

**REPORT OF THE CHAIRMAN OF THE TRANSPORT AND HIGHWAYS
COMMITTEE****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****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 24th November 2016 and 12th January 2017.
- A. **Petition requesting the reduction of the speed limit on Brookhill Lane, Pinxton (Ref: 2016/0201)**
 2. A 632 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor John Knight. The petition requests that the speed limit is reduced, that a weight limit is introduced, and a central white line is marked on the road.
 3. It should be noted that Brookhill Lane is in Derbyshire, but a section of the road, named as Pinxton Lane, is in Nottinghamshire. The road is rural in nature and currently has a de-restricted speed limit.
 4. A lorry ban has recently been introduced on Brookhill Lane by Derbyshire County Council, and a white line has been painted down the centre of the road.
 5. 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.
 6. If appropriate, any potential change in speed limit would also need to be consistent with the section of road in Derbyshire and therefore a copy of the petition has been forwarded to Derbyshire County Council for consideration.
- B. **Petition requesting a residents' parking scheme on Southend Avenue, Newark (Ref: 2016/0202)**
 7. A 35 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Stuart Wallace on behalf of residents of Southend Avenue, Newark.

The petition requested that a residents' parking scheme be introduced on Southend Avenue, Newark as the petitioners' stated that parking had increased on the road due to the introduction of residents' parking schemes on nearby roads.

8. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme will not 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.
9. Southend Avenue is a residential road situated to the south-west of the town centre. There is a mixture of properties on the road, there are currently no on-street parking restrictions but the majority of properties have off-street parking.
10. As most of the properties on Southend Avenue have off-street parking the introduction of a residents' parking scheme at this location would not currently be considered a priority. Residents are, however, able to fund the provision of white advisory H-bar markings to help prevent obstruction of their driveways.

C. Petition requesting a residents' parking scheme on Hawthorne Grove, Beeston (Ref: 2016/0203)

11. A 16 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Kate Foale on behalf of residents of Hawthorne Grove, Beeston. The petition requested that a residents' parking scheme be introduced on Hawthorne Grove, Beeston.
12. Requests for residents' parking schemes are prioritised based in locations where residents do not have off-street parking and where a scheme will not negatively affect nearby streets and town centres, or increase rat running or vehicle speeds. Schemes are prioritised based on the level of non-resident parking.
13. Hawthorne Grove is a residential road with no off-street parking situated to the east of the town centre. Home Bargains car park and delivery vehicle access are both located on Hawthorne Grove. There are existing on-street parking restrictions on the road together with a 12 bay parking area opposite the properties. The bays, however, have no restrictions and it is unclear if these are being used by residents or non-residents. A parking survey will therefore be undertaken to determine if a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.

D. Petition requesting the reduction of the speed limit on the A616 in Caunton (Ref: 2016/0204)

14. A 299 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Bruce Loughton on behalf of residents of Caunton and others. The petition requested a reduction in the speed limit to 50mph. The road is rural in nature and currently has a de-restricted speed limit.
15. 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.

E. Petition requesting the reduction of the speed limit and the installation of a pedestrian crossing on Wighay Road in Linby (Ref: 2016/0205)

16. A 288 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Chris Barnfather. The petition requested a reduction in the speed limit and the introduction of a pedestrian crossing on the road. Wighay Road is currently built up along most of its southern side, with little development on its northern side which is open countryside. The road therefore currently has a 40mph speed limit.
17. Given the existing nature of the road the reduction in the speed limit and installation of a pedestrian crossing would not be considered a priority because it would offer limited community benefit (e.g. very few pedestrians would be likely to use a pedestrian crossing).
18. A large-scale housing development is, however, proposed at nearby Top Wighay Farm. It is likely that once the development has been constructed there will be a need for pedestrian crossing facilities; and the change in character from semi-rural to urban is likely to justify a reduction in speed limit.
19. It is appropriate, therefore, that these requests are considered for inclusion as part of the works package associated with the Top Wighay Farm development. If, for whatever reason, it is not considered appropriate to introduce these measures as part of that development, they will, however, be assessed by the County Council as stand-alone requests and will be considered for inclusion in a future integrated transport programme.

F. Petition requesting the installation of a pedestrian crossing on Rugby Road in West Bridgford (Ref: 2016/0206)

20. A 161 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Gordon Wheeler. The petition requested the installation of a pedestrian crossing on Rugby Road to aid access to the nearby community centre and other local facilities for elderly residents living in the area.
21. Rugby Road is a spine road linking the A60 Loughborough Road to Compton Acres. It provides access to a number of residential streets; and at its eastern end there is sheltered accommodation located either side of the road, including a community centre.
22. The County Council receives far more requests for such crossings than it is able to fund. Requests for crossings are therefore prioritised based on the numbers of people crossing, traffic volumes and other relevant factors such as accident history so that the available funding helps the greatest number of people. Surveys will therefore be undertaken to determine whether a crossing at this location should be prioritised for possible inclusion in a future year's integrated transport programme.

G. Petition to reduce the speed limit on A60 in the vicinity of Portland College and provide a footway from Portland to Oak View Rise (Ref: 2016/0207)

23. A petition was presented to the 24th November 2016 meeting of the County Council by Councillor Steve Carroll. The petition requested a reduced speed limit on the A60 from Thieves Wood Lane past Portland College, and the provision of an additional footway on the eastern side of the A60 between Portland College and Oak View Rise.
24. The petition is a result of two young people being injured on the A60 in the vicinity of the college and Oak View Rise in September 2016. These collisions were different in terms of location and contributory factor, and the vehicles involved were not speeding. Prior to this there were only two other accidents in three and a half years, both were slight in nature and neither involved a pedestrian.
25. A meeting between representatives from Highways, Councillor Steve Carroll, Gloria De Piero MP, the Heads of Portland and Fountaindale Colleges, the police and residents was held on the 31st October 2016 to share information. The historic and recent accident record was discussed, as was the speed measurements that showed an average speed of 43 mph and an 85th percentile speed of 49 mph. The current speed limit on this road is 50 mph. It was agreed to carry out a vehicle and pedestrian movement survey to establish travel patterns in the area, which was carried out on the 22nd and 23rd November 2016.
26. The pedestrian survey was carried out between 0700 and 1800 and indicated low numbers of pedestrians crossing the A60. Pedestrians using the formal crossing point adjacent to the college were 133 in number, pedestrians crossing to Oak View Rise were 43, and crossing in the vicinity of The Spinney were 11 during an eleven-hour period.
27. Given the above results, no amendments to the facilities for pedestrians are recommended. A reduction in the speed limit to 40 mph in the vicinity of the colleges is recommended and a report will be taken to Transport and Highways Committee in March 2017 recommending budget is allocated for carrying out the works in 2017/18. Associated with the speed limit reduction, consideration will be given to the provision of a mobile interactive speed sign to reinforce the message.
28. Whilst not requested as part of the petition, representation was made at the meeting in October regarding the problems vehicles have egressing Oak View Rise. Whereas the reduction in speed limit should assist this process, further investigation is recommended to alert drivers to the proximity of the side road, and ease vehicular movements from it. Concern was also raised about the bus stop to the south-east of the MARR junction, and a review into the safety and suitability of the bus stops along this corridor is also to be considered.

H. Petition requesting the resurfacing of Rockwood Crescent, Beauvale (Ref: 2016/0208)

29. A 56 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Alice Grice on behalf of the residents of Rockwood Crescent, Beauvale. The petition requested that the road be resurfaced.
30. Rockwood Crescent is an access road off Hillcrest Drive and did not previously feature in the 5-year highway maintenance programme. A further inspection of the road has,

however, been undertaken since receipt of the petition and it is showing signs of deterioration and as such, given the overall condition of the section of Rockwood Crescent from Hillcrest Drive to Laxton Drive, it has been added to the 5-year capital maintenance programme.

31. The 5-year capital maintenance programme is reviewed every year and an annual programme developed which features the worst sites. Rockwood Crescent will be considered as part of this process. In the meantime, the road will be inspected regularly and any areas considered unsafe will be repaired.

I. Petition requesting a residents' parking scheme on Bencaunt Grove, Hucknall (Ref: 2016/0210)

32. A 23 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor John Wilmott on behalf of residents of Bencaunt Grove, Hucknall. The petition requested that a residents' parking scheme be introduced on the road.
33. Requests for residents' parking schemes are prioritised based in locations where residents do not have off-street parking and where a scheme will not negatively affect nearby streets and town centres, or increase rat running or vehicle speeds. Schemes are prioritised based on the level of non-resident parking.
34. Bencaunt Grove is a residential road situated to the north-west of the town centre and whilst there are currently no parking restrictions on it all of the properties on the road have off-street parking.
35. As all of the properties on Bencaunt Grove Avenue have off-street parking, the introduction of a residents' parking scheme at this location would not currently be considered a priority. Residents are, however, able to fund the provision of white advisory H-bar markings to help prevent obstruction of their driveways.

J. Petition requesting a residents' parking scheme for Harrington Street, Worksop (Ref: 2016/0211)

36. A 19 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor Kevin Greaves on behalf of residents of Harrington Street, Worksop. The petition requested that a residents' parking scheme be introduced on the road.
37. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme will not 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.
38. Harrington Street is a residential road with no off-street parking situated to the west of the town centre; there are currently no on-street parking restrictions. Petitioners state that the problem is caused by a school at the southern end of the road and shops at the northern end of the road.

39. A parking survey has consequently been undertaken on Harrington Street and the results of this survey will be used to consider the request for possible inclusion in a future year's integrated transport programme.

K. Petition requesting a residents' parking scheme on Lilley Close, Selston (Ref: 2016/0212)

40. A 62 signature petition was presented to the 24th November 2016 meeting of the County Council by Councillor David Martin on behalf of residents of Lilley Close, Selston. The petition requested that a residents' parking scheme be introduced on the road due to parking and other anti-social issues caused by parents dropping-off and picking-up school pupils.
41. Residents' parking schemes are not introduced outside schools to prevent parents from picking-up and dropping-off pupils at school start and finish times. In cases where such parking is causing difficulties with local residents the County Council works with the school community to help them address such issues. It was therefore recommended that the Highways District Manager contact the school to discuss the issues raised by the petitioners.
42. Residents are also able to fund the provision of white advisory H-bar markings to help prevent obstruction of their driveways.

L. Petition requesting traffic calming on Forest Road, Clipstone (Ref: 2016/0213)

43. A 38 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor John Peck. The petition requested that the Council provide suitable traffic control measures along Forest Road to reduce the speed of vehicles. Specifically, it requested speed humps or similar controls as already exist on Garibaldi Road, nearby. The accompanying letter cited an apparent increase in traffic speeds on Forest Road since it was resurfaced, and that Forest Road is a popular route for children walking to and from several local schools.
44. The most effective form of Traffic Calming in a 30 mph speed limit consisting of 'vertical deflection' features, i.e. road humps of various types. These have been very successful in reducing the level of road accident casualties. However, these projects are expensive, they can be unpopular with drivers, and usually lead to complaints about noise from residents. Consequently, they are only considered as a remedy to the most serious of problems.
45. The number of reported injury accidents at a location is the measure used to allocate funding to improve road safety. By targeting funding where high numbers of injury accidents have occurred, we have been very successful in reducing the level of road accident casualties across the county.
46. Traffic calming with vertical deflection has previously been installed on the immediately neighbouring Garibaldi Road, as mentioned in the petition. This was in response to a period when seven reported injury accidents occurred including five involving injury to school-aged children.

47. In the period 1st January 2013 to 31st October 2016 there were only two reported injury accidents on the whole length of Forest Road. One involved a motorcyclist falling off his machine after apparently hitting an object in the carriageway. The other involved a van which collided with a pedal cycle upon which two twelve-year old boys were travelling. Fortunately, both accidents involved slight injuries only.
48. Based on the accident history on Forest Road the Council could not justify funding for traffic calming. This length of road will, however, be monitored actively for further reported injury accidents in order that prompt action can be taken if the situation worsens.

M. Petition requesting the extension of the Robin Hood Line to Edwinstowe and Ollerton (Ref: 2016/0214)

49. A 621 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor John Peck. The petition requested the County Council do everything possible to enable the extension of the Robin Hood Line to Edwinstowe and Ollerton.
50. The County Council supports the extension of the Robin Hood Line from Shirebrook to Ollerton, with intermediate stations at Warsop and Edwinstowe; and has been working hard since 2009 to try to secure funding to enable this to happen. Nottinghamshire County Council alone has paid for all the work undertaken to date to develop this scheme, amounting so far to nearly £225,000. No financial contribution of any sort whatsoever has been received from any other body towards any aspect of taking this scheme forward.
51. Currently, to enable the re-opening of the line to passenger services, funding is needed for five elements:
- i. Development and design
 - ii. The renovation of the old stations in Warsop and Edwinstowe and construction of a new station at Ollerton
 - iii. Bringing the tracks, signalling and related infrastructure up to passenger line standards
 - iv. Alterations to Network Rail's test track, and
 - v. An annual revenue subsidy.
52. The costs of the above works are outside the scope of the County Council as the capital costs have been estimated to be in excess of £20m, with an ongoing annual revenue cost of nearly £1m per year. The only available funding sources for the capital works are either through the Local Growth Fund (negotiated between central Government and the Local Enterprise Partnership) or the New Station Fund. In order to access funding from either of these allocations, all of the match funding and other funding elements required for the project must be already committed. These multiple funding processes are outside the control of the County Council and for this scheme to move forward it therefore needs a coordinated commitment from within central Government.
53. The County Council therefore met with the new Rail Minister on 21st November to raise these issues and the Minister agreed to ask their officers to look into the scheme further. It should, however, be noted that the main funding mechanisms for any works, the Local Growth Fund and New Stations Fund, have already been allocated up to March 2021 and March 2020 respectively. The County Council is therefore unable to apply for funding for any works to extend the Robin Hood Line from these funding allocations until 2020 at the

earliest. The Council will continue to seek opportunities to promote the extension and secure the necessary funding.

N. Petition requesting a residents' parking scheme on Meyrick Road, Newark (Ref: 2016/0215)

54. A 9 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor Tony Roberts on behalf of residents of Meyrick Road, Newark. The petition requests that a residents' parking scheme be introduced on the road due to parking by non-residents accessing Newark Northgate station and the town centre.
55. Meyrick Road is a residential road with no off-street parking situated to the north-west of the town centre; there are currently no on-street parking restrictions.
56. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme will not 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.
57. A parking survey will be undertaken to determine if a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.

O. Petition requesting a residents' parking scheme on Ley Lane, Mansfield (Ref: 2016/0216)

58. A five signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor Joyce Bosnjak on behalf of residents of Ley Street, Mansfield Woodhouse. The petition requested that a residents' parking scheme be introduced in the road.
59. Ley Lane is a residential road situated to the north-east of the town centre. There is a mixture of properties on the road, the majority of which have off-street parking. Whilst there are existing on-street parking restrictions on Ley Lane outside Nettleworth Infant and Nursery School, this request relates to an existing parking bay located outside numbers 17 to 25 Ley Lane which has no parking restrictions. These properties have no off-street parking and it is unclear if the parking bay is being used by residents or non-residents.
60. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme will not 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.
61. A parking survey will be undertaken to determine if a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.

P. Petition requesting a residents' parking scheme on Whitfield Street, Newark (Ref: 2016/0217)

- 62. A 29 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor Stuart Wallace on behalf of residents of Whitfield Street, Newark. The petition requests that a residents' parking scheme is introduced.
- 63. Whitfield Street is a residential road with no off-street parking situated to the north-west of the town centre; there are currently no on-street parking restrictions.
- 64. In 2015, residents of Whitfield Street were consulted on whether to be included in a residents' parking scheme that was proposed on nearby William Street, but the residents did not support the scheme at that time.
- 65. A residents' parking scheme is (subject to statutory procedures) due to be implemented on nearby Barnby Gate and a survey was undertaken on Whitfield Street in October 2016 to determine if this road should be included in the scheme. The survey identified that it would be appropriate to incorporate Whitfield Street in the residents' parking scheme proposed on Barnby Gate, should the residents support such a scheme.
- 66. A residents' parking scheme on Whitfield Street will therefore be included in the 2017/18 integrated transport programme subject to Transport and Highways committee approval and the necessary statutory consultation processes.

Q. Petition requesting a review the traffic management system on Derby Road, Stapleford (Ref: 2016/0218)

- 67. A 904 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor Stan Heptinstall (although it should be noted that some of the signatories appear on the petition a number of times). The petition, organised by local district councillors, requested that the County Council review the traffic management system on Derby Road, Stapleford and to allow three hours free parking in the local car parks.
- 68. Officers will contact Councillor Heptinstall, and subsequently the organisers of the petition, to discuss their concerns about the existing traffic management arrangements on Derby Road in further detail. Following these discussions, feasibility studies will be undertaken, if required, to determine if any amendments to the existing arrangements should be prioritised for inclusion in a future integrated transport programme.
- 69. The local car parks are operated by Broxtowe Borough Council. A copy of the petition has therefore been sent to Broxtowe Borough Council so that they can consider the request for free parking in the local car parks.

R. Petition requesting a residents' parking scheme on Carlingford Road, Hucknall (Ref: 2016/0219)

70. A 94 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor John Wilmott on behalf of residents Carlingford Road, Hucknall. The petition requests that a residents' parking scheme is introduced.
71. Carlingford Road is a residential road situated to the north of the town centre and has a pre-school located on the road; there are currently no parking restrictions.
72. The County Council proposes to undertake an area wide review of parking in Hucknall during 2017/18 following the completion of the Hucknall town centre improvement scheme. The review will consider non-resident parking on a number of streets in Hucknall and it is proposed that Carlingford Road be included in the proposed review.
73. Following the completion of the Hucknall parking review, a residents' parking scheme (or alternative parking restrictions) on Carlingford Road will be considered for inclusion in a future integrated transport programme should it be considered appropriate (subject to Transport and Highways Committee approval).

Statutory and Policy Implications

74. 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/S

It is recommended that the contents of the report and the actions approved be noted.

Councillor Kevin Greaves
Chairman of Transport and Highways Committee

For any enquiries about this report please contact:

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Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Beeston South and Attenborough - Councillor Kate Foale
- Bramcote & Stapleford – Councillors Stan Heptinstall and Jacky Williams

- Hucknall – Councillors John Wilmott, Alice Grice and John Wilkinson
- Kirkby in Ashfield North - Councillor John Knight
- Mansfield North – Councillors Joyce Bosnjak and Parry Tsimbiridis
- Newark East – Councillor Stuart Wallace
- Newark West – Councillor Tony Roberts
- Newstead - Councillor Chris Barnfather
- Rufford – Councillor John Peck
- Selston - Councillor David Martin
- Southwell and Caunton - Councillor Bruce Laughton
- Sutton in Ashfield East - Councillor Steve Carroll
- West Bridgford West - Councillor Gordon Wheeler
- Worksop West - Councillor Kevin Greaves