

17 May 2018**Agenda Item: 6****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL HAWTON ROAD AND
LINCOLN ROAD, NEWARK ON TRENT (30 mph SPEED LIMIT ORDERS)
2018 (3270 & 3271)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above Traffic Regulation Orders and whether the Orders should be made as advertised.

Information

2. Nottinghamshire County Council (NCC) has secured £860,000 worth of funding to improve cycling infrastructure within Newark, this consists of £610,000 from the D2N2 Local Economic Partnership (LEP) and £250,000 of match funding from NCC.
3. This investment aims to make the best use of existing cycle routes by upgrading them and providing new routes to deliver joined-up coherent cycle networks throughout the town. The routes will provide improved access from new and proposed residential areas to local jobs in town centres and business parks, training and essential services (e.g. shops, health care etc.) by sustainable transport. The routes will help support proposed employment and housing development sites both locally as well as further afield and the proposed package of improvements will also add value to committed Local Growth Fund investment by providing sustainable transport links to the proposed Newark Southern Link Road.
4. The Department for Transport (DfT) aims to double cycle usage by 2025 throughout the country and it is anticipated that the Newark Strategic Cycle scheme package will help meet these targets at a local level. NCC has committed to increasing cycling levels from 3% currently to 10% by 2025. This ambition is detailed in the Nottinghamshire Cycling Strategy Delivery Plan (2016) which was developed to complement Nottinghamshire's Local Transport Plan in the delivery of local and national cycling related objectives. The plan intends to meet its target through a combination of transport objectives, focusing in particular upon the development of a high quality, connected cycling network as well as encouraging cycling through smart travel planning and increased educational opportunities.
5. The package of measures contained in the Newark Cycling Strategy aim to:

- Make cycling to work a viable choice for a significant proportion of local residents;
- Greatly improve the cycle infrastructure network by addressing gaps in the network which are a major barrier to accessing large employment and housing sites; and
- Create safe, direct, convenient, attractive and continuous cycle routes.

The proposals will also deliver other key benefits such as:

- Positive public health (more people exercising);
 - Environmental – emissions and air quality reduced; and
 - Reduce traffic congestion – modal shift to cycling.
6. Consultation events were held in September 2017 to promote the Newark Cycling Strategy and the feedback generated from those events fed into the design process. This report relates to consultation responses and design safety audits that identified two routes which would benefit from a reduced speed limit from 40mph to 30mph along parts of Hawton Road and Lincoln Road in Newark.
 7. Hawton Road is a residential street to the south-west of the town centre and provides a route for cyclists and other road users into Newark from the south-west. It will also link directly to new residential areas due to be built adjacent to the Newark Southern Link Road. Feedback from residents and cyclists to the consultation event identified the demand for a reduced speed limit on this route.
 8. During the consultation requests were also received from consultees for a reduced speed limit on Lincoln Road that is a local distributor road to the north-east of the town. A shared use cycle-way is proposed for the northern side of Lincoln road and a safety audit, undertaken as part of the design process, identified a reduced speed limit as beneficial to users' safety.
 9. In response to the comments received it is proposed to introduce a speed limit order on both Hawton Road and Lincoln Road to reduce the existing speed limit from 40mph to 30mph.
 10. The proposed speed limit change on Hawton Road will extend south-west of its junction with Riverside Road to its junction with Boundary Road as detailed on the attached plan H/JAB/2580/01.
 11. The proposed speed limit change on Lincoln Road will extend from its junction with North Gate to south-west of its junction with the A1/A46 Roundabout as detailed on the attached plan H/JAB/2580/02.
 12. The statutory consultation and public advertisement of the proposals was carried out between 23rd November and 22nd December 2017.
 13. Twelve responses were received to the Hawton Road consultation. Of these, one respondent requested further information on the proposals and nine respondents including Newark Town Council, expressed support for the scheme and some made comments or additional requests, including:
 - Traffic calming measures should also be introduced;
 - An interactive speed sign should also be introduced; and
 - Queries regarding who enforces the limit and how frequently.

14. Two responses, including one from County Councillor Girling, are considered to be outstanding objections to the proposed speed limit change on Hawton Road.
15. Eight responses were received to the Lincoln Road consultation, of these four respondents expressed support for the scheme. Three made comments or additional requests, these included:
 - Speed cameras should be introduced;
 - An interactive speed sign should also be introduced; and
 - Queries regarding the siting of the proposed cycle path
16. One response is considered to be an outstanding objection to the proposals on Lincoln Road.

Objections received

17. Objection Hawton Road – County Councillor Girling
County Councillor Girling objected to the proposed 30mph limit. Councillor Girling has stated that the Hawtonville Safer Neighbourhood Group, of which he is the Chair, have on many occasions carried out a Community Speed Watch on Hawton Road and at no time has it been shown to be a fast and / or unsafe road. In addition, Councillor Girling comments that it may have the occasional speeding vehicle but penalising all motorists who use the road sensibly is not the answer and requests that an interactive speed sign be introduced on the road instead.
18. Response Hawton Road – County Councillor Girling
Hawton Road is a street-lit residential area, with frontages on both sides of the road. The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors, however on Hawton Road the limit is currently 40mph.
19. Recent traffic surveys on Hawton Road show that 85 percentile vehicle speeds are between 40.1mph and 42mph. The County Council use a number of factors when determining appropriate speed limits, these are based on the Department for Transport's (DfT) guidance "Setting Local Speed Limits" such as as road purpose / function (strategic, through traffic, local access etc.) population size and expected vulnerable road users (cyclists, pedestrians).
20. As a residential area the route is already used by vulnerable users, such as pedestrians and cyclists. This investment in cycling infrastructure and routes within the town will create safe, direct, convenient, attractive and continuous cycle routes within Newark. The numbers of cyclists in particular are likely to increase on these key routes, including Hawton Road as a result of the significant investment being made in cycling infrastructure.
21. Feedback from both the Newark Cycle Route public consultation and the statutory consultation on the proposed speed limit changes shows support for a reduced speed limit. DfT guidance on setting local speed limits also notes that injury levels for vulnerable users involved in collisions is substantially lower when collisions occur at lower speeds. As such the proposals to reduce the existing speed limit in this residential area from 40mph to 30mph is considered reasonable.

22. Objection - Hawton Road and Lincoln Road

One individual responded to both consultations to object to the proposed 30mph limit on each road. The objectors states that there were no schools or hospitals on either road and the streetscape had not changed in recent years and considers that the speed limit was not required on either road and therefore not an appropriate use of funding. The respondent also stated that speed restrictions add to traffic congestion and to pollution levels.

23. Response Hawton Road and Lincoln Road

Lincoln Road and Hawton Road are both street-lit roads within Newark, bounded by residential properties on both sides of the road, the routes meet DfT guidelines for a 30mph limit. Studies show that the introduction of lower speed limits within urban areas are beneficial for the safety of non-motorised highway users. The proposed infrastructure improvements for cyclists will increase modal shift to sustainable modes. Increasing levels of sustainable transport use, will improve health, cut congestion and emissions and provide greater equality of access to sites of employment and learning.

24. A shared use cycle-way is proposed for the northern side of Lincoln road and a safety audit, undertaken as part of the design process, also identified a reduced speed limit as beneficial to users' safety.

Other Options Considered

25. Other options considered relate to the speed limit proposed, which could have been lesser. It is considered that the proposals will facilitate the safe operation of the highway for drivers, cyclists and pedestrians, in accordance with the Authority's duty to ensure the safe and expeditious movement of all traffic, including pedestrians.

Comments from Local Members

26. County Councillor Girling objects to the proposed 30mph limit on Hawton Road, no comment regarding the proposed limit on Lincoln Road during the consultation. County Councillor Dobson has discussed engineering elements of the scheme with project officers but made no comment regarding the proposed speed limit change during the statutory consultation.

Reason/s for Recommendation/s

27. It is considered that the proposals will facilitate the safe operation of the highway for drivers, cyclists and pedestrians, in accordance with the Authority's duty to ensure the safe and expeditious movement of all traffic, including pedestrians.

Statutory and Policy Implications

28. 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

29. Nottinghamshire Police made no comments during the formal consultation period, however had previously commented during discussions of the proposals that they have not received a complaint regarding excessive speed along Hawton Road or Lincoln Road in Newark. No additional crime or disorder implications are envisaged.

Financial Implications

30. The Speed Limit Order and works are expected to cost approximately £10,000 and will be met through the funding received from the D2N2 Local Economic Partnership (LEP).

Human Rights Implications

31. 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

32. 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.
33. 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

34. The proposals are intended to have a positive impact on all highway users but by promoting sustainable transport modes and implementing lower vehicle speed limits they should also help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

35. The proposals, as part of the wider Newark Cycle Strategy measures will provide a comprehensive, coherent cycle route network in Newark will assist in delivering the Nottinghamshire Cycling Strategy Delivery Plan (2016) which is committed to increasing cycling levels from 3% currently to 10% by 2025. Increasing levels of sustainable transport

use, will improve health, cut congestion and emissions and provide greater equality of access to sites of employment and learning.

RECOMMENDATION/S

It is recommended that:

- 1) The Nottinghamshire County Council Hawton Road and Lincoln Road, Newark On Trent (30 mph Speed Limit Orders) 2018 (3270 and 3271) are made as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

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Constitutional Comments [SLB 03/05/2018]

36. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [SES 01/05/2018]

37. The financial implications are set out in 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

Newark West ED
Collingham ED

Councillor Keith Girling
Councillor Maureen Dobson