

Monks Way, Bovey Tracey – 40mph speed limit

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) the contents of this report be noted and;
- (b) the proposal for the 40mph speed limit in Monks Way, Bovey Tracey is implemented as advertised and the traffic regulation order in respect of the 40mph speed limit is made and sealed.

1. Background

As part of the Challabrook development adjacent to Monks Way, Bovey Tracey, it is proposed that a new speed limit of 40mph be introduced to reduce traffic speeds around the new junction and future proposed signal controlled pedestrian crossing.

2. Proposal

Planning permission for a new housing development for 156 houses to the west of Monks Way was applied for in July 2017. It was approved in November 2018 by Teignbridge District Council. The speed limit on the section of Monks Way adjacent to the development is currently national speed limit. It is proposed to lower this to 40mph to increase safety for pedestrians and vehicles accessing the development.

The 40mph speed limit is proposed between the existing 30mph speed limits; a total distance of approximately 900m, as shown in Appendix I. The width of the carriageway within the proposed 40mph speed limit ranges from 5.5 metres to 8 metres. The alignment of the road is quite straight with level grass verges either side and good visibility which encourages drivers to travel faster than 30mph. At the location of the new access the road is straight and visibility good for both pedestrians and drivers.

3. Consultations

Following agreement with the local member and Chair of Teignbridge Highways and Traffic Orders Committee, formal consultation on the proposed traffic regulation order for 40mph speed limit took place between 6 and 27 March 2020. During the consultation period, one submission was received from Bovey Tracey Town Council, a summary of the submission is detailed in Appendix II.

4. Financial Considerations

The proposed speed limit and works associated with it will be funded by the development as part of the section 106 agreement.

5. Environmental Impact Considerations

The proposals are intended to improve safety for pedestrians and reduce traffic speeds, therefore the environmental effects of the scheme are positive.

6. Equality Considerations

The proposal should encourage safer travel in the area for vehicles and pedestrians.

7. 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 proposal complies with section 122 of the Act as the order will avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs.

8. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Councils position.

9. Options/Alternatives

The alternative is to not proceed with proposal and retain the national speed limit.

10. Reasons for Recommendations

The road layout to the south of the development is wide and with no property frontages which encourages higher travelling speeds than 30mph, so a 30mph speed limit, as requested by the Town Council would not be appropriate. The Department for Transport and Devon County Council policy recommends that the minimum length of a speed limit is 600 metres.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Bovey Rural

Local Government Act 1972: List of Background Papers

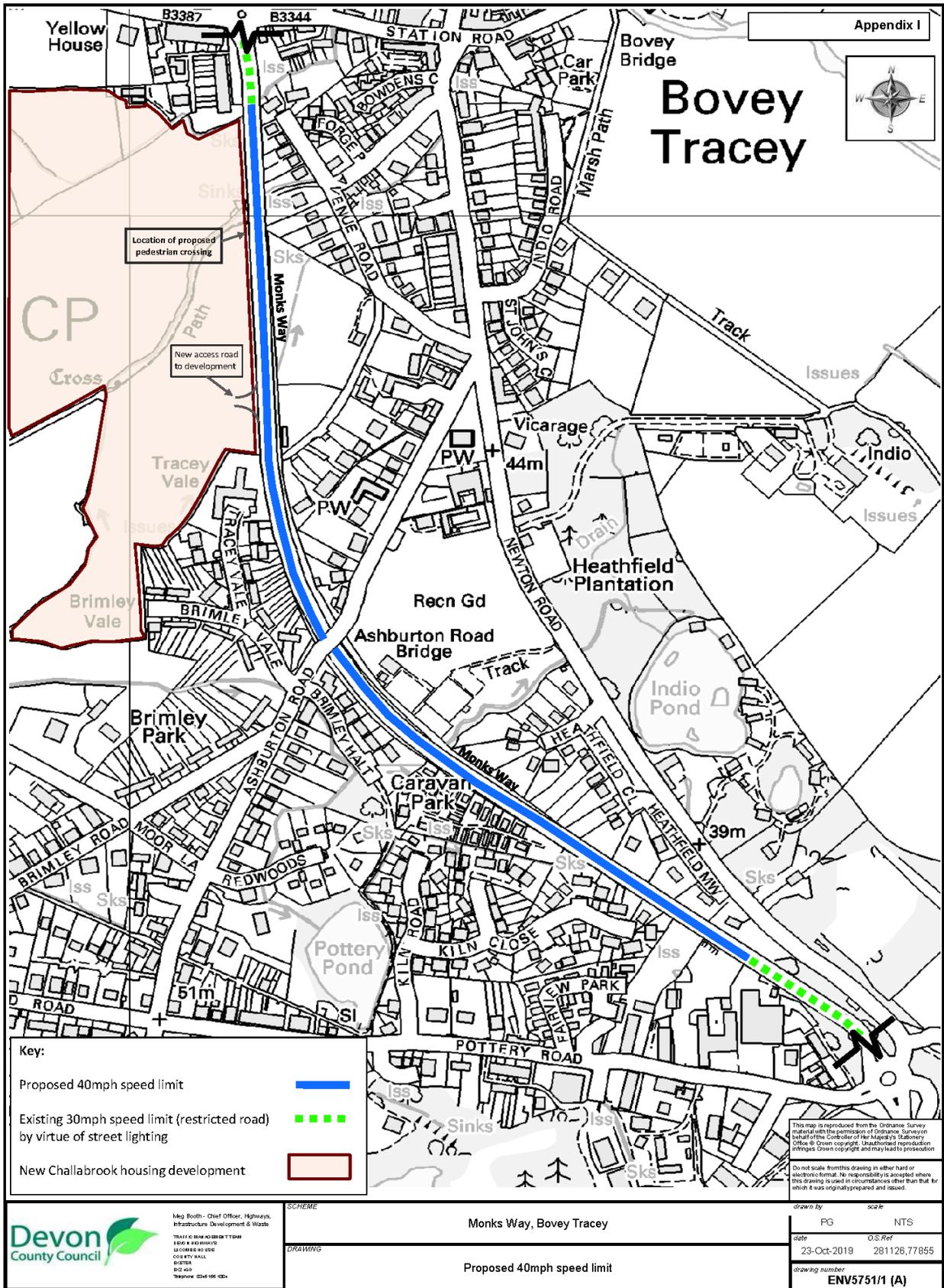
Contact for enquiries: Pippa Gray

Room No: ABG Lucombe House

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

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Monks Way, Bovey Tracey – Proposed 40mph speed limit

Comment	Devon County Council Response
<p>First Respondent: Bovey Tracey Town Council</p> <p>Respondent feels that the proposed speed limit is not low enough.</p>	<p>The current speed limit on the section of road specified in the proposal is national speed limit. The proposal is to reduce it to 40mph as a new pedestrian crossing is being installed and a new road junction is proposed to access the Challabrook development.</p> <p>This speed limit is considered to be appropriate for the nature and size of the road. The road is very wide and has no properties facing on to it, therefore no accesses or driveways, this results in drivers travelling at a faster speed. A 30mph speed limit for this road is not deemed appropriate as drivers are unlikely to adhere to it.</p> <p>The Department for Transport and DCC policy recommends that the minimum length of a speed limit is 600 metres. Therefore, the 40mph proposed limit could not be much shorter in length than proposed.</p> <p>A new filter lane will be installed on approach to the access to the new development which will encourage drivers to slow down. The pedestrian crossing with associated markings should also encourage lower travelling speeds near to the development.</p>
<p>Respondent understands that the current speed limit is 30mph as stated in the Devon County Council's consultation response of 2018 so this proposal would increase the speed limit.</p>	