My Ref: RS/ TCS 0039A/ TMSP 1021/ Cons
Your Ref: Haydn Road
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Haydn Road (Nottingham Road to Hucknall Road)
Owner/ Occupier

17 December 2014

Dear Sir/ Madam

Re: Nottingham City Council Speed Management Scheme including Traffic Calming (TCS 0039A) & 20mph Speed Limit (TMSP 1021) Order 2014 – Haydn Road

Following consultation with local Councillors, residents and businesses, formal organisations and Council representatives over recent months, the proposals for Haydn Road have been modified to create a scheme that will radically change the highway layout to achieve slower speeds and facilities for cyclists as well as an improved environment for pedestrians.

The proposals focus on reducing vehicular speeds by providing a narrow central carriageway space for two way traffic at 5.5metres with no centre line. This will be the first occasion when Nottingham has used the principle of removing a centre line to manage traffic speeds however there have been very positive results achieved in London where this has been done.

Overall there will be a reduction in available parking space of about one car length (6 metres). This is a considerable improvement to previous designs that we consulted on. Next to the parking areas there will be on carriageway cycle lanes in each direction with a separating 'buffer zone'. Where the carriageway narrows through the middle section of the route (between Warren Avenue and Langdon Close) there will be an on-carriageway cycle lane eastbound only with an off-carriageway facility provided along the front of the grassed section near Moores Place for westbound cyclists.

As with the early designs there will be one raised feature either side of the bend near Quorn Road, however due to the inclusion of the cycle lanes the speed cushions have been replaced by a round top road hump to the east of Longdon Close and a raised plateau crossing to the west of Warren Avenue. Please note, there was a central refuge and a pair of speed cushions previously proposed to the east of Warren Avenue, however providing the raised crossing to the west of the junction will continue to provide safety benefits to pedestrians and will also bring additional surface water management benefits by slowing the flow of water from Warren Avenue. The additional gullies here will mean more capacity to remove surface water.

The round top road hump will be constructed from bituminous material up to a height of 75mm, spanning the width of the carriageway with a length of approximately 3.7 metres. The raised

plateau crossing will be constructed from bituminous material up to a height of 75mm spanning the width of the carriageway with a length of approximately 5 metres.

Double yellow line 'No Waiting at Any Time' restrictions will be provided at a number of junctions and vehicular accesses along Haydn Road to maintain good visibility for drivers.

It is proposed to reduce the speed limit from 30mph to 20mph along Haydn Road from its junction with Hucknall Road to its junction with Nottingham Road, a distance of approximately 711 metres. In recent months a new school and Sikh Centre have opened along Haydn Road making the road more suitable for the reduced speed limit. This approach is in line with the Council's commitment to provide 20mph speed limits around educational establishments, shopping and residential areas and community facilities. A 20mph speed limit will also compliment the new highway layout.

The intention is for the works to begin in late February 2015 however a notification of works leaflet will be sent to you closer to the time with additional information regarding the construction works.

In order to make the most of efficiencies in cost savings and to minimise disruption the Council will also be making improvements to the gullies in the area including a new connection to the main sewer. This work is to be done in order to improve the management of surface water. To complete the sewer connection a road closure will be required and we will provide these details in the notification of works leaflet in the New Year.

To complement the gully connections there will also be a swale created within the grassed area near Moores Place. A swale is formed by creating a shallow 'basin' within the land to store excess surface water. A tree planting program is also going to be carried out along parts of the route and will include attenuation pits beneath them which will further increase the capacity to collect surface water and the trees will help 'soften' the landscape.

All of the measures detailed in this letter are shown on the attached drawing TCS0039A/TMSP1021/Cons Rev H.

Please note there are currently planning applications on-going for development sites along Haydn Road and there may be additional highway changes associated to these sites if they are approved. These will be consulted upon separately.

Before proceeding further with the traffic calming and 20mph speed limit proposals and in accordance with statutory procedures and policies, I now wish to consider your views regarding this matter. Additionally, should you require any further information regarding the other measures within the scheme please get in touch either via e-mail or telephone via the contact details shown above. Whilst it may not be possible to agree to all your suggestions, they will be incorporated into the proposals whenever appropriate and if budget allows. Any comments or objections to the traffic calming features or 20mph speed limit proposals should be received in writing at the above address by 21st January 2015.

Yours faithfully,

Paul Williams
Senior Officer - Traffic & Safety