

## **Limehayes Road, Okehampton – Traffic Calming Measures**

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) to advertise and if no substantial objections received, make and seal a traffic regulation order for the implementation of No Waiting at Any Time restrictions as shown on plan attached in Appendix II;**
- (b) the feasibility study for the implementation of speed cushions and subsequent recommendation not to implement such a scheme be noted;**
- (c) to implement advanced weight restriction warning signs as shown on plan attached in Appendix III;**
- (d) the Committee gives approval after due consideration to specific factors set out under Section 122 of the Road Traffic Regulation Act 1984 as detailed in section 7 Legal Considerations of this report.**

### **1. Summary**

This report outlines worked to date and options considered to develop finalised proposals to improve traffic management on Limehayes Road, Okehampton.

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

As part of the development of a Persimmons Homes site off Crediton Road an agreement was reached to investigate the possible introduction of traffic calming measures. A preliminary consultation proposal was drawn up displaying speed cushions, no waiting restrictions on main junctions and advanced weight restriction warning signs (see Appendix I).

The purpose of this consultation was to gauge residents opinion/support on these proposals to justify if further investigation was warranted. Following the results of this consultation a further feasibility study was then undertaken, details of which are explained below in section 3.

### **3. Proposal**

Following the preliminary consultation a feasibility study was undertaken to consider the impact of the proposals in more detail.

When considering the current speed of vehicles on Limehayes Road counts shows that the average traffic speeds are around 25mph. This suggests general compliance is good and the introduction of traffic calming measures is not justified to improve compliance with the signed limit.

When considering measures to reduce the desirability of this route as a rat run it is not felt the introduction of two sets of speed cushions is likely to have any significant effect on

reducing numbers. This issue is likely to be only improved by the implementation of a much larger scheme, e.g. a relief road.

Therefore considering the above and the detrimental side effects that speed cushions can bring such as constant clipping noises to surrounding residents and the maintenance liability, it was the finding of this study that such measures should not be progressed. However it is recommended that traffic speed and volumes are periodically monitored.

When assessing the proposed implementation of no waiting at any time restrictions on the main junctions of Limehayes Road, it is assessed that these proposals will still be beneficial to traffic management. These restrictions will both aid visibility for drivers and turning movement for buses as this is a recognised bus route.

The advanced warning signs for the weight restriction are still felt beneficial to improve information for HGV drivers before committing to an inappropriate route.

#### **4. Consultation and Representations**

There is a legal requirement to advertise a traffic regulation order for the no waiting restrictions. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

#### **5. Financial Considerations**

A sum of £5,000 has been contributed by Persimmons Homes to progress the traffic regulation order and associated works.

#### **6. Equality Considerations**

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

#### **7. Legal Considerations**

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

- (a) the desirability of securing and maintaining reasonable access to premises**  
Officer recommendation: Not relevant to this proposal.
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run**  
Officer recommendation: This proposal only aims to improve informal advanced information to drivers of heavy commercial vehicles above 7.5 tonnes.
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)**  
Officer recommendation: Not relevant to this proposal.

- (c) **the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles**

Officer recommendation: Not relevant to this proposal.

- (d) **any other matters appearing to the local authority to be relevant**

Officer recommendation: other relevant matters for consideration are outlined in the body of this report.

## **8. Risk Management Consideration**

No risks have been identified associated to the recommendations above.

## **9. Options/Alternatives**

Option 1 – do nothing.

Current road layout stays as it is. It is felt that this would be detrimental as it would not take advantage of third party funding to undertake measures felt beneficial to traffic management.

Option 2 – implement scheme with speed cushions.

The implementation of these measures has not been assessed to be of overriding benefit when considered against the associated detrimental side effects as set out in section 3.

## **10. Reason for Recommendation**

The reason for the recommendation set out in this report is that the proposed scheme represents measures that best reflects the aim to improve traffic management whilst considering responsible cost versus benefit analysis.

David Whitton  
Head of Highways, Capital Development and Waste

## **Electoral Division: Okehampton Rural**

Local Government Act 1972: List of Background Papers

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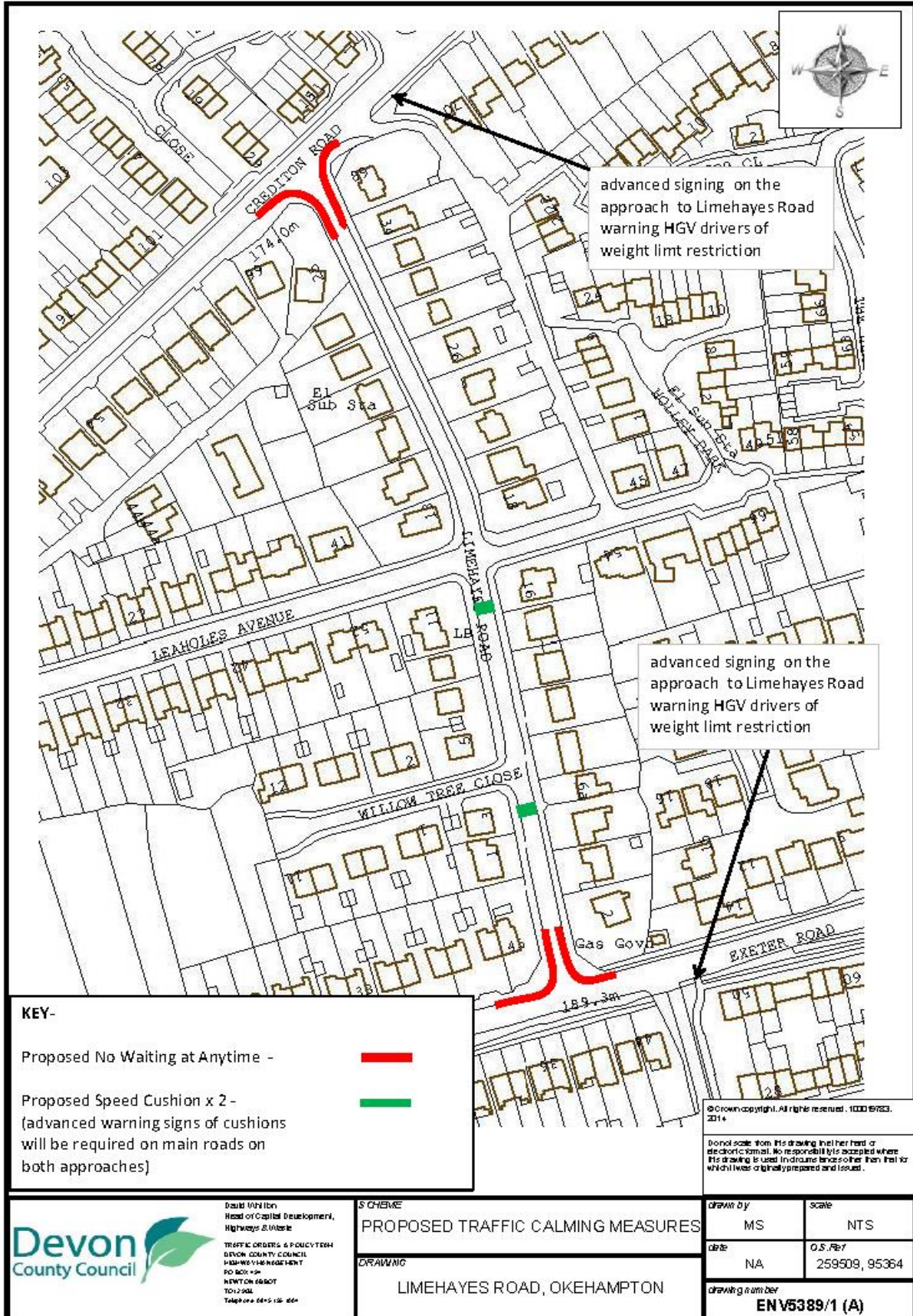
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Background Paper	Date	File Reference
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None

ms160615wdh  
sc/cr/limehayes road Okehampton traffic calming  
03 030715



**Appendix II  
To HCW/15/47**



**KEY-**  
Proposed No Waiting at Anytime - —

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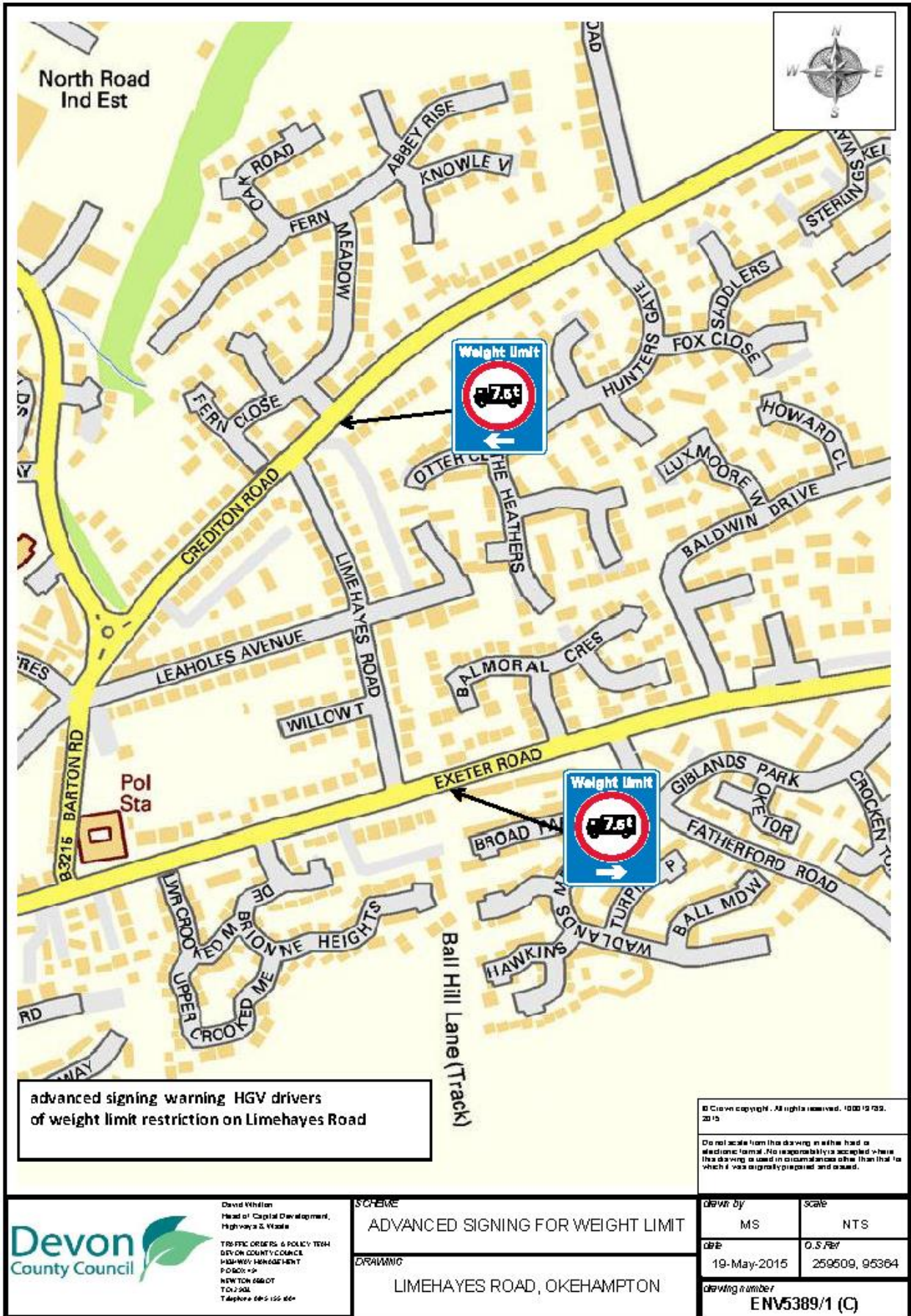
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**S CHENE**  
**PROPOSED NO WAITING AT ANY TIME  
RESTRICTIONS**

**DRAWING**  
LIMEHAYES ROAD, OKEHAMPTON

drawn by	scale
MS	NTS
date	O.S. Ref
19-May-2015	259509, 95364
drawing number	
<b>ENV5389/1 (B)</b>	



advanced signing warning HGV drivers  
of weight limit restriction on Limehayes Road

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SCHEME  
ADVANCED SIGNING FOR WEIGHT LIMIT

DRAWING  
LIMEHAYES ROAD, OKEHAMPTON

drawn by	MS	Scale	NTS
date	19-May-2015	D.S.P.#	259509, 95364
drawing number	ENV5389/1 (C)		