

14 June 2018**Agenda Item: 8****REPORT OF THE CORPORATE DIRECTOR, PLACE****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 22 March 2018.
- A. Petition requesting double yellow lines on Tilm Lane outside Carr Hill Primary School, a speed limit reduction and road safety measures (Ref: 2016/0282)**
2. A petition of more than 300 signatures was presented to the 22 March 2018 meeting of the County Council by Councillor Steve Vickers. The petitioners requested double yellow lines, measures to prevent parking on the pavement and a speed limit reduction on Tilm Lane outside Carr Hill Primary School.
3. On 15 January 2018 a pupil of Carr Hill Primary and Nursery School was involved in a road traffic collision at the end of the school day and sadly died a few days later. A meeting was subsequently held at the school on the 2 February 2018, attended by County Council representatives, to discuss possible highway measures on Tilm lane, such as those requested in the petition.
4. Many schools across the county experience similar parking issues at school start and finish times. The number of pupils attending schools in Nottinghamshire has been increasing over the last five years; and this increase in the primary cohort in particular has increased the volume of traffic on roads in and around schools at the start and end of the school day. Head teachers and school governors regularly raise concerns relating to driver behaviours and the challenges facing schools as more children are driven to school; and road safety is a key concern of parents and carers as well as members of all political parties. Consequently, to help address these issues on 19 March 2018 Children & Young People's Committee approved the establishment of a cross-party working group, to be chaired by the Vice Chairman of the Children's and Young People's Committee and facilitated by senior officers.
5. Key objectives of this working group will include reviewing all of the road traffic collisions between 2012 and 2018 in Nottinghamshire and to explore ways of working with schools, parents and the wider community to improve road safety for all children on Nottinghamshire's roads, particularly in and around schools. In addition, the working group will review the road safety advice offered to schools, particularly in relation to driving and parking around school at the beginning and end of the school day.
6. In the meantime, officers are working closely with the school to offer road safety guidance and education; and the camera car enforcement vehicle has been deployed at the school and will continue to visit it to record and log for a Penalty Charge Notice any vehicle it sees

contravening the 'no stopping orders' which now underpin all 'School Keep Clear' markings in the county.

7. It is recommended that the lead petitioner be informed accordingly.

B. Petition requesting speed limit reduction on A638 London Road, Retford from 40mph to 30mph (Ref: 2016/0283)

8. A 104 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Steve Vickers requesting a 40mph speed limit on London Road in Retford. London Road currently has a 30mph speed limit from the town centre until Elm Walk where it changes to 40mph. The roadside development at this point is predominantly set back from the carriageway and there is a footway on both sides. The 40mph continues until the Jet Petrol Station where it changes to 50mph.

9. To consider the 30mph speed limit request an assessment will be carried out including consideration of the road layout and its purpose, the number of properties fronting the road, an evaluation of traffic speeds and an investigation of the speed related injury accident data. Once this data is available the request will be considered in line with guidelines for setting local speed limits; and if appropriate, alterations to the speed limit will be considered for inclusion in a future integrated transport programme.

10. It is recommended that the lead petitioner be informed accordingly.

C. Petition regarding parking outside Abbey Primary School, Stuart Avenue, Mansfield (Ref: 2016/0284)

11. A 68 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Martin Wright requesting measures to address school parking outside Abbey Primary School on Stuart Avenue, Mansfield at school start and finish times. The petition raises concerns about the obstruction of bus and emergency services caused by such parking and an altercation between a resident and a driver which involved the Police. Abbey Primary School was expanded circa 2016 and the bus stops were repositioned to assist in regulating their stopping places. There was an increase in school parking complaints and this was investigated in 2017. It was hoped that a nearby area of Council-owned non-highway land might be used for a drop off/pick up area, but on investigation this was not feasible as it is planned to sell the land.

12. The parking issue raised is not an isolated case and the Council regularly receive similar complaints relating to inconsiderate parking in the vicinity of schools. Effective solutions to address these problems are very difficult to implement due to the typical behaviour of traffic in these areas; and suggested solutions, such as double yellow lines or other parking restrictions, often simply displace the parking to adjacent areas causing similar problems. Also, loading or unloading of passengers, which is usually the case near schools, is still permitted on double or single yellow lines.

13. Congestion at school start and finish times normally acts as a form of natural traffic calming and reduces average vehicle speeds significantly; and also deters non-essential through traffic from using the routes at these times both of which can improve safety around schools. There is also a benefit in allowing some parking close to the school entrance to avoid child pedestrian

movements being spread any wider than necessary, including to areas where passing drivers may not expect them to be. The emergency services have stated that they do not expect to have free passage through residential areas and subsequently have developed methods to deal with this type of situation which they experience frequently.

14. The Council has recently undertaken two major works programmes to help address local safety concerns around schools – making all ‘School Keep Clear’ markings legally enforceable and installing 20mph speed limits outside schools. These programmes targeted keeping the direct school entrances clear of parking whilst impressing upon drivers that they are expected to lower their speed whenever a school is present anywhere in Nottinghamshire. The enforcement of ‘School Keep Clear’ markings was improved further with the commissioning of our enforcement car which can immediately record and log for a Penalty Charge Notice any vehicle it sees contravening the ‘No Stopping’ orders which now underpin all ‘School Keep Clear’ markings.
15. The County Council has recently established a cross-party working group to explore ways of working with schools, parents and the wider community to improve road safety for all children on Nottinghamshire’s roads, particularly in and around schools. In addition, the working group will review the road safety advice offered to schools, particularly in relation to driving and parking around school at the beginning and end of the school day.
16. It is recommended that the lead petitioner be informed accordingly.

D. Petition requesting a residents’ parking scheme on Stanton Place, Mansfield (Ref: 2016/0285)

17. A 13 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Paul Henshaw on behalf of residents of Stanton Place, Mansfield. The petition requests that a residents’ parking scheme is introduced on the road due to intrusive parking by non-residents.
18. Requests for residents’ parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won’t negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking throughout the day.
19. Stanton Place is a residential road situated to the west of the town centre. Roughly two thirds of the properties on the relevant section of the road have no off-street parking. There is an existing residents’ parking scheme on Layton Avenue, which joins Stanton Place at its eastern end. A parking survey will be undertaken to determine whether a residents’ parking scheme at this location should be considered a priority for inclusion in a future year’s integrated transport programme.
20. It is recommended that the lead petitioner be informed accordingly.

E. Petition regarding speeding and traffic calming measures in Halam (Ref: 2016/0286)

21. A 132 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Bruce Laughton on behalf of the residents of Halam. The petition requests a

40mph speed limit on Halam Road/Halam Hill, between Halam and Southwell. The road is rural in nature with a 60mph speed limit.

22. To consider the speed limit request an assessment will be carried out including consideration of the road layout and its purpose, the number of properties fronting the road, an evaluation of traffic speeds, and an investigation of the speed related injury accident data. Once this data is available the request will be considered in line with guidelines for setting local speed limits; and if appropriate, alterations to the speed limit will be considered for inclusion in a future integrated transport programme.
23. It is recommended that the lead petitioner be informed accordingly.

F. Petition regarding maintenance of footpath Kirkby Road, Ravenshead (Ref: 2016/0287)

24. A 6 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Chris Barnfather on behalf of residents who request that the existing footway be restored as it had become restricted and hazardous to use. The footway was said to be used to access Priory Wood, Thieves Wood and Newstead Abbey.
25. This footway, on the north side of the B6020 Kirkby Road, is an historic rural footway which does not appear to have been constructed to modern design standards. Subsequently, it has had an average width of considerably less than a metre for at least 10 years. The overall route referred to is nearly one kilometre in length and would require significant investment to reconstruct it to a modern standard.
26. The footway was surveyed in September 2017 for a maintenance treatment known as 'siding up', which involves scraping back the verge which has crept over (and narrowed) the footways edges. It was assessed at the time that the footway was an average width of 300 millimetres, but it was hoped that 500 millimetres might be achieved. However, siding up relies on the footway edges underneath the verge being intact and this is generally not known until the works are attempted. This planned maintenance work is currently pending but a weed spray of the adjacent verges was undertaken at the time of inspection to prevent further overgrowth.
27. It is recommended that the lead petitioner be informed accordingly.

G. Petition requesting solutions to non-resident parking on Renals Way, Bricknell Road and Stripes View, Calverton (Ref:2016/0288)

28. A 78 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Boyd Elliott on behalf of residents of Renals Way, Bricknell Road and Stripes View, Calverton. The petition requests that solutions are found to alleviate concerns that additional non-resident parking will occur on these roads following the introduction of short -stay parking restrictions in nearby Crookdole Lane car park.
29. The car park currently allows unlimited waiting but the borough council intends to introduce a maximum free stay of two hours. The roads in question are residential roads located to the south of the village centre. Residents are concerned that staff working in local businesses will be forced to park on-street as a result.

30. Parking restrictions can be introduced to ban parking at all or certain times of the day but this would also apply to residents, their visitors and tradespersons. Similarly, limited waiting restrictions would also apply to residents etc. Residents' parking schemes can be introduced that would restrict parking by non-residents but continue to allow residents to park freely (although permits would also be required for visitors and tradespersons). This is considered to be the most appropriate solution in residential areas.
31. However, requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. All properties on the roads subject to this request have off-street parking and, given that the request specifically cites the likelihood of town centre staff using the road to park on, it is considered that such a scheme *would* negatively affect town centre businesses.
32. As a result, this request would not be considered a priority for inclusion in a future year's integrated transport programme and so no further assessment will be undertaken. If residents are experiencing issues with people parking across their drives they are, however, able to pay to have white H-bar markings installed to help ensure access to their driveways.
33. It is recommended that the lead petitioner be informed accordingly.

H. Petition requesting junction protection Priory Road, Abbey Road, Radcliffe Road, West Bridgford (Ref: 2016/0289)

34. A 78 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Liz Plant behalf of residents predominantly from the middle section of Priory Road (between Abbey Road and Cyril Road) concerning non-local parking by shoppers and commuters. The parking problems were said to be the obstruction of driveways, obstruction of larger/emergency vehicles passing along the road, safety hazards at the Abbey Road and Radcliffe Road junctions, obstruction of pavements, and also that the further length of Priory Road to the east should be included in any proposals arising.
35. Prior to receipt of this petition, consultation was already underway on a proposed scheme to introduce parking restrictions along Abbey Road, including to protect the Priory Road junction and the pedestrian dropped kerbs from obstruction. This proposal forms part of the overall West Bridgford Combined Traffic Regulation Order scheme with the public consultation being completed in March 2018; and the proposals were approved at 17 May 2018 Communities & Place Committee. The Radcliffe Road junction was not included as it already has adequate yellow lines restricting parking which can be enforced by the Council. The proposals also include an amendment to an existing parking bay on the western section of Priory Road between Albert Road and Abbey Road (i.e. not the section that this petition relates to).
36. With regard to the general parking along the road length, it is now commonplace for drivers to park on both sides of many residential roads. This should help in deterring larger vehicles from using these routes unnecessarily and emergency services do not expect unimpeded access along residential roads. Subsequently, they have methods to deal with these situations which they encounter frequently. Parking on pavements is enforceable by the police, but they will only act if physical obstruction is occurring, not obstruction of visibility. The police should be contacted directly regarding any ongoing instances of this.

37. Residents' parking schemes can be introduced on roads where there is intrusive parking by non-residents. Such schemes are, however, prioritised on roads on which the households suffer the most significant negative impact from non-resident parking, i.e. those roads that do not have off-street parking and can't park anywhere near their property; as opposed to roads where households do have off-street parking but do not wish to see non-residents utilising the highway. As all of the properties on this section of Priory Road (and Abbey Road) have off-street parking facilities, a residents' parking scheme at this location would not be considered a priority for inclusion in a future year's integrated transport programme. It is appreciated that the adjacent section of Priory Road (from Albert Road to Abbey Road) had a residents' parking scheme installed in 2006, but this was a privately funded scheme to mitigate the effects of the then new Marks & Spencer's store.
38. If residents are experiencing issues with people parking across their drives they are, however, able to pay to have white H-bar markings installed to help ensure access to their driveways.
39. It is recommended that the lead petitioner be informed accordingly.

I. Petition requesting the introduction of new taxi ranks across Gedling borough (Ref: 2016/0290)

40. A 140 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor **Sue Saddington** on behalf of hackney cab operators in Gedling borough. The petition requests that a number of new taxi ranks are created across the borough to accommodate an increasing number of taxi operators.
41. An initial assessment of the specific requests suggests the following:
- B684 Plains Road (west of Westdale Lane), Mapperley – the introduction of taxi ranks at this location would result in the loss of several parking spaces in a busy shopping area
 - B686 Carlton Hill (east of Standhill Road), Carlton – the introduction of taxi ranks at this location would result in the loss of several parking spaces in a busy shopping area
 - B686 Carlton Hill (west of First Avenue, Carlton – there are 'No Waiting' restrictions here at present necessitated by the presence of a bus stop on the opposite side of the road to ensure that traffic is able to flow freely when buses are picking up and dropping off. There is no scope to relocate the bus stop and the footway does not appear to be wide enough to accommodate a bay. The introduction of taxi ranks at this location is therefore not considered feasible
 - Church Drive East, Arnold – there is an existing marked bay that forms part of a residents' parking scheme. It would be necessary to reduce the amount of available parking within the existing permit scheme, which is likely to lead to objections from permit holders. However, there may be scope to introduce a modest rank
 - Front Street, Arnold – the operators request the reinstatement of a rank that was removed due to access difficulties it caused adjacent shop owners. The present restriction is 'No Waiting At Any Time' with exemptions for disabled badge holders, loading and licensed hackney carriages or taxis. This means that the petitioners are able to use the bay as a rank if it is not being utilised by other users. Surveys were carried out at the time that the present restrictions were being considered which confirmed that the bay was little-used for loading and by blue badge holders, and so no modifications are considered necessary.
42. The County Council recognises the role that taxis have in an integrated passenger transport system and works in partnership with district councils and taxi operator representatives to

identify taxi loading requirements in the town and district centres. In assessing proposals, the Council has to consider whether there is a requirement based on patronage/potential use of the rank; and must ensure that the rank will not have a significant negative impact on other road users. Given the need to balance the requirements of operators with those of other road users, particularly where increasing rank provision would lead to a reduction in car parking spaces in district centres/shopping areas, the elements of this request that are potentially feasible are not considered to be a priority for inclusion in a future year's integrated transport programme but will be kept on file.

43. It is recommended that the lead petitioner be informed accordingly.

J. Petition requesting a residents' parking scheme on Coronation Road, Mapperley (Ref: 2016/0292)

44. A 35 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor John Clarke. The petition requests a residents parking scheme be introduced on Coronation Road, Mapperley.

45. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking throughout the day.

46. As all of the properties on Coronation Road have off-street parking facilities, a residents' parking scheme at this location would not be considered a priority for inclusion in a future year's integrated transport programme. If residents are experiencing issues with people parking across their drives they are, however, able to pay to have white H-bar markings installed to help ensure access to their driveways.

47. It is recommended that the lead petitioner be informed accordingly.

K. Petition requesting junction protection, impacts of previous traffic calming schemes Forester Road, Thorneywood (Ref: 2016/0293)

48. A petition was presented to the 22 March 2018 meeting of the County Council by Councillor Jim Creamer on behalf of the residents of Forester Road, Carlton. The petition requests action to address parking and speeding issues and an increase in through traffic using the road. The petition also stated concerns for the future effects of a traffic calming scheme being implemented on the adjacent Standhill Road.

49. The Standhill Road traffic calming scheme has recently been introduced to address a history of road traffic collisions. It generally takes at least a year for vehicles to rearrange and settle down into a new pattern following the introduction such schemes, so the permanent impact on Forester Road will not be known for some time. At the present time traffic calming schemes are only installed at appropriate locations to address a history of reported road traffic collisions resulting in killed and seriously injured casualties. Our records show that, fortunately, during the last three years there have been only two accidents resulting in minor injuries on Forester Road and therefore traffic calming would not currently be considered on it. Our records also show that in the last 10 years there have also only been two other complaints concerning speeding on this road. The reported road traffic collisions will, however, continue to be

monitored (alongside speeding complaints) and actions will be taken to address any such issues if necessary.

50. If speeding traffic is an issue on Forester Road, it may be eligible for the introduction of an interactive speed sign. A traffic survey will therefore be carried out to measure the speed and flows of traffic and should it meet the criteria, the installation of an interactive sign will be considered in a future integrated transport programme. It may, however, be indicative that the parallel route of Morley Road was assessed in June 2017 and did not meet either the speed or traffic flow criteria.
51. The Council considers the introduction of parking restrictions at junctions where there is a history of reported road traffic collisions resulting from parking, or where the bus or emergency services report severe obstruction on their strategic routes. Neither the bus nor emergency services have reported any problems nor there have been any other parking complaints reported by residents prior to this petition. Parking on both sides of roads, adjacent driveways and on pavements is now commonplace on most residential roads due to the rise in car ownership, but this can act as a form of natural traffic calming as it effectively narrows the road. However, there has been one reported road traffic collision at the Porchester Road/Forester Road junction which cited reduced visibility due to parking at the junction. Double yellow lines at this junction has also been requested by Councillor Creamer; and subsequently, double yellow lines at a number of locations on Porchester Road (Including the Porchester Road/Forester Road junction) have been included in the 2018/2019 integrated transport programme.
52. It is recommended that the lead petitioner be informed accordingly.

L. Petition regarding maintenance Sandgate Avenue, Mansfield (Ref: 2016/0294)

53. A petition was presented to the 22 March 2018 meeting of the County Council by Councillor Joyce Bosnjak on behalf of the residents from 5 addresses on Sandgate Ave, Mansfield Woodhouse stating that a private area adjacent the highway was adopted highway and that the Council should be maintaining the area. This was stated on the basis of previous repairs having been carried out, in particular in November/December 2017, and they also cited Land Registry records as evidence.
54. This area is not shown as highway on the Council's records, and the Council has no record of having undertaken any repairs within this area; and in 2010 Mansfield District Council made a determination that this area was not highway. Also, Land Registry records are not a record of highway adoption, they are a record of land ownership. Land ownership and highway rights are two separate things and they may diverge or overlap as well as meet together. Subsequently, just because the ownership boundaries of these adjacent residents stops short of this area, it does not mean that the remainder must be highway. It appears that there is no owner registered for the area in question and it remains outside of the highway extents maintained by the Council. This is not an unusual occurrence, but the residents may wish to take independent legal advice on how to attempt to claim ownership of this area if they wish.
55. It is recommended that the lead petitioner be informed accordingly.

M. Petition regarding speeding issues in Cuckney (Ref: 2016/0295)

56. A 119 signature petition was presented to the 22 March 2018 meeting of the County Council by Councillor Kevin Greaves on behalf of the Cuckney residents requesting:

- An extension of the 30mph limit on the A616 to the eastern side of Old Mill Lane
- A scheme to extend the 30mph speed limit on the A616 Budby Road, Cuckney is included in the 2018/19 integrated transport programme, subject to the necessary consultation processes as approved by Communities and Place committee on 8th March 2018
- The speed limit on Cottage Lane between the A616 and the A632 be reduced from 60mph to 30mph.

57. To consider the speed limit request an assessment will be carried out including consideration of the road layout and its purpose, the number of properties fronting the road, an evaluation of traffic speeds, and an investigation of the speed related injury accident data. Once this data is available the request will be considered in line with guidelines for setting local speed limits; and if appropriate, alterations to the speed limit will be considered for inclusion in a future integrated transport programme.

58. It is recommended that the lead petitioner be informed accordingly.

N. Petition requesting carriageway resurfacing works on Southfields Court, Chilwell (Ref: 2016/0296)

59. A 29-signature petition was presented to the 22nd March 2018 meeting of the County Council by Councillor Eric Kerry. The petition requests the carriageway on Southfields Court Chilwell is resurfaced.

60. The carriageway was inspected on the 26 April 2018 and although some surface course fretting was noted during the inspection, no safety defects at investigatory level were found. The carriageway has been placed on the list for consideration for resurfacing in a future year's programme and its condition will continue to be monitored by the routine annual inspections and any investigatory defects noted during the inspection will be repaired in due course.

61. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

62. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is recommended that:

- 1) the proposed actions be approved, and the lead petitioners be informed accordingly;
- 2) the outcome of Committee's consideration be reported to Full Council.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Sean Parks, Local Transport Plan Manager, Tel: 0115 977 4251

Constitutional Comments [SLB 17/05/2018]

63. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [SES 11/05/18]

64. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- Retford East – Councillor Steve Vickers
- Mansfield East – Councillor Martin Wright
- Mansfield West – Councillor Paul Henshaw
- Muskham & Farnsfield – Councillor Bruce Laughton
- Newstead – Councillor Chris Barnfather
- Calverton – Councillor Boyd Elliott
- West Bridgford – Councillor Liz Plant
- Farndon & Trent – Sue Saddington
- Arnold South – John Clarke
- Carlton West – Jim Creamer
- Mansfield North – Joyce Bosnjak
- Worksop South – Councillor Kevin Greaves
- Toton, Chilwell and Attenborough – Councillor Eric Kerry