

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (A60 MANSFIELD ROAD, ARNOLD AND REDHILL) (30 M.P.H. SPEED LIMIT) RESTRICTED ROAD ORDER 2019 (7208)**

### **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 A60 Mansfield Road is the main route between Nottingham and Mansfield. The proposed new speed limit is on the section of Mansfield Road between the junction with Cross Street, Arnold and a point to the north of the junction with Redhill Road, Redhill. This is a busy section of the A60 and carries all traffic types. The road currently has a 40mph speed limit which starts north of Cross Street and continues to the Leapool Island at its junction with the A614. The road has residential properties to both sides with side roads and driveways directly off the A60.
3. The initial proposal was part of a road safety scheme aimed at reducing the number of vehicles driving through the traffic signals at the junction with Cross Street when the signals are on red. This proposal included installing louvres on the green signal heads located at the junction of Mansfield Road and Oxclose Lane. The louvres mean that vehicles travelling south along Mansfield Road cannot see that the signals at Oxclose Lane are at green until they have passed through the previous signals at Cross Street. In addition to these measures it was also proposed to relocate the start of the 30mph speed limit so that it was approximately 100 metres further north to slow vehicles as they approach the traffic signals. This proposal was advertised between 12 October and 12 November 2018.
4. During the consultation period, requests were received to extend the reduced 30mph speed limit further north towards the start of the residential properties in Redhill. The revision was supported by the local County Councillor, Michael Payne who had previously requested that the speed limit was extended up to Leapool Island. Following review, it was agreed that the scheme should be re-advertised with the start of the 30mph speed limit being moved to a point north of the junction with Lodge Close. This includes the former "Metallifactory" premises which has full planning permission for 72 dwellings. It was acknowledged that there are some other

development proposals in the vicinity further north towards Leapool Island, but they don't yet have full planning permission and will require significant highway works. These may change the requirements for speed limits in the future, but it was considered that the revised proposals met the Department for Transport's guidance "Setting Local Speed Limits" and were in keeping with the character of the road.

5. The new speed limit will ensure that all the built-up area along Mansfield Road is within the 30mph speed limit and will help to reduce the speed of traffic passing the numerous side roads and driveways. The implication of changing the speed limit on this extended route from 40 to 30mph is that there will be no repeater signs aside from some temporary "new speed limit in force" signs and speed signs from side road junctions will be removed where terminals are no longer required. It should be noted that the traffic signal louvres as described previously have been installed.
6. The statutory consultation was undertaken between 6 February and 8 March 2019 and a public notice was published in the Nottingham Post of 7 February 2019 and notices were put up along the length of the A60 in Arnold and Redhill. The proposals are detailed on the attached plan H/JAB/2870/01.

## **Objections received**

7. During the consultation period 15 responses were received, of which 11 expressed support for the proposals and / or made comments. These responses included questions regarding enforcement and requests for speed cameras or interactive speed cameras. However, one respondent requested that no cameras be installed on the route. Comments were also received regarding the extent of the proposed limit, speeding vehicles, traffic turning movements and the location of specific bus stops. Four responses are considered to be outstanding objections to the proposals.
8. Objection – No justification for the lower speed limit  
All objections were from local residents who objected on the grounds that the speed limit reduction was unnecessary and unjustified. The objectors also added that the scheme did not offer value for money and would result in more congestion.
9. Response – No justification for the lower speed limit  
The speed limit has been proposed in response to requests received by the County Council, following the initial consultation, for the speed limit to be reduced to 30mph throughout the built-up area of Redhill.
10. The County Council use a number of factors when determining appropriate speed limits, these are based on the Department for Transport's (DfT) guidance "Setting Local Speed Limits" and include factors such as road purpose / function (strategic, through traffic, local access etc.) population size and expected vulnerable road users (cyclists, pedestrians).
11. This section of the A60 Mansfield Road, as it passes through Redhill, 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. The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors, the proposed speed limit reduction will make this Mansfield Road consistent with sections further south, which have similar characteristics.

12. 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. Therefore; the proposed reduction of the speed limit to 30mph is not expected to increase congestion or extend journey times on this route.

### **Other Options Considered**

13. The other option considered was a shorter extension to the existing 30mph speed limit as part of a safety scheme to reduce the number of vehicles driving through the traffic signals when they are at red.

### **Comments from Local Members**

14. No comments were received from Councillors John Clarke, Muriel Weisz or Pauline Allan during the consultation period. Councillor Payne requested the scheme and supports the proposal advertised; Councillor Payne has also acknowledged the reasons why the proposals do not extend up to Leepool Island.

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

15. 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.

### **Statutory and Policy Implications**

16. 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**

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

### **Financial Implications**

18. 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 £5,000.

### **Human Rights Implications**

19. 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**

20. 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.

21. 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**

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

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

23. 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 (A60 Mansfield Road, Arnold and Redhill) (30 M.P.H. Speed Limit) Restricted Road Order 2019 (7208) is made as advertised and the objectors informed accordingly.

**Adrian Smith**  
**Corporate Director (Place)**

**Name and Title of Report Author**  
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**For any enquiries about this report please contact:**  
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### **Constitutional Comments (SJE 23/04/19)**

24. 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 08/05/19)**

25. The Integrated Transport Measures capital budget is approved within the Council's capital programme with a total 2019/20 budget of £7.1m. The proposals set out in this report are estimated to cost £5,000 and will be fully funded from the 2019/20 Integrated Transport Measures capital budget

### **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**

Arnold North ED	Councillor Michael Payne
Arnold North ED	Councillor Pauline Allan
Arnold South ED	Councillor John Clarke
Arnold South ED	Councillor Muriel Weisz