

Phil Norrey
Chief Executive

To: The Chairman and Members of
the West Devon Highways and
Traffic Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 8 March 2017
Please ask for : Gerry Rufolo 01392 382299

Email: gerry.rufolo@devon.gov.uk

WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 16th March, 2017

A meeting of the West Devon Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Kilworthy Park, Drake Road, Tavistock to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART 1 OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes
Minutes of the meeting held on 29 November 2016 (previously circulated).
- 3 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

- 4 Annual Local Waiting Restriction Programme (Pages 1 - 14)
Report of the Chief Officer, Highways, Infrastructure Development and Waste (HIW/17/19) attached
- 5 Request for 30mph Speed Limit through Lewdown and Cross Roads (Pages 15 - 18)
Report of the Chief Officer, Highways, Infrastructure Development and Waste (HIW/17/20) attached.

Electoral Divisions(s): All Divisions

- 6 North Tawton - 30 mph Speed Limit Extension (Pages 19 - 24)
Report of the Chief Officer, Highways, Infrastructure Development and Waste (HIW/17/21) attached

STANDING ITEMS

- 7 Petitions/Parking Policy and Review
[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme (<https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/>).

MATTERS FOR INFORMATION

- 8 Dates of Future Meetings
17 July (Okehampton), and 7 November (Tavistock) 2017 and 9 March (Okehampton) 2018.

Note: The County Council calendar of meetings is available at:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

PART II - ITEMS WHICH IN THE OPINION OF THE CHAIRMAN MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

<p><i>Part II Reports</i></p> <p><i>Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).</i></p> <p><i>Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.</i></p>
<p><i>Agenda Items and Attendance of District & Town/Parish Councillors</i></p> <p><i>Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.</i></p> <p><i>Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.</i></p> <p><i>For further information please contact Gerry Rufolo on 01392 382299.</i></p>

MembershipCounty Councillors

Councillors P Sanders (Chairman), K Ball, J McInnes and D Sellis (Vice-Chair)

West Devon Council

Councillors M Benson and T Leech

DALC

Councillor C Marsh

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Gerry Rufolo on 01392 382299.

Agenda and minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.

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The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

Public Participation

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Gerry Rufolo on 01392 382299.

Emergencies

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

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Induction loop system available

HIW/17/19

West Devon Highways and Traffic Orders Committee
16 March 2017

Annual Local Waiting Restriction Programme

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) work on the annual waiting restrictions programme and the prioritisation process applied in 16/17 is noted;***
- (b) the recommendations contained in Section 4. of this report are agreed and the proposals implemented where relevant;***
- (c) pending Cabinet support, and decisions on funding and scope of works; a further programme is developed for 17/18.***

1. Background

The County Council regularly receives requests for waiting restrictions to be introduced or amended. These can be difficult to deliver due to resource and funding pressures which, in turn, can have a negative impact on the County Council's relationship with local communities.

Recognising this difficulty, a managed process has been developed to deliver an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The agreed process was reported to Members at the March 2016 meeting along with the proposed programme for this Committee's area for approval.

Building on the success of this process, officers propose that a further programme is developed for 2017/18.

2. Proposal

Pending Cabinet support, decisions on funding and scope of works, officers propose that:

- (a) the sites that have received objections in the 2016/17 programme are reported to this committee and decided individually, in line with the recommendations in Section 4.**
- (b) consideration is given to extending the scope of the programme in 2017/18 to include other restrictions and minor aids to movement improvements such as dropped crossing points.**

In preparation for the 17/18 programme, and assuming Cabinet support, Members may wish to discuss sites for consideration with local officers in the Neighbourhood Highways Teams.

Agenda Item 4

3. Consultations

The 2016/17 Programme advertised proposals from Exeter City and all District Council Areas. A budget of £100,000 was allocated to the project with indicative budgets of £12,500 for each area. The number of requests received in some areas significantly exceeded others but have all been contained within the overall budget.

The table below shows the number of proposals advertised in each area, the number of sites progressed without significant objection, the number of sites to be reported to HATOC in each area and the number of objections received respectively.

Area	Available Funding	No. of Sites advertised	No. of Sites Progressed	No. of Sites to be reported to HATOC	No. of Objections received
Torrige	£12,500	8	6	2	1
Mid Devon	£12,500	10	9	1	5
East Devon	£12,500	58	21	37	49
West Devon	£12,500	14	8	6	39
South Hams	£12,500	54	32	22	71
Exeter	£12,500	81	58	23	43
Teignbridge	£12,500	34	20	14	28
North Devon	£12,500	22	14	8	8
Total	£100,000	282	168	114	247

4. Representations Received in the West Devon area

Objections have been received to the following proposals

Summary of Representations

Comments	Devon County Council (DCC) Response
Bere Alston, Fore Street (Plan ENV5558-1(A))	
14 objections (8 residents of Fore Street and 6 Residents of wider Bere Alston area)	
<p>8 objectors concerned that vehicle speeds will increase if parking is removed.</p> <p>2 objectors concerned of increased risk to pedestrian or other road users.</p> <p>5 objectors concerned about loss of trade to local shops and businesses.</p> <p>6 objectors concerned about displaced parking will create more of a problem in the village. Or where will they park?</p> <p>2 objectors reported that there was not a problem and that the Parish Council, local fire officer and snow warden agreed with this statement.</p>	<p>Reason for the Proposal</p> <p>To prevent obstructive parking on Fore Street. Larger vehicles including Council Gritters have been prevented from using the road. There is also evidence of vehicle strikes on the corner of the Bere Alston United Church building.</p> <p>No speed data is available for Bere Alston. However this is a narrow road in a low speed village environment and removal of a pinch point would not usually be regarded as creating a safety hazard.</p> <p>The proposal would have no effect on the footway availability and would also improve inter-visibility between Pedestrians and Motorists.</p>

Comments	Devon County Council (DCC) Response
<p>3 objectors mention impact on Methodist Church and the elderly visiting the church.</p> <p>2 objectors concerned about loading and unloading.</p> <p>Vehicle Activated Sign (VAS) be located in Fore Street to light if driver exceeds posted speed limit.</p> <p>Make Fore Street one-way.</p> <p>Relocate bus stop outside Edgecombe Hotel.</p>	<p>The loss of parking proposed is approximately 3 spaces which are currently only available in the evening. The proposals do not affect the available parking stock during trading hours or the availability of loading and unloading.</p> <p>DCC do not erect VAS unless there is evidence of a speed issue.</p> <p>Making a street one-way may increase vehicle speeds and is outside of the scope of this consultation.</p> <p>Relocation of the Bus Stop is outside the scope of this consultation but might be considered in a future review.</p>
<p>RECOMMENDATION – To arrange site meeting with County Councillor, HATOC Chair and Parish Council to agree a resolution of the proposals.</p>	
<p>Buckland Monachorum, Yelverton (Plan ENV5558-8(A) Rev1)</p>	
<p>Two partial objections & one supporter</p>	
<p>Objection 1</p> <p>(Buckland Monachorum Parish Council)</p> <p>Agreed to all proposals except for those in Harrowbeer Lane and Westella Road. The Parish Council (PC) wanted it understood that the lack of parking around Yelverton forecourt is already a subject of concern and would not wish this proposal to make matters worse. No safety concerns have been noted by the PC in either of these locations. The PC would therefore propose that the restrictions in:</p> <ul style="list-style-type: none"> • Harrowbeer Lane be shortened from the proposed 25 and 30m to 10m both sides. • Westella Road proposal should not be progressed. <p>Objection 2 (Resident of Milton Combe)</p> <ul style="list-style-type: none"> • Harrowbeer Lane - can see no reason to restrict parking here at all. • Westella Road. Suggests that the restriction should be extended further as far as the Beauty Salon. Comments that this will displace parking to other roads in the area. 	<p>Harrowbeer Lane - Reason for the Proposal.</p> <p>Double Yellow Lines are proposed to prevent obstruction of the approach to the junction with the B3212 Dousland Road.</p> <p>Westella Road – Reason for the Proposal.</p> <p>Vehicles parked on this short section of Westella Road can obstruct the entrance to The Rock Inn.</p>

Agenda Item 4

Comments	Devon County Council (DCC) Response
<p>Supporter 1 (Address unknown)</p> <ul style="list-style-type: none"> Fully supports proposals for Dousland and Yelverton. Comments that the proposals seem sensible. 	
<p>RECOMMENDATION – To arrange site meeting with County Councillor, HATOC Chair and Parish Council to agree a resolution of the proposals.</p>	
<p>Horrabridge, Manor Estate (Plan ENV5558-5(A))</p>	
<p>3 Objections from residents of Horrabridge but not of Manor Estate 1 specific supporter, who is a resident of Manor Estate</p>	
<p>General Objections:</p> <ul style="list-style-type: none"> All 3 objectors concerned at loss of parking as demand for parking spaces in the village already exceeds that available. 1 objector is concerned that vehicle speeds will increase if parking is removed. <p>Supporter 1 (Resident of Manor Estate)</p> <ul style="list-style-type: none"> Good news but restrictions may exacerbate current parking obstructions down the estate and on the corner of Manor Gardens which inhibits vehicle free passage, turning the corner, deliveries and collections. <p>Support 2 (Parish Council)</p> <ul style="list-style-type: none"> Supports the Proposals. nb: This support came in after the advertising period had finished and is the PC's response after considering the objections received. 	<p>Reason for the Proposal.</p> <p>To prevent obstruction of the junction with A386 and to ensure access into the Manor Estate.</p> <p>This is a short 45m long feeder road into the Manor Estate. Inconsiderate parking along this section of road obstructs access for residents and deliveries. No speeding issues are anticipated as a result of the proposals being implemented.</p>
<p>RECOMMENDATION – To implement the restrictions on the Manor Estate as advertised.</p>	
<p>Horrabridge, Bedford Place and Jordon Lane Plan (ENV5558-4(A))</p>	
<p>(17 objections and 1 supporter)</p>	
<p>17 Objectors</p> <ul style="list-style-type: none"> All objectors are concerned at loss of on street parking in an area that is already short of available spaces. <p>Objection 2 (Parish Council)</p> <ul style="list-style-type: none"> The lines proposed for Bedford Road and Jordan Lane are controversial. The PC requests that the proposal for these are deleted from the schedule. nb: This objection came in after the advertising period had finished and is the Parish 	<p>Reason for the Proposal</p> <p>The proposals seeks to prevent obstruction by parked vehicles at this junction.</p>

Comments	Devon County Council (DCC) Response
<p>Council's response after considering the large number of objections received to this element of the TRO.</p> <p>Supporter 1 (Resident Bedford Road)</p> <ul style="list-style-type: none"> This will make it easier to get in and out of our drive. Prevent delivery lorries knocking on the door to find the owner of a vehicle preventing them making a delivery. 	
<p>RECOMMENDATION – That the proposals should not be implemented at this time.</p>	
<p>Horrabridge, Whitchurch Road (Plans ENV5558-7(A) & ENV5558-6 (A))</p>	
<p>10 objections</p>	
<ul style="list-style-type: none"> 10 objectors concerned at loss of parking as demand for parking spaces already exceeds that available. 6 objectors concerned that parking will be displaced elsewhere. 1 objector has not witnessed the problem. 2 objectors state that no help is being given in finding alternative parking. 3 objectors are concerned that vehicle speeds will increase if parking is removed. 1 Objector is concerned that the proposals might affect the value of nearby properties. <p>Parish Council</p> <ul style="list-style-type: none"> The Parish Council would like the advertised restriction on the south-west side of Whitchurch Road shortened from 15m to 12.5m leaving enough room for gritting lorries and buses to make the turn. The lines on the north-east side to be carried out as notified. 	<p>Reasons for the Proposals</p> <p>The proposals seeks to prevent obstruction by parked vehicles at junctions and on narrow sections of the road.</p>
<p>RECOMMENDATION – To arrange site meeting with County Councillor, HATOC Chair and Parish Council to agree a resolution of the proposals</p>	
<p>Tavistock, Chollacott Lane. (Plan ENV5558-10(A))</p>	
<p>One Objection</p> <p>Objecting because vehicles will be displaced from junction with Whitchurch Road in Chollacott Lane. These displaced vehicles will likely obstruct access to narrow lane leading to the objector's property.</p>	<p>Reason for the Proposal</p> <p>The proposals seeks to prevent obstruction by parked vehicles at this junction. The road is narrow and parking in this location will potentially block the road.</p> <p>Further restrictions can be advertised as part</p>

Agenda Item 4

Comments	Devon County Council (DCC) Response
Suggests that Double Yellow Lines at the junction are postponed until such a time that restrictions can be advertised at junction of narrow lane lading to the property.	of the 2017/18 Hatoc Waiting Restriction Review if the concerns of the objector are realised.
RECOMMENDATION – To implement the restrictions on the Chollacot Lane as advertised.	

Plans of the proposals referred to above can be seen in Appendix A to this report.

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

6. Environmental Impact Considerations

The scheme rationalises on street parking within the town and its stated objectives are designed to:

- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

8. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's 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. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in the West Devon area.

9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposal.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the West Devon Area:

- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The proposals contribute to the safe and expeditious movement of traffic in the West Devon Area and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in West Devon

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

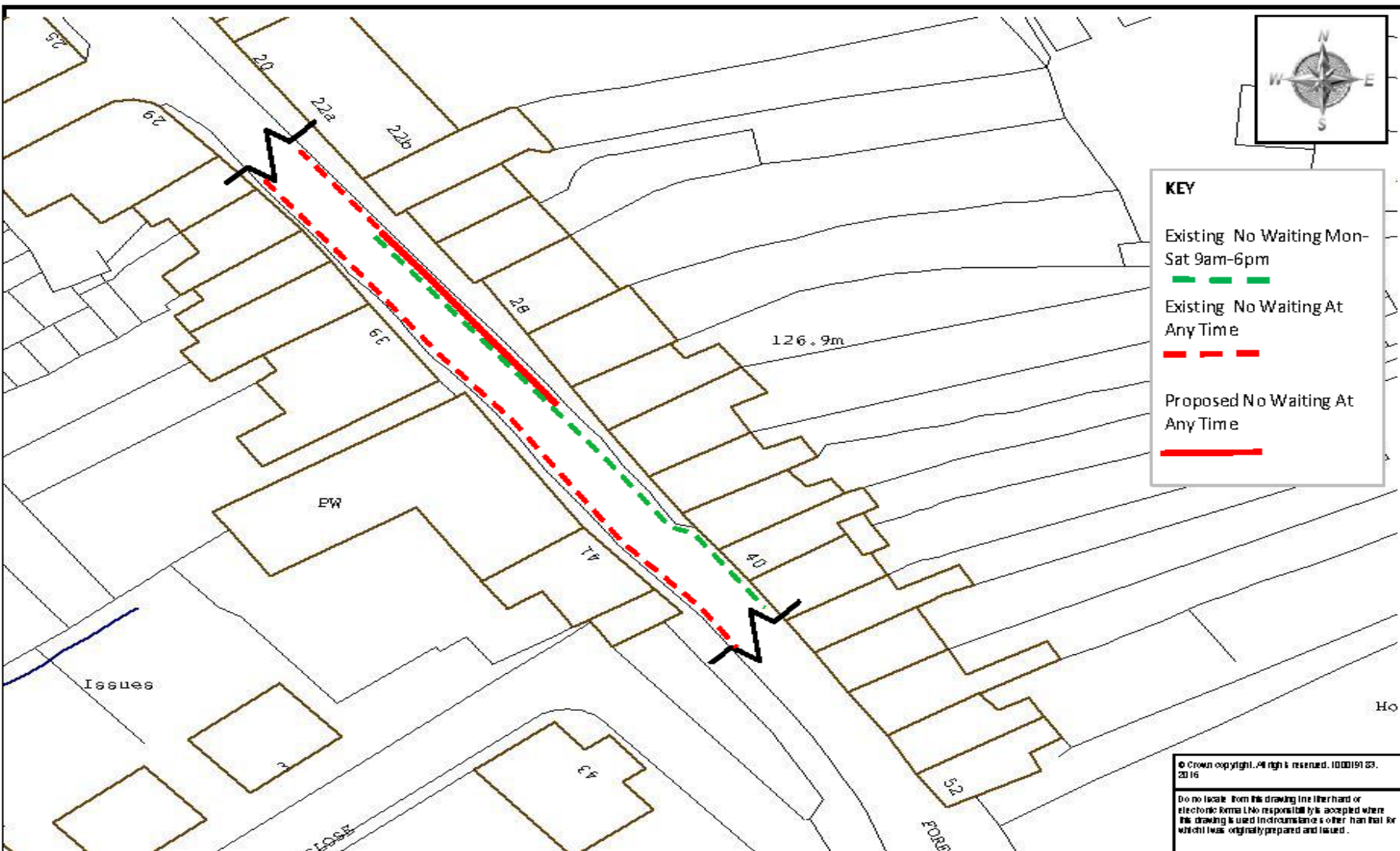
Room No: ABG Lucombe House

Tel No: 01392 3830000

Background Paper	Date	File Ref.
None		

mj010317wdh
sc/cr/annual local waiting restriction programme
02 080317

Appendix A
To HIW/17/19



KEY

Existing No Waiting Mon-Sat 9am-6pm

Existing No Waiting At Any Time

Proposed No Waiting At Any Time

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date	09-Aug-2016	O.S Ref	244798,66702
drawing number	EN V5558-1(A)		

David Wilson
Head of Capital Development,
Highways & Waste

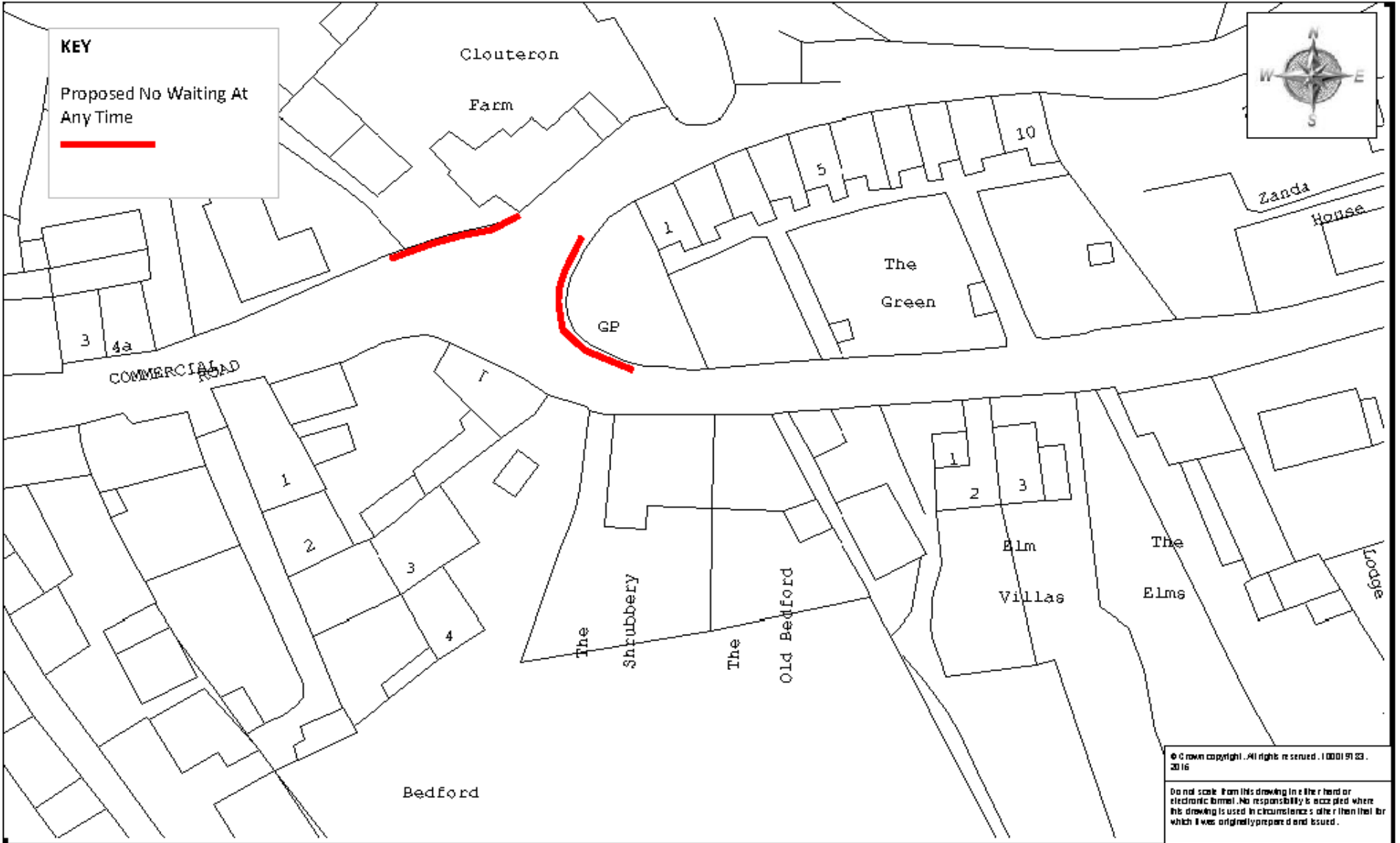
REPRESENTATION TEAM
DEVON HIGHWAYS
LEONARD HOUSE
COUNTY HALL
EX1 1SR
03453
mailto:en@devon.gov.uk


SCHEME

BERE ALSTON, FORE STREET

DRAWING

PROPOSED NO WAITING AT ANY TIME



KEY
 Proposed No Waiting At Any Time




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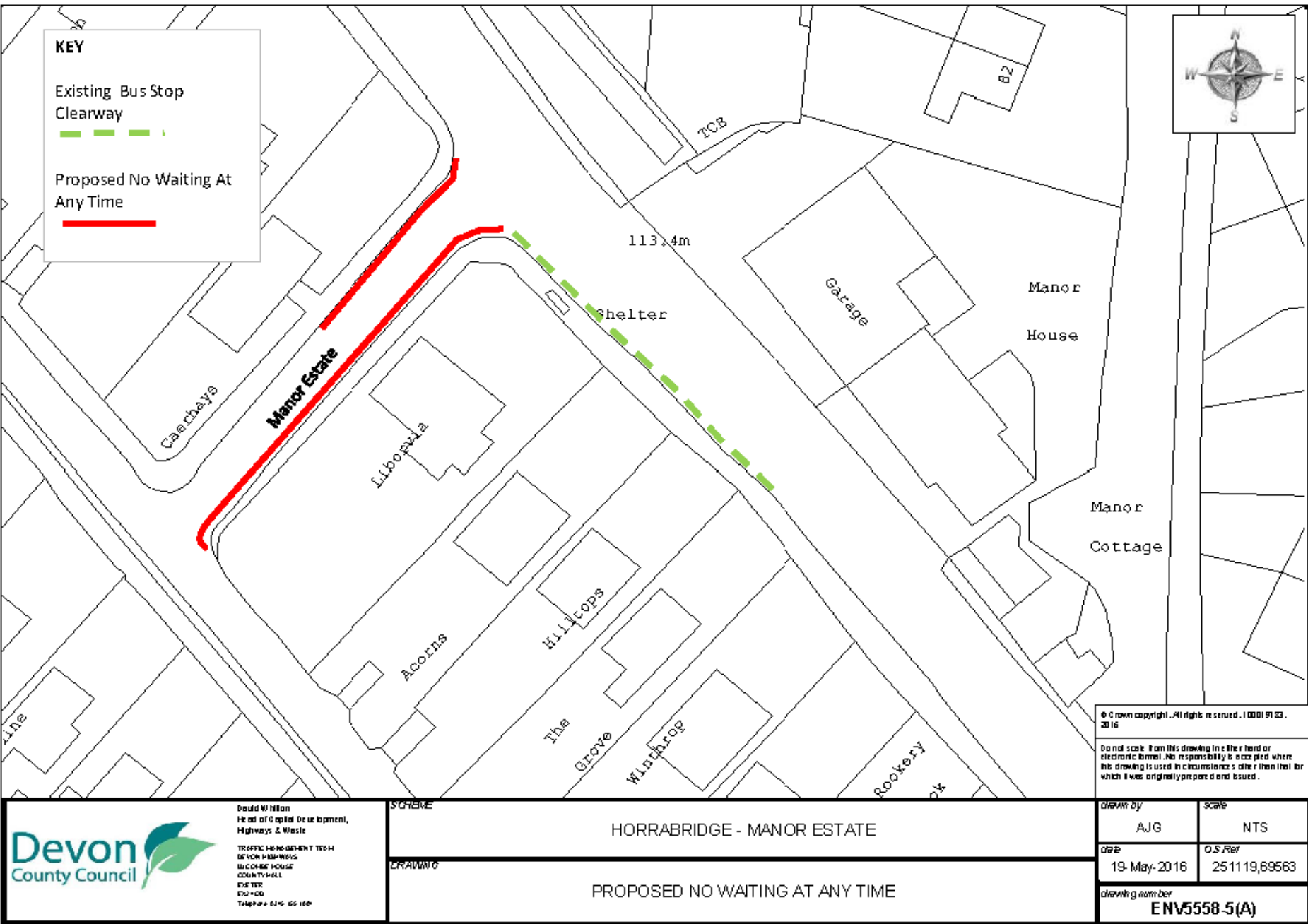


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 EXETER
 EX2 000
 Telephone 01392 661000

SCHEME
 HORRABRIDGE
 BEDFORD ROAD/JORDAN LANE AND COMMERCIAL ROAD

DRAWING
 PROPOSED NO WAITING AT ANY TIME

Drawn by A/JG	Scale NTS
Date 19-May-2016	O.S. Ref 251433,69947
Drawing number ENV5558-4(A)	



Devon County Council

David Wilson
Head of Capital Development,
Highways & Waste

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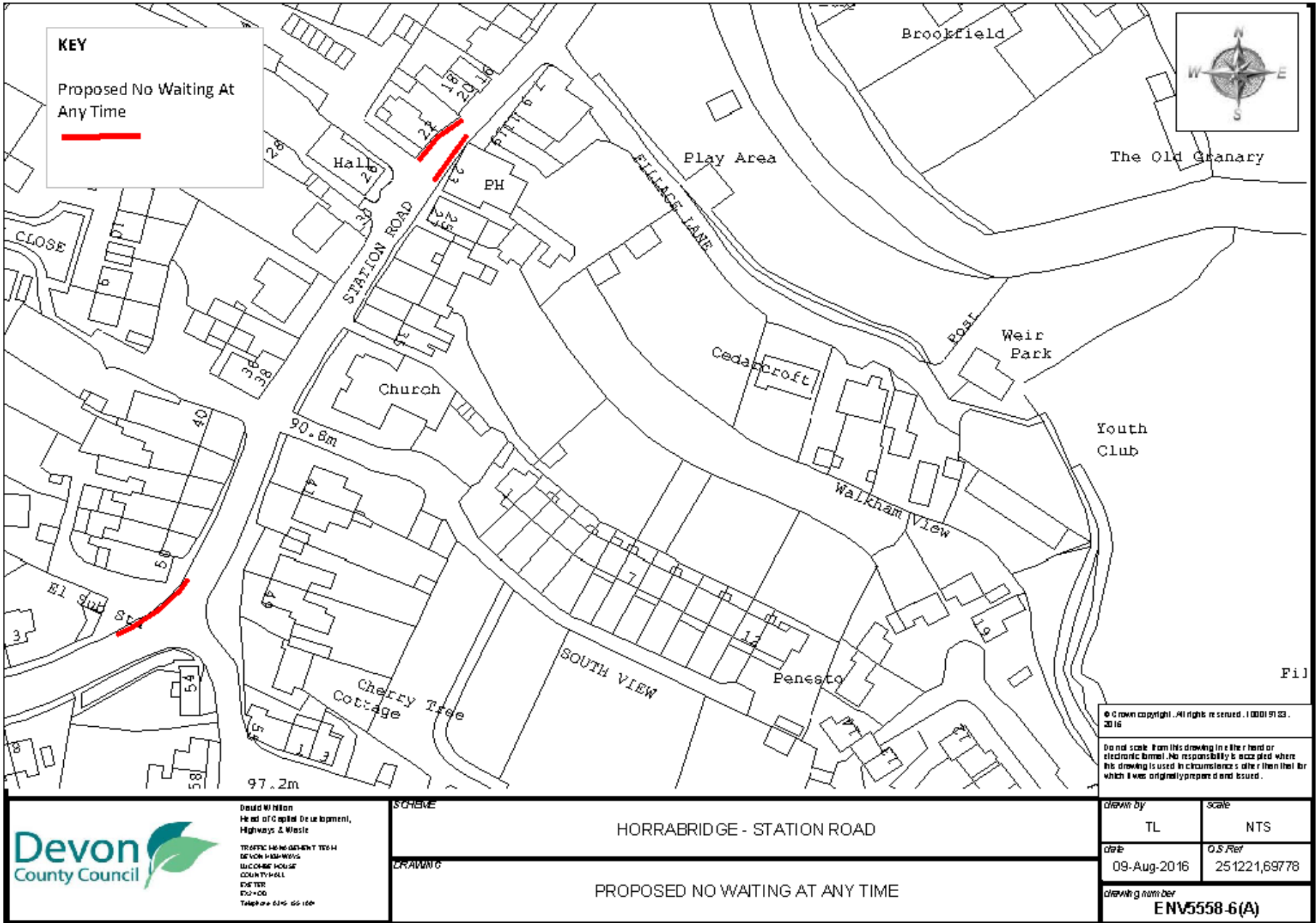
SCHEME
HORRABRIDGE - MANOR ESTATE

DRAWING
PROPOSED NO WAITING AT ANY TIME

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ENV5558-5(A)	



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Proposed No Waiting At Any Time

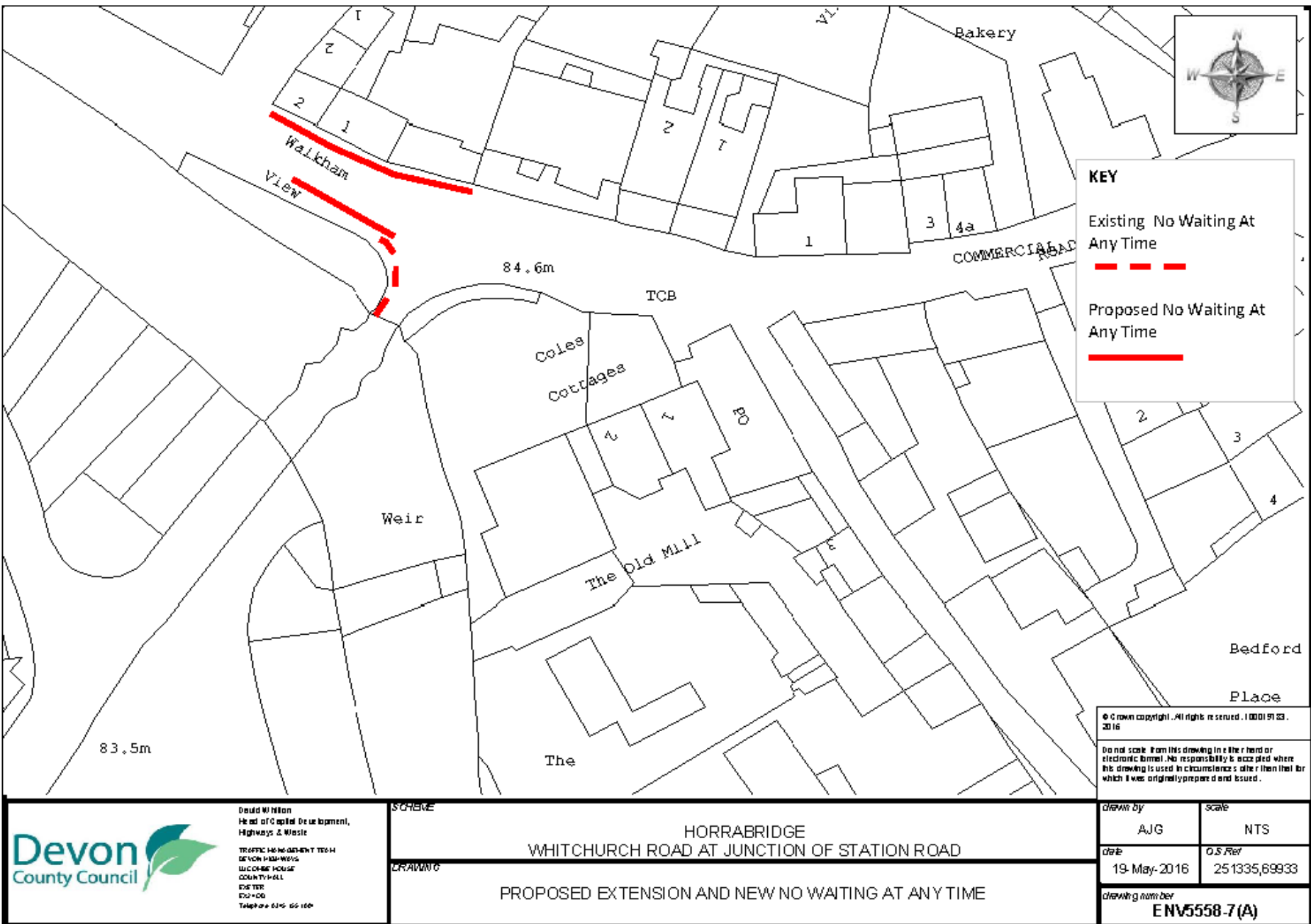


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SCHEME
HORRABRIDGE - STATION ROAD
DRAWING
PROPOSED NO WAITING AT ANY TIME

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KEY

Existing No Waiting At Any Time
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Proposed No Waiting At Any Time
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ENV5558-7(A)



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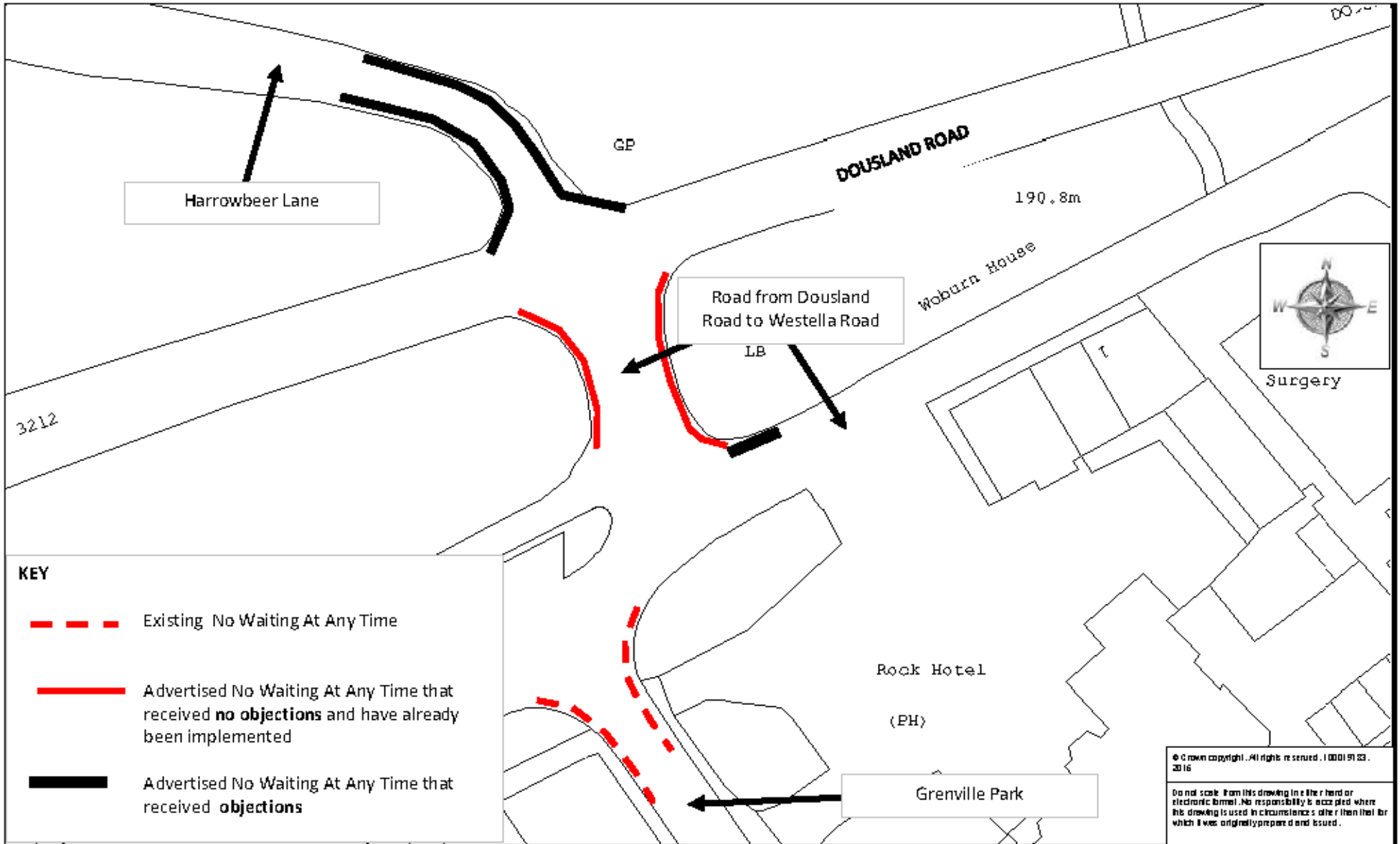
TRAFFIC MANAGEMENT TEAM
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Scheme

**HORRABRIDGE
 WHITCHURCH ROAD AT JUNCTION OF STATION ROAD**

Drawing

PROPOSED EXTENSION AND NEW NO WAITING AT ANY TIME



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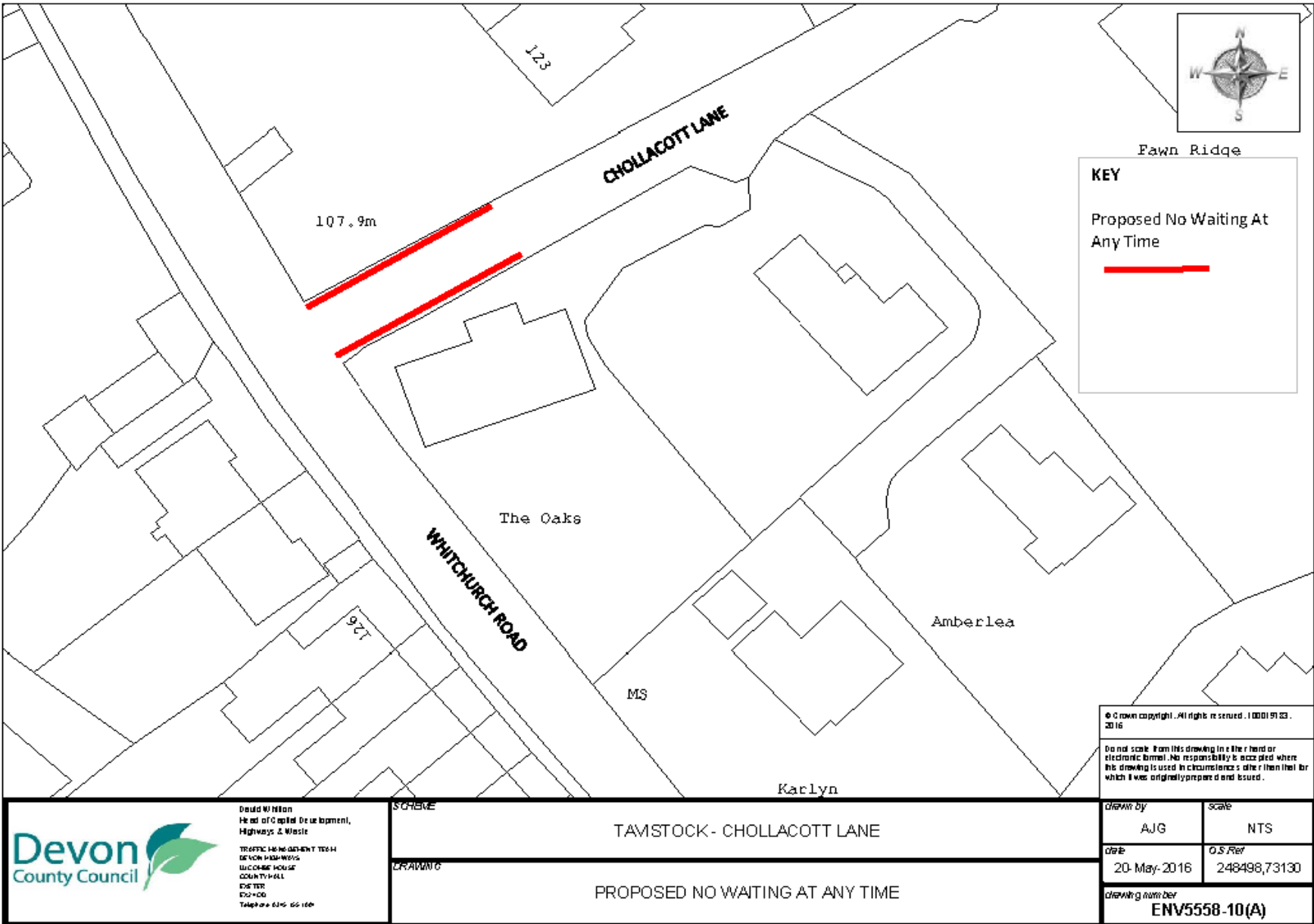
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ENV5558-8(A) Rev1



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SCHEME
YELVERTON
HARROWBEER LANE & ROAD FROM DOUSLAND ROAD TO WESTELLA ROAD

DESCRIPTION
PROPOSED NO WAITING AT ANY TIME



Devon County Council

David Wilson
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TECH
DEVON HIGHWAYS
WILCOCK HOUSE
COUNTY HALL
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SCHEME	TAMSTOCK - CHOLLACOTT LANE	
DRAWING	PROPOSED NO WAITING AT ANY TIME	

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Drawing number	
ENV5558-10(A)	

HIW/17/20

West Devon Highways and Traffic Orders Committee
16 March 2017

Request for 30mph Speed Limit through Lewdown and Cross Roads

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

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

Recommendation: It is recommended that the request for a 30mph Speed Limit through Lewdown is not supported.

1. Background/Introduction

A petition for a 30mph speed limit on the C822 through Lewdown, containing 119 signatures, was received on 20 December 2016. The current speed limit through the village is 40mph.

2. Main Text/Proposal

The C844, which runs through Lewdown, is the former A30 Trunk Road. As such, there are sections of road which are straight and wide and of a generally high standard. The road still functions as a Heavy Goods Vehicle access to many commercial and agricultural premises, and is the official diversion route when incidents on the A30 dual carriageway require an alternative route to be available.

The road environment through Lewdown is wide and straight with excellent visibility. Limited parking occurs on the main carriageway as most properties fronting the road have the benefit of off road parking.

Traffic speeds, recorded in September 2010 and September 2016, are consistent with a 40mph speed limit. Introduction a lower speed limit is likely to lead to significant issues of non-compliance and calls for Police enforcement.

There have been no reported collisions within the 40mph speed limit, or within a mile either side, within the last five years.

3. Options/Alternatives/Discussion

The 40mph Speed limit in Lewdown and Cross Roads was introduced in 1996 some five years after the road ceased to be a Trunk Road. The limit was introduced in line with Department of Transport guidance at the time.

The high degree of compliance with the existing 40mph speed limit, and the lack of any collisions over the past five years, both indicate that a 40mph speed limit is correct for this road.

County Council Speed Limit Policy now recognises that 30mph is the correct speed limit within communities and that national speed limit is the appropriate limit between communities. Whilst this indicates that the County Council will in general support communities wishing for a 30mph speed limit to be introduced, there is no specific budget

Agenda Item 5

available to support this, unless the site is identified as having a significant speed compliance issues or speed related casualty history.

Where a Community wishes to fund the introduction of a 30mph speed limit the County Council will assist subject to engineering and road safety concerns being satisfied. These would include a realistic assessment of existing speeds, collision history, potential for engineering measures to support compliance with the speed limit along with the costs and side effects of any engineering or traffic calming being considered.

For example, if speeds are currently known to be well above 30mph it is likely that some drivers will ignore a 30mph speed limit and will be tempted to overtake drivers who do abide by the new limit. In a scenario where there are currently no reported injury collisions, loss of consensus over the appropriate speed may actually lead to collisions occurring.

A Community is defined as being at least 600m in length and having a minimum of 20 frontages visible on the road.

- The built up area of Lewdown is in excess of 600m in length and has more than 20 frontages on the road. Lewdown is separated from Cross Roads by an undeveloped section of road for over 400m. Lewdown would therefore meet the initial policy requirement in terms of length and frontages.
- Crossroads has 12 frontages on the road and is just over 400m in length. The settlement includes the School as well as Jethro's club and Ardoch Lodge. Cross Roads would not meet the initial policy requirement in terms of length and number of frontages.

Reducing the speed limit to 30mph would be likely to lead to significant issues of non-compliance and enforcement unless substantial sums are spent on effective traffic calming measures on this route. In addition to the costs, installation of traffic calming on routes used by large numbers of HGV's can have significant environmental effects in terms of noise and vibration. Where older properties front the road, ground borne vibration may also have an effect on foundations.

4. Consultations/Representations/Technical Data

A petition requesting the speed limit was received on 20 December 2017. The local County Council Member has asked that the petition be considered by this Committee.

5. Financial Considerations

A Traffic Regulation Order would be required, and the existing speed limit signing would have to be removed. The road is street lit and so a 30mph speed limit would only be signed at the terminal points, although the street lighting would need to be checked to ensure that it is consistent through the village.

In order to ensure that the speed limit is self-enforcing, effective traffic calming measures would need to be considered.

No budget has been identified for these works.

6. Environmental Impact Considerations

There are not considered to be any environmental impact considerations in regards to this scheme.

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. Recommendations

Given the collision history and recorded vehicle speeds it is recommended that the speed limit through Lewdown and Cross Roads remains at 40mph.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Okehampton Rural

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
Petition		

jf210217wdh
sc/cr/request for 30mph speed limit through Lewdown
03 070317



HIW/17/21

West Devon Highways and Traffic Orders Committee
16 March 2017

North Tawton – 30mph Speed Limit Extension

Report of the Chief Officer, 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 responses to the proposed Traffic Regulation Order are noted;**
- (b) the Traffic Regulation Order as advertised, be made, sealed and implemented.**

1. Background/Introduction

The purpose of this report is to consider the submissions received during the North Tawton 30mph Speed Limit Extension Traffic Regulation Order consultation.

2. Proposal

As part of a new residential development scheme at Batheway Fields at North Tawton, it is proposed to extend the 30mph speed limit along the Road from Moor View to de Bathe Cross (C472) towards de Bathe Cross, incorporating the new junction into the Batheway Fields development. The proposed extension to the speed limit is to tie in with the extent of the new street lighting installed as part of the development and takes into consideration the necessary visibility splay for the new junction. The proposal can be seen on drawing number ENV5510/1 (A) in Appendix I.

As the extension of the 30mph limit is on highway that is subject to the national speed limit, a restricted road traffic regulation order needs be created for that change in speed limit. This is line with legislation.

3. Options/Alternatives

The recommendation is to proceed with the sealing of the order as advertised as it is considered that a further extension to the originally proposed 30mph speed limit would not be in line with Devon County Councils current policy on speed limits.

The policy is to provide 30mph speed limits in communities. Between communities 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 collisions along that route.

Over the five year period from 2011 to 2015 there have been no reported collisions on the C472; no data has been released for 2016 as of yet however there are no safety grounds to extend the speed limit further than originally proposed. There would be concerns that extending the 30mph limit further would result in the limit not being observed.

Under these circumstances and in accordance with policy, it is not recommended to extend the 30mph speed limit other than originally proposed in drawing number ENV5510/1 (A).

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The original proposed location of the 30mph limit also complies with the minimum requirements for forward visibility to allow motorists to adjust speed prior to the commencement of the speed limit.

4. Consultations & Representations

Following approval by the local County Councillor and the Chair of West Devon Highways and Traffic Orders Committee formal consultation on the proposed traffic regulation order began on 1 December until 22 December 2016. During the consultation period, two submissions were received.

The submissions requested that the 30mph speed limit be extended further out than originally proposed.

A summary of the submissions and the County Council's responses can be seen in Appendix II.

5. Financial Considerations

The funding for this traffic regulation order is being met by the developer.

6. Environmental Impact Considerations

The objective of the proposals is to reduce speed adjacent to the Batheway Fields development on the approach into North Tawton and therefore the environmental effects of the scheme are positive.

7. Equality Considerations

There are no equality issues relevant to the proposal.

8. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

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

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

10. Conclusions for Recommendations

The originally proposed Traffic Regulation Order to extend the 30mph speed limit incorporating the new access into the Batheway Fields development meets policy on local speed limits and will provide a limit that is appropriate and likely to be complied with.

David Whitton
Chief Officer, Highways, Infrastructure Development and Waste

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Electoral Division: Hatherleigh & Chagford

Local Government Act 1972: List of Background Papers

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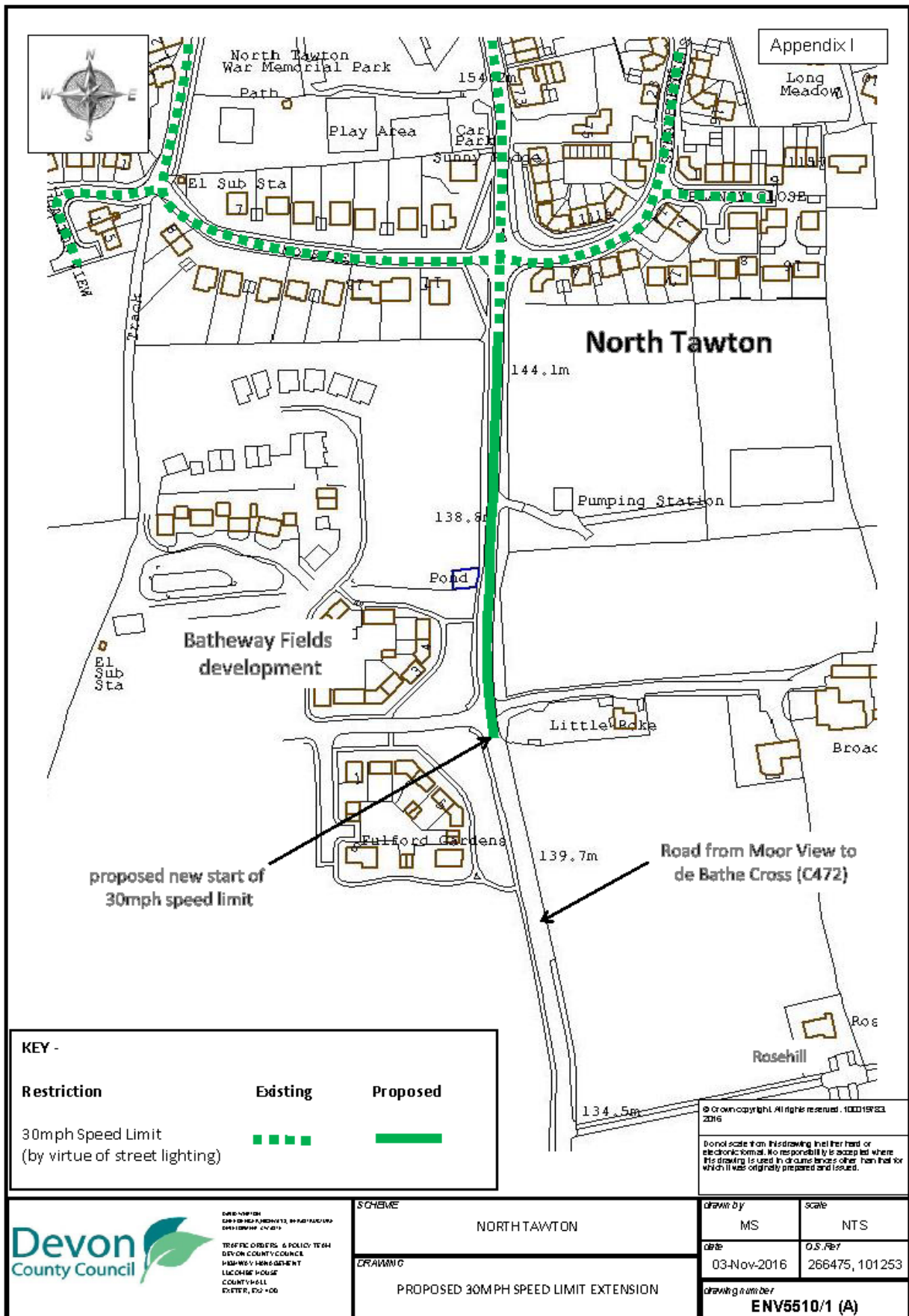
Tel No: 01392 383000

Background Paper	Date	File Ref.
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lc260117wdh
sc/cr/north tawton 30mph speed limit extension
02 080317

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Appendix I To HIW/17/21



Appendix I To HIW/17/21

5510 Devon County Council (Road from Moor View to de Bathe Cross (C472), North Tawton) (Restricted Road) Order

Summary of Submissions

Comment	Devon County Council Response
First Respondent: North Tawton Town Council	
Town Council objects to the 30 mph proposal as advertised.	Comment noted.
Devon County Council should consider extending the 30mph southwards from the proposed area to the entrance to Rosehill. The reason for this request is that there is a blind brow of the hill just before the entrance to Batheway and it is felt that having the 30mph restriction at the entrance to Batheway will be very dangerous.	<p>Extending the 30mph speed limit clearly beyond the junction of the Batheway Fields development does not comply with the current Devon County Council policy criteria for speed limits; street lighting system and minimum density of frontages.</p> <p>The proposed location of the 30mph limit complies with the minimum requirements for forward visibility to allow motorists to adjust speed prior to the commencement of the speed limit.</p>
If it is not possible to extend the 30 mph restriction to the vicinity of Rosehill then the 30mph restriction should be extended to the area where there is a pedestrian entrance to Batheway, which is close to where it is proposed to site allotments.	As above
Councillors commented that other villages, such as Bow and Coplestone, have a 30 mph limit which is not within the street light area and is not directly at the entrance to development/houses.	<p>Comment noted.</p> <p>Extent of speed limit refers to previous Devon County Council policies on speed limits and not the current policy.</p>
Second Respondent: Resident of Court Green, North Tawton	
Protests strongly to the proposed siting of the 30mph limit on the outskirts of North Tawton	Comment noted.
Vehicles approaching the suggested 30mph limit are in a blind spot as the ground/road south of the pedestrian access to Batheway drops away. Therefore vehicles could approach at 60mph causing danger to vehicles ingressing and egressing the Batheway development.	<p>Extending the 30mph speed limit clearly beyond the junction of the Batheway Fields development does not comply with the current Devon County Council policy criteria for speed limits; street lighting system and minimum density of frontages.</p> <p>The proposed location of the 30mph limit complies with the minimum requirements for forward visibility to allow motorists to adjust speed prior to the commencement of the speed limit.</p>
The 30mph signs should be beyond the entrance to Rosehill and beyond Heath Park.	As above.
Bow Village has 40mph signage in both directions approaching the settlement leading into the 30mph limit. Suggests a similar arrangement for North Tawton – 40mph from de bathe Cross reducing to at Heath Park.	<p>Comment noted.</p> <p>Extent of speed limit refers to previous Devon County Council policies on speed limits and not the current policy.</p>

