

17 September 2013

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

CLARBOROUGH & WELHAM TRAFFIC MANAGEMENT PROPOSALS

Purpose of the Report

1. To inform Committee of the historic and planned traffic management proposals in the Clarbrough and Welham area.

Information and Advice

Major transport schemes

2. The development of the third Local Transport Plan included a review of transport schemes that had land safeguarded along their proposed route, or would require the County Council to safeguard a route. At the time the County Council had a list of 63 such schemes. It was considered unacceptable to safeguard such a large number of schemes as it would be impossible to deliver these within a reasonable timeframe. The review was therefore undertaken to reduce the list of 63 schemes down to a more manageable and deliverable list of projects. The review consisted of assessing each scheme on its ability to deliver national and local strategic priorities as well as their affordability, value for money, feasibility and public acceptability.
3. The review identified 30 schemes which scored poorly in the review, along with another 20 which would require additional feasibility work to determine their status. The result of the review and recommendations to formally abandon 30 of the schemes was reported to the 27 January 2011 County Council meeting. Both the A620 Welham realignment and the Clarbrough bypass scored poorly against value for money and did not fit with current strategic priorities and were therefore amongst the 30 schemes which were formally abandoned by the Council in January 2011. This did not mean that should circumstances and assessment criteria subsequently change bypass schemes for Clarbrough and Welham would not be reconsidered.

Other traffic management measures

4. Whilst the bypass schemes are not being progressed the County Council does continue to monitor and review traffic conditions in Clarbrough and Welham, and introduces improvement schemes when appropriate. Traffic counts undertaken

during July 2013 indicate that the average weekday traffic flow is 7,800 on the A620 (of which 0.4% were articulated HGVs) and 1,700 on Tiln Lane (of which 4.6% were articulated HGVs). There have been a total of two reported road traffic collisions resulting in serious casualties during the last three years on the A620, Smeath Lane and Tiln Lane in Clarborough and Welham, including one involving a child on a school journey.

5. An environmental weight limit was introduced on Smeath Lane, Clarborough during 2012/13 to restrict vehicles from using it unless they are accessing properties along the road. There are eight interactive signs in Clarborough and Welham (three low bridge and five speed warning signs), including a new interactive speed sign installed on Smeath Lane, Clarborough (30mph section), paid for by EDF energy as part of their community work (the locations of the signs are shown on Appendix 1 to this report). To further enhance the environmental weight limit it is proposed that two environmental weight restriction advance warning signs will be erected during 2013/14 and a provisional funding allocation has been made for these signs.
6. Work is also underway to revise the speed limit on Smeath Lane/Tiln Lane to reduce the speed limit to 40mph between Clarborough and Welham villages, and it is planned that this change will be introduced during the current financial year.
7. Work has also begun on the introduction of 20mph speed limits outside schools. Given the road traffic collision involving a child near the school it is proposed that the 20mph speed limit outside Clarborough Primary school will be delivered during 2013/14 to coincide with the proposed speed limit change on Smeath Lane/Tiln Lane.
8. The local County Councillor has also requested a detailed investigation of further traffic management options along the diversion route to assist pedestrians and cyclists; and the consideration of a lorry watch scheme.

Conclusions

9. Whilst a major bypass scheme is not currently planned for Clarborough and Welham a number of traffic management improvements have recently been undertaken or are planned to help improve road safety in the villages and to help reduce unnecessary HGV movements. It is also proposed that a further study into improvements for cyclists and pedestrians along Smeath Lane/Tiln Lane is undertaken and the County Council engage with haulage companies using this route to understand the alternative routes that may be available to them. Each of the schemes included within the report are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS

- a) It is recommended that Committee note the planned traffic management improvements in the Clarborough and Welham area.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (SLB 12/08/2013)

11. This report is for noting only.

Financial Comments (TMR 13/08/2013)

12. The financial implications are set out in the report.

Background Papers

Local Transport Plan Implementation Plan 2011/12 to 2014/15
27 January 2011 Development of third Local Transport Plan for Nottinghamshire
County Council report and its appendices

Electoral Division(s) and Member(s) Affected

Misterton
Retford West