

# Sampford Courtenay Parish Road Safety Plan 2025/2026

Objective - To ensure safer roads for road users and pedestrians living or visiting Sampford Courtenay

## Aims -

- To reduce serious RTC's and near miss incidents at key locations identified
- Introduce greater speed awareness and compliance by all drivers
- To increase awareness of identified hazards at or on approach to key locations
- To increase safety measures for pedestrians

## Overview

The Parish covers a rural area of 13 square miles north east of Okehampton, which includes the hamlets of Honeychurch, Trecott, and Corscombe. However it has two main roads that run through the Parish the B3215 running from the direction of Okehampton towards Crediton and meets the A3072 which turns at the B3215 and runs towards Exbourne.

Part of the plan would be to seek a traffic census at key locations to understand the actual usage of these main roads as it is reported by parishioners that there has been a significant increase in traffic year on year and includes heavy use by large hauliers being a route used by local Hauliers Gregories. It is also seen as one of the main routes for HGV's delivering from Exeter to Hatherliegh and Holsworthy. It also carries the regular bus route from Hatherliegh to Exeter.

In the Parish Survey 88% of respondents highlighted concerns regarding one or more 'danger spots' on the Parishes roads. The key locations highlighted now form part of this action plan. Of note these have not changed since the last survey in 2004 and continues to be raised regularly at Public meetings. Parishioners felt very strongly about the need for action one commented 'Parish council should make as many representations to the police and Borough councils as possible because having observed the traffic (and it is all traffic - cars, buses and lorries) there is no doubt in my mind that one day there will be a fatality there. Please, don't wait for that to happen before something is done about it.' In addition and independently of the Parish Road Safety Plan residents at the Beeches on the B3215 are very concerned and have created and submitted a petition to their Devon County Councillor.

	Risk Identified	Intended Outcome / Options	Evidence gathering / Measure
1	NEW INN CROSSROADS ON A3072		
1.1	<p>Vehicles not slowing/stopping or even giving way to the right at the current mini roundabout.</p> <p>Current signage both on the road and on upright signs do not indicate to drivers to give way to the right.</p>	<p>Create junction as a 4 way stop at the roundabout.</p> <p>or</p> <p>Create clear give way signage on the road with double broken lines on each junction of the roundabout.</p> <p>Resign on the approaches to the roundabout on A3072 Green Hill and Rectory Hill warning of requirement to give way in 50m at the roundabout</p> <p>Ensure road markings are maintained and clearly visible</p>	<p>Video monitoring at the roundabout with Overt camera and clear data monitoring policy to manage information.</p> <p>Complete Road safety observations days</p> <p>Maintain accident or near miss register</p>
1.2	<p>Lack of speed compliance entering the 30mph limit on Green Hill or Rectory Hill on A 3072.</p>	<p>Introduce new updated speed awareness signs that indicate actual speeds to drivers and that records data of compliance/speed</p> <p>Incorporate false roadside gateways on the entrance to the village which delivers polite road safety message and say thank you for careful driving on leaving the restricted zone.</p> <p>Introduce painted traffic calming stripes on Green Hill</p>	<p>Complete Road safety observations days monitoring and recording activation of speed camera v compliance</p> <p>Recruit new Community Speed Watch Co-ordinator</p> <p>Carry out Community Speedwatch sessions</p>

1.3	At point that A3072 narrows to single lane outside Sunnymead on Rectory Hill there is no clear right of way indicated which causes continuous near misses between vehicles especially as this is a very busy HGV and bus route	Introduce priority right of way for vehicles heading away from the roundabout up Rectory Hill with appropriate signage (no physical traffic calming would be required as natural reduction in road width already in place. This restriction also has the advantage of decreasing speed of vehicles entering village prior to approaching the roundabout.	
1.4	Lack of protection for Pedestrians especially school children as Crossroads is a school bus pick up point and junction also has a main and local bus route stops	Introduction of 1.1, 1.2, & 1.3 will drastically reduce the risk to pedestrians  Placing of signs warning of children on the approach roads to the school bus stop required	
2	SAMPFORD CHAPPLE A3072		
2.1	Lack of speed compliance entering the 40mph limit on approach from both Green Hill or Hole Hill on A3072.	Introduce a new 30mph speed limit which would then run from Cliston Lane to Green Hill If not an enforceable 30mph limit introduce green advisory 30mph speed limit signs  Introduce new speed awareness signs indicating and recording actual speeds of vehicles.  Incorporate a roadside gateway at junction of Cliston Lane incorporating polite road safety message  Paint traffic calming stripes on the road at entry to Sampford Chapple and repaint faded SLOW signs on the road on approaches	Complete Road safety observations days Recruit Community speedwatch in order to undertake activity to monitor speed compliance  Maintain accident or near miss register  Have sign to indicate concealed entrance with animals crossing

2.2	Dangerous junction due to lack of visibility for vehicles entering onto A3072 from Chapple Lane	Upgrade current traffic mirror at the cross roads to a Square mirror enabling better sight of oncoming traffic from Exbourne Direction	Maintain accident or near miss register
2.3	Lack of protection for Pedestrians especially school children as Crossroads is a school bus pick up point and junction also has a main and local bus route stops	<p>Introduction of 30mph limit would drastically reduce the risk to residents, horse riders and pedestrians</p> <p>Placing of signs warning of children on the approach roads to the school bus stop required</p>	
3	BELSTONE CORNER JUNCTION WITH STATION ROAD		
3.1	Current speed limit for the whole of the B3215 is 60mph national speed limit. The junction incorporates limited vision to the left due to the railway bridge and bend in the road.	<p>Introduce a new 30mph speed limit If not an enforceable 30mph limit introduce green advisory 30mph speed limit signs on approaches each side</p> <p>Paint traffic calming stripes on the road on approaches and paint SLOW signs on the road on approaches</p>	<p>Complete Road safety observations days when location is approved by Community Speedwatch to monitor speed compliance</p> <p>Maintain accident or near miss register</p>
3.2	Lack of protection for Pedestrians especially school children as Crossroads is a school bus pick up point and junction also has a main and local bus route stops	<p>Introduction of 30mph limit would drastically reduce the risk to residents and pedestrians</p> <p>Placing of signs warning of children on the approach roads to the school bus stop required</p>	

4	B3215 APPLIEDORE HILL TO BEACON CROSS		
4.1	Current speed limit for the whole of the B3215 is 60mph national speed limit. This stretch of road incorporates the junction highlighted above but also has dangerous bends and corners and entrances from commercial and residential properties (including the Beeches) which raises the number of accidents and near miss incidents.	Introduce a new 30mph speed limit If not an enforceable 30mph limit introduce green advisory 30mph speed limit signs on the route	Complete Road safety observations days renting or loaning speed detection equipment to monitor speed compliance  Maintain accident or near miss register
4.2	Specific danger is recorded from the entrance to Countryman Inn as this section of road is straight and seen by those travelling towards Okehampton as opportunity to overtake into the path of cars leaving the car park	Restriction road markings to prevent overtaking until after the entrance to this premises.	
4.3	Specific danger is recorded for cyclists. This is the official route used by cyclists completing the Lands End to John O'groats cycle challenge.	Placing of signs warning of cyclists along the route	
5	OTHER IDENTIFIED LOCATIONS		
5.1	Concealed entrance on the Belstone Corner to Tongue End Road used by vehicles as a rat run often at high speed on single track road creates danger when agricultural machinery are leaving or entering the turning into Lydcott farm. Grid Reference SX628977	Placing of signs warning of Agricultural vehicles on the approach roads to the farm entrance	Maintain accident or near miss register