

10th January 2012**Agenda Item:10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****PRIORSWELL ROAD, WORKSOP TRAFFIC CALMING, JUNCTION
IMPROVEMENTS AND CENTRE LINE CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above traffic calming in the form of speed cushions; junction improvements and the provision of a centre line proposed for Priorswell Road, Worksop.

Information and Advice

2. As part of the 2012/13 Local Transport Plan programme of integrated transport measures, a traffic calming scheme was proposed for Priorswell Road in the vicinity of Canch Park to reduce vehicle speeds to enable pedestrians to cross the road safely including an uncontrolled pedestrian crossing in the form of dropped kerbs. To offer some early benefit for pedestrians to cross between the car park and Canch Park the dropped kerbs have been installed ahead of the traffic calming.
3. Speed surveys undertaken in May 2012 identified that the 85th percentile speed of vehicles were 28.3mph south west bound; 28.7mph north east bound. The highest traffic flows occur during the late afternoon/early evening period and observed pedestrian flow identified significant numbers of children/parents utilising the park.
4. A number of vehicle related accidents have also occurred along Priorswell Road, particularly at the junctions with Memorial Avenue and Canal Road. Therefore the provision of aligned give way markings at these junctions and a centre line from the junction with Cheapside to Kilton Road junction were also included in the scheme design.
5. Letters were sent to the statutory consultees along Priorswell Road in October 2012, with notices being erected on site. During the consultation period, two objections were received, which contained common issues relating to the impact on the conservation of the area. Details of the points raised are summarised below.

Objection

These proposals affect the setting of grade I and grade II designated heritage assets and fall within a designated conservation area. Traffic calming in this

location is discouraged due to the impact on the designated heritage in the immediate vicinity.

Response

It is accepted that the proposed location for traffic calming is in a conservation area. The type of traffic calming to be implemented is grey concrete pre-cast speed cushions to complement the existing carriageway surfacing and minimise the effect on the surrounding area. The presence of traffic calming in this area will assist in reducing the speed of vehicles and improve safety for pedestrians.

Objection

Traffic calming in this area is not supported due to the detrimental impact on the setting of the Priory and appearance of the conservation area. The provision of a centre white line is not considered to be sympathetic to the area.

Response

It is accepted that the proposed location for the scheme is in a conservation area. The type of traffic calming to be implemented is grey concrete pre-cast speed cushions to complement the existing carriageway surfacing and minimise the effect on the surrounding area. The presence of traffic calming in this area will assist in reducing the speed of vehicles and improve safety for pedestrians. The provision of a centre line will help ensure vehicles are on the correct side of the road when undertaking turning manoeuvres at junctions and help vehicles to traverse the speed cushions correctly.

Other Options Considered

6. A zebra crossing in this location was considered and determined to be unfeasible due to issues caused by the wall on the eastern side of the road which reduces visibility when crossing from the car park side of the road. A zebra crossing would also be more intrusive on the conservation area than the proposed traffic calming, junction improvements and centre line scheme.
7. The provision of build-outs in this location was considered and determined to be unfeasible as the existing carriageway width is 6.4m and build-outs would narrow the carriageway even further.
8. The proposals are considered the most appropriate to ensure the physical scheme is successful in reducing the vehicle speeds to enable pedestrians to cross the road safely and reduce the number of vehicle related accidents.

Reasons for Recommendations

9. The recommendation is made as it is considered that the benefits of the scheme address concerns which have been expressed locally regarding the safety of road users. The local County Councillor Kevin Greaves supports the proposals.

Statutory and Policy Implications

10. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12. The scheme, including physical measures will cost in the region of £30,000 and is being funded through the Local Transport Plan integrated transport measures block for 2012/13.

Crime and Disorder Implications

13. Nottinghamshire Police has raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council Priorswell Road, Worksop - traffic calming, junction improvements and centre line scheme is implemented as advertised and the objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

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Constitutional Comments

14. Committee have power to decide the Recommendation. [SHB - 30.11.12]

Financial Comments

15. The financial implications are as contained in paragraph 12 of this report [IC - 03.12.12]

Background Papers

Feasibility reports

2012/13 programme of integrated transport measures

Electoral Division(s) and Member(s) Affected

Councillor Kevin Greaves - Worksop