

Request for extension of 30mph speed limit on St Marychurch Road, Newton Abbot

Report of the Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the County Council's policies on speed limits be noted; and**
- (b) the historic data on collisions on St Marychurch Road be noted, and this Committee be updated at its meeting in July 2017 when a full one years data is available following opening of the South Devon Highway.**

1. Background/Introduction

Councillor Gordon Hook has asked this Committee to consider extending the 30mph speed limit on St Marychurch Road, from its current extent, just to the south east of the junction with Newtake Rise, to a position south east of the junction with Twickenham Road, a distance of approximately 425 metres.

St Marychurch Road has historically been used as an alternative route by drivers trying to avoid congestion on the old A380 through Kingskerswell. The opening of the South Devon Highway (SDH) in December 2015, and the alteration of a number of junctions in the area, has meant that the main route between Newton Abbot and Torbay has much reduced congestion levels and traffic flow along this alternative route has reduced as a result.

2. Main Text/Proposal

Devon County Council's agreed speed limit policy is based on Department for Transport guidance on setting local speed limits. The speed limit of 40mph in the area under consideration is consistent with the approved speed limit policy.

A 30mph speed limit is appropriate on a section of road in a community where at least 20 properties front a road at a density of at least 3 properties every 100 metres. Gateways to communities are usually the best location for a lower speed limit to start as drivers then associate the lower speed limit with the visible development fronting the road and adjust their speed accordingly. Where the 30mph criteria is not met, higher speed limits such as 40mph and 50mph can be considered on strategic urban roads and more rural roads if there is a significant history of speed related injury collisions.

Introducing speed limits where there is little or no development visible to the driver will usually lead to the speed limit being disregarded, which in turn could place an unrealistic demand for enforcement on the Police. Introduction of inappropriately low speed limits can also introduce a false expectation of low vehicle speeds to pedestrians and other vulnerable road users, who may then take less care when crossing the road.

Analysis of collision data from the junction with Newtake Rise to the junction with Twickenham Road shows that there were 7 collisions, all resulting in slight injury, in the five

years 2011 to 2015. Of these only one, where a driver failed to negotiate a bend, could be considered to be speed related. This is well below the threshold at which any action would normally be considered. A full one year's collision data following the opening of the SDH will not be available and validated until June 2017.

Modifications to speed limits can be considered when changes to the road environment indicate that a different limit is appropriate; this could be as a result of development fronting the road or the introduction of traffic calming. The legal process of changing the speed limit involves a formal consultation. The views of the Police, as the enforcing authority, are important as part of the consultation.

In the particular case of the section of St Marychurch Road with its junction at Twickenham Road and the new Aller Brook Road junction, the changes to the road layout do not change the assessment against agreed Speed Limit Policy taking account of collision data that a lower speed limit is not appropriate. However, as with all schemes that change the layout of the highway, the performance of the new layout will be reviewed periodically so that any necessary actions can be identified.

3. Options/Alternatives

The use of gateway or nameplate signing has been considered, but the nature of this section of road, tree lined with no verges, means that this option is not practical.

Given the low number of collisions where speed is a factor it is considered appropriate, and in line with the County Council's policies, that the speed limit remains at 40mph on this section of road.

4. Consultations/Representations/Technical Data

No consultation has been undertaken. If the speed limit was to be altered a Traffic Regulation Order will be needed, and this would be advertised for public comment.

5. Financial Considerations

The process to extend the Traffic Regulation Order for a speed limit is a formal procedure, which includes advertisement and consultation. If significant objections are received the matter may need to be considered once again by this Committee. The process can cost at least £3,000, which does not include the additional cost of any signing and lighting which may be required, and a budget for this cost has not been identified.

6. Environmental Impact Considerations

If a lower speed limit was to be successful in reducing vehicle speeds it may lead to a small reduction in total emissions as vehicles use less fuel at lower speeds.

If a lower speed limit was to be successful in reducing vehicle speeds it may allow pedestrians to cross the road more easily, but if it isn't it may make the road more dangerous by giving an expectation of lower vehicle speeds.

7. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

8. Legal Considerations

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

There is a risk that if a 30mph speed limit is introduced, and is not adhered to, there may be a false expectation of lower vehicle speeds for users of this road, including for any pedestrians who may seek to cross the road.

10. Public Health Impact

There are not considered to be any public health impacts in regards to this scheme.

11. Summary/Conclusions/Reasons for Recommendations

Until a minimum of one years collision data is available following the opening of the SDH it is not possible to achieve an adequate assessment of the impact on vehicle collisions on this section of road. Currently available collision records, for the five year period up to the end of 2015, would not be sufficient to trigger an investigation into a change in the speed limit on this section of road.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot South, Teignbridge South

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

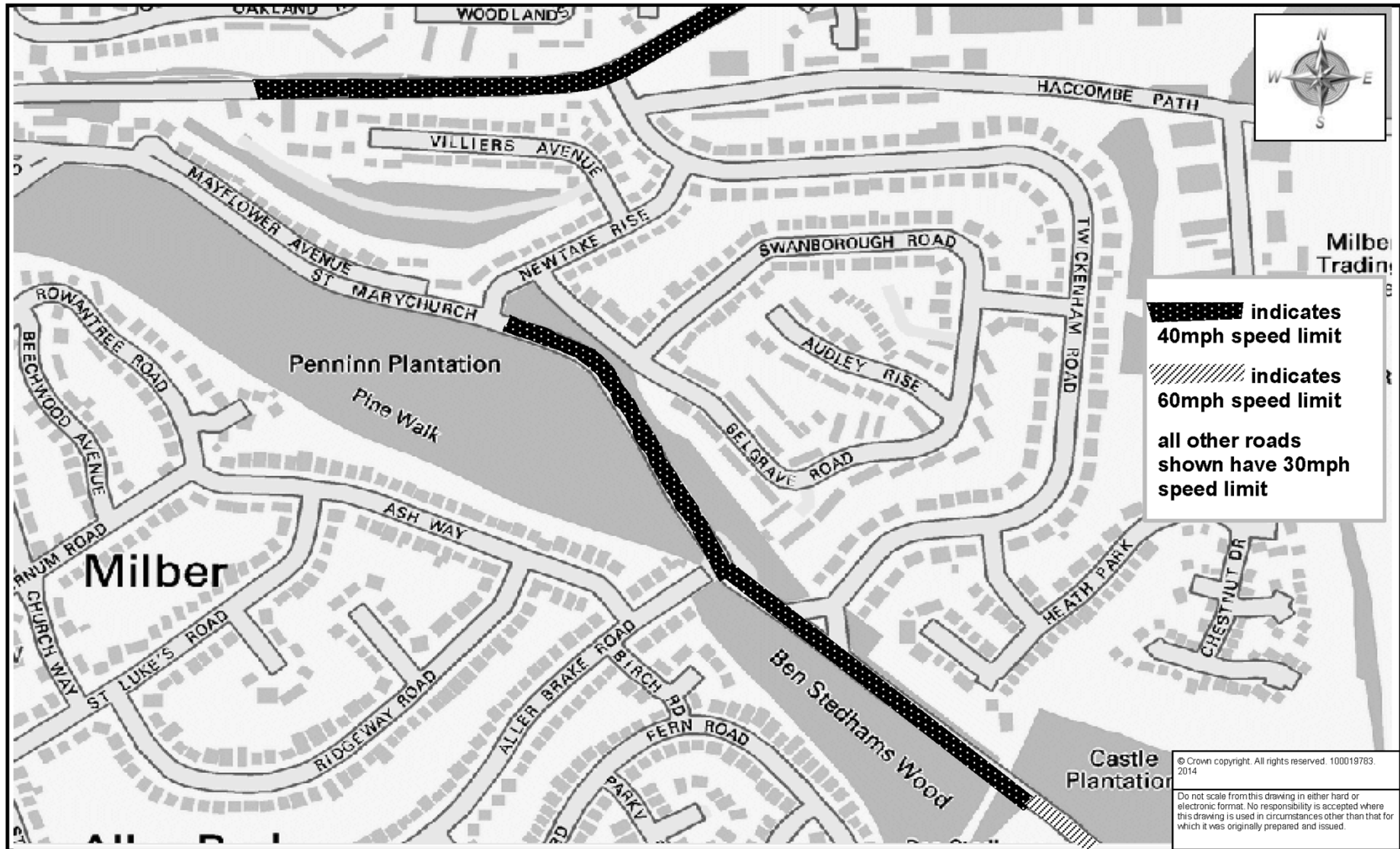
Room No: Ryefields, Avery Hill, Rydon Road, Kingsteignton, TQ12 3QG

Tel No: 01392 380193

| Background Paper | Date | File Ref. |
|------------------|------|-----------|
|------------------|------|-----------|

None

jf061016teigh
sc/cr/request for extension of 30mph speed limit st marychurch road newton abbot
06 261016



 indicates
40mph speed limit
 indicates
60mph speed limit
all other roads
shown have 30mph
speed limit

© Crown copyright. All rights reserved. 100019763
 2014
 Do not scale from this drawing in either hard or
 electronic format. No responsibility is accepted where
 this drawing is used in circumstances other than that for
 which it was originally prepared and issued.



David Whitton
 Head of Capital Development,
 Highways & Waste
 Neighbourhood Highways Group,
 Ryefields,
 Avery Hill,
 Kingsteigton,
 TQ12 9QG

SCHEME
 St Marychurch Road

DRAWING
 Extent of 40mph Speed Limit

| | | | |
|----------|----|-------|--------------|
| drawn by | JF | scale | Do not scale |
|----------|----|-------|--------------|

| | | | |
|------|-------------|----------|--|
| date | 07-Oct-2016 | O.S. Ref | |
|------|-------------|----------|--|

| | |
|----------------|--|
| drawing number | |
|----------------|--|