

## **Proposed Speed 30mph and 40mph Speed – Various Roads, Bishopsteignton and Teignmouth**

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 responses to the advertised Traffic Regulation Order be noted;
- (b) the Traffic Regulation Order, modified as detailed in section 5 and shown on drawing no. ENV5331/1 (B) (Appendix III) is made and sealed and the scheme implemented.

### **1. Summary**

This report is to consider the objections to the advertised traffic regulation order and seek approval to make and seal the order with the recommended modification.

### **2. Background/Introduction**

The section of the A381 between Ware Barton Roundabout and Teignmouth & Shaldon Bridge has been identified through the Casualty Severity Reduction Investigation Processes as ranking 9th out of 138 sections on the “A” road route analysis in the county. For more information on the full route ranking list and methodology see <http://www.devon.gov.uk/safer-travel-year-end-report>.

A collision study has recommended signing improvements and introduction of a 40mph Speed Limit to extend from the current 30mph gateway close to the junction with Grange Park to the current Bishopsteignton Village Nameplates which will be replaced as part of the scheme. This section of the route has the highest collision rate per kilometre and surveys undertaken at each end of the proposed limit indicate that speeds are likely to be compliant with a 40mph speed limit. A plan showing the locations and severity of the collisions within the study area is shown in Appendix IV.

As part of the scheme it is also intended to extend the 30mph speed limit on Forder Lane to its junction with the A381 and take the opportunity to correct several anomalies with the speed limit in the rest of the village.

Initial discussions with the Parish Council examined a proposal to extend the 40mph speed limit to the roundabout junction with the A380 at Ware Barton. This is a largely rural section of road where recorded speeds are generally below 40mph. It was explained that erection of speed limit repeater plates in hedge-banks often causes maintenance issues when the signs become overgrown and that the damage caused to landowners hedge cutting equipment when it hits the posts is often costly. County Council Policy is that the National Speed limit should be the default between communities.

### **3. Proposal**

Drawing ENV5331/1 (A) (Appendix II) shows the advertised proposal. The drawing shows:

- a new location for the western gateway of 30mph limit on the A381 (Newton Road), through Bishopsteignton. The gateway to be located nearer the junction of Cockhaven Road.
- a new 40mph limit on the A381 (Newton Road) between the proposed western gateway of the 30mph section of the A381 through Bishopsteignton and the start of the Ware Barton bends, approximately 580 west of the junction for Forder Lane.

In addition the advertised Order included revised measurements and descriptions to correspond with existing speed limit gateways.

### **4. Consultations/Representations**

The proposals have been advertised in the local press. During the statutory consultation period, 4 representations were received to the advertised order; one of these was from the Police.

A summary of those representations and the responses can be found in Appendix I.

### **5. Discussion**

The Police have raised concerns about compliance with and the enforceability of the new limits. The major concern was in moving the 30mph gateway from its location adjacent to Grange Park to a location close to the Cockhaven Road junction. This was proposed as it was felt that this would be an easier site to maintain. However, DCC has no objection to the gateway remaining in its current location and this is reflected in the recommendation shown in Appendix III.

Speed Survey data at either end of the proposed 40mph Speed Limit indicates that compliance with the limit will be good. The concern over enforcement within the 30mph limit has been addressed by retaining the 30mph gateway at its current position, as shown in Appendix III.

### **6. Financial Considerations**

The total costs of the scheme including design and post scheme monitoring will be in the region of £12,000 to be funded from the Local Transport Plan Casualty Severity Reduction budget.

### **7. Sustainability Considerations**

The proposals will have neutral sustainability impact.

### **8. Carbon Impact Considerations**

The provision of a lower speed limit is expected to have an improved carbon impact.

### **9. Equality Considerations**

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

## **10. Legal Considerations**

The lawful implications of the recommended course of action have been considered and taken into account in the preparation of the report.

## **11. Risk Management Considerations**

These proposals have been assessed and all necessary safeguards or action has been taken/included to safeguard the Council's position.

## **12. Options/Alternatives**

The alternative would be to leave the existing speed limit Orders in place.

## **13. Reason for Recommendation/Conclusion**

Devon County Council's Speed Limit Policy recognises that the introduction of a 40mph Speed Limit on a rural section of road can be appropriate where there is a significant casualty record. The speed limit proposal supports additional gateway and warning signing and will correct errors identified in the existing speed limit orders enabling Police enforcement to be undertaken.

David Whitton  
Head of Highways, Capital Development and Waste

## **Electoral Division: Teign Estuary**

### Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike jones

Room No. ABG Lucombe House

Tel No: (01392) 382178

Background Paper	Date	File Reference
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Nil

mj170614tnh  
sc/cr/Bishopsteignton and Teignmouth speed  
02 24064

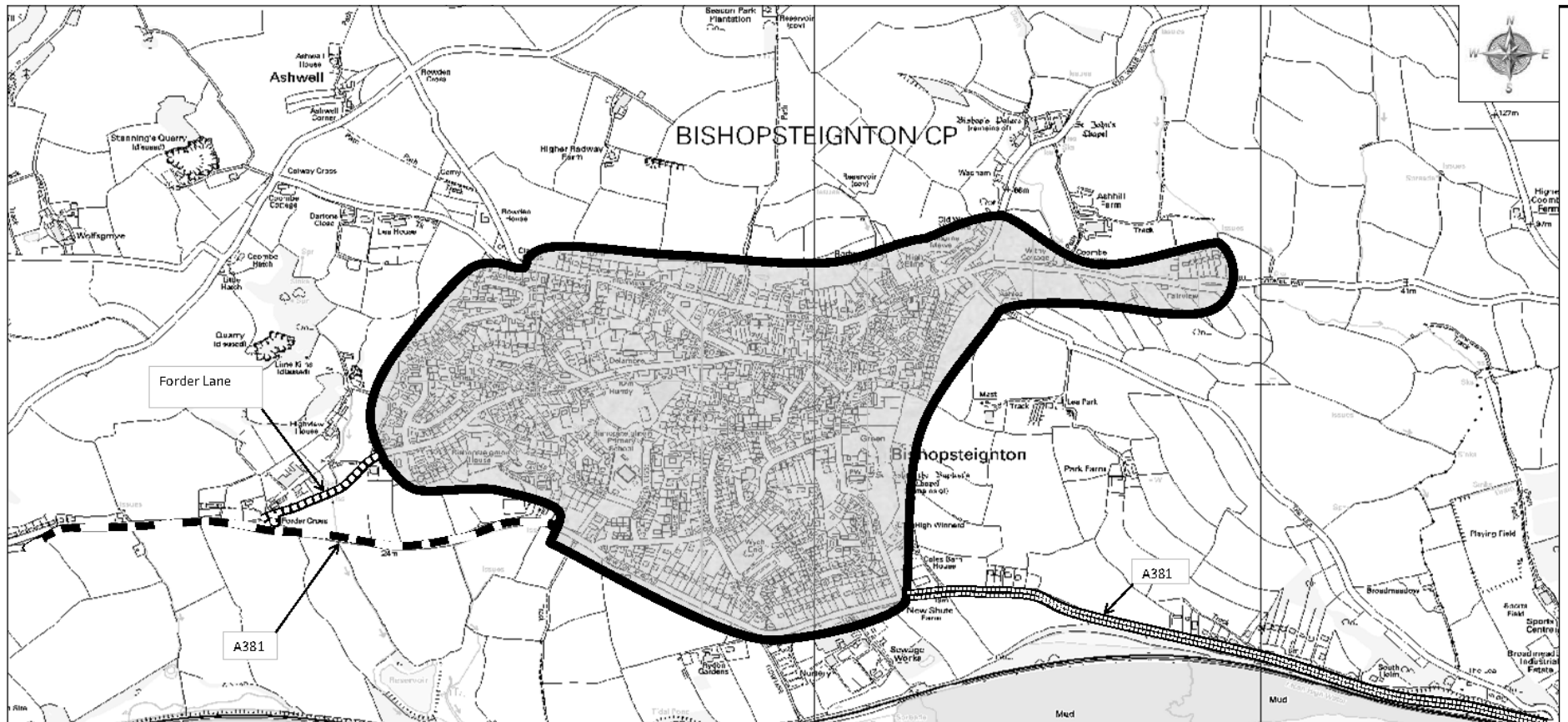
**Appendix I  
To HTM/14/55**

**Bishopsteignton Traffic Regulation Order - Summary of submissions**

Submission	Resident Of	Detail	Comment
1	Newton Road, Bishopsteignton	<p>Wished the new 40mph speed limit to be extended all the way to the approach of the Ware Barton Roundabout. Especially as there is proposed development in the Ware Barton area.</p> <p>Increase in day time traffic since Morrisons in Teignmouth opened with an increase in HGV's.</p> <p>Decision is flawed and objects the proposal on various grounds citing proposals to widen the road since the 1950's and other planning issues. Would like a meeting to discuss.</p>	<p>Speed data indicates that there is no need to extend the 40mph speed limit to Ware Barton Roundabout, as average speed is 32mph and the 85th%ile is 36mph</p> <p>Extending the speed limit where compliance is good into a rural section of road is not considered sustainable as the repeater signs become overgrown and can damage hedge cutting equipment.</p> <p>Not relevant to this proposal. HGV's are in any case legally restricted to 40mph on single carriageway National Speed Limit Roads.</p> <p>Some of the comments are dealt with above and other are not directly relevant to the current proposal. A meeting with the Local Member could be arranged.</p>
2	Police	<p>No suitable sites for CSW (Community Speed Watch) along stretches of road. Therefore will be unable to carry out any enforcement should the need arise.</p>	<p>Clarification with the Police has indicated that the main concern is with the new 30mph Gateway site which would make enforcement more difficult.</p> <p>The Police and Parish Council have been contacted proposing that the speed limit terminal remain at its current location.</p> <p>Police and Parish Council have both indicated support for this.</p> <p>There are limited opportunities for static enforcement within the 40mph section. However, survey data suggests that speeds will be compliant with the reduced limit.</p>

3	Grange Park, Bishopsteigton	<p>The speed limit should be 20mph in Forder Lane as it should be throughout the village. No footpath on the lane for those pedestrians who use the bus stops on the A381.</p> <p>The limit on the A381 should be 30mph rather than the proposed 40mph. This would be more acceptable and make it safer for those using the bus stops and traffic driving from Forder Lane on to the A381.</p>	<p>Whilst there is no speed data available for Forder Lane, records show no recorded injury collisions in the last 5 year period</p> <p>Forder Lane has no history of speed related injury collisions or significant vulnerable road user activity. Other than the A381, there have been 2 slight injury collisions within the village in the last 5 year period. Both occurred at low speed on Fore Street. Forder lane does not meet County Council policy for the introduction of a 20mph speed limit.</p> <p>This section of road is rural in nature. County Council Policy supports the introduction of a 40mph Speed limit when justified by a significant collision record. Speed data indicates that introduction of a lower limit is unlikely to be effective on this section and would also lose the 30mph Gateway effect adjacent to Grange Park in advance of the Cockhaven Rd junction and new Pedestrian Crossing at Michael's Field playing fields.</p>
4	Newton Road (Wear Hill) Bishopsteigton	<p>Access from Wear Hill onto A381 has limited visibility.</p> <p>Imposing a 40mph speed limit will only encourage higher speeds and greater risk.</p> <p>How will the 40mph speed limit be monitored?</p>	<p>Agreed that visibility is poor and the junction currently lies within a National Speed Limit area. There have been no collisions at this location in the last 5 year period.</p> <p>Enhancement of the Village Gateway to the west of the junction along with introduction of a lower speed limit is intended to raise the profile of the location as the entrance to the village and increase driver awareness.</p> <p>It is intended to monitor the effects of the scheme after implementation using speed detection radar.</p>

Appendix II  
To HTM/14/55



KEY -	EXISTING	PROPOSED
RESTRICTION		
40mph speed limit		
30mph speed limit		

**Devon**  
County Council

David Wilson  
Head of Highways

TRAFFIC CONTROL & POLICE UNIT  
DEVON COUNTY COUNCIL  
HIGHWAY MANAGEMENT  
PO BOX 100  
NEWTON ABBOT  
TODDAR  
Telephone 01392 155 100

SCHHEME

VARIOUS ROADS, BISHOPSTEIGNTON & TEIGNMOUTH

PROPOSED 30MPH & 40MPH SPEED LIMITS

DATE: 21-Jun-2013

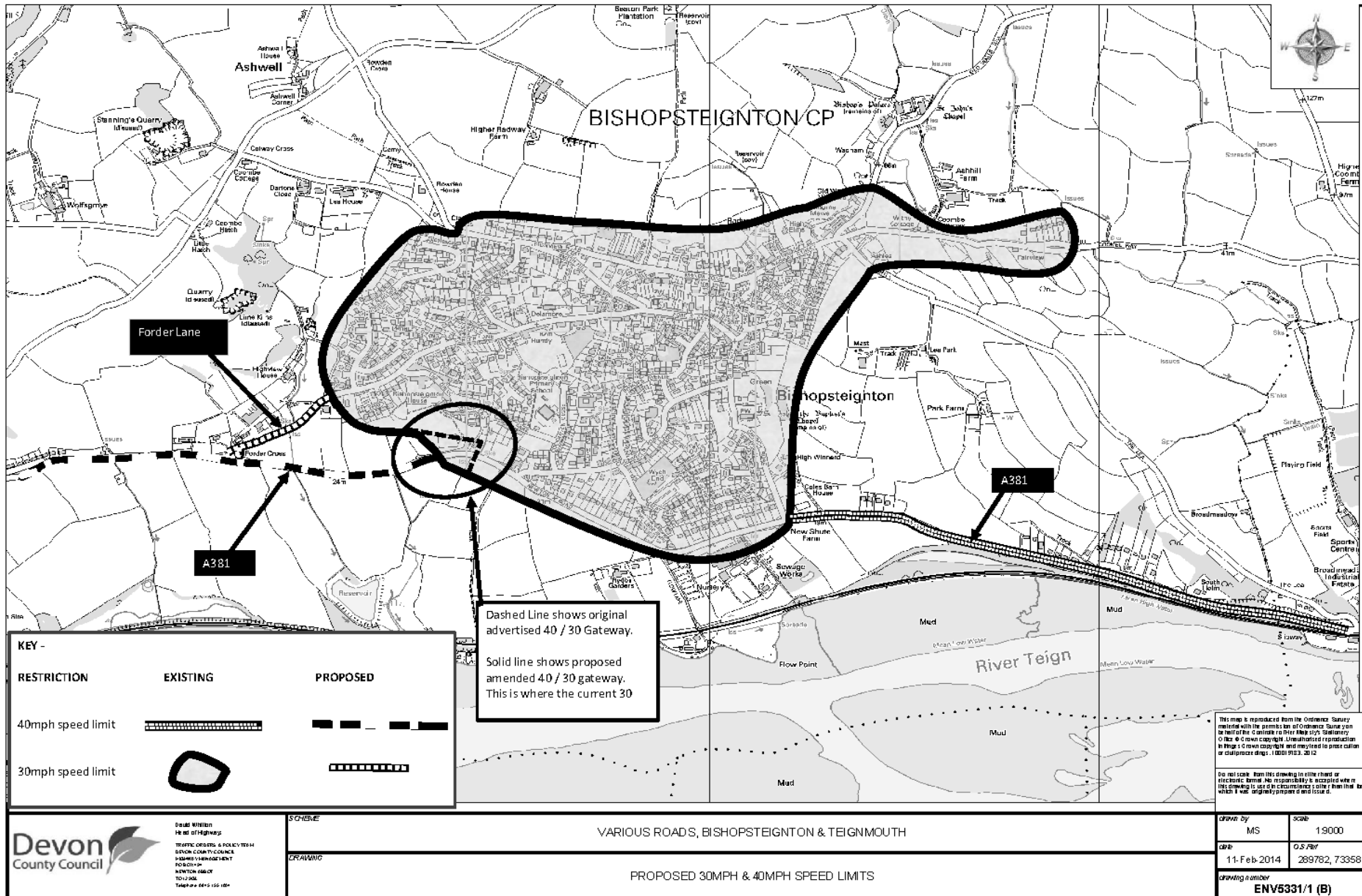
SCALE: 1:9000

OS REF: 289782, 73388

DRAWING: ENV5331/1 (A)

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**Appendix IV  
To HTM/14/55**



**Bishopsteignton A381**

This data covers injury collisions reported to/recorded by the Police  
between dates 01/01/2009 and 31/12/2013

SCALE	<b>1 : 6150</b>
DATE	<b>09/06/2014</b>
DRAWING No.	
DRAWN BY	<b>MW</b>