

Proposed 20mph speed limit Newton Abbot

Report of the Director of Climate Change, Environment and Transport

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

Recommendation: It is recommended that the 20mph Speed Limit Order, Newton Abbot is approved as advertised.

1. Summary

This report is to consider the submissions to the statutory consultation on the Speed Limit Order proposed for various roads, Newton Abbot.

2. Background

It was proposed to make this Order under the Road Traffic Regulation Act 1984 to introduce 20mph Speed Limits (SPLs) in Newton Abbot on specified lengths of Coombeshead Road, Pitt Hill Road, Neville Road, Old Exeter Road, Un-named link road between Old Exeter Road and Exeter Road, Knowles Hill Road, Netley Road, Abbotsbury Road, Waverley Road, Milton Road, Garston Avenue, Chelston Road, Bury Road, and Fisher Road (Appendix 1).

The reason is to reduce the speed of traffic in the vicinity of schools and colleges. These proposals are part of the County Council's developing programme to introduce pilot 20SPLs near schools and review the impact as part of its wide-ranging Speed Management Policy Review.

3. Consultations/Representations

The proposal was advertised for 21 days up to 18 November 2022. Details of the objections received to these proposals, and the County Council's response are shown in Appendix 2 to this report.

In total 15 submissions were received, 12 of which were in support and 1 formally objecting. Some of those supporting requested the scheme be extended to other roads or made suggestions to modify the extents/boundaries of the schemes in other ways.

4. Strategic Plan

The proposals assist in helping communities to be safe, connected and resilient by restricting traffic speed to reduce the road safety hazards to venerable road users on the journey to school. They are responding to the climate emergency by prioritising

sustainable travel and transport. Improving health and wellbeing by giving people greater opportunities for walking and cycling to increase their physical activity.

5. Financial Considerations

The proposals will be financed from the budget previously allocated for the implementation of 20SPL schemes in Newton Abbot.

6. 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.

7. Environmental Impact Considerations (Including Climate Change)

There has been a variety of academic studies into the environmental impacts of 20SPL schemes. Most of these have focused on pollution and air quality. Initial findings suggested that a poorly designed scheme could increase air pollution slightly by inducing excessive braking and acceleration, creating queues of stationary traffic and increasing stop/start movements. However, the increases are very low and are concentrated only at a few certain points in a few scheme areas. By contrast, well designed schemes reduce pollution by creating a smooth and even flow of traffic.

Recently area-wide studies have found that successful schemes can increase modal shift from car travel to active travel by 20%, resulting in significant emission reductions and enabling traffic to flow more smoothly and evenly. The benefits extend beyond the scheme area as fewer motor vehicles are travelling on the network.

The Environmental effects of the scheme are therefore considered positive.

8. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to eliminate discrimination and to advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs.

Evidence from other schemes has shown that vulnerable road users have reported feeling safer walking or cycling after a 20SPL has been implemented. Elderly, very young and disabled pedestrians who previously avoided walking through an area are

able to go out more often and/or further and access services and facilities again. The Equality effects of the scheme are therefore considered positive.

9. Risk Management Considerations

The proposals carry very low risks and potentially could reduce the number and severity of any Road Traffic Collisions.

10. Public Health Impact

The scheme will have a potential positive public health and wellbeing impact by improving facilities for active travel for vulnerable road users, encouraging reduced car use and boosting people's health and physical activity. Proposals are also expected to deliver air quality benefits.

11. Reasons for Recommendations

The proposals recommended for approval in this report have been designed to create more attractive, safe and healthy places with reduced dominance of motor vehicles, with improved accessibility for all, cleaner air and less pollution. The public consultation demonstrates support for the proposals and therefore it is recommended that the schemes are implemented. Monitoring will be undertaken to measure the impacts of the scheme to inform the development of the Speed Management Policy Review.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: Newton Abbot North and Newton Abbot South

Local Government Act 1972: List of Background Papers

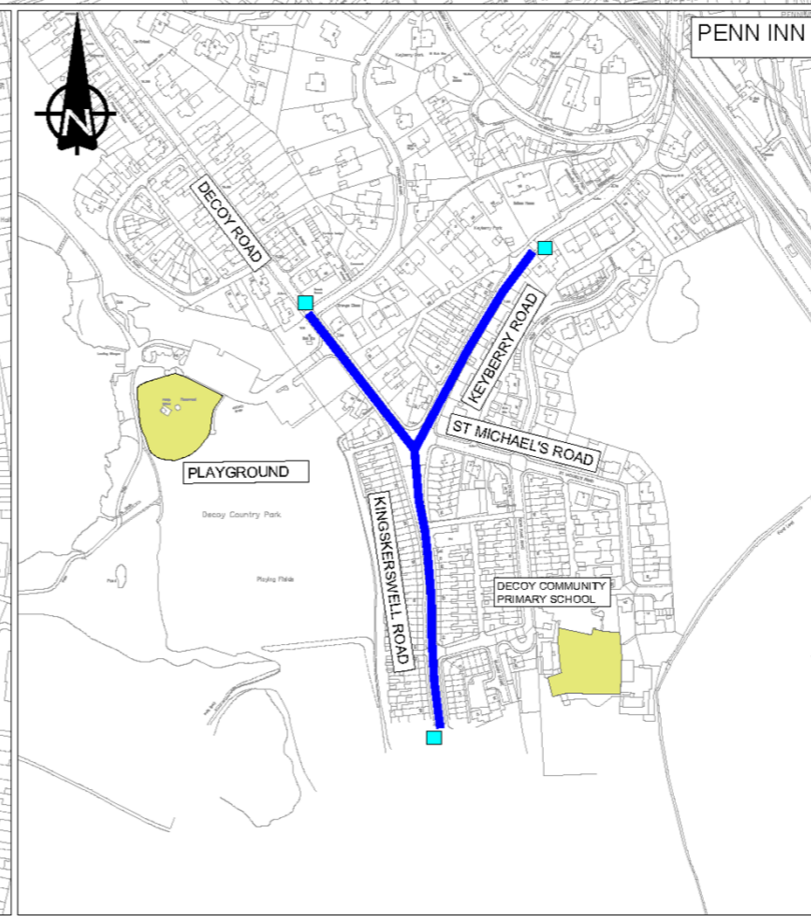
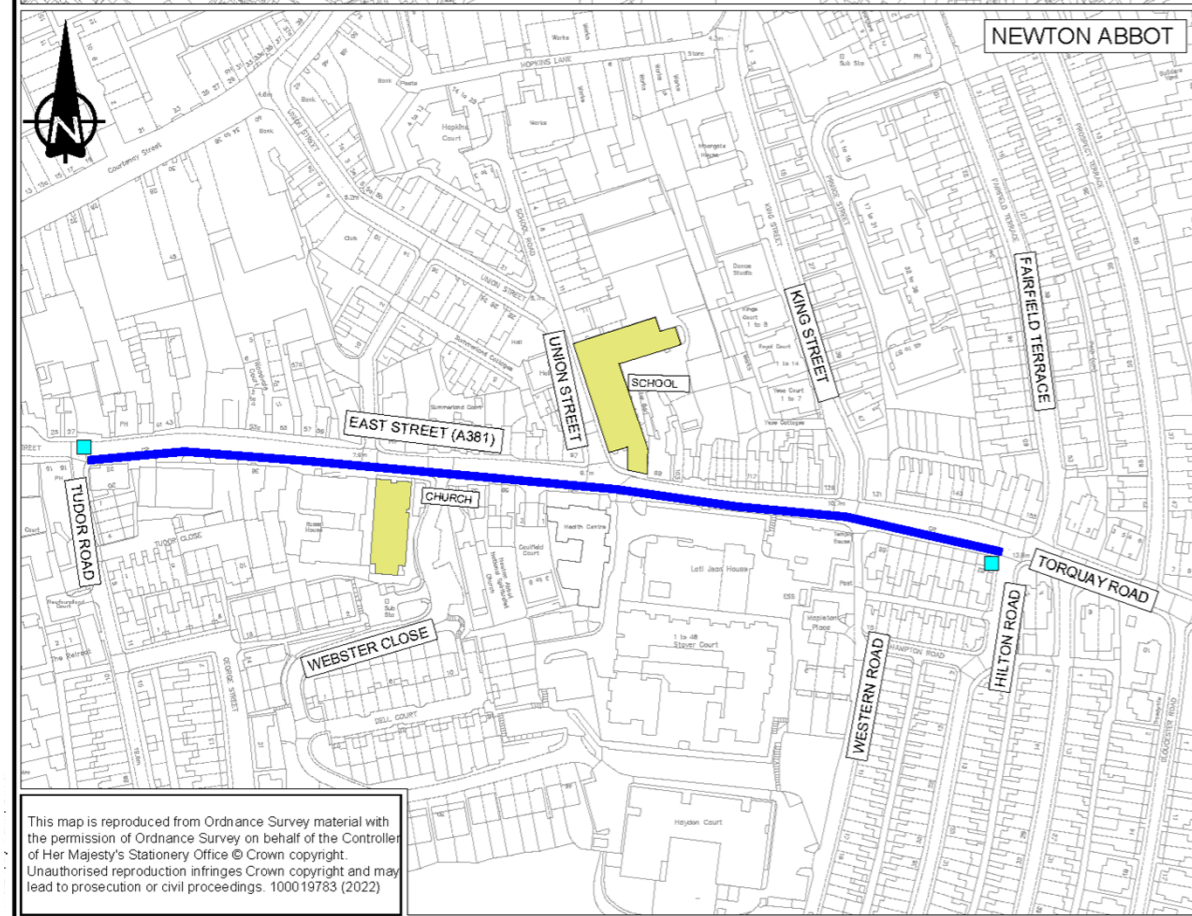
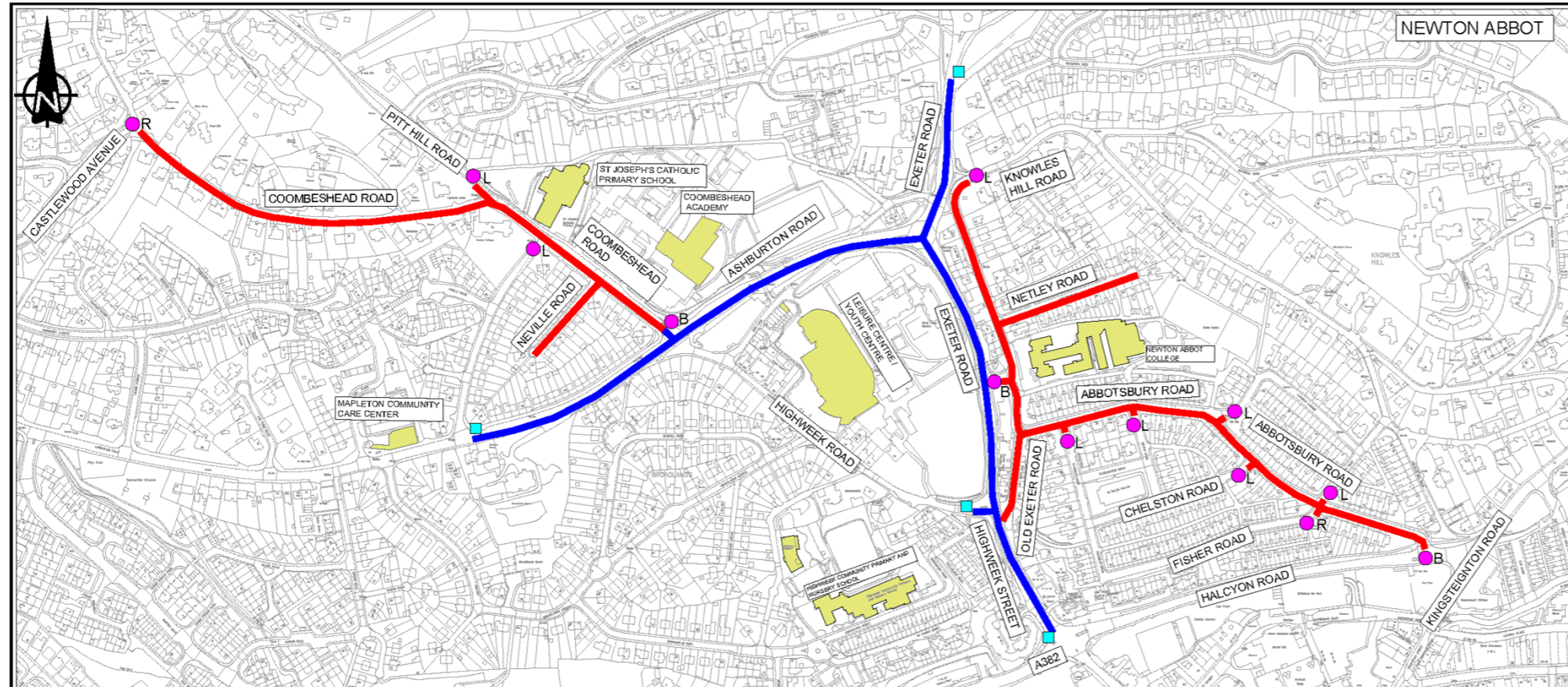
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Background Paper	Date	File Reference
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Nil

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sc/cr/Proposed 20mph speed limit Newton Abbot
02 071222



DO NOT SCALE

NOTE:

1. THIS DRAWING IS BASED ON AN ORDNANCE SURVEY PLAN, THEREFORE THERE MAY BE INACCURACIES WITH THE LAYOUT.
2. THE SPEED LIMITS ON ALL OTHER ROADS SHOWN ON THIS PLAN (NOT SHADED) ARE TO REMAIN AS EXISTING.

KEY:

- PERMANENT 20MPH SPEED LIMIT ZONE - PROPOSED
- ADVISORY 20MPH SPEED LIMIT - PROPOSED
- ADVISORY 20MPH SPEED LIMIT WHEN LIGHTS FLASH (SCHOOL ARRIVAL AND LEAVING TIMES). 30MPH AT ALL OTHER TIMES.
- X FIXED, PERMANENT 20MPH ROAD SIGN (B=BOTH SIDES, L=LEFT SIDE ONLY, R=RIGHT SIDE ONLY).

REV	DATE	BY	DESCRIPTION	CHK	APP
PD	06/07/2022	KN	FIRST ISSUE		

DRAWING STATUS: S3 - FOR REVIEW



Dale House, Mount View, Standard Way Business Park, Northallerton,
DL6 2YD, UK
wsp.com

CLIENT:
Devon County Council

PROJECT:
NEWTON ABBOT AND PENN INN

TITLE:
PROPOSED 20mph SPEED LIMITS - CONSULTATION PLAN

SCALE @A3: NTS	CHECKED: JB	APPROVED:
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PROJECT No: 70095446	DESIGNED: KN	DRAWN: KN	DATE: 06/07/2022
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DRAWING No: 70095446/WSP/DCC/N.A-001	REV: P0
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Devon County Council (Newton Abbot) (Proposed 20mph Speed Limit) Order

Summary of Submissions

Comment	Devon County Council Response
First respondent: Resident of Knowles Hill Road.	
<p>A 20mph speed limit on Old Exeter Road is a waste of time and money, the speed bumps from Knowles Hill Road slow traffic enough.</p> <p>It would be better to enforce the double yellow lines and encourage parents to park responsibly/manage the children better.</p>	<p>Evidence from numerous schemes demonstrates positive impacts to road safety and sustainable travel.</p>
Second respondent: Resident of Courtenay Gardens.	
<p>Respondent supports this proposal, with the exception of Ashburton Road.</p> <p>The road layout and traffic density makes it hard to exceed 20mph, impact of TRO may be limited.</p>	<p>Support noted.</p>
Third respondent: Resident of Keyberry Road.	
<p>Respondent supports 20mph, they suggest the proposed limit for Keyberry Road should be extended to the junction with Keyberry Park.</p> <p>The on-street parking has a chicane effect on traffic, but cars speed up between the road humps outside Plymouth Brethren chapel, this is dangerous for pedestrians.</p>	<p>Support noted. The scheme area has been restricted to the immediate area around and approaching the schools/colleges in line with public demand.</p>
Fourth respondent: Resident of Stones Close, Kingsteignton.	
<p>Respondent supports 20mph speed limit in the areas of schools mentioned.</p>	<p>Support Noted.</p>
Fifth respondent: Resident of Pitt Hill Road.	
<p>Respondent supports 20mph speed limit, but they suggest the entire length of Pit Hill Road should be 20mph.</p> <p>Parents and children walk Church Path, which comes out into the road as it narrows.</p>	<p>Support noted. The scheme area has been restricted to the immediate area around and approaching the schools/colleges in line with public demand.</p>
Sixth respondent: Resident of Abbotsbury Road.	
<p>Respondent supports 20mph speed limit, can a vehicle activated sign be erected at the top of Abbotsbury Road?</p> <p>Speed is high here and it's adjacent to the Comprehensive School, bends, junctions and crossing points. They have had 2 serious collisions and lots of minors here.</p>	<p>Support noted. The scheme will be monitored and other measures could be considered after it has been assessed. Enforcement will be no different from any other road; the police will focus their attention where speeding is known to be an issue and where it has a significant road safety impact.</p>

<p>Could Abbotsbury Road be closed except for access?</p> <p>Finally, how will the new 20mph be enforced?</p>	
<p>Seventh respondent: Resident of Wood View.</p>	
<p>Respondent supports 20mph speed limit as it'll make it safer for children, the permanent 20mph is in areas where the road naturally slows traffic.</p> <p>The advisory at school times is a good idea and won't hold up traffic.</p> <p>Can Barton Drive and Chercombe Valley Road also be considered, as it can be difficult to cross here due to the bend and speed of traffic.</p>	<p>Support noted. The scheme area has been restricted to the immediate area around and approaching the schools/colleges in line with public demand.</p>
<p>Eighth respondent: Resident of Teign Road.</p>	
<p>Respondent supports 20mph speed limit, at least 2 students at the College have been badly injured in RTC's, one of which in a listed location.</p> <p>The advisory speed limit should be made mandatory to ensure compliance. There should be awareness schemes outside the schools with police, residents, and students as these are incredibly effective.</p>	<p>Support noted. The scheme will be monitored and other measures could be considered after it has been assessed.</p>
<p>Ninth respondent: Resident of Oak Park Road.</p>	
<p>The Ashburton Road 20mph speed limit should consider Bradley Barton Primary School.</p> <p>There is a park in this location being renovated which will increase footfall. There are lots of kids here and only one crossing point further up the road, the 20mph speed limit should extend from the roundabout entering Ashburton Road to Barton Drive, at least.</p>	<p>Support noted. The scheme will be monitored and other measures could be considered after it has been assessed.</p>
<p>Tenth respondent: Resident of Sunnyridge, Ogwell.</p>	
<p>If DCC is concerned about the safety of schoolchildren they should do something about parents parking on the pavement directly outside schools, this is frequent and nearly causes so many accidents.</p> <p>The proposed 20mph won't make much of a difference as traffic is usually so bad it doesn't move that fast.</p>	<p>Evidence from numerous schemes demonstrates positive impacts to road safety and sustainable travel.</p>

Eleventh respondent: Resident of Neville Road.	
<p>Why isn't Greenaway Road being imposed with a 20mph speed limit, it's a cut through from Ashburton Road where traffic speeds.</p> <p>It is used by many school children daily and Neville Road, a small cul-de-sac, was included.</p>	<p>Support noted. The scheme area has been restricted to the immediate area around and approaching the schools/colleges in line with public demand.</p>
Twelfth respondent: Resident of Wilton Way, Abbotskerswell.	
<p>20mph speed limits are a waste of time and money, traffic is at a crawling pace along the main roads covered by advisory limits.</p> <p>Why not focus 20mph zones on the 100+ communities that actually want them.</p>	<p>The public consultation demonstrated 70% of people support 20mph speed limits outside schools in Newton Abbot.</p>
Thirteenth respondent: Resident of Applegarth Avenue.	
<p>Respondent supports 20mph speed limit.</p> <p>More enforcement is needed as 30mph limit along Ashburton Road is currently not adhered to.</p>	<p>Support noted.</p>
Fourteenth respondent: Resident of Coombeshead Road.	
<p>Respondent supports 20mph speed limit.</p> <p>Due to visibility and single lane use on Coombeshead Road, they have experienced too many near misses with people driving dangerously.</p> <p>They ask that the speed limit be extended to Pit Hill Road, as it's often used as a cut through.</p>	<p>Support noted.</p>
Fifteenth respondent: Newton Abbot Town Council.	
<p>Newton Abbot Town Council supports this proposal.</p>	<p>Support Noted.</p>