

19 July 2018**Agenda Item: 6****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (B6031 CARTER LANE,
WARSOP VALE) (40 M.P.H. SPEED LIMIT) ORDER 2018 (2213)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. Carter Lane is a local distributor road leading from Church Warsop westwards to Warsop Vale and then on to Shirebrook, where it becomes Station Road. The section between Warsop Vale and Longster Lane is currently subject to a 30mph speed limit whilst the section between Longster Lane and Shirebrook is derestricted (60mph). Carter Lane is a B-road (B6031) between Warsop Vale and Longster Lane and is rural in character with no roadside development and few private accesses.
3. Nottinghamshire County Council has received complaints from local residents regarding vehicle speeds in Warsop Vale. It is considered that the current 30mph speed limit on the rural stretch of Carter Lane between Warsop Vale and Longster Lane contributes to non-compliance of the 30mph speed limit within the village.
4. In response the County Council proposed to increase the speed limit on the rural section of Carter Lane between Longster Lane and Warsop Vale to 60mph. The change enables new terminal signs to be installed on the approach to Warsop Vale when travelling towards village helping to reinforce the lower limit within the village and it is considered that this will help achieve compliance through the village.
5. The current 30mph limit on the rural section of Carter Lane does not meet Department for Transport (DfT) guidelines on appropriate speed limits for the type of road. In addition, a review of speed limits was undertaken in 2009/10 along the B6031, the review recommended that the speed limit on this section should be the National limit (60mph) for consistency with adjacent routes. The review did note that the accident rate was low and no changes were predicted to future speeds, accident rate or time taken to negotiate the route. The changes included in the review have not previously featured in any works programme although it is considered that the recommendations are still valid. The changes are proposed as a direct result of complaints concerning speed in the village area.

6. The statutory consultation and public advertisement of the proposed derestriction was carried out between 17th January and 14th February 2018, as detailed on drawing H/JMR/2630/01.
7. A total of 6 responses were received to the consultation during the advertisement period; these consisted of 1 comment and 5 objections to the proposals.
8. Responses to the consultation were reviewed and following consideration an alternative proposal which mitigates several of the objections was developed. The revised proposal will make Carter Lane subject to a 40mph speed limit between Warsop Vale and Longster Lane. Whilst the speed limit review recommended a 60mph limit on this section of road, it is considered that a 40mph limit meets the DfT guidelines and will also act as a buffer to the 30mph limit within the village. As with the previous proposal, will deliver an appropriate gateway effect at the start of the village, serving to reinforce the impact of the 30mph speed limit in force through the built-up area.
9. The revised proposals were publicly advertised between 14th March and 11th April 2018, as detailed on drawing H/JMR/2630/02. A total of 3 responses, including one petition of 15 signatories, were received during this advertisement period. In total, taking account of both rounds of consultation, 4 responses are considered to be outstanding objections to the proposals.

Objections Received

10. Objection - Increase in the speed limit

Two respondents objected to an increase in speed limit on this stretch of Carter Lane, one stating that an increase in speed limit would adversely affect owners and tenants of properties along Carter Lane when accessing their premises. They considered that traffic speeds were already a concern when using private accesses along the route; especially with farm vehicles.

11. One respondent and the petition supported the 40mph proposed limit but objected that this was not being applied to the entire length of Carter Lane from Warsop Vale to Shirebrook and also along Longster Lane and Sookholme Lane, which are currently derestricted (60mph).

12. Response - Increase in the speed limit

Nottinghamshire County Council use a number of factors when determining appropriate speed limits. These are based on current Department for Transport's guidance "Setting Local Speed Limits" and include existing traffic speeds, history of collisions (including frequency, severity, types and causes), road purpose/function, population size, expected vulnerable road users and environmental affect.

13. An assessment of these factors and consideration of the views expressed in the consultation, determines that a speed limit of 40mph is appropriate for this stretch of Carter Lane. The absence of a roadside development, combined with few vehicle accesses and open fields results in a lack of visual reinforcement of the current 30mph limit. Drivers associate lower speed limits on primary roads with adjacent roadside development. This is not the case on Carter Lane and results in reduced driver compliance with the speed limit on this stretch and within the village itself. This section of Carter Lane is street-lit for some of its length, which means that 30mph repeaters cannot be installed to reinforce the current speed limit.
14. Where speed limits are set at an inappropriately low level driver compliance is generally low. It can also lead to an increase in accidents as drivers make unsafe overtaking manoeuvres to pass what they perceive as vehicles driving 'too slowly'. Carter Lane does not align with official guidance for a 30mph speed limit, it is considered that the proposed 40mph limit is

more appropriate for this route and may increase driver compliance with the 30mph limit when entering Warsop Vale.

15. Longster Lane, Sookholme Lane and the remaining stretch of Carter Lane are all currently derestricted roads (60mph speed limit). The DfT assessment criteria suggests that the current speed limit is appropriate for the rural character of these roads. As such there is no plan to amend the speed limit at these locations.

Other Options Considered

16. A number of options were considered before and after consultation. The original option was to derestrict the road (speed limit of 60mph) from its current limit of 30mph. Whilst this limit is in accordance with DfT guidelines and appropriate it was reviewed in response to consultation and further consideration was given to whether the revised limit should be set at 50mph or 40mph. The lower limit of 40mph still meets the DfT guidelines and will also act as a buffer to the 30mph limit within the village. As with the previous proposal this will deliver an appropriate gateway effect at the start of the village, serving to reinforce the impact of the 30mph speed limit in force through the built-up area so it considered appropriate as an alternative to the original proposal.

Comments from Local Members

17. County Councillor Andy Wetton did not comment during the consultation process.

Reasons for Recommendations

18. It is considered that the proposed scheme presents a reasonable balance between the needs of all highway users, including non-drivers; who live in or visit the area.

Crime and Disorder Implications

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

Financial Implications

20. This scheme is being funded through the Local Transport Plan ITM budget for 2018/19 with an estimated cost to implement the works and traffic order of £5,000.

Human Rights Implications

21. 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

22. 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.

23. 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

24. The proposals are intended to have a positive impact on all highway users.

Implications for Sustainability and the Environment

25. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (B6031 Carter Lane, Warsop Vale) (40 mph Speed Limit) Order 2018 (2213) be made as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 9773118

Constitutional Comments [SJE – 11/06/2018]

26. 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 [RWK 07/06/2018]

27. The financial implications are set out in paragraph 20 of the report.

Background Papers

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.

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.

Electoral Division(s) and Member(s) Affected

Warsop ED

Councillor Andy Wetton