

PTE/18/53

East Devon Highways and Traffic Orders Committee
7 December 2018

Hulham Road Exmouth Petition

Joint Report of the Head of Planning, Transportation and Environment and the Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) Hulham Road, Exmouth is considered by the Speed Compliance Action Review Forum (SCARF); and**
- (b) Actions arising from the SCARF process are undertaken by the appropriate authority.**

1. Summary

This report considers the actions in response to a petition received by Devon County Councils Cabinet Committee on 4 October stating that “We the undersigned request that speed cameras are installed in Hulham Road as soon as possible as a deterrent to speeding vehicles”.

2. Background

On 4 October, Devon County Council’s Cabinet received a petition stating that “We the undersigned request that speed cameras are installed in Hulham Road as soon as possible as a deterrent to speeding vehicles”.

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.

Devon County Council [Traffic Management Team Fact Sheet](#) TMT- 01- Speed Compliance Action Review Forum is attached to this report, as Appendix I, and provides greater detail on the SCARF process.

Since receipt of the petition, speed data has been gathered by both Devon and Cornwall Constabulary and Devon County Council in separate covert operations. The locations for the Speed Detection Radar Devices used by Devon County Council were agreed with the local member.

In addition to the petition, a number of other traffic related issues on Hulham Road were raised as a part of a covering letter. Where the matters were within the authority or powers of DCC to address, these matters were responded to by way of a

letter from Chief Officer, Highways, Infrastructure Development and Waste giving the following advice.

The Pound Lane Mini roundabout was introduced several years ago to address a history of collisions involving vehicles turning right to and from Hulham Road. It is accepted that visibility to the right from Pound Lane is restricted but monitoring of the collision record before and after the introduction of the mini roundabout demonstrated that the safety record had been improved. The proposal in the letter to redesign the roundabout, to reduce vehicle speeds, may be amongst the options considered by the Speed Compliance Action Forum when they meet in January.

The scheme to complete Dinan Way through to A376 has secured planning permission and is a scheme included in our Transport Infrastructure Plan. It is expected to relieve pressure on parts of Hulham Road, including residential streets and narrow rural routes including Featherbed Lane, Rivermead Road, Summer Lane and Wotton Lane. However, there is currently no funding currently identified for its delivery. As part of the Government's nationwide Major Roads Network consultation, Devon County Council has requested that the A376 should be included in the list of A-roads which are strategically and economically the most important routes in the country. If the A376 is included in the Government's final draft, there is potential for the County to bid for future National Roads funding to support improvements including potentially funds towards the completion of the Dinan Way link road.

3. Proposal

Hulham Road Exmouth will be considered by the Speed Compliance Action Review Forum, following the process described in Appendix I. The next meeting is currently programmed for 10 January.

4. Financial Considerations

There is not considered to be any financial impact from the recommendations in this report.

5. Environmental Impact Considerations

There is not considered to be any environmental impact from the recommendations in this report.

6. Equality Considerations

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment is not considered necessary.

7. Legal Considerations

There is not considered to be any financial impact from the recommendations in this report.

8. Risk Management Considerations

Risks associated with this proposal will be managed through the SCARF process.

9. Public Health Impact

There is not considered to be any public health impact.

10. Options

Not applicable.

11. Reason for Recommendation

To ensure the site and the associated speed related concerns are assessed in a consistent manner with others across the county highway network.

Dave Black
Head of Planning, Transportation and Environment
Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Exmouth Brixington & Withycombe and Budleigh

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tom Vaughan

Room No: AB1, Lucombe House, Exeter, EX2 4QD

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

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sc/cr/Hulham Road Exmouth Petition
02 281118

TMT - 01



Devon County Council Traffic Management Fact Sheet

SPEED COMPLIANCE ACTION REVIEW FORUM (SCARF)



Traffic Management Team
Tel: 0345 155 1004
Email: trafficpo@devon.gov.uk
Web: www.devon.gov.uk

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%ile 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%ile 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%ile speed of no greater than 35mph.

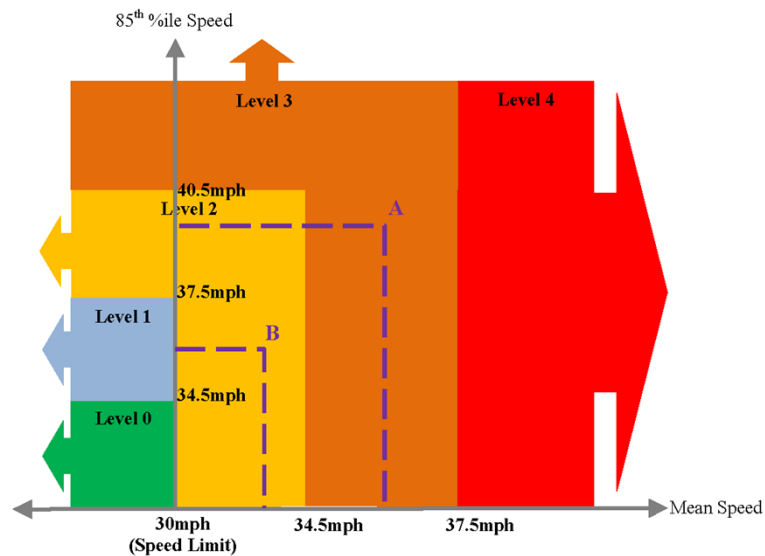
The relationship between the Speed Limit, Mean Speed and the 85th%ile Speed is considered by the SCARF team and outcomes recommended based on their assessment.

SCARF Outcomes

The 5 potential outcomes from SCARF are shown below:

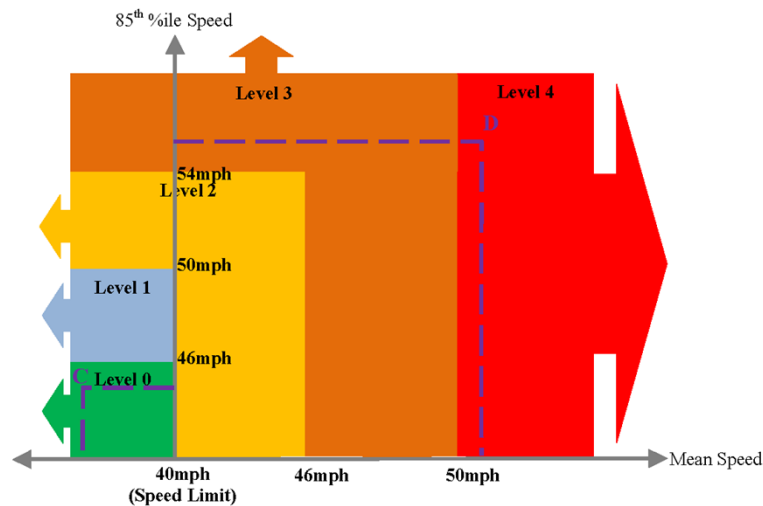
Level 0	No Action or Speed Indicator Device (SID) Deployment.	Mean Speed does not exceed the Speed Limit or 85 th %ile Speed is not more than 15% above the Speed Limit.
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Level 1	SID Deployment with Police support &/or Community Speed Watch. If 85 th 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