

**Devon County Council (Crannaford Lane, Cranbrook)
(Restricted Road & 30mph) Order**

Devon County Council propose to make this under the Road Traffic Regulation Act 1984 to introduce

RESTRICTED ROAD (30mph by virtue of street lighting) and 30MPH SPEED LIMIT on specified lengths of Crannaford Lane, Cranbrook

Draft order, plan and statement of reasons may be seen at <https://devon.cc/tro> from 19th December. Free bookable computer use is available during the opening hours of Devon Libraries. Documents are also available to view during normal office hours at the address below.

Objections and other comments specifying the proposal and the grounds on which they are made must be in writing to the address below or via <https://devon.cc/tro> to arrive by **16th January 2025**. Receipt of submissions may not be acknowledged but those received will be considered. If you make a submission, be aware that comments will be anonymised prior to being sent to Highways & Traffic Orders Committee (HATOC) members for consideration or being published on our website. Your data may be shared within the Council and with our partner agencies. Personal details will be kept confidential in line with the Privacy Notice at <https://devon.cc/troprivacy> and will only be shared in accordance with the terms of that Notice or to comply with our legal obligations.

19th December 2024

reference imr/DEV001/1064 | website reference 6224

Director of Legal & Democratic Services, County Hall, Topsham Road, Exeter EX2 4QD

Statement of Reasons

It is proposed to do this to resolve an historical oversight to ensure that there is a suitable location for the 30mph speed limit as you enter Cranbrook from Crannaford Lane which is set back prior to the uncontrolled pedestrian crossing point regularly used by the school. At this current time there is no speed limit signage as you enter Cranbrook from this direction.

Specifically, the restrictions are proposed to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, will facilitate the passage on the road of any class of traffic (including pedestrians) and will preserve or improve the amenities of the area which the road runs through.