

**Slapton Traffic Initiative:
Stage 2 - Speed Monitoring
October 2020**

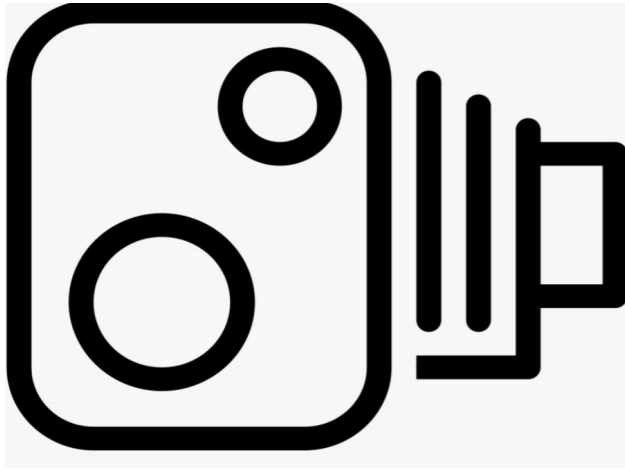
Slapton Traffic survey February 2019
202 permanent residences in slapton - 115 returns

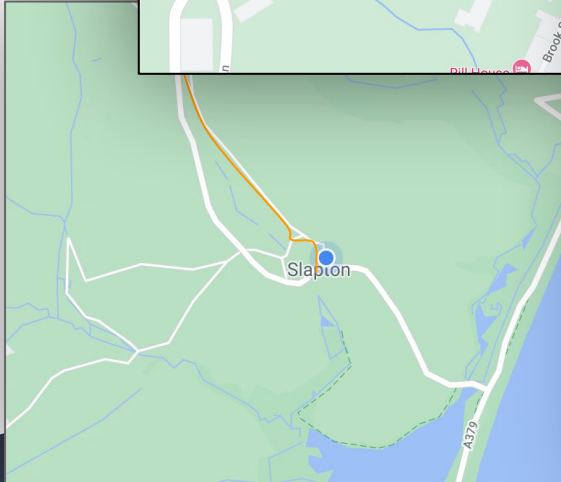
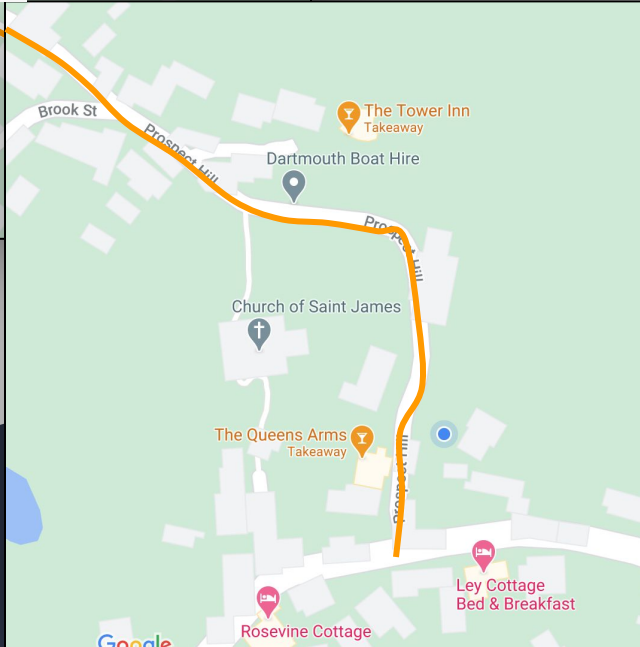
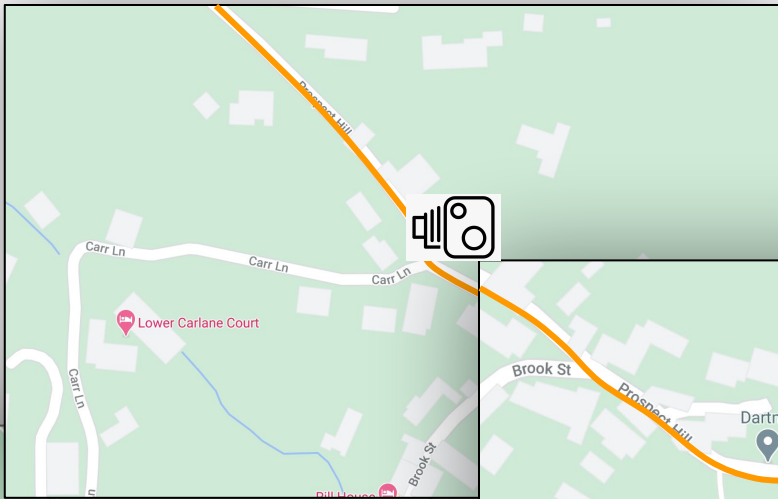
And finally, <u>in principle</u> would you support expenditure from the Parish Council village funds to implement some traffic solutions for the village should grants not be available?			
Yes	No	Not Sure	
101	8	5	93

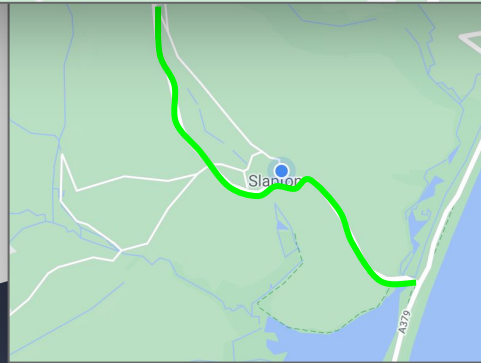
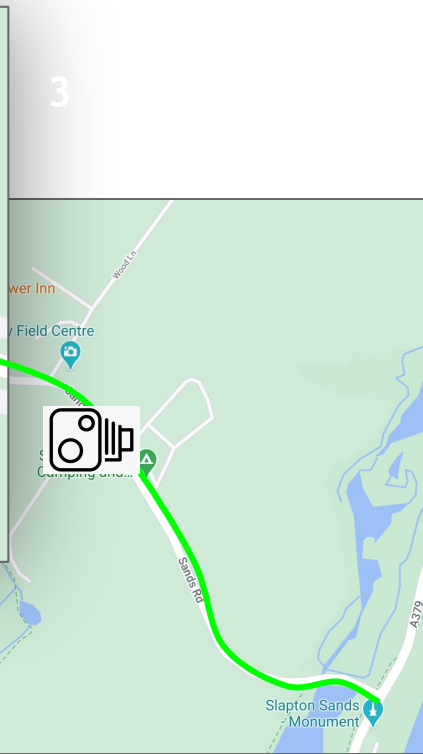
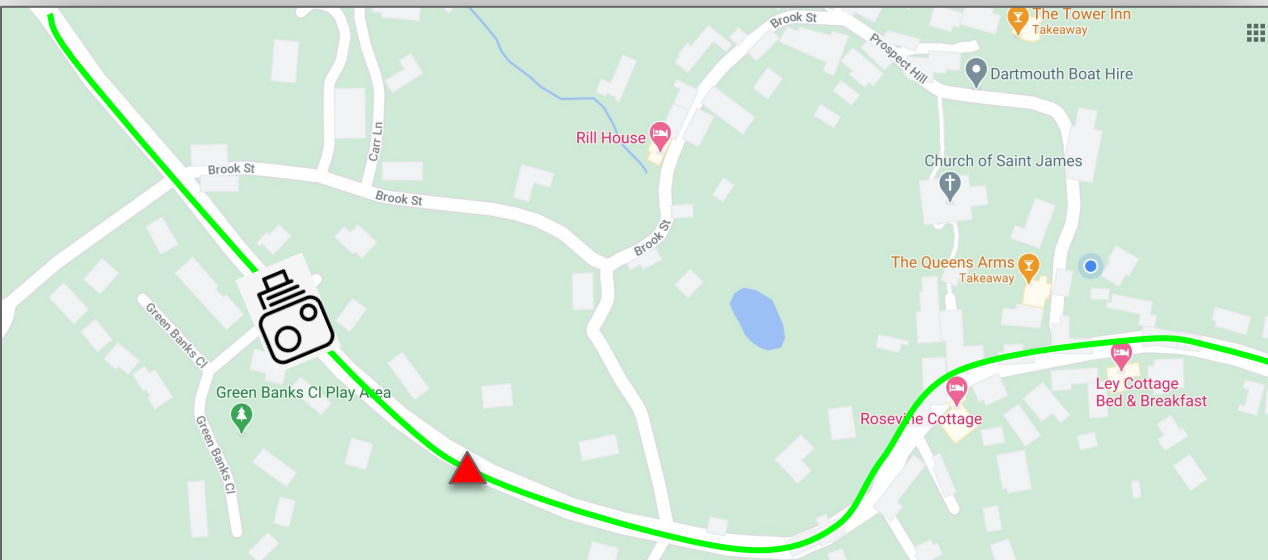
1. **Stage 2 of a three-stage process**, as agreed by the PC at meeting on 7/9/20 (reference document: Slapton Traffic Initiative - August/September 2020).
2. Follows a comprehensive tour of central Slapton village with PS Jim Timmis of Kingsbridge Police on 9/9/20 (Julie Hinder/Louise Soothill-Ward/Sue Gorman). See Appendices for full summary.
3. **Stage 2 = hire of Speed Spy cameras** (and/or Radar Guns) for a 2-week test period to gather evidence. Stage 3 = if speeding is proven then support and direction from SCARF (Speed Compliance Action Review Forum).

Desired Outcome from PC Meeting on 5/10/20:

1. Approval to hire 3 x Speed Spy cameras @ £300 per camera + return shipping/insurance @ £164 + VAT, **total £1064 + VAT + Nick's installation costs.**
2. Approval to install the cameras on Friday, 9/10 and run the test from 12/10 to 25/10/20 in the proposed locations.







3

- At 60mph, the overall stopping distance is **240 feet**.
- UK car speed limits are generally 30mph in urban areas, **60mph on main single-carriageway roads**.
- Caravans of any type are only allowed to drive at **30mph in built-up areas**.
- In areas where vulnerable road users such as children and cyclists are frequently found, a 20mph limit is often enforced by traffic calming measures such as **speed bumps and chicanes** to physically slow cars down.
- Research from 2019 found that 20mph speed limits are **only proving effective in areas that also have speed bumps**.
- The Government's Speed Limit Appraisal Tool encourages the introduction of more 20mph limits and zones... **to ensure greater safety for pedestrians and cyclists...**

Department of Transport's Vision (source: www.gov.uk / Setting Local Speed Limits)

A transport system that...

- *Is greener and safer and improves quality of life in our communities.*
- *Is safer, less congested and less polluted.*
- *Provides sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.*
- *Enables the setting of more appropriate local speed limits including lower or higher limits where conditions dictate.*
- *Achieves local speed limits that better reflect the needs of all road users, not just motorised vehicles.*
- *Ensures improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives especially in rural communities..*

SPEED SPY CAMERAS

Sands Road/Bus Stop Entry/Exit Point (Camera 1)

- Oak tree on Sands Road, between caravan park and FSC.
- BT pole by caravan park.
- Possibly at bottom of hill by bridge/parking area.

Prospect Hill Entry/Exit Point (Camera 2)

- Prospect House driveway, just down from White Close.

Sands Road/Greenbanks Entry/Exit Point (Camera 3)

- BT pole in #5 Greenbanks garden.
- BT pole in Brandis Park (by Val Mercer's house).

STAFFED RADAR GUNS

- FSC main entrance.
- Townsend Cross.
- Recreation Field entrance.
- On bank outside #3 Greenbanks.

- Change priority at Sands Road Corner - contact Highways' Advisor.
- Sands Road Corner - consider double yellow lines/residents only parking.
- Mark out passing places (beside Tower Cottage, under bridge), replacement signs needed (preserve WW2 signage) and double yellow lines.
- Next to St James' Church - no parking/double yellow lines.
- Create signed, alternative route for motorhomes - in conjunction with Highways.
- Include traffic issues in Parish Plan.
- Move width restriction sign at Rockhill, closer to junction.
- Consider updating signs to include width, length & height (reference Gara Mill signage).
- Consult with Fire Service re emergency access.
- Sign at Greenbanks turn - School Bus pick up point.
- Children Playing sign.
- 'No footpath' warning sign up to Recreation Field.
- 20mph repeater signs.
- Advance warning signs (You are about to enter a 20mph zone).
- 20mph on road - Sands Road entrance.
- Ascertain if we have a high traffic flow per head/capita.
- Raise issue of National Speed Limit straight to 20mph zone - need to establish a buffer zone.
- Move 20mph zone to before campsite/park and walk.
- Consider physical structures that slow down traffic, e.g. bollards, removable width restrictions.
- Resident Parking Bays to continue the practice of tactical parking and ensure locals (across the parish) can park easily during peak periods.

Advice from PS Jim Timmis Arising from Visit on 9 September 2020 / 11

- SatNav systems aren't highlighting the speed or width restrictions consistently (see note below).
- As a major not-for-profit organisation, The Camping & Caravanning Club may wish to support any traffic initiatives that benefit their members.
- We could apply to change the minimum speed limit (RTA 1984).
- Focus on the positives of reduced speed, e.g. safer children and the vulnerable.
- Consider road grids.

**** 14 September: SatNav tests, results as follows:**

1. **Toyota CHR in-car SatNav:**
 - a. No width or height restrictions flagged on approaching Slapton north bound via Sands Road.
 - b. 60mph limit changed to 30mph, just past Greenbanks.
2. **Google Maps (on Iphone):**
 - a. No width or height restrictions flagged on approaching Slapton north bound via Prospect Hill.
 - b. 60mph limit changed to 20mph, just at Poole Farm.