

15<sup>th</sup> June 2021

Agenda Item:14

**REPORT OF THE CORPORATE DIRECTOR, PLACE****A616, OLLERTON ROAD, LITTLE CARLTON AND SOUTH MUSKHAM -  
PROPOSED EXPERIMENTAL 40 MPH SPEED LIMIT ORDER (TRO3331)****Purpose of the Report**

1. To seek approval for the introduction of an Experimental Traffic Regulation Order (ETRO) to implement a 40mph speed limit on the A616 Ollerton Road in Little Carlton and South Muskham.

**Information**

2. Little Carlton is a small village located approximately 5km north-west of Newark on Trent. The majority of the village is located off Bathley Lane, which runs north from its junction with the A616. Approximately 13 properties front directly onto the A616, and a number of further properties are located close to it, served by small parallel service roads. The A616 Ollerton Road is predominately unlit and is subject to a 50mph speed limit.
3. The local Member and South Muskham and Little Carlton Parish Council have raised concerns regarding the speed of vehicles using the A616 Ollerton Road. They feel that the speed of vehicles on the road is adversely affecting residents and creating community severance. Traffic survey data suggests that, on average, the route is used by around 6,700 vehicles every day with 85<sup>th</sup> percentile speeds of 53mph over a 24hr period.
4. The concern is focussed on the effect of vehicle speed on vulnerable users, such as pedestrians, cyclists and equestrians who also use or cross the route to access bus stops for commercial and school transport, and a riding stable on the southern side, connecting to the wider bridleway network.
5. The latest recorded Personal Injury Collision data for this section of the A616 shows that in the period 1/1/18 to 1/1/21 there has been one reported injury collision, classed as 'slight' resulting from a collision between a motorist and a cyclist. The collision data does not justify reducing the speed limit on road safety grounds alone.
6. Nottinghamshire County Council uses several factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" which draws on a number of contributory factors, such as average vehicular speeds, road function and collision history. The objective when setting speed limits is to set a limit that is appropriate and in keeping with the road environment so that the majority of motorists comply, therefore making the road safer and improving quality of life for residents. An assessment of these factors does not provide a clear case for the introduction of a permanent lower speed limit on this section of the A616 Ollerton Road.

7. However, the concerns of residents are acknowledged and therefore a trial of a lower 40mph speed limit along the A616 Ollerton Road in Little Carlton and South Muskham is proposed. This can be delivered through an Experimental Traffic Regulation Order (ETRO). The introduction of an experimental rather than a permanent order provides the County Council with an opportunity to assess the impact of the reduced speed limit and, if required, to make changes based on data collected throughout the ETRO being in place.
8. Budgetary approval for the experimental scheme was included in the approved 2021/22 highway programme (revenue traffic management), approved by Communities and Place Committee in January 2021. The location of the proposed ETRO is shown on the attached drawing H/MN/3714/01.

### **Experimental Traffic Order Process**

9. An ETRO allows the scheme to be implemented as a trial and forms part of the decision-making process. It enables decisions to be taken on the actual effects of the scheme. The experimental order will enable the effect on driver behaviours to be monitored, in identifying whether traffic speeds are reduced by the new limit. It will also provide an opportunity to identify and assess any unforeseen consequences of the new limit.
10. The experimental 40mph speed limit on the A616 Ollerton Road in Little Carlton and South Muskham would be introduced for a period of up to 18 months. The first 12 months of this period would consist of an evaluation period. This process will enable Nottinghamshire County Council to gather data, to determine the effect of the speed limit changes on driver behaviour, and to obtain people's views of the scheme.
11. The first six months of the Order constitutes the statutory period within which anyone may submit written objections to the scheme. Feedback is welcome from road users during the first six months and any objections received would be considered using the same process agreed for the introduction of permanent traffic regulation orders.
12. It is proposed that any objections to the scheme will be considered, along with the traffic data collected, at the end of the 12 month evaluation period. However, the Order can be revoked or made permanent earlier if deemed necessary. It is currently intended that the Order will be made permanent if considered appropriate after the evaluation period. The ETRO would remain in place, for up to a period of 18 months, until the relevant Committee has reached a decision. It is considered that the introduction of the ETRO represents a cost effective solution to assess the impact of the lower speed limit to address the concerns raised locally.
13. Appropriate signing, designed in line with national guidance, would be implemented to inform drivers of the new highway arrangements. These measures will be designed to be utilised if the restrictions are made permanent to minimise any abortive works.

### **Other Options Considered**

14. Other options considered were to introduce a permanent 40mph speed limit order or to leave the speed limit unchanged. Given that neither the collision data nor an assessment using the DfT's criteria provides a clear case for the introduction of a permanent lower speed limit, the experimental order is considered to be the most effective option as it will enable the County Council to assess the impact of the reduced speed limit and, if required, to make changes.

### **Comments from Local Members**

15. Councillor Laughton stated his support for the proposed experimental speed limit reduction.

### **Reason for Recommendation**

16. The proposed experimental traffic regulation order will address community concerns by enabling a lower 40mph speed limit to be introduced for a trial period and the impact assessed.

### **Statutory and Policy Implications**

17. 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 NHS Constitution (public health services), 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**

18. Nottinghamshire Police have been informally consulted on the proposal and have expressed their support. No additional crime or disorder implications are envisaged.

### **Financial Implications**

19. The scheme is being funded through the 2021/22 Traffic Management Revenue budget for Newark and Sherwood with an estimated cost to implement the works and traffic order of £5,000.

### **Human Rights Implications**

20. 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**

21. 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.

22. 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.

### **Implications for Sustainability and the Environment**

23. It is anticipated that the lower speed limit may make this section of the A616 a more attractive and safer route for vulnerable users such as pedestrians, cyclists and equestrians.

## **RECOMMENDATION**

It is **recommended** that:

1) An Experimental Traffic Regulation (ETRO) be introduced to implement a 40mph speed limit on the A616 Ollerton Road in Little Carlton and South Muskham.

**Adrian Smith**  
**Corporate Director Place**

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

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### **Constitutional Comments (SJE – 02/06/2021)**

24. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and traffic regulation orders has been delegated.

### **Financial Comments (RWK 20/05/2021)**

25. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded as part of the contract with VIA which includes an allocation of £934,500 for Traffic Management works.

### **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**

- Muskham and Farnsfield Councillor Bruce Laughton