

5 December 2019

Agenda Item:10

REPORT OF CORPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL A6005 BYE-PASS ROAD, CHILWELL AND NOTTINGHAM ROAD, ATTENBOROUGH (RESTRICTED ROAD) ORDER 2019 (5261)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider objections received in respect of the above Restricted Road (30mph) Order and whether it should be made as advertised.

Information

2. The A6005 Bye Pass Road in Chilwell is a street-lit, main distributor road comprising of residential and some commercial properties most of which have off-street parking. The stretch of the A6005 considered in this report, as shown on plan H/SLW/2920/01 is subject to a 40mph speed limit and there are a number of junctions along this section of the A6005, three of which are traffic signalled. A secondary school and 6th form centre are located to its north-eastern, near the end of the proposed change in speed limit.
3. During the period 01/01/2016 to 28/02/19 there have been 8 reported road injury accidents, 3 of which were serious, along this length of road. On average, the road carries over 22,000 vehicles a day and speed survey data taken during June 2019 show the 85th percentile speed is 35.7 mph and the mean speed is 29.4mph.
4. Nottinghamshire County Council have received requests to improve safety for pedestrians and road users along this part of the A6005 at Chilwell.
5. In response to the above it is proposed to introduce a speed limit order on A6005 Bye-Pass Road to reduce the existing speed limit from 40mph to 30mph. The proposed 30mph speed limit extends approximately 250 metres north-east of its junction with Swiney Way in a north-easterly direction to approximately 120 metres south-west of its junction with Queens Road West, at the pedestrian bridge where the road becomes dual carriageway. The residual extents of the existing 40mph speed limit along the A6005 will remain unchanged. There are currently speed cameras within the proposed area, and these would be reprogrammed to reflect the new speed limit.

6. The statutory consultation was undertaken between 2nd January and 25th January 2019 and notices were put up along the route. The public notice was published in the Nottingham Post on 9th September 2019.
7. During the consultation periods, 16 responses were received, of which 12 supported or made comments on the proposals, comments included:
 - Requests for the remainder of the A6005 and other local distributor roads to become 30mph;
 - A comment that reducing the speed limit is better for both drivers and pedestrians;
 - Query regarding whether the safety cameras would be retained; and
 - Requests for additional cycle facilities, formal crossings and a review of road markings.
8. Four responses are considered outstanding objections to the proposals.

Objections received

9. Objection – No justification for the lower speed limit
Four respondents objected on the grounds that they considered the speed limit reduction to be unnecessary and unjustified. Responses included statements that the scheme did not offer value for money and the budget would be better spent enforcing the existing 30mph areas. One respondent stated that the presence of vulnerable users travelling to the school was not a valid reason for the scheme, as a footbridge and formal crossing points were available to cross the road.
10. Response – No justification for the lower speed limit
The speed limit has been proposed in response to requests received by the County Council to improve safety for pedestrians and other vulnerable users in the area.
11. This section of the A6005 Bye-Pass Road, as it passes through Chilwell, is a street-lit residential area with frontages on both sides of the road. The route is used by vulnerable users, such as pedestrians and cyclists. During the period 01/01/2016 to 28/02/19 there have been 8 reported road injury accidents, 3 of which were serious, along this length of road. The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. The proposed 30mph speed limit will make this section consistent with sections further west, which have similar characteristics.
12. Reports produced by the Department for Transport demonstrate a clear link between vehicle speeds and the volume of road accidents and their severity. Higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop.
13. The County Council uses a number of factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" and include existing traffic speeds (the Department for Transport states that the mean speed should be used as a guide to setting appropriate speed limits), history of collisions (including frequency, severity, types and causes), road purpose/function, population size, expected vulnerable road users and environmental affect. The proposed 30mph speed

limit has been deemed as the most appropriate speed limit for the road as it is the closest speed limit to the recorded average speeds for the A6005.

14. The enforcement of any speed limit is the responsibility of the Police, who have the necessary powers and prioritise sites for enforcement independently. The proposed speed limit will be reinforced by appropriate signage along the route.
15. Crossing facilities, such as a pedestrian bridge and pedestrian phases at the traffic signalised junctions, are provided to encourage pedestrians to cross safely. However, their use is not mandatory, and it is recognised that some pedestrians will nevertheless cross away from these facilities. The proposed speed limit will help to make the road safer for both those using the formal surface-level crossing facilities and those crossing informally at other locations. The reduced limit will also benefit other vulnerable road users such as cyclists and motorcyclists.
16. Objection – Reduced speed will increase congestion / reduce safety
Two respondents objected on the grounds that lower speeds will increase journey times that they consider will inconvenience drivers and have a detrimental effect on businesses and create delay for emergency vehicles. Respondents also commented that accidents were the result of bad driving habits and the presence of speed cameras, which made drivers brake suddenly or erratically when they became aware of the camera. One respondent suggested a lower speed limit would be detrimental to air quality and would increase parking on the road which could affect pedestrian safety and traffic flow. Another respondent suggested that it would be harder to enter or egress from their driveway in a lower speed limit area, as there would be fewer breaks in the traffic flow.
17. Response - Reduced speed will increase congestion / reduce safety
Journey time surveys undertaken in 2017 indicate that at peak times average vehicle speeds are significantly below 30mph and during intra-peak periods average speeds are around 30mph and it is considered that the proposed reduction of the speed limit to 30mph is not expected to increase congestion or extend journey times on this route.
18. The presence of safety cameras on the A6005 is well signed in advance and the cameras themselves are bright yellow in colour and have been in place for a number of years. The safety cameras have been effective in reducing contraventions to the existing 40mph speed limit and have not been identified as a causal factor in any accidents. The lower speed limit gives all drivers longer to perceive and to act when encountering hazards on the highway and this has been shown to contribute to reducing road traffic collisions.
18. Emissions are at their lowest when vehicles are driven at a constant speed as the main increases in emissions result from engine loading, acceleration and braking. The current average mean speed of vehicles travelling along this section of the A6005 is 29.4mph (28.4mph south-eastbound; and 30.3mph north-eastbound). Therefore, as the proposed speed limit reflects the average speed of traffic it is not expected that air quality will be impaired as the limit will encourage drivers to travel at a consistent speed and reduce the amount of accelerating and braking along this section.
19. It is not anticipated that the lower speed limit will detrimentally affect the size or number of gaps in the traffic; these are created by the traffic signals and vehicles holding up the flow of traffic when manoeuvring into junctions or driveways. It is also not anticipated that

parking patterns will alter as a result of the change in speed limit; the use of the highway for parking is prohibited at all times on the section between Attenborough Lane up to the dual carriageway and on peak hours on the western section.

Other Options Considered

20. The other options considered relate to the most appropriate limit for the route, which could have been lower or higher. The proposed 30mph speed limit aligns with Government guidance on setting speed limits and was considered the most appropriate speed limit for this stretch of road.

Comments from Local Members

21. Councillor Eric Kerry supported the reduction in speed limit but requested that the accident record, traffic volumes and speeds on the adjacent network be monitored.
22. Councillor Richard Jackson did not make any comments during the consultation period.

Reason/s for Recommendation/s

23. The proposed 30mph speed limit aligns with Government guidance on setting speed limits and will facilitate the operation of the highway, in accordance with the Authority's duty to ensure the expeditious, convenient and safe movement of all traffic.

Statutory and Policy Implications

24. 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

25. Nottinghamshire Police stated they had no objection to the proposals and noted that the reduced speed limit had the potential to reduce road traffic collisions and also make the environment safer for pedestrians who are considered as potentially vulnerable road users, especially where they cross the carriageway.

Financial Implications

26. This scheme is being funded through the Local Transport Plan ITM budget for 2019/20 with an estimated cost to implement the works and traffic order of £7,500.

Human Rights Implications

27. 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

28. 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.
29. 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

30. The proposals are intended to have a positive impact on all highway users however, by promoting sustainable transport modes by implementing lower vehicle speed limits near a school they may particularly help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

31. The proposed speed limit is designed to facilitate the safe operation of the 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 A6005 Bye-Pass Road, Chilwell and Nottingham Road, Attenborough (Restricted Road) Order 2019 (5261) is made as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director (Place)

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
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Constitutional Comments (SJE 17/10/2019)

32. 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 (GB 23/10/2019)

33. The costs of the works identified in this report total £7,500 and will be funded from the £7.3m Integrated Transport Measures capital budget in 2019/20.

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

Chilwell and Attenborough ED
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Councillor Eric Kerry
Councillor Richard Jackson