

A384 at Huxham's Cross Estate, Dartington

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that the Committee notes that concerns regarding vehicle speeds on the A384 at Huxham's Cross Estate, Dartington, and associated requests for enforcement and speed reduction measures have been considered through the Speed Compliance Action Review Forum procedure, and the outcome is no further action.

1. Background

At the meeting of this Committee on 23 November 2018 during discussion on the Dartington site visit Members referred to traffic issues on A384 at Huxham's Cross, Dartington including alleged excessive speeding. It was resolved that a report be submitted to this meeting.

2. Consultations/Representations/Technical Data

Subsequent to the November meeting, a petition has been received from residents of Huxham's Cross Estate to support the representations made. The petition is signed by 14 residents and states:

*"We the undersigned are very concerned that the road outside Huxhams Cross, A384 is very dangerous both to people, young and older, and cats and kittens. We have lost many cats and kittens on the road who have been killed.
Children cross that road for school, and older people too, we cannot see traffic coming when they come so fast and we are unable to cross that quickly.
There is an accident waiting to happen with other lives too.
We recommend that speed bumps be put up, speed cameras too.
Speed limit be reduced to 20 mphs."*

The A384 Principal Road from A38 at Buckfastleigh to A385 at Dartington is subject to a 30 mph speed limit from Huxham's Cross through to the A385 at Shinnars Bridge. The speed limit starts approximately 230 metres north west of the entrance to Huxham's Cross Estate.

There are bus stops with passenger hardstandings on the A384 at Huxham's Cross Estate. The Estate is a cul de sac residential development of over 40 properties. A location plan is attached at Appendix I.

Between 1 January 2013 and 31 December 2017 there have been 3 recorded slight injury collisions on the A384 within 100 meters of the access to Huxham's Cross Estate. All the recorded collisions were between 2 vehicles and did not involve pedestrians

Vehicle speed data was collected on the A384 to the north west of the entrance to Huxham's Cross Estate between the 8 and 16 January 2019. The results were:

Northbound	mean speed 27.3mph	85%ile speed 32.4mph
Southbound	mean speed 29.1mph	85%ile speed 34.0mph

3. Options/Alternatives

The petition requests a reduction in the speed limit on the A384 Principal Road to 20 mph. However, the current County Council policy on Local Speed Limits stipulates that such limits "should not be introduced on roads serving a strategic function". It should be noted that a Task Group of Corporate, Infrastructure and Regulatory Services Scrutiny Committee is currently reviewing the policy on Local Speed Limits.

The petition also requests the introduction of "speed bumps". Traffic calming features such as road humps or speed tables would not be appropriate on a Principal Road such as the A384 with a large proportion of HGVs and may lead to increased vehicle noise and vibration impacting on adjacent residents. The introduction of such features would also require the installation of street lighting.

The County Council regularly receives concerns regarding the speed of vehicles outside people's homes, schools and other places. To save duplication and to provide a better response the County Council together with the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner - the Speed Compliance Action Review Forum (SCARF). A summary of the procedure is detailed at Appendix II including options for intervention.

The location was considered through the SCARF procedure following the January speed data collection. The outcome based on the casualty record and speed data is that no further action is necessary.

4. Financial Considerations

The collection of vehicle speed data was funded through the highway revenue budget.

5. Environmental Impact Considerations

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

6. Equality Considerations

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment is considered unnecessary.

7. Legal Considerations

There are no specific legal considerations.

8. Risk Management Considerations

Risks associated with this investigation are managed through the SCARF procedure.

9. Public Health Impact

There is considered not to be any public health impact.

10. Reason for Recommendation

The site and the associated speed related concerns have been assessed in a consistent manner with others across the county highway network in accordance with the agreed SCARF procedure.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Totnes & Dartington

Local Government Act 1972: List of Background Papers

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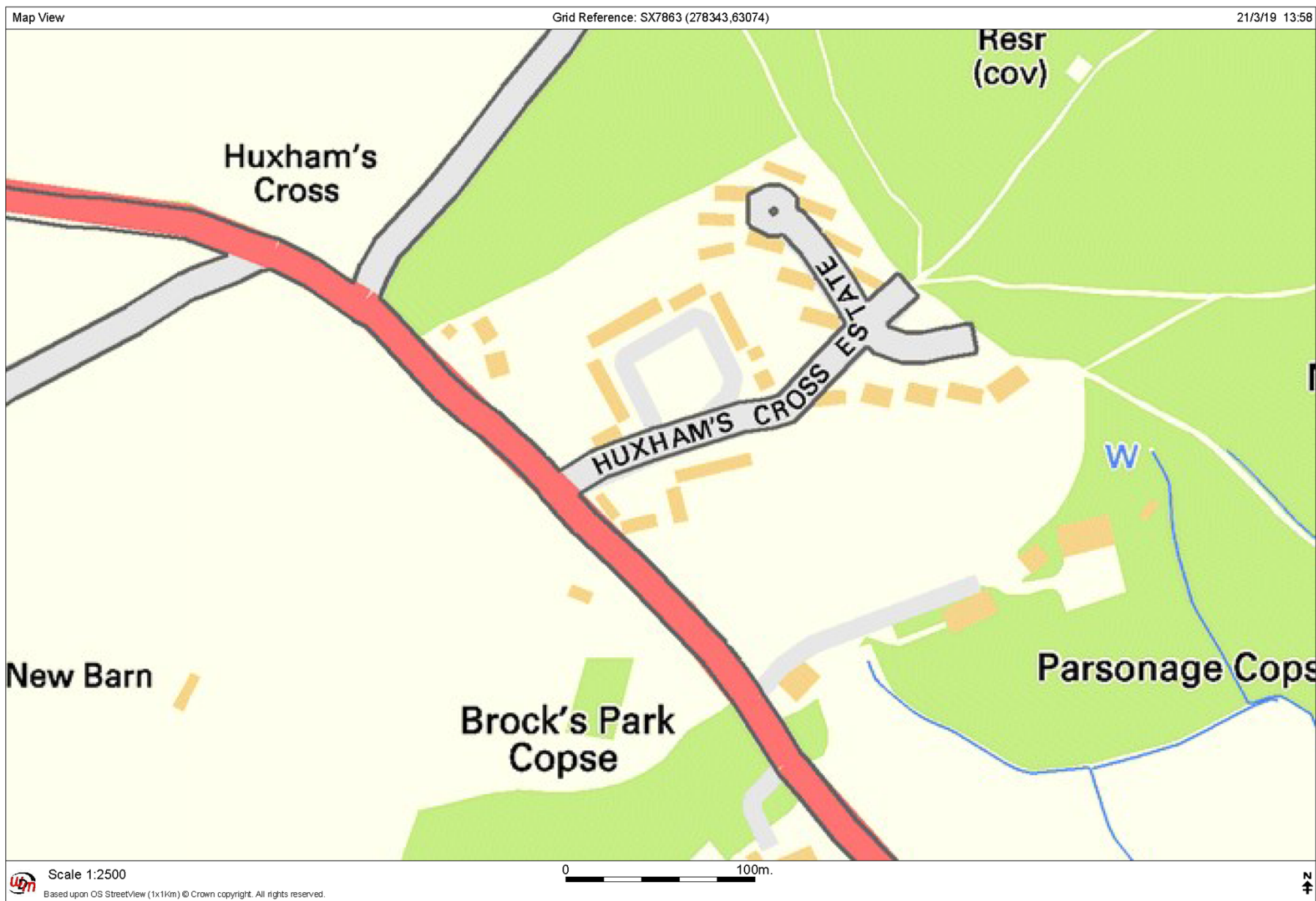
Devon Highways, Heron Road, Sowton Industrial Estate, Exeter

Tel No: 01392 38 3000

Background Paper	Date	File Ref.
Traffic Policy Note Local Speed Limits	Nov 2009	DP34/05
Collision Map	Jan 2013 to Dec 2017	www.devoncctraffweb.co.uk

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sc/cr/A384 at Huxhams Cross Estate Dartington
02 270319

Appendix I
To HIW/19/36



Speed Compliance Action Review Forum

Devon County Council (DCC) and Devon and Cornwall Constabulary regularly receive concerns regarding the speed of vehicles outside people's homes, schools and other places. To save duplication and to provide a better 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 SCARF, which stands for SPEED COMPLIANCE ACTION REVIEW FORUM.

When a speed concern is received, it will be reviewed at a meeting of the SCARF Team. The team is normally made up of the Police Road Casualty Reduction and Traffic Management Officer (RCRO), Devon County Council Road Safety Officer and members of the County's Traffic Team.

Once a site has been accepted for SCARF, we look at the collision history and obtain covert speed data for the site. To obtain the speed data, a detection device is located at the site for approximately 10 – 14 days and this records the speed and number of passing vehicles. The County Council has a limited number of these detection devices and so it may take a few months before one is available for the site.

We generally avoid taking speed data collections during school holidays as this may not reflect the normal traffic situation. Where there is a clear difference between the summer and winter traffic flows at a site, two sets of readings are often taken as this allows any measures that need to be introduced to be targeted at the main problem. We also take readings in both directions of travel at a site as sometimes a problem only exists in one direction.

Once the data has been collected, the SCARF team will discuss the site and make a decision based on the data and the topography of the site. There are a number of different outcomes. The team may decide that no further action is required or if the data does indicate that a speeding issue exists, the team will decide what action is necessary. This ranges from education and enforcement through to engineering.

Dependant on the level of contravention of the speed limit, different forms of intervention measures will be used. Below are a number of those that might be used.

Speed detection device (SID)

This device is a mobile screen that flashes up the speed a driver is travelling at and this helps to immediately reduce the speed. The device is geared towards education rather than prosecution. Any driver who passes through at excess speed may well be stopped and spoken to about their speed or receive a letter shortly afterwards advising them of the error of their ways.

Vehicle activated sign (VAS)

These devices can be either permanent or temporary. They are normally attached to a lighting column and the sign displays the speed limit when a vehicle is driven past at a speed above this. Again, this is for education rather than enforcement.

Speed Watch

In co-ordination with the Police, there are three types of Speed Watch:

- School Speed Watch
- Neighbourhood Speed Watch
- Community Speed Watch.

Speed Watch involves members of the local community and aims to engage and educate drivers rather than give fines and court appearances. Using a staged warning system, first time offenders will receive further education and warnings, persistent offenders can expect further police action and even a court appearance.

For more information see the Devon & Cornwall Police website for [Speedwatch](#).

Police enforcement

This can take a number of forms, from a Neighbourhood Beat Manager going out with a speed measuring device (Speedace) or Police traffic units running an operation to stop large numbers of people.

Safety Camera Partnership (SCP)

If the level and number of people speeding at the site is significant or excessive, the SCP may be tasked to enforce at the site with one of their mobile camera vans.

Engineering

Dependant on the location, scale of the issue and funds available, engineering solutions can sometimes be used to reduce the speeding issue. This includes gateway features to villages and towns, road humps or chicanes, rumble devices, overrun areas and lining and signing.

In some cases, the speed limit for a section of road may be found to be at odds with other roads in the area due to changes since the speed limit was originally installed and the speed limit may need to be raised or lowered.

The result of the SCARF process is sent to the originator of the complaint and to the local county councillor.

If another complaint is received for the same area within three years and there have not been any significant changes to traffic patterns, changes to the road network or new developments in the area, another SCARF will not normally be started and the complainant will be informed of the original assessment.