

**5 September 2019****Agenda Item: 12****REPORT OF 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 presented to the County Council.

**Information****A. Speeding issues on Chewton Street, Eastwood (Ref:2018/0351)**

2. A 21-signature petition was submitted to 16 May 2019 meeting of the County Council by Cllr Tony Harper on behalf of residents requesting that the County Council addresses speeding issues on Chewton Street between Linwood Crescent and Newthorpe Common in Eastwood.
3. The County Council is limited with regards to the measures that can be undertaken to address speeding issues as enforcement is an issue for the police and therefore such concerns should be referred to them. However, the County Council has undertaken a survey to determine whether an interactive speed sign would be appropriate on this section of road.
4. The survey suggests that speeds are not sufficiently high for an interactive sign to be considered appropriate. The 85<sup>th</sup> percentile speed (the speed at which 85% of traffic travels at or below) is significantly below the threshold set for intervention. This level is 35 mph; however, the survey confirmed that 85<sup>th</sup> percentile speeds are no higher than 29 mph. As a result, this location will not be considered for inclusion in a future year's programme of works.
5. The petition also requests that accesses are constructed on the grassed areas on either side of the road to enable residents to park off-street. Unfortunately, the Council is not able to consider this as it is not public highway.
6. It is recommended that the lead petitioner is informed.

**B. Removal of yellow parking lines – Selby Lane, Keyworth (Ref:2018/0352)**

7. A 22-signature petition was submitted to the 16 May 2019 meeting of the County Council by Councillor John Cottee on behalf of residents requesting that the parking restrictions on Selby

Lane, Keyworth be reviewed. Residents feel that the lengths of restrictions on both sides of the road are no longer required and can be removed to allow them to park outside their homes. The restrictions are single yellow lines in force from 8am to 6pm on Monday to Saturday.

8. The existing parking restrictions are thought to have been put in place some time ago when there was a bus depot on the road. That depot is no longer present and it is felt that the majority of the parking restrictions are subsequently redundant.
9. TrentBarton, who operate bus services along Selby Lane, were asked for their initial view in March 2019. They stated that they would have no objection against the section between Elm Avenue and Windmill Court being derestricted, and this is where there are residential dwellings which do not have driveways. However, they added that buses had already encountered obstruction on Selby Lane west of Elm Avenue, often in conjunction with events held at the nearby church.
10. It is felt appropriate to consider removing the single yellow lines on both sides of Selby Lane, east of Elm Avenue. Short lengths of parking restrictions directly adjacent to the junctions of Elm Avenue and Windmill Court would be retained and upgraded to double yellow lines as a safety measure. As the 2019/20 highway programme of such measures has been finalised this will be considered for inclusion in the 2020/21 highways programme.

#### **C. HGV weight restriction on Wilford Lane (Ref:2019/0354)**

11. A 327-signature petition was submitted to the 11 July 2019 meeting of the County Council by Councillor Gordon Wheeler on behalf of residents requesting an HGV weight restriction on Wilford Lane.
12. Highways England are proposing to undertake major junction and roundabout improvements on the A52 between Clifton Bridge and Bingham between 2020 and 2025. During these works there will inevitably be increased journey times for vehicles using the routes and drivers may consider using Wilford Lane, Loughborough Road and Radcliffe Road as alternative routes that avoid the works and associated queues at the A52 Nottingham Knight and Wheatcroft roundabouts.
13. The petitioners ask Nottinghamshire County Council, in conjunction with Highways England, to impose a weight restriction during the period of the construction works, in both east and west bound directions between Ruddington Lane traffic signals and Loughborough Road traffic signals, to prevent heavy goods vehicles from travelling along Wilford Lane other than to make deliveries to premises on Wilford Lane.
14. Highways England held a number of public information exhibitions in January 2019 to explain the proposed improvements to both the A52 Nottingham Knight and Wheatcroft junctions. These events were designed to engage with key stakeholders and members of the public on the current plans for the junctions. This was not a formal consultation and no deadline was set for receipt of comments and observations.
15. Highways England has subsequently received a number of letters/emails of views and now intend to carry out further safety, traffic, engineering and environmental assessments to continue to develop the scheme design to the point where a preferred scheme can be

announced for each junction. The preferred route announcement is expected in late 2019/early 2020. Following the announcement of the preferred route the County Council will respond formally to the proposals via Committee.

16. As is common practice for Highways England schemes, it is anticipated that any works affecting traffic flow will be undertaken at night when flows are lowest. This approach ensures that congestion and delays are minimised, thereby mitigating the transfer of traffic.
17. Construction of the Nottingham Knight and Wheatcroft schemes is anticipated to start in 2022, prior to which there will be detailed discussions between the authorities involved. This will include reference to the construction methods and sequences, and the associated traffic management methods at which time the anticipated traffic impacts will be established. Therefore, it is only at this stage that alternative routes will be known and predictable; and consequently, it is not currently feasible to establish whether there would be grounds for use of temporary powers to impose any weight restrictions.
18. In the meantime, County Council and ViaEM officers will continue to work closely with Highways England to make sure that the final proposals meet the County Council's requirements and adequately safeguard the adjoining county road network. This will also include liaison with Nottingham City Council which is responsible for the section of Wilford Lane west of the tram crossing.
19. It is recommended that the lead petitioner be informed accordingly.

#### **D. Urgent action to repair Grove Road, Bingham (Ref:2019/0355)**

20. A 150-signature petition was presented to the 11 July 2019 meeting of the County Council by Councillor Francis Purdue-Horan on behalf of residents requesting that Grove Road, Bingham be repaired.
21. Grove Road is a local road in Bingham fronted by residential properties. This road does feature on the 'candidate list' which is a list of those streets countywide which are being considered for maintenance works. Currently this road has not, however, been included in a future maintenance programme, but it is recognised that the road needs to be resurfaced in its entirety and this is the treatment that will be associated with future programming.
22. The road is monitored through the highway planned inspection regime and this site was initially identified by the local Highway Inspector as a site requiring more substantial repairs. The ongoing use of small-scale pothole and other repairs to keep the surface safe will continue until the required resurfacing is undertaken.
23. It is recommended that the lead petitioner be informed accordingly.

#### **E. Restrictions on High Street parking – Ruddington (Ref:2019/0356)**

24. A 113-signature petition was presented to the 11 July 2019 meeting of the County Council by Councillor Reg Adair on behalf of residents requesting that the current parking restrictions on High Street are modified. The petition does not request a particular change but, instead, offers signatories three options: retain the existing 2-hour limited waiting restriction or reduce the waiting time to either 30 minutes or an hour.

The preferences specified were as follows:

- 30 minutes 21 (19%)
- 1 hour 74 (65%)
- 2 hours 16 (14%)
- No preference 2 (2%)

25. There is a clear majority in favour of reducing the waiting period to one hour, so it is assumed that the petition is requesting this change.
26. Reducing the allowed waiting time can have impacts on certain businesses (for example, hair dressers) where customers require a longer parking time. However, it can also benefit businesses by freeing up spaces more quickly, thus allowing more customers to park for short periods.
27. In order to determine whether a reduced waiting time is appropriate, a parking survey will be undertaken to quantify the level of demand for two-hour parking. If it is considered appropriate to reduce the waiting time, this request will be considered for inclusion in a future year's programme of works.
28. It is recommended that the lead petitioner be informed accordingly.

#### **F. Stop burning commercial waste causing life threatening diseases (Ref:2019/0357)**

29. A 24-signature petition was submitted to the 11 July 2019 meeting of the County Council by Councillor Sue Saddington on behalf of residents requesting the cessation of the burning of commercial waste at PA Freight, Farndon Road, Newark. The petition claimed that toxic fumes resulting from the burning of waste was getting into people's homes, causing health hazards and reducing their quality of life and amenity.
30. Monitoring and Enforcement Officers in the County Council's Development Management Team have discussed this matter with the Environmental Health Department at Newark and Sherwood District Council which has confirmed that they have investigated complaints about nuisance from burning wood at the site. The Environmental Health Officer has confirmed that development on the PA Freight site includes the manufacture of wooden pallets and freight crates. The wood offcuts from this process are burnt in an incinerator located on the site. The wood is burnt under a registered exemption from the Environment Agency and is understood to take place on an infrequent basis. PA Freight has been advised to only burn wood when prevailing winds do not risk blowing smoke over nearby residential properties. They have also been advised to only burn clean wood off-cuts and not plywood, advice to which they are understood to be adhering.
31. The nature and extent of material being burnt has led officers to conclude that it does not constitute a waste management operation which would fall under the planning remit of the County Council, but is instead ancillary to the industrial development taking place on the land. Officers at Newark and Sherwood District Council and the Environment Agency will continue to monitor the site as part of their statutory functions and any concerns from residents should be directed to either of those organisations.
32. It is recommended that the lead petitioner be informed accordingly.

## **G. Residents parking, Waverly Avenue, Beeston (Ref:2019/0358)**

33. A 42-signature petition was presented to the 11 July 2019 meeting of the County Council by Councillor Kate Foale on behalf of residents of Waverley Avenue, Beeston. The petition requests that a residents' parking scheme is introduced on the road due to the impact on amenity and inconsiderate parking causing access problems and blocking driveways.
34. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and rely on the availability of on-street parking to access their properties. Schemes are introduced where they won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Requests are prioritised based on the level of non-resident parking throughout the day.
35. A residents' permit scheme would not be prioritised on Waverley Avenue because most properties (92%) have access to off-street parking. Additionally, it is expected that such a scheme would merely relocate the problem to other nearby streets.
36. It is also considered that a residents' permit scheme is not the most appropriate response to the problems set out in the petition. It is increasingly commonplace for drivers to park on both sides of many residential roads and this is not, in itself, justification for a permit scheme. Permit schemes do not automatically stop this practice as where they are installed they can often greatly reduce the amount of parking spaces available to residents.
37. If residents find that their driveways' access is being obstructed, they can purchase an advisory white H-bar marking from the Council to help highlight them. While there has been a recent Parliamentary Inquiry into 'pavement parking' this currently remains something which can only effectively be enforced by the police, although they will only act if substantial physical obstruction is occurring.
38. It is recommended that the lead petitioner be informed accordingly.

## **Statutory and Policy Implications**

39. 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 (SJE – 30/07/2019)**

40. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the consideration of petitions concerning matters falling under the remit of that Committee and the reporting back to Full Council in relation to the same has been delegated in accordance with the County Council's Petition Scheme.

#### **Financial Comments (SES - 01/08/2019)**

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

#### **Background Papers and Published Documents**

- None

#### **Electoral Division(s) and Member(s) Affected**

- Eastwood – Councillor Tony Harper
- Keyworth – Councillor John Cottee
- Worksop North – Councillor Alan Rhodes
- West Bridgford West - Councillor Gordon Wheeler
- Bingham East – Councillor Francis Purdue-Horan
- Leake and Ruddington – Councillor Reg Adair
- Leake and Ruddington – Councillor Andrew Brown
- Farndon and Trent – Sue Saddington
- Beeston and Central Rylands – Kate Foale