

16th March 2017**Agenda Item: 8****REPORT OF CORPORATE DIRECTOR - PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (MILL BAULK ROAD,
WALKERINGHAM) (30 M.P.H. SPEED LIMIT) RESTRICTED ROAD ORDER
2017 (1202)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objection received in respect of the above Speed Limit Order and whether it should be made as advertised.

Information and Advice

2. Walkeringham is a small village in Bassetlaw located close to the Lincolnshire border, approximately 14km north-east of Retford. Mill Baulk Road is a rural road, just under 500m in length, which runs between the A161 Stockwith Road and the village High Street. The High Street and the section of the A161 Stockwith Road which passes through the village are both subject to 30mph speed limits. Mill Baulk Road is undeveloped along its length; except for the village school which is located at its junction with High Street. The road has a footway, is street lit and is subject to a 40mph speed limit for most of its length; a 65m section on its western end is directly outside Walkeringham Primary School and is subject to a 30mph speed limit.
3. At the Nottinghamshire County Council Transport and Highways Committee on 17th September 2013 Members considered a report on 'Implementing 20mph Speed Limits in Nottinghamshire'. Committee members agreed to implement advisory 20mph speed limits on roads outside all schools in Nottinghamshire to improve safety at these locations. As part of the implementation of this decision an advisory 20mph speed limit has been designed for Walkeringham Primary School.
4. The current 30mph speed limit on Mill Baulk Road begins adjacent to the property line of the school site. The close proximity of the start of the 30mph limit to the school means there is insufficient space left to position 20mph advisory signs within the 30mph limit but in advance of the school site. Installing the zone at this location without moving the terminal point of the 30mph limit would create an anomaly; having 30mph speed limit signs located after the 20mph signs. As such, a slight alteration to the extents of the existing 30mph limit was proposed to remove this anomaly and enable an advisory school speed limit area to be correctly signed.

5. The proposed alteration was to move the terminus of the 30mph a further 45m east to allow for the siting of the advisory 20mph speed limit signs. The statutory consultation and public advertisement of the proposals, detailed on the attached drawing H/04078/2361/01, was carried out between 14th October 2016 and 18th November 2016. The document packages were held at Retford Library and County Hall with copies of the notice erected at a number of locations in the area.
6. Three responses were received to the consultation; comments include:
 - County Councillor Yates noted her support of the advisory 20mph speed limit proposal and the extension to the 30mph limit; however, she requested that the 30mph limit be extended to the full length of Mill Baulk Road for safety reasons;
 - Walkeringham Parish Council requested that the whole length of Mill Baulk Road be subject to a 30mph speed limit.
7. Following further correspondence with respondents, Walkeringham Parish Council confirmed that they wished their response to be treated as an objection. This was on the basis that the proposed extension to the 30mph speed limit did not extend to the full length of Mill Baulk Road.

Objections Received

8. Objection – Walkeringham Parish Council

Walkeringham Parish Council object to the proposed 45m extension of the 30mph limit on the basis that it should, in their view, extend the whole length of Mill Baulk Road.

9. Response – Walkeringham Parish Council

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 (the Department for Transport states that the 50th%ile speed should be used as a guide to setting appropriate speed limits), history of collisions (including frequency, severity, types and causes), road purpose/function (strategic, through traffic, local access etc.) population size, expected vulnerable road users (cyclists, pedestrians) and environmental effect (i.e. whether the site is in an air quality management area or within an identified noise area).

An assessment of these factors determines that a speed limit of 40mph is appropriate for Mill Baulk Road; which is rural in character. The road is street-lit and therefore Department for Transport rules prohibit 30mph repeater signs; this means that a driver would receive no reinforcement of the speed limit from the existing 30mph terminal signs on the A161 nearly half a kilometre away. The nature of the road; being straight and undeveloped, combined with a lack of vehicle accesses does not visually reinforce the lower 30mph speed limit. Drivers associate lower speed limits with adjacent roadside development, which is not the case at this location. Department for Transport guidance suggests that 40mph is an appropriate speed limit for a road of this type which is used by motor traffic for local access.

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'. Mill Baulk Lane does not align with official guidance for a 30mph speed limit and as such it is considered inappropriate to extend the proposed limit along the undeveloped part of Mill Baulk Road.

Other Options Considered

10. Other options considered were to install the advisory 20mph speed limit on High Street only, or to apply it to both High Street and Mill Baulk Road but without relocating the 30mph terminal signs. This would create an anomaly where drivers proceeding along Mill Baulk Road passed signs informing them of the advisory 20mph and then immediately after more signs advising of the statutory 30mph speed limit. It was considered that this approach may have confused drivers and lowered compliance.

Comments from Local Members

11. County Councillor Yates noted her support of the advisory 20mph speed limit proposal and the extension to the 30mph limit; however, she requested that the 30mph limit be extended to the full length of Mill Baulk Road for safety reasons.

Reason for Recommendation

12. The proposed scheme is consistent with Department for Transport guidance on setting speed limits and will enable the new advisory 20mph speed limit to be implemented and clearly signed.

Statutory and Policy Implications

13. 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

14. This scheme is being funded through the Local Transport Plan Integrated Transport Measures budget for 2016/17 with a total budget for the programme of £50,000. The estimated cost to implement the works and traffic order at this location is £3,000.

Crime and Disorder Implications

15. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Mill Baulk Road, Walkeringham) (30 M.P.H. Speed Limit) Restricted Road Order 2017 (1202) is made as advertised and objectors notified accordingly.

Adrian Smith
Corporate Director – Place

Name and Title of Report Author

Mike Barnett - Team Manager Major Projects and Improvements (Via East Midlands Limited)

Constitutional Comments (SJE – 30/01/2017)

16. 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 has been delegated.

Financial Comments (GB – 21/02/2017)

17. The financial implications are set out in paragraph 14 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, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Misterton ED County Councillor Liz Yates