

09 January 2020

Agenda Item:11`

REPORT OF THE CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH STREET,
EASTWOOD) TRAFFIC CALMING SCHEME****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above Traffic Calming proposal and if it should be implemented as advertised.

Information

2. Church Street is a residential road in Eastwood which links the A610 with the A608 and Eastwood town centre. In addition to residential properties, there are some local businesses: the Raleigh Factory, a primary school, a church, a medical centre, a nursery, a recreational park and an elderly person's care home. The carriageway is fairly wide, about 8.5 m, with the exception of some sections where the width drops to 6m. In the proximity of the school, there are two existing humped zebra crossings and pedestrian refuges. The speed limit is 30mph, with a reduction to 20mph close to the school. At the northern end of the road there are 'Turn Left' traffic restrictions and double yellow lines on both sides. Church Street is currently a bus route. The Eastwood Fire Station and the Eastwood Police Station are within 700m distance from Church Street. The majority of the properties have off-road parking, although there are some cars parked on both sides of the carriageway, especially near to the church.
3. About 1km from the south end of Church Street there is the MFN Club, a weekly meeting place for motorbikes, which causes a high volume of powered two-wheeler vehicles along Church Street.
4. Church Street has been subject to an accident investigation by Via East Midlands and the result was that during the period between 1/5/14 and 31/10/17, a total of 7 road injury accidents were recorded by the police, 3 of which were classified as serious. Although there is no obvious pattern to these, several vulnerable road users were involved. The accident investigation report recommended the installation of road humps on Church Street.
5. It is therefore proposed to introduce 5 No. road humps on Church Street, specifically 4 No. modified round top (sinusoidal) road humps and 1 No. flat top road hump. The sinusoidal humps would be 75mm high and 4m long, and the flat top hump would be 75mm high and 10.2 m long (8m long plateau and two 1.1m long ramps). These types of humps would be suitable for buses and large vehicles. The proposed humps would be installed on the section between Midland Road and south of the junction with Lydia Gardens. The proposals are detailed on the attached drawing EMD/HW30041/01.

Responses Received

6. In order to achieve prompt implementation, the two phases of the standard consultation process, as defined by the Nottinghamshire County Council Traffic Calming Design Guide, have been merged together to a single-phase consultation including both the “initial consultation” with affected frontages and the “formal consultation” with the public and external organisations. All the local residents and businesses on Church Street received a questionnaire requesting their views on the proposals, together with an explanatory letter, a plan showing the proposed locations of the humps, and a notice. At the same time, all statutory consultees were consulted, notices were posted in the area, the proposals were advertised on the internet, and a notice was placed in the local press, in accordance with the Highways Act 1980. The consultation took place from 05/08/19 to 27/08/19.
7. A total of 153 questionnaires were delivered to the local residents and businesses. The number of questionnaires returned was 46 (30.1 %), of which:
 - In favour: 38 (82.6%)
 - Not in favour: 8 (17.4%)No responses were received from the other statutory consultees.
8. This consultation did not meet the threshold of 35% returned questionnaires set by the Nottinghamshire County Council Traffic Calming Design Guide for schemes to be implemented on environmental grounds. However, given that the scheme is being promoted on accident reduction grounds, it is considered appropriate to progress further with the proposals, hence this report.

Comments

9. The objecting comments received during the consultation can be grouped in relation to:
 - Cost-effectiveness
 - Motorbikes
 - Preferred alternatives
 - Evidence of accidents
 - Damage to vehicles
 - Environmental impact
 - Effectiveness in slowing traffic
10. Cost-effectiveness – Three residents considered road humps to be a waste of money and suggested that the money would be better spent on maintaining the road.
11. Motorbikes – Three residents considered motorbikes to be an issue but do not think that the road humps would slow them down. One of them suggested to close the MFN club permanently.
12. Preferred alternatives – Two residents suggested consideration of alternative options, i.e. the introduction of a 20mph speed limit or speed cameras, as a more effective and less disruptive solution.
13. Evidence of accidents – Two residents stated that they consider there was insufficient evidence of accidents along the road to justify road humps.

14. Damage to vehicles – One resident was concerned that the road humps will cause damage to vehicles and mentioned his vehicle had been damaged by the existing humped zebra, which he believes is higher than 100mm.
15. Environmental impact – One resident objected to the proposals saying that the road humps would increase pollution due to slowing and accelerating of vehicles, which he considers not to be appropriate close to a school.
16. Effectiveness in slowing traffic – One resident expressed their concern regarding the effectiveness of the road humps to slow traffic down, stating that currently the existing humped zebras are not slowing cars down.

Responses

17. Cost-effectiveness – From the collision monitoring carried out by Via East Midlands, road humps have been found to be effective in reducing casualties and have been proven to be one of the best all-round casualty reduction treatments.
18. Motorbikes – Sinusoidal profile humps are as wide as the carriageway, apart from a 200mm gap at each side to accommodate the surface water drainage of the road. Powered two-wheeler vehicles would not be able to by-pass them.
19. Preferred alternatives – Road humps have a physical influence on drivers, whereas interactive speed signs and speed limits rely on driver compliance and, as a result, have proven to be less effective than road humps in casualty reduction situations such as this.
20. Evidence of accidents – During the period between 1/5/14 and 31/10/17 a total of 7 road injury accidents were recorded by the police, 3 of which were classified as serious and several vulnerable road users were involved.
21. Damage to vehicles – The shape of the humps is such that it would not cause any damage to vehicles driving over the humps at a speed compliant with the speed limit. Cars with low slung bodies might have to take extra care when driving over humps but would be able to drive over the humps without being damaged.
22. Environmental Impacts – The number of humps, their visibility and the intervening distances are designed to allow drivers to maintain an acceptable speed, without the need for a sudden change of speed just before/after humps, so should not have an unacceptable environmental impact.
23. Effectiveness in slowing traffic – Traffic calming is a proven technique for effecting road accident casualty reduction and to alleviate problems caused by excessive speed. The Nottinghamshire County Council has had wide experience with traffic calming by vertical deflection, since the early 1990s. These road hump schemes were monitored over the years and have been found to be successful in reducing casualties.

Other Options Considered

24. The following options have been considered:
 - a. The use of speed cushions was considered but was discounted as these do not affect the travel speed of powered two-wheeler vehicles.

- b. The use of standard round top road humps was considered but it was discounted as these are not suitable for bus routes.
- c. The utilisation of speed cameras was considered but it was discounted as the location does not meet the required criteria set by Government guidelines.
- d. The use of a 20mph speed limit without physical alterations to the highway was considered but was discounted as it would be unlikely to be self-enforcing given that the road is quite wide and may give the impression that may be appropriate to drive faster than 30mph.

Comments from Local Members

25. County Councillor Tony Harper, Member for Eastwood, was informed about the proposal at feasibility stage and was subsequently consulted, he did not provide any comment.

Reasons for Recommendations

26. The proposed scheme is considered the most appropriate means of reducing traffic speed and therefore reducing road traffic collisions and corresponding injuries occurring along the route.

Statutory and Policy Implications

27. 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 vulnerable adults, 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

28. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

29. The Scheme is funded from the 2019/20 Safety Improvements (Integrated Transport Measures) at an anticipated cost of £30,000.

Human Rights Implications

30. 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

32. 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.
33. 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. Equality Impact Assessments (EIAs) are a means by which a public authority can assess the potential impact that proposed decisions / changes to policy could have on the community and those with protected characteristics as a means of ensuring this. An EIA may also identify potential ways to reduce any impact that a decision / policy change could have, and if it is not possible to reduce the impact, the EIA can explain why. Decision makers must understand the potential implications of their decisions on people with protected characteristics.
34. An EIA has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This EIA is included as a background paper to this committee report. Decision makers must give due regard to the implications for protected groups the potential implications of their decisions on people with protected characteristics.

Safeguarding of Children and Adults at Risk Implications

35. The proposals are intended to have a positive impact on all highway users. Being in close proximity to a school, they should also help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

36. By creating a safer walk to school environment, the proposals may help to promote sustainable transport choices for staff and pupils accessing the school and may thereby reduce travelling by private transport.

RECOMMENDATION/S

It is **recommended** that:

- 1) The traffic calming measures proposed for Church Street, Eastwood be implemented as proposed.

Adrian Smith
Corporate Director – Place

Name and Title of Report Author
Cathy Gillespie – Team Manager (Environmental Management and Design)

For any enquiries about this report please contact:
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Constitutional Comments (SJE 04/12/2019)

37. 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 2/12/2019)

38. The estimated cost to implement the works outlined in this report is £30,000. This will be funded from the 2019/10 Integrated Transport Measures capital budget which totals £7.3m and is already approved as part of the Communities and Place capital budget."

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Background Papers and Published Documents

- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Environmental Management and Design section at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.
- A drawing of the proposed traffic calming scheme is attached to the report.
- Equality Impact Assessment of Church Street, Eastwood – Traffic Calming scheme is attached to the report.

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.

Electoral Division(s) and Member(s) Affected

Eastwood Councillor Tony Harper