

Traffic and Highways Appraisal

West Alvington, Kingsbridge, Devon

Report for

West Alvington Parish Council

November 2018

Report Prepared by; West Alvington Traffic Group (WATG)

DOCUMENT CONTROL SHEET

Issued by: West Alvington Traffic Group
(WATG)

Commissioning Authority: West Alvington Parish Council

Project: Traffic and Highways Appraisal, West Alvington

Document Title: Traffic and Highways Appraisal

Date: January 2021

Document Production Record

Issue	Purpose/Status	Prepared by	Checked	Date
1	Draft for comment by Parish Council	PE	AP	19 November 2018
2	General Update for Website Publishing	PE	AP	2 January 2021
3				
4				
5				

CONTENTS

Contents

1.0	INTRODUCTION	4
	Preface.....	4
2.0	METHODOLOGY	8
3.0	LOCAL OVERVIEW	11
	Local Highway Network.....	11
4.0	CURRENT CONSTRAINTS AND ISSUES.....	13
	Constraints and issues.....	13
4.2	Summary.....	19
5.0	SUGGESTED IMPROVEMENTS	20
	Introduction	20
5	Pedestrian Crossing Point /Lower Street Junction Improvement.....	20
5.3	Buffer Zone & Gateway to the West	20
	Re-location of the Bus Stops	21
	Build Out's and on-street parking delineation	21
6.0	CONCLUSION.....	25

APPENDICES

APPENDIX A SPEED SURVEY RESULTS

1.0 INTRODUCTION

1.1 Preface

- 1.1.1 This Traffic and Highways Appraisal has been produced by West Alvington Traffic Group (WATG) on behalf of West Alvington Parish Council to provide an overview of the traffic issues experienced within the village of West Alvington (WA), identify the present conditions, constraints and explore potential solutions to any prevalent issues where feasible.
- 1.1.2 A Village petition received over 200 signatures asking for a 20mph limit and action to be taken to improve the situation regarding the traffic. To date nothing has been implemented. This report seeks to explore the options for traffic calming with enhancements to the highway to change the anti-social behaviour of drivers through the historic village.
- 1.1.3 This report has been produced to explore the options for traffic calming and highways enhancement within this historic village to improve pedestrian safety and reduce speeding.

1.1 Background

- 1.1.1 West Alvington (WA) is a small historic village, located to the West of the market Town of Kingsbridge and is bisected by the A381 that connects the main shopping, residential and commercial areas of Kingsbridge, to Salcombe and the surrounding popular villages, countryside and tourist destinations.
- 1.1.2 The A381 runs mostly 2-way through the heart of this historic village from 'the Butts' at the far West, through 'the narrows' towards the village centre where the Primary School and Church are located, past the 'parked cars' on the South side of the road, and onwards to the newer developments of Town park and Homefield, down the hill towards the Secondary school and Kingsbridge beyond.
- 1.1.3 The road provides access to many residential properties, some with private driveways and others purely pedestrian access. Many of these properties are located very close to the road and are historic, period properties.
- 1.1.4 There are three principle junctions, Vicarage Lane is located immediately to the west of the narrows, Lower Street to the South is in the heart of the village and Town Park to the north, opposite the pub.
- 1.1.5 Beyond the Butts, the A381 becomes national speed limit (60mph) and continues towards Salcombe and provides access to the A379 to Plymouth. Beyond the Village centre the road continues to the East at 30mph to Kingsbridge Town.
- 1.1.6 Whilst the village is home to a church, pub and nice country walks, traffic predominantly passes through the village and uses the village to get from A to B rather than stopping.
- 1.1.7 It should be noted that the local area is very popular with tourists who hugely increase the number of vehicle movements during the peak holiday weeks. They are also often unfamiliar with the roads, in particular where there are narrowings.

1.1.8 For an overview of the key locations in this traffic and transport appraisal see **Figure 1.1** overleaf.

Figure 1.1 - West Alvington Overview



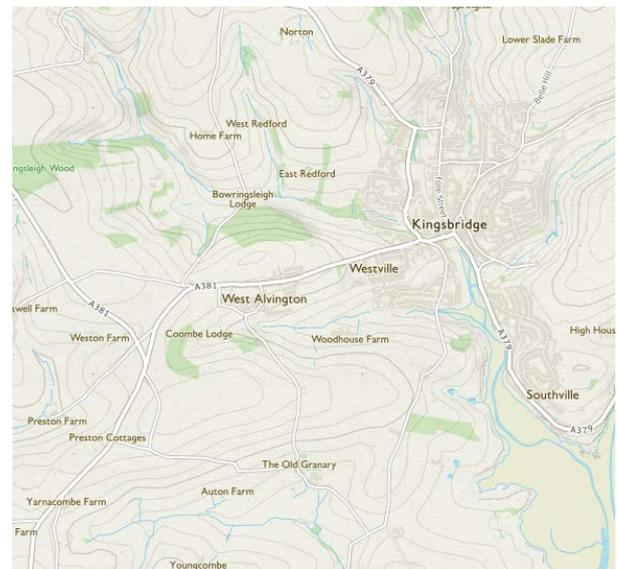
1.2 Historic Infrastructure

- 1.2.1 The History of West Alvington goes back many years. It was originally called Aelf's Tun (Holding) presumably after the first owner. It was known as Alvintona in Domesday, then Aufinton (1237), Auffyngton (1242) Alfinton (1270) Affinton (1285) Alvyngtone (1328) and later Alvington. West was added before 1700 to distinguish the village from East and South Allington.
- 1.2.2 Early occupation of this area was not much after 700.
- 1.2.3 The road infrastructure within WA has not evolved with the changing times. The highway infrastructure is largely the same as it was over 100 years ago with narrow roads and a mixture of pavements (many inappropriate for current foot traffic / pushchairs and wheelchairs).
- 1.2.4 **Figure 1.2** below shows the highway as it was in 1884-1905 through historic mapping, and **Figure 1.3** illustrates the highway as it is today. The highway has hardly changed since earliest mapping.

Figure 1.2 - Local Highway 1884-1905



Figure 1.3 - Local Highway - Present Day OS Map



2.0 METHODOLOGY

2.1.1 The methodology adopted to produce this report consists of:

- (i) An identification of the present traffic and highways conditions within West Alvington including an appraisal of the local road network.
- (ii) Consideration of the current issues and constraints within West Alvington.
- (iii) Public consultation with residents; on Saturday 17th November 2018, residents were invited to discuss traffic and highways concerns with the WATG and put forward suggestions for improvements.
- (iv) Potential solutions to those issues and constraints identified in the previous section.

2.1.2 During the Summer of 2018, a local speed survey was undertaken by members of the WATG using a Bushnell 101911 radar gun. The speed of traffic past the school, both travelling East, and West was recorded at various times of the day and night with different scenarios including signage in place.

Thursday 19th July 18:15 – 19:05:

Speeds recorded over 33mph (10% tolerance allowed): 34mph – **64mph** (14 vehicles speeding)

Thursday 19th July 19:40 – 21:20:

Speeds recorded over 33mph (10% tolerance allowed): 34mph – **48mph** (15 vehicles speeding)

Saturday 20th July 06:00 (First 50 vehicles monitored):

Speeds recorded over 33mph (10% tolerance allowed): 34mph – **45mph** (64% vehicles in excess of 33mph)

Sunday 22nd July 20:45 – 21:45:

Speeds recorded over 33mph (10% tolerance allowed): 34mph – **45mph** (11 vehicles speeding)

Monday 23rd July 17:00 – 19:00:

Speeds recorded over 33mph (10% tolerance allowed): 34mph – **42mph** (26 vehicles speeding)

Tuesday 24th July 17:00 – 19:00 with ‘Speed Camera in Operation’ signage in place

Speeds recorded over 33mph (10% tolerance allowed): 34mph – **40mph** (11 vehicles speeding)

Monday 30th July 07:00 – first 70 vehicles to pass -local media coverage of survey

26 vehicles @ 29mph or lower (37% within speed limit)

31 vehicles @ 30mph – 39mph (44% vehicles up to 30% over speed limit)

13 vehicles @ 40mph - 58mph (19% vehicles up to 93% over speed limit)

The fastest vehicle speed recorded was 66mph at midnight on a Monday evening

A full breakdown of the results is included in Appendix A.

2.1.3 A site visit to West Alvington was undertaken in October 2018 with Phil Saundercock, Road

Casualty Reduction Officer from Devon County Council and members of the WATG to review the current situation. The results from the unofficial speed survey were presented and it was agreed to undertake SCARF readings should be taken from a lamppost outside of the primary school. At the time of writing this report, the SCARF process has not been undertaken in this location.

2.1.4 Following the original publication of this report in November 2018 and official SCARF reading was undertaken by Devon County Council and this suggested data that the average speed limit was below 30mph and therefore DCC were unable to fund any enhancement to address the issues noted within this document. This is despite the WATAG pointing out that the average SCARF speeds included congested traffic (not just free flowing) which significantly reduced the average speed and there remains a high proportion of vehicles travelling through well in excess of the current speed limit.

2.1.5 On the 15th September 2020 DCC have suggested the following:

"I have listed your requested improvements below with a response and indicated those that I believe could be included in the Neighbourhood Plan with a *.

* Pedestrian Crossing Point – there is no fundamental reason why improvements to pedestrian facilities within the village couldn't be introduced, and this could include build-outs, chicanes and/or re-designed junctions. But there is not likely to be funding for this from the highway authority for the foreseeable future.

Buffer Zone – We would not support the extending of the speed limit. To encourage good driver compliance, a speed limit should always coincide with a change of environment. 30mph indicates the start of a built-up area so we wouldn't seek to move the speed limit into a more rural locale. A 40mph buffer wouldn't be supported as the current speed compliance within the 30mph limit is acceptable.

* Narrowing of 'The Narrows' – Would need to be considered as part of a larger scale plan for parking and congestion

Bus Stop Location – Needs further consideration

* Build-outs and parking – Possible but needs to be part of a larger plan. Again, there would be no funding from the highway authority for this for the foreseeable future

Road signing – We are supportive of changes to certain 'informatory' road signs if the parish wishes to have something over and above the simple 'Welcome to...' signs. Depending on the condition of the existing signs and posts the County Council could provide funding to cover any maintenance required with the Parish Council funding any additional elements. The Blue Welcome to Kingsbridge signs are an example of what can be provided.

* Downgrading of A-road – Given the road improvements undertaken in the Kingsbridge area post 2005, the potential for downgrading the road through West Alvington could be considered. To do so would involve a legal procedure and would also require the signs currently designating the route to be changed. The costs involved would need to be scoped but it is thought that a budget of £10,000 might be required. There is no available budget for such a change within the County Council at the current time, but if an alternative source of funding could be found this is possible.

Speed Humps – Would not be supported within a 30mph limit on an A-road with a strategic function. However, even if the category of the road were to be changed, placing of physical

features in the road adjacent to mature buildings, sometimes without modern foundations, can not only result in unacceptable noise levels but also ground born vibrations which can cause structural damage to the buildings.

Removing of parking – It seems unlikely the community would support this without significant off-road parking becoming available. Traffic speeds are also likely to rise.

* Chicane – See Pedestrian Crossing Point above

No HGVs – Would not be supported without downgrading of the road. In any case it is very difficult to enforce legal orders which must have exceptions for legitimate access. Weight restrictions installed for environmental reasons rather than structural (e.g. a weak bridge) must carry the exemption “Except for Access” which does make enforcement very difficult where local services such as Shops and Public Houses are sited within the controlled roads. Therefore these types of order are unlikely to be supported by the Police who must establish a driver’s need for access before being able to carry out enforcement.

West Alvington Hill Zebra – With one slight incident in 2013 there would be no support for changing the crossing to any other form of crossing. Developments on West Alvington Hill might make this request moot

Pedestrians in road signs – it is unusual to provide Warning Signs within a 30mph Speed Limit as the limit itself and street lit environment should warn drivers that they are entering an urban area and might expect to encounter junctions and pedestrians. However, exceptions are made for schools and to warn of traffic calming features such as road humps. If it can be demonstrated that there is an extended length of road where pedestrians using a footpath are directed into an area where they have no alternative but to walk in the road where there is a lot of traffic then it would be considered. Otherwise not.

Town Park Junction – Changes here are not justified by speed and accident data

In addition to the above points the conclusion raises the introduction of a 20mph speed limit. Devon County Council’s policy is that 30mph is the appropriate speed limit for a built-up environment like a village. 20mph would only be considered where there is significant vulnerable road user activity and there is a speed-related casualty accident history. This is not the case in West Alvington and so a 20mph speed limit wouldn’t be supported. The conclusion of a recent Department for Transport Study refers to “Signed Only” 20mph Speed Limits stating that “Without supporting measures to encourage compliance, there is a risk that non-compliance with the speed limit becomes the norm.”

3.0 LOCAL OVERVIEW

3.1 Local Attractors

- 3.1.1 West Alvington (WA) is not generally considered a destination for vehicular traffic. The village is on the main traffic route between the residential areas, businesses and commercial activities in Kingsbridge and the countryside, villages and the well-known town of Salcombe to the SW.

3.2 Local Highway Network

- 3.2.1 The A381 through West Alvington is 30mph limit, two-way but in various places is constrained to a single carriageway. In other locations the road narrows, allowing smaller traffic to pass, but nothing larger than two cars. Despite this, the unofficial traffic analysis undertaken during the summer of 2018 demonstrates that a significant proportion of the traffic is traversing the village at speeds in excess of 30mph. In some cases, over 60mph.
- 3.2.2 The A381 road is a non-trunk A'-class road, which serves as an important link between the towns of Teignmouth, Kingsteignton, Newton Abbot, Totnes and Salcombe and many villages in between. The A381 through West Alvington is a 'spur' of this road.
- 3.2.3 In 1991 and 2006 the route through and around Kingsbridge was redrawn twice, when the section northwest of Kingsbridge was downgraded to 'B-road status' leaving a gap in the route, and subsequently diverted to the former route of the B3197 around the West side of the town leaving the original section through West Alvington as a spur of the new road.
- 3.2.4 There are footpaths through the centre of the village on both the north and south of the A381. To the north, the footpath links the East end of the village to Town Park and narrows around the Church wall before widening and then narrowing significantly at the 'narrows'.
- 3.2.5 To the South of the A381, the footpath, whilst historic (with granite kerbs in sections) is generally insufficient in width. It provides direct access to many residential properties. In places the footpath narrows to less than 30cm where it is necessary for pedestrians with shopping or pushchairs to enter the road between parked cars and move around parked vehicles in the main carriageway, posing a significant safety risk.
- 3.2.6 There are no footpaths along Lower Street from the junction with the A381 until the Parish noticeboard, some 75m from the junction.
- 3.2.7 There are no signed pedestrian crossing points in the village. Those pedestrians wishing to access the secondary school and Kingsbridge from Lower Street need to cross the A381 either at the bus stop where traffic coming from Kingsbridge is obscured by the parked cars along the south of the street, or outside the pub.

- 3.2.8 Traffic emerging from Lower street has a very constrained view both to the West, as the oncoming traffic is coming downhill (often at speed) and looking ahead to see what traffic is approaching from the East. They also must pull out with a constrained view of oncoming traffic from the East. Lower Street Junction is shown in **Figure 3.4**.
- 3.2.9 There is generally a need to keep traffic flowing through the village. Currently there are often traffic grid-lock as vehicles travelling from the West assume that they have priority over traffic from the East when they are approaching the row of parked cars. This can cause traffic to become static until one vehicle decides to reverse.
- 3.2.10 Various photographs of the footpath are displayed overleaf in **Figure 3.5**.

Figure 3.4 - T junction of Lower Street and the A381



Figure 3.5- Montage of the footpaths



Small Cars pass in 'the narrows',
footpath becomes very narrow



Narrow footpath to the left
Elevated footpath to the right

3.4 Public Transport

Bus Services

3.4.1 There are two bus stops in the centre of West Alvington, serving the Eastbound and Westbound routes. They are located opposite one another between the West end of the row of parked cars and Lower Street. Whilst both stops have been extended in recent years, on a busy day, if the bus stops it can cause the traffic to stop in both directions whilst passengers embark/disembark. When the Eastbound bus stops, it can result in vehicles trying to overtake it blind and meeting Westbound traffic coming around the parked cars on the wrong side of the road.

3.4.2 A summary of the services that serve these bus stops is presented below in **Table 3.2**

Table 3.2 - West Alvington Bus Services

Service Number (Stop)	Route	Operator	Mon- Fri	Evenings	Saturday	Sunday	First Bus	Last Bus
			Approximate Bus Frequency					
162	Loddiswell – Kingsbridge - Hope	Tally Ho!	Daily	N/a	Hourly	Hourly	08:23	15:50
164	Totnes – Kingsbridge - Salcombe	Stagecoach SW		N/a		Twice daily	10:18	17:50
606	Kingsbridge - Salcombe	Tally Ho!	Hourly approx	N/a	Hourly	N/a	07:58	19:22

4.0 CURRENT CONSTRAINTS AND ISSUES

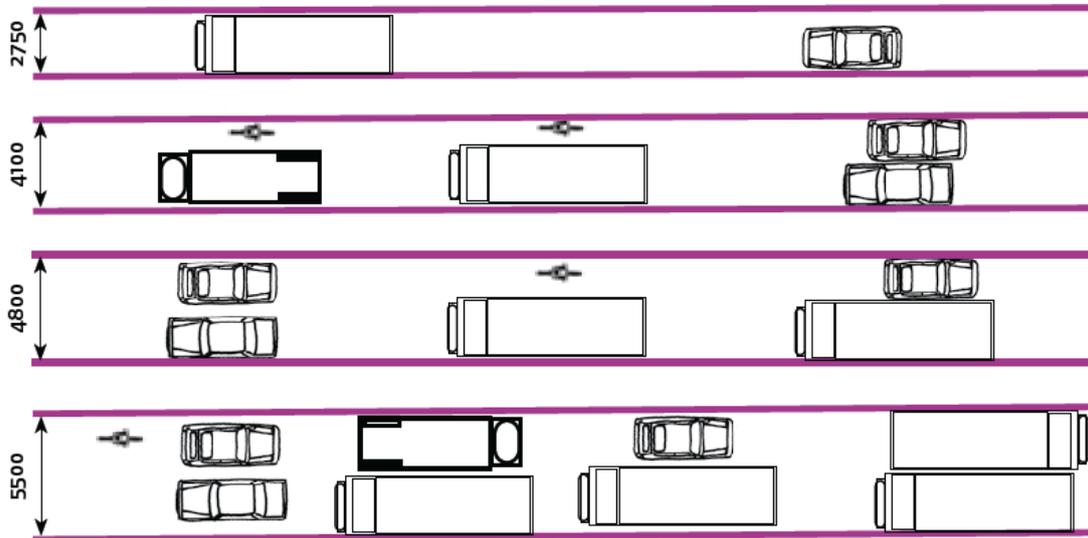
West Alvington has a number of principle constraints and issues, summarised as:

- **Congestion & Carriageway /footpath width restrictions** - with the high volumes of traffic, particularly in holiday seasons and during peak traffic hours, the village can become grid-locked.
- **Speed** – whilst the village can experience high volumes of traffic, when it is quieter, some vehicles have been recorded travelling at over 60mph, creating both a safety issue and a nuisance with volume.
- **Large volume of traffic** -exacerbated in the summer months with high volumes of holiday traffic and increased residential properties across the region to the West of the village seeking access to the main town of Kingsbridge.
- **Pedestrian Safety** -lack of safe places for pedestrians to cross the main road

4.1 Constraints and issues

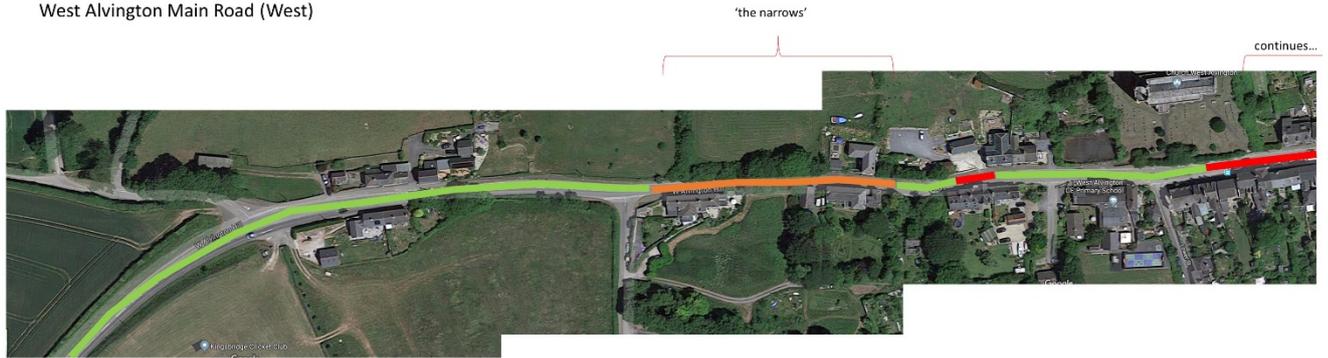
- 4.1.2 The width of the main road is constrained by a number of factors including the parked vehicles along the South side of the street through the middle of the village. At certain locations up the hill from Kingsbridge and in ‘the narrows’ as the road passes to the west beyond the centre of the village.
- 4.1.3 The road widths through the village can be noted in three categories. These include **standard** where two vehicles can pass each other easily, **moderate** where two vehicles can pass each other but with difficulty and **severe** where only one vehicle can proceed at one time.
- 4.1.4 The classifications within this report are informed by an extract within Manual for Streets (MfS), showing what various carriageway widths can accommodate, see **Figure 4.1** below as well as local knowledge of what traffic can fit safely through various parts of the village.
- 4.1.5 The standard classification includes a carriageway width of 4.1m or above with 4.8m being required for a car and large vehicle to pass. As an informative a minimum of 5.5m is required for two large vehicles i.e. coaches to pass each other. Moderate classification is considered to be 4.1m to 4.8m and the severe classification is a carriageway width between 2.75m and 4.1m.
- 4.1.6 There are numerous examples of the houses and properties along the A381 being struck by vehicles. This is particularly prevalent up through the narrows and outside ‘Little Thornfield’ (located at the eastern limit of the village). It has also been reported that pedestrians have been hit by flying glass from broken wing mirrors along these ‘pinch points’.

Figure 4.1 – What Various Carriageway Widths Can Accommodate (Source: Mfs)



4.1.7 It is apparent there are a number of bottlenecks on the road with a minimum measured road width of around 2.8m (awaiting verification). These bottlenecks are identified in **Figure 4.2** overleaf.

West Alvington Main Road (West)



West Alvington Main Road (East)



Figure 4.2 - Width of Roads through West Alvington

4.1.8 Figures 4.3 to 4.5 below identify a number of the severe constraints on the road width.



Figure 4.3 - 'The Narrows' with elevated pedestrian route (width constrained)



Figure 4.4 - Cars Parked on the street through the centre of West Alvington



Figure 4.5 - Main Road from Kingsbridge, approaching West Alvington

4.1.9 It is apparent from the figures/information above that there are a number of areas along the A381 through West Alvington where the road and footpath width is constrained, which cause various pinch points to occur along the road, causing vehicular congestion at these points.

4.1.10 To address this issue, road widening through the narrows might be beneficial but due to the residential properties and footpaths, this would not be possible. Additional road narrowing, with a combination of enhanced footpaths and road marking would remove the ambiguity of road width, making it clear that where the road is currently moderate (as noted above) to clearly define it as single carriageway. The benefit of this would be twofold – firstly to clearly demonstrate to vehicles that the road is narrowing to a single file and secondly to reduce speed

through the village. It has been proven that road narrowing is an effective method to reduce speed (see Section 6.3.1 of Local Transport Note 1/07 'Traffic Calming'.)

- 4.1.11 The areas of the road that would benefit from delineated 'narrowing' include the area along the car parking to the South of the A381. This could be achieved with a combination of white lining, or textured surfacing for parked cars. The area along 'the narrows' could be narrowed to a clear single lane, by creating a compliant with footpath along the north of the road, providing access for pedestrians to the west of the village. It is unlikely that funds will be available for the widening of the footpath in this location but should further developments occur to the West end of the village, this could be considered as part of the S106 contribution.
- 4.1.12 As part of the delineation of the on-street parking, some small build out's see Figure 4.6 below, that could be used to 'narrow' the road and hence control speed could be explored. These would be placed at either end of the row of parked cars and provide pedestrians a safer location to cross the main road. The design of the build outs would need to reflect the historic setting of West Alvington and might provide an opportunity for the parish to install some planting.



Figure 4.6 - Potential build out location; possibility to include signage and planting

- 4.1.13 Signage would need to educate drivers to be considerate of traffic already committed to any narrowing from either direction
- 4.1.14 In coordination with any build-outs, we would potentially need to explore the re-location of the village bus stops. They currently are located at the west end of the row of on-street parking and regularly cause temporary obstruction and safety issues.
- 4.1.15 The use of sheltered parking arranged on alternate sides of the main road (a chicane) should be discounted due to the requirement for clear visibility of oncoming traffic.
- 4.1.16 **Buffer Zone to the West of the Village** – this should be explored. The National Speed limit should be moved to a safe location beyond the Cricket ground, potentially 'Langworthy's Barn (a notorious accident site). A Gateway with traffic speed signage (similar to that shown below) should be explored for vehicles approaching from the West. This would cost in the

region of £4-5,000 and will be a minimal maintenance issue.



Figure 4.7 - Example Buffer Zone – providing a gateway to the village from the West

- 4.1.17 **Mobile Vehicle-Activated Signs (MVAS)**; the infrastructure has been installed at the bottom of West Alvington Hill (Westville). The research undertaken by the village is that this has been largely ineffective as vehicles respond only locally to the sign, then accelerate up the hill. Despite this, the infrastructure should be explored at strategic locations in the village. Following discussion with Devon County Council, the Parish Council have been tasked with obtaining a quote for this equipment. The Council approve this type of equipment.



- 4.1.18 **Community Speed Watch Zone**; this could be explored within any signage. It is recognised that the 'community' element has more positive effect on driver's attitudes compared to engineered schemes. This would need to be explored carefully with the community if 'active' speed watch initiatives are to be established. Active equipment costs in the region of £3,000 which may be better spent on engineered solutions that act permanently and don't rely on volunteers spending many hours actively recording vehicle speed.
- 4.1.19 **Road surface delineation**; A clear delineation of a different surface as you enter /leave the village could be explored, either painting / alternative surfacing, or block paving. This would make it clear to vehicles that you are entering a different 'zone' where a different style of driving is required. The use of speed tables, or humps should not be considered due to the noise and damage they can cause, but an alternative surface will act as a reminder that this is a historic village and not a speed track.
- 4.1.20 **Removal of central line marking could be explored**. This is relatively cheap to undertake, it does not reduce accessibility for emergency vehicles or busses. It is proven to cause drivers to slow down as a precaution of perceived additional risks. This would need to be carefully considered to ensure that it does not cause confusion, particularly if sections of the road are going to be deliberately narrowed.

4.2 Summary

4.2.1 This section has given consideration to the main traffic and speed issues and constraints which affect West Alvington and explored options for reducing speeding vehicles, whilst reducing congestion and improving the historic landscape.

4.2.2 The main constraints and issues are summarised below;

- No safe pedestrian crossing point
- Speeding Vehicles in both directions along the A381;
- Congestion during peak traffic;
- Lack of visibility around Lower Street junction;
- Narrow pavements up through the narrows and along the South of the A381 alongside the on-street parking.
- Driver perception that they are passing through a historic village and should drive courteously.

5.0 SUGGESTED IMPROVEMENTS

5.1 Introduction

- 5.1.1 Following the consultation exercise with the village, held on the morning of Saturday 17th November, where over 50-60 individuals attended to discuss the traffic and potential enhancements to the highway that could improve the principle issues of speeding, congestion and pedestrian safety, this section has been assembled to record and review the measures which if implemented, could offer an improvement to some those constraints and issues identified in **Section 4.0**.
- 5.1.2 A number of factors limit the implementation of solutions including the areas designation as an AONB, the likely financial cost and the limited availability of land to implement improvements.
- 5.1.3 This report is intended to provide a point of discussion with Devon County Highways and prompt action to address the issues identified within this document.

5 Pedestrian Crossing Point /Lower Street Junction Improvement

5.2.1 There was a clear consensus from the village consultation that a crossing point needs to be installed and that this would have a clear impact on the road safety, reduction in speed but would need to be carefully sighted so as not to further exacerbate congestion.

5.2.2 Pro's

- Potential to enhance the lower street junction to incorporate pedestrian safety, crossing point, safer emerging for traffic onto the main road and reduce speeding. The example shown below from Dunster in Somerset could be used as a starting point to re-design the junction and incorporate a crossing point on the junction



-

5.2.3 Con's

- Costly to implement – no funding from DCC available
- Ambiguity – regarding priority – this could be viewed as a pro.
- Potential to cause further congestion

5.3 Buffer Zone & Gateway to the West

5.3.1 Pro's

- Would act as a clear marker that vehicles are entering a built-up area before they reach the houses at the western limit.

- Provide an opportunity to enhance the look of the village

5.3.2 Con's

- A suitable location would need to be identified.
- There is no street lighting to service illuminated signage

5.3 Narrowing of 'the narrows'

5.3.1 Pro's

- Cheap to implement using painted white lines and signage. Priority would be provided for vehicles leaving the village to ease congestion.
- Ability to improve visibility for vehicles emerging from Vicarage Lane by creating a build out near junction, pushing West bound traffic to the north side of the carriageway. This could also serve as a useful safer crossing point for pedestrians.

5.3.2 Con's

- Could be seen as constricting an 'A' road.
- Priority given for those leaving the village could provide a green light for speeding and further danger at the junction with Vicarage land. Most speeding is occurring Westbound (following the constraints of West Alvington Hill and the village.

5.4 Re-location of the Bus Stops

5.4.1 Pro's.

- Eliminates congestion in the centre of the village

5.4.2 Con's

- Bus stop further away from the main residential area down lower street, potential re-location to eastern end of village outside phoenix place if parking suspended during bus operating hours.

5.5 Build Out's and on-street parking delineation

5.5.1 Pro's

- Narrow's road to a single lane – could be delineated to be minimum width possible to minimise speed
- Provides clear delineation of parked cars
- Opportunity to enhance the look of the village with landscaping /planting
- Opportunity to improve footpaths along the South of the village, increasing width outside two 'pinch' points
- Better protection to parked cars

5.5.2 Con's

- Loss of parking spaces forming the build-outs. -additional parking could be explored in the village car park in town park with proper space delineation. Minimal spaces would

be lost.



Potential narrowing /build out idea from Dorset AONB report
https://www.dorsetaonb.org.uk/assets/downloads/Dorset_AONB_Partnership/trafficinvillages-web.pdf

5.6 Coordinated Signage Strategy

- 5.6.1 A Coordinated signage strategy should be explored, welcoming people to the historic village, asking for them to drive considerately, setting out that they are entering a 'community zone' and thanking them for driving considerately. Expert advice should be sought to ensure that the signage is effective.

5.7 Speed Humps / Rumble Strips

The location of these would need to be carefully considered. Might be of some use on the approach to the village from either direction, or through the centre of the village.

5.7.1 Pro's

- Provides definitive traffic calming
- Effective in locale of placement
- Could be of benefit if combined with buffer zone / gateway approach above

5.7.2 Con's

- Damage to vehicles
- Noise of traffic hitting humps and vibration into properties in close proximity
- Noise of vehicles speeding up once they have passed hump
- Maintenance of damage to humps
- Potential obstruction of Blue Light route
- Additional pollution from accelerating after bumps

5.8 Downgrade from A381 to 'B-road'

This could be explored in a wider context. If the main signed route between Kingsbridge was along the A379 and A381 which provide two-way traffic and the 'spur' of the A381 through West Alvington was down-graded to a B-road, or even access only, this would reduce the volume of traffic through the village. This could be explored with a new roundabout or junction at Langworthy's Barn (Spur Point of A381) providing safety enhancements to the accident blackspot. This would also provide the safer vehicle access from the Village to the main road in the direction of Plymouth as a roundabout would negate the need to use the cut through's at Pickety Pond or the Butts.

Pro's

- Reduction in Traffic through the village
- Safety enhancement to Langworthy's junction

Con's

- Additional traffic through Churchstow
- Additional mileage of regular vehicles taking 3 sides of square, as opposed to single side through West Alvington.
- Local traffic ignoring route

5.9 Suspension of All on-road parking & footpath widening to South side

It was suggested at the Village Consultation that parking should be suspended along main road. This would be combined with widening of the footpath outside Briar Cottage / Primrose Cottage as well as School Cottage.

Pro's

- Reduction in Congestion – free flowing traffic
- Pedestrian safety and access along the south side of the main road.

Con's

- Potential additional speed
- Loss of parking – would need to identify where this can be accommodated.
- Traffic running both ways, close to residential properties
- More dangerous for pedestrians to cross safely.

5.10 Chicane

Placing a chicane on the hill up from Kingsbridge as you approach 'Little Thornfield'. This would ensure that vehicles slow down before they approach the village.

Pro's

- Traffic Calming
- Provides safer opportunity for pedestrians and vehicles to emerge from Little Thornfield.

Con's

- Could cause congestion
- Potential reduction in Blue light response times.

5.11 Elimination of HGV traffic (except for local farm traffic)

It was noted at the village consultation that this should be enforced. There is no need for large vehicles to be coming through the village. They should be using the A379 to Palegate cross. To enforce this a weight limit could be simply enforced from the bottom of west Alvington Hill.

5.12 Improvement of Pedestrian crossing on West Alvington Hill – opposite Secondary School

Whilst outside of the area directly reviewed by this report, it was noted that there have been at least three significant incidents on the crossing where children on the crossing have been hit by vehicles along with numerous cases of near misses. The replacement of the existing zebra crossing with a traffic-controlled pelican crossing should be made a priority.

Pro's

- Pedestrian Safety

Con's

- Cost
- Coordination with potential development on site K5.

5.13 Pedestrians in road signage around 'Little Thornfield' (no footpath access)

The pedestrians accessing the village and connecting footpaths from Little Thornfield and other properties to the East of the village currently have no footpath. A pedestrian safety scheme should be considered with signage and potential white line / texture delineation. This would assist with traffic calming and reducing speed as vehicles approach the village from the East.

Pro's

- Pedestrian safety

Con's

- Potential to push West-bound traffic approaching the village into the middle of the road and into the path of vehicles emerging from Town Park (already an issue as the vehicles position themselves to get around the line of parked cars).

5.14 Improvements to Town Park Junction

In much the same way as the vehicles emerging from Lower Street suffer with lack of visibility and vehicles travelling at high speeds.

Pro's

- Safer Junction for pedestrians if a better crossing point was incorporated
- Safer Vehicle emerging
- Slow down traffic entering village

Con's

- Cost

6.0 CONCLUSION

- 6.1.1 This report has been produced by the West Alvington Traffic Group on behalf of the Parish of West Alvington to explore how the highway through the centre of this historic village can be enhanced, improving pedestrian safety and minimising speeding.
- 6.1.2 The report has been informed by both an unofficial speed survey and an official SCARF reading, a site visit from Devon County Highways and takes into consideration various initiatives that other rural villages have implemented across the country, in particular Dorset and Somerset who have similar circumstances.
- 6.1.3 The report has been issued to DCC who responded to confirm the average speed is not an issue and therefore they are unable to fund any of the enhancement suggested within this document, however this does not preclude these from being undertaken if they are funded by other means and the correct process followed for their implementation.
- 6.1.4 The list of initiatives that have been explored in this report that the village would like to focus on include:

Initiative	Timescale
Review with highways potential 20mph limit (not permitted by DCC)	Immediate
Safe pedestrian crossing point and Lower Street Junction enhancement to control traffic speed	Immediate
40mph Buffer Zone to the West & Village Gateway	Immediate
Coordinated review of signage	Immediate
Installation of MVAS sign within village to automatically remind drivers of the speed limit (as per Marlborough)	Immediate
Narrow's re-engineering as a single carriageway	Short Term
Review of Parking /build-outs / footpath widening through village centre – this could include lower street junction improvement	Short Term
Chicane / Gateway to the east of the village	Short Term
Change of crossing on West Alvington Hill to Zebra	Short Term
Re-classification of A381 and Langworthy junction improvement	Short / Medium term

- 6.1.5 It is recognised that further consultation will be required with Devon County Highways and specialist consultants to develop compliant designs that address the above and funding sought to achieve any of these initiatives. It is likely that the optimal solution to achieve the above might include a combination of elements of some of the items discussed above.

APPENDIX A

Speed Camera Survey July 2018 – FULL RESULTS

Thurs 19th July, 18-15 / 19-05pm. Noted only vehicles @ over 33mph.

35mph-40-35-37-36-34-34-35-36-35-36-34-64-35.

19-40 / 21-20pm

35mph-43-40-48-37-35-34-47-35-38-38-36-36-35-36.

Friday 20th, 06-00am. Monitored the first 50 cars to pass. Noted only vehicles @ over 33mph.

36mph-35-39-37-44-34-35-35-36-34-36-34-36-38-42-36-40-40-35-45-34-38-39-34-39-40-35-35-36-34-37-34.

Saturday 21st, 16-10pm for 1 hour. Noted only vehicles @ 33mph +.

36mph-35-35-34-33-38-33-40-53-34-34-34

Sunday 22nd, 20-45pm, for 1 hour, Noted only vehicles @ 33mph+.

41mph-41-34-43-32-35-40-33-34-40-34-45.

Monday 23rd, 17-00pm for 2 hours. Noted vehicles 33mph+

41-35-35-34-34-42-36-34-34-42-41-33-41-37-33-36-40-33-34-33-33-34-34-34-35-33.

As a direct comparison to Monday 23rd. On Tuesday the 24th, I monitored the traffic speed, for the same period, at the same time and place. The difference, I placed a 'speed camera in operation' sign to the East end of the narrows, on the pavement, outside Horsemans Close. Noted vehicles 33mph+

36-35-35-34-33-38-33-40-34-34-34.....A marked difference to the day before, 60% reduction.

Monday 30th July, 07-00am Monitored the first 70 cars to pass. More than a week after the process had begun, driver awareness of my presence highly publicised.

26 cars @ 29mph and under.

31 cars @ 30mph-39mph.

13 cars @ 40mph-58mph, 58mph being the fastest recorded during the exercise.

This is just a snapshot of all that I recorded, the rest very much the same averages at varying times of the day or night. The fastest recorded was 66mph @ midnight on a Monday evening. Ironic that I recorded a Devon Highways van at 41mph.