

Requests for 20mph Speed Limits – Marldon and Berry Pomeroy

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 Committee notes the assessment made of the current conditions that exist in both Marldon Village and Berry Pomeroy in accordance with the County Councils current 20mph speed limit policy;**
- (b) The Committee agrees to defer any further work in connection with the requested 20mph speed limits pending the findings of the interim Department for Transport report on the effectiveness of 20mph speed limits and zones to be published in early 2016.**

1. Summary

This report sets out the Devon County Councils (DCC) response to the requests made for the implementation of 20mph speed limits in both Marldon Village and Berry Pomeroy.

2. Background/Introduction

In August 2015 DCC received a petition from the parish clerk to Marldon Parish Council that had been presented by Marldon parishioners to a formal meeting of the parish council. The petition was signed by 520 supporters and called for the introduction of a 20mph speed limit for the whole of the village, to be part funded by section 106 development monies.

In early September 2015 the Chairman of Marldon Parish Council wrote to DCC, in the capacity of a South Hams District Councillor. In that letter a request was made for the 20mph speed limit petition to be made a formal agenda item to be discussed at the next meeting of the South Hams HATOC. In addition, this discussion would not only include Marldon Village but also for a 20mph speed limit on a section of carriageway adjacent to a property known as 'The Granary' at Longcombe, Berry Pomeroy.

In October 2015, DCC received a letter from the Head of School for Marldon C of E Primary School in support of the Marldon parishioners' campaign for a blanket 20mph speed limit for the whole of Marldon village.

2.1 Marldon

Marldon Village already contains a 20mph Zone which was introduced in November 2000. This Zone was officially signed-off in November 2014 as being compliant and hence enforceable.

The 20mph Zone encompasses the following sections of carriageway:

- Five Lanes Road
- Churscombe Road
- Churscombe Place
- Bampton Close
- Poplars Drive
- Weekaborough Drive
- Brockhurst Park
- Brownscombe Close
- Gentian Close

Interrogation of the currently available speed and collision information in relation the Marldon Village area, including Marldon Cross Hill on which Marldon C of E Primary School is located, indicates that vehicle speeds are compliant with the speed limits currently in force. For example, the results of the speed survey undertaken in Marldon Cross Hill during March 2014 recorded a mean speed of 22-23 mph which is compliant with the current 30mph speed limit.

Collision information indicates that within the Marldon Cross Hill/Churscombe Road/Vicarage Road/Five Lanes Road vicinity there have been 7 Slight injury accidents none of which were speed related. The collision within the closest proximity of Marldon C of E Primary School took place on 4 June 2011 on the Ipplepen Road, near Village Road. The collision occurred between a motor vehicle and a cyclist and concerned the availability of road space during a passing manoeuvre.

In conclusion, there would be no justification for an extension to the existing 20mph zone according to current DCC policy on Local Speed Limits.

2.2 Berry Pomeroy

The current 20mph Zone in Berry Pomeroy was introduced in October 2001 and covers a section of C11 carriageway 350 metres eastwards from its junction with the C12. This section of carriageway includes access to the Berry Pomeroy Parochial C of E Primary School. According to DCC records, this 20mph Zone has not been reviewed and hence has not been signed-off as being compliant.

The section of carriageway, adjacent to a property known as 'The Granary' at Longcombe, Berry Pomeroy lies 1.5 kilometres south of the Berry Pomeroy settlement and 300 metres south of the A385. It is classed as the C87 and is classified as a Category 7 Collector Road.

Interrogation of both speed and collision information signifies that there is no available data that would quantify this road as being problematic and hence requiring any form of intervention at this stage. In this regard there would be no justification for the introduction of a 20mph zone at Longcombe according to current DCC policy on Local Speed Limits.

3. Proposal

DCCs Speed Limit Policy largely supports current Department for Transport (DfT) advice with regard to the application and determination of 20mph speed limits and zones. Notwithstanding, DCC are currently awaiting further guidance from the DfT in connection with their national review on the application and effectiveness of both 20mph speed limits and zones with the publication of an interim report in early in the New Year 2016 (refer: 15/9/2014 Place Scrutiny Committee Minutes - Item 49: PTE/14/61).

The current DCC Policy on Local Speed Limits – DTP34/05 will be subject to a detailed review pending the outcomes and subsequent recommendations of the DfT interim report on 20mph Limits and Zones to be published in 2016 (see above). In this regard DCC will be deferring any further applications for the introduction of 20mph Limits and Zones until the outcomes of the DfT report are published. This is to ensure that limited resources are best deployed to concur with best practice, as determined by the DfT.

4. Consultation and Representations

There is a legal requirement to advertise a traffic regulation order for the introduction of any change to an existing speed limit. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

5. Financial Considerations

The costs of introducing a speed limit will vary according to the length of a road and/or number of roads being considered. The cost of the Traffic Regulation Order (TRO) process is around £3,500 to cover the legal, advertising, survey and design work involved. To this must be added the actual cost of the required number of road signs and their installation.

6. Equality Considerations

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

7. Legal Considerations

There are no specific legal considerations with regard to this report.

8. Risk Management Consideration

No risks have been identified associated to the recommendations above.

9. Options/Alternatives

The alternative measure that has been considered was to determine the applications for both Marldon Village and Berry Pomeroy in accordance with current policy. Please refer to clauses 2.1 & 2.2.

10. Reason for Recommendation

The reason for the recommendation set out in this report is that the requests for the determination and implementation for changes to existing speed limits is in accordance with best practice.

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Electoral Division: South Brent & Dartington

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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None

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