

Vehicle Activated Sign A3124 Winkleigh

I have had a look, this section of road very recently went through the SCARF process in September 2019 – I was carrying out other work around this time but looking at the notes the reason it went through the SCARF process was due to a complaint from a member of the public.

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. Dependant on the level of contravention of the speed limit, different forms of intervention measures will be used.

The speed data slightly up the road from the pavilion towards the existing broken flashing speed limit sign is shown in the table. (The flashing speed limit sign was not working when the data was taken)

Sites	Speed limit	Mean (mph)	85%ile (mph)	Outcome level	Volume Average	Date of Survey	Type:
7872 Northbound	30	35.4	42.2	3	1357/24hr	11/10/19 –	SDR
7872 Southbound	30	34.6	42.9	3	1536/24hr	17/10/19	

The outcome of these results which were discussed in January 2020 were for me to request for the Vehicle Activated Sign (VAS) to be repaired (attached) and for me to inform our Highway Development Management Team in case this information was useful for any future planning permissions in the area (also completed)

The police were to look into restarting community speed watch and enforcement here.

I'm unsure if the police have upheld their end of the actions, I remember we particularly wanted them to concentrate on vehicles entering the 30mph speed limit travelling southbound. I imagine they have been busy with Covid-19 related issues up till now.

The VAS (flashing speed sign) is due to be repaired shortly I've been told, an order has now been sent to the contractor. I reported it broken back in February but what happens is our traffic team have decided to wait until there's a few of them in the area that require repair and then the company travel down to sort them all out at the same time. Otherwise it costs quite a bit having them travel here one at a time so I can understand the thinking behind this.

So that's what's already arranged to happen here at this stage DCC wouldn't be looking to fund additional flashing signs from what's existing already we would have flagged this as an action in the SCARF report if we felt it was necessary.

If there's still an appetite to have further flashing speed limit signs they can be community funded. I've attached a fact sheet about Vehicle Activated Signs (VAS) It has a link to approved VAS signs. I have had some dealings with the attached VAS design as Sticklepath and Drewsteignton joined together to get one which they then share between themselves. It seems to be working well. It's worth noting Speed Indicator Devices (SID's) signs which display the speed of the approaching vehicle and may also show a Happy or Unhappy Emoticon are currently not approved for use on the network by DCC.

Whilst the fact sheet mentions permanent VAS we are suggesting community funded projects don't use them where possible now, as temporary battery powered removeable VAS can be moved to another location maybe the other end of the village and swapped between different locations. If appropriate they can also be turned around at the same location something a mains powered one can't do. They are also cheaper in nearly every case.

Parish funded VAS also require a risk assessment to be undertaken by the parish for how they will service the sign I have attached a template that the parish may want to use . It will also need to be covered under the parish councils public liability.

The key question will be where the sign can go, care should be taken to ensure that it can be seen by approaching drivers at an appropriate distance, that it is relevant to the hazard in question and that it is in a position where it can be safely maintained. What I have done previously is met someone from the parish and had a look with them to try and find a suitable location and also guided them with the risk assessment.

Kind Regards

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