

6 September 2018**Agenda Item: 7****REPORT OF CORPORATE DIRECTOR, PLACE****B683 MOOR ROAD, BESTWOOD – SPEED CUSHION RELOCATION****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the speed cushion relocation and whether it should be implemented as notified.

Information

2. The B683 Moor Road is a local distributor road which runs through Bestwood Village. In January 2014 planning permission was granted (application ref 2013/1178) by Gedling Borough Council for the erection of houses on the location of The Sycamores, previously a nursing home, located on Moor Road. Traffic calming measures, in the form of speed cushions, have been on Moor Road on the built-up residential section through the village since 2001. There is a set of speed cushions located directly outside the proposed new junction (opposite to 664 Moor Road) that require relocation as a result of the development. These were included in the detailed design drawings submitted as part of the technical approval process for section 278 agreement.
3. The relocation of the speed cushions requires a notice of proposals detailing the proposals. The statutory notification, detailed on drawing H/JAB/2768/01 was undertaken between 20th June and 23rd July 2018.

Objections Received

4. Seven responses were received to the consultation. One, from County Councillor Barnfather, supported the proposals and one raised questions regarding speed management measures in Bestwood generally. Bestwood Village Parish Council objected to the proposal and the remaining four responses received represent objections from four households on Moor Road. It is considered that five objections are outstanding to the proposed relocation of one pair of speed cushions.

5. Objection – Bestwood Village Parish Council

Bestwood Village Parish Council objected to the relocation of single set of 2 speed cushions and that they should be removed stating that adjacent properties would be adversely affected by noise, vibration and air pollution from the cushions. Furthermore, the Parish Council considers that in their opinion speed cushions, particularly of this type, are damaging to vehicles when driven over even at low speeds on a regular basis and are ineffective as regards large vehicles, motor cycles and those who are prepared to risk vehicle damage. Also, they are environmentally destructive as regards both noise and air pollution requesting that the speed cushions be replaced with an alternative.

6. Response – Bestwood Village Parish Council

Traffic calming was introduced on the B683 Moor Road, Bestwood Village in 2001. The measures were introduced in response to a pattern of road traffic accidents, assessed over a period of 5 years from 1996 to 2000. The average annual rate of accidents during this period was 3.4 per year, of which 1.2 were either pedestrians or pedal cyclists. The effectiveness of the traffic calming scheme was last assessed in 2014, considering 13 years of data. Between 2001 and 2014 the average annual rate of accidents dropped 77% to 0.77 per annum. The significant drop in accidents shows that the scheme has been very effective in improving safety for users of the highway network in Bestwood Village. Without physical measures to restrict vehicles, speeds would increase and result in an increase in road traffic accidents. This would be unacceptable to the County Council, which is tasked by Central Government to reduce road injuries.

7. All the speed cushions on this route are integral to the overall success of the scheme and each speed cushion needs to be located within a specified distance to the next to prevent unnecessary acceleration between cushions. It is noted that traffic calming is not universally favoured, but the accident reduction achievements made show that it has proven an effective measure to improve highway safety in Bestwood Village. The pair of speed cushions outside The Sycamores cannot be removed from the scheme without compromising the safety of highway users. The Police are unable to commit resources to constantly enforce speed limits at every location which requests intervention. The speed limit on Moor Road is 30mph and the removal of speed cushions may result in an increase in traffic speeds.

8. The purpose of the notice was to relocate a set of cushions impacted by a new development. Replacement of this form of traffic calming along the Moor Road route is outside the scope of the development.

9. Objection – Relocation of speed cushions was not identified during planning process

Four objections were on the basis that the proposed relocation of the speed cushions was not identified during the planning consultation on the redevelopment of the location for housing. In addition, the respondents stated that the recent consultation plan, showing the proposed relocation of the speed cushions, was inaccurate and questioned how the costs of the works were being met.

10. Response– Relocation of speed cushions was not identified during planning process

Gedling Borough Council undertook a consultation on the proposed development at The Sycamores in line with its duties as the local planning authority. The planning consultation relates to the principal of the proposed development and is indicative; any wider measures would not have been determined at that stage. The subsequent detailed design to obtain technical approval for the new junction as part of a section 278 agreement, was undertaken

in line with the 6Cs highway design guide and resulted in changes to the proposed access road. The 6Cs highway design guide represents the standards required by Nottinghamshire County Council for works on the County's highway.

11. The drawings referenced by respondents have been superseded and do not reflect the current location access arrangements, amended in line with applicable design standards. The access road to the development is wider than the vehicle access currently in situ and the existing speed cushions are located directly in front of it. The consultation plan circulated reflects this and all costs of the consultation and proposed works are being met by the developer.
12. Objection – leave / remove the cushions or relocate them elsewhere
Four objections were on the basis that the cushions could be left in their current location, removed or relocated outside property numbers 664-674.
13. Response – leave / remove the cushions or relocate them elsewhere
Speed cushions need to be located at regular intervals to prevent vehicles substantially increasing in speed between cushions. All features within the traffic calming scheme are required and work together to achieve smooth driving patterns and consistently low vehicle speeds. No individual feature can be removed without compromising highway safety. The proposed location achieves an appropriate distance between cushions and ensures junctions and other accesses are not obstructed. The cushions can't be relocated south-west of the new development entrance (outside property numbers 664-674) as this puts them too close to the next set of cushions in that direction and conversely, too far away from the ones to the north-east. The speed cushions cannot remain in situ as they are directly in the mouth of the new development's access road. The proposed location has been subject to a road safety audit and is considered appropriate.
14. Objection – noise, pollution and vibration
All respondents objected on the basis that households would be adversely affected by increased noise, pollution and vibration as a result of the cushion being moved closer to their properties.
15. Response– noise, pollution and vibration
No additional speed cushions are being introduced on Moor Lane and the relocation of the existing cushions brings a more even distribution of the features than was previously the case. It is acknowledged that the proposed relocation of the cushions, by approximately 16m, will bring them closer to some properties. The proposed location is required to achieve an appropriate distance between cushions and ensures junctions and other accesses are not obstructed. The respondents concern regarding noise and vibration is noted, the nearest respondent's property boundary is located approximately 11m from the cushions present location. Whilst there may be a difference in noise levels experienced by households, it is not anticipated to be significant, as the measures are already in situ and are being moved less than 20m.
16. The Transport Research Laboratory (Trl) has previously produced reports on the effects of various traffic calming features on vehicle exhaust emissions and that the introduction of speed cushions may increase the emissions of some pollutants. To minimise this possibility, advice was published that smooth driving behaviour should be encouraged on speed

cushion schemes by placing the features between 80-100 metres apart. This is the case with the speed cushions proposed new location.

17. Research also undertaken by the Trl found no evidence of structural damage on the softest soils when features are located more than 4 metres from a property. The relocated speed cushions will be more than twice that distance from the closest house.
18. Objection – replace scheme with alternative speed management control
All respondents objected on the basis that alternative speed management control measures should be introduced; such as vehicle activated signs (VAS), an enforceable 20mph speed limit or an environmental weight limit.
19. Response– replace scheme with alternative speed management control
The traffic calming scheme on the B683 Moor Road, Bestwood Village has been shown to be very successful in reducing road traffic accidents, achieving a 77% reduction in the average annual rate of accidents. Removing the traffic calming will result in an increase in vehicle speeds; which would legally be able to travel at 30mph. Currently average speeds are effectively restricted below the speed limit by the speed cushions. Without physical measures to restrict vehicles, speeds would likely increase.
20. Vehicle activated signs are only activated by vehicles travelling above 30mph. The B683 Moor Road is part of the A&B primary road network and considered a suitable road for all categories of vehicle, therefore the introduction of an environmental weight limit would not be appropriate.
21. The Police are subject to conflicting priorities for their resources and are currently unable to enforce 20mph speed limits with cameras. In addition, Department for Transport guidance states that speed cameras should only be used if there is no other appropriate engineering solution. The successful operation of the traffic calming scheme, over the last 17 years and its documented success in accident reduction shows that an appropriate engineering solution is available and effective.

Other Options Considered

22. Other options considered relate to consideration of other locations of the speed cushions.

Comments from Local Members

23. Councillor Barnfather stated his support for the proposals and noted the significant reduction in road traffic accidents achieved by the Bestwood Village traffic calming scheme. He also recognised the concerns felt by the Parish Council and some residents and was pleased that these had been raised during the consultation.

Reason/s for Recommendation/s

24. The proposed scheme offers a balanced solution to maintain road safety and facilitate the safe operation of the new access road within the surrounding highways network.

Statutory and Policy Implications

25. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the public-sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

26. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

Data Protection and Information Governance

27. There are no data protection and information governance implications arising from this proposal going forward.

Financial Implications

28. The scheme is being funded by the developer, the cost of implementing the notice process is estimated at £3,300.

Human Rights Implications

29. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

30. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
- Foster good relations between people who share protected characteristics and those who don't.

31. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

32. The proposals are intended to facilitate the safe operation of the highway for all users.

Implications for Sustainability and the Environment

33. The proposed relocation of existing speed cushions is designed to facilitate the safe operation of the highway for all users, including sustainable transport users.

RECOMMENDATION/S

It is **recommended** that:

- 1) The proposed speed cushion relocation should be implemented as notified and objectors notified accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Mike Barnett, Team Manager, Tel: 0115 97 73118, Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments [SJE 02/08/2018]

34. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments [DJK 03/08/2018]

35. The financial implications are set out in paragraph 28 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

Electoral Division(s) and Member(s) Affected

Newstead ED

Councillor Chris Barnfather