

**REPORT OF THE CHAIRMAN OF THE TRANSPORT AND HIGHWAYS
COMMITTEE****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 15TH JANUARY 2015 AND 26TH FEBRUARY 2015****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 County Council on 15th January 2015 and 26th February 2015.
2. **Petition Requesting the Investigation of Provision of Separate Right Turn Lane for A60 Northbound Traffic at A60/A6006 Traffic Signal Junction (Ref 2015/097)**
3. A 160 signature petition was presented to Full Council on 15th January by Councillor Andrew Brown which requested the re-investigation of the right turn facility and lane allocation on the northbound A60 approach to the A60/A6006 traffic signal junction at Rempstone. The petition also requested investigation of the capacity of the A6006 through Rempstone to cope with the volume of Heavy Goods Vehicles (HGVs) that pass through the village as they continually mount the pavement.
4. With regard to the first section, on the A60 northbound approach to the junction there are far more left turning vehicles than right turners and the current lane allocation reflects this. The current lane allocation is nearside lane left turn only, offside lane ahead and right turn. Adjusting the lane allocations would reduce capacity and increase queues as more traffic would be forced into one lane. It would also increase the risk of collisions between vehicles moving from the nearside lane to the offside lane to get round left turning vehicles.
5. Regarding the second request, the A6006 through Rempstone is an 'A' class road. These type of roads have the purpose of carrying HGVs as they are part of the National Route Network. The overriding of the footway is not due to the volume of HGVs, but bad driving. Bollards cannot be employed to try and deter this practice as the footways are too narrow for them to be accommodated without also obstructing pedestrians and wheelchair users. There has been no recent pattern of accidents occurring due to this behaviour and it is unlikely that HGVs are overriding the footways at speed or without due care of any pedestrians who might be present. Subsequently, instances of driving on the footways should be reported to the Police.

6. **Petition Requesting the Resurfacing of Bollards Lane, Sutton Bonington (Ref:2015/098)**

7. At the meeting of Full Council on 15th January 2015, Councillor Andrew Brown presented a petition with 51 signatories asking for the carriageway of Bollards Lane to be resurfaced. The petition stated that 28 potholes had been filled in 2012 and a further 48 potholes weremarked out on the road now. The petitioners also stated that the nearby Bucks Lane was resurfaced despite it having fewer houses on it than Bollards Lane.
8. The annual inspection of Bollards Lane in 2012 led to 28 potholes being repaired but no repairs were required in 2013. The annual inspection of Bollards Lane in November 2014 showed that although the carriageway condition is generally poor, most of the defects do not meet intervention levels for repair. However, as the surface is stripping off in a number of areas, it was decided that the road would be a good candidate for a new treatment called Nu-phalt in order to stabilise its overall condition. Nu-phalt is a thermal treatment which heats up and recycles the existing surface and is best used to treat roads which have a series of shallow defects. Subsequently, the inspector marked up 48 areas on the road to be treated with Nu-phalt and this work will be carried out shortly.
9. Bucks Lane was resurfaced in Spring 2010 as part of a Building Better Communities initiative which was requested by both the Parish Council and the local Member. The road had drainage issues as well as a poor surface. Heritage funding was also gained for the improvement as the road is on top of an old burial ground and the adjacent brick wall of Sutton Bonington Hall is listed.
10. Bollards Lane is not a high priority for a full resurfacing treatment which would be far more expensive than Nu-phalt. Subsequently, it is felt that the currently planned works are an appropriate approach to maintaining this road.

11. **Petition Requesting the Implementation of a Residents' Parking Scheme on Windsor Street, Stapleford (Ref:2015/99)**

12. A 20 signature petition was presented to the 15th January 2015 meeting of the County Council by Councillor Jacky Williams. The petitioners requested the introduction of a Residents' Parking Scheme on Windsor Street, Stapleford.
13. Windsor Street is a residential street situated close to Stapleford town centre with the majority of properties having off-street parking. Experience shows that the availability of off-street parking makes it likely that residents will decide not to purchase a permit, resulting in the council incurring a cost for introducing and administering a scheme that benefits relatively few residents.
14. Looking at the road in question the issue may well be vehicles parking across driveways and causing an obstruction. In these circumstances a residents' parking scheme is not the most appropriate solution and the residents may want to consider the option of an 'H' bar across their driveway, although there is a charge for this service.

15. **Petition Regarding Network Rail's proposal to close all Level Crossings between London Kings Cross and Doncaster (Ref 2015/100)**

16. A petition of 102 signatures was presented to the County Council meeting on 15th January 2015 by County Councillor Sue Saddington. The petition requested that:

“1) Network Rail do provide their proposed road bridge (with safe footpath) to replace Norwell Lane Crossing; provide a bridleway along the western side of the East Coast Mainline (ECML) from the Norwell Crossing bridge to Bathley Lane, and consider providing a footbridge at Bathley Lane Crossing for access to the centre of the village; and

2) NCC reroute public footpath FP1 (which still crosses the A1, as well as ECML)”.

17. During the first consultation events in summer 2014 Network Rail and their consultants, Mott MacDonald, proposed the closure of Bathley Lane level crossing and to divert all users on a new section of road which joins the Great North Road to the south of the existing crossing. Users would then cross the railway by using the existing road bridge on the Great North Road south of the A1 roundabout at North Muskham. Petitioners are requesting that Network Rail consider the provision of a footbridge at Bathley Lane level crossing with links to the rights of way network.
18. Network Rail has received a copy of the petition and the petitioners' suggestions. Network Rail and Mott MacDonald have also considered all the comments and feedback from their first consultation events and they are in the process of undertaking a second round of consultation. Officers from the Authority will continue to discuss the proposals with Network Rail and their consultants. Network Rail and Mott MacDonald are aiming to submit a Transport and Works Act Order to the Secretary of State in summer 2015. Members of the public and stakeholders will have the opportunity to formally object. Unsolved objections will be considered by the Planning Inspectorate at a public inquiry. Petitioners will be kept advised of progress by Network Rail and the County Council.
19. **Petition Requesting the Repair of Footway and Road on Hardwick Avenue, Newark (Ref 2015/101)**
20. At the County Council meeting on 15th January 2015 a petition (ref: 2015/101) of 22 signatures and comments was presented by County Councillor Stuart Wallace. The petition, from concerned residents, requested that Nottinghamshire County Council refurbishes Hardwick Avenue in Newark. Concern was expressed that tree roots were breaking up the surface of the footway making it hazardous for pedestrians. They also stated that the road is in poor condition.
21. A recent inspection of Hardwick Avenue has shown that substantial footway and carriageway repairs are needed. However, the programme for the next financial year is fully committed so Hardwick Avenue will be considered for inclusion in the 2016/17 works programme.
22. **Petition Requesting the Extension of No Stopping Restrictions on Sunnycroft Court and The Park in Mansfield (Ref: 2015/102)**
23. A 31 signature petition was presented to County Council on 15th January 2015 by Councillor Andy Sissons. The petition supported the parking restrictions making the existing 'School Keep Clear' markings on The Park in Mansfield legally enforceable, but

requested that these be extended to cover the whole of Sunnycroft Court and further along The Park (as far as the entrance to Lochbuie Court) to enhance the safety of residents and children at the school. The petition raised concern that the wider area becomes congested at school start and finish times with double parking and conflict between vehicles, students and other pedestrians on the hammer heads used to turn vehicles around.

24. The proposals to make the existing 'School Keep Clear' markings on The Park enforceable were consulted on and advertised as part of an area-wide programme (Mansfield East and South – TRO2177) during July 2014. Apart from the petition requesting further no stopping restrictions there were no objections received that are considered as outstanding to the advertised proposals on The Park.
25. The 'No Stopping On Entrance Markings' restrictions are used to keep the school entrance clear of stationary vehicles (even if picking up or setting down children) and prohibit vehicles from stopping on the markings, they do not exclude vehicles from turning in an area at the end of a road. Additional restrictions such as No Waiting At Any Time (double yellow lines) can be introduced to prevent parking and keep areas clear of vehicles such as around a junction or pedestrian crossing points. The current proposals once in force will be monitored and if necessary consideration given for additional parking restrictions in a future year's programme if funding permits.
26. Any further restrictions would be subject to the necessary consultation and statutory undertakings that may result in further objections being received that would need to be considered.
27. **Petition Requesting the Registering of a Pathway as a Right Of Way in Carlton (Ref 2015/103)**
28. A petition of 118 signatures was presented to the County Council meeting on 15th January 2015 by County Councillor Roy Allan. The petition stated that:

We the undersigned do hereby petition Nottinghamshire County Council, Gedling Borough Council and whoever else it may concern to ensure continued access for walkers and cyclists (as established by over 130 years of continued and well documented public use), to the grassed footpath section of Ethel Avenue between Emmanuel Avenue and Kenrick Road which has been unofficially blocked since July 2013.

In the light of a current residential planning application which threatens continued public access to this route we also strongly urge Nottinghamshire County Council to prioritise the decision regarding the recent application to have this section of Ethel Avenue registered as a public bridleway, in order to protect this very much valued local route".

29. The petition refers to an unregistered public right of way in Carlton. The Countryside Access Team received an application from the Ramblers' Association in November 2013 to record this path on Nottinghamshire's legal record of public rights of way, the Definitive Map and Statement. The Countryside Access Team has considered the evidence and believes that on the balance of probabilities that a public bridleway exists between Kenrick Road and Emmanuel Avenue. As part of the process, Officers conducted a pre-consultation with interested parties and received an objection from the developer who has blocked the 'path'.

30. Officers now need to present a report to the County Council's Planning and Licensing Committee for a decision on whether to make an Order or not. If an Order is made this will be on public deposit for six weeks and if during this period unresolved objections are received, the Order will be submitted to the Secretary of State for a public inquiry. Petitioners and the developer will be kept advised of progress and recommendations will be made to the Planning and Licensing Committee in due course.
31. The Authority's Highways Development Control Team has formally objected to the planning application. The applicant intends to use the path for vehicular access to one of the proposed properties. However, due to the current physical width of the path, Highways DC consider that the track is not wide enough to safely accommodate both vehicles and pedestrians. The applicant has entered into negotiations with Gedling Borough Council regarding the potential purchase of land in order to widen the path. This would potentially provide a satisfactory width to accommodate use by vehicles to one dwelling, as well as pedestrians using the path. At this stage there have been no details submitted which indicate how wide the path / access will be.
- 32. Petition Requesting That The County Council Enter Into Discussions With The City Council Regarding The Extension Of The Medi-Link Service To The New Park & Ride Site At Clifton (Tram Service) (Ref:2015/106)**
33. A 1151 signature petition was presented to Full Council on 26th February by Councillor Andrew Brown requesting that the County Council enters into discussions with the City Council regarding the possible extension of the Medi-link service, which is funded by the NHS and City, to Clifton tram stop.
34. Discussions with the City Council are ongoing covering a range of strategies to improve local bus service provision in the Greater Nottingham area especially when the two new tram lines are operational, specifically the provision and route of the Medi-link service and any possible extension will form part of the discussions. At present NCT service 53 (Grey Lane) provides a 30 minute frequency throughout the day from Clifton serving both the QMC and City Hospital. It is hoped that this service will also serve the new Tram Park and Ride site when the Clifton line is operational.
- 35. Petition Requesting a Safe Crossing Point Between A617 Woburn Lane And Poplar Drive, Pleasley (Ref:2015/107)**
36. A petition of 415 signatures was presented to Full Council on 26th February 2015 by Councillor Darren Langton requesting a safe crossing point be constructed between the junctions of the A617 MARR Route/Woburn Ln and Poplar Drive, Pleasley. It stated that increased pupil numbers at the nearby Farmilo Primary School on Woburn Rd, new play facilities at Woburn Rd play area and the Pleasleyhill Regeneration Scheme featuring 150 new houses as being likely to increase vehicle and pedestrian traffic in the near future warranting better pedestrian facilities.
37. Within this road length there are currently 2 existing pedestrian refuges, 3 westbound interactive speed signs, an eastbound school warning sign with flashing amber warning lights and to the west of Poplar Dr there is an eastbound interactive speed sign. The

proposed Section 106 Agreement for the Pleasleyhill Regeneration Scheme includes various improvements, but upgraded pedestrian facilities were not felt to be necessary.

38. The Crash Reduction Team has been looking at the whole A617/A6191 Chesterfield Road North route and carried out a speed survey in the area in question which showed the 85th percentile speed as being 30mph in the 30mph speed limit. There have also been no pedestrian accidents from 2011 to November 2014 (the latest data available). Subsequently, no improvements are currently being proposed on safety grounds at this location. However, accident patterns will continue to be monitored and we will review the situation as necessary.
39. The Council will also carry out pedestrian/vehicle surveys following the completion of the Pleasleyhill Regeneration Scheme at both existing pedestrian refuges and consider if either facility warrants upgrading to a light controlled pedestrian crossing as part of a future Local Transport Plan Programme.

40. Petition Opposing The Proposed Changes To Parking Bays And One-Way System In Kirkby-In-Ashfield (Ref: 2014/0108)

41. A 32 signature petition was presented to County Council on 26th February 2015 by Councillor John Knight. The petition is a result of consultation undertaken on changes to the Traffic Regulation Orders required to help improve traffic flows in Kirkby in Ashfield, especially along Station Street. The proposed improvements include the relocation of the bus stops sited to the east of Ellis Street, reversing the one-way system on Ellis Street and making Pond Street one-way in an eastbound direction. These changes will also require a small reduction in parking bays in the town.
42. The petition opposed both the proposed changes to the parking bays and the one-way system on Pond Street. The petition raised concern that the changes would put a significantly higher volume of traffic (including heavy goods vehicles) along Pond Street, having a negative impact on residents many of whom are elderly. The petitioners also stated that there is no provision for a crossing and express concern that the junction of Pond Street and Portland Street will be unable to function efficiently under the new highway layout.
43. The consultation on the changes to the Traffic Regulation Orders ended on Friday 10th April 2015 and the petition will be considered as an objection to the scheme. The outcome of the consultation, including the objections contained in the petition (and any other comments/objections received), will be considered and reported to a future Transport and Highways Committee in due course.

44. Petition Requesting Traffic Calming Measures at East Drayton (Ref:2015/109)

45. A 123 signature petition was presented to the 26th February meeting of the County Council by Councillor John Ogle. The petitioners requested the introduction of traffic calming in East Drayton Village.

46. Increasingly the development and public consultation on proposed physical traffic calming schemes (road humps etc.) has led to significant concerns from local residents about the impact these have on their daily travel. These schemes are also an expensive investment for the County Council.
47. Traffic calming is only considered as a casualty reduction measure and the accident rate here would not support this. The suggested initial approach therefore is for local speed watch to be established. This is led by the local community and supported by the Police and can bring immediate benefits.
48. Two sites in East Drayton were assessed for the provision of flashing interactive speed limit signs in 2014 and neither site achieved a sufficiently high score in terms of vehicle speeds and volumes to be considered a priority. These will however be carried forward for consideration from the 2016/17 Programme.
49. The county council has received an offer to fund the installation of a sign privately. Discussions are ongoing with the potential funder to agree terms and conditions. As soon as this is resolved the county council will contact the parish council to agree an appropriate location for a sign.

50. Petition Requesting Reduction of Speed Limit to 50mph on A610 Nuthall Bypass (Ref:2015/110)

51. The County Council has received a number of requests from local residents and the local County Councillor for the speed limit to be lowered on the section of the A610 Nuthall Bypass between the Nuthall roundabout and Cinderhill roundabout which is within the City area. The mean speed on this section of road is 46mph, which indicates that a 50mph speed limit would be appropriate. The section is currently dual carriageway and derestricted so operates under the national speed limit of 70mph. The proposed lower 50mph speed limit for the A610 was recommended as part of Nottinghamshire County Council's 2011 speed limit review in order to improve road safety.
52. A 45 signature petition was presented to the 26th February 2015 meeting of the County Council by Councillor Philip Owen. The petition was organised on the social media web site Facebook seeking support or otherwise for the proposal to reduce the speed limit from 70mph to 50mph on the A610 Nuthall Bypass. 41 petitioners did not support the speed reduction, 2 were in support and 2 did not state any preference.
53. The proposed speed limit reduction has been subject to public consultation and formal advertisement earlier this year and six responses were received - the common theme was the desire for a 40mph order to be applied rather than the 50mph limit proposed.
54. The Transport and Highways Committee on the 12th February 2015 approved the proposed speed limit reduction on the basis that such a change takes into account a balanced view of the needs of all road users, current average speeds and likely levels of driver compliance with resultant road safety benefits.

Other Options Considered

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

Statutory and Policy Implications

56. 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 of the report and the actions approved be noted.

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

For any enquiries about this report please contact:

Neil Hodgson
Tel 0115 977 4681

Background Papers and Published Documents

Minutes of the County Council meetings on 15th January 2015 and 26th February 2015.

Electoral Division(s) and Member(s) Affected

Soar Valley, Bramcote & Stapleford, Farndon & Muskham, Newark East, Mansfield South, Arnold South, East Leake, Mansfield West, Kirkby in Ashfield North, Tuxford and Nuthall.