



9<sup>th</sup> February 2017

Agenda Item: 5

## **REPORT OF CORPORATE DIRECTOR, PLACE**

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (MUSTERS RD, MELTON RD, DEVONSHIRE RD, MANVERS RD, GORDON RD, EXCHANGE RD AND ETHEL ROAD, WEST BRIDGFORD) (20 MPH SPEED LIMIT) ORDER 2017 (8257) AND THE NOTTINGHAMSHIRE COUNTY COUNCIL (A606 MELTON ROAD, WEST BRIDGFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2017 (8256)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

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

### **Information and Advice**

2. West Bridgford is located within the greater Nottingham conurbation and as such links well with pedestrian and cycle routes to destinations such as Nottingham City Centre, railway station and university areas. At the Transport and Highways Committee (THC) meeting on 17<sup>th</sup> November 2016 a report was presented which provided information on the proposal for a network of cycling routes in the West Bridgford area. The routes are intended to deliver coherent, joined-up north-south, east-west and orbital cycle routes to improve cycling access to jobs, training (including schools) and other services in the town, as well as in nearby Nottingham City. Funding for the delivery of the project has been secured from the Local Enterprise Partnership (LEP) through an allocation of money specifically available to support cycle network development. Other external funding sources (such as Section 106 and Section 278 developer contributions for cycling improvements) and integrated transport block funds provided the necessary match to secure the LEP finance.
3. The strategic cycle network is designed to improve access to jobs, local shops, schools and other local services to help cater for increased demand for cycling facilities for local residents, and encourage more people to cycle more often. Encouraging more cycling is an important element in delivering national and local aims to address local congestion, air quality and health issues. In addition to help address local congestion issues the proposed cycle network has been designed so that it does not reduce the number of traffic lanes available to cars.

4. Measures and type of schemes that will be delivered to make up the strategic cycle network across the County are included in the Cycling Strategy Delivery Plan for Nottinghamshire that was approved at the THC meeting on 11<sup>th</sup> February 2016, these include:
  - On-road cycle lanes;
  - Shared-use facilities on the footway where there is sufficient width to accommodate cyclists and pedestrians;
  - Signed-only routes;
  - Off-road routes;
  - Introduction of 20mph speed limits along cycle routes where it is not possible to introduce any formal cycling facilities.
  
5. The proposed cycle route network in West Bridgford was developed following an extensive consultation exercise which included mail-shots, four public events and on-line information, undertaken in July and August 2016. Approximately 200 people attended the events and 238 written responses were received, details were included in the approved THC report which endorsed 5 proposed routes comprising approximately 17 miles, drawing CLH-SP-16-001/201 represents the routes previously agreed. Of those who responded:
  - All but 7% lived in West Bridgford; with 61% living on one of the proposed routes;
  - Almost a fifth do not currently cycle;
  - Almost 50% of cycling undertaken was wholly in West Bridgford;
  - Almost 90% support the delivery of improved cycling facilities in West Bridgford.
  
6. In order to support the delivery of the five routes that will collectively form the West Bridgford cycle network traffic orders are proposed along Routes 1 and 5. The statutory consultation and public advertisement of proposals was undertaken from 19<sup>th</sup> December 2016 to 21<sup>st</sup> January 2017. This included hand delivering documents to properties fronting the proposals, notices installed on lighting columns in the area and document packages placed at West Bridgford Library and County Hall. Drawings H/TRO/8257/001 Rev A (proposed 20 mph limits) and H/TRO/8256/001, 002, 003 and 004 (proposed 'No Waiting At Any Time') represent the advertised proposals that have been amended taking into account comments and objections received.

## **Comments Received - Speed Limit**

7. Traffic Order 8257 relates to the introduction of a mandatory 20mph speed limit on a number of roads in West Bridgford, a total of twenty-one responses were received to these proposals. Nine responses supported the proposals this included cycling group Pedals and West Bridgford Methodist Church, three responses were comments only, one query from the media and eight responses are considered outstanding objections to the speed limit proposals.
  
8. General comments from all respondents included views that the proposals are not enough to make the road safe at key times of the day (peak times), the proposals should be extended onto nearby and adjacent streets, include redesign of key junctions, take into account existing street furniture and avoid the proliferation of signs, the effectiveness should be monitored and that extra measures be taken to enforce the speed limits if required. Specific comments were made regarding Devonshire Road as it is considered that this road is used as a key local route which it is suggested is likely to take more through traffic due to nearby developments including Rushcliffe Arena. The local resident suggested that a partial

one-way or closure of the road to through traffic might be options to consider and also requested additional parking restrictions on the junctions at either end.

9. Eight responses are considered as outstanding objections, issues raised include:
  - The 20mph speed limit won't have desired effect, comments received that the area-wide speed limits introduced during 2015 in Lady Bay and area between Davies Road and Radcliffe Road have not made any difference to speed;
  - Mandatory 20 mph speed limit should extend to any residential road in the area and that the current approach is piece meal;
  - There is currently excessive speed on some of the roads, particularly on Musters Road;
  - Suggests speed cushions or speed cameras are installed to prevent people travelling at excessive speed or cameras.
10. One of the objections received was from Nottinghamshire Police who have raised an objection to the proposals to introduce a mandatory 20 mph limit along Musters Road, Gordon Road and Melton Road. This is on the grounds that these are considered to be key local distributor routes which are wide and relatively straight. The consequence being that in the view of the Police the introduction of limits at such locations which are signed only will not result in a reduction of traffic speeds. The Police have been clear in their response that enforcement action on these routes would not take place. The Police do not have objections to the mandatory 20 mph limits proposed on residential streets.

## **Response – Speed Limit**

11. The aim of the proposed lower speed limits is to improve the environment for vulnerable road users such as cyclists and pedestrians. This approach is consistent with guidance contained in the Local Transport Note (LTN) 2/08 and Manual for Streets 2 which are documents that are used to assist in the design of cycle friendly infrastructure. The proposals are concentrated along roads that form part of routes 1 and 5 previously approved at Transport and Highways Committee.
12. At present there are two areas with mandatory 20 mph speed limits in West Bridgford. The first is the area bounded by Radcliffe Road, Davies Road and Albert Road initially introduced as an advisory limit in 2012. The second is the Lady Bay area which forms part of a "Home Zone" which included an advisory 20mph speed limit when introduced around 2000/01. The aim of the Home Zone was to improve the quality of life in residential areas, encourage lower traffic speeds, offer informal priority to pedestrians and provide an emphasis around a visual change of environment through the inclusion of traffic calming, seating and other street furniture.
13. In November 2015 at Transport and Highways Committee the two area wide advisory 20mph limits were made mandatory following the consideration of objections received to that proposal. It is not proposed to extend these zones, rather it is intended to target key routes that are a part of the cycle strategy. Further changes to the area-wide 20mph or the introduction of additional 20mph speed limits may be considered in the future depending upon the outcome of ongoing monitoring and also subject to the statutory consultation procedure.

14. In response to the objection from Nottinghamshire Police it is proposed that advisory, as opposed to mandatory 20mph limits be introduced along the lengths of road subject to the objection. This will retain the integrity of the intention to create a coherent North - South cycle route and allow for monitoring to take place such that the introduction of a mandatory limit may be reconsidered in the future on the basis of greater evidence. The Police do not have objections to an advisory 20mph speed limit on the A606 Melton Road, Musters Road and Gordon Road or the mandatory limits on the residential streets. The amendments are shown on drawing H/TRO/8257/001 Rev A.

## **Comments Received – No Waiting At Any Time Restrictions**

15. Traffic Order 8256 relates to the introduction of 'No Waiting At Any Time' restrictions along part of Melton Road for a length of over 1,800 metres between Carnarvon Road and Village Street, the proposals also include junction protection for a distance of 10 metres on each side road joining Melton Road along this section where there are no restrictions currently.
16. Seventeen responses were received to the proposed 'No Waiting At Any Time' restrictions. One response from Pedals was in support, the remaining sixteen which includes two from two organisations are considered as outstanding objections. Issues raised from local residents that are specific to the proposed TRO as opposed to the principle of a cycle network include:
- The parking restrictions would displace vehicles onto adjacent streets where there is limited parking available;
  - The 'No Waiting At Any Time' restrictions are overly restrictive and would be an inconvenience to local residents as trades people, health professionals and visitors will not be able to park near the properties;
  - The restriction will cause issues with visitor parking to properties including that associated with childcare provision and picking up / dropping off elderly relatives. It was suggested that proposals are less restrictive allowing parking overnight and at weekends;
  - The restrictions will make access to local shops more difficult;
  - Comments that there is minimal parking along this route and even then it is limited to certain times of the day, considers that there are other roads in the areas that would benefit from parking restrictions.
17. Objections were received from Westdale Care Homes from the Chair of the management committee for Westdale Quaker Housing Association. At the Care Home there are currently 22 residents over the two properties at 127 and 129 Melton Road, there are regular visitors who take residents out thereby requiring easy access. There are also visiting GP's, Emergency Ambulance and others who require access.
18. The Care Home host fund raising events and have limited on-site parking and use these events to supplement income as they are a non-profit making, charitable organisation. The site has numerous and varied visitors; the care home manager has concerns that visits may be discouraged if on street parking is lost. In addition, the objectors refer to shopping and medication deliveries that use the road if the car park is full. There are also regular maintenance workers that need close vehicle access. The objectors are concerned that the restrictions will displace parking and puts other users above the needs of residents and businesses along the route.

19. An objection has been received from Grosvenor House Day Nursery, the building located just South of Boundary Road on the inbound side of Melton Road which has operated as both a school and nursery for over 60 years and the road outside has been used for parking / dropping off. The objection contains information relating to numbers of parents whom rely on waiting outside the premise to drop off and pick up children, typically during January this averages 80 manoeuvres in the morning peak and a similar amount during the evening peak. It is also stated that staff at the nursery will be forced to park on adjacent residential streets where parking is already at a premium. There is currently off street parking at the nursery which is able to accommodate eight vehicles. The Director of the nursery has suggested that the waiting restrictions and cycle route are terminated on the approach to the nursery and resumed beyond it.

## **Response – No Waiting At Any Time Restrictions**

20. The proposal to introduce a no waiting at any time restriction along part of Melton Road is intended to create a dedicated delineated inbound and outbound route for cyclists that as far as possible is free from parked vehicles. It is intended that both the inbound and outbound route will be delineated visually from live traffic with the use of road markings and signage to indicate that it is an advisory cycle lane. This represents a commitment to provide a high quality route that supports existing cyclists and will also serve to encourage others to consider cycling.

21. As part of the installation of an advisory cycle lane design guidelines recommend that waiting and / or loading restrictions are implemented to cover times the lane is used. Proposals include double yellow lines that prohibit waiting at all times, though it is not proposed to implement loading restrictions to maintain a degree of flexibility for local residents and businesses. This means that, where it is safe to do so, a short period is permitted to carry out loading operations within a no waiting at any time restriction therefore residents can continue to have legitimate deliveries to properties made, as is the case now.

22. It is not intended to alter the waiting restrictions or the configuration of spaces adjacent to the shopping area along Melton Road and it is not considered that the restrictions proposed further along Melton Road will have any adverse impact upon the shops or the viability of the area.

23. Westdale Care Home is located on the A606 Melton Road close to Burleigh Road and Exeter Road. These side roads do not have any parking restrictions (apart from the proposed double yellow lines around the junctions) and provide nearby alternative parking provision for visitors. Limited loading and unloading is permitted within the proposed restrictions that should accommodate deliveries should space not be available within the site.

24. Further discussions have been held with Westdale Care Home to understand the needs of the business, in light of comments received and taking into account comments and objections from local residents it is proposed that restrictions along sections of Melton Road are changed to 'No Waiting Monday to Friday between 7am and 7pm) as shown on drawings H/TRO/8256/002, 003 and 004. The alterations will provide on-street parking provisions at a number of locations along Melton Road including:

- On the inbound side of Melton Road between Devonshire Road and Exeter Road;

- On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);
  - On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.
25. It is acknowledged that the proposed restrictions may alter current parking behaviours and it is considered that there are alternatives available for residents and visitors on adjacent streets if wishing to park for a period of time. However, where it is recommended that the proposed restrictions are changed it should provide greater opportunity and on-street parking provision in the evening and weekends when traffic demand is lower. Given the concern expressed by representatives of the care home it is intended to monitor parking activity in the area following the proposed alterations and review after six months to consider whether any changes are required. This is a compromise on the overall cycling strategy, but considered appropriate taking into account a balanced approach and responses received.
26. There are currently no specific parking restrictions on the public highway outside Grosvenor House Day Nursery and it is clear that this facility is valuable to the nursery to allow parents to have unrestricted access to drop off and pick up children, excepting where there are 'Keep Clear Markings' a bus stop clearway and 'No Waiting At Any Time' restrictions on the approach to the junction with Boundary Road.
27. Following further discussions with the Day Nursery it is recommended that a bay providing Limited Waiting for 20 minutes is provided on Melton Road between Grange Road and the existing Keep Clear Markings. It is proposed that this would be in operation Monday to Friday between 7am and 7pm. Outside of these hours restrictions will be in place to prevent overnight and weekend parking to ensure a continuous and clear cycle route along this section of Melton Road. The limited waiting bay would provide additional short-term parking provision for up to 7 vehicles that would mainly be in use during drop off and pick up times. This extra capacity should assist the Day Nursery and help minimise displaced parking onto nearby roads such as Grange Road and Endsleigh Gardens. The Day Nursery are supportive of this revision and have withdrawn their objection.
28. Broader comments received relate to the principle of the introduction of cycle networks, including questioning if there was sufficient activity to support their introduction, that the route needs to be designed to be clear and useable and not introduced piecemeal as it is suggested has been the case in the past.
29. Surveys undertaken during October 2016 showed 230 cyclists using Melton Road over a 9-hour period, a Summer factor can be applied to this which raises the count to over 300 cyclists in the same period. There is also considered to be significant latent demand particularly from the anticipated Sharphill Woods development which will benefit directly from the proposed link.
30. It is considered that the proposed restrictions will support the County Council in achieving its aims and objectives set-out in the Cycling Strategy Delivery Plan to deliver a prioritised high quality, joined up, safe and well-connected cycle network.

## **Other Options Considered**

31. Other options considered relate to the extents of the proposed 20mph limits, which could have been either lesser or greater and not implementing a mandatory lower limit. In response to comments received the recommendation has been amended to change the proposed mandatory 20mph speed limit to advisory on the main through routes.
32. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The proposals link to wider cycling strategy for the area and in recognition of the demand for on-street parking from local residents and businesses the recommendation has been modified to provide sections of on-street parking provision in the evening and weekends.

## **Comments from Local Members**

33. Local County Councillors Steve Calvert and Liz Plant have been involved in the development of the proposals and support the revisions detailed in the recommendation.

## **Reasons for Recommendations**

34. The proposals are considered appropriate taking into account a balanced view of the needs of all road users and link with the Council's objectives to deliver a well-connected cycle network. It is proposed that the route once established is monitored in respect of altered cycle activity and parking patterns in the area.

## **Statutory and Policy Implications**

35. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

36. The total current cost of delivering the entire West Bridgford Cycle Network is estimated to be £1.030m of which £685,000 has been secured from the LEP, local contribution from NCC using Local Transport Plan funds is £250,000 and £95,000 of developer contributions. The cost of the works and implementation of the traffic order considered in this report are estimated to be in the region of £30,000 which is included in the overall scheme estimates.

## **Crime and Disorder Implications**

37. Nottinghamshire Police raised no comments to TRO8256 (No Waiting At Any Time) restrictions, but have objected with regards to the introduction of some mandatory 20mph speed limits as described in this report.

## Public Sector Equality Duty Implications

38. The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies 'to advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore, the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town.
39. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

## RECOMMENDATION/S

### It is recommended that:

- 1) The Nottinghamshire County Council (Devonshire Rd, Manvers Rd, Gordon Rd, Exchange Rd and Ethel Road, West Bridgford) (20 mph Speed Limit) Order 2017 (8257) is made as advertised and that the objectors be informed accordingly with the following amendment:
  - Remove proposed mandatory 20mph speed limit on A606 Melton Road, Musters Road and Gordon Road from Order 8257;
  - An advisory 20 mph limit is placed upon Melton Road, Musters Road and Gordon Road to the extent as advertised as part of the consultation process. The revised proposal is shown on the attached drawing H/TRO/8257/001 Rev A.
- 2) The Nottinghamshire County Council (A606 Melton Road, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2017 (8256) is made as advertised subject to the following amendment and that the objectors be informed accordingly:
  - Amend the 'No Waiting At Any Time' restrictions to 'No Waiting Monday to Friday, 7am – 7pm' along the following sections of Melton Road:
    - On the inbound side of Melton Road between Devonshire Road and Exeter Road;
    - On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);
    - On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.
  - Amend the 'No Waiting At Any Time' restrictions on Melton Road between Grange Road and existing 'Keep Clear Markings' to Limited Waiting (20 minute limit, Monday to Friday 7am – 7pm) and 'No Waiting Monday to Friday, 7pm – 7am and all day Saturday and Sunday'.

The revised proposals are shown on the attached drawings H/TRO/8256/001, 002, 003 and 004.

**Adrian Smith**  
**Corporate Director (Place)**

**Name and Title of Report Author**  
Mike Barnett - Team Manager (Major Projects and Improvements)

## **Constitutional Comments (SJE – 27/01/2017)**

40. This decision falls within the Terms of Reference of the Transport and Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and road safety has been delegated.

## **Financial Comments (GB 27/01/2017)**

41. The financial implications are set out in paragraph 36 of the report

## **Background Papers**

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 Team at Trent Bridge House, West Bridgford. Specific papers include:

Equality Impact Assessment – Consideration of Objections for Traffic Order 8256, West Bridgford

Transport and Highways Committee Report - West Bridgford Strategic Cycle Network (Agenda Item 5, 17<sup>th</sup> November 2016)

Transport and Highways Committee Report – Nottinghamshire Cycling Strategy Delivery Plan (Agenda Item 6, 11<sup>th</sup> February 2016)

## **Electoral Division(s) and Member(s) Affected**

West Bridgford Central and South  
West Bridgford Central and South

Councillor Steve Calvert  
Councillor Liz Plant