

HALBERTON PARISH COUNCIL

Minutes of the Meeting of members of Parish Councillors from the parishes of Halberton, Sampford Peverell, Uffculme and Willand to discuss joint traffic issues on 23 February 2026 at Willand Village Hall

Councillor Colin Slade, Halberton Parish Council, took the chair and thanked everyone for attending the meeting which was, in the first instance, to discuss a joint initiative to call for a reduction in the speed limit on the Uffculme Straight.

Councillor Slade had been a DCC Councillor for 8 years and sat on the Highway and Traffic Orders Committee (HATOC) during that time and was now the Devon Association of Local Councils representative.

1. Introductions

Present at the meeting were:

Councillor Tim Burt – Chair, Sampford Peverell Parish Council
Councillor Terry Edwards – Uffculme Parish Council
Councillor Keith Grantham – Willand Parish Council
Councillor Andrew Logue – Uffculme Parish Council
Councillor Colin Slade - Halberton Parish Council
Councillor Steve Taylor – Sampford Peverell Parish Council
Susan McGeever – as Clerk for Halberton Parish Council

2. Declarations of Interest

There were no matters arising.

3. Matters arising from the notes of the meeting on 21 March 2024

Matters arising would be covered within the discussion.

4. Review of Terms of Reference for the Working Group

The Terms of Reference were reviewed and the following recommendations made:

Membership:

- up to 2 representatives from each council

The updated Terms of Reference are given as an addendum to the minutes.

ACTION: Representatives to ask their respective Parish Councils to approve the change.

5. Wider participation to include members of the public, other town and parish councils and MDDC/DCC

Wider participation was discussed and the following recommendations made:

- Devon County Council Councillors Simon Clist and Neale Raleigh should be invited to the meetings together with the Neighbourhood Highways Officers Ed Polding and William Pike.

- If required other Parish/Town Councils could be invited if discussion covered roads within their jurisdiction and, in particular, J27 and J28.

- It was not felt that there was a need for a Public Forum or members of the public to be present.

If a major petition or meeting to discuss road improvements was required then this would be a public meeting and not part of the Working Group.

All Parish Councils should encourage members of the public to report problems to DCC using the 'report a problem' page.

<https://www.devon.gov.uk/roads-and-transport/report-a-problem/>

ACTION: Representatives to ask their respective Parish Councils to approve the changes.

6. Reduction in the speed limit on the Uffculme Straight

Halberton Parish Council were being supported by Councillor Raleigh to achieve a lower speed limit on Uffculme Straight. Councillor Clist had also advised he would support a reduction in speed limit on behalf of Uffculme and Willand.

The Speed Compliance Action Review Forum (SCARF) is a joint initiative between Devon County Council and Devon & Cornwall Police aimed at assessing community concerns about speeding traffic. SCARF uses traffic data to determine appropriate interventions, which can range from educational campaigns to police enforcement, Vehicle Activated Signs (VAS), or engineering solutions like traffic calming.

The process ensures a consistent and evidenced-based assessment of speeding concerns, with every community's input considered.

SCARF will not normally reconsider a location until three years have passed since the last assessment, emphasizing the need for initial submissions to be well-supported with evidence.

The Clerk advised that DCC had indicated that they would not be against Parish Council's sharing VAS units, however, their location would need to be agreed with DCC who, if the posts were on verges would be responsible for their installation.

Halberton and Willand had Community Speedwatch groups whilst Uffculme had an established group it has been disbanded and it is planned to set up a new group.

SCARF looked at the actual speed of cars and the number of serious accidents on any route as a marker for speed reduction. The question was what could Parish Councils use given that the relative few accidents happened on that stretch of road.

It was noted that there were now more cars/lorries pulling out onto the road over the 60mph stretch – this included the nursery, Pleasant Streams, new Hitchcock business parks and what would be a general increase in traffic as housing development increased in Halberton, Willand and Uffculme.

Obtaining data was key with the key areas of concern where traffic was coming from 60mph to 30mph or 30mph to 60mph.

The route was a designated 'walk to school' route but had no pavement, no street lighting and a 60mph limit. It was not considered 'unsafe' for this purpose.

The need for a petition was essential, if over 100 signatures were received then it had to be looked at by Devon County Council and the SCARF team.

The other key factor was that the route was used when the M5 was closed.

ACTION: Representatives to ask their respective Parish Councils to approve a joint petition for a speed reduction on Uffculme Straight

7. Exchange of information between parishes

Due to Local Government Reorganisation, it was important to look for change now to achieve consistency in speed limits.

The Working Group considered that assisting each other in achieving successful 20mph bids and other speed reduction and traffic safety measures was important. This could include the exchange of speed watch information, VAS unit data etc.

As recorded above, DCC have advised that parishes can share VAS units to get greater coverage having received approval first.

Halberton and Willand provided data from the VAS units to the police. Information from Community Speedwatch could also be shared with the police.

ACTION: Representatives to ask their respective Parish Councils to consider the sharing of VAS units etc.

8. Increasing traffic volumes between parishes – need for upgrades to J27/J28

All representatives considered that the current road network was not sufficient to cope with the additional traffic that would result from the numerous planning applications that were currently being put forward to MDDC Planning. With MDDC in tilted balance, it was unlikely that such applications would be refused as appeals were likely to be successful.

Current applications included:

650 houses at Tiverton East

150 houses at Hartnoll

170 houses on the B3181 (Muxbeare Lane)

130 houses at Silver Street, Willand

30 houses at Chapel Hill, Uffculme

Potential application for 36 houses at Uffculme School

40 houses at Sampford Peverell with a further planning application being submitted

Junction 27 was becoming congested and the traffic lights were not on all entrances to the roundabout causing cars to back up to the Old Well. This was a National Highways/Government issue not DCC.

Cars attempting to come out of the Uffculme School turning could wait for 40 minutes. This produced an unacceptable amount of fumes. However, there was insufficient room for a roundabout and this might not help.

A spreadsheet of the problems witnessed could be considered.

Lobbying local MPs may be a solution.

ACTION: Representatives to ask their respective Parish Councils to consider a joint letter to MPs and the Secretary of State for Transport

9. Press/Publicity to raise awareness

The use of social media to raise awareness of the traffic issues within the parishes was important and each Parish Council had their own websites and access to Facebook. Letters to the local papers could also be considered.

ACTION: Representatives to ask their respective Parish Councils to consider raising awareness of traffic issues and obtaining feedback from residents.

10. Any Other Business

There was no other business.

11. Date of next meeting

2 June 2026

JOINT TRAFFIC WORKING GROUP

Terms of Reference

Burlescombe (subject to approval by Parish Councils), Halberton, Sampford Peverell, Uffculme and Willand Parish Council have formed the Joint Traffic Working Group to assess the speed limits, traffic problems and highways issues in the parishes and to formulate proposals as to how improve safety for pedestrians and other road users.

Membership of the committee

Up to two representatives from each Parish Council.

Susan McGeever – as Clerk for Halberton Parish Council

Objective of the Committee

To improve speed limits, traffic conditions and road safety for all users.

Note:

The Traffic Working Group Committee cannot make non-delegated decisions or spend any money on behalf of the Parish Councils involved. Any recommendations put forward will be subject to approval by Full Councils.

Reporting to Council

Representatives will formally report to their Full Councils at the regular monthly meetings. The aim being to inform of progress and raise points that need Full Council approval. Informal updates by any members of the Committee to Councillors can take place at any time.

Delegated Decision making

The Full Councils have delegated the administration of the committee to committee members together with the power to carry out surveys, organise petitions and gather information that will assist in meeting the objectives of the committee.