

Appendix 1; all answers given to 'Other suggestions' for shard space ideas

Fore st, hgh st and the narrows are used as a rat run to the bypass. Change it to access only and enforce it properly

Extend the free parking if you buy something to the main car parks. At various points on fore/high st, narrow the road with a sign reminding it is a shared space. Encourage people to park in market car park during week

More Car Parks

Even better 10-2 Saturdays

it should continue indefinitely - pollution is more dangerous than Covid 19. Q4 - Stop traffic all together

Considerations for disabled access and bike rack places or somewhere to fasten your bike to

On the spot fines for drivers breaking the rules

Retractable Bollards

Note on Q3 & Q4 NOT AT ALL PLEASE. Answer to Q5: Closing the road encourages more thoughtless footfall - too many people with no awareness of keeping a safe distance

Build another bridge across the river to take traffic away - i.e. it could be a bailey bridge as was in wartime. Much needed wider pavements in town and ban all parking in main town.

To ensure traders/shops are on board and find ways to make this work for them too. It must be possible. Would an electric shuttle service of some kind help elderly or disabled people to take advantage of it to?

See attached letter and copy to Totnes town council

Fore and High Streets should be permanently pedestrianised, with some controlled exemptions. They were built for dangerous vibrating, noise and air polluting rat runners

I think it would be good if the high street, particularly the narrars was closed to cars on more days. As a pedestrian getting beeped by a car is not pleasant

Pedestrianised Fore St would be wonderful

Sort out the seagulls!

I'm keen to most of my journeys in and around Totnes by bike and there is a lack of places to secure cycles that avoid inconveniencing pedestrians in Fore street and in the high street. encouraging cyclists would be welcome

its time the whole street was completely pedestrianised

We are worried about the impact on local business. We do not like it and feel that it changes the atmosphere of Totnes

Resrticyed access should apply on Market days i.e Fri + Sat. visitors especially Love markets and in summer Tues Charity market

No access for vehicles in town during market hours

Seriously don't bring art into it - it will be a waste of money and will look shit

With the vast majority of traders against the closure, it seems obvious that it should cease as soon as social distancing does

5mph speed limit & this painted at frequent intervals on road surface

Ask school children to design "slow down signage". Possible competition. Awareness would be raised as all family members would become involved.

more times when traffic is not allowed through the town eg Friday Saturday and Sunday mornings

Creation of a full time shared space where cars do not have priority, removal of curbs (replaced with gently sloping rumblestrips? Abmaximumspeed limit of 5mph at entry, and no further road signs. Zone to operate all the time

Transport etc. taxi's and Bob the Bus need to be allowed in these times as older people will not be able to go up the hill in town.

Signage - 20mph limit, access only, shared space.

The main street should be closed to all traffic, all the time. Except deliveries at set times.

More cycle parking at / near the market.

Be careful not to make the town pedestrian only, as many people from a wide area of surrounding villages rely on being able to drive into town, park, pop in to one or two shops and go again.

Pedestrianisation only suits those who live near the town or are visiting for a while. Totnes is a market town, it needs to be open to access all.

I am disabled and a scooter is not suitable for my disability. I rely on parking outside Greenlife and shops as I cannot carry anything or walk far or stand for long. I struggle to go in shops now as quickly and no seats makes it impossible at times. I already can't go to Sat market before 1.00 though this is better than afternoon restrictions. My quality of life is poor, ability to go to shops would be vary rare if I can't park in the high street. Please think of us disabled people and allow us access if you do more restrictions. Thank you.

Open the high street to pedestrians on Saturday 10-4pm - do this fortnightly and get traders to measure footfall and takings for each Saturday. You need time for people to understand!! Remove all signs and bollards - they are there to assist car drivers - get rid.

Outdoor amphitheatre or performance space

pedestrians should not just walk out in the road then blame traffic

Speed cameras with 5mph limit for the high street

Two speed cameras fixed disty

Make Fore street for pedestrians and essential vehicles only

re Saturday no car morning - please extend this to the whole of Fore st, High st and the Narrows. and also have it on Friday mornings.

I think the whole high street should be pedestrianised. It is not big enough to have cars driving up it constantly, and it's really dangerous. If there is a way to pedestrianise it but also allow access to people who genuinely cannot live without being able to drive it (or offer another way of people getting from the top to the bottom of town) I think it would solve a lot of problems and be a much nicer place to visit too. I have been avoiding the high street because it's too stressful

Single lane with art, benches and trees to inhibit driving straight, more pedestrian friendly.

More space for people eating and meeting outside. And to get feedback from the Totnesians - creating a new Covid-19 solution together.

The street should be pedestrianised everyday.

I would like the street to be closed more often to traffic.

Too many vehicles using the route as a short cut and are impatient with pedestrians. Would like to see access restricted to delivery / emergency vehicle - as is the main shopping area in Paignton.

Any signage must be welcoming and not 'restrictive / prohibitive'. I personally think the traffic problems are in the peripheral of the town not the functioning high street.

The town is fine without the closing of the road.

Ideally, access only, stopping the daily 'rat run'. Also a scheme of 'deliveries only' to shops between 8am - 10am and 4pm - 6pm to be enforced.

I do not want shared space

Max speed 5mph. Also, what are you going to do when there are no pedestrians to 'share' the space, but there are still residents suffering speeding and rat running ???

No noisy speed humps !!!

Implement 'The Fore Street & High Street Circle, Circular Route Proposal'

Need to really minimize traffic in the town, making driving up Fore / High street inconvenient so you would really only do it if essential for heavy pick ups etc. Pedestrian priority probably best solution. Not ideal to share space as (visitors particularly) others have problems driving very slowly up the steep hill.

Radical re-design of street priority to pedestrians 'sign'. Let vehicles through but use planters and change road surface to confuse/drivers - causing slow down - essential to health of town we keep roads open.

Previously - a lot of money has been spent on traffic calming, i.e. wheelchair crossings (raised). Traffic calming opposite Station Road. Bollards throughout the town. Mini roundabout on plains and rumble strip outside 7 Stars etc.

More disabled parking please. What happened to the Green Cross Code we were taught to look out for yourself, not cross the road or step off the pavement without looking first We are becoming a nanny state.

The current official 20mph is too fast for shared space and the narrow pavements and volume of pedestrian traffic. Many cars go faster than this. THE SPEED LIMIT NEEDS TO BE CHANGED TO 5MPH WITH SIGNAGE AND ENFORCED.

The main thing it seems to me is enforcement. Speed cameras sound like an excellent idea. What about those devices that restrict the width of the road so they have to slow down, e.g. as they have on the road in Dartington.

I feel the high street closures should be from Arcturus up the hill. From Royal Seven Stars to King William IV pub is useful access to butchers and shops.

Free parking! Get cars off the road with free car parks. Carrot is better than the stick.

Water (Rain) collection system.

Raising bollard access system at entry point. Card operated by purchase at council office with cost lowest for High street residents, higher for Totnes residents o/s High street, very high for other applicants.

So much better atmosphere. I never used to venture out on a Saturday morning. Now take my two kids out every Saturday morning and enjoy the shopping experience.

Even when social distancing is no longer necessary we should still have the closure in place. It can be particularly dangerous with traffic and pedestrians trying to occupy the space generally!. There is no need for general vehicle access as there are sufficient routes. It has been a godsend walking up the street without fear of being run over.

Please consider continuing the road closure scheme permanently after the pandemic and more often than once a week, dividing the closure slots between mornings and afternoons. (see my entry for questions 3&4).

Less signage and a more genuine shared space approach- decluttering the highway

Ref- Concern about no right turn into Plymouth Road and it's impact on Leechwell Street and the volume of traffic that will use it as a rat run. We need either speed bumps or access only signs to stop the speed of traffic into Leechwell Street and Kingsbridge Hill. It is very dangerous coming out of our garage into the street as the cars swing around from the link road.

new signage designed by kids at the Grove school

allow Blue Badge holders to access disabled bays.

No access as a through way to cars in the town square as cars have had several near misses with children especially in the hour after school

Signage to ensure drivers understand it's a shared space and pedestrians have priority

Pedestrianise more it is safer

Stop road closures

The one aspect of DCC's response to the safety issues in Totnes town centre during the Covid-19 crisis, that offers a long resolution of the historic impasse over this conflict, was not the 4hr weekly road closure but the imposition of a realistic speed limit. The trail speed limit, deemed to be compatible with the safety of pedestrians, was 5mph and the lowering of tensions between the two was palpable as pedestrians had the time and felt safe enough to use the space to maintain social distance without feeling threatened by an oncoming vehicle. The only solution that will work has to be a compromise between interested parties and I feel this system should be adopted as a solution for an extended trial period for the following reasons; traffic would continue to be able use the road; pedestrians would feel safer in using more of the available space in the High Street; a limit

should be rigorously enforced by traffic management systems and sanctions, assisted by public realm improvements, street furniture and features; retailers businesses would continue to benefit from motorised customers; the prospect of a move to electric vehicle over the medium term would help address emissions for all users of the High Street; significantly lower speed limits would help deter through traffic and 'rat runners'.

Without trade, the Fore Street / High Street is at risk. Defer any closures until we are through covid. The shops are suffering!!

Q4. not useful as requests too limited answers. I would like to see pedestrian access extended to 9-4 Friday & Saturday (on market days) and speed limited and access only restrictions enforced. To many people still use Fore Street / High Street as a picturesque cut through from no better reason than they can.

Teach people the green cross code in relation to walking on the road: and enforce same regarding cyclists who cycle the wrong way down Fore Street. After all it is shared space which includes cars which carry people who come into town to spend money in the local community. Is this not good for all?

No impact in High Street unless vehicles are discouraged from entering town through Fore Street. Speed restriction - 15mph. Signage - to reinforce. Entry to be physically blocked on Saturday 10-4.

Average speed cameras which are known to work are, in my driving experience, by far the most effective control. Set at lower end entrance (Fore St) and upper exit (High St) at 10mph. An the old bridge needs to be added to the 20mph Bridgetown zone. Pavements just as narrow.

Suggestions: Retractable bollards operated by driver of Bob the Bus, resident cars drivers. Delivery times to traders limited to e.g. before 10am / after 4pm. Refuse collection for traders NOT on Tuesday am (at present circa 11am) but after 4pm or preferably before 10am. Widen pavements.

Emphasis on priority for pedestrians.

As a registered disabled person I would rather the whole of the town wasn't close at all and just signs up encouraging drivers to slow down going to park up on Fore Street and High Street

Possibly (during this pandemic) to have one pavement for those moving up the high street and the other for down?

We live on Fore Street with a young son. The biggest issue we see is air quality and safety so enforcing access only is key. We understand the issues around keeping the road open for traders, but people who only use the road as a cut through are not benefitting the traders either. Anything that stops people driving up there fast is good in our book. Although, not speed camera which just encourage heaving breaking where they are - more dangerous. Make it feel like it is a shared space and not a road.

Yet again, I want to request some action on slowing traffic or widening pavements on the bridge. It's almost impossible to socially distance except by stepping into the road there, and the traffic travels at great speed, there will be an accident if nothing is done.

Carry on these traffic restrictions for ever, like its done on market days in many other towns.

Trees in planters or equivalent in the square in front of the civic hall.

Pedestrian priority, no kerbs.

Large sign at bottom of Fore Street, saying 'Dead Slow' - pedestrians have priority.

Pedestrianisation of Fore Street worked well during lockdown. I would welcome more of that. Cars do not respect 5mph limit and still come past Seven Stars far too fast.

Fore Street / High Street needs to stop being a 'through route' bottom to top, to stop 'rat running'. These vehicles do not need to use this route. At the Plymouth Road junction make it left turn only, to join nursery route. Close the narrow old Kingsbridge Hill after the last house, making it a 'no through' road.

Keep our market unaltered. No selling of the car park for building on.

Vehicle activated 'slow down' signage would be welcome throughout the town. West Lane traffic is too fast!

More sections of road narrowing to slow vehicle movement

It is ridiculous and dangerous to continue to allow cars and vans to drive through the shopping centre at the speeds that many drivers seem intent on keeping up when crowds of visitors, families with small children, older folk and disabled people are trying to negotiate the narrow pavements.. Totnes would be a much more successful and popular town if the shopping centre was pedestrianized like many other tourist towns in the area.

The pedestrianisation of the high street on Saturdays is fantastic. It is now safe to wonder through and brings many people to the town. It is now very busy which is great for business. The towns in Torbay have had pedestrianisation main streets for years and it's been successful. Totnes pavements are far too narrow for safety and we can't socially distance as is.

Bigger pavements.

Attractive small trees / shrubs (further to planters).

I would like to see the High Street and Upper Fore Street closed to traffic on a semi-permanent basis. Traffic is dangerous for shoppers and cyclists. Most drive up too fast especially delivery vans.

The 5mph limit is reasonable, I assume thought up by a non driver. Putting up a sign doesn't make it happen. I live on the Follaton End of Plymouth Road, unlawful speeding the norm, nobody cares.

This is not enough action regarding Covid-19, the council needs to look at other actions they can take to keep us all safer. Not just road closure, crazy.

Establish a community group with more experience and competence than the TTC has

Make high street pedestrianised

Unfair survey on answers, 3,4,5, no choice in saying no. There should be no going back, just carry on as normal. Do not make covid excuse to change everything. Totnes is what it is. Do not try and change it by the back door, why spend everything on an idea long ago (Do Gooders). If you want to do something good, clean Totnes up then do the road on the Bypass for Totnes. I have lived here 70 years.

Number plate recognition camera to ensure Fore Street not used as a rat-run.

Truly shared space and enforcement of access only would make a huge difference. So many taxis up the high street. I walk my children to school and every morning and afternoon people are speeding - almost no one is going the correct speed.

A constant surface quality, natural of course, without kerbs, signage or yellow lines, and with permissible parking defined, therefore reducing 20/21st century impact on the street scene. Please see www.totnes-envisaged.co.uk. Ideas for a more vibrant town.

I am disabled with limited mobility (age 35). These restrictions make my Saturday morning to the local market very difficult to shop independently. Please remove them all.

I like the idea put forward in the past of taking the surface of the Market Place across the road, and down to the square in front of the church. Removing the dwarf wall in front of the church and opening that whole resurfaced area up for shared public / pedestrian access. Also rationalise the signage and create 'common feel'.

If it ain't broke don't mend it! People from surrounding towns and villages come to Totnes for the markets and the wonderful selection of shops. If they are stopped, the town will become a ghost town and the shops will eventually go.

Please don't use speed bumps / rube strips, they are really bad for people with injuries to go over, especially head injury - not just painful but harmful, however slowly driven. I already take longer routes to avoid speed bumps because they can trigger a relapse post head injury. Avoid noise and vibration and surprises. I can't use public transport. I might have to move away if measures impact my injury too much, You could make roads more wonky - works better than enforcement bumps or crossings, i.e. insert islands or increase verge / pavements.

When there are diversions, make it clearer where they begin and end.

Investigate the possibility of re-routing through traffic, i.e. stop vehicles using the High Street Upper Fore Street and the Narrows as a rat-run and for everyday in the week.

With the use of pedestrian crossings, there is no need to stop the traffic in the town center. The 5mph limit at the moment is absolutely ridiculous. Please stop wasting money.

More bicycle racks in centre of town.

Have the idea of planters. Daily closure of town centre am or pm or all day, would make town a lovely place to be. New seating areas - lovely, but who wants to sit in exhaust fumes. NB - our lovely buildings are at risk with too much traffic.

Pedestrians seem to think they own the town - lots of use come into town briefly to use facilities (i.e. post office) during work. We use a car for speed - having to drive behind pedestrians who think the road should be a pavement is tiresome. And their often very rude too ... usually not from Totnes. Lots of reminders are need for them too.

Whatever is implemented, I would not want to remove the meters / paid parking in Fore Street and High Street. The system means that one can almost always find a parking space, compared with Kingsbridge - no paid parking and rarely any spaces in Main Street.

I think 'shared space' is rather a muddled idea. Speed cameras and more signage will detract from the natural appeal of the historic streets. Parked cars already distract. Only retain disabled parking. Signage in the town could be vastly improved. There are too many different types of

signs. Steamer Quay car parking should be promoted for more than it is. Arrange more services from bus, the bus to get people to the center.

The closure of Fore Street on Saturday morning should continue after the pandemic is over. Most cars use it as a rat-run to Plymouth Road.

Please don't water down your 'public art' from something quality made by a local artist, to some ghastly children's mural.

Although I do not live in Totnes I visit often as it is one of my favourite places for a wonder around the historic areas and browse the lovely independent shops. Visitors also always request a trip to Totnes. I was surprised by the negativity from some people to this scheme. I only moved to this area 5 years ago as my family were re-locating here. I previously lived in Guildford, Surrey (for over 40 years). Guildford, although much bigger than Totnes is very similar as it also has a very steep, historic high street, mostly cobbled, but wider than Totnes. There is a mixture of individual shops and national chains. Many years ago the high street closed at 10am on Saturdays until 4pm. This gave disabled shoppers time to visit at each end of the day (there was never complete street parking for anyone). It also allowed some limited deliveries. It proved so popular it still continues. People crisscross the street to chat to friends, visit shops, listen to buskers etc. and spend money. Perhaps Totnes council etc. could contact Guildford council to discuss this - even better would be a visit (when allowed) even though it is a long journey.

Totnes has not moved on with the times - things like traffic are much the same as when I staffed tracking in Totnes in 1980 - except a lot of near by paving has been built on.

Close Fore Street / High Street 24 hour a day - Pedestrianise. Would make social distancing possible and reduce environmental damage.

You should pay for the privilege of access to the high street. This can be done as in many cities and towns by some form of digital tracking device so your car is recognized. You just seem to be tinkering at the edges of this issue - no street art or flower beds will make the slightest difference to a dangerous, polluted and noisy high street.

No vehicle access during market days, Friday 10-2pm, Sat 9-1pm.

We would welcome the extension of the 4 hour restriction to seven days a week. This would improve the quality of the pedestrian experience immensely, especially those of us using wheelchairs or pushchairs.

Hanging baskets - lots of them. Repair of pavements (the paving from Ticklemore Cheese along the side of Fat Face is loose and dangerous to visitors and residents alike).

If I could choose only one of the above suggestions, it would be the enforcement of the access only rules.

Block off access to the western by pass to stop the highst being used as a rat run

I would like the pavement and road to be the same height as in other pedestrian towns

In the current social distancing climate having a one way system on the bridge to save people having to walk in the road to pass each other and risk of accidents.

Shared space should mean that. The hole road surface should be the same with no definition between road and pavement. This should be reinforces with seating add.

better signage directing traffic away from pedestrian areas

Allow bicycles to ride down the high street. Stop all through traffic except for Bob the bus (radio controlled bollard or similar)

Close the road permanently to delivery only

Reduce traffic and stop rat running by closing access to Bridgetown Rd from A385, this is your cheapest option to achieve the most.

Cars shouldn't be allowed to use the town centre at all between 10-4 each day like Brixham which works

Green areas

I think the bottom of fore street and effectively the entrance to the shopping area should be concentrated on and drivers forced to really slow down with chicanes or other obstructions to negotiate. This is the area that needs most impact as there is more space to do so there and it could be off putting to anyone attempting to use the road as a short cut. It also sets a precedent for the rest of fore and high street. I'd also love to know we can save or re-use any old kerb stones or paving stone rather than it just being removed as happened before possibly.

Please stop all traffic, it would be so much better without

Planters, improved pathways through the Narrows near South St

this consultation is fundamentally flawed, the options presented are limited by the imagination and experience of Totnes Town Councillors who are not experts in traffic management. Road closures used to be in place for the high street for many years on Fridays and Saturdays. the current restriction times are a farce, the limited "options" for closure have no research or evidence behind them and are a reaction of trying to appease the negative response from a limited number of complainants. Many towns that have introduced restrictions from 10AM til 4PM and have prospered because of the improved shopping experience for visitors. In fact Totnes used to have these very restrictions in place for the High street for many years on a Friday and Saturday. Arguments about access for those with reduced mobility can be dealt with by allowing access for buses and improving access for mobility scooters, wheelchairs, and prams.

In line with most other UK towns, especially with historic value like Totnes, the main shopping area, ie Fore Street & High Street should be closed to traffic & permanently pedestrianised with tree planting.

A no-markings approach to shared space is radical but works

The 'shared' space will only work if the access only and speed limits are properly enforced

Leave Totnes alone and let people use commonsense if changes are implemented then the town will be killed off

I suggest that with the narrowness of the streets, and the high number of elderly/mobility impaired, serious consideration needs to be given to how people with sight or hearing problems can work out the 'shared space'. The historic significance of Ttnes needs to be a priority and any street clutter which detracts from the townscape avoided - only measures with measurable effectiveness should be considered.

To many signs makes drivers look at signs instead of people. Keep signs to minimum. This is not a proper survey. I want the town open all of the time for traffic, why not shut Fore Street. Can't walk up hill.

I've lived in Totnes all my life, I do not want the town closed at all. And I work in town too.

My big idea (which I've been suggesting for years) is to make the Old Bridge exit only. Anyone who wants genuinely to enter Totnes drives over the New Bridge and past Morrisons, then to the car parks (or turn right into High Street, if necessary) That entirely deters the daily rat-run from the Paignton direction, and enables the pavements over the one-way Old Bridge to be massively widened so that 2 pushchairs or wheelchairs can pass each other on both sides, and no-one need walk into the road! Also, no disadvantage to shops downhill from Station Road, BRILLIANT!

I think more crossings is good because cars have to slow for those and if it was more time drivers had to take to access Fore Street and High Street and The Narrows. The dangerous impatient fast drivers might not bother - thus reducing traffic and population.

None

Traffic lights controlling the number of vehicles going up Fore Street. Closing the narrows to traffic, except delivery vehicles at specific times.

more covered cycle stands

Park and ride

Average speed cameras to enforce the 5 mph rule. This will help stop rat runners.

Better signage for tourist attractions around the town ie steam railway and Rare Breeds, walking along the river on Longmarsh, walking to Dartington via the river path, play areas for children

Turn some parking spaces into temporary community pop-up spaces (see Rob Hopkin's What Is to What If book for ideas :)

retractable access poles, cobbled street as befits a historic town centre

stop the NO access only traffic by making Bridgetown Road one way NO ENTRY from A385, this will also help pedestrians crossing the bridge to have distancing

Close road completely, only allow access for time limited deliveries and disabled drivers. It is time for change so stop drip feeding the change.

Save money, revert back to how it was. It was fine before lockdown.

One way system. But no access to Plymouth road

There needs to be a congestion charge implemented, which would prevent this road being used as a rat run. Residents, Delivery Drivers, Disabled, Bob the Bus and Taxis exempt.

I was all for it at first but I found it harder to avoid people without marks when the road was closed to traffic - in fact up to me market was dangerous for me with cancer and diabetes. My surrounding businesses were also unhappy when I spoke to them.

More plants/ planters!

Speed bumps and rumble strips slow vehicles down but they accelerate after they are off them so the result is more pollution. A negative suggestion but feels important to voice.

At the moment I don't feel it's shared, 7 days a week would be better

I would like to see space for the Totnes market together with outdoor seating for outside eating from Friday afternoon until Saturday evening. I feel expanded areas for eating outside and a market that goes on into the early evening would bring more visitors to Totnes and more prosperity.

Please don't waste money on new paving like next to the church which is still a car park with no seating!

Not keen on rumble strips as a cyclist.

Visible pollution monitors in Fore Street

No change normal traffic

More than just one car-free period like Saturdays e.g. on Fridays as well.

No signs; they assist cars. Btw there is no such word as sinage, it's 'signs'.

Remove the parking along the street at the top of the twin to make road wider for pedestrians

remove the pavements so whole road width is prioritised for pedestrians

Traffic marshal

remove dedicated pavements and make road truly shared space, use new/textured surfacing to alert drivers that this is not a normal road and to behave differently

'low impact', low-tech (in keeping with Totnes) ie remove kerbs, plant trees, make it socially unacceptable to drive up without a very good reason or extend car-free times

more pedestrian only areas. spaces for people not cars is better for businesses. Roads are too narrow for cars as well

Why not extend the hours to 6 hours instead of 4? Why not have a daily vehicle free time, 9-12? Rumble strips possibly not great noise for residents above the shops.

Plants, trees etc

More parking close to town especially as we are losing the car park in the middle of town. Being able to pay by contactless on parking meters

Change surface of all street surface to remove road/footpath separation. Change Fore Street / High Street from being a through route.

Replace the "access only" sign at the junction at the King William pub with a more recognisable "no entry" sign + "except for" sign - there is an example of this in Torquay- as drivers do not recognise the existing sign as a no entry sign even though that's what the existing sign means. I would also like an electronic number plate recognition system to identify cars that regularly drive up the high street during rush hour which could be linked to a charging system - the same as some congestion charge systems - it could be operational only during rush hour and therefore have minimal impact on trade. Both measures I have suggested are low cost and essential to reduce rat-running traffic, as shared space schemes are unsafe if there aren't also direct means to reduce traffic. There should also be much clearer signage at the bottom of Fore Street and at the King William pub directing

traffic to other routes and including a sign as they have in France that shows people and people in wheelchairs French-style si

Reinstate the traffic rules which had vehicles approach Fore Street along Station Road and from the junction with Fore Street, have one way traffic left and right. This is all that is needed.

Electric bollards at the bottom of the high street

Stop cyclists etc coming the wrong way down the street

Actions to deter the the small minority of car drivers who persist in travelling at excessive speed

None, leave everything as it is.

Shared space is disadvantageous to visually impaired people. Edged of pedestrian areas must be clear.

Lowered or removed kerbs to preclude pedestrians having to squeeze onto the pavement

Parking spaces for delivery & disabled ONLY

Wider pavement, no pavement, 'platforms', Planting or public art to narrow the road width and slow drivers right down.

clearer signs not more

Fore St/High St. is often used by people who want to 'see the town' without getting out of their cars, or when traffic is slow on the bypass. Enforcement of who goes in and why is critical.

Pavements are too narrow to accommodate pedestrians in normal times, let alone during covid. I think during covid we should have more 'no-car' times available (Fridays too at least). And make it car-free 9-3pm if we can, both Friday and Saturday.

I live in a house accessed directly off High St. Closure is inconvenient as it makes accessing my house by car impossible. Visitors/family cannot unload children or baggage, nor can cars be packed by anyone departing. Deliveries/tradesmen also experience difficulties. I pay a lot just to park in the public car parks. There is no concession in rates for ordinary difficulty of access and closing the road just adds to the problem.

Public art on roads around the town centre to encourage drivers to use them, rather than the centre of town

The way traffic is permitted to use the High Street as a rat run is absurd in this day and age & most other towns have adapted to pedestrian priority. It's time for Totnes to wake up and do the same. Existing restrictions need to be properly enforced and all of the above measures put in place asap. A weekly or biweekly closure to traffic should be made permanent on both market days.

More signage about fines for dropping litter (especially in the areas that have playgrounds). More regular litter picking in the playground areas. We would love to see vehicles restricted in the town centre for a longer time on the Saturday e.g. 10am-4pm. Provide a safer alternative to crossing the bridge from the town centre to Bridgetown should be seriously considered investing in - the pavement is very narrow and lots of elderly and children use the bridge. Improve the path along the river from the bridge to Morrisons. Have more recycling and compost bins in market square / parks / shared spaces. Introduce cycle lanes and make Totnes more bike friendly.

alternating sides of the road with width restrictions including planters or seats.

A gate or barrier, this is used a lot in France to protect historic town centres. Only disabled, emergency vehicles and Bob the bus can enter during the times the gate is closed

Gate off the bottom of the town and force vehicles to circumvent the Main Street. Electric vehicles / golf buggies - council operated - to assist the elderly / mobility challenged people.

Enforce the access only restrictions. Have automatic number plate recognition system. Stop the rat run.

I have lived where there was shared space and would not like it again

stop all these crackpot money wasting schemes

average speed speed cameras work in all situations... i slow down for them. 5mph is too slow 10mph would be better

Give pedestrians priority over cars (I think Salcombe does this)

Electric bollards opened automatically by police, fire and emergency services, similar to the one's used in London

Road narrowing

Use of planters to slow traffic. install raised platforms in some parking spaces to allow outdoor seating for cafes and restaurants

Direct traffic to car parks and provide 50p Bob the Bus service for those who don't want the walk. Ban through traffic permanently because of danger to pedestrians and pollution. Just allow deliveries and disabled access. More seating and flower troughs would be good.

Widening curbs

Traffic should be banned from this street altogether unless people live there or for deliveries

less signs, see what they did in Devizes out side Handel house, and sainsburys, make it a truly shared space... if there are less signs then cars will have to slow down and adopt... they do the same in Germany and enforce a 5kph (i.e. walking speed) limit... I'm not suggesting we go that far

Perhaps consider dividing the access/shared space areas to satisfy both pedestrian and the business owners and allow vehicular access to the Lower high street and restrict access where the road and pavements narrow at Mangetout and Roly's Fudge above where the road splits using electronic bollards which raise up. This could then still allow businesses to let deliveries access them, but reduce people racing up the high street and encourage car park use. There are very few DCC parking spaces above this point (curve at King William the IV) that I did not see how business owners could be negatively impacted by having just pedestrian access for the multiple surrounding car parks.

Use of parking spaces for hospitality businesses to expand

Why in this survey do I have to assume I would like to continue with the restrictions ?ue with the

I think rainbow crossings would be really helpful as they're eye catching and drivers can't ignore them, but they don't change the texture of the road (which could cause problems for wheelchair users and those with mobility or sight problems while crossing the road)

Seating areas could be 'artistic' not just 'municipal'... see Hythe , Hampshire

Signage, that can not be removed by passersby, saying shared space

It shouldn't be a shared space. A road is a road. It is needed

I suggest it is left alone, it is Elizabethan and all of these measures will impact the natural beauty of the town

The old Bridge over the dart is the only way across from bridge town and steamer quay area and can be very crowded with cars cyclist pedestrians wheelchair users dog walkers and prams ,maybecars need to slow down and maybe a footbridge could be added or the bridge as a complete shared space?

Widen pavement in areas to create pedestrian focused environment

Must be welcoming and friendly .. using words like restriction and closed will put people off - I do t suppose most delriver define " access only " correctly -

Shared space is counterproductive but enforced limited access and speed control would be more yseful

I would like strictly access only before 10.30am and then no traffic allowed on Totnes High st 7 days a week please

Bob the Bus already does a great job slowing traffic and providing an alternative to cars going up the high street. Perhaps frequency up the street could be increased? This may not be an ideal time to guage use of Bob with restrictions of passenger numbers in place because of Covid. I'm personally sorry I'm using my car more and buses less at the moment because of Covid.

I once lived in an access only street where the signs were designed by children. It really made you notice them and understand why they were there. Personalised quirky or arty signage signage will be noticed more and may also add charm to the town. Also, there wasn't an option for increasing the 4 hours to 2 days/week. I would like to see a weekday morning added too.

Reverse one way flow on The Narrows and High Street to make rat running impractical

What about removing all signage as they have done in many towns across Europe and indeed on Exhibition road in Kensington, London and has seen a dramatic reduction in accidents. Let drivers and pedestrians be 'self policing'.

Planters to slow down traffic and discourage ratrunning

Proper enforcement!!!!

planters to create shallow chicanes

Chicane interventions using green elements, like trees and bushes, and public art. At present the road is straight and fosters a "run through" mindset. Chicanes present a circuitous thoroughfare which reduces speed whilst not hindering access. Also, when used creatively, offers opportunities for social features to foster greater pedestrian occupation of the commercial, retail and social arena.

Raised tables at and before entry junctions - "shared space" design principles within shopping streets, not "speed bumps" or special crossing places

Pinch points created, with planters etc

We also need to think about mobility scooters, especially in the Narrows, maybe the usual traffic way (left up and right down). The pavements in the Narrows are dangerous in themselves in some places. It would be expensive, but in removing the pavements there would make it easier for pedestrians with small children and pushchairs, the elderly with walking sticks or frames and people with bags of shopping. Pedestrians need to become more aware as would the motorists, but having seen it work well in other places, I can't see why Totnes couldn't succeed with shared space, after all the car parks are only footsteps away from the shops. A pity I can't see what I've already written but hope it isn't too fragmented. Delivery of goods could be made easier if we had one delivery centre on the industrial estate, where all goods were taken and then delivered to the shops in a much smaller, electric vehicle, thus providing a new business for a few more people.

Shared Space 'wardens' at key points In the high street at busy times/days

Solid white lines with chevrons, parallel to pavements in the Narrows, where pavements are too narrow for pedestrians to walk two abreast or to pass in opposite directions.

"Pedestrians and cyclists have priority" signs

Make the effort to tidy up the public open spaces which are letting the Town down.

Bicycle friendly measures such as a designated bicycle lane from Fore to High Street. More bicycle racks across both streets. h

Allow cyclists

Removal of pavement so the area is visually the same from building to building with bollards depicting edge of the road, creating a space that looks as if it is shared. Currently cars sometimes sound their horn aggressively or Rev their engines right behind you to intimidate you on to the crowded footpath.

pedestrianised the whole High Street / Fore Street, do not have separate pavement and road surface. research shows drivers slow down considerably when it appears they are driving in a pedestrianised area with all pavement and no road surface

Rainbow Pedestrian Crossings

Drivers don't take any notice of current signage. Chicane (spell ?) I think these work well to slow traffic down particularly if it's using staggered parking.

A barrier at the bottom with a 'permit' system or a guard in a sentry box stopping non-essential drivers

Speed limit painted at intervals

Signs and speed cameras will look horrible and are largely ignored - signs anyway !

Planters will be lovely Not keen on cobbled areas as they are not good for wheelchair or push chair users. Not keen on cyclist cycling the wrong way down the street!

Pedestrianisation

The Market Square is an essential meeting place & imo could do with a facelift. Too smaller space for ideas here...

these questions are not relevant to people that does not want the road closed

The high street is narrow and air pollution must be an issue that needs addressing. Cars do not need to access this road. It should be restricted to deliveries only.

Soft planting

How about NO signs, no bollards - don't help the car

do not do it

It's already shared. We do not need to change.

I think enforcement of the access only rules is really important. A large amount of traffic up the high street at 'peak' times is due to it being used as a shortcut

Leave things as they are and stop wasting money. Spend it on things that are needed. Not this rubbish

bollards that can be accessed with a key, used in Falmouth

I do not want shared space I am disappointed that there is an option to say this

Please consult with organisations representing blind and partially sighted people as there can be significant problems

No shared space, the town road from the plains to the narrows, is narrow enough now without adding further obstacles.

It would be better to have more than one day with restrictions

Close Road all week

Currently we have tiny signs on lampposts that say 5mph. These even extend beyond the narrows to the road that goes from Drift Records to the traffic lights on the one way section. It is very confusing for vehicle drivers. Do these signs mean that the roads with these signs are legally shared spaces, or is this just a recommendation or advice? The signs are tiny and there is an enormous risk that pedestrians could be injured by motorists who have not seen the signs. We need a massive and clear sign at each point where the shared space zone can be joined by motorists. This also needs to be the subject of whatever legal provision (by-law?) needs to be put in place. It is completely inadequate currently. I was confused also as to whether the shared space only applied to Saturday mornings, so times the Shared Space is in action need to be clearly displayed. With adequate signage and legality, I believe a Shared Space area to be a very good idea.

Please ensure dropped kerbs at crossings. Please also encourage/incentivise shop keepers to make premises accessible for wheelchairs e.g. ramps, auto doors

Cheaper or free parking in the car parks, more parking spaces too. Removing parking spaces in the High Street and not making allowances in the town's car parks will discriminate against the poor and drivers with lower mobility. If parking were free in the car parks and people were made aware of this change, significantly fewer drivers would use the High Street, making it a safer 'Shared Space' with minimal construction work. Pedestrian only from the turning to Station Road onwards up the hill.

Signage elsewhere to advise traffic to avoid the high street

Stop closures

Please don't keep the road closed.

Stop all road closures

Service vehicles only including taxis, local bus and disabled drivers.

Pedestrianisation of The Narrows from The Totnes Brewery up to and including Rotherfold . Not to stop the pedestrianisation midday as this is destructive , but to continue it throughout Saturday and if possible other days of the week . To improve the market square and Rotherfold as shared seating spaces

I support pedestrianisation, but don't think part-time road closures are effective. What is needed is something more permanent.

The main thing here is to remove the incentive for unwanted, through-traffic from entering the town from Bridgetown Hill/Coronation Road, and using Fore Street/High Street as a convenient cut-through to Plymouth and Dartmouth/Kingsbridge, in order to avoid the 'ring road' (whether busy or not) of Station Road. All of the above minor measures proposed above will only treat the symptoms of the problem, but not the cause - and meanwhile in so doing make Totnes look, and feel, like every other town (which it is not, and must never be!) with signs, calming measures, etc that no driver intent on cutting through the town for their convenience (ie. the problem drivers that we have here) will do anything other than ignore. If the proposed Circular Route (with amendments for bollards at the top of Kingsbridge Hill + pedestrian crossing at the Lamb - these are critical to its effectiveness, for locals who wish to live, walk and cycle safely in the town, and continue to use/sustain the town centre via regular shopping/dining/etc) is adopted, this will make a major difference to the traffic issue, and solve many of the problems that exist here. The cost of the minor measures proposed above (eg. signs, road bumps, etc) will soon add up to more than the Circular Route costs, surely - but have collectively much less impact. Let's beat this problem once and for all, and make Fore Street and High Street an area where the drivers who go there, are there for the needs of the town's residents, for traders, and for tourists - and no longer just a hideous convenience for the rat-runners who plague our town. Covid, and the need for social distancing, has highlighted this issue in a particular way. Now, if ever, is the time to make our town centre properly safe, and pleasurable to use and visit, for the health, safety and wellbeing of all who live and visit here – and for the sustainability of the wonderful small businesses on which our town thrives.

Pointing out the benefits. Understanding the concerns of shop keepers

Install air quality to measure air quality. Ban diesel vehicles!

Reduce height of kerbs

writing the 5miles hour speed limit on the road

Get rid of pavements and make notices saying the space is equally shared between cars and pedestrians.

No road closures at all - leave everything alone!

Carry the re-surfacing of the town square across the High St

Close the street to traffic permanently every day make it a better shopper experience

i would like to know what is planned before commenting

Restrict vehicle use so that pedestrians and cyclists have priority at all times. Full pedestrianisation is the logical sustainable option.

Chicane in the Narrows. Widen pavements in the Narrows. A lorry tracker map exists that shows pavements can be widened without hinderance to vehicles. Better signage for traffic to go around the town.

I strongly believe that any permanent road closure must be put to a full and inclusive vote. We all know that shops are under extreme pressure everywhere. Pedestrianisation in Totnes would badly affect High St and the Narrows. People won't walk up the hill. We need more clearly signed car parks and a park and ride. Closing the town to traffic will kill our town.

I think it is vital to protect our precious shops. Without them no one will want to come to Totnes. As the town is on a steep hill it is very important to keep vehicle access in place. We need more car parking spaces and better signs telling people where they are. We desperately need a park and ride scheme.

Cancel

Enlarged undulating paved areas creating a meandering road effect which would naturally slow the traffic flow

No more speed humps please, they damage the underside of cars with low undercarriages

public planters with shrubs that narrow the road

More plants

Have a barrier at the king William pub up to the high street that raises as you approach. Just the fact of having it would deter a lot of people. Also a car sticker for people who live up there and need access.

Soft planting strategically placed for traffic calming for mutual shared space at all times.

I think it would be good to link the spaces with the markets especially the food market, it would be great to create a communal seating area with multiple picnic tables where people can get food from the market and local shops but all sit down together regardless of where they purchased food from, also this would encourage people to stay in the town longer and spend more money rather than taking food home.

None

Soft planting in strategically placed planters to slow down traffic due SHARED SPACE . I am totally against the current road closures

No road closures

No road closures

PNC vehicle recognition to fine rat run users. of the high street

Stop shared space

Cease road closures it's damaging the town

Stop road closures

No more road closures

As there is no one definition of Shared Space and as some of the above are in conflict any definitions of SS, I would suggest you concentrate of reducing the traffic in the High Steet by other means. Totnes High Street is too narrow to share.

Addition of tree(s) of marketplace/roadside with seating that allow both access and loading space. The tarmac in The Narrows to be replaced with the same surface as the pavements. Tarmac tells vehicle drivers that they have priority.

New signage at entry points towards parking

More car free days between 11 and 3. Only parking for disabled.ing

ANPR(Automatic Number Plate Recognition) camera. Vehicles permitted to access the street would need a camera readable permit. Those owners without a permit would receive a warning letter if they entered. .

more planting, trees and bushes to improve air quality as well as looking good

Be alert to whether any traffic reduction or calming measures being considered will result in more pollution if cars have to slow down and then accelerate up the hill eg. speed bumps/rumble strips, pedestrian crossings. Please don't waste money on unnecessary things such as Public Art. They may (or may not) be considered to improve the environment but the best use of money is to find ways of reducing traffic and pollution in Fore Street and the High Street

Tree planters as per Newton Abbot

Reduced maximum street parking times and increased street parking fees (Devon County Council). 2 hours FREE parking in South Hams District Council car parks. New signage advertising and directing to 2 hour free parking. Wider pedestrian pavement access to Vire Island and Totnes Old Bridge.

Restricted times for delivery access

It won't have the impact needed

silver birch trees

how about nothing, it has run as it is since the petrol engine first arrived in it, this is not about covid its about crazy people that have forgotten how to walk out in the lovely countryside all around totnes!!

make road and pavement same level to help access

Making the road and pavement the same level to increase pedestrian accessibility, helps with pushchairs and wheel chairs

average speed camera at bottom and top of town

I voted No at the beginning. All the subsequent questions assume you voted YES. This is not a fair survey.

Extend the improvements so that it would deter rat running.

None of above

Don't want any changes.. question 3 has no option to reject any closures!!!!

Totnes needs a park and ride reasonable parking and the result hopefully being less vehicles in town

Make it plain that people can walk in the road.

There need to be more options to chose from, I don't believe this is a fair unbiased survey. The town desperately needs signage and physical notices regarding the Covid-19 virus. I do not feel safe whilst in the town with so many people encouraged to visit via the closing of the high street. If anything more cars should be encouraged for people to drive to specific areas to quickly get their shopping completed without milling around. Also one way systems marked on the pavements for pedestrians so that there is no "traffic jams" of people. Planters should be removed to make space in walkways around town, like at the guild hall. I do not feel the council is doing anything to protect me or my town from Covid. They are using it as an excuse to close the high street.

Open the fire street for good

The imprint needs to be upper Fore St, High St and The Narrows.

Anything that's going to make it clear that the hight Street and fore Street are predominantly pedestrian area it's good

Level the entire street so that pavements and roadway are constructed of the same materials

Make it clear who has priority

Much better to have complete pedestrian only

Better visibility for the Access Only signage reinforced by the warning that entry to the town incurs the risk of delays due to deliveries etc.

Shared Space must start from the towns gateway, at the Seven Stars. This is the beginning of the driver journey into the town centre and this is crucial to Shared Space success, as it influences behavioural changes at the start of their journey. All shared space experts agree on this principal.

just stop the road closure, it is a social distancing NIGHTMARE

Planting trees/shrubs/ plants

I see no benefit in stopping traffic as you currently do on a Saturday morning - the only effect is to cause the businesses further difficulties in these very hard times. Leave well be. Concentrate on spending the money you 'earn' from us into things that actually benefit us all.

Stop road closures

One way system for pedestrians and 20 mph traffic speed on the bridge.

Stop road closures