

Public Consultation Survey — Traffic Management Proposals

Moretonhampstead Town Centre Traffic Improvements

Introduction

Moretonhampstead Parish Council is consulting on potential traffic management, public realm improvements and wider issues in and around the town centre.

The consultation aims to understand:

- Whether there is community support for change
- Which town centre traffic option is preferred
- Views on trial versus permanent changes
- Opinions on wider traffic issues such as 20mph limits and speed management
- Potential impacts on residents, businesses, and visitors

The Parish Council will only progress proposals if there is clear community support, viable funding, and approval from the highway authority. At present, no funding is secured, and any changes would require full support from Devon County Council (DCC), who would need to approve and implement any scheme.

The project aims to:

- Improve pedestrian safety and comfort
- Reduce unnecessary through traffic
- Support local businesses and events
- Enhance the character and usability of the town centre

Background

Community feedback and traffic studies have highlighted concerns about traffic speed, pedestrian safety and congestion in the town centre. While recorded accident levels are low, perceptions of safety and the desire for a more welcoming public space remain important considerations.

The Parish Council is also aware of wider concerns about traffic speeds on Station Road, Ford Street, Pound Street and other approaches to the town.

Traffic Centre Management Options

Please read the following options before completing the survey. They have been identified by a traffic engineer working in consultation with the Parish Council.

Option 1 — Carriageway Narrowing / One-Way Gyratory on New Street and George Street

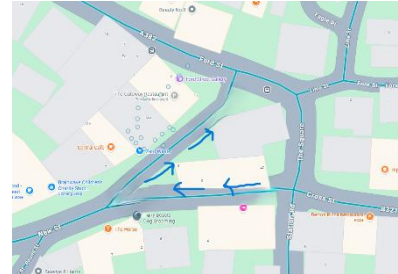
Creates wider pedestrian areas while allowing traffic to circulate in one direction.

Benefits

- Easier pedestrian crossing and wider pavements
- Fewer conflicting traffic movements

Risks

- Traffic speeds may increase
- Town centre character changes may be limited
- Loss of parking with potential economic impacts on local businesses



Option 2 — Closure of George Street

Traffic would be directed to the northern side of The Square. DCC has advised that it would only support this option if on-street parking on New Street is removed.

Benefits

- Creates pedestrian space
- Maintains access along New Street

Risks

- Diverts traffic from a B-classified route onto a lower classification route
- Loss of parking with potential economic impacts on local businesses
- Manoeuvrability challenges for larger vehicles



Option 3 — Closure of New Street

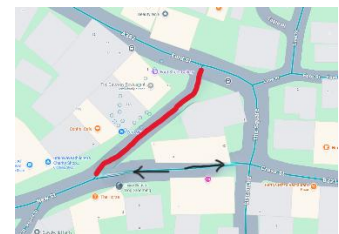
Traffic would be confined to the southern side of The Square.

Benefits

- New Street is the main shopping street
- Larger civic and pedestrian space created
- Allows for loading bays and improved pedestrian movement
- Better alignment with place-making objectives

Risks

- Delivery vehicle turning space must be carefully designed



- Possible impact on service routes and gritting operations
- Loss of parking with potential economic implications
- Highway safety concerns raised by DCC, who do not favour this option making this option undeliverable

Option 4 — Full Closure of The Square

Creates a fully pedestrianised civic space.

Benefits

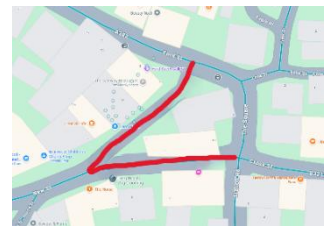
- Maximum opportunity for events and town centre improvements

Risks

- Significant traffic diversion impacts with more vehicles using

Ford Street and Betton Way

- Longer journey times for some users
- Unclear how larger vehicles, including tractors and HGVs exiting Pound Street, would safely manoeuvre
- Loss of parking with potential economic implications



Option 5 — No Change

Maintain current traffic arrangements.

Option 6 — Current Layout with More Frequent Event Closures

The existing road layout would remain unchanged, but George Street and / or New Street would be closed more often for organised events, markets, or community activities.

Benefits

- No permanent changes to traffic flow
- Supports community events and town centre activity
- Allows flexibility without major infrastructure works

Risks

- Increased closures may inconvenience residents, businesses and delivery vehicles
- Requires advance planning and coordination
- Does not address wider traffic speed or safety concerns

Closure Type Preferences

The Parish Council is seeking views on how any changes should be implemented.

Options include:

- Permanent closure
- 18-month Experimental Traffic Regulation Order (ETRO) trial
- Regular temporary closures for markets and events
- No change

An ETRO allows changes to be trialled for up to 18 months and includes statutory public consultation after implementation. The scheme can be amended or removed if it is not successful. A permanent scheme would require full consultation and confirmed funding.

Options 1–4 would require a Traffic Regulation Order (TRO). This would initially take the form of an 18-month Experimental TRO, which would avoid the cost of physical works, allow the impacts to be assessed, and enable further public consultation. The trial could be abandoned at any time if unsuccessful.

Option 6 would require an 18-month Experimental TRO to allow closure of New Street and/or George Street only at specified times (e.g., Saturdays 09:00–17:00) to enable more outdoor events.