore Street** narrow and dangerous - can't allow children to walk on own

Ideas and comments

3 parents suggested that we change road layout outside of school to include a zebra crossing

7 respondents suggested creating a safer route through Mill Marsh Park linking to school across river

4 suggested free parking/permit system in car parks will encourage park and walk

Mark children's crossing on road in Fore Street

One way traffic system

Erect railing or similar along edge of pavement on chemist corner/junction opposite Cromwells Arms. Dedicated pedestrian path from there to school with appropriate signing so cars have to give way to pedestrians - could also be cycle path. Use one side of road at Cromwells Arch

Drop off point in the car park

Drop off point outside school

Allow children into school before 8.45am

Make Abbey road car free at school times

Put on street charges on road outside school

Traffic warden/school staff to stop illegal parking outside school

Zebra crossing outside surgery

Bridge across River Bovey connecting car park to Le Moley Littrey way

Children's Mapping Exercise - Assessing Travel to School Patterns and Identifying Hazards.

The children were involved in an exercise to help assess current travel to school patterns and potential hazards. A large scale map of Bovey Tracey was used.

All children present at school on January 27th 2005 (approximately 300 pupils) participated in the exercise to map their **normal** mode of transport and routes to school. Siblings undertook the task together although each child was represented individually with a spot on the map.

Children were brought to the mapping area in small groups a class at a time. An adult explained the exercise to the children before starting the process. Each child was asked:

To find their house on the map (help was given if necessary)

To tell the adult how they normally got to school (walk, car, bus, bicycle, other) and mark it on the map with a coloured spot.

The adult and child then looked at the route taken to school and the child was asked to identify any place on that route where they felt it was dangerous or unsafe or where their parents tell them to be extra careful, these were marked with a red spot.

The mapping process was very useful in itself to raise awareness amongst children of travel to school issues. We were impressed with the number of pupils that could find their home on the map and in many instances trace their journey to school picking out key features on the way. The actual travel patterns were also very encouraging.

Modes of Transport

There are 302 children registered at the school, 294 children participated in the exercise, 221 of the children lived in Bovey Tracey, the remaining 73 lived outside of the town in Heathfield, or villages surrounding the town.

156 (70%) of the 221 children living in Bovey already regard walking as their main way of getting to school.

63 (29%) of the children living in Bovey regard driving as their main way of getting to school.

2 of the children living in Bovey regard cycling as their main way of getting to school.

63 children live outside of Bovey Tracey, 47 of these regularly drive to school, 16 come by school bus.

If the river is taken as a boundary between the lower town, south west of Bovey Bridge and higher town, north east of Bovey Bridge there are interesting patterns of use. Of the 69 children living below Bovey Bridge, hence a greater distance from school, 24 (35%) of children generally walk to school.

Of the 150 children living north east of the river, and hence closer to school, 132 (88%) regularly walk to school.

Survey of how Bovey Tracey children would like to travel to school - March 2006

WALK	CYCLE	BUS	TRAIN	CAR	OTHER
29%	36%	6%	14%	7%	Scooter - 1% Skateboard - 1% Running - 1% Motorbike - 0.33% Plane - 2% Camel - 0.33% Lorry - 0.33% Quad bike - 2% (There's always one class.....!!!)

The data shows that most children would like to use sustainable forms of travel given the choice! This will help us in promoting walking and cycling wherever possible and is data that we can pass on to the Town Council in support of their proposal to provide improved networks of cycle and walkways in the town.

This is a very positive starting point but it still means that there are 79 households who regularly drive to school and try to park along Abbey Road. *(This is travel to school only - we did not discuss travel home)*

Hazards

Most children accessing school from Fore Street do now use the lollipop lady to cross the road.

There are very clear walking to school patterns and a number of common areas of concern regarding road safety:

- The top end of Fore Street opposite the town hall where cars often park on the pavement (6 children identified a hazard here).
- The area immediately outside school, 21 children identified a hazard here.
- From Cromwells Arch to Fore Street, 11 children identified a hazard here.
- Lower Fore Street near junction with Abbey Road, 6 children identified a hazard here.
- Crossing the road near Bovey Bridge, 13 children identified a hazard here.
- Crossing the road near Dolphin Hotel, 4 children identified a hazard here.
- Crossing at the fork in the Ashburton Road, 4 children identified a hazard here.

Next Steps

The next step is to follow the children's mapping with a survey of parents to confirm patterns of use and road safety issues. This will include travel to and from school.

Parents' surveys included this introduction:

A questionnaire is attached. Please spend a few minutes to complete the form so that we can develop positive ideas for improving the safety and well being of pupils and the local community, confident that we understand parents needs regarding travel to and from school.

Devon County Council do provide financial support to help us develop and implement this plan and we want to make the most of this.

5. Action Plan

Problems, Issues and Actions

Problems	Possible Solutions	How, Who	Target Date
Walking			
Is not very safe around the school as there are too many parked cars	Use car parks nearby as Park and Stride sites: Lower town car park, Methodist and Chapel car park, Mary Street car park	School to approach District Council to ask for parents' passes to use while collecting/dropping children	Spring 2006
	Reduce parking around school site with new markings	Discuss with local service group Done – agreed to do a TRO to help enforce better parking	Spring 2006 Done
Need to promote walking and cycling	Promote walking for those that can, and car sharing for others. Use Walking the Wizard Way scheme or Devon County Council share scheme/guidelines.	School to issue advice/leaflets and to launch Walking the Wizard Way reward scheme	Autumn 2005 – Spring 2006 launch for reward scheme Again in Autumn 2006
Promote healthy travel to school	Alison McGregor to be asked to visit new school Health Committee Links to PSHE curriculum – evidence attached School Council project to promote safe walking and cycling – Alison McGregor could visit	Becky Forrest & Health Committee Becky Forrest and Alison McGregor plus School Council leader	Spring 2006
Set up walking bus	Promote walking bus when new route is complete across the river	Max and parents to help find volunteers Tesco may help with sponsorship	Summer 2007
Need to promote cycling and scooters	3 cycle trainers have been identified and will train year 6 in the summer each year	3 members of school community	Summer 2006 and

	<p>Year 6 then to be allowed to cycle to school. All others to be escorted by adults.</p> <p>Promote all means of sustainable travel eg scooters through School Council and also through assemblies and links to health and environmental education</p> <p>Provide cycle storage on site</p> <p>Promote use of new cycle storage behind the library for parents and children to use and for the community also.</p>		each summer
Need to be clear about road safety issues for whole school	Discuss/issue Road Safety Policy	School- Max Quick – Done!	Autumn 2005 Done – to be reviewed annually
Blind corners –dangerous for children to cross Cromwell’s Way before & after school (and during school day as they go over to playing field.	Provide crossing platform – this would reduce parking and reduce speeds.	Local Service group to be contacted - Done Under review	Autumn 2005 Spring 2006
No footway on Abbey Road – major route to school		Local Service Group to be contacted – Done NOT possible due to historic nature of the bridge	Spring 2006
Cromwell’s Way very dark	Improve lighting	Local Service Group to be contacted – still under review	Autumn 2005
Lane from Mary Street dark	Improve lighting	Local Service Group to be contacted – still under review	Autumn 2005
No crossing from Mill/Methodist Chapel/lower car park	Create crossing point	Local Service Group to be contacted and Town Council Agreed as part of new routes into town	Summer 2005 – Will happen Year 2006-7
Pathway along river possible route	Create path/bridge	Local Service Group	Summer

but needs improving with bridge to cross to/by school playing field. Could be used by cyclists.		Public Rights of Way Town Council and Cllr Sally Morgan to assist	2005 Still under review
Need safer routes to school	Plans to reduce traffic in Fore Street may help this	Local Service Group Town Council On hold	Done
To ensure co-operation and support from local residents	Further consultation – meet and discuss alternatives	School to initiate – Leaflets were sent out – only two residents responded	Summer 2005 Done

Targets

Target	How will be know we have met target	When by
Walking - to increase numbers who walk to school by 10% in Year 1	When percentage of walkers have increased by agreed amount.	Annual Great School Travel Tally in September 2005 and in June 2005 in preparation for the Devon Schools TravelWise Award and following Walk to School Week. Monitored in Great School Travel Tally 2006 and then into 2007/8
To sustain increase walking to school next year	Ditto	
To set up a Walking Bus from the craft centre car park to school	When a Walking Bus has been successfully in place for at least 2 terms	By end of Autumn Term 2007
Cars - to reduce percentage used for the school run by 10% in year	When numbers of car journeys reduce as shown in census	Annual Great School Travel Tally - September 2005, 2006 and then 2007 and 2008

<ul style="list-style-type: none"> - to reduce percentage of cars by 15% in year 2 - by 20% in year 3 		
<p>Cycling</p> <ul style="list-style-type: none"> - increase active use of cycling as a means to get to school - 10 pupils by end of year 1 - 20 pupils by end of year 2 	<p>Numbers of children booked onto cycle proficiency training. Subsequent numbers of children cycling to school. Requests for availability of secure cycle-park</p>	<p>Review at end of summer term 06</p> <p>Autumn 2006</p> <p>Autumn 2007into Spring 2008</p>
<p>To have healthy travel and road safety education on the curriculum for each year group - linked to Healthy Schools application</p>	<p>Curriculum plans and children's work will show this eg through PSHE, School Council and Healthy Schools records</p>	<p>Summer 2006 and on-going</p>

6. Monitoring and Reviewing Proposals

- Annual surveys each year – Great School Travel Tally in Sept and Pupil census through SIMS in January
- Informal monitoring outside school
- Tally Summer 2006 and then each Summer after this to get interim figures

7. The School Travel Plan has been approved by the Headteacher and Chair of Governors.

Signed(Headteacher)

Name

Signed(Chair of Governors)

Name

8. Appendices

1. Parent Questionnaire
2. Route options

Appendix 1

Bovey Tracy School Travel Surveys

Parent questionnaire

Please complete this questionnaire and return it to the school by April 25th 2005. If you have more than one child at the school, please complete a separate questionnaire for *each* child if they have different travel patterns.

1 What is your child's/ children's name?
.....

2 How old are they?years

3 Where do you live? street area
..... post code. Which area 1-5 on attached map? 1 2 3 4 5

4 How far does your child travel to school? (Tick one)

Less than 1/4 mile 1 – 2 miles

1/4 – 1/2 mile 2 – 3 miles

1/2 – 1 mile More than 3 miles

5 How long does their journey to school normally take? (Tick one)

Less than 10 minutes

10 – 20 minutes

20 – 30 minutes

45 – 60 minutes

More than 60 minutes

6 What is their usual means of travel to and from school? (Tick one in each column)

To School From School

Car (with adults and other pupils)

Car (just with adults)

Walk (with adults)

Walk on own

Cycle

Bus

Taxi

Other (please specify)

7 Why does your child normally travel to school by the means indicated? (Tick the **three** main reasons from the list below)

To school From School

It is the most appropriate for the distance

It saves time/is the quickest option

It is inexpensive

There is no reasonable alternative

You are confident that your child has got to school safely

It fits in with a longer journey that you are making

It allows you to spend time with your child

It allows your child to spend time with friends

It is a healthy means of travel

It is an environmentally-friendly means of travel

Other (please specify)

8 Do they have any problems in getting to and from school? If so please describe below.

.....
.....
.....
.....

9 If your child/children walk to school do you have any road safety or other concerns about the route? If so please describe below.

.....
.....
.....
.....

.....
....

10. If you live within walking distance of the school would you be interested in a 'walking school bus', where groups of children are escorted on foot to and from school by adults? (Some of you may remember we experimented with this a few years ago)

Don't live within walking distance of the school

Live within walking distance, and would be interested in a walking bus

Live within walking distance, but would not be interested in a walking bus

I would like more information

11. Which of the following measures do you think would improve conditions for to (name of) School? (Tick the **three** most important improvements)

Slower motor traffic

Less motor traffic

More/better main road crossings for cyclists

More/better traffic-free routes for cyclists

Greater care/courtesy among drivers for cyclists

Secure cycle parking

Cycle road safety training

Other (please specify)

12. If you take children to school by car, if only on occasion, would you be interested in sharing the 'school run' with other families? (**Tick one**)

Never take children to/from school by car

Do take children by car, and would be interested in car-sharing

Do take children by car, but would not be interested in car-sharing

Already car share

13. If you normally travel to/from school by car would you consider parking in a local car park and walking the final part of your journey?

To school

From school

Yes

No

If No - what would make this difficult for you and is there anything the school could do to help?

.....

.....

.....

.....

14 Do you have any other comments or suggestions for making travel to School safer, easier and more pleasant, or about the aims of this survey in general?

.....

.....

Thank you for your time and cooperation

REQUEST FOR ROAD SAFETY/ENGINEERING IMPROVEMENTS

This form is an ESSENTIAL part of your School Travel Plan

FOR COMPLETION BY SCHOOL (PLEASE LIST IN ORDER OF PRIORITY)			FOR COMPLETION BY Devon County Council	
NAME OF SCHOOL Bovey Tracey Primary			DATE	
DATE			RESPONSIBLE L.S.G. OFFICER	
PROPOSED IMPROVEMENT or ROAD SAFETY RESOURCE REQ'D	NAME OF ROAD (If appropriate) *	REASON	AGREED YES/NO	REASONS & COMMENTS
1. Reduce parking around school site with new markings	Cromwell's Way	Parents and residents park and obscure vision for children on foot		
2. Crossing platform needed to help children cross near the blind corner	Cromwell's Way	Blind corner , used before & after school and during school day for playing field access.		
3. Footway needed	Abbey Rd	Major route to school		
4. Lighting	Cromwell's Way and path from Mary St	Very dark		
5. Crossing point	Mill St/Methodist Chapel/lower car park	Route to school - dangerous		
6. Pathway along river & bridge	Along river	Good route to school, could be used by cyclists		
7. Reduce traffic	Fore St	Major route to school		

10. School Road Safety Policy

Rationale

It is well noted that the amount of traffic on the roads has increased dramatically over recent years. As a result, too many accidents involving children occur nationally on a daily basis. Moreover, accidents concerning children during their home to school journeys arise too frequently. By issuing this policy the school community acknowledges that we have a duty to help prevent such tragedies and will ensure to meet our educational responsibility to contribute to the effective road safety education to all students in its care.

Aims

1. To establish and maintain a school ethos that incorporates: -
 - i) safer journeys to school
 - ii) walking to school as the preferred means of travel
 - iii) congestion free school gates
 - iv) investigate and encourage other forms of transport for school journeys
2. To educate children and parents in road safety issues and make them aware of the dangers of road traffic around the school environment
3. To encourage children to take the road safety issues that they have learnt from school and adopt them in other areas of their lives i.e. around their home environment etc. so they may become confident with these skills
4. To ensure the road safety issues that have been taught to children at an early age are part of a sustainable long term strategy which can be built on as they get older.
5. To encourage a healthy attitude and walking culture amongst the school community that will lead to a healthier life style
6. To prepare the school for the development of their own School Travel Plan which covers all aspects of school travel and related health and environmental issues.

Pedestrian journeys

1. It will be pressed upon the parents that the preferred means of travel to school is walking. This will be done by: -
 - i) this policy being strenuously stated in the school's prospectus
 - ii) regular reminders of the school ethos being made in the school's newsletter
 - iii) road safety education to illustrate importance of walking to school
 - iv) regular participation in national events such as Walk To School Week etc.
2. Children to be educated in pedestrian skills and road safety in accordance with the relevant sections of the highway code.
3. Parents and children to be encouraged to either wear bright or reflective clothing or carry something of that description on their school journey especially in the winter and poor conditions
4. Parents to be encouraged to use the School Crossing Patrol or other approved crossing site where appropriate
5. The school will investigate and review the demand and feasibility of walking buses in partnership with Devon County Council's Road Safety Officer

Car journeys

If the use of the car is considered unavoidable for the journey to and from school:

1. Parents should be encouraged to avoid parking near the school gates and park away from the school at a sensible location that will not impede the safety of others. The parents should then be encouraged to walk the final part of the journey to adhere to the school's "walking ethos"
2. The parents of new children to the school should be provided with a map of the local area highlighting the parking areas which are deemed appropriate by the school
3. Car drivers should be reminded to approach the school community with caution, drive at a sensible speed and be aware of other road users and pedestrians in accordance with the highway code
4. All car passengers should be restrained by seat belts and child locks should be used if appropriate
5. The school will promote car sharing amongst those who live in the same vicinity and rely on the car as their only viable means of transportation

Bus /Taxi Journeys

1. Children are to be reminded that they should enter and depart from the bus/taxi in an orderly and sensible manner with due regard for their environment and the carriageway.
2. Children will be accompanied to the bus/taxi by an elected school Bus Escort of the school who will be aware of road safety issues
3. Bus/taxi drivers will be regularly advised to approach the school with caution and pay due care to other pedestrians and vehicles within the school environment

Cycling

1. Children are encouraged to cycle to school as long as they fulfil the following criteria: -
 - i) they have prior consent from their parents and the headteacher
 - ii) they have participated in the County Cycle Training course
 - iii) they wear a cycling helmet and safety gear made to British Standards specifications
 - iv) they are aged ten years or over
2. The school will annually review the demand for County Cycle Training courses and organise these events accordingly
3. The school will ensure that there is at least one representative, either teacher, governor or parent (unless there is a training commitment from an outside trainer i.e. the Community Police Officer etc.), is qualified to run a course so that cycling can become part of the school curriculum

Road Safety In General

1. Parents should be encouraged to notify the school of any road safety issues within the school community that they believe has the potential of causing an accident. By the same token, feedback should be given to the parent once the matter has been investigated
2. The school should attempt to make and maintain links with Devon County Council and the Community Police and work in partnership to ensure road safety best practices are upheld

3. Constant reminders of the school's road safety policy and ethos will be provided to parents via the school newsletter, the school prospective, the school website, occasional handouts etc.
4. Parents of new children to the school will be verbally briefed of the schools road safety policy and ethos
5. The school will consider developing a full School Travel Plan that will assist with monitoring, evaluation and planning for all school travel related issues

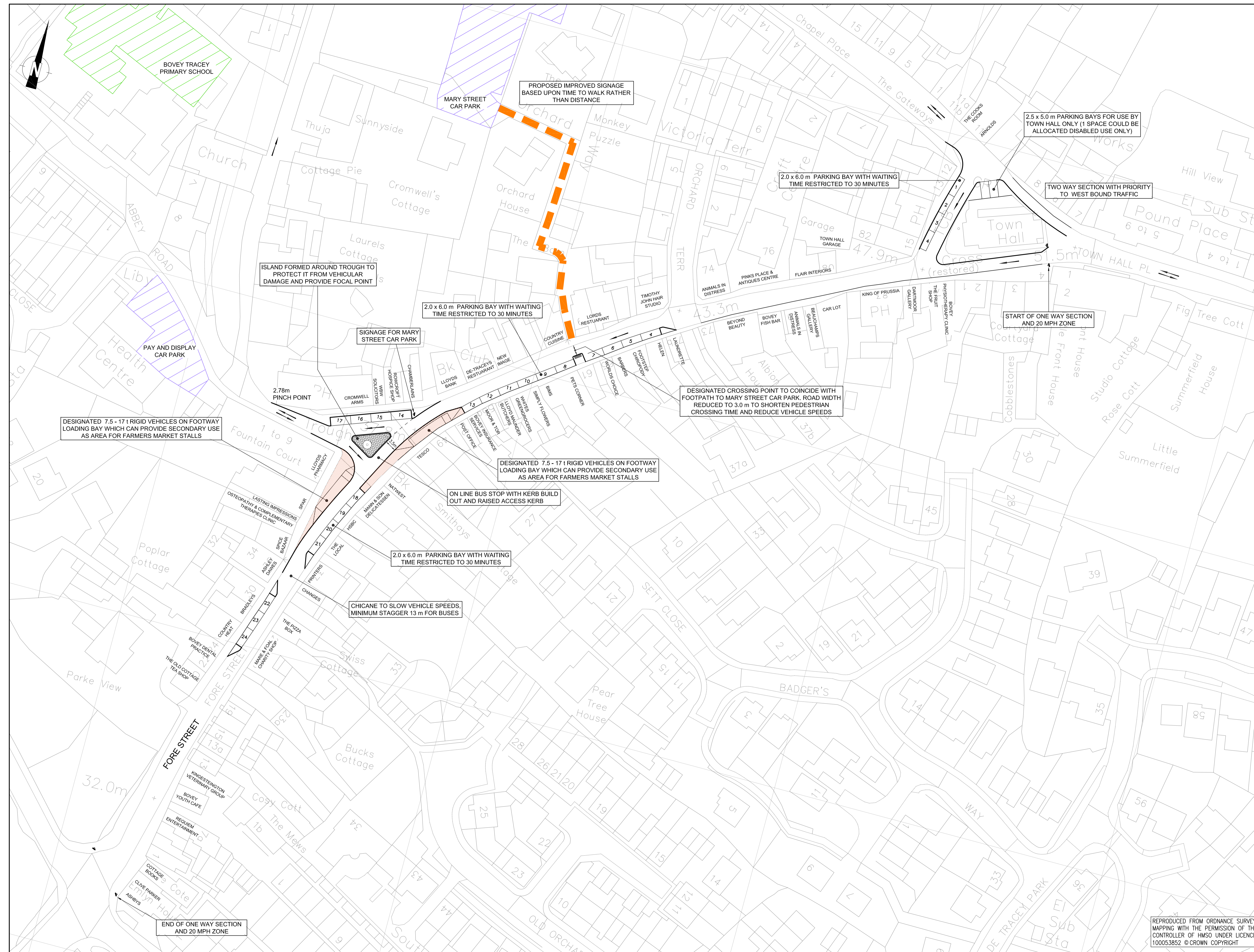
Road Safety In The Curriculum

1. Time is to be devoted within tutorial periods for the topic of road safety and school travel
2. Road safety issues to be raised on a regular basis during school assemblies
3. The issue of road safety and school travel to be part of the schools personal, social and moral education and /or citizenship lessons
4. Road safety will also be introduced to children through class work, specialist events eg. Junior Life Skills, visiting speakers and national campaigns.

Appendix G

Option 1 – One way system

NOTES: GENERAL
 1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.



Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary Issue	07.12.15	Submitted for S104		
Planning Issue		Issued for Tender		
Submitted for S38		Issued for Construction		
Submitted for S278		As Built		
DRAWING STATUS				



BOVEY TRACEY TOWN COUNCIL

JOB TITLE
 BOVEY TRACEY TMP
 DEVON

DRAWING TITLE
 OPTION 1
 ONE WAY SYSTEM

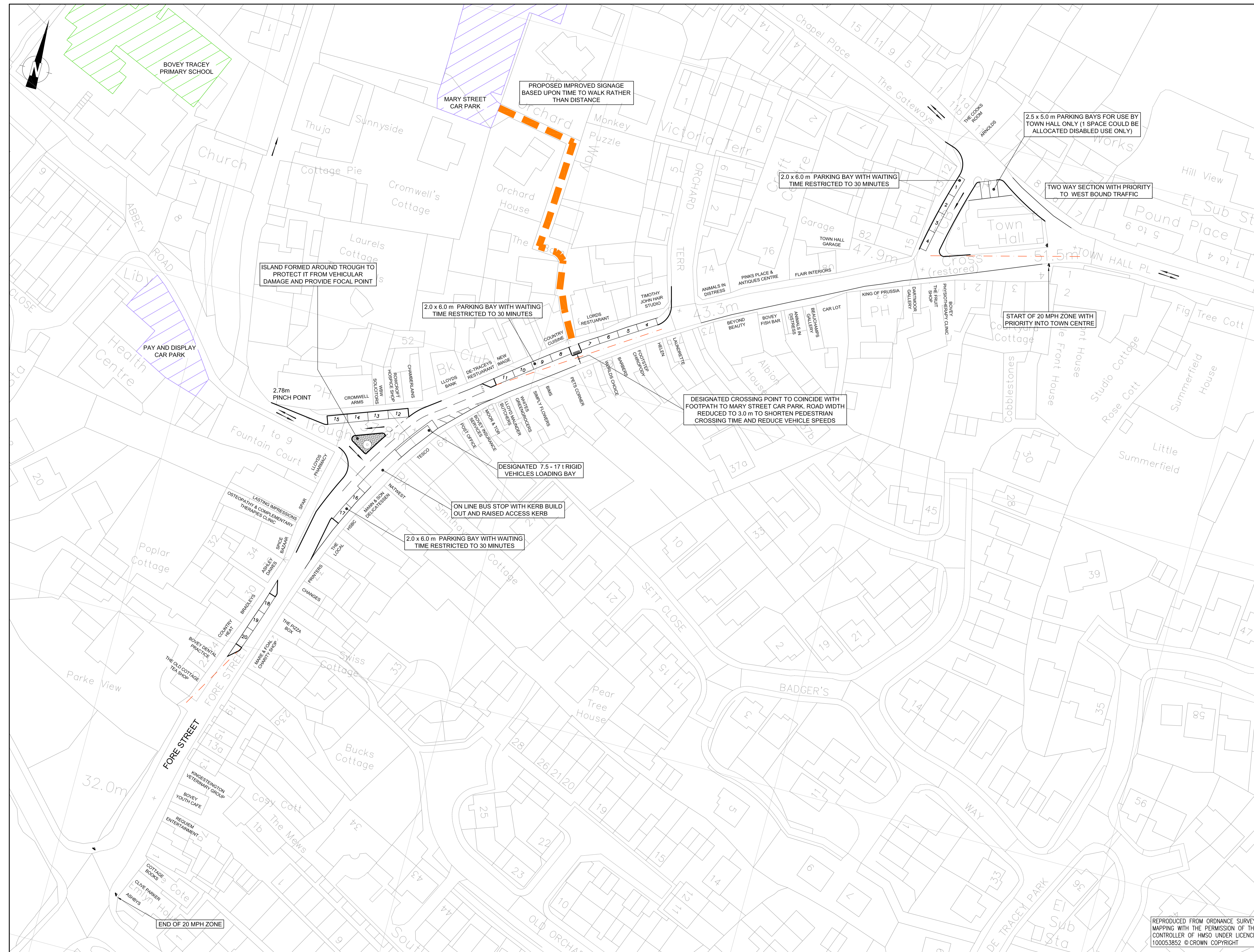
DATE OCT '15 DRAWN JT CHECKED
 DRAWING No: 0192.001 REV SCALE 1:500 © A1
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Appendix H

Option 2 – Two way system with inbound priority

NOTES: GENERAL
 1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.



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Submitted for S278		As Built		
DRAWING STATUS				



BOVEY TRACEY TOWN COUNCIL

JOB TITLE
 BOVEY TRACEY TMP
 DEVON

DRAWING TITLE
 OPTION 2
 TWO WAY SYSTEM WITH PRIORITY

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