

RESPONSE FROM DEVON HIGHWAYS REGARDING SPEEDING CONCERNS AT SAMPFORD CHAPPEL.

Hi Marion

I have asked the Highway Development Management team for information about the link road and will forward their response once I have it.

In terms of speeding concerns 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. It is often difficult to accurately judge the speed of a vehicle, as there are a number of factors that can seem to make vehicles appear to be travelling faster than they actually are. How close the person is stood to the vehicles as they pass, the presence of stone walls and confined spaces either side of the road bounce sound back and make vehicles sound as though they are travelling much faster, vehicles going up hills tend to sound louder and therefore faster due to the engines working harder. All these and more affect how a person perceives speed.

There are locations where drivers travel too fast for the conditions. In these cases, DCC and the police will attempt to deal with the issue. However, to ensure that we do not waste resources, we rely on recorded evidence and data and not on personal opinion and hearsay. In the first instance, we request for members of the public to raise their concerns with their parish council. If a member of the public's concern reflects a collective view the parish council can then raise the issue with me (Neighbourhood Highways Team) When a speeding issue is raised with me I personally like to know if the parish feel it's at specific times there are speeding issues and what the parishes desired response to the problem actually is that way I can manage people's expectations prior to any investigation.

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. The team is normally made up of the Police Road Casualty Reduction and Traffic Management Officer (RCRO), Devon County Council Road Safety Officer, members of the County's Traffic Team, the Highway Neighbourhood Engineer and Highway Neighbourhood Officers.

All concerns will be looked at but not all will necessarily undergo the full SCARF assessment. Some sites may have already been assessed in a previous SCARF or work is about to be carried out in the area, so the road conditions will change. Sometimes an experienced traffic technician will take speed readings on site with a speed gun and the data collected will help the SCARF Team assess the scale of the problem. Once a site has been accepted for SCARF, we look at the collision history and obtain covert speed data for the site.

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 although an engineering change is very rare and would need to show a collective high speed related collision history and general speeding problem. Dependant on the level of contravention of the speed limit, different forms of intervention measures will be used.

To give you a realistic time scale , the SCARF team meet approximately every three months and I've found the whole process takes quite a long time to implement some sites which are being

investigated are still ongoing from a year ago. Once a decision is made we will not reinvestigate a road for three years unless road conditions change or a high speed related collision history appears.

Regarding both extending and changing the speed limit. I believe Devon County Councils speed limit policy does not support lowering the speed limit here. A 30mph speed limit is considered the norm in communities whereby communities are defined as 20 or more properties with individual frontages on the through road with a minimum density of 3 properties every 100 metres, at the moment Sampford Chapple doesn't meet this criteria.

A departure from this policy will be considered under the following circumstances with respect to length of speed limit and number of frontages within the community.

1. Compliance with the proposed limit can be demonstrated - I don't believe we could demonstrate that a 30mph here would be complied with here.
2. A relevant capsulated accident record exists within the proposed limit- There has been no injuries relating to a collision here in the last 5 years of confirmed collision data

To extend the existing speed limit there needs to be 3 property frontages in every 100 metres again at the moment an extension in Sampford Chapple to an area past Clifton Lane wouldn't meet Devon County Councils policy.

I will have to politely declined your invitation to attend the open meeting, as officers of Devon County Council we receive numerous requests to attend meetings out of normal working hours but unfortunately with our heavy workloads during the working week it is impossible to facilitate these requests. We would however be more than willing to arrange a meeting with a representative during normal working hours to discuss any issues that may arise from the meeting. Alternatively we can be contacted via the normal channels with any issues that arise whereby we can respond accordingly and I always suggest that people report any potholes on the report a problem webpage at <https://new.devon.gov.uk/roadsandtransport/report-a-problem/>

Kind Regards

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