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**Nottinghamshire
County Council**

The Owner / Occupier

My ref: TP2150482

Date: 10 March 2022

QR Code:



Dear Sir / Madam

ACTIVE TRAVEL FUND – DOVECOTE LANE, BEESTON

Further to my letter dated 7 January 2022, I am writing to notify you of a decision made by Nottinghamshire County Council's Transport and Environment Committee on 9 February 2022 regarding the proposed Dovecote Lane scheme in Beeston. In response to some of the concerns raised, the Committee approved undertaking a second round of consultation before deciding whether to proceed with the scheme.

The scheme being consulted on differs from the original proposal; it has been revised following comments received during the initial consultation. The scheme proposes that motor vehicles are prohibited from accessing Dovecote Lane from Middle Street and vice versa as a trial. This will involve the introduction of an Experimental Traffic Regulation Order (ETRO). The experimental point closure is to be implemented using three planters which will be installed in the carriageway at the northern end of Dovecote Lane between West End and Middle Street, near to numbers 2 and 4 Highfield Court. Attached are plans that show the proposed location of the point closure and signage.

I would like to thank those of you that have taken the time to contact us. There have been various questions asked regarding the scheme and therefore the County Council has produced a frequently asked questions (FAQs) document, which is enclosed. It provides further details and information including the outcomes from the first round of consultation. I would ask that you take the time to read the FAQs before completing the survey. Please contact me if you require it in a different format.

To provide some clarity around the implementation of the ETRO, if the scheme does go ahead, it does not mean that it would become permanent. An ETRO allows the impact of the point closure to be assessed and people can object or comment on the scheme during the first six months of the ETRO, before a decision is made on whether it should become permanent or abandoned.

The consultation will start on Thursday 17 March 2022 and will run for four weeks. The consultation can be accessed through the Active Travel Fund website, www.nottinghamshire.gov.uk/dovecotelane, which is also accessible using the QR code at the top of this letter. We will also accept letters sent to the address below. Please ensure your response is submitted or received by **Wednesday 13 April 2022**; the replies will help to inform Nottinghamshire County Council's decision making process.

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PTO

More information about the Active Travel Fund can be found on Nottinghamshire County Council's website, <https://www.nottinghamshire.gov.uk/transport/active-travel-fund/active-travel-fund-tranche-2>.

If you would like to find out more about how your data will be used, please see Nottinghamshire County Council's and Via East Midlands's privacy notices <https://www.nottinghamshire.gov.uk/global-content/privacy> and www.viaem.co.uk/privacy-notice-for-the-public/.

Yours faithfully,

S Millington

Steve Millington,
Senior Projects Manager
Via East Midlands Ltd

Tel: 0115 804 2100

Encs

Plan – Showing proposed point closure and location of planters
Plans – Showing proposed signage (Plans 1 and 2)
Frequently Asked Questions – produced by Nottinghamshire County Council

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GRANGE AVENUE

Planters spaced 1.5m apart to provide cycle access

Existing lamp post

Highfield Court

Nursery

MIDDLE STREET

Closure point - Prohibition of Motor Vehicles. Pedal cycles exempt. See detail A for planter locations

GRANGE AVENUE

Highfield Court

WEST END

DOVECOTE LANE

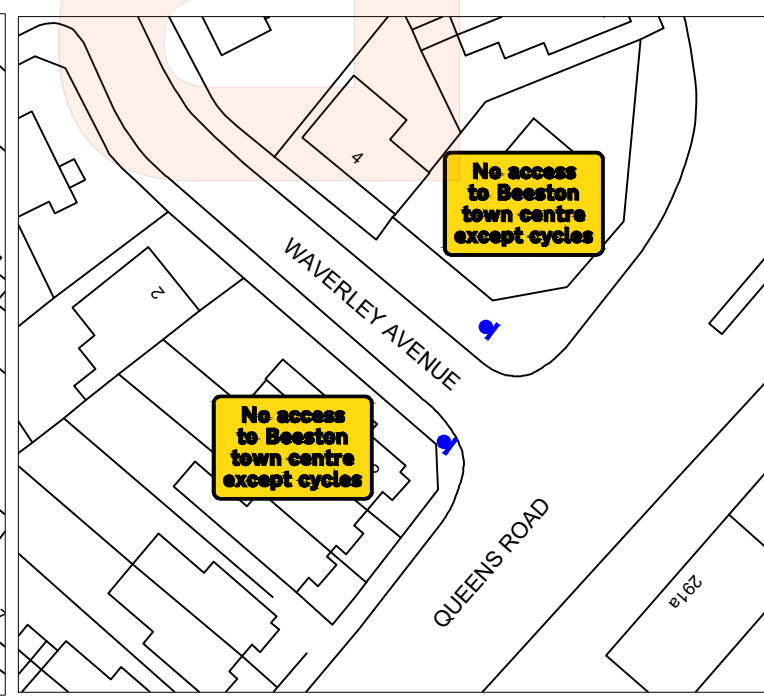
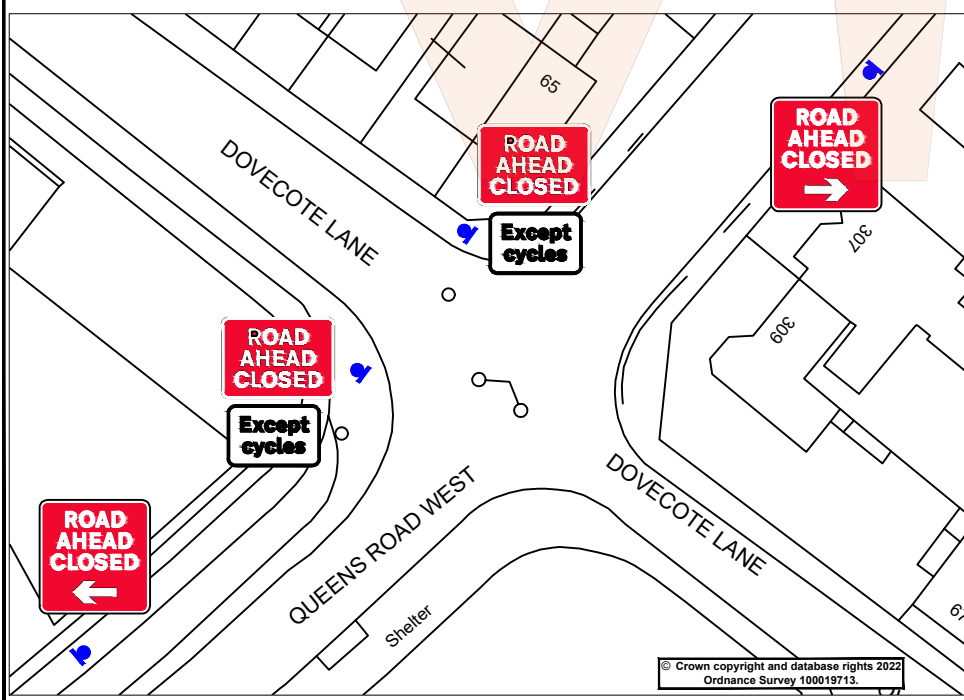
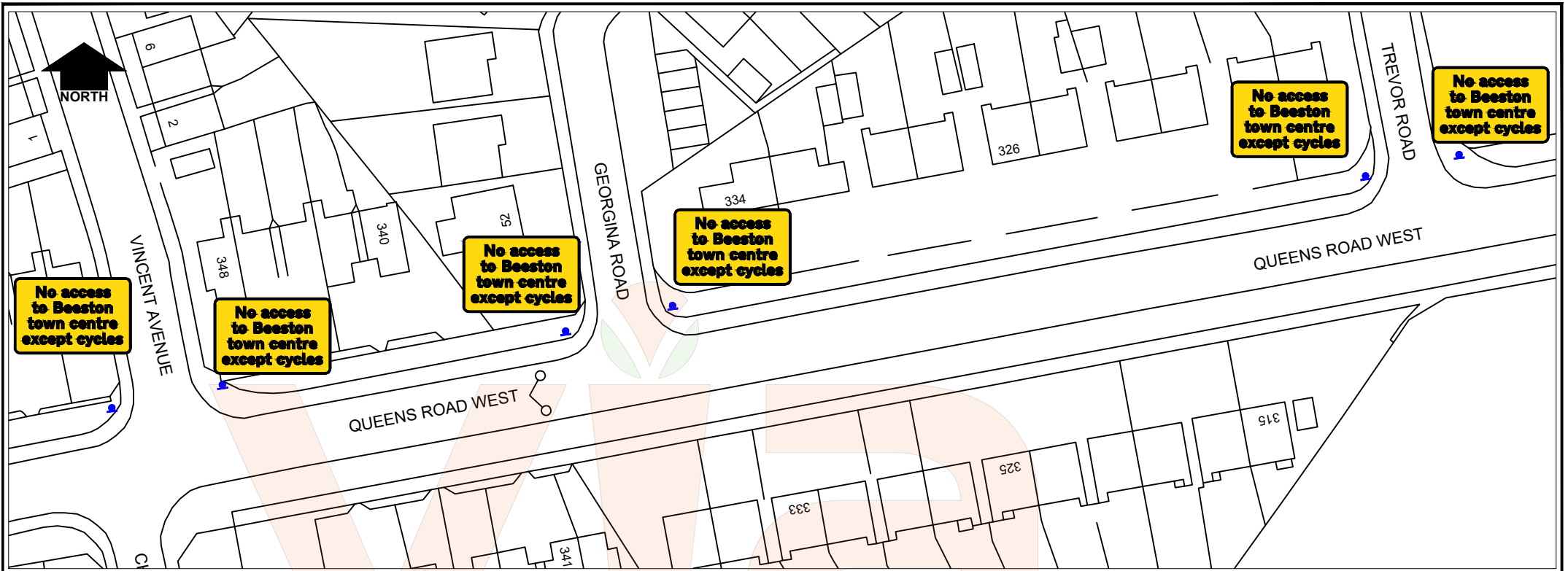
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Project		Dovecote Lane, Beeston			
Status	Project No.	Drawn	Ch'kd	Auth	Date
		SM			Feb 22
Drawing Title		Active Travel Fund - Point Closure			
Drawing No.		Rev.	Scale		
		A	N.T.S.		



Rev	Description	Drawn	Ch'kd	Auth	Date
Project Dovecote Lane Area, Beeston					
Works		Project No. TP2150482			
Drawing Title Proposed Sign Locations - 2					
Scale 1:500@A3		Drawn SLW	Ch'kd LD	Date Feb '22	
Drawing No. H/SLW/3883/04		Revised 0		Author SM	
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15/02/2022 10:20:30 AM C:\Users\ld\Documents\Programme\2021\TP2150482\Beeston\Drawings\2021\2021_02_Beeston\Drawings\2021\Design\ProposedSignLocations-2.dwg: Beeston.dwg

Active Travel Fund Scheme – Dovecote Lane, Beeston – Frequently Asked Questions.

The County Council undertook a first round of consultation on proposals to improve conditions for pedestrians and cyclists on Dovecote Lane in February/March 2021. From the comments received we have produced this Frequently Asked Questions (FAQs). We would ask that you take time to read the FAQs before completing the online consultation. Further supporting information is detailed on the consultation website nottinghamshire.gov.uk/dovecotelane.

Why is the County Council proposing to close Dovecote Lane to traffic?

Increasing walking and cycling, particularly for short journeys that are currently made by car, play a key role in national and local strategies to address climate change and improve the environment, support the economy, improve health and wellbeing, and in creating thriving communities.

The proposal to close Dovecote Lane formed part of the County Council's Active Travel Fund (ATF) proposals to government and aims to improve conditions for existing pedestrians and cyclists, as well as encouraging more people to walk and cycle more often. The government was clear that any proposals must "*meaningfully alter the status quo by providing segregation [between cyclists and pedestrians as well as between cyclists and motor traffic] or point closures to through traffic*" to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits.

Through public consultation carried out as part of the development of the Council's Local Cycling and Walking Infrastructure Plan, Dovecote Lane has previously been identified as a route of strategic importance for cyclists. This is because it provides a connection between the town centre and the railway station and National Cycle Network Route 6. In addition, the Council had received complaints from residents of Dovecote Lane, concerned about the volume of through traffic and the speed of vehicles using the road.

The road also forms part of a proposed strategic cycle route that will run from Nottingham to Derby via Beeston, Chilwell and Toton. If it proceeds this project will be funded through Derby and Nottingham City Councils' Transforming Cities Fund programme. Consultation on the Nottingham to Derby route proposals are planned for later this year.

What consultation has the Council carried out and what were the results?

Public consultation was carried out over four weeks between 8 February and 7 March 2021 and was open for anyone to participate. A consultation pack containing a letter, site notice and a consultation plan was posted to 204 local residents, stakeholders, and business owners directly affected by the proposals. It was also emailed to an additional 22 stakeholders and statutory consultees, which included the emergency services and Broxtowe Borough Council. In addition, 16 site notices were erected along the length of Dovecote Lane.

A total of 472 consultation responses were received: 44% were in favour or neutral and 56% were against the scheme. The results showed that majority of Dovecote Lane residents supported the proposals. Residents on adjacent and nearby roads were less supportive due to concerns about transferral of traffic onto their roads. These concerns have, however, been addressed in the current revised proposals. Also, there was a split between those that drive and those that walk or cycle:

- 63% of those that identified as walkers or cyclists that use Dovecote Lane were either supportive or neutral to the scheme
- 79% of those that identified as drivers that use Dovecote Lane objected to the proposals.

Nottinghamshire Fire & Rescue and East Midlands Ambulance Service were consulted as statutory consultees and no expression of concern was received. Nottinghamshire Police had concerns about the location of the point closure, but not about the restriction itself.

If more people objected to the proposal than supported it, why is it still being proposed?

The scheme received positive comments about improving cycle route connectivity, making walking and cycling safer and more attractive, reducing traffic levels and speeds on Dovecote Lane, and how the proposals will enhance the environment.

Although there were a large number of objections, they mainly focussed on a small number of issues:

- The majority of comments regarded traffic diverting onto surrounding roads: either onto unsuitable nearby residential roads or onto Queens Road resulting in delays at nearby junctions (i.e., increased journey times and pollution).
- Concerns were raised about the difficulties experienced when turning into and out of Queens Road from Dovecote Lane and Waverley Avenue.

The Council was able to modify the proposed scheme to address some of the concerns about traffic re-routing onto other residential roads in vicinity of Dovecote Lane; and is implementing improvements to increase capacity at the Queens Road/Station Road junction.

It was felt, therefore, that it was appropriate to carry out an experiment to determine whether the advantages outweigh the disadvantages.

Why has the location of the planters moved from the original proposal?

The location of the proposed closure was changed to address:

1. Concern that it would transfer the traffic from Dovecote Lane on to Barrydale Avenue, Robinet Road, Georgina Road, Trevor Road and West End.
2. Concern raised by the Police about the emergency services being able to access the care home located at the northern end of Dovecote Lane from Queens Road as this is the route they would take in an emergency.

What were the other options the Council considered?

To determine if there was a way to improve the cycling environment while also addressing the concerns that were raised during the consultation undertaken last year, a study was undertaken to consider twelve alternative proposals, which included those suggested by residents. The options were:

- Traffic calming
- Introducing a 20mph speed limit
- An alternative cycle route using Melrose Avenue, Waverley Avenue and Moore Gate
- An alternative cycle route using Trevor Road and West End
- Reducing the road width on Dovecote Lane to reduce speeds and deter through traffic
- Making Dovecote Lane one-way and installing a two-way cycle track along it
- Making Dovecote Lane one-way with a contraflow one-way cycle track
- Introducing a lorry ban
- Introducing turning bans to reduce the amount of traffic on Dovecote Lane
- Removing on-street parking to reduce traffic volumes
- Locating the point closure on Dovecote Lane north of Melrose Avenue
- Locating the point closure on Dovecote Lane north of West End.

The study confirmed that the only viable option which met the funding requirements of the ATF is to install a point closure on Dovecote Lane to through traffic. The revised current proposal has,

however, been modified to change the point of the road closure to address concerns raised in the consultation undertaken last year.

Why did the Council propose to introduce the closure as an experiment and carry out consultation during the experiment, rather than carry out consultation first?

Changes to the way a road is managed (such as road closures, making them one-way or introducing parking restrictions) require a formal experimental, temporary or permanent legal Order. Permanent Orders involve a short period of consultation prior to their permanent introduction. Experimental Traffic Regulation Orders (ETROs) are implemented when there is genuine uncertainty around the likely impacts of a proposed restriction and the Council has not decided whether the proposal should be introduced permanently or not.

If an ETRO is introduced, it does not mean that the scheme will be made permanent. The ETRO allows the impact of the restriction to be assessed. An ETRO must be in place for a minimum of six months during which time formal objections and comments on the scheme must be submitted, it can only be in place for a maximum of eighteen months at which time the County Council has to remove it or make it permanent. Changes can be made to the order in the first six months to resolve difficulties if considered appropriate.

The Council considered an experimental closure to be appropriate because:

- It would be more difficult to remove a permanent TRO
- Users and residents could see the impacts of the change
- All residents and highway users would be able to formally comment or object
- There is greater flexibility to modify the restriction

Why is the Council now carrying out a second round of public consultation?

Following the decision made by Committee on 5 January 2022 to introduce an experimental closure, a letter was issued to over 700 homes in the vicinity of Dovecote Lane advising them of the proposed scheme and the implementation of the ETRO. Concerns were received, mainly about frustration in regard to the lack of advanced consultation on the revised proposals. In response to these concerns the Council has negotiated an extension to the delivery timescales with the Department for Transport, meaning any proposed scheme can now be delivered next financial year. The extension has enabled us to undertake an additional round of consultation to seek views on the revised scheme proposals.

There are answers to a number of additional frequently asked questions on the County Council's website.

These include the following and can be found at nottinghamshire.gov.uk/dovecotelane

- What information does the Council have about traffic and cycling levels?
- What evidence is there of rat running on Dovecote Lane?
- Has the Council carried out any assessment of the likely impact of closing Dovecote Lane on nearby roads and junctions?
- Why isn't the Council proposing to change the parking restrictions on Dovecote Lane?
- Has the Council carried out a full assessment of the environmental and economic impact of the proposals?
- How will a decision be made following this second round of consultation?
- How will the results of the second consultation be reported?