



Slapton Parish Traffic opinion survey 2019

Results and discussion

After discussions at Slapton Line Partnership meetings and following representations from parishioners, the Parish Council were encouraged to explore a wide range of views on we might mitigate some of the traffic issues associated with future changes to the A379 along Slapton Sands.

This report is intended to inform SHDC and Devon County Highways of the parishioners' views on the key issues faced by traffic changes in and around the parish and form the basis for a Traffic Adaptation plan to be triggered when parts of the Line become closed permanently in the face of further storm damage.

This report presents the results of a questionnaire distributed throughout the parish in February 2019.

115 responses were received, representing approx. 60% of residential households

The results are attached separately as an Excel spreadsheet.

1. **Large vehicle prohibition signs:**

There was 95/% support for keeping and regularising the current yellow signs.

They certainly had an observable effect especially when combined with the existing width restrictions. However, they might be even better combined with other features – *see Discussion below.*

2. **Informal one-way system**

Parish Council agreed that a formal one-way system in the village was unworkable but an informal system, such as used at Beesands, might be tried.

68% agreed.

This could be easily put in place by changing the priority road markings at the Queens Arms junction in the village and having a 'Totnes and All traffic' sign to point left, down to Church Wells.



3. Parking restrictions

There are a few key points in the village where parked cars cause particular problems for traffic attempting to negotiate access.

White hatching could be used to deter parking – 70% agreed

4. Alternative routes

Alternative routes – whichever part of the Line goes next, the alternative route promoted by DCC is the main road from Kingsbridge to Dartmouth via Totnes Cross. However, suitable signage could also direct rural, non-beach traffic around the village to Dartmouth or Kingsbridge via Wallaton Cross 67% agreed, though 27% were not sure.



It is clear that a 'pinch point' for traffic is located at Wallaton Cross. Any vehicle that heads for Slapton from here has no other route except to enter the village or turn to Stokenham across the narrow Deer Bridge. This has ramifications especially for large vehicles. *See Discussion below.*

5. Parking

Access through the village is not helped by the lack of suitable parking. However, we already have the 'Park and Walk' area on the edge of the village. This could potentially be extended to enable more residents and visitors to park safely.

80% agreed

6. Speeding

This is perhaps technically not related to traffic flow but is an issue in the village. The questionnaire asked for voting on a number of possible solutions.

speed bumps	26% in favour
flashing signs (such as in Frogmore)	52%
volunteers with speed guns	16%
village gateways	63%



7. **And finally, in principle** the parishioners were asked whether Parish Council village funds should help to implement some traffic solutions for the village if grants were not be available.

93% agreed

Discussion

A number of the possible highway actions drew significant support – an informal one-way system, more parking provision, and use of white hatching to deter unsuitable parking. *The informal one-way system could be trialled and then reverted if proved to be ineffective.*

The idea of ‘village gateways’ also drew support and could potentially help with some of the other solutions. Gateways at the 2 pinch points, see map above, could incorporate large vehicle restrictions as well as other symbols to slow traffic down e.g. ‘old people crossing’ and ‘schools’ (related to the Field Centre) symbols.



Large vehicle warnings could include ‘access to farms and village only’ and width/height/weight warnings.

If sited at Wallaton Cross, and adjacent to the camp site and ‘park and walk’ on Sands road, the information would allow drivers to turn around and reroute.

All these possible solutions are presented to Slapton Line Partnership to be assessed as part of the Adaptation Plan. The Parish would be pleased to work with the SLP to fine tune the ideas and are open to the idea of using parish funds to pay for some elements.

As a final note, it would also help with future planning and assessment if some form of monitoring was developed to measure the effectiveness of any or all of these measures. There was a proposal that volunteers could carry out any counts or survey work that might be devised.

Graham Burton
Chair – Slapton Parish Council
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