

REPORT OF THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT

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 the decisions made by the Cabinet Member for Transport and Environment concerning issues raised in petitions presented to the County Council at its 18 September and 20 November 2025 meetings.

Information

- A. **Petition requesting effective drainage on Nottingham Road, Burton Joyce (Ref: 2025/23).**
2. A 466-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Mike Adams calling for improved drainage at the junction of Nottingham Road and Whitworth Drive, Burton Joyce.
3. Nottingham County Council is aware of historic flooding problems at this location and have previously identified a section of culvert under the highway that was damaged. Once identified, it was repaired immediately. Associated works involving desilting and intervention from local landowners were also completed within a reasonable timescale.
4. The culvert grill at the inlet upstream of Whitworth Drive is prone to blockage from debris, mainly dead wood from nearby trees. Following Storms Babet and Henk, works were carried out to clear vegetation, desilt the watercourse, and install leaky dams to help trap debris upstream. The grill is now inspected monthly, as well as before and after storm events triggered by severe weather warnings. The grill is cleared as needed during inspections.
5. The County Council will carry out a survey of the culverted system beneath the highway. If the system is found to be clear and functioning, the issue may stem from water unlawfully flowing onto the highway from upstream land. Further assessment of the upstream watercourse and catchment will be needed to identify potential causes of excessive surface water.

Other Options Considered

6. Do not carry out a survey. This option was deemed not appropriate as an assessment needs to be carried out to determine if the culverted system is functioning.
7. The lead petitioner is to be informed that a survey will be carried out to assess if the culverted system beneath the highway is clear and functioning. If it is found to be clear and functioning, a further assessment of the upstream watercourse and catchment area may be required to identify the causes of the excessive surface run off.

B. Petition requesting a speed limit to be reduced in Carburton (Ref: 2025/24).

8. A 66-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Kelvin Wright. The petition requested a reduction in the speed limit on the B6034 Ollerton Road through Carburton to 40mph, and to 50mph on the approaches to the village.
9. The County Council determines appropriate speed limits on rural roads using national guidance to maintain consistency both locally and nationally. This guidance promotes evidence-led decisions that encourage driver self-compliance and recommends aligning speed limits with road characteristics such as geometry, visibility, accident history, and the presence of vulnerable road users.
10. Traffic survey data collected just north and south of Carburton indicates that drivers are generally complying with the current 60mph speed limit. There are no recorded injury collisions within the village extents. However, between 1 January 2022 and May 2025 (the latest date for which data is available), four reported collisions resulting in casualties occurred at the Limetree Avenue crossroads. Each incident involved a vehicle turning right being struck by a vehicle travelling straight ahead and speeding was not a contributing factor in any of the four collisions. The junction has been treated with several safety measures, including yellow-backed warning signs, 'SLOW' markings on red backgrounds, and central hatch markings to highlight the hazard.
11. A key principle in setting appropriate speed limits is ensuring consistency between the posted limit and the road's appearance and characteristics. Changes in speed limits should reflect changes in road layout and conditions. According to the guidance, a 60mph limit is recommended for most high-quality strategic A and B roads with few bends, junctions, or accesses. The B6034 Ollerton Road meets these criteria: it primarily serves through traffic, has good visibility, few vulnerable road users, and a footway is available. Within the village, there are no injury collisions, few accesses, and only a single bend. Reducing the speed limit where road conditions do not justify it may lead to driver non-compliance or an increase in overtaking-related collisions.

Other options considered

12. Reduce the speed limit in Carburton. This option is not being considered further as reducing the speed limit would not be in line with national guidance, for reasons stated above.
13. The lead petitioner is to be informed that reducing the speed limit to 40mph on the B6034 Ollerton Road through Carburton and 50mph on the approaches to the village is not being progressed. This is due to the current speed limit being in line with national standards.

C. Petition for improved road safety measures at Clayworth Common/ Town Street/ Wheatley Road, Clayworth (Ref:2025/25).

14. A 240-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Mike Robertson. The petition requests several road safety measures on and around Wheatley Road in Clayworth, including additional warning signs, lines and a reduced speed limit. Particular concerns were raised about the Wheatley Road/Town Street/Clayworth Common junction. There have been no recorded injury collisions at this location in the last 10 years up to May 2025 (the latest available data). The petition requests that the existing 'Give Way' arrangement at the junction is converted to a 'STOP' line. 'STOP' lines

can only be introduced at locations where the criteria set out in the national design guidance are met. The County Council will therefore assess vehicle speeds and visibility to determine whether this junction meets the criteria to install such an arrangement.

15. If the location does not meet the criteria for a 'STOP' line, alternative options such as retaining the existing 'Give Way' with additional warning signage will be investigated and potentially considered for inclusion in a future year's programme.
16. In the meantime, the existing white lines through the village, including the junction of Wheatley Road/ Town Street/ Clayworth Common, were refreshed. This work was undertaken in November.
17. The petition also requested that the derestricted speed limit along Wheatley Road is reduced to 50mph. The current speed limit is 30mph within the village, transitioning to derestriction once exiting the village. A request to reduce the limit along this road was previously investigated and was declined as a speed limit reduction here would not adhere to the national guidance that the County Council follows when setting local speed limits.

Other Options Considered

18. Reduce the speed limit along Wheatley Road from derestricted to 50mph. This request is not being progressed due to the current speed limit being in line with national guidance.
19. The lead petitioner will be informed that the Clayworth Common/Wheatley Road/Town Street junction is currently being assessed to determine whether it meets the criteria for a 'STOP' line. If it does not, alternative road safety measures may be considered for inclusion in a future works programme. At this time, reducing the derestricted speed limit along Wheatley Road is not being pursued because the existing limit complies with national guidance.

D. Petition requesting a speed limit reduction in Moorhouse (Ref: 2025/26).

20. A 111-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor David Clerk, requesting the introduction of a 30-mph speed limit in Moorhouse.
21. Moorhouse is a small village with very few properties and no local amenities, such as shops or a village centre. Currently, the national speed limit is in place, and this was set in 1991 when the County Council introduced a derestriction order.
22. Speed limits are set locally by the County Council and local authorities are obliged to follow the Department for Transport's '*Setting Local Speed Limits*' guidance to determine appropriate limits. The latest revision of the guidance promotes limits that encourage driver self-compliance and recommends aligning speed limits with road characteristics such as the road geometry, visibility, accident history, and the presence of vulnerable road users. It notes that speed limits should provide a consistent message between the speed limit and the road's appearance, and for changes in the speed limit to be reflective of changes in the road layout and characteristics.
23. As national guidance has been amended several times since the present speed limit was introduced, the County Council will carry out a new assessment of the roads in the area to determine whether a change in the limit is appropriate. If a change to the speed limit is

considered appropriate from the assessment, it will be considered for inclusion in a future year's work programme.

Other options considered

24. Do not assess the petition request. This is not considered appropriate because there is no reason why the County Council should not undertake a review of the speed limit to determine if the current limit is in line with the national guidance.
25. Reduce the speed limit, as requested. This is not considered appropriate because the County Council is obliged to consider all requests to change speed limits in line with national guidance, while also considering its own policies and priorities.
26. The lead petitioner is to be informed that an assessment will be conducted, and the County Councillors and lead petitioner will be informed of the results once this is complete.

E. Petition request to adopt the highway on Adbolton Lodge and Holme Lodge, Carlton (Ref: 2025/27).

27. A 51-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Jim Vernon and Councillor Paul Brill, on behalf of local residents, calling for road adoption at Adbolton Lodge and Holme Lodge, Whimsey Park, Carlton.
28. The Whimsey Park Estate is registered as 'freehold' to Nottingham City Council, with the main route into the estate falling under the adoption remit of Nottinghamshire County Council. The majority, if not all, of the individual properties are held on a 'leasehold' basis.
29. A council will not adopt a road unless it meets current standards for construction, layout, and supporting infrastructure, such as street lighting, drainage, and footways. Adoption is also unlikely in the absence of a Section 38 Agreement, which provides a legal guarantee that the developer will complete all necessary works to the required standard. Therefore, at present, the County Council will not adopt this highway on Adbolton Lodge and Holme Lodge.
30. The County Council currently maintains the four streetlights at this location. As per standard practice, street lighting on private roads is maintained until the end of its operational life, at which point it may be removed or decommissioned.

Other Options Considered

31. NCC considered the potential benefits of adopting these roads. However, it was determined that there would be no tangible advantage as the road is not to standard.
32. The lead petitioner will be informed that, at present, the request for the County Council to adopt Adbolton Lodge and Holme Lodge is not being considered further due to reasons provided in paragraph 29.

F. Petition requesting a review of the Mineral Local Plan (Ref: 2025/28).

33. A 37-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Andy Brown and Councillor Stuart Matthews, calling for an urgent

review of the mineral local plan and to suspend the consideration of new quarry sites until such a review is complete.

34. The request is made on the grounds that the petitioners consider that the Local Plan is out of date, being adopted in 2021 and based on production figures for sand and gravel up to 2016. The assumptions of the Plan relating to the demand for sand and gravel are not considered to match actual demand since the 10-year average sales of sand and gravel has declined every year since 2014 and annual sales of sand and gravel in 2023 of 0.87 million tonnes were the lowest of any year since 2014. The current Minerals Local Plan provides for 1.7 million tonnes per annum of sand/gravel extraction.
35. The petitioners consider that the Local Plan is overestimating future demand for sand and gravel, and this is resulting in proposals for quarries coming forward on land which currently provides a valuable amenity to local people for a variety of leisure pursuits, contributes to biodiversity by supporting fauna and wildlife or provides productive farmland.
36. The County Council is required to review whether the Minerals Local Plan needs updating within five years of its adoption, by 24 March 2026. Officers have therefore begun preparing a document to assess all aspects of the adopted Plan.
37. On 27 November 2025, the Government issued advance guidance on how the revised local plan system will operate when new regulations are published in early 2026. The guidance states that if a Plan is more than five years old, authorities must begin preparing a new-format Plan "as soon as possible," regardless of whether the current Plan is considered up to date. It appears that the County Council will need to give notice of intent to commence plan-making by December 2026 at the latest and reach the initial scoping stage by April 2027.
38. During 2026, once the new Local Plan regulations are available and assuming that it is expected that Plans are reviewed after five years since adoption, a report will be presented to Councillors recommending the scope, timetable, and budget for a refreshed Minerals Local Plan. If the Council agrees, the update will include a new evidence-based assessment of future aggregate demand, but site allocations for sand and gravel extraction will still be required to meet long-term needs.
39. Petitioners will be advised that, under emerging regulations related to the introduction of a new local plan system, the Minerals Local Plan is likely to be required be updated and this will be addressed in a report to Councillors during 2026. Given the imminent introduction of new Regulations, it is not possible to begin a review under the existing system.
40. The County Council, as Mineral Planning Authority, is currently considering several planning applications concerning new mineral sites and is under both a legal duty and a public expectation that these are determined in a timely manner, taking account of the Development Plan and all material considerations. Any suspension that was not based on normal grounds, such as for requests for further information, would bring about a high risk of a developer appealing against the County Council's failure to determine these applications, which would override local decision-making and potentially incur costs being awarded against the County Council.
41. A response to the petitioners will be made to inform them that the County Council is statutorily obliged to consider and determine all applications within a reasonable timescale, including during any period in which a Local Plan is under review.

Other options considered

42. Not to commence an update of the Minerals Local Plan. This is not considered appropriate as it may run counter to emerging Local Plan regulations.
43. Suspension of consideration of applications. It would only be appropriate for the County Council to suspend consideration of a planning application for a new quarry if, for example, the site which was being considered as a key allocation in a Minerals Local Plan and the Plan was in the final stages of preparation i.e. the principle of development of the site in question should be established through the Local Plan. However, for the reasons stated above, planning applications cannot wait for a cycle of plan making to be completed before they are determined.
44. The lead petitioner is to be informed that under emerging Local Plan regulations, it appears likely that the Minerals Local Plan will have to be updated and this will be the subject of a report to Council during 2026. Given the imminence of new regulations for plan making it is not possible to begin a Plan Review under the existing regulations. In the meantime, the County Council is statutorily obliged to consider and determine all applications made to it within a reasonable timetable including during any period in which a Local Plan is under review.

G. Petition requesting for footway maintenance along Carnarvon Road, West Bridgford (Ref:2025/29).

45. A 149-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Jonathan Wheeler. The petition was on behalf of local residents, calling for repairs to take place on the footways along Carnarvon Road, West Bridgford.
46. Nottinghamshire County Council has invested significantly in improving the condition of the highway network in Nottinghamshire and have moved towards a 'right first time' approach.
47. The County Council's policy requires that all actionable defects are attended to on the grounds of safety and Carnarvon Road receives both quarterly and regular adhoc inspections to monitor surface conditions. The latest inspection was carried out on 17th October 2025, and no safety concerns which required immediate action were found on the footway.
48. The footways on this road have been recommended for resurfacing, and they feature on our candidate list for inclusion in a future programme of works.

Other Options Considered

49. Not include footway works on Carnarvon Road on our candidate list for inclusion in a future programme of works. This was rejected as further deterioration of the surface is anticipated as a result of the habitual practice of vehicles parking with two wheels on the footway.
50. The lead petitioner is to be informed that footway resurfacing on Carnarvon Road has been added to the candidate list of possible inclusion in a future year's work programme.

H. Petition requesting a speed limit reduction in the Harlow Wood area (Ref:2025/30).

51. A 40-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Joseph Rich, requesting several measures to reduce speeds in the Harlow Wood area. The petition requests include:
- A new 20 mph speed limit on Oak View Rise.
 - A new 30 mph speed limit on the A60 Mansfield Road in the vicinity of Portland College and Fountain Dale School.
 - Traffic calming measures on Poplars Way, Pines Way, Maple Drive and Lime Tree Drive.

52. The response to each request is below:

20mph speed limit on Oak View Rise

53. Although speed limits are set locally by the County Council, it is obliged to follow the Department for Transport's '*Setting Local Speed Limits*' guidance to determine appropriate limits. This has been updated and revised several times since the current speed limit order was put in place. The 2024 revision promotes limits that encourage driver self-compliance and recommends aligning speed limits with road characteristics such as geometry, visibility, accident history, and the presence of vulnerable road users. It notes that speed limits should provide a consistent message between speed limit and the road's appearance, and for changes in speed limit to be reflective of changes in the road layout and characteristics.
54. In addition to setting speed limits using national guidance, the County Council has set its own policy, which enables 20mph speed limit requests to be considered based on their effectiveness in delivering the aims in 'Our Council Plan 2025-2029', and value for money.
55. Reviews of the effectiveness of the advisory and mandatory 20mph speed limits introduced in the county to date have identified that targeted casualty reduction schemes that include 20mph speed limits, introduced along with traffic calming measures, have been successful in reducing the number and severity of casualties, as well as reducing vehicle speeds. 20mph speed limits have also been effectively used as part of the strategic cycle route improvements.
56. The outcomes from area-wide 20mph speed limit trials undertaken in the county to date have not, however, delivered the same benefits. Analysis from these trials indicates that they have reduced vehicle speeds by less than 1mph, have not reduced casualties and did not increase the numbers of people walking or cycling within them.
57. Given the above, investment in 20mph speed limits in the county is currently primarily focussed on locations where they offer the greatest benefits and value for money. Specifically, as part of casualty reduction schemes where a 20mph speed limit is identified as the best method to address a history of reported road traffic collisions, and as part of strategic cycle route improvements (where traffic volumes and speeds are sufficiently low).
58. In the three years up to May 2025 (the latest available data) there have been no collisions resulting in injuries reported by the Police in the Harlow Wood estate. Consequently, there are currently no plans to introduce a 20mph speed limit at this location as part of a casualty reduction scheme.

59. The Nottinghamshire strategic cycle network was identified through the development of the D2N2 Local Cycling & Walking Infrastructure Plan and, as the Harlow Wood estate does not feature as part of the Nottinghamshire strategic cycle route network, there are also no plans to introduce a 20mph speed limit in the area as part of wider cycle route improvements.

Other options considered

60. Install traffic calming measures. The County Council's current policy states that: "Traffic calming will be introduced in urban areas in appropriate circumstances as a measure to reduce road collision casualties. In exceptional circumstances it may also be used to address community concerns arising from inappropriate speed or through traffic". As collision data for the last five years indicates that there have been no reported collisions involving injury in the Harlow Wood estate, the implementation of traffic calming within this area is not considered a priority at present.

30mph speed limit on A60 Mansfield Road

61. Mansfield Road is a strategically important A road. It forms part of the Key Road Network and the Principal Road network. It has no property frontages along it and is entirely rural in character. As such, it has a purely through-traffic function.
62. An assessment of the speed limit was carried out in 2016 which recommended that the lowest speed limit appropriate for a road of this function and character is 40 mph and, as a result, the limit was reduced to 40 mph in 2017. This remains the case and, as a result, the County Council has no plans to reduce the limit further. However, the County Council will undertake a review of the highway signing and lining to determine whether any improvements can be made to reinforce the current limit.

Other options considered

63. Install traffic calming: this is not considered appropriate because the County Council's policy does not allow the installation of traffic calming on A roads.

Traffic calming measures on Poplars Way, Pines Way, Maple Drive and Lime Tree Drive

64. As noted above, the County Council's current policy states that: "Traffic calming will be introduced in urban areas in appropriate circumstances as a measure to reduce road collision casualties. In exceptional circumstance it may also be used to address community concerns arising from inappropriate speed or through traffic". As collision data for the last five years indicates that there have been no reported collisions involving injury in the Harlow Wood estate, the implementation of traffic calming within this area is not considered a priority at present.

Other options considered

65. Reduce the speed limit: as noted above, this is not considered appropriate because investment in 20mph speed limits in the county is currently primarily focussed on locations where they offer the greatest benefits and value for money. Specifically, as part of casualty reduction schemes where a 20mph speed limit is identified as the best method to address a history of reported road traffic collisions, and as part of strategic cycle route improvements (where traffic volumes and speeds are sufficiently low).

66. The lead petitioner will be informed that their request for speed limit changes in Harlow Wood is not being progressed at this time. However, the request for a 20-mph speed limit within the estate will be kept on record and reconsidered should the County Council's policy on 20mph speed limits be changed in the future (and should funding permit). The lead petitioner is also to be informed that the request to reduce the speed limit along the A60 Mansfield Road to 30mph and traffic calming measures on Poplars Way, Pines Way, Maple Drive and Lime Tree Drive is not being progressed at present due reasons provided in the response above.

I. Petition requesting a pedestrian crossing on the B6009 Watnall Road, Hucknall (Ref: 2025/31).

67. A 251-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Richard Darrington, on behalf of local residents, requesting the construction of a pedestrian crossing on the B6009 Watnall Road, Hucknall. Councillor Darrington has confirmed that the preferred location of the crossing would be in the vicinity of the Green Dragon Inn.

68. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as injury collision history at a proposed location, so that the available funding helps the greatest number of people. For road safety reasons, formal crossings are also currently only installed where they are used by pedestrians throughout the day.

69. A pedestrian and traffic survey will be undertaken to determine whether a crossing at this location could be prioritised for future funding. If this proves to be the case, the County Council will carry out a study to determine the feasibility and cost of constructing a crossing and will consider it for inclusion in a future year's work programme.

Other options considered

70. The request is still under consideration, but other available options may be considered following the completion of the traffic survey, should the survey determine that a formal crossing is not suitable at this location (or a resulting study identify that construction is not feasible or its cost prohibitive).

71. The lead petitioner will be informed that a pedestrian and traffic survey will be undertaken following which, if it is determined that a crossing on Watnall Road could be prioritised for future funding, a study will be undertaken to determine the feasibility and cost of constructing a crossing.

J. Petition requesting a speed limit reduction on Beacon Hill Road, Newark (Ref: 2025/32).

72. A 104-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Sam Smith, on behalf of residents, requesting that the speed limit be reduced to 30mph on Beacon Hill Road, Newark.

73. The existing speed limit is 40mph on Beacon Hill Road, between Beckingham Road and Northern Road. This section of Beacon Hill Road is a suburban road that is predominantly used for through traffic linking the A1 to Newark town centre. The latest traffic survey was

carried out in March 2025, and the survey results showed that the average speed of vehicles was 34.5mph and the 85th percentile speed was 39.1mph.

74. In the last three years up to May 2025 (the latest available data) there have been 11 reported collisions resulting in casualties along Beacon Hill Road (from Beckingham Road to Northern Road). Of these 11 collisions, only one collision had speed as a contributing factor in the collision report. To reduce injury collisions, a road safety lining scheme along Beacon Hill Road (near Cafferata Way) has been included in the 2025/26 Integrated Transport Programme.
75. Speed limits are set locally by the County Council, and local authorities are obliged to follow the Department for Transport's 'Setting Local Speed Limits' guidance to determine appropriate limits. A key principle in setting appropriate speed limits is ensuring consistency between the posted limit and the road's appearance and characteristics. Changes in speed limits should reflect changes in road layout and conditions so the speed limit encourages driver self-compliance. According to the guidance, 40mph speed limits are appropriate on higher quality suburban roads or those on the outskirts of urban areas where there is little development, good road width and layout, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places.
76. An assessment of the speed limit on Beacon Hill Road concluded that the road geometry, function, and overall environment do not match well with characteristics expected on a 30mph road and are more suited to the current 40mph limit. This is due to the road being wide with wide verges, the road is predominantly straight, there is little development along the northern side of this road, there are long stretches where there is no frontage development and most properties are well set back from the road.
77. National signing regulations require highway authorities to place speed limit repeater signs on 40mph roads, which are present along Beacon Hill Road, but these repeater signs are not allowed on 30mph roads with street lighting. Removing the repeater signs would remove the reminders to motorists to keep their speed down and, given that the road character is more suited to a 40mph limit, it is considered unlikely that a 30mph speed limit would be effective in significantly reducing vehicle speeds.
78. Given the above and the results of the traffic survey data showing that the average speed of vehicles was 34.5mph, it is believed that a 30mph speed limit would not encourage driver self-compliance and would therefore not achieve the necessary level of compliance without enforcement. Therefore, the request to reduce the speed limit to 30mph along this section of Beacon Hill Road, Newark is not being investigated further.
79. The guidance notes that enforcement of a speed limit through speed cameras should only be considered after engineering measures or changes to the road environment to ensure it better matches the speed limit are installed. Therefore, it would not be possible to install speed cameras for enforcement after lowering the speed limit to 30mph, without firstly implementing other engineering measures.

Other options considered

80. Reduce the speed limit to 30mph. This was considered in the assessment, but for reasons stated above, it was deemed that this would not be the most appropriate option in relation to the guidance.

81. The lead petitioner is to be informed that the request to reduce the speed limit along Beacon Hill Road to 30mph is not being considered further at present, however it will be kept on our records in case the characterises of the road changes in the future as a result of development. A proposed lining scheme along Beacon Hill Road, near Cafferata Way, has been included in the 2025/26 Integrated Transport Programme.

K. Petition requesting a 20mph speed limit on Abbey Road, West Bridgford (Ref:2025/33).

82. A 117-signature petition was presented to 18th September 2025 meeting of the County Council by Councillor Penny Gowland requesting that the speed limit be reduced to 20mph on Abbey Road (south of Davies Road), West Bridgford.

83. North of Davies Road, Abbey Road has a 20mph speed limit which was introduced in 2016 as part of an areawide pilot scheme. The existing speed limit on Abbey Road, between Davies Road and approximately 40m northwest of Burleigh, is 30mph. However, there is also an existing advisory 20mph on the road from approximately 40m northwest of Buckfast Way to the Burleigh Road/Rodney Road junction. This was introduced in 2013/14 as part of a programme of advisory 20mph schemes outside schools.

84. The County Council's current policy enables 20mph speed limit requests to be considered based on their own merit and deliverability (in terms of feasibility, their effectiveness in delivering the aims in 'Our Council Plan 2025-2029', and value for money).

85. Reviews of the effectiveness of the advisory and mandatory 20mph speed limits introduced in the county to date have identified that targeted casualty reduction schemes that include 20mph speed limits, introduced along with traffic calming measures, have been successful in reducing the number and severity of casualties, as well as reducing vehicle speeds. 20mph speed limits have also been effectively used as part of the strategic cycle route improvements. The outcomes from areawide 20mph speed limit trials undertaken in the county to date (including the area wide scheme encompassing Abbey Road north of Davies Road) have not, however, delivered the same benefits. Analysis from these trials indicates that they have not reduced casualties, reduced vehicle speeds by less than 1mph, and did not increase the numbers of people walking or cycling within them.

86. Given the above, investment in 20mph speed limits in the county is currently primarily focussed on locations where they offer the greatest benefits and value for money. Specifically, as part of casualty reduction schemes where a 20mph speed limit is identified as the best method to address a history of reported road traffic collisions, and as part of strategic cycle route improvements (where traffic volumes and speeds are sufficiently low).

87. In the five years up to the end of May 2025 (the latest available data), the Police have reported one injury collision on Abbey Road, between Davies Road and Buckfast Way. This was recorded as slight in nature and Police have indicated that speed was not contributory factor in this collision. Consequently, there are currently no plans to provide a 20mph speed limit at this location as part of a casualty reduction scheme.

88. The Nottinghamshire strategic cycle network was identified through the development of the D2N2 Local Cycling & Walking Infrastructure Plan. As Abbey Road does not feature as part of the Nottinghamshire strategic cycle route network, there are also no plans to introduce a 20mph speed limit in the area as part of wider cycle route improvements.

Other options considered

89. Install traffic calming measures: The County Council's current policy states that: "*Traffic calming will be introduced in urban areas in appropriate circumstances as a measure to reduce road collision casualties. In exceptional circumstances it may also be used to address community concerns arising from inappropriate speed or through traffic*". As collision data indicates that there is no pattern of collisions occurring in the area, and speed was not considered a contributory factor to the 1 collision that did occur in the last 5 years, the implementation of traffic calming within this area is not considered a priority at present.
 90. The lead petitioner will be informed that their request for a 20mph speed limit on Abbey Road, between Davies Road and Buckfast Way is not being progressed at this time. However, Place Select Committee is due "*To examine how road safety measures (including 20mph speed limits) are assessed and implemented*" starting in October 2025. Therefore, the request will be kept on record and reconsidered should a decision be made to widen the scope of 20mph speed limits in the county in the future (and should funding permit).
- L. Petition requesting a 20mph speed limit on Clumber Road, Portland Road, Manvers Road, Carnarvon Road and Exchange Road, West Bridgford (Ref:2025/34).**
91. A 47-signature petition was presented to 18th September meeting of the County Council by Councillor Penny Gowland, requesting that the speed limit be reduced to 20mph on Clumber Road, Portland Road, Manvers Road, Carnarvon Road and Exchange Road, West Bridgford.
 92. Manvers Road, Carnarvon Road (east of Stanley Road) and Exchange Road (south of Ethel Road) have existing mandatory 20mph speed limits, which were introduced as part of a wider strategic cycle route scheme and 20mph schemes outside schools. Clumber Road, Portland Road and Carnarvon Road (west of Stanley Road) have a speed limit of 30mph.
 93. The County Council's current policy enables 20mph speed limit requests to be considered based on their own merit and deliverability (in terms of feasibility, their effectiveness in delivering the aims in 'Our Council Plan 2025-2029', and value for money).
 94. Reviews of the effectiveness of the advisory and mandatory 20mph speed limits introduced in the county to date have identified that targeted casualty reduction schemes that include 20mph speed limits, introduced along with traffic calming measures, have been successful in reducing the number and severity of casualties, as well as reducing vehicle speeds. 20mph speed limits have also been effectively used as part of the strategic cycle route improvements. The outcomes from areawide 20mph speed limit trials undertaken in the county to date have not, however, delivered the same benefits. Analysis from these trials indicates that they have not reduced casualties, reduced vehicle speeds by less than 1mph, and did not increase the numbers of people walking or cycling within them.
 95. Given the above, investment in 20mph speed limits in the county is currently primarily focussed on locations where they offer the greatest benefits and value for money. Specifically, as part of casualty reduction schemes where a 20mph speed limit is identified as the best method to address a history of reported road traffic collisions, and as part of strategic cycle route improvements (where traffic volumes and speeds are sufficiently low).

96. In the five years up to the end of May 2025 (the latest available data), the Police have reported two injury collisions in the area. One of the collisions occurred on Exchange Road, at its junction with Manvers Road, and resulted in one pedestrian casualty with slight injuries. The second collision occurred on Carnarvon Road, southwest of Exchange Road, and also resulted in one pedestrian (child) casualty with slight injuries. Both collisions occurred where there is an existing mandatory 20mph speed limit, and Police have not indicated speed to be a contributory factor in either incident. Consequently, there are currently no plans to provide a 20mph speed limit at this location as part of a casualty reduction scheme.
97. The Nottinghamshire strategic cycle network was identified through the development of the D2N2 Local Cycling & Walking Infrastructure Plan. Manvers Road and Exchange Road are part of the Nottinghamshire's strategic cycle network. As outlined above, Manvers Road and Exchange Road, south of Ethel Road, have an existing mandatory 20mph speed limit. Clumber Road, Portland Road and Carnarvon Road do not feature as part of the strategic cycle network and therefore there are no plans to introduce new mandatory 20mph speed limits on any of these roads as part of wider cycle route improvements at present.

Other options considered

98. Install traffic calming measures: The County Council's current policy states that: *"Traffic calming will be introduced in urban areas in appropriate circumstances as a measure to reduce road collision casualties. In exceptional circumstances it may also be used to address community concerns arising from inappropriate speed or through traffic"*. As collision data for the last five years indicates that there is no particular pattern to the collisions that have occurred in the area (as detailed in paragraph above) and speed has not been indicated as a contributory factor, the implementation of traffic calming within this area is not considered a priority at present.
99. The lead petitioner will be informed that their request for new mandatory 20mph speed limits on Clumber Road, Portland Road, Manvers Road, Carnarvon Road and Exchange Road is not being progressed at this time. However, Place Select Committee is due *"To examine how road safety measures (including 20mph speed limits) are assessed and implemented"* starting in October 2025. Therefore, the request will be kept on record and reconsidered should a decision be made to widen the scope of 20mph speed limits in the county in the future (and should funding permit).
- M. Petition for the implementation of road safety measures on Dalestorth Road, Sutton-in-Ashfield (Ref: 2025/37).**
100. A 144-signature petition was presented at the 20th November 2025 meeting of the County Council by Councillor Cathy Mason, requesting the implementation of road safety measures on Dalestorth Road, Sutton-in-Ashfield. The petition highlighted concerns about vehicle speeds, the lack of visible 30 mph signage, and pedestrian safety near Hill Crescent and Forest Glade Primary School. Specific measures requested include the installation of a zebra crossing, school warning lights, and clear 30 mph signage.
101. Currently, the area benefits from the following mitigation measures: a permanent interactive speed sign, school safety zone signage, and "SLOW" markings on the carriageway. Centre hazard lines are in place approaching the junction with Forest Road. Further, regular Police liaison continues to ensure enforcement priorities reflect local concerns.

102. The petition requests a zebra crossing. The County Council receives more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund; therefore, requests are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as injury collision history at the proposed location, so that the available funding helps the greatest number of people. For road safety reasons, puffin or zebra crossings are also currently only installed where they are used by pedestrians throughout the day. A pedestrian and traffic survey undertaken in 2014 showed that pedestrian activity was insufficient for a zebra crossing to be considered further at the time of the survey. A new pedestrian and traffic survey will be carried out along Dalestorth Road to establish current traffic flows and whether pedestrian activity has altered since the original assessment.
103. From January 2022 to June 2025 (latest available data), one road collision resulting in a slight injured casualty was reported to Police at the junction of Dalestorth Road and Forest Road. The reported collision did not involve pedestrians. Therefore, there are currently no plans to provide a zebra crossing at this location as part of a casualty reduction scheme.
104. Under highways legislation, 30 mph repeater signs are not permitted on roads with a system of street lighting unless designated as a Police core casualty reduction site.
105. A traffic survey conducted in 2018 showed that this location met the criteria for the installation of a permanent interactive speed sign, and the sign was installed in 2020. This has helped raise driver awareness and reinforce the speed limit. A new traffic survey will be carried out along Dalestorth Road to establish current conditions.
106. While the location does not currently meet the County Council's adopted policy criteria for major intervention, the following actions will be taken:
- Refresh existing markings and school safety zone signage where required.
 - Deploy temporary interactive speed signs on rotation to ensure repeated visits.
 - Share concerns with Nottinghamshire Police to inform enforcement priorities.
 - Commission a new pedestrian and traffic survey to establish current highway activity.

Other Options Considered

107. Install a zebra crossing as part of a casualty reduction scheme. This option is not being considered further at present as there have been no report injury collisions involving pedestrians from January 2022 to June 2025 (latest available data). However, a new pedestrian and traffic survey will be carried out along Dalestorth Road to establish current pedestrian activity and help determine whether a crossing facility could be prioritised for future funding.
108. Traffic calming measures. This option was considered, but the County Council's current policy states: "*Traffic calming will be introduced in urban areas in appropriate circumstances as a measure to reduce road collision casualties. In exceptional circumstances, it may also be used to address community concerns arising from inappropriate speed or through traffic.*" This location does not currently meet the criteria set out in the County Council's policy.
109. The lead petitioner is to be informed that the request for a zebra crossing at this location is currently not being progressed as part of a casualty reduction scheme, due the reasons provided above, and 30 mph repeater signs are currently not permitted on this road. While the location does not currently meet the County Council's adopted policy criteria for major intervention, the County Council will commission a pedestrian and traffic survey to establish current conditions, refresh existing markings and school safety zone signage where

required, deploy temporary interactive speed signs on rotation to ensure repeated visits, and share concerns with Nottinghamshire Police to inform enforcement priorities.

N. Petition requesting a residents' parking scheme on Dovecote Road, Eastwood (Ref:2025/38).

110. A 10-signature petition was presented to 20th November 2025 meeting of the County Council by Councillor James Walker-Gurley, requesting that a residents' parking scheme be introduced on Dovecote Road, Eastwood, between Nottingham Road and Lyncroft Road.
111. Dovecote Road is a residential street with shops and other amenities located to the southwest on Nottingham Road. There is also a primary school and a sports and community centre located at the northeastern end of Dovecote Road.
112. The petition raises issues with residents being unable to park on Dovecote Road, near their homes, due to cars being parked by visitors to the local shops and amenities. It highlights that this is causing difficulties for disabled residents in particular, who are unable to park near their properties.
113. Residents' permit schemes are prioritised in locations where residents do not have access to off-street parking and the presence of non-resident parking makes it difficult for residents who rely on on-street parking to park their vehicles.
114. To determine the impact of non-resident parking on Dovecote Road, a survey will be carried out. This will be used to determine whether a residents' parking scheme at this location should be considered for inclusion in a future year's integrated transport programme.
115. With regards to disabled residents being unable to park near their properties, residents can apply to the County Council to have an advisory disabled parking bay installed outside their property free of charge. However, residents must meet certain eligibility criteria; these includes having no access to off-street parking and being in receipt of Personal Independence Payments (PIP). If a resident wishes to apply to have a disabled parking bay installed, they are able to do so online through the County Council's 'Make a new highways request' webpage or by contacting the County Council's customer service team.

Other options considered

116. Do not investigate the request: this was rejected because it is the County Council's policy to consider the introduction of residents' parking schemes in residential areas that are severely affected by non-resident parking caused by a local trip attractor. Therefore, a request can only be rejected if it is known that the location does not meet the necessary criteria to be considered. It is not possible to determine this until after the proposed parking survey has been undertaken.
117. The lead petitioner is to be informed that a parking survey will be carried out to determine whether a residents' parking scheme is likely to assist residents and whether one can be prioritised. A consultation will only be carried out if it is determined that a residents' parking scheme is the most appropriate solution and the scheme is included in an approved works programme.

O. Request for traffic calming measures on Main Road, Nether Langwith (Ref: 2025/39).

118. A 44-signature petition was presented at the 20th November 2025 meeting of the County Council by Councillor Kelvin Wright, requesting traffic calming measures on Main Road, Nether Langwith.
119. The County Council's current policy state: *"Traffic calming will be introduced in urban areas in appropriate circumstances as a measure to reduce road collision casualties. In exceptional circumstances, it may also be used to address community concerns arising from inappropriate speed or through traffic."*
120. From January 2022 to the end of June 2025 (the latest available data), there have been no collisions resulting in casualties reported to the Police along A632 Main Road, Nether Langwith. Consequently, there are currently no plans to install traffic calming measures at this location as part of a casualty reduction scheme.
121. A traffic survey was conducted along Main Road, Nether Langwith, in September 2022 and showed that the average traffic speed was under 30mph. Based on these results, there are currently no plans to install traffic calming measures to tackle vehicles travelling at inappropriate speeds.
122. To obtain up-to-date information, a new traffic survey will be carried out at the same location. In addition to the new survey, the County Council will carry out an inspection to evaluate whether the road markings and signage on the site comply with current standards.
123. There is a permanent interactive speed sign located on Main Road, Nether Langwith. This sign provide drivers with real time feedback on their speed and encourages compliance with the speed limit.
124. Enforcement of speeding is a matter for the Police. Accordingly, the concerns raised in the petition have been referred to the Police for any targeted speed enforcement they consider appropriate. If residents have any future concerns about speeding, these should be reported to the Police.

Other options considered

125. Install traffic calming measures. This is not considered an appropriate solution at this location, as it currently does not meet the criteria set out in the County Council's policy. This is due to the absence of a pattern of reported injury collisions and the average traffic speed below the speed limit.
126. The lead petitioner will be informed that the request for installing traffic calming measure is not being progressed at present, as the location does not meet the County Council's policy. However, to obtain up-to-date information, a new traffic survey will be carried out along Main Road, and an inspection of the site will be undertaken to ensure that the road markings and signage on the site comply with current standards.

P. Petition request to prevent overnight campervan parking on Canal Side, Beeston Rylands (Ref: 2025/40).

127. A 214-signature petition was presented at the 20th November 2025 meeting of the County Council by Councillor Teresa Cullan, on behalf of residents, calling for parking restrictions to prevent overnight parking along the Canal Side.

128. Canal Side in Beeston forms part of the publicly adopted highway and is a popular attraction for both residents of the Beeston Rylands Estate and visitors.
129. Residents have been campaigning for measures to deter campervans parking for lengthy periods. Complaints have been registered with Nottinghamshire Police regarding anti-social behaviour, including littering, noise, and illegal drugs, and therefore these issues are a Police matter.
130. The County Council conducted several highway inspections in the area and found no evidence of damage to the adopted highway and no safety concerns. However, due to the local concerns raised in the petition, the County Council will carry out a review to consider what options are available in accordance with the County Council's Highway Network Management Plan.

Other Options Considered

131. At present, no other options have been identified, as the location is under review. Once the review is complete, other options will be considered.
132. The lead petitioner is to be informed that the County Council will carry out a review to consider what options are available in accordance with the County Council's Highway Network Management Plan.

E. Petition objecting the proposed relief access "link track" from Parfitt Drive to Reynolds Fields, Farnsfield (Ref: 2025/41).

133. A 124-signature petition was presented at the 20th November 2025 meeting of the County Council by Councillor Bruce Laughton on behalf of residents. The petition formally objects to the construction of a proposed relief access 'link track' connecting Parfitt Drive to Reynolds Fields, Farnsfield.
134. Having reviewed the content of the petition, it can be confirmed that the works will not be funded or constructed by the County Council.
135. Officers at the County Council have enquired with Newark and Sherwood District Council (NSDC) as to whether the proposed works require planning permission and whether the Council will have the opportunity to offer formal comment on the proposed track via the planning process. NSDC's Planning Team has confirmed that the works do not require planning permission and therefore no formal planning consultation is required.
136. Regarding the proposed use of the access, it is worth noting that it is an existing access and, given that planning permission is not required, its use would be considered lawful. An appropriate highways license may be required to ensure that any hard surfacing crossing the existing highway verge is constructed to the correct specification.
137. The matters raised by the petition sit beyond the remit of the County Council, and the petition should be directed to NSDC and Farnsfield PC to consider in their roles as the Local Planning Authority and works promoter.

Other options considered

138. Not applicable to this petition response.

139. The lead petitioner is to be informed that matters raised by the petition sit beyond the remit of the County Council and that the petition should be directed to NSDC and Farnsfield PC to consider in their roles as the Local Planning Authority and works promoter, respectively.

F. Petition for a formal crossing to be installed on Stapleford Lane, Toton (Ref: 2025/42).

140. A 120-signature petition was presented at the 20th November 2025 meeting of the County Council by Councillor Helen Faccio. The petition requests the installation of a pedestrian crossing over Stapleford Lane, Toton, between the tram terminus entrance and the Banks Road/Swiney Way junction.

141. Stapleford Lane forms part of the B6003, a strategic route that connects Stapleford and Toton.

142. The County Council is aware of local concerns about the difficulties pedestrians face when attempting to cross the road and is working with developers in the area to agree improvements, which is anticipated to include a new pedestrian crossing on this section of road.

143. The County Council will continue to press for the construction of these facilities with developers. Should it become clear that developers are not likely to fund the installation of these facilities in the foreseeable future, the County Council will consider including them in a future year's work programme.

Other options considered

144. Construct one of the crossings sooner using public funding: this option was rejected because discussions are well advanced with developers to secure the improvements, and using public funding would not be appropriate given that the improvements are proposed to be funded using private investment.

145. The lead petitioner is to be informed that the County Council is working with developers in the area to agree improvements to the road which, it is anticipated, will include new pedestrian crossings on this section of road.

Reasons for Recommendations

146. The Constitution requires that Full Council receive a report on the outcome of consideration of the petitions.

Statutory and Policy Implications

147. 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.

Financial Implications

148. There are no specific financial implications arising directly from the report.

RECOMMENDATIONS

It is recommended that the contents of the report be noted.

Councillor Bert Bingham
Cabinet Member for Transport and Environment

For any enquiries about this report please contact:

Derek Higton, Executive Director Place
derek.higton@nottscc.gov.uk

Background Papers and Published Documents

- Responses to Petitions Presented to the Chairman of the County Council (Reference 1120) by Cabinet Member for Transport and Environment ([published](#))
- Responses to Petitions Presented to the Chairman of the County Council (Reference 1122) by Cabinet Member for Transport and Environment ([published](#))

Electoral Division(s) and Member(s) Affected

- Beeston Central and Rylands – Councillor Teresa Cullen
- Carlton East – Councillor Mike Adams
- Carlton West – Councillor Jim Vernon and Councillor Paul Brill
- Eastwood – Councillor James Walker-Gurley
- Hucknall South – Councillor Richard Darrington
- Leake and Ruddington – Councillor Andy Brown and Councillor Stuart Matthews
- Misterton – Councillor Mike Robertson
- Newark East – Councillor Sam Smith
- Ollerton – Councillor David Clark
- Sutton Central and East – Councillor Joseph Rich
- Sutton North – Councillor Cathy Mason
- Toton, Chilwell and Attenborough – Councillor Helen Faccio and Councillor Richard Lowe
- West Bridgford North – Councillor Penny Gowland
- West Bridgford South – Councillor Jonathan Wheeler
- Worksop South – Councillor Kelvin Wright