

6 December 2018

Agenda Item: 8

**REPORT OF CORPORATE DIRECTOR, PLACE****TRENT LANE, EAST BRIDGFORD - PROPOSED EXPERIMENTAL PROHIBITION  
OF DRIVING (TRO 8278)****Purpose of the Report**

1. To seek approval for the introduction of an Experimental Traffic Regulation (ETRO) on a section of Trent Lane from its junction with the A6097 Gunthorpe Bridge.

**Information**

2. East Bridgford Parish Council has raised concerns regarding the volume and speed of vehicles using Trent Lane in East Bridgford. Trent Lane is narrow road that is rural in nature providing access to a small number of businesses including a marina, mobile home park, sewage works and a number of agricultural fields. It is currently a link between the A6097 close to Gunthorpe Bridge and East Bridgford.
3. The Villager bus service operated by Trent Barton does not use Trent Lane, the service uses the Kirk Hill junction to gain access to and from East Bridgford via the A6097.
4. The route is popular with drivers seeking to avoid northwestbound queues on the A6097 and the Parish Council states that increasing numbers of drivers leave the A46 and cut through the village along Butt Lane, Main Street and Trent Lane to access the A6097 by turning right onto Gunthorpe Bridge. This route avoids the Kirk Hill / A6097 traffic signalled junction and the roundabouts at the A46T / A6097. It is also reported that this rat running traffic is contributing to a speeding problem and that the right turn from Trent Lane onto the A6097 is dangerous.
5. The accident record for the Trent Lane / A6097 junction shows that in the period 1/1/15 to 30/4/18 (the most recently available data) there has been one reported accident involving injuries classed as 'slight'. This involved a right-turn movement from Trent Lane onto the A6097, however it is not sufficient to justify restricting the junction on accident remedial grounds alone.
6. Traffic surveys show that westbound usage of Trent Lane from East Bridgford to the A6097 in the afternoon peak has nearly doubled since 2013. It is considered that the use of an experimental traffic order to alter traffic movements in this instance is appropriate as it enables the effects of the restriction to be evaluated prior to permanent any changes being made.
7. In response to concerns raised from the local Member and from East Bridgford Parish Council, a scheme was included in the approved 2018/19 highway programme (revenue traffic management) to make a section of Trent Lane (nearest to A6097 / Gunthorpe Bridge) one-

way in an easterly direction. The initial proposals would retain access for non-drivers and the proposal included a contra-flow cycle lane along the one-way section of Trent Lane. This would support cyclists to continue to use the route and link with the existing strategic cycle network route on A6097 Bye-Pass Road. The one-way proposal was designed to remove the time benefit to motorised through-traffic and so reduce vehicle numbers using the route. Informal preliminary consultation was carried out with several key stakeholders, who all stated that they had no objection to the idea in principle.

8. A preliminary design was produced, and this was submitted for Road Safety Audit (RSA), which identified several issues with the proposed contra-flow cycle lane. These issues could not feasibly be resolved through engineering measures, so alternative options were considered. On receipt of the preliminary design the Police also expressed concern regarding the likely levels of compliance with the proposed one-way restriction.

### **Proposed Road Closure Scheme**

9. In response to the Road Safety Audit (RSA), further options were considered and this included the option to introduce a prohibition of driving on Trent Lane from its junction with A6097 Gunthorpe Bridge for a length of approximately 300m. This prohibition would prevent vehicle turning movements into or out of Trent Lane. The prohibition would affect the section of Trent Lane from the A6097 junction to a point just west of the access road to the sewage treatment plant. The majority of the lane would remain open to motorised traffic as is currently the case.
10. The revised scheme option includes a barrier at the Trent Lane / A6097 Gunthorpe Bridge junction, which would physically prevent the route being used as a cut-through for vehicles. A second barrier, a gate, would be installed at the eastern end of the restriction. Vehicular access would be maintained to agricultural land within the restricted section from this point for key-holders. A through-route for pedestrians, cyclists and equestrians onto Gunthorpe Bridge would be retained, with gaps in the barriers to facilitate this. Access for all motorised traffic onto and along Trent Lane to the eastern closure point, would be retained via East Bridgford village centre. Appropriate signing, designed in line with national guidance, would be implemented to inform drivers of the new highway arrangements.
11. This alternative proposal has been subject to a RSA, which has confirmed all issues raised in relation to the one-way scheme have been resolved by the proposals. Two minor issues noted can be resolved through small amendments to the sign design.
12. The implementation of a road closure on this section of Trent Lane would require a traffic order. The introduction of an Experimental Traffic Regulation Order (ETRO) rather than a permanent order provides the County Council with an opportunity to assess the impact of the closure and, if required, to make changes. It is not considered that the ETRO will impact bus services between villages in the area as they already use an alternative route.
13. The location of the road closure and road affected by the proposals is shown on the attached drawing H/SLW/2664/05 RevA.

## **Consultation**

14. Informal consultation has been undertaken with key stakeholders consisting of the local County Councillor, Parish Council and the emergency services regarding the proposed road closure and introduction of an ETRO.
15. The proposed experimental order to introduce a prohibition of driving on Trent Lane at its junction with the A6097 is supported by County Councillor Purdue-Horan and East Bridgford Parish Council.
16. The police have also confirmed that they would not object to the closure. The ambulance and fire service have been contacted regarding the potential impact of a closure of Trent Lane on their services. The fire service stated that they did not envisage any detrimental effect on services as a result of the closure, whilst the ambulance service did not respond.
17. Businesses located on Trent Lane (a marina, mobile home park and sewage works) and owners of agricultural land accessed from the lane have been informed of the County Council's intention to introduce an ETRO to remove vehicular access from and to the A6097. In addition, they would be informed in advance of the actual works to introduce the prohibition of driving to enable them plan ahead and to raise any logistical issues regarding access. Appropriate information signs would also be erected at key points on the wider highway network in advance of any prohibition starting to advise the public of the start date.

## **Experimental Traffic Order Process**

18. An ETRO allows the scheme to be implemented as a trial and forms part of the decision-making process. It enables decisions to be taken on the actual effects of the scheme; on traffic in East Bridgford, on businesses based on Trent Lane and on traffic using the wider highway network. The closure of Trent Lane is designed to reduce the number of vehicles cutting through the village along Butt Lane, Main Street and Trent Lane to access the A6097 by turning right onto Gunthorpe Bridge. The experimental closure will enable the effect on driver behaviours to be quantified; to identify whether through-traffic is removed from the village or relocated to other routes such as Kirk Hill. It will also provide an opportunity to identify any unforeseen consequences of the closure and to quantify these.
19. The experimental prohibition of driving on the western section of Trent Lane would be introduced for a period of up to 18 months. The first 12 months of this period would consist of an evaluation period. This process will enable Nottinghamshire County Council to gather data and people's views of the scheme. During the 12 month evaluation period further traffic data will be obtained to determine the effect of the changes on routes within the village and on the A6097.
20. The first six months of the Order constitutes the statutory period within which anyone may submit written objections to the scheme. Feedback is welcome from road users during the first six months and any objections received would be considered using the same process agreed for the introduction of permanent traffic regulation orders.
21. It is proposed that any objections to the scheme will be considered, along with the traffic data collected, at the end of the 12 month evaluation period. However the Order can be revoked or made permanent earlier if deemed necessary. It is currently intended that the Order will be

made permanent if considered appropriate after the evaluation period. The ETRO would remain in place, for up to a period of 18 months, until the relevant Committee has reached a decision. It is considered that the introduction of the ETRO represents a cost effective solution to assess the impact of the closure to address the concerns raised locally. Engineering measures implemented will be designed to be utilised if the restrictions are made permanent to minimise any abortive works.

### **Other Options Considered**

22. Other options considered were to introduce a one-way order on Trent Lane or to leave the route unchanged. A Road Safety Audit (RSA) of the one-way order identified issues with the proposed contra-flow cycle lane and the police raised concerns about compliance with this. Leaving the route unchanged removes the opportunity to evaluate the effectiveness of the restrictions and identify if there are improvements to the reported traffic issues through data and feedback received as part of the experimental order.

### **Comments from Local Members**

23. Councillor Purdue-Horan stated his support for the proposed prohibition of driving.

### **Reason/s for Recommendation/s**

24. The proposed scheme is designed to reduce the volume of through-traffic using East Bridgford, without causing significant detriment to the efficient operation of the wider highway network or to businesses and residents of Trent Lane.

### **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 support the prohibition of driving. No additional crime or disorder implications are envisaged.

### **Financial Implications**

27. The scheme is being funded through the 2018/19 Traffic Management Revenue budget for Rushcliffe with an estimated cost to implement the works and traffic order of £12,000.

### **Human Rights Implications**

28. 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**

29. 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.

30. 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.

### **Implications for Sustainability and the Environment**

31. Pedestrians, cyclists and equestrians are exempt from the proposed prohibition of driving. It is anticipated that reduced motorised traffic levels will make Trent Lane a more attractive and safer route for these users.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) An Experimental Traffic Regulation (ETRO) be introduced on a section of Trent Lane from its junction with the A6097 Gunthorpe Bridge.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 9773118 / Helen North (Improvements Manager), Tel: 0115 9772087

### **Constitutional Comments [SJE 22/11/2018]**

32. 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 [RK 05/11/2018]**

33. The financial implications are set out in paragraph 27 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**

Bingham East ED

Councillor Francis Purdue-Horan