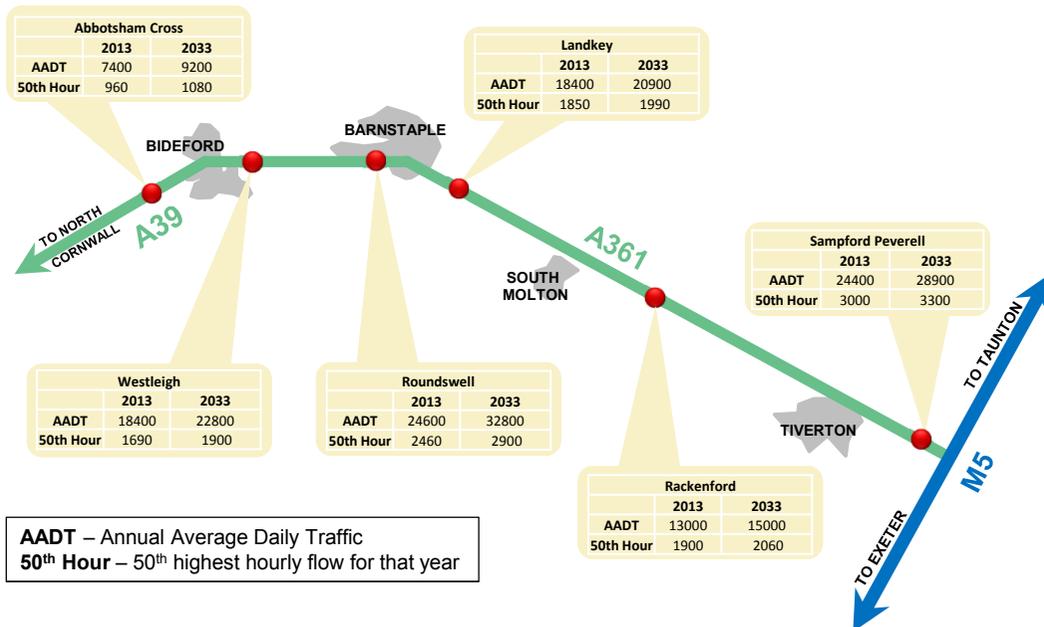


# Predicted Growth



**AAADT** – Annual Average Daily Traffic  
**50th Hour** – 50th highest hourly flow for that year



CONSULTATION DOCUMENT

# Gateway to Northern Devon – A Strategy for the North Devon Link Road

## Traffic Flows – Informing the Strategy

The Seasonality Index is a good representation of changes in traffic flows throughout the year and is calculated by dividing the Average Daily August flow by the Annual Average Daily Traffic flow. The seasonality Index values along the A361 vary, with Roundswell being low suggesting it is used mainly by local traffic and commuters; while some sites are above 1.3 which indicates the traffic is highly seasonal.

Location	Seasonality Index
Abbotsham	1.38
Westleigh	1.15
Roundswell	1.11
Landkey	1.13
Rackenford	1.33
Sampford Peverell	1.21

The 50th highest hour is a good measure of regular high traffic flows on a road with high seasonality. The 50th highest hour is not expected to grow at the same rate as the AADT because the road will reach capacity, meaning that the traffic flows will spread into the adjacent hours. The 50th highest hour can be used to predict the average speed along the road, the result of which can be used to identify areas which are close to or exceeding capacity.

Roundswell shows a high AADT and has a low average speed, indicating the need for road expansion in order to accommodate traffic flows. The section between Tiverton and Barnstaple is close to requiring improvements to maintain the current average speed.

Although Rackenford and Landkey both show similar 50th highest hours, they have significantly different AADT flows. This is due to the high levels of commuter traffic passing through Landkey, which gives consistent daily flows compared to the fluctuating tourist peak traffic passing through Rackenford.

Email comments to [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk) or if you wish to respond to or receive the consultation document in another format, please contact Natasha Cole on 01392 382805 or write to AB2 Lucombe House, County Hall, Topsham Rd, Exeter EX2 4QD

## Background

The corridor is the key strategic link between Northern Devon and the M5.

Our aim is to ensure that this busy commuter, leisure and freight route continues to function as a safe and convenient 'Gateway to North Devon'.

Improvements along the route will help meet the growing needs of new development in Mid Devon, North Devon and Torridge.

The North Devon Link Road (NDLR) forms the key link between the M5 motorway, South Molton, Barnstaple, Bideford and North Cornwall. The route is comprised of the A361 from the M5 Junction 27 to Lake roundabout in Barnstaple; then the A39 'Atlantic Highway' continues to Bideford and into North Cornwall.

The overall volume of daily traffic along the route has risen by about 1% per year in the past decade, and forecasts suggest a further rise over the next two decades.

- A number of improvements will help support new developments along the route. The current development plan includes:
- **Tiverton:** 2000 homes, 40 Ha employment
  - **South Molton:** 1100 homes, 30 Ha employment
  - **Barnstaple:** 5300 homes, 50 Ha employment
  - **Bideford & Northam:** 3800 homes, 30 Ha employment
  - **Ilfracombe:** 1550 homes, 15 Ha employment

The development plan for the next period is currently being formulated, the aim of this strategy is to work with this emerging framework to deliver the growth of the emerging plan.



### Heywood Road Roundabout

This roundabout experiences periods of congestion.

### Bishop's Tawton Roundabout

This roundabout experiences substantial queuing during peak periods.

### Portmore Roundabout

Portmore is the gateway to Barnstaple and in future may serve development to the north.

### Bolham Roundabout

Bolham experiences queuing where the carriageway changes from dual to single.

### Tiverton Eastern Urban Extension – Access Junction

This will be the principal access to the Tiverton Eastern Urban Extension.

Increasing the size of the roundabout would allow more lanes of traffic to travel through the junction.

Increasing the size of the roundabout and allow more lanes of traffic to travel through the junction.

The roundabout may be reconfigured to create a fourth arm to serve future development.

Devon County Council is looking at options to manage the capacity of the roundabout and minimise queuing on the A361.

This will be a grade-separated junction, typically found on dual carriageways and motorways, but can be introduced on other roads.

### Current Dual or Extra Lane Section



Extra, or climbing lanes are featured along the route as they provide a safe opportunity to pass longer, slower vehicles. Further considerations for extra lane sections will be investigated to improve connectivity, safety and capacity.

### Tiverton to South Molton

This section passes through the Rackenford SAC and is also primarily used for longer distance journeys. Devon County Council would seek to minimise impact on the environment in this section and are looking at ways of providing safer and more frequent overtaking opportunities by adding extra lane sections.

**BARNSTAPLE**

**A39**

**BIDEFORD**

**A386**

### Bishops Tawton (Rumsam) to Roundswell

This is the busiest section of the corridor and predicted to exceed capacity at peak times by 2031. Devon County Council are considering options to improve capacity by adding extra lanes along this section of route.

**A377**

**SOUTH MOLTON**

### South Molton to Barnstaple

This section of the route is used for commuting between South Molton and Barnstaple, as well as longer distance journeys. Devon County Council are looking at ways of providing safer and more frequent overtaking opportunities by adding extra lane sections.

**A361**

**M5**

**TIVERTON**

**A396**

### Abbotsham Road (Big Sheep)

The junction is currently a priority T-junction, which can cause problems with queuing traffic.

### Roundswell Roundabout

This roundabout experiences substantial queuing during peak periods.

### Landkey Junction

The junction at Landkey is currently a priority T-junction between the A361 and Blake's Hill Road.

### Borner's Bridge

Borner's Bridge at South Molton is currently a complex priority junction.

### Junction 27

At present, severe queues on the M5 exit slip roads can occur during periods of high demand.

A possible improvement is to adapt the junction to create an all movements 'grade separated' junction using the existing bridge.

Devon County Council will be improving this roundabout in 2014 using Pinch Point Funds. For further information please see: [www.devon.gov.uk/lppf](http://www.devon.gov.uk/lppf)

This could be improved to either a roundabout or a grade-separated junction.

One possible improvement option is to create a grade separated junction which would allow traffic to enter and exit the A361 using slip roads.

A scheme is proposed to widen the southbound exit slip road to three lanes, along with partial widening of the roundabout and part time signals.