

**REPORT OF CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (A616 – OLLERTON TO  
SOUTH MUSKHAM IN OLLERTON, WELLOW, OMPTON, KNEESALL,  
KERSALL, CAUNTON, SOUTH MUSKHAM AND LITTLE CARLTON) (50  
M.P.H. SPEED LIMIT) ORDER 2018 (3277)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

**Information**

2. The A616 is generally rural in nature, extending approximately 12 miles between Newark and Ollerton. Along the route, approximately 8 miles has no speed limit order and is derestricted (i.e. 60mph for cars) with lower speed limits at locations in villages along the route. These are 30mph at Wellow, Kneesall and South Muskham, a 40mph limit at Ompton and a 50mph limit at Little Carlton. The route in general includes several long straight sections of road east of Kneesall and then there are more bends and curves as the A616 approaches Wellow.
3. The proposed 50mph speed limit which extends from Little Carlton to Ollerton, which is a distance of 8 miles, is being introduced as a road casualty reduction scheme. During the period 01/01/2014 to 30/04/2017 there have been 20 reported road injury accidents along this length of proposed speed limit. The accidents are spread along the route with small clusters on the crossroads at Caunton and the bends between Wellow and Ompton. The existing lower speed limits in villages along this section of the A616 will remain unchanged.
4. In considering changes to speed limits, the Department for Transport (DfT) guidance "Setting Local Speed Limits" is used and a principle of this guidance relates to matching speed limits to recorded mean traffic speeds, and a 50mph limit is considered appropriate for the existing derestricted sections of the A616 from Little Carlton to Ollerton.
5. The statutory consultation was undertaken between 11<sup>th</sup> June and 16<sup>th</sup> July 2018 and a public notice was published in the Newark Advertiser of 14<sup>th</sup> June 2018 and notices were put up along the length of the A616. The proposals are detailed on plan H/JAB/2692/01.

**Objections Received**

6. During the consultation period 23 responses were received; of which 9 are outstanding objections to the proposals.
7. Objection – scheme is not value for money  
A local resident objected that the scheme was not value for money and would not achieve its objectives.
8. Response – scheme is not value for money  
It is estimated that the new speed limit should achieve an average speed reduction of approximately 2mph. Based on data from previous schemes, a reduction in 2mph would produce a projected 10% reduction in road injury accidents. This scheme is therefore expected to prevent 6 road injury accidents over the first 10 years of the scheme. The scheme will be monitored after installation to determine its real-life effectiveness.
9. Objection – New speed limit not required / too low between Kneesall and Kersall  
Six respondents objected on the basis that the proposed speed limit was unnecessary and / or too low. Respondents stated that the existing National Speed Limit was currently not enforced and that there were no accident problems on this length of the A616 between Kneesall and Kersall. Comments included that the road at this location is wide, well surfaced and does not pass through any residential areas, and therefore was considered by the respondents that a 50mph limit is unnecessary. In addition, some respondents objected to the additional signs required for a 50mph limit. A further concern raised was that lorry drivers would feel held up by other vehicles travelling at 50mph and would then intimidate them by driving close behind.
10. Response – New speed limit not required / too low between Kneesall and Kersall  
The proposed 50mph speed limit is being introduced as a casualty reduction scheme; projected to achieve a 10% reduction in injury accidents during its first 10 years. During the period 01/01/2014 to 30/04/2017 there have been 20 reported road injury accidents along the route, half of which occurred on the stretch of road between Kneesall and Newark.
11. The enforcement of the speed limit is the responsibility of the Police; who have the necessary powers and prioritise sites for enforcement independently. The route will be appropriately signed at terminal points and compliance with the proposed speed limit will be further encouraged by repeater speed limit signs located at regular intervals. Cars with trailers, buses, coaches, minibuses and all commercial vehicles, including lorries, are already subject to a 50mph speed limit on derestricted single carriageway roads, so the introduction of the proposed new limit is not anticipated to affect lorry driver behaviour.
12. There will be new 50mph signs at all the changes in speed limit, which will include replacing the existing National Speed Limit signs and installing new signs at all the side roads off the A616. Smaller repeater signs will be installed at regular intervals along the A616 and, where possible, they will be mounted on existing sign posts. The number and placing of the signs is determined by the design standards detailed within the Chapter 3 of the DfT Traffic Signs Manual.
13. Nottinghamshire County Council may use 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 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, population size, expected vulnerable road users and environmental affect. An assessment of these factors determines that a decrease in the speed limit to 50mph is appropriate for the currently derestricted sections of the A616 between South Muskham and Ollerton and ensures that a consistent speed limit is applied on all non-urban stretches of the route.

14. Objection – lower speed limit required

One respondent objected claiming that the proposed speed limit was too high. He stated that the speed limit between Ompton and Wellow should be lowered to 40mph. The objector is concerned that vehicles are still likely to lose control on this section and potentially end up in fields adjacent to the road, endangering pedestrians and livestock.

15. Response – lower speed limit required

The proposed 50mph 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 A616. This would be in keeping with advice in the “Setting Local Speed Limits” issued by the Department for Transport.

16. If speed limits are set at an unreasonably low level it can increase accidents as drivers make unsafe overtaking manoeuvres to pass what they perceive as vehicles driving ‘too slowly’. As this section of the A616 aligns with official guidance for a 50mph speed limit it is considered inappropriate to implement a lower speed limit.

17. Objection – potential for traffic to transfer to the lane network

One respondent objects on the ground that they consider the lower speed limit on the A616 will encourage more drivers to use the lanes between Kneesall and the A1 at Carlton on Trent.

18. Response – potential for traffic to transfer to the lane network

Traffic is already travelling at average speeds of around 50mph on this route. It is not anticipated therefore that the change of speed limit will materially affect journey times. The distance between Kneesall and Carlton on Trent, via the lanes, is approximately half the distance of the route when driving via the A616 and A1 (6 miles as compared to 12 miles). Therefore, the route via the lanes may be quicker as the distance is so much shorter (albeit that average speeds along the lanes may be lower). The introduction of a 50mph speed limit on the A616 is not expected to significantly change drivers’ route choice as the overall journey times will remain comparable to the current situation.

## **Other Options Considered**

19. The other options considered related to the most appropriate limit for the route, whether to introduce a reduced limit on only some sections of the route or whether to leave the derestricted sections unchanged. The proposed 50mph speed limit aligns with Government guidance on setting speed limits and is expected to achieve a significant reduction in road injury accidents.

## **Comments from Local Members**

20. No comments were received from Councillor Bruce Laughton or Councillor Mike Pringle during the consultation period.

### **Reason/s for Recommendation/s**

21. It is considered that the proposals will facilitate the safe operation of the highway, in accordance with the Authority's duty to ensure the safe and expeditious movement of all traffic, by reducing the number of injury accidents on this length of the A616.

### **Statutory and Policy Implications**

22. 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**

23. Nottinghamshire Police made no comments during the formal consultation period,

### **Financial Implications**

24. This scheme is being funded through the Local Transport Plan ITM budget for 2018/19 with an estimated cost to implement the works and traffic order of £20,000.

### **Human Rights Implications**

25. 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**

26. 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.

27. 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**

28. The proposals are intended to have a positive impact on all highway users.

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

29. 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 (A616 – Ollerton to South Muskham in Ollerton, Wellow, Ompton, Kneesall, Kersall, Caunton, South Muskham and Little Carlton) (50 M.P.H. Speed Limit) Order 2018 (3277) are made as advertised and the objectors informed accordingly.

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

**For any enquiries about this report please contact:** Mike Barnett - Team Manager (Major Projects and Improvements) / Helen North (Improvements Manager) 0115 977 2087

### **Constitutional Comments [SJE 06/12/2018]**

30. 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 [RK 05/12/2018]**

31. The financial implications are set out in paragraph 24.

### **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 ED      Councillor Bruce Laughton

Ollerton ED

Councillor Mike Pringle