

South Molton – Proposed Speed Limits (Station Road)

Report of the Head of Highways, Capital 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 response to the proposed Traffic Regulation Order is noted; and**
- (b) the Traffic Regulation Order as advertised be made, sealed and implemented.**

1. Summary

The purpose of this report is to consider the representations received during the South Molton 40mph Speed Limit Traffic Regulation Order (TRO) consultation.

2. Background/Introduction

As part of a new housing development scheme at Gullacombe Valley in South Molton, it is proposed to extend the 30mph speed limit along Station Road adjacent to the development.

A section of the existing 40mph speed limit will be revoked and returned to restricted road status (30mph speed limit) by virtue of street lighting. The street lighting has already been implemented along Station Road.

As it was proposed to revoke a section of the existing 40mph speed limit to make way for the extended 30mph limit, a new TRO for the remaining 40mph speed limit has to be created. This TRO was advertised between 19 June and 10 July 2014. During the consultation, one representation was received.

3. Proposal

The proposal can be seen on drawing number ENV5388/1(B) in Appendix I.

The extension of the 30mph limit does not require a traffic order as this is done by virtue of street lighting (the presence of street lights generally means that there is a 30mph speed limit in force usually in built up areas). This is in line with legislation and the Highway Code. Other speed limits (such as 40's and 50's) require a Traffic Order for them to be legal as they cannot be done through virtue of street lighting these limits have to have the associated traffic signs (repeaters) implemented along the length of the limit.

As the extension of the 30mph speed limit requires a section of the 40mph limit to be revoked to become restricted road status a new traffic order for the remaining 40mph limit has to be created.

4. Consultation & Representations

Following approval by the local County Councillor and the Chair of North Devon Highways and Traffic Orders Committee, formal consultation on the proposed TRO began on 19 June until 10 July 2014. During this period Devon County Council received one representation.

The representation requested the need for the 30mph speed limit on Station Road to be extended all the way to A361 (North Devon Link Road) as there were concerns about fatalities due to excessive speed.

A summary of the representation received and officer response can be seen in Appendix II.

5. Discussions

The recommendation is to proceed with the sealing of the order as advertised as it is considered that the requested extension of the 30mph (except for the section of 40mph to be revoked and reverted back to restricted road status) would not be in line with County Council policy on local speed limits.

The policy on local speed limits is to provide 30mph speed limits in communities. Between communities the National Speed Limit will apply. Lower speed limits on sections of routes between communities will only be considered where there is a record of speed related accidents along that route.

In the last five years there has been one reported collision on Station Road within the 40mph section which was not speed related and therefore there are no safety grounds to extend the 30mph all the way to the A361. Speed surveys demonstrate that the current 40mph speed limit is generally observed. There would be concerns that extending the 30mph speed limit to A361 (North Devon Link Road) would result in the limit not being observed and see an increase in the risk of collisions due to inappropriate overtaking.

Under these circumstances and in accordance with policy, it is not recommended to extend the 30mph speed limit all the way to the A361 (North Devon Link Road).

6. Financial Considerations

The funding for this TRO is being met by the developer.

7. Equality Considerations

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

8. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of this report. The legal process required for TROs has been followed.

9. Risk Management Consideration

This proposal has been assessed and all necessary safeguards or action has been taken to safeguard the Council's position.

10. Public Health Impact

It is considered that there is no public health impacts as a result of the scheme mentioned within this report.

11. Options/Alternatives

The option of extending the 30mph limit to the A361 North Devon Link Road does not comply with policy on local speed limits and would more than likely result in the 30mph speed limit not being observed and see an increase in the risk of collisions due to inappropriate overtaking.

12. Reason for Recommendation

The proposed TRO meets policy on local speed limits and will provide limits that are appropriate and likely to be complied with.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: South Molton Rural

Local Government Act 1972: List of Background Papers

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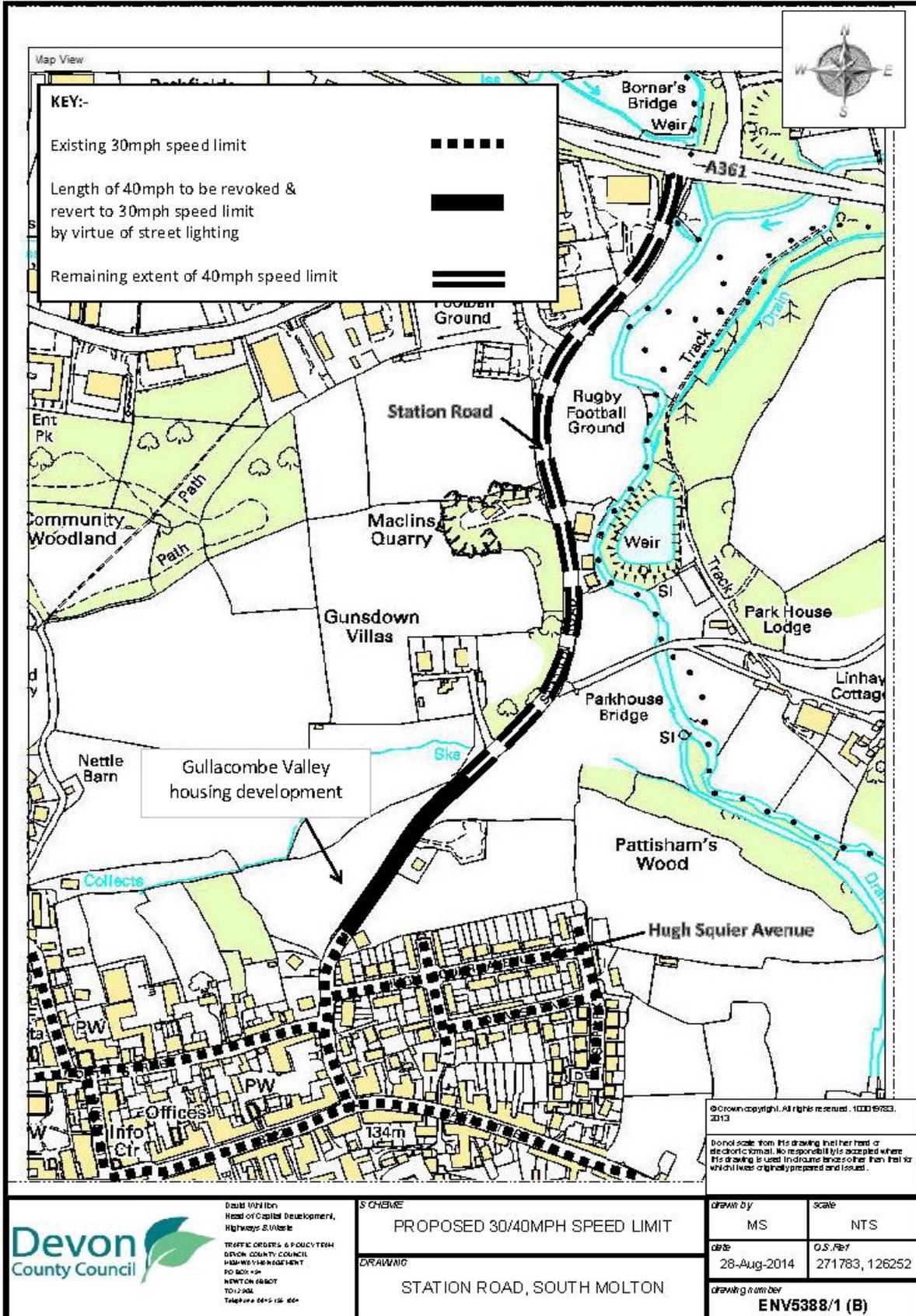
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| Background Paper | Date | File Reference |
|------------------|------|----------------|
| None | | |

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sc/cr/south molton proposed speed limits station road
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Appendix I
To HCW/14/88



**5385 – Devon County Council (Station Road, South Molton)
(40mph Speed Limit) Order**

Summary of Representations

| Comments | DCC Response |
|--|--|
| First respondent: Town Council | |
| <ul style="list-style-type: none"> • Order should include making the whole length of Station Road to its junction with A361 (North Devon Link Road) 30mph instead of 40mph. • There have been 4 deaths on Station Road in recent years due to excessive speed. | <ul style="list-style-type: none"> • This would not be in line with DCC policy. Policy states to provide 30mph speed limits in communities and between communities the national speed limit will apply. • In the last five years, there has been one reported collision on Station Road on the 40mph section. • There are no safety grounds to extend the 30mph any further on Station Road than has been advertised. Extending the 30mph out would increase the risk of collisions due to inappropriate overtaking. • The current 40mph is reasonably compliant. • Under these circumstances it is not recommended that the 30mph speed limit be extended to the junction of the A361. |