

30 October 2024

## Traffic & Transport Forum

### Meeting Notes

#### 1. Introductions

Those Present: Graham Bennett (chair) Cllr Luisa Auletta, Cllr Jacqi Hodgson, Cllr Chris Beavis, VC, GE, Cllr Wendy Bloomer, Cllr Ashton Chadwick, RM, HC, NR, AF, RG, CG, and Gemma Bristow officer at SHDC.

**Apologies:** Cllr Anna Presswell, Cllr Tim Bennett, and VW.

**Note keeping:** Lisa Baumbach

The meeting noted the intention to use Zoom to record the meeting to assist note taking, not for 'broadcasting'.

**Changing Context:** Government's new budget was set today. This may well shape our future.

#### 2. Active Travel – Update and discussion for SHDC consultation

LA introduced the consultation on the Local Cycling and Walking Infrastructure Plan (LCWIP) which had been the subject of public engagement at the Civic Hall on 1 October. Implementation of the Plan will depend on resources being made available. TTC are fully engaged so as to be ready to access funding if and when it becomes available in the future. She also explained that 2 other consultations are also being undertaken:

- Devon County Council (DCC) are consulting on their LCWIP – it has no specific proposals for Totnes, but it does include a route from Buckfastleigh to Ashburton. TTC Planning Committee is responding and asking DCC to take proper regard for the SHDC work for Totnes.

**AGREED ACTION: All present were asked to respond to the DCC Consultation, and give support for the Sustrans proposal for a Totnes to Buckfastleigh link.**

- LTP4 - Devon and Torbay Local Transport Plan 4 – is also being consulted on. A full response is going in from the Planning Committee and Full Council, based on the Policy documents to which the Forum/SG have contributed, pursuing concerns about the lack of investment to overcome traffic growth between Torbay and Plymouth.

**AGREED ACTION: TTC response to be sent to these can be found in the October planning committee minutes here: <https://www.totnestowncouncil.gov.uk/wp-content/uploads/2024/10/Planning-Committee-Papers-21-Oct-24.pdf>**

LA then introduced Gemma Bristow from South Hams District Council (SHDC), who shared the map with the identified active travel routes in the area. (This does not include a Leatside path which has recently been identified as being in need of upgrading.) The map also highlights the potential barriers to access that were identified by the independent consultants who audited the routes, and included comments made by those attending the Civic Hall event. The top 10 projects will be identified by the end of this year. Generally the intention is to look for projects which impact on the greatest number of people, which is more difficult for rural areas. Evidence is needed to secure funding – though there is none at present. The meeting noted summer population growth, plus the need for initiatives that can bring about behaviour change in the future. SHDC prioritisation will be the subject of future liaison with respective Parishes.

**AGREED ACTION: These Minutes to include Link to SHDC LCWIP interactive website here: <https://activetravelshwd.commonplace.is/en-GB/map/map-of-interventions>**

#### 3. Potential Locations for Vehicle Activated Signs

Potential locations for Vehicle Activated Signs were discussed and marked on the map. JH commented that DCC recommends that three locations are identified. Two signs will then be provided, and these can be moved between the different locations.

**AGREED ACTION:** These will be considered further by the Steering Group who will draft a proposal for formal approval and allocation of funds by TTC. This to recommend the adoption of a coordinated approach with adjoining Parishes to avoid unnecessary duplication and make best use of all resources.

Some interest was also shown in the community speedwatch which is active on Plymouth Road.

**AGREED ACTION:** Details of how to set up a community speedwatch will be shared with the minutes of the meeting.

#### 4. Devon County Council update from Cllr Hodgson.

- **Plymouth Road/Western Bypass Crossing**

A site visit took place again on 6 September. This was a useful exercise and enabled interesting conversations with pedestrians regularly using the route. DCC have stated that two additional lights on the crossing would cost £200,000. Cllr Hodgson is challenging this. It was suggested that a minor change to the sequencing of traffic lights would be a great help.

- **Schools** – JH said that St John's and the Grove are carrying out surveys on getting to school, and results are awaited.

- **Accessibility of new walking and cycling infrastructure**

DCC continues to communicate with representatives from people with a range of disabilities to ensure any future design of cycling and walking routes are accessible.

#### 5. Receipt of any community matters

The Access-for-All route between Totnes and Littlehempston was raised. There is great concern that the Planning Application made by South West Water does not show the route between Totnes and Littlehempston. This is being pursued through the Planning Committee. Application reference is 2929/23/FUL

**AGREED ACTION:** Mailing list and members were encouraged to comment.

**[Post-meeting note – the link to the Application had been circulated since the meeting.]**

#### 6. **Date of next meeting** Wednesday 29 January 2025 at 6:30pm – This will be the AGM.

Please get in touch if you have any topics you think should be discussed at the next Forum. Potential topics from discussions were:

- Mobility scooters, and increasing use with an ageing population.
- Community Speedwatch.
- Speed Bumps.
- School Travel Plans.

**Outstanding due to lack of time:** Agreement of Notes of Forum held 31 July.

## **How to Set Up a Community Speedwatch Scheme**

### **From GJE**

#### **Community Engagement**

Speeding has reached epidemic proportions and calls for a paradigm shift in the way we tackle it. That shift must include a change in the perception and management of community volunteers' involvement with road safety.

For many understandable reasons, enforcement and broad-stroke campaigning have made little progress over the past decade, and focused, large-scaled education is currently only organised efficiently in the shape of Speed Awareness Courses after an offence is detected. Modern preventative educational methodologies like Speedwatch have yet to been utilised to its fullest extent. Now is a good time to change that.

Research show that on average 97% of speeding offences (not including Speedwatch observations) are detected by speed cameras. The vast majority of these are fixed at the roadside in areas known to both local residents and regular commuters, hence - and in spite of the so-called 'Halo-effect', they have little effect in areas not covered by camera technology.

Equally relevant - and especially to rural areas where fatalities are four times more likely to happen than in urban areas, the discussion about road safety has a tendency to focus on number of collision casualties alone. In most areas where Speedwatch operates and where speeding evidently is a concern to the communities, the quality-of-life issue as well as feeling safe when using the roads recreationally, are equally important to the affected areas' residents. This is not an attempt at diminishing the dismay of the high number of fatal and seriously injured victims but a reminder that the problem of speeding goes well beyond quantifying its consequences with casualty statistics alone.

Inconsistently applied enforcement methodology is not likely to change socially perceived acceptable behaviour if the majority of those caught speeding either are not - or consider themselves habitual speeders. Increased compliance with the law can be achieved with other means than enforcement. In the case of Speedwatch, personalised education is a methodology that is just as efficient to help bring the problem under control.

Organising concerned, proactive community volunteers on a grand scale is vital to succeed with this goal.

#### **How to do it**

Interested volunteers should log on to CSW Online:

<https://www.communityspeedwatch.org/FRONT-v2-Register.php>

The first step is to Register and, armed with a pin number (select icon on left column) you can choose either join existing or create new group from the appropriate icon on left hand column.

The process thereafter is quite simple, and it only requires you to follow the procedure step by step.

You will be required to undertake an online tutorial and then pass an online test. You should register the members of your group, who will also have to take the tutorial and pass the test. A co-ordinator and deputy co-ordinator have to be chosen.

The Devon and Cornwall Speedwatch manager or a member of that team will be in contact and once your group is ready to go will provide training on the equipment that will be provided, this takes about an hour.

The Group's co-ordinator will also have to select roadside positions at which their group will operate safely. These have to be approved by the Police before they can be used.

All this can take a little time and patience is required!

Alternatively it is possible to join an existing group, but the only one in Totnes is the Follaton Gate Plymouth Road Group. Other CSW groups close by are Ipplepen, Harbertonford and Marldon.

I hope this is useful and would ask SG members to encourage interested folk in their part of Totnes and local parishes to set up a group if speeding is of particular concern. Listening to what was said at the recent TTFSG meeting it would seem that Bridgetown Hill, Kingsbridge Hill/Western Bypass and Dartington-Buckfast Rd might be possibilities.