

22 July 2026

Traffic & Transport Forum

1. Welcome

Those Present: Graham Bennett (GB), Cllr Luisa Auletta (LA), Cllr Jacqi Hodgson (JH), Cllr Tim Bennett (TB), Cllr John Cummings (JC), Cllr Chris Beavis (CB), Cllr Christel Goodwin (CG), Cllr Sarah Collinson (SC) (from 6:50pm), GE, SG, AF, RH, PW, BC, RM.

Apologies: Cllr Nick Roberts (NR), CM, Cllr Presswell, NR.

Notes taken by Lisa Baumbach using a recording managed by TB.

2. Notes of previous Forum held on 28 January 2026 were agreed.

Matters Arising not on the Agenda

Ford Road on the industrial estate – unadopted road with potholes. CG has asked tenants to write to the owner, but no further progress has been made.

Action - CG and LA to liaise over information on landlords.

3. County Councillor on Highways Matters

• 20mph for Totnes

An update on the proposed 20mph limits from Devon County Council (DCC) now includes the Old Bridge up to the junction with Bridgetown Hill. However, Barracks Hill through to the mini-roundabout by Hunter's Moon has not been included, nor has the extension of the 20mph limit further along Plymouth Road to Follaton.

To ensure the proposals for Totnes are delivered, **the Forum agreed unanimously to RECOMMEND** three proposals to the Planning Committee:

- To accept and agree to the current proposals for Totnes to avoid delay in implementation of the new speed limits.
- To actively support the 20mph campaign for Dartington, including Barracks Hill.
- To actively support the extension of the 20mph limit along Plymouth Road, to take account of issues/incidents reported by GE.

• Bridgetown pedestrian crossing

Devon County Highways are progressing with detailed design work for a pedestrian-operated crossing. Initially, this will go to public consultation. At present, there is no specific timescale, but it is being dealt with as a priority.

• Bridge Safety Audit

A Bridge Safety Audit is being commissioned to review safety concerns for pedestrians, cyclists and other vulnerable road users (such as those using mobility scooters) on the old bridge.

Tenders are due back on 19 August.

4. Community Matters for Highways

Crossing at Meadowbrook, Dartington – correspondence received raising safety concerns in Dartington due to reduced visibility from parked cars and also safe access to bus stops.

TB reported that this has been looked into by Dartington Parish Council and Cllr Hodgson, as Devon County Councillor. The hope is to have the bus rerouted slightly to ensure the stop is in a more appropriate location. A response is currently awaited from the bus company.

Additionally, Dartington Parish Council are setting up a Traffic Working Group to look at traffic issues in the Parish.

Action – TB to respond to correspondent. JH will communicate with TB regarding the submission of parking restriction requests to DCC.

Parking at Totnes Train Station – Correspondence received expressing concern over numerous cars parking on the double yellow lines on Platform 2, parking on the pavement blocking the zebra crossing causing a safety issue for pedestrians and children.

Action – JH will communicate with Network Rail.

School Road Safety – The Head at Totnes St John's school met with the school safety officer at DCC and JH. DCC are proposing that wig-wag signals are installed by the school to slow traffic. They are also looking into the possibility of trialling 'school streets' (closing the street for an hour at school drop off and pick up on Weston Lane). The school is in an ideal location due to there being alternative routes around the area.

Action – JH to find out if the school active travel plan can be shared with Bob the Bus who were looking into re-routing Bob to include school drop offs.

Buses - SC asked JH to discuss with Stagecoach the possibility of installing cameras instead of side mirrors on their buses, as they are safer for pedestrians (especially those using narrow pavements).

Action – JH to check with Stagecoach to find out more.

Plymouth Road – GE sent a written report for Plymouth (Appendix A)

Stoke Gabriel Active Travel Route – PW represented the group who are working on the Stoke Gabriel Fleet Mill active travel route. The report is attached (Appendix B)

5. Local Government Reorganisation (LGR)

Slides were shown to introduce the topic for discussion. (Slides in Appendix C.) Contributions included:

- The Devon Coast and Countryside area extends from Salcombe to Ilfracombe which would take 2 ½ hours to drive to, and take much longer by public transport.
- Exeter, Plymouth and Torbay already exist and are proposed to be enlarged, but the Devon Coast and Countryside will be an entirely new entity with a number of unknowns such as where it's administrative centre could be, (though it could retain use of part of County Hall in Exeter).
- Having a large area to support with limited economic drivers, Devon Coast and Countryside could be significantly disadvantaged financially.
- There is likely to be inequality in access to services in Devon.
- The 'Coast & Countryside' Unitary may be called 'Devon Council'.
- Torbay Council could consider areas nearer to Totnes for new developments which could have implications for planning.
- There is a need for a Mayoral authority to ensure representation at the highest levels of Government is possible for the things that are important to our area.
- The proposal which has now been chosen had the lowest positive response from the public consultation.
- Local MP has made representation against the proposal in Parliament.
- This proposal is not yet in law, and new legislation is expected Autumn 2026.
- LGR will be considered by Devon County Council's Local Government Reorganisation (LGR) Scrutiny Committee, at County Hall Exeter, on Thursday 30 July, at 10.30am in the Committee Suite.

6. Wrap Up and Next Meeting (assumed 27 January 2027 – tbc)

END

Plymouth Road Report

Plymouth Road, Follaton Gate Narrows to Punchard's Down Junction

You will know that I rate Plymouth Road, particularly the stretch from Follaton Gate to Punchard's Down junction, as one of the most dangerous in Totnes.

The width of the road and, outside rush hour periods, its comparative light traffic encourages speeding, which was confirmed when we conducted Community Speed Watch sessions during the last two years. Speeding is particularly bad at night. Rush hour traffic is enhanced by commuters trying to avoid the regular grid lock and pollution on Station road by using, from the A38, Plymouth Road from South Brent, or A385 from Marley Head and then cross via the lanes to Plymouth Road from Marley Head, Tigley or Droridge then Brook Lane/Barracks Hill.

The imposition of the proposed 20mph limit from Punchard's Down eastward and not from the Town boundary at Follaton Gate is, in my view, a mistake as this is the stretch of road where most vehicles exceed the current speed limit. There are two junctions, Follaton Rise and Punchard's Down that give access on to Plymouth Rd. Follaton Rise contains 60 residential properties and is also the westerly access to and from the SHDC offices. Punchard's Down junction is the only access on to the road for 200 plus residential properties in Follaton Village. Visibility in both directions from these junctions is restricted. There was an incident last year at Punchard's Down junction when a van exiting Follaton Village struck a private car heading east.

On the north side of Plymouth Road between Follaton Gate and Punchard's Down there are 30 residential properties whose driveways/parking areas give access directly on to the road; there is no footpath/footway/pavement to be crossed. Many residents use mirrors to view the approach from the west.

On the southside of the road just before the narrow Follaton Gate section there are six properties using a private drive and at the westerly end of the 'narrows' there are seven that use Jackman's Lane. Both have restricted visibility.

Recommend: 20mph limit within Town Boundary.

The Narrows

The 'narrows' offers no footway either side and traffic only slows when it is busy, or when large vans or HGVs transit; however, the width of the road barely allows two modern SUVs to scrape past each other. Further, the approach from both east and west is via blind bends. It is extremely dangerous for pedestrians and should already have a 20mph limit and speed bumps akin to Five Lanes Road in Marlton.

Scrape-by collisions are common whereby vehicles hit either the bank on the south side, property walls/gate posts on the north side, or vehicles hit each other.

On 22 June this year there was a serious accident in the Narrows in which in a vehicle was overturned – the road was closed, five police vehicles, two fire engines, an ambulance and the air ambulance attended.

Two years ago a car exiting a property on the north side and on the easterly blind corner was struck by a vehicle accelerating out of the Narrows. Fortunately there were no injuries but the incident was attended by a similar amount of emergency vehicles as the recent incident.

Recommend: 20mph speed limit, speed bumps

Pedestrian Crossings

There is one pedestrian crossing for the entire length of Plymouth Road from the town boundary at Follaton Gate to the traffic lights at the crossroads with Western Bypass. It is situated between Birchwood Close and Farwell Road where the footway on the northern side of the road terminates.

Logically, just to the west of the Punchard's Down junction where the footway ends on the north side of the road and commences again on the south side, there should be a pedestrian crossing. It would provide safe crossing of the road for Follaton Village pedestrians and dog walkers to access the arboretum and SHDC offices. It is also the point in the road at which my Speed Watch group noted that west bound vehicles always accelerated up the incline. A crossing would also act as a traffic calming point.

Recommend: Pedestrian crossing from approx. 20yds west of Punchard's Down to south side of Plymouth Rd.

Traffic Calming

East of Punchard's Down residents' cars are parked on the north side of the road up to the end of the Cemetery Wall. Between the Cemetery Lodge and Farwell Road residents' cars are parked on both sides of the road, and thus act as an effective form of traffic calming. Many of the vehicles, including camper

vans and trailers, parked along the cemetery wall are dumped for lengthy periods (for free). The speed camera by the cemetery wall is defective and has been for decades, it should be removed.

Recommend: Remove speed camera. Consider charging for Cemetery Wall parking.

20mph Speed Limit

I can only observe that driving at 20mph is difficult, but noting the experiences from other councils that have imposed the lower speed limit some form of enforcement will be necessary. These might be physical traffic calming measures (bollards, road narrowing, speed bumps etc), speed cameras, Community Speed Watch groups etc. Without any additional action much of our transiting traffic will ignore the lower speed limit. An interesting recommendation from Welsh Councils is that supporters of the 20mph limit should act as 'pace cars' within the 20mph zone, thereby enforcing the 20 limit for following vehicles. I've tried it out – not very popular!

I believe that the 20mph limit requires the small 20mph signs to be posted on lampposts and a 20mph sign painted on the road. Speed bumps can only be used for traffic calming in 20mph limits.

I have raised these issues before, but thought it worth repeating them. I am greatly concerned that before long there will be a serious RTA causing death or serious injury.

GE

Appendix B

Stoke Gabriel Active Travel Route

We have been busy on a few working groups and have filled in a large pothole at the top of the Stoke Gabriel side, added 25m of drainage pipe as an experiment and created a walk/cycle way around the stream/puddles at Fleet Mill.

We are looking at doing more this coming August onwards.

CM

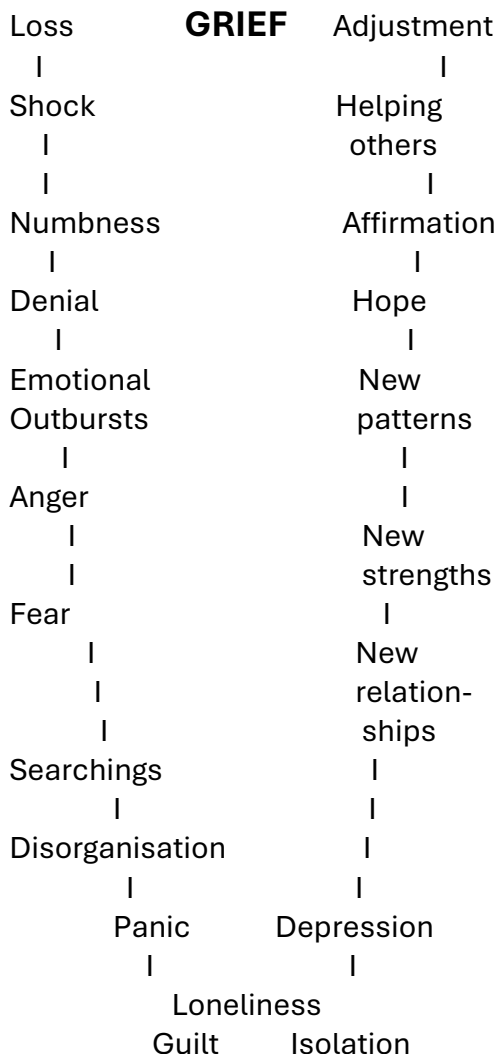
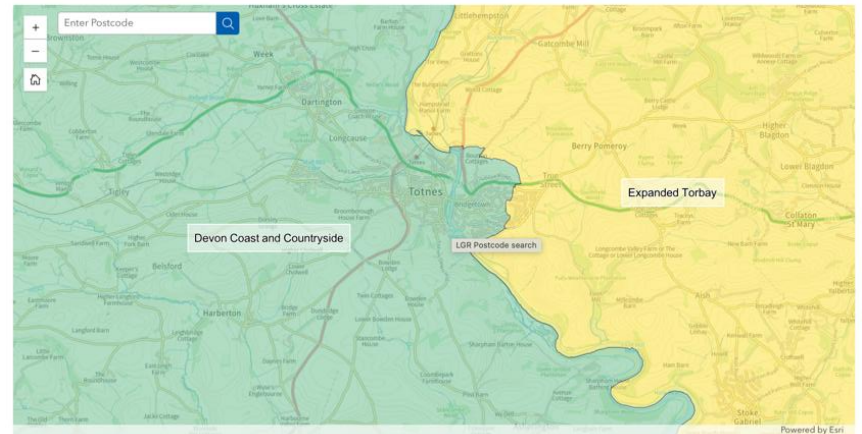


Appendix C

Slides used to introduce discussion of Local Government Reorganisation (LGR) 22 July 26



LGR map search by postcode



The future for Town & Parish Councils

Within Devon Coast and Countryside Authority

Totnes, Dartington, Harberton, Rattery, Staverton, Ashprington

Within Expanded Torbay

Berry Pomeroy, Littlehempston, Broadhempston, Stoke Gabriel, Marldon

Within Expanded Plymouth

Ivybridge

Timetable

May 2027 – Elections scheduled

To set up 'shadow' committees for new Authorities

April 2028 – Full operation

Plus the abolition of 11 councils and Devon County