

## HALBERTON PARISH COUNCIL

Minutes of the Meeting of members of Parish Councillors from the parishes of Burlescombe, Halberton, Sampford Peverell, Uffculme and Willand to discuss joint traffic issues on 2 June 2026 at Willand Village Hall

Councillor Colin Slade, Halberton Parish Council, took the chair and thanked everyone for attending the meeting and welcomed Parish Councillors from Burlescombe.

### **Present:**

Present at the meeting were:

Councillor Terry Edwards – Uffculme Parish Council  
Councillor Emma Forward – Chair, Burlescombe Parish Council  
Councillor Keith Grantham – Willand Parish Council  
Councillor Stuart McDonald – Burlescombe Parish Council  
Councillor Colin Slade – Chair, Halberton Parish Council  
Councillor Steve Taylor – Vice-Chair, Sampford Peverell Parish Council  
Susan McGeever – as Clerk for Halberton Parish Council

### **1. Apologies**

Councillor Tim Burt – Chair, Sampford Peverell Parish Council  
Councillor Neale Raleigh – Devon District Council  
Councillor Ben Turner – Willand Parish Council

The Clerk advised that she had also invited DCC Councillor Simon Clist to attend and he had called but not left a message.

### **2. Declarations of Interest**

There were no declarations of interest.

### **3. Matters arising from the minutes of the meeting on 23 February 2026**

It was noted that approval of the minutes should have been on the agenda.

It was RESOLVED by those who had been present at the last meeting that the minutes were a true record of the meeting and they were duly initialled and signed by Councillor Slade.

Matters arising from those minutes would be covered within the agenda items.

### **4. Review of Terms of Reference for the Working Group**

Representatives had asked their respective Parish Councils to approve the change in membership:

- the addition of Burlescombe Parish Council
- up to 2 representatives from each council

All Parish Councils had RESOLVED to approve the change in membership and the updated Terms of Reference were adopted by the Working Group.

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

Representatives had asked their respective Parish Councils to approve the inclusion of Devon County Councillors at meetings i.e. Councillors Simon Clist and Neale Raleigh.

Halberton, Sampford Peverell, Uffculme and Willand Parish Councils had RESOLVED to approve the including of Devon County Councillors.

Councillor Slade felt the inclusion of Neighbourhood Highways Officers would not be appropriate at this time and the Working Group agreed.

Wider participation would be subject to requirements.

## **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.

Any reduction in speed would be subject to approval by the Speed Compliance Action Review Forum (SCARF) which was made up of the police and DCC Officers. Councillors were not included.

It was noted that the 60mph limit was now applicable to less than one mile of highway between Uffculme and Willand and this may assist in achieving a speed reduction.

Representatives had asked their respective Parish Councils to approve a joint petition to reduce the speed limit.

Halberton, Sampford Peverell, Uffculme and Willand Parish Councils had RESOLVED to approve a joint petition.

**Action:** Clerk to prepare the wording to be submitted to the five Parish Councils represented on the Working Group.

Once the wording was approved, the petition would run for six weeks after which it could be submitted by the working group or by DCC Councillors Clist and Raleigh.

Whilst the Police and Crime Commissioner could have no direct input they did support speed reductions through Vision Zero Southwest.

[Vision Zero | A collaborative road safety community project](#)

## **7. Exchange of information between parishes**

Representatives had asked their respective Parish Councils to approve the exchange of information and equipment between parishes.

Halberton, Sampford Peverell, Uffculme and Willand Parish Councils had RESOLVED to approve the sharing of information but not the sharing of equipment.

A report on the VAS units in Halberton is provided in an addendum to this minutes.

In Willand, according to the VAS reports, which are on their website, the average speed is around 28mph with approximately 70% of traffic under 30 mph, this increases to 95% under 35 mph.

Link to website - <https://willand-pc.gov.uk/highways-traffic--safety>

Both Halberton and Willand had a Community Speedwatch group. Burlescombe had tried to initiate a group but residents were concerned about reporting fellow residents. It was noted that Burlescombe was not considered a through route in the same way as Halberton, Sampford Peverell and Willand.

It was noted that whilst compliance with the 20mph limit was comparatively low with a speed of 24mph being recorded, this would have been 34mph in a 30mph. So whilst adherence to speed limits was not good, cars were generally travelling 10mph less than if no 20mph limit was in place. Moving the signs to different locations helped compliance but overall, it required a behavioural change. As well as signs referring to 'family area', 'children' etc.

It was noted four Parish Councils represented at the meeting were part of the Road Warden Scheme – Willand was not.

Uffculme produced a Highways Tracker spreadsheet that was sent to the Neighbourhood Highways Officer on a monthly basis.

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

Representatives had asked their respective Parish Councils to approve a joint letter to the two local MPs and the Secretary of State for Transport calling for improvements to both junctions prior to a large number of houses being built.

Halberton, Sampford Peverell, Uffculme and Willand Parish Councils had RESOLVED to approve the sending of such a letter.

**Action:** Clerk to prepare the wording to be submitted to the five Parish Councils represented on the Working Group.

DCC Councillors Clist and Raleigh would also be asked to sign the letter alongside the Parish Councils.

#### **9. Press/Publicity to raise awareness**

Representatives had asked their respective Parish Councils to consider raising awareness of traffic issues and obtaining feedback from residents.

Halberton, Sampford Peverell, Uffculme and Willand Parish Councils had RESOLVED to approve the raising awareness of traffic issues and obtaining feedback from residents.

Therefore, once the petition was up and running all forms of media would be used to promote it including local papers, websites, social media etc. The more signatures received, the greater the impact.

#### **10. Any Other Business**

Councillor Grantham raised the lack of road markings from Waterloo Cross to the turning to Uffculme School. Cars had been seen overtaking on the double white lines.

**Action:** All representatives to report the lack of road markings on line and the Clerk would also write to the DCC Councillors and Neighbourhood Highways Officers.

The Clerk reported that as part of a review of the proposed 170 houses on the B3181 she had met with Councillor Raleigh. As a result of that meeting, flattened cycle route bollards had been reported alongside concerns for the Chaple Hill/Bridwell area with an influx of secondary school students. Access to/from the B3181 was already a problem together with parked coaches and buses.

Burlescombe Parish Council reported that they were seeking a meeting with Councillor Clist and the Neighbourhood Highways Officer to ensure pedestrian safety through the village given the number of quarry lorries that used the road.

Willand Parish Council reported that they were conducting a survey of residents in Willand Old Village to see if a 20mph limit was required. Given there were no pavements, it might also be worthwhile considering signage to alert drivers to 'pedestrians in the road'.

Sampford Peverell Parish Council reported that there was a consultation into the introduction of 'no waiting at any time' on the junction opposite Tiverton Parkway. There was a problem with parking in the area partly because of a lack of parking spaces and the cost per day.

Councillor Forward thanked those present for bringing Burlescombe onto the working group.

Councillor Slade advised that the Devon Association of Local Councils was promoting Parish Council clusters ahead of Local Government Reorganisation. Planning was an obvious choice given that planning applications affected all five parishes because of the increase in cars on the roads and the lack of infrastructure. It was important that developer funds were used to improve the services in the area and this could mean funds being spent on pavements and cycle routes in the immediate vicinity of the development.

#### **11. Date of next meeting**

15 September 2026

Councillor Slade closed the meeting at 8pm.

## **JOINT TRAFFIC WORKING GROUP**

### **Terms of Reference**

Burlescombe, 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.

**Both the Hall and Church locations suffer from severe and chronic speeding issues in their 20 MPH zones**, with driver speed primarily dictated by road congestion rather than the posted limits.

A concise summary of the data from **July 2025 to May 2026** reveals three major shared patterns:

- **Widespread Speed Limit Non-Compliance:** The vast majority of drivers ignore the 20 MPH limit at both sites. At the Hall location, nearly 70% of vehicles speed, with an average 85th percentile speed of 24.2 MPH. The Church location shows similarly poor compliance, with weekly samples showing up to 74% of vehicles speeding and 85th percentile speeds rarely dropping below 23.9 MPH.
- **Inverse Relationship Between Volume and Speed:** During highly congested daytime hours (typically 8:00 AM to 6:00 PM), heavy traffic volume forces speeds down to their daily minimums at both locations, though these minimums are still generally above the legal limit. Conversely, when traffic clears between midnight and 5:00 AM, speeds immediately and drastically spike.
- **Dangerous Overnight Outliers:** The most significant safety risks at both locations occur during the low-volume overnight hours. During these times, 85th percentile speeds routinely climb into the 31 to 33 MPH range. Extreme speeders treat the empty roads as high-speed zones, with recorded outliers exceeding 50 MPH at the Church location and reaching as high as 66 MPH at the Hall location.

#### Church location in High Street (traffic towards Sampford Peverell)

##### Traffic Data Analysis Report: Church Location

**To:** Traffic Committee **Subject:** Vehicle Speed and Volume Analysis (July 2025 – May 2026)

**Date:** May 31, 2026

**1. Executive Summary** This report presents an analysis of traffic patterns at the "Church" location based on data collected from July 2025 through May 2026. Consistent with previous analyses, the data reveals widespread non-compliance with the posted 20 MPH speed limit. A strong inverse correlation between traffic volume and vehicle speeds remains evident, with extreme and dangerous speeding concentrated during low-volume overnight and early morning hours.

**2. Overall Speed Limit Compliance** The posted speed limit for the Church location is 20 MPH, yet the vast majority of drivers exceed this limit. While aggregate non-compliance percentages across the entire six-month spans are not summarized in a single metric, weekly sample data clearly illustrates the severity of the issue:

- During the week of **January 26, 2026**, a staggering **74.0% of all recorded vehicles were traveling over the speed limit.**
- During that same week, the average speed was 21.8 MPH, and the 85th percentile speed was 25.1 MPH.

This baseline of non-compliance is consistent across the aggregate datasets. Even during the busiest, most congested times of the day, the overall 85th percentile speed rarely dips below 23.9 MPH, remaining solidly above the 20 MPH limit.

**3. The Volume-to-Speed Relationship** The Church location data strongly reinforces that driver speed is primarily constrained by road congestion rather than the posted speed limit.

- **Daytime (High Volume, Lower Speeds):** Traffic volume is exceptionally high throughout

- the daytime hours, peaking in the late afternoon. For example, during the July–December 2025 aggregate period, total recorded volume peaked at **21,460 vehicles at 5:00 PM (17:00)**. Due to this heavy congestion, the 85th percentile speeds are forced down to their daily minimums, typically hovering between **23.9 MPH and 25.1 MPH**.
- **Overnight (Low Volume, High Speeds):** When traffic clears between midnight and 5:00 AM, hourly vehicle counts drop significantly, and speeds immediately spike.
    - In the January–May 2026 aggregate data, the 85th percentile speed hit **33.4 MPH at 1:00 AM and 2:00 AM**.
    - In the July–December 2025 aggregate data, the 85th percentile speed peaked at **32.9 MPH at 1:00 AM**.

- 4. Extreme Speed Outliers** During overnight hours invite dangerous extreme speeders
- Vehicles traveling **greater than 50 MPH** in this 20 MPH zone are regularly recorded during the overnight hours across both the 2025 and 2026 aggregate datasets.
  - The detailed report for the week of January 26, 2026, explicitly recorded a **highest speed of 51.0 MPH**.
  - Weekly anomalies highlight deeply concerning spikes in the middle of the night. For instance, the 85th percentile speed hit an alarming **36.9 MPH at 3:00 AM** during the week of May 11, 2026. Similarly, during the week of April 6, 2026, the 85th percentile reached **36.1 MPH at 4:00 AM**, and during the week of March 2, 2026, it reached **35.4 MPH at 2:00 AM**.

Village Hall location in High Street (traffic towards Tiverton)  
 Traffic Data Analysis Report: Hall Location

**To:** Traffic Committee **Subject:** Vehicle Speed and Volume Analysis (July 2025 – May 2026)  
**Date:** May 31, 2026

**1. Executive Summary** This report presents a comprehensive analysis of traffic patterns at the "Hall" location based on data collected between July 2025 and May 2026. The data reveals a consistent and widespread issue with speed limit compliance. Furthermore, analysis indicates a strong inverse relationship between traffic volume and vehicle speeds, with concerning spikes in excessive speeding during low-volume overnight hours.

**2. Overall Speed Limit Compliance** The posted speed limit for this location is 20 MPH, but compliance is chronically low. Over extended aggregate periods, nearly seven out of every ten vehicles recorded were speeding:

- **July 1, 2025 – Dec 31, 2025:** 67.7% of the 278,709 recorded vehicles were traveling over the speed limit.
- **Jan 1, 2026 – May 31, 2026:** 67.9% of the 229,039 recorded vehicles were traveling over the speed limit.
- **May 2025 vs. May 2026 Comparison:** In May 2025, 67.0% of vehicles were speeding. By May 2026, the non-compliance rate increased slightly to 68.5%.

Across both the late 2025 and early 2026 aggregate periods, the average speed remained steady at 21.2 MPH, and the **85th percentile speed was consistently 24.2 MPH**—comfortably above the legal limit.

**3. The Volume-to-Speed Relationship** The data clearly demonstrates that driver speed is largely dictated by road congestion, highlighting specific times of day that may require different enforcement strategies.

- **Daytime (High Volume, Lower Speeds):** Traffic volume is highly concentrated between

the hours of 8:00 AM and 6:00 PM. During the January–May 2026 period, total hourly vehicle counts frequently exceeded 14,000 to 16,000 during this window. Because the road is congested, 85th percentile speeds naturally suppress to their lowest points of the day, generally hovering between 22.7 MPH and 24.5 MPH.

- **Overnight (Low Volume, High Speeds):** When traffic clears, speeding becomes severe. Between midnight and 5:00 AM, hourly vehicle counts drop into the low hundreds, but speeds spike drastically.
  - In the January–May 2026 aggregate data, the 85th percentile speed hit **31.2 MPH at 2:00 AM and 3:00 AM.**
  - In the July–December 2025 aggregate data, the 85th percentile speed reached **31.0 MPH at 2:00 AM.**

**4. Extreme Speed Outliers** While average speeds sit around 21.2 MPH, the lack of traffic during off-peak hours has invited dangerous extreme speeders. The highest recorded speeds in the datasets are highly alarming for a 20 MPH zone:

- Highest speed (July-Dec 2025): **58.8 MPH.**
- Highest speed (Jan-May 2026): **66.0 MPH.**
- Weekly anomalies show massive spikes in the middle of the night. For example, during the week of April 13, 2026, the 85th percentile speed at 2:00 AM was an alarming **38.0 MPH.** Similarly, during the week of February 2, 2026, the 85th percentile speed at 3:00 AM was **36.7 MPH.**