

**REPORT OF THE CHAIRMAN OF THE TRANSPORT AND HIGHWAYS
COMMITTEE****RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 20TH NOVEMBER 2014****Purpose of the Report**

1. The purpose of this report is to inform Council of decisions made by the Transport and Highways Committee concerning issues raised in petitions presented to the Chairman of the County Council on 20th November 2014.
2. **Petition Regarding Local Bus Service 140, Sutton in Ashfield, Stanton Hill, Skegby and Teversal (Ref:2014/094)**
3. A 434 signature petition was presented to County Council on 24th November 2014 by Councillor David Kirkham requesting to save service 140 on evenings, Sundays and bank holidays.
4. The County Council withdrew the evening and Sunday service 140 as part of a revised local bus support programme following extensive public consultation, which was implemented in August 2014. The revised services were part of the budget efficiencies process which had reduced expenditure on local bus services by 30% to help reduce the Council's budget deficit of £154m over the next three years.
5. Support for service 140 was withdrawn which meant that the evening and Sunday journeys no longer operated. Unfortunately it was necessary to take this approach in order to maintain the daytime Monday to Saturday services providing access to employment, health and shopping. At the meeting of the Transport & Highways Committee on 20th November the decision was taken to reinstate the evening service beginning in March 2015, initially running on three evenings a week. No funding is available for a Sunday service.

Petition Requesting the removal of Traffic Calming on Ladybrook Lane (Ref: 2014/090)

6. Councillor Diana Meale presented a petition of 455 signatures at Full Council on 20th November 2014 requesting that the Ladybrook Lane traffic calming be removed. The petition was gathered by the Ladybrook Place Business Group on the grounds that they had lost 50% of their trade due to the traffic calming features, the features were too big and damaged cars and additionally were missing the white hazard markings making them hard to see in advance.

7. The Ladybrook Lane Estate Traffic Calming scheme covers an area bounded by the major routes of the A6075, A6191, A6009, A38 and B6014 Skegby Lane directly west of Mansfield Town Centre. It was introduced in 1997 on accident remedial grounds and was subject to a full public consultation and advertisement.
8. In the five year period previous to the scheme's introduction, there had been on average 21 reported road injury accidents per year within the whole area of the scheme. Of these 21 accidents, half involved either pedestrians or pedal cyclists. In the 16 years since the scheme was installed there have been just over 11 accidents per year. This represents an accident saving of over 45%. Also, the number of pedestrian and pedal cycle accidents has dropped by over 58%.
9. On Ladybrook Lane itself, the accident reductions were even better with an overall accident saving of 54% and a saving of 77% in pedestrian and pedal cycle accidents.
10. The traffic calming scheme consists of over 50 sets of concrete speed cushions and removal of these cushions would cost at least £200,000 because each set of cushions would have to be dug out and then the hole filled with a replacement surface.
11. Road markings are inspected in accordance with the Council's highway maintenance regimes and lining is programmed for replacement when it becomes more than 30% worn. Any defects will be identified by highway inspectors in the course of their work, but any specific reports received of worn lining will also be inspected on an ad hoc basis and repairs scheduled as necessary.
12. At the meeting of the Transport & Highways Committee on 20th November it was decided not to remove the traffic calming scheme on the grounds that the high injury accident levels previously recorded would be likely to return to the area and that the very high cost of removing the scheme could not be justified.

Petition Requesting Improvement of Pedestrian Safety on Duke Street and Woodstock Street at the Junctions with Beardall Street, Hucknall (Ref: 2014/091)

13. A petition was presented to County Council on 20th November 2014 by Councillor John Wilkinson on behalf of 34 residents. The petition requested highway improvements to enhance visibility for mobility scooter users and people with pushchairs when crossing Duke Street and Woodstock Street.
14. The petition suggested the relocation of dropped kerbs. In the last five and a half years there have been no reported injury collisions at either the Duke Street/Beardall Street or Woodstock Street/Beardall Street junctions. However, the integrated transport programme does include an allocation for new dropped kerbs to help people cross roads. These two locations will therefore be investigated to determine if it is feasible to move the dropped kerbs to enable improved visibility for pedestrians and mobility scooter users. If it is considered feasible and appropriate, the relocated dropped kerbs will be considered for inclusion in a future year's integrated transport programme.

Petition Requesting a Residents' Parking Scheme on Barnby Gate, Newark (Ref: 2014/092)

15. A petition was presented to County Council on 20th November 2014 by Councillor Maureen Dobson on behalf of 12 residents requesting a residents' parking scheme between numbers 75 and 91 Barnby Gate.

16. The County Council has an ongoing programme of review and proposed changes to on-street parking restrictions. This has resulted in several schemes being proposed to address existing parking issues such as a new residents' parking scheme on William Street, Newark scheduled to be implemented in March 2015. The Barnby Gate request has been made as a result of the proposed William Street scheme as residents think that existing William Street parking may be displaced to Barnby Gate. It is, however, far from certain that this displacement will occur, as is the level of additional parking that may occur.
17. The Traffic Regulation Order for the William Street residents' parking scheme has already been advertised and to amend it to include Barnby Gate at this stage would significantly delay the delivery of the scheme. Any residents' parking scheme on Barnby Gate would also likely need to encompass more than a small section of the road.
18. At the meeting of the Transport and Highways Committee on 20th November it was decided that parking surveys would be undertaken on Barnby Gate prior to the introduction of the William Street residents' parking scheme (if the scheme proceeds) so that the extent of any displaced parking can be determined once the scheme has been implemented.

Petition Requesting the Prevention of Parking in the Vicinity of North Muskham School (Ref: 2014/093)

19. At the County Council meeting on 20th November 2014 a petition of 50 signatures and comments was presented by County Councillor Sue Saddington. The petition, from concerned visitors to North Muskham School, requested that the Council acts to prevent parking in the vicinity of the School whilst children cross. They stated that when vehicles are parked parents and children crossing from the School to the Village Hall Car Park had limited visibility.
20. As part of the scheme to standardise and legalise all School Keep Clear Markings across the County it is proposed to introduce no waiting restrictions Monday – Friday 8am – 4.30pm on Nelson Lane. The markings will extend on the northern side between the Village Hall entrance and Farnlea. On the south side the restriction will continue from the termination of the Keep Clear Markings to opposite the Village Hall entrance. These restrictions were proposed to prevent vehicles parking, making it safer for pedestrians to cross at this location.
21. These works are planned to commence in late February / early March and it is anticipated that the restrictions will be in place by the end of the current financial year.
22. An assessment has also begun into the feasibility of providing a School Crossing Patrol for Muskham Primary School. An initial count has been completed and a second count will be carried out during the Spring Term next year.

Petition Requesting Traffic Signals at the Junction of Breck Hill Road and Woodborough Road (Ref: 2014/095)

23. A petition was presented to County Council on 20th November 2014 by Councillor Muriel Weisz on behalf of 1,817 local residents requested the installation of traffic signals at the Breckhill Road/Woodborough Road junction to prevent accidents.

24. The County Council continues to invest significant funding to improve road safety in Nottinghamshire, including a countywide programme of engineering schemes which is developed and delivered each year. In order to maximise the available funding, road safety schemes are prioritised based on analysis of reported injury collisions and the predicted reduction in accidents that any proposed scheme will deliver.
25. In the three and a half year period from 1st January 2011 to 30th June 2014 there have been five reported slight injury accidents at this junction or on average less than one and a half slight injury accidents per year. A set of traffic signals will generate, on average, about the same number of accidents and therefore introducing traffic signals at the junction would be unlikely to improve road safety.
26. Consequently, the suggested signalisation of the junction will not be prioritised for delivery but recorded injury accidents at the junction will continue to be monitored; and an appropriate accident remedial scheme will be considered in the future, if required.

Petition Requesting a Residents' Parking Scheme on Gedling Road, Arnold (Ref: 2014/096)

27. A petition was presented to County Council on 20th November 2014 by Councillor Roy Allan on behalf of 13 residents requesting a residents' parking scheme.
28. As in many locations, the County Council has an ongoing programme of review and proposed changes to on-street parking restrictions in Arnold. This has resulted in several schemes being planned during 2014/15 to address existing parking issues, such as new residents' parking schemes on Bond Street and Redhill Road.
29. Residents parking schemes are usually introduced in locations where availability of parking is restricted for local residents. Gedling Road will be surveyed and if necessary considered for an appropriate parking scheme in a future years' integrated transport programme if funding permits.

Other Options Considered

30. Each petition response sets out any other options that may be considered.

Statutory and Policy Implications

31. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Recommendation

It is RECOMMENDED that the contents and actions be noted be noted.

**Report of Councillor Kevin Greaves
Chairman of the Transport & Highways Committee**

For any enquiries about this report please contact: Andrew Warrington

Background Papers and Published Documents

Minutes of County Council meeting 20th November 2014

Electoral Division(s) and Member(s) Affected

Sutton in Ashfield Central, Mansfield West, Hucknall, Collingham, Farndon & Muskham, Arnold South