



Date of Meeting	11 th September 2019
Portfolio	Cabinet Member for Environment
Report Author	Andrew Cowell
Public/Private Document	Public

Objections to Experimental TRO - Ladyhouse Lane, Milnrow

Executive Summary

- 1.1 Over several years complaints have been received about motorists contravening the Prohibition of Right Turn Order from Elizabethan Way into Ladyhouse Lane. The contraventions increase the number of vehicular movements along Ladyhouse Lane, which is partly residential. Higher speeds are often associated with motorists using alternative shorter routes. Motorists waiting to turn right also hinder ahead movements on Elizabethan Way. Pennines Township provided funding to introduce an experimental one-way traffic order to address the issues reported and to assess the impact of the changes.
- 1.2 The experimental order was introduced on 29th December 2018 and during the consultation period the Council received seven letters of objection to the proposal, one letter of support plus a petition.
- 1.3 In general, the objectors report that the one-way order unnecessarily inconveniences the local residents of Milnrow by making some of their journeys longer and that the problem with contraventions could be solved by other alternative measures.
- 1.4 The report outlines the reason for the proposal, the objections received and a response to the objections.

Recommendation

2. The Committee should consider whether the proposed Traffic Regulation Order, BOROUGH OF ROCHDALE (LADYHOUSE LANE, MILNROW) EXPERIMENTAL (ONE-WAY TRAFFIC AND PROHIBITION OF DRIVING) ORDER (1) 2018 be made permanent, or be abandoned in light of the representations received, which are outlined in Appendix B of this report. It is the recommendation of Officers that the objections be dismissed and the proposal introduced as advertised.

Reason for Recommendation

3. Copy of Statement of Reasons

Complaints have been received about motorists contravening the Prohibition of Right Turn Order from Elizabethan Way into Ladyhouse Lane. The contraventions increase the number of vehicular movements along Ladyhouse Lane, which is partly residential. Higher speeds are often associated with motorists using alternative shorter routes. Motorists waiting to turn right also hinder ahead movements on Elizabethan Way. Pennines Township has provided funding to introduce an experimental one-way traffic order to address the issues reported and to assess the impact of the changes.

Ladyhouse Lane extends from Elizabethan Way to Newhey Road. At its eastern end residential properties front on the road. At the western end forward visibility is severely restricted due to a hump bridge immediately in advance of a 90 degree bend and a gradient beyond. The road is open to two-way traffic but the right turn from Elizabethan Way into the road is prohibited. This restriction was introduced over 20 years ago to prevent vehicles waiting to turn right hindering ahead movements. The scheme was also introduced to reduce the frequency of accidents involving right turning vehicles.

The existing footway along the south-eastern side of Ladyhouse Lane, to the south-west of Ladyhouse Close, is substandard in width at around 1m wide. This width is reduced further to around 0.85m due to street furniture positioned at various points along the footway. This places NMU's (Non Motorised Users) at risk due to their proximity to moving traffic and in instances when they may have to move into the carriageway to pass any obstructions or oncoming NMU's.

There is an existing segregated shared use cycle/footway running along the west side of Elizabethan Way, which intersects with Ladyhouse Lane via a subway, but which provides no further link to Milnrow via this route.

The introduction of a one-way traffic order removes the conflict of two-way traffic, which in turn can lead to an increase in vehicle speeds. The poor horizontal and vertical alignment of the road at its western end is considered to be an increased hazard in this situation. Therefore, the introduction of traffic calming measures should form part of the permanent solution in order to reduce speeds on the approach to the hazards. The road along with the adjacent residential side streets should form a new 20mph zone to help further regulate speeds.

The permanent solution should also include the introduction of a wider footway to provide better protection for none motoristed users using Ladyhouse Lane. The introduction of a shared use cycle/footway would further improve the scheme to provide a safer cycle route linking the existing routes with Milnrow. This would increase the use of the highway network in this area by cyclists.

The Police Injury Accident Database shows no recorded injury accidents along Ladyhouse Lane over the past 3 years.

It is proposed to introduce an experimental one-way traffic order on Ladyhouse Lane, Milnrow, in a south-westerly direction, from a point 45m south-west of its junction with Ladyhouse Close to its junction with Elizabethan Way.

The introduction of a one-way TRO, prohibiting north-eastbound vehicular movements, would relieve congestion along Elizabethan Way and reduce the number of vehicular movements along the residential section of Ladyhouse Lane. The introduction of a permanent one-way order would provide an opportunity to improve the safety for none motorists users using Ladyhouse Lane through the introduction of traffic calming measures and works to widen the narrow footway / cycleway over the Metrolink Bridge

- 3.2 To address the issues reported, it is necessary to introduce the make the experimental order permanent (see Appendix A).

Key Points for Consideration

4. During the consultation period the Authority received seven objection letters, one letter of support plus a petition.
- 4.1 To comply with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 the Authority must consider all objections submitted during the consultation period of 6 months before 'Making' an Experimental Traffic Regulation Order permanent.
- 4.2 It should be noted that in considering the report, the proposed Order is deemed non-strategic in nature and should be dealt with in accordance with Section 8.2-3 of the Scheme of Delegation to Township Committee. Committee has delegated power to confirm or abandon the proposals and the Order.
- 4.3 Should the committee decide to implement the proposals permanently addition funding would be required to implement the necessary alterations to the Highway. It is estimated that this will cost £58,000 which would have to be sought from Pennies Township.
- 4.4 In considering the representations the Committee should be mindful that The Council, acting in its capacity as Highway Authority, have a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic.
- 4.5 The Objectors and supporters comments and the Director of Neighbourhoods response are attached at Appendix B and C of this report.
- 4.6 **Alternatives Considered**
- The Committee could consider recommending that the experimental traffic order is not made permanent.

Should Committee decide not to make the experimental order permanent then the issues with motorists contravening the prohibition of right turn order and increasing the use of Ladyhouse Lane, plus the negative effect on traffic flows on the strategic highway, which were reported to Pennines Township Committee, will not be addressed.

Costs and Budget Summary

- 5. The cost of the proposed experimental Traffic Regulation Order has been met by Pennines Township Fund.
- 5.1 If the scheme was made permanent we would also introduce a 20mph Zone with traffic calming which would require an additional £4000 for a speed limit order. The estimated works cost to introduce the permanent final design would be £58,000, which would require further funding Pennines Township Fund.

Risk and Policy Implications

- 6. The Council has a statutory duty to ensure that its highways operate safely and efficiently, for all traffic including pedestrians.

Consultation

- 7. Consultation required by the Local Authorities' Traffic Orders, (Procedure) (England and Wales) Regulations 1996 has taken place.
- 7.1 The Emergency Services, Transport for Greater Manchester, The Freight Transport Association and the Road Haulage Association were consulted on 21st December 2018.
- 7.2 Notices of making were posted on site and published in the local newspaper on 22nd December 2018.
- 7.3 The objection period ran until 29th June 2019.

Background Papers	Place of Inspection
None	

APPENDIX A – Experimental order and plan

BOROUGH OF ROCHDALE

(LADYHOUSE LANE, MILNROW)

EXPERIMENTAL (ONE-WAY TRAFFIC AND PROHIBITION OF DRIVING) ORDER (1) 2018

The Rochdale Borough Council, in exercise of the powers under Sections 9 and 10 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Section 124(1) and paragraph 20(1) of Part III of Schedule 9 to the Act, hereby make the following Order:-

1. This Order may be cited as the Borough of Rochdale (Ladyhouse Lane, Milnrow) Experimental (One-Way Traffic and Prohibition of Driving) Order (1) 2018 and shall come into operation on 29th December 2018 and which will operate for an experimental period of 18 months.
2. Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
3. Save as provided in Article 5 no person shall cause or permit any vehicle to proceed in the length of road specified in Schedule 1 to this Order in a direction other than specified in relation to that length of road in the said Schedule 1.
4. Save as provided in Article 5 no person shall cause or permit any vehicle to proceed in the length of road specified in Schedule 2 to this Order.
5. Nothing in Article 3 shall render it unlawful to cause or permit any vehicle to proceed in the opposite direction in the length of road specified in Schedule 1 to this Order, so far as such entry or proceeding is reasonably necessary, to enable the vehicle to be used for the purposes of a vehicle being used for ambulance, fire brigade or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose on which it is being used on that occasion.
6. Nothing in Article 4 shall render it unlawful to cause or permit any vehicle to enter or proceed in the length of road specified in Schedule 2 to this Order, so far as such entry or proceeding is reasonably necessary, to enable the vehicle to be used for the purposes of a vehicle being used for ambulance, fire brigade or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose on which it is being used on that occasion.
7. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
8. The Prohibition imposed by this Order is in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception or exemption from the provision of this Order is without prejudice to the provisions of any other enactment.

SCHEDULE 1

Experimental One-Way Traffic

Ladyhouse Lane, Milnrow

in a general south-westerly direction, from a point 45 metres south west of its junction with Ladyhouse Close to its junction with Elizabethan Way

SCHEDULE 2

Experimental Prohibition of Driving

Ladyhouse Lane, Milnrow

the section of highway to the north of the traffic island on Ladyhouse Lane, Milnrow, from its junction with Elizabethan Way for a distance of 15 metres in a south easterly direction

DATED this 20th day of December 2018

THE COMMON SEAL of **THE ROCHDALE**)

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BOROUGH COUNCIL was hereunto)

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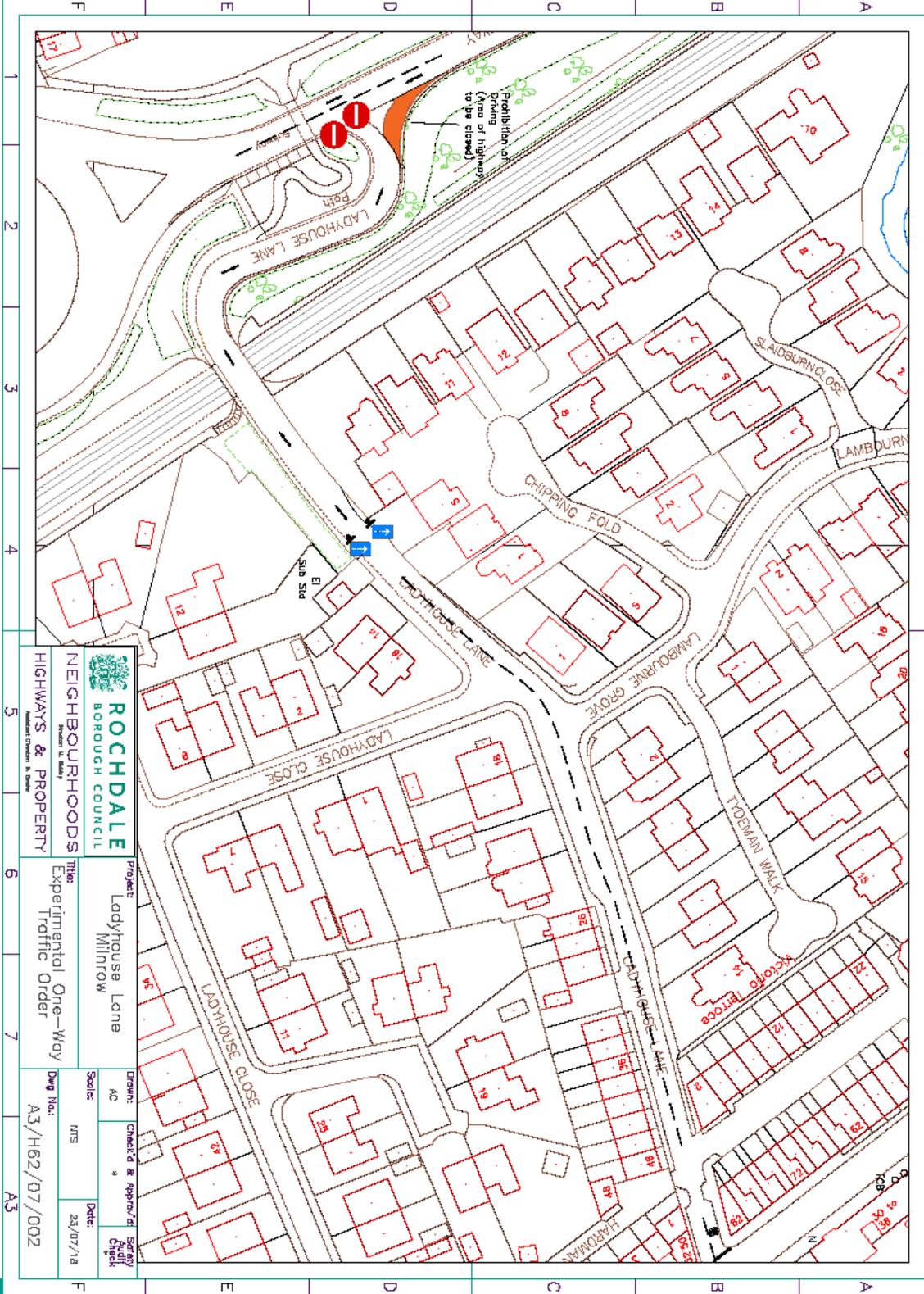
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Authorised Signatory

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SCALE WITH CAUTION AS DISTORTION CAN OCCUR 0 1 2 3 4 5 6 7 8 9 10cm

<p>ROCHDALE BOROUGH COUNCIL</p>	
<p>NEIGHBOURHOODS HIGHWAYS & PROPERTY</p>	
<p>Project: Ladyhouse Lane Milnrow</p>	<p>Title: Experimental One-Way Traffic Order</p>
<p>Drawn: AC</p>	<p>Checked & Approved: [Signature]</p>
<p>Scale: 1:100</p>	<p>Date: 23/07/18</p>
<p>Dwg No: A3/H62/07/002</p>	<p>Senior Clerk</p>

A3

APPENDIX B

Supporting letter

I write in support of the experimental traffic regulation order on Ladyhouse Lane Milnrow.

Since the introduction of the experiment, the Lane has felt considerably safer as a pedestrian using the narrow footway over the bridge. This is especially noticeable for young children, the elderly and cyclist, all of which are vulnerable road users who's needs must be upmost as road users.

Before the introduction of the experimental order, I personally witnessed vehicles stopping to turn right into Ladyhouse Lane, causing tailbacks into the signalised roundabout resulting in avoidable congestion, especially at peak times.

I also witnessed vehicles turning in on the wrong side of the island at high speed, resulting in several near misses.

I have also witnessed a number of collisions on the bridge with vehicles colliding head on, these collisions will not show on your accident database as were damage only, it is only a matter of time before somebody is seriously injured at this location.

The general feeling of Ladyhouse Lane has improved considerably due to the number of vehicles being reduced along with a palpable decrease in vehicle speeds, which provides a better quality of life for local residents.

This should not be taken away from local residents just to allow other road users to use Ladyhouse Lane as a short cut.

Ladyhouse Lane is a designated cycle route from Kingsway business Park into Milnrow centre, utilising the proposed one way system with an enhanced cycle route over the bridge would greatly enhance this route and encourage more cycling in the area, something that Rochdale Council should be supporting instead of appeasing calls for rat running.

On the back of the one way system, Rochdale Council could carry out improvements to the sub-standard footway over the bridge, increasing its width which would improving safety for all road users.

If the proposals are not adopted I wish to know what improvements to the footway width are proposed, as the current footway width is totally inadequate for all road users leading to considerable conflict between cars and pedestrians/horse riders/disabled/cyclists.

As this is an experimental order, I wish to know the results of the experiment undertaken,

1. have vehicle and pedestrian counts been undertaken,
2. have surveys been carried out either via video or personal interview to determine pedestrian/cyclist changes
3. have vehicle surveys been undertaken to determine the effect on vehicle movements along the Lane and within the surrounding area.

Objection 1

I wish to object to the proposal to make the road permanently one way on the following grounds I am a local residents of Ladyhouse Close so when coming from Rochdale I have to add to the congestion in the village .As a supporter of the cricket club, I have an

extended journey home which by taxi had considerably increased. The problem of vehicles turning right off the bypass could be solved by installing a camera and/or extending the island with raised kerbs.

Objection 2

I am writing regarding the introduction of the one way system which appeared on Tuesday 17th December on Ladyhouse Lane at its junction with Elizabethan Way. Being a resident who lives just off Ladyhouse Lane I anticipated problems, but have waited a number of months to assess and would like you to consider the following: -

When the traffic lights were originally introduced at Sir Isaac Newton roundabout it made it more difficult to turn left onto Elizabethan way from Ladyhouse Lane due to traffic queueing at the lights and blocking our entry on to Elizabethan Way. There used to be natural breaks in the traffic with cars turning left into Ladyhouse Lane but with the introduction of the one way system it has stopped the natural breaks completely and the traffic continually blocks the exit.

Additionally when we are coming out of Aldi or Buckley Hill (where we have family living) we now have to turn left, increasing the traffic already queueing at the lights to turn into Milnrow. At peak times Elizabethan Way has queueing traffic back to the roundabout and Sir Isaac Newton Way. Due to the timing/sequence of the traffic lights, invariably, when the filter light comes on, very few vehicles manage to turn into Bridge Street due to it being blocked by the cars turning from Rochdale Road. This is one of the major problems creating the long traffic queues back to the motorway. A change to the sequence of the lights by having the filter right turn on at the beginning of the change to green would help to improve the flow of traffic. Not only for those turning right but would assist the flow of traffic wanting to continue straight on at the lights thus reducing the amount of queueing along Elizabethan way and Sir Issac Newton Way.

If we turn right as we used to we now have to go past the roundabout and via Newhey Road, this way regularly has queueing traffic at peak times resulting from the traffic lights at the bottom of Huddersfield road.

Elizabethan way in both directions is horrendous especially at peak times, this new one way system increases the problem and the new 38 apartment block in the process of construction will create additional traffic/congestion entering and exiting Harbour Lane

I believe that the one way system is creating more congestion, I understand that there have been people disregarding the no right turn but I believe they are very very few and it is wrong for the residents in and around Ladyhouse Lane to be penalised because of the few, maybe cameras being installed might alleviate this problem.

If this 'trial' is to continue after the 18month trial period please can you seriously consider a 'keep clear' yellow box to stop people blocking the road when queueing at the traffic lights.

Hope you will take the above points into consideration

Objection 3

I wish to register my objection to the above order which was implemented the week before Christmas. As a resident of Egremont Road I am one of the people most affected by this order.

As things stood until the road was blocked off, Ladyhouse Lane was the main connection by

car between all the houses to the west of Elizabethan Way and Milnrow village, where local shops, doctors, health centres, schools, post office and cash machines are all located. These were all readily incorporated into a car journey by the use of Ladyhouse Lane. Now this facility is no longer available there are two alternative routes.

One is to join the queue of traffic waiting to turn right at the Bridge Street traffic lights, thus adding further congestion to the Rochdale bound traffic, and adding at least five minutes to the journey time.

The other is to join the queue for the traffic lights on the Motorway roundabout and then go to Newhey and turn back onto Newhey Road and enter the village from the South, also adding five minutes journey time.

It should be noted that either route now adds over one pound each way to a taxi fare into the village.

There are approximately 430 houses located to the west side of Elizabethan Way which are affected, plus one large apartment complex (Rebecca Court), and a care home on Ashfield Lane. A conservative estimate would make this around 1500 people who are now being penalised rather than prosecuting the people making the illegal right turn from Elizabethan Way who are the problem in the first place.

As the source of the problem lies in the traffic queuing to turn right to go to Littleborough at Bridge Street traffic lights there are two relatively simple ways to improve this. The first would be to increase the turn right timing on the traffic lights, and the second to widen Elizabethan Way for maybe 100 metres adjacent to the new supermarket such that the turn right lane allows a longer turn right queue so that Rochdale bound traffic going straight on at the traffic lights is not obstructed from so doing by the turn right queue.

For traffic going towards Newhey it should be pointed out that apart from one hour in the morning and one hour in the evening the traffic lights on the roundabout at the end of Isaac Newton Way are totally unnecessary and the roundabout is perfectly capable of functioning as a roundabout. Making these lights part-time would make a big difference to village access during the day.

I think that maybe this order has been implemented without due consideration being given to its effect on local residents and wish my strong objections to be recorded.

Objection 4

Ladyhouse lane Milnrow one way order. Inconvenient for everybody leaving Harbour lane for Houses & the Bungalow estate plus the new Ladybarn flats when built, due to traffic build ups left and right Ladyhouse lane was a quick convenient way into Milnrow village now mega queuing traffic left and right, this order is only making more traffic build ups and hope not permanent

Objection 5

I am writing to you as ward councillors to express my feelings about the above road scheme which has been introduced today.

The first I knew was on returning home near lunchtime to find the one way system already in place. I walked to the top of the bridge to read notices from the Council's legal department outlining the project. The notices were dated December 12th for work to be carried out on December 17th. This suggests only 2 working days notice was given. As the notices were dated December 12th I cannot imagine the same was published in the Rochdale Observer as that would have been available to buy on the 11th December. The official document which I located in Milnrow Library this afternoon was dated December 6th. I contacted the Highways Department of the Council and spoke to Mr Andrew Cowell for further explanation behind the scheme. I understand the Township Committee have had input into this decision. Did any of our representatives contact local residents such as myself who live on Ladyhouse Close to ascertain their views. I haven't spoken to anyone yet who was! The two main issues I was given were (1) problems caused by traffic turning right off Elizabethan Way into Ladyhouse Lane causing

problems back to the end of the slip road off the motorway. (2) to consider narrowing the road over the bridge to introduce a cycle lane and improve pedestrian footpaths.

In answer to the first issue, local residents will now have to suffer going through the village to get to homes off Ladyhouse Lane and surrounding areas when coming towards the roundabout from Rochdale. Residents on the Cricket Club estate to get into the village for shops, doctor's surgeries and schools etc. will now have to go via Bridge Street/bottom of Kiln Lane adding more congestion there. All this because some motorists are not adhering to the signs and road markings. Why couldn't a camera be installed to catch these law breakers or intervention from police officers. How many accidents have occurred as a result of having it two way? I fully understand measures should be considered before any serious accidents do occur. Why can't the right turn be made more difficult by making it sharper, even taking some off Elizabethan way to make a left lane/turn more accessible as a run off. Do we stop right turns into Aldi, Buckley Hill Lane to ease the traffic in those areas? The second measure was concerning a cycle route. To where? As it is, cyclist rarely use the designated cycle routes on Elizabethan Way but continue to stay on the road. Something I must say, I can fully understand as travelling from Rochdale to New Hey means crossing over the crossing near what was the Ladybarn, cycling along the footpath, using the underpass and then a cycle lane towards New Hey before finally joining the road again!

I wish to register my objection at this point but will give it due consideration during the 18 month experimental period. Installing cameras is possible as I can vouch for having been fined for transgressing into a bus lane over Lendl Bridge in York. As soon as I realised, I was too late despite turning my car round. Fortunately it was only experimental and was never implemented, resulting in the local authority having to reimburse my fine. York council saw sense on that occasion. Let's hope Rochdale see sense in this case. It would be interesting to be informed how this experiment is being monitored so an informed decision can be made. Could you please let me know.

Objection 6

I am contacting you regarding the change made to Ladyhouse Lane in Milnrow. I have lived in Milnrow for over 30 years and in that time the traffic has got progressively worse. Since the opening of Aldi, Elizabethan Way has become a nightmare. On occasion it has taken me more than 10 minutes to travel from one end to the other, all of half a mile. The junction of Bridge Street and Elizabethan Way is massively overloaded. Now we find that one of the routes from Elizabethan Way into the village has been closed. If travelling from the cricket club side of the village the only way now is to use the lights at Bridge Street, making that junction even busier. Whoever thought this would be a good idea cannot have thought it through properly as it only adds pressure on an already overloaded junction. I can think of no reason why this measure was proposed nor what problem it was meant to solve. I would urge you to overturn this measure and to restore Ladyhouse Lane to its former status.

Objection 7

Dear Sir,

As a resident of Ladyhouse Close , I would like to make a formal complaint about this so called experiment. It is not working for the people living around this road.

- 1 Recently 2 drivers (to my knowledge) have driven up from the Elizabethan Way to Ladyhouse Lane against the one way system, causing traffic to stop.
- 2 Drivers and pedestrians are in danger crossing to Lemon Park.
- 3 Drivers who want to turn right into Milnrow from Ladyhouse Close risk being hit by traffic heading for the Motorway.
- 4 Traffic now heading to the Motorway via the one way system appears to have speeded up from Newhey Road junction, not allowing for traffic from the side roads.
- 5 It is also hard to get into Milnrow on Ladyhouse Lane because of traffic parked on both sides of the road, making it single file, with the traffic from Newhey Road assuming they have right of way because of the two islands at the junction outside the shop.
- 6 Older people from other estates on the other side of Elizabethan Way who need to go to their doctors by taxi are having to pay a lot in fares to do so.

Suggestions

Remove one way system and angle the existing feed road on to Ladyhouse Lane like a slip road and go back to two way traffic.

Put cameras at junction to catch those who break the law, you would also catch drivers who go through the lights on red and speeding traffic (very common).

Petition Heading

Objection to the Introduction of a Permanent Ladyhouse Lane, Milnrow One Way System

As the consultation period nears its end on June 29th, the undersigned wish to raise the following points for consideration before a final decision is made.

- **No official surveys were carried out but the temporary closure was implemented following complaints, including the Police, regarding right turns from Elizabethan Way. Why haven't motorists been identified and prosecuted.**
- **Install a camera to identify the drivers as any change of layout will incur costs**
- **Extend the island with raised kerbs so impeding illegitimate right turn manoeuvres off the by-pass. A sign already exists stating unsuitable for large vehicles to turn left off the by-pass.**
- **The temporary closure has simply moved the problem it was designed to offset to either end on the Elizabethan Way with more local traffic having to go through the village, adding to pressure at junctions like Kiln Lane, especially at busy times.**
- **For residents living on the estate near Milnrow Cricket and visitors returning from the club into the village who now have extended journeys and expense if using a taxi.**

(Signed by 32 residents)

APPENDIX C – Summary of Main Objections and Response to Objections

Inconvenience to some local residents in travelling further to their destination.

As with the introduction of any traffic movement restriction, there may be some disadvantage to certain users of the highway. However, the benefits of the scheme in terms of road safety and the movement of traffic along the strategic highway needs to be measured against any dis-benefits.

Why can't cameras been installed as an alternative to the measures introduced.

Only the Police have the necessary powers to enforce no-entry or no-right turn signs. Therefore, the Council is not able to install CCTV to assist with enforcement.

Some contraventions of the experimental one-way traffic order have been witnessed since it's introduction.

A scheme to make the order permanent would include substantial measures, including a reduction in road width which would deter future contraventions and make the scheme self-enforcing. The reduction in road width would allow the existing narrow footway over the bridge to be widened improving the route for pedestrians. It should also be considered that temporary features are more likely to be disrespected than permanent ones.

Why can't the road be widened to allow vehicles to turn left from Elizabethan Way into Ladyhouse Lane whilst at the same time extend the kerb-lines on the island to physically prevent the right turn contraventions.

Although this may be possible such a scheme would be very costly. Elizabethan Way is on an embankment and to the east is the Metrolink Line and would therefore require some form of retaining structure. Most importantly it would not prevent the right turn contraventions on the south-east side of the island. It is reported that motorists contravene the no entry signs on this side of the island as well as the prohibition of right turn.

No accidents have occurred on Ladyhouse Lane but there are accidents along Elizabethan Way.

It is generally expected that the number of recorded accidents along a strategic route would higher than on a local road.

Little notice was given before the scheme was introduced and residents knew nothing about the scheme beforehand.

Funding for the experimental scheme was approved by Pennines Township which is a public forum.

Experimental traffic orders differ from permanent orders in that there is no Notice of

Intent published. A Notice of Making is published to inform members of the public that an Order has been made. The period between the notice being published and the operative date is not intended to invite objections to the scheme. There is a 6 month objection period beginning on the operative date.

An experimental order affords an opportunity for all users of the highway to trial the restriction. This will help determine any negative effects of the order which could not be fully determined simply by advertising a permanent proposal. For instance, the restriction may hinder essential services. It provides an opportunity for any person to provide comments on a scheme in situ rather than a proposed scheme on paper.

Finally, it should be borne in mind that the total cost of any permanent scheme would include the introduction of speed restrictions and physical measures to improve safety for non-motorised users of the highway. These benefits along with improved traffic flows on the strategic route need to be taken into consideration when assessing the validity of the scheme. Also, during the experiment there has been no noticeable increase in congestion on Elizabethan Way and from a traffic management perspective there is no reason not to introduce the scheme in full which will include additional road safety benefits; wider footway / cycle way, 20 mph on the residential streets and the traffic calming on Ladyhouse Lane.