

Totnes & District Traffic and Transport Forum

26 July 2023, 6.30pm

Guildhall, Totnes

Present

Graham Bennett	GB	Totnes Ramblers (Chair)
Cllr L Auletta	LA	Totnes Town Council (Deputy Chair)
Maiken Hutchings	MH	TTC Sustainability Officer (Notes)
Cllr J Hodgson	JH	Totnes Town Council (& Devon County Council)
Cllr A Presswell	AP	South Hams District Council
	RM	Bridgetown Alive!
Cllr T Cooper	TC	Totnes Town Council
Cllr J Cummings	JC	Totnes Town Council
	TB	Daisy & Rainbow Childcare
	VC	Kingsbridge Hill Area Residents Association
	TP	Follaton/Plymouth Road resident
	TM	Follaton resident
	GE	Follaton/Plymouth Rd resident

Apologies: CP (Upper Plymouth Road), JS (The Narrows)

Actions

- MH to liaise with JH on the Policy timeline.
- MH to add suggested layers to hotspot map
- MH to find information on accidents and add as layer to hotspot map
- MH / GB / LA to consider reconfiguration of colours / categories of the hotspot layer
- MH to share hotspot map link again with notes:
<https://www.google.com/maps/d/u/0/edit?mid=1uVPMH7saf5mCGkaap1doGsi2OtcFZDc&usp=sharing>
- MH to include an updated Transport Policy and prioritisation timeline in the next email to the SG
- MH to find information on legalities around town councils installing VAS signs
- JH to report the areas to DCC for maintenance cuts.
- MH to share the DCC Report It page with notes:
[devon.gov.uk/roadsandtransport/report-a-problem/](https://www.devon.gov.uk/roadsandtransport/report-a-problem/)
- MH to give VC portable air quality monitor and to locate the second one to give to Tim from Plymouth Road/Follaton.
- Plymouth Rd/Follaton residents to discuss whether they would like a representative on the Steering Group. MH to liaise with them before a September meeting.
- MH to add linking in with postmen/women safe route requirements (in relation to Plymouth Road) as a future agenda item
- VC to investigate postmen/women safe route requirements (in relation to Plymouth Road)
- MH to liaise with JH and Adrian at 20's Plenty on how to support JH with show of support at DCC Council meeting on 7th September.

- JH to create a poster / comms material / petition for 7th September event. JH to keep everyone posted.
- AP to try to press on SHDC for action to support 20's Plenty for Devon.
- MH to share 20's Plenty webinar recording again: <https://youtu.be/9omRJFn6hp8>
- MH to get map off JH of neighbouring districts
- MH to add 'parish council engagement' to future agenda

1. Welcome

GB welcomed the group and gave a brief explanation of what the Traffic & Transport Forum does as an advisory body to the Town Council.

2. Transport Policy and hotspot map

MH gave brief update on the Draft Traffic, Transport and Pedestrian Policy and the delay getting it through Committee. The Draft Policy was supposed to go through Planning Committee at their meeting in July but due to some inbox errors, this was missed. The Draft Policy will now go to Planning in September and then on to Full Council in October. MH will be circulating the Draft Policy to all Town Cllrs next week, inviting feedback, with the hope that any issues can be ironed out before it goes to Committee and it will go through smoothly.

VC asked whether this new timeline means we will 'miss the boat' with budgets at DCC. JH said that the sooner Draft Policy goes to DCC the better. MH noted that the projects in the overview (Appendix B) have not been prioritised yet so we would not be able to tell DCC what we want budgets for specifically.

ACTION: MH to liaise with JH on the Policy timeline.

Hotspot map

MH introduced the hotspot map and asked for suggestions for additional layers. Layers that have been suggested are: problem areas for mobility scooters/wheelchairs, dropped kerb problems, cyclist problem areas, school runs, public transport routes.

GE commented that Plymouth Road sees a lot of accidents but they often don't get reported (JC added that if the Police attend a site, they fill in detailed report forms which are publicly available). They have dealt with overturned vehicles, vehicles in hedges, etc. It was suggested that an accidents layer be added.

ACTION: MH to add suggested layers to hotspot map

ACTION: MH to find information on accidents and add as layer to hotspot map

ACTION: MH / GB / LA to consider reconfiguration of colours / categories of the hotspot layer

ACTION: MH to share hotspot map link again with notes:

<https://www.google.com/maps/d/u/0/edit?mid=1uVPMH7saf5mCGkaap1doGsi2OtcFZDc&usp=sharing>

RM asked for some clarity on all the meetings, what is it we are hoping to achieve with the hotspot map, meetings with DCC, etc?

- The hotspot map is a mapping tool for our own benefit – to help think holistically and to help inform current and future projects
- Meeting with DCC is part of a longer-term strategy to collaborate better with them and for them to guide in how to determine our priorities.
- We have updated the Traffic & Transport Policy and, once adopted by Full Council, will meet with DCC to get guidance on how to determine our priorities, i.e. what are their assessment criteria, how do they want us to go about it (so that they will accept the results).
- Doing the prioritisation will enable us to make the most of future funding opportunities, such as s106.
- JH also commented that we should keep raising issues and potential solutions with DCC despite their current financial issues

VC asked whether the prioritisation stage is a Steering Group task and whether an updated list of proposed steps could be shared.

- It will be managed by the SG
- Steps/timeline:
 - Traffic Policy adoption: Planning Committee 18th Sep, Full Council 2nd October
 - Meeting with DCC to get guidance on how to prioritise projects, what their criteria is: Autumn 2023 (no date set yet)

ACTION: MH to include an updated Transport Policy and prioritisation timeline in the next email to the SG

3. Forum attendees reports of local concerns

Plymouth Road / Follaton issues

Main issue the residents highlighted was excessive speeds along Plymouth Road and particularly along the narrow stretch at entrance to town (approx. from Follaton Lodge to 46 Plymouth Road).

Various issues were raised during the discussion

- What sort of enforcement is possible when people break traffic rules? What can be done about it?
 - DCC uses SCARF (Speed Compliance Action Review Forum) assessments for speed complaints. *See Appendix for an info sheet.*
 - The issue with these is that they look for the percentage of compliance (in this case with 30mph). The mean or average speed and the 85th%ile speed (the speed at which 85% of drivers travel at or below) are used to determine if there is a speeding issue. This is a problem as it can be hard to get action – and for many places, 30mph is simply much too fast for the conditions.
- Residents have been in communication with the Police who have said the speed is excessive and would support installation of Vehicle Activated Signs.
 - However, again, 30mph along the narrow stretch is much too fast, given there are often pedestrians. This links with the 20's Plenty for Devon campaign (see next agenda item)
 - The Forum/Steering Group would certainly support VAS, and highly likely Totnes Town Council would too. However, there are some questions around whether TTC are able to install them themselves.

ACTION: MH to find information on legalities around town councils installing VAS signs

- Residents are setting up a Community Speed Watch
- Nighttime speeds along the road are shocking with lots of motorbikes and racers
- Speed cameras
 - Could the speed camera from Follaton Cemetery be moved closer?
- During rush-hour, often standing traffic = air quality issues

ACTION: MH to give VC portable air quality monitor and to locate the second one to give to Tim from Plymouth Road/Follaton.
- Vegetation blocks many of the signs. This is generally a DCC and landowner issue.

ACTION: JH to report the areas to DCC for maintenance cuts.

ACTION: MH to share the DCC Report It page with notes: devon.gov.uk/roadsandtransport/report-a-problem/
- Delivery drivers call the road “the Road of Death” – could this be a group to try to link in with? Postmen and women – there must be certain requirements for safe routes for them, and they are heavily unionised. Is this an avenue that could be pursued?

ACTION: MH to add linking in with postmen/women safe route requirements (in relation to Plymouth Road) as a future agenda item

ACTION: VC to investigate postmen/women safe route requirements (in relation to Plymouth Road)

- AP suggested “Dead slow blind corner” signs. Other suggestions of chevrons, or traffic calming measures.
- JH and LA had a meeting with Puddavine residents some months ago. One solution that came up was residents giving up some of their gardens/hedges to allow for a wider pavement. This could be something the Plymouth Road residents could consider.
 - GE commented that in his land there’s a brown strip on the deed to retain the land.
 - There was previously a proposal to put pavement into the side of the bank but it didn’t happen, probably due to cost. This is still a problem really - the cost would be quite high to implement, but still worth pursuing.

GB concluded that there is a big issue around *community safety and traffic flows*. We need to be taking these to DCC. He thanked the Plymouth Road/Follaton residents for attending the Forum. He suggested that someone from their group should join the Steering Group as a representative for that area.

ACTION: Plymouth Rd/Follaton residents to discuss whether they would like a representative on the Steering Group. MH to liaise with them before a September meeting.

4. 20’s Plenty for Devon campaign

Campaign to get DCC to change their default speed policy from 30mph to 20mph to enable places that would like 20mph to get it much easier and cheaper. They generally propose signage changes only (i.e. no traffic calming) to make it more affordable – if 20mph is the norm then people come to expect it.

However, so far DCC is lagging behind other places that are implementing it. DCC’s current system is slow and expensive – only 4 places have been allowed to get 20mph zones this year.

- JH brought a motion to DCC to change its policy – the motion is coming back at the Council meeting on 7th September 2023, 2.15pm.
- Could the power of people be brought to this meeting? Can we get people to turn up waving banners, show how much support there is for this?

ACTION: MH to liaise with JH and Adrian at 20’s Plenty on how to support JH with show of support at DCC Council meeting on 7th September.

ACTION: JH to create a poster / comms material / petition for 7th September event. JH to keep everyone posted.

ACTION: AP to try to press on SHDC for action to support 20's Plenty for Devon.

ACTION: MH to share 20's Plenty webinar recording again: <https://youtu.be/9omRJFn6hp8>

5. Parish council engagement

This is Totnes & *District* Forum – we need to engage better. There are issues elsewhere that need to be addressed. What can we do to engage better?

Perhaps having a different location for a meeting - liaise with local parish and hold Forum meeting there? Or hold topical events, e.g., one meeting on a specific area and inviting representatives from that area to join. Due to limited time left in the meeting the group was unable to discuss further but it was agreed to add this to a future agenda item.

ACTION: MH to get map off JH of neighbouring districts

ACTION: MH to add 'parish council engagement' to future agenda

Next Forum meeting: 25th October 2023

Meeting end: 20:00

Devon County Council Traffic Management Fact Sheet

**SPEED COMPLIANCE ACTION REVIEW FORUM
(SCARF)**



Devon County Council Traffic Management Team Fact Sheets

TMT- 01- Speed Compliance Action Review Forum (SCARF)

Introduction

Devon County Council (DCC) and Devon and Cornwall Constabulary (D&CC) regularly receive complaints regarding vehicle speed. To avoid duplication and to provide a co-ordinated response, DCC and the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner.

This process is called the Speed Compliance Action Review Forum or SCARF. SCARF makes use of data held by DCC, D&CC and the Peninsula Safety Camera Partnership (SCP) to ensure that assessment of complaints is evidence based.

SCARF keeps records of its investigations and will not normally re-consider complaints that have already been assessed until a three year period has elapsed.

Method used for Speed Analysis

The mean or average speed and the 85th percentile speed (the speed at which 85% of drivers travel at or below) are used to determine if there is a speeding issue and the appropriate intervention level.

National Police Chief's Council (NPCC) guidelines are that enforcement may be appropriate where the mean speed is in excess of the Speed Limit or where the 85th percentile speed exceeds the speed limit by 10%+ 2mph.

e.g. In a 30mph Speed Limit, a mean speed of 30mph would normally be expected to have an 85th percentile speed of no greater than 35mph.

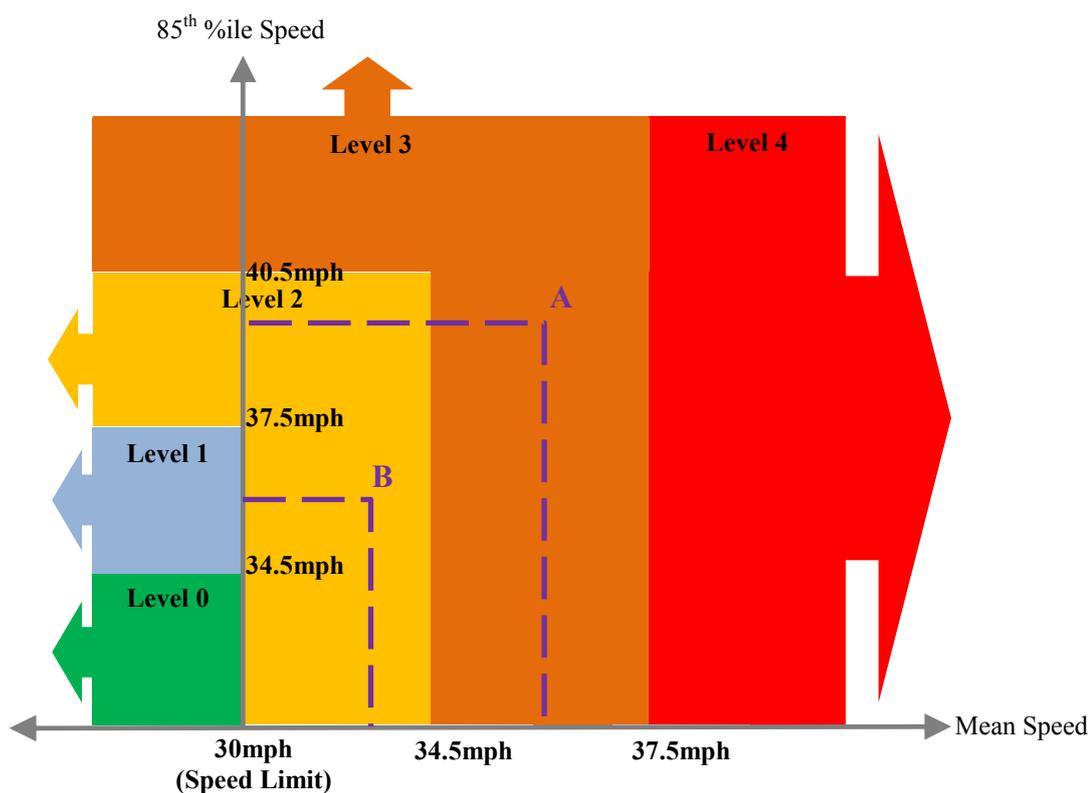
The relationship between the Speed Limit, Mean Speed and the 85th percentile Speed is considered by the SCARF team and outcomes recommended based on their assessment.

SCARF Outcomes

The 5 potential outcomes from SCARF are shown below:

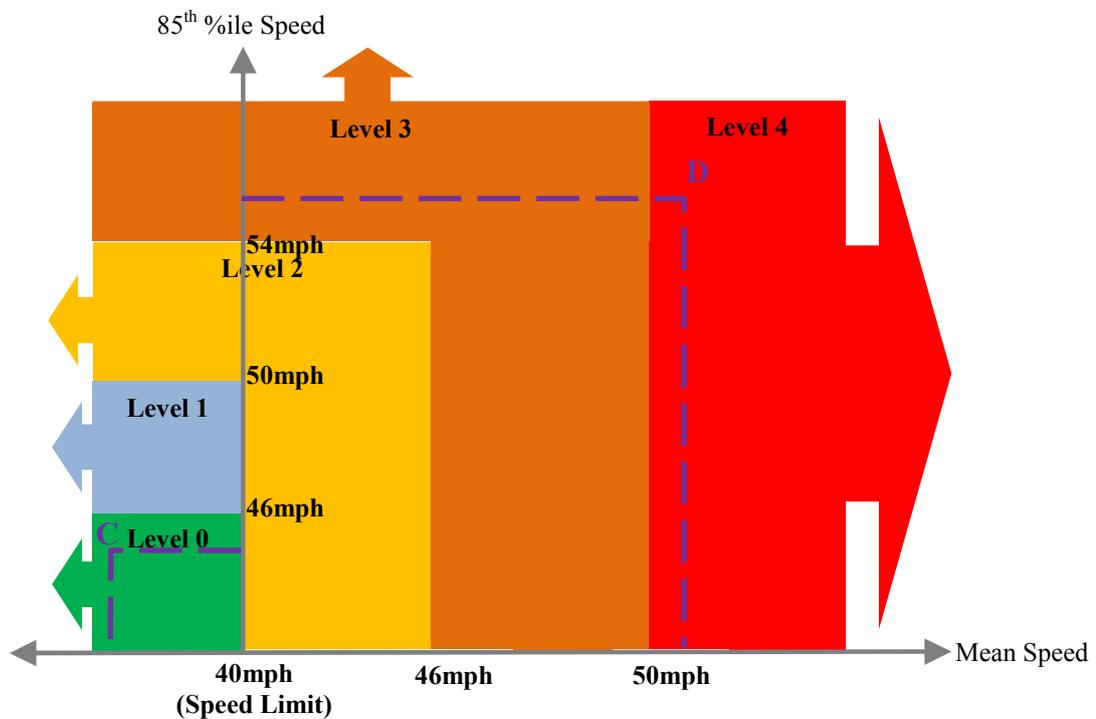
Level 0	No Action or Speed Indicator Device (SID) Deployment.	Mean Speed does not exceed the Speed Limit or 85 th percentile Speed is not more than 15% above the Speed Limit.
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Level 1	SID Deployment with Police support &/or Community Speed Watch. If 85 th ile above NPCC threshold – consider VAS	Mean Speed does not exceed the Speed Limit but 85 th ile Speed is between 15% and 25% above the Speed Limit.
Level 2	Occasional Police or SCP Enforcement, suitable for an Educational Initiative eg. Police Speed Gun or Mobile Vehicle Activated Sign (VAS) deployment	Mean Speed less than 15% above the Speed Limit or 85 th ile Speed between 25% and 35% above the speed Limit.
Level 3	Regular Police Enforcement and Review Signing consider Mobile VAS (See TMT-02- Vehicle Activated Signs)	Mean Speed greater than 15% above Speed Limit or 85 th ile Speed is greater than 35% above the Speed Limit
Level 4	Suitable for SCP Mobile Camera Enforcement or Engineered Solution	Mean Speed greater than 25% above the Speed Limit



30mph Speed Limit

- At point A above the Mean Speed is 36mph and the 85thile speed is 39.5mph. This would indicate Intervention Level 3 which is Regular Police Enforcement and a Review of Signing
- At Point B above the Mean Speed is 33mph and the 85thile speed is 36mph. This would indicate Intervention Level 2 which is Occasional Police or SCP Enforcement, suitable for an Educational Initiative.



40mph Speed Limit

- At point C above the Mean Speed is 37mph and the 85th%ile speed is 44.5mph. This would indicate Intervention Level 0 which is No Action or Speed Indicator Device Deployment.
- At Point D above the Mean Speed is 50.5 mph and the 85th%ile speed is 55mph. This would indicate Intervention Level 4 which is suitable for SCP Mobile Camera Enforcement or Engineered Solution such as traffic calming.

NOTE : When recorded speeds fall substantially outside of the guidelines this could indicate that the speed limit is either set at the wrong level or that Enforcement, Engineering or Education, Training and Publicity are required.

20mph Speed Limits and Zones

20mph Speed limits and Zones have been permitted by Law in the UK since 1990.

20mph Speed Limits are appropriate on roads where the character of the road dictates that average speeds are already low (below 24mph). Police enforcement should not normally be required

20mph Zones should be introduced where the road network has been engineered (Traffic Calmed) to ensure that drivers do not exceed 20mph. Similar to 20mph Speed Limits, Police Enforcement should not normally be required.

In situations where a 20mph Zone may have been installed without Traffic Calming the SCARF team can recommend interventions tailored to the individual location. This may include Community Speed Watch if volunteers are available to set up a group in the area. (see **TMT – 03 – Community Speed Watch**).

Police enforcement may be undertaken where local intelligence can identify specific vehicles and times when speeding offences are taking place.

Speed Data Collection

Methods of Speed Data Collection are described below:-

Hand Held Surveys (Speed Gun)

Data is recorded by DCC or Police on receipt of a speed complaint. The SCARF team will assess this data and decide if deployment of a Speed Detection Radar Device (SDR) can be justified.

Hand Held survey's are carried out in daylight within normal working hours. A maximum of 100 vehicles in each direction is recommended on heavily used roads. However, 25 vehicles in each direction will be sufficient on lightly trafficked roads.

Speed Detection Radar Devices

These are deployed by DCC and D&CC to record Traffic Volumes and Vehicle Speeds. The units are usually deployed on Lamp Columns and operate for 24 Hours a day over 1 or 2 weeks. SDR Surveys Results can take up to three months to become available after the survey has been completed. Deployment of an SDR costs DCC approx. £150 per week.

Safety Camera Partnership.

Limited speed data is available from the SCP who will use SDR equipment similar to DCC.

Collision Data Record

DCC holds Collision Data provided by D&CC. The last 5 year period is usually considered representative. Basic Collision data can be viewed by members of the public via the link below.

<http://www.devoncctraffweb.co.uk/public/collisionmap.html>

The SCARF process is appropriate to assess sites where the community has concerns over inappropriate speed. These would not usually include sites where a significant number of injury collisions have occurred.

Locations with a casualty record of 4 or more injury collisions in 3 years are investigated through the DCC's annual Casualty Severity Reduction Review (CSR). The review considers collision sites across Devon and may recommend an engineering response to address the collision problem.

SCARF Responsibilities

DCC Neighbourhood Highways Team's record all the requests on the SCARF Database which hold records of all previous requests and actions undertaken.

DCC Safer Travel Officers provide Education, Training and Publicity (ETP) support and advice and assist with correspondence.

DCC Traffic Management Team Advice on Policy, Engineering and fund VAS deployment

Police – Provide support and advice for enforcement, coordination with SCP, Speed Watch and also the coordination of Police requests and traffic data.

Devon County Council Traffic Management Team