



**10<sup>th</sup> September 2015**

**Agenda Item: 6**

## **REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CASTLEWOOD GROVE AND REDBARN WAY, SUTTON IN ASHFIELD) ENVIRONMENTAL TRAFFIC CALMING.**

#### **Purpose of the Report**

1. To consider the responses received in respect of the above Traffic Calming Proposals and whether the environmental traffic calming should be implemented.

#### **Information and Advice**

2. Castlewood Grove and Redbarn Way are spine roads with speed limits of 30mph which run through the Sutton-in-Ashfield estate. Redbarn Way is a straight road connected to Castlewood Grove with a mini roundabout. Castlewood Grove consists of a series of gradual bends.
3. A request was received through the Local County Councillor to provide a means of traffic calming following complaints from local residents of speeding traffic and frequency of accidents.

#### **Responses received**

4. An initial consultation was undertaken in November 2014. Letters were delivered to 54 properties including Castlewood Grove, Redbarn Way and properties which back onto Redbarn Way. From the initial consultation 19 (35%) replies were received including 10 in support, a further 5 in general support but with localised concerns (total in support 78%) and 4 objections.
5. In Accordance with The Highways Act 1980 a formal consultation took place between the 11<sup>th</sup> May and 10<sup>th</sup> June 2015. Notices and plans showing the proposals were posted in the area, a copy of the proposals was made available at the local library and a notice was placed in the local press. Comments were also invited from the Police, Ambulance, Public Transport and Ashfield District Council. The Police raised no objections, there was no response from the Ambulance or Fire Services and Ashfield District Council raised no objections. During the formal consultation process a total of 38 responses were received. 20 of the responses were in favour of the traffic calming. The other eighteen responses were objections and included in these were two petitions which showed a further eleven residents against the proposals.

## Comments

6. The comments received during the consultation can be grouped in relation to; evidence of accidents, speed, road humps and preferred alternatives.
7. Evidence of accidents – A number of residents state that they considered there was insufficient evidence of accidents throughout the estate to justify traffic calming.
8. Speed - Objections were received on the grounds that it was felt that speeding is not considered to be a problem and there is no evidence of speeding through the estate. It was also stated that speeding is by a minority of drivers which is a result of antisocial behaviour and this should be dealt with by the police. Objections were received stating that speed humps are too aggressive and will not slow the reckless drivers down who may speed in between the cushions out of frustration.
9. Road Humps – Objections to the speed humps included;
  - a. It is felt that the speed cushions will damage vehicles and cause excessive wear and tear on vehicles.
  - b. They are uncomfortable to drive over and they will exacerbate existing back problems.
  - c. The implementation of speed cushions will increase the problems that the residents already experience exiting their driveways and travelling along Castlewood Grove during the ice and snow.
  - d. Noise is considered to be a problem.
  - e. They will be detrimental to the appearance of the estate and concerns were raised that they will reduce house prices. The estate has been cleverly designed and has enough features to slow the traffic down.
  - f. Four objectors said that they do not like the road humps.
10. Alternatives - An objector looked at the County Council's website and had researched the reasons for installing traffic calming. This person wanted to know which criteria had been met for the installation of traffic calming along this estate. Four objectors would prefer speed cameras and a further four would like to see a police presence to carry out speed checks. One objector requested interactive signs.

## 11. Response

12. The scheme has been proposed as a result of complaints about speeding vehicles and incidents where vehicles have left the carriageway causing property damage and damage to street furniture, particularly on Castlewood Grove. There have been no injury accidents reported on Redbarn Way and 2 'slight' injury accidents on Castlewood Grove. Pictures have been supplied to the County Council of accidents that have not been formally reported to the County Council by the Police. Due to the small number of reported accidents traffic calming has been considered in line with the County Council's policy for Environmental Traffic Calming.
13. In line with the County Council's Policy for Environmental Traffic Calming, Castlewood Grove and Redbarn Way are Category 4 roads and have more than 250 vehicles (2-way flow) travel through the affected length during the morning and afternoon peak. The criteria also require that the 85<sup>th</sup> percentile speed of the daily traffic flow must exceed the stated speed limit by

20% or more (36mph in a 30mph limit). This is met on Redbarn Way but not Castlewood Grove. The final criterion states that there must be at least 50% of the affected road frontage comprising residential premises. This is met by Castlewood Grove but not Redbarn Way.

It is proposed that despite this the roads should not be treated in isolation from one another and due to the peaks in speed at night (85<sup>th</sup> percentile is 39mph in a 30mph limit around midnight on Castlewood Grove) due to antisocial behaviour and the concerns raised by the Local County Councillor that these roads are considered together for environmental traffic calming.

14. Government guidelines state that fixed cameras should only be used where there have been at least three fatal or serious collisions per kilometre in the last three calendar years and where the majority of drivers are exceeding the speed limit. Wherever possible the Police enforce speed limits, however with limited resources this is not possible continuously.

#### Options considered

15. In light of the objections received to road humps a number of alternatives have been considered.
- a. A single plateau has been considered on both roads but was discounted as it was felt that it would only slow the vehicles down at the position of the plateau.
  - b. Speed cushions were considered however following the consultation, sinusoidal road humps are recommended. The 3.7m hump length is more suitable for use where it is hoped to achieve a 20mph maximum speed. Also at typical speeds, noise and ground-borne vibration levels have been found to be lower for this profile hump than round-top humps. The humps would be signed, however they are aesthetically less detrimental due to the black surfacing.
  - c. Interactive speed signs have also been considered, however due to the nature of the problem caused by anti-social behaviour it is felt that these would have limited effect.

### **Comments from Local Members**

16. The local County Councillor for Sutton in Ashfield West supports the scheme.

### **Reasons for Recommendation**

17. The proposed traffic calming is considered appropriate taking into account a balanced view of the needs of all road users, anti-social speeding behaviour and potential risk to law abiding road users and pedestrians.

### **Statutory and Policy Implications**

18. 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 adults at risk, service users, 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**

19. Nottinghamshire Police raised no objections to the proposals.

### **Financial Implications**

20. The Scheme is being funded through the 2015/16 Local Transport Plan (Integrated Transport Measures) at a cost of £50,000.

## **RECOMMENDATION/S**

It is recommended that:

The Nottinghamshire County Council (Castlewood Grove and Redbarn Way) Environmental Traffic Calming scheme goes ahead as proposed.

### **Neil Hodgson**

Interim Service Director

### **Name of report author**

Rob Driver - Team Manager (Highways and Structures Design Team)

### **For any enquiries about this report please contact:**

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### **Constitutional Comments (SJE – 26/08/2015)**

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

### **Financial Comments (TMR 25/08/2015)**

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

### **Background Papers and Published Documents**

23. All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Highways and Structures Design Team at Trent Bridge House, Fox Road, West Bridgford.

24. Drawings of the proposed traffic calming scheme are attached to the report

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

Sutton in Ashfield West Councillor Tom Hollis