

## **REPORT OF THE CHAIRMAN OF COMMUNITIES AND PLACE 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 the decisions made by the Communities and Place Committee concerning issues raised in petitions presented to the Chairman of the County Council on 10<sup>th</sup> October 2019 and 19<sup>th</sup> December 2019.

#### **A. Road surface at the entrance to Lydney Park (Ref: 2019/0359)**

2. A petition consisting of 28 signatures was submitted by Councillor Gordon Wheeler requesting that the entrance to Lydney Park is resurfaced.
3. This site does not currently feature on the County Council's 'candidate list' of sites for potential inclusion in a future works' programme as there are currently no actionable defects. The condition of the whole of Lydney Park is such that a micro-asphalt treatment would be the best option for this type of road in the future, as this treatment provides a thin overlay which removes imperfections in the carriageway surface and improves ride quality. We will continue to monitor the site and keep the road safe until such time as it can be included in a future works' programme.
4. It was agreed that the leading petitioner be informed.

#### **B. Road resurfacing on Nottingham Road, Cropwell Bishop (Ref: 2019/0360)**

5. A petition consisting of 839 signatures was presented by Councillor Neil Clarke. The petition requested that Nottingham Road be resurfaced from its junction with Church Street to the Memorial Hall.
6. Nottingham Road, Cropwell Bishop was on the County Council's 'candidate list', its condition having been highlighted initially by the annual technical survey, along with subsequent recommendations from the Highway Inspectors and Councillor Clarke. Consequently, a maintenance scheme was already included in the 2019/20 capital maintenance programme (as described in the petition) and was scheduled to be delivered in February 2020.
7. It was agreed that the lead petitioner be informed.

#### **C. Vehicle speed and HGV traffic management Blyth Road, Ranskill (Ref: 2019/0361)**

8. A petition consisting of 45 signatures was presented by Councillor Tracey Taylor expressing concern about excessive speed on the B6045 and the use of that road as a through-route by lorries.

9. Section 5.11.13 of the County Council's Highway Network Management Plan states that:

*Environmental Weight Restrictions will be considered to overcome problems of the use of unsuitable roads by heavy goods vehicles provided that:*

- i. a restricted area can be defined which does not transfer the problem from one community to another*
- ii. a suitable alternative route exists which does not create such a major increase in route mileage for operators such that their economic viability would be seriously affected, does not result in increased highway maintenance costs and does not increase safety risks.*

*Advisory signing of suitable lorry routes and of unsuitable routes will be provided where appropriate.*

10. The B6045 acts as a key east-west route across Bassetlaw, providing a link between Gainsborough and Worksop, and as such it is expected that it will carry HGV traffic. More locally, the road provides access to the A1 for businesses located in the Ranskill and Sutton cum Lound areas.
11. The alternative route would be along the A638 and A634 via Barnby Moor. On the face of it, this would appear to be the more appropriate route given the higher classification of the roads that form it. However, this alternative route would add approximately 4.3km to each journey and would cause lorry traffic to pass the frontages of an additional 40 residential properties.
12. It is clear that the alternative route fails to meet both of the above tests: that is, it will transfer the problem from one community to another and will create a major increase in route mileage for operators.
13. The B6045 presently has an excellent safety record (only one accident involving injury in the last three years) which suggests that the presence of lorry traffic is not in itself a safety concern.
14. It is considered, therefore, that a lorry ban on the B6045 Blyth Road is not appropriate.
15. The petition also raises concern about excessive speed on the road. A survey carried out in November 2018 confirmed that speeds are indeed high. The survey, sited 200m within the 30mph limit recorded the 85<sup>th</sup> percentile speed (i.e. the speed at or below which 85% of traffic travels) was recorded as being over 40mph in both directions.
16. Requests for vehicle activated speed signs are prioritised at locations that have both high speeds and high volumes of traffic. Whilst the recorded speed of traffic met the existing criteria traffic flows on Blyth Road are low, with the peak traffic flow over 100 vehicles lower than the minimum threshold for prioritisation. As a result, it wasn't possible to include this location in the current financial year's programme of works, it will, however, be considered for inclusion in the 2020/21 programme of work (alongside all other requests for interactive speed signs) which will be considered by Communities and Place Committee in April 2020.
17. Given the high speed of traffic, it is suggested that the local police are contacted with a view to carrying out enforcement.

18. It was agreed that the lead petitioner be informed.

**D. Extend an existing residents' permit parking scheme on Queen Street, Retford (Ref: 2019/0362)**

19. A petition consisting of 29 signatures was presented by Councillor Mike Quigley requesting a residents' permit scheme on the section of Queen Street between Clumber Street and Prince of Wales Street. Queen Street is located near the railway station, and this section comprises the southern end of the street, nearest to the station.

20. The County Council received an initial request for a permit scheme in the vicinity of the railway station in 2010. A consultation was carried out in August 2010 on a proposed area-wide residents' parking scheme that included Queen Street as well as Albert Road, Artillery Terrace, Clumber Street, Cobwell Road, Darrel Road, Pelham Road, Prince of Wales Street, Station Road, and Victoria Road.

21. Even though residents were warned of the possibility of migration of parking by station users if the scheme did not cover the entire area, objections were received from residents living in the streets further away from the station. As a result, the roads further away from the station were removed from the proposed scheme which was reduced in size to cover Clumber Street, Darrel Road, part of Cobwell Road, part of Victoria Road, and one side of Station Road. Prior to being implemented all residents (including those on the roads omitted from the revised proposal) were consulted again. The revised proposal received an appropriate level of support from residents and was introduced.

22. As anticipated, the County Council received complaints from residents on streets outside the permit area for several years. In 2017, the creation of additional parking spaces in the station site allowed the council to consider extending the scheme to cover the roads that were removed from the original proposal. A proposal to extend the scheme to include Queen Street (including the section subject to the present petition), Cobwell Road and Victoria Road was included in the 2017/18 integrated transport programme but was not implemented because once again it failed to receive sufficient support from residents.

23. The County Council's policy regarding the implementation of permit schemes requires that, in any consultation, 35% of those consulted respond and, of those responses, 65% are in favour. While the threshold for responses was met (37% returned the questionnaire), only 58% were in favour. An analysis of the responses confirmed that there were no streets where the target was met and, as a result, the proposal was abandoned.

24. Given that residents have been consulted twice – the last time only two years ago – and have twice failed to demonstrate that a permit scheme would command sufficient levels of support to be delivered, it is not clear that any further consultation would achieve a different outcome. As a result, it is not considered appropriate to propose a permit scheme again.

25. It was agreed that the lead petitioner be informed.

**E. Request for a partial road closure on Landcroft Lane, Sutton Bonnington (Ref: 2019/0363)**

26. A petition consisting of 57 signatures was submitted by Councillor Andrew Brown requesting that if planning permission is granted for a nearby housing development that a partial road closure is introduced on Landcroft Lane, Sutton Bonnington.
27. The County Council, as Highway Authority, provided formal comments with regard to the proposed development to Rushcliffe Borough Council on the 16 October 2019. The County Council's comments highlighted a number of issues with the proposed development which would need to be resolved in order to attract a recommendation of approval. Amongst the issues highlighted was the apparent lack of consideration within the applicant's 'Transport Assessment' to the potential increase of traffic on Landcroft Lane. The Council has highlighted the fact that Landcroft Lane provides an attractive link from development to East Leake and beyond and will likely result in increased traffic levels should the development proceed. The Council has also highlighted that Landcroft Lane is a single track for much of its length and is not considered suitable to accommodate the likely additional vehicle movements associated with the development.
28. The planning process is ongoing and the County Council is yet to receive a response from the applicant. Nonetheless, the County Council will highlight the concerns of local residents and the content of the petition to the developer when undertaking future discussions on the matter. It should be noted, however, that whilst the County Council, as the Highway Authority, are able to recommend mitigation measures they consider necessary to make a development acceptable, the final decision as to whether such measures are secured via the planning process lies with the local planning authority, in this case Rushcliffe Borough Council. Therefore, should residents have concerns about the planning application the County Council would strongly recommend they make representations directly to Rushcliffe Borough Council so their objections can be formally noted by planners and considered as part of the planning process.
29. It was agreed that the lead petitioner be informed.

**F. Dangerous parking outside Brinsley Primary School (Ref: 2019/0364)**

30. A petition consisting of 125 signatures was presented by Councillor John Handley. The petitioners raised concerns at the lack of road safety measures and requested the provision of a zebra crossing or school crossing patrol outside Brinsley Primary School.
31. Typically, formal crossings are provided where there are much higher numbers of pedestrians crossing throughout the day, not for just two very short periods of time during Monday to Friday; and where there are much higher volumes of traffic. Therefore, for this location to be prioritised for a formal crossing the numbers of pedestrians crossing the road in the vicinity of the school throughout the day, and the volume of traffic would need to increase significantly. The installation of a zebra crossing would also not be appropriate for a residential road as the requirements for the controlled area (zig-zag markings) would have a negative impact on residents with limited off-street parking.
32. The school crossing patrol site at this location has been vacant since 2008 due to the low number of children using it, making it unsustainable as a school crossing site. The road safety

team will, however, undertake a new survey shortly to determine if the site meets the necessary criteria for a crossing patrol. The lead petitioner will be updated on the results of the survey once it has been undertaken.

**G. Request for crash barriers along Hoveringham Road, Hoveringham (Ref: 2019/0365)**

- 33. A petition consisting of 4,755 signatures was presented by Councillor Roger Jackson requesting that crash barriers should be installed along a section of Hoveringham Road that runs adjacent to the River Trent. A fatal road traffic collision occurred here on 24 September 2019 and, as Councillor Jackson has noted, the circumstances are still under investigation.
- 34. Central Government have charged local highway authorities with reducing accidents involving death and serious injury and this is where resources are targeted within Nottinghamshire. Locations where there is a pattern of accidents receive detailed investigations, and where appropriate remedial measures are implemented.
- 35. The County Council collects, maintains and analyses reported injury road traffic accident data. The data at this location has been investigated and there have been no previously reported injury accidents involving vehicles leaving the road on the river side at this location in almost 30 years. Investigations are, however, ongoing and the conclusion of the police's investigation and Coroner's inquest will inform any appropriate mitigation in due course.
- 36. It was agreed that the Communities and Place Committee and the lead petitioner be updated once the investigation and Coroner's inquest are completed, and any recommendations coming from these are considered.

**H. Request for resurfacing the B6030, Mansfield Road through Clipstone (Ref: 2019/0366)**

- 37. A petition consisting of 195 signatures was presented by Councillor John Peck. The petition requested that Mansfield Road, Clipstone be repaired.
- 38. The B6030 Mansfield Road through Clipstone is on the County Council's 'candidate list', its condition having been highlighted initially by the annual technical survey, along with subsequent recommendations from the highway inspectors and Councillor Peck. The condition of this particular section of road has been monitored and kept safe through routine safety inspections in the interim while major works were carried out on the higher priority sections of the B6030. The main section of Mansfield Road through Clipstone itself is included in the 2020/21 capital maintenance.
- 39. It was agreed that the lead petitioner be informed.

**I. Request for a residents' parking scheme for Redwood Crescent, Beeston (Ref: 2019/0367)**

- 40. A petition consisting of 31 signatures was presented by Councillor Kate Foale. The petitioners raised concerns with obstructive parking on Redwood Crescent from non-residents and drivers parking on the road to utilise the railway station. The petitioners have requested a residents' parking scheme to address this; and have also requested 'Give Way' lining at the entrance to the Crescent.

41. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Nearly all of the properties subject to this request have off-street parking and therefore this request would not be considered a priority for inclusion in a future year's integrated transport programme; and so no further assessment will be undertaken. If residents are experiencing issues with people parking across their driveways they are, however, able to pay to have white H-bar markings installed to help ensure access to their driveways.
42. It is, however, acknowledged that the entrance to the Crescent may benefit from the provision of parking restrictions to reinforce the fact that vehicles should not be parking obstructively on the junctions at its entrance and across the tactile pedestrian dropped crossings near to the Ireland Avenue junction.
43. The introduction of double yellow lines at the Redwood Crescent junction with Ireland Avenue; in addition to junction protection markings at the entrance to Redwood Crescent itself (adjacent to numbers 2 and 37 Redwood Crescent) have therefore been included in the 2020/21 traffic management revenue. Consultation on the proposals will be undertaken in due course.
44. The introduction of 'Give Way' lining at the junction adjacent to numbers 2 and 37 Redwood Crescent, to mirror the existing junction lining where Ireland Avenue junction meets Redwood Crescent, is also included in the 2020/21 traffic management revenue programme
45. It was agreed that the lead petitioner be informed.

#### **J. Gypsy Traveller and Show People Site, Sherwood Hall (Ref: 2019/0368)**

46. A petition sent to Mansfield District Council was presented by Councillor Stephen Garner.
47. The County Council has already informed Mansfield District Council, in response to a consultation on site options for Gypsy and Traveller development, that it does not consider the site to be appropriate for Gypsy and Traveller development and that it has alternative plans to bring the site forward for residential use.
48. Mansfield District Council are currently considering all responses to the consultation, including this petition, will be reviewing sites following the consultation, and will be preparing a Plan in 2020. The County Council will continue to engage with Mansfield District Council as necessary. The petition has been sent to the Council's property team for information and it was agreed that the lead petitioner be notified accordingly.

#### **K. Concerning traffic calming on Bransdale Avenue, Forest Town (Ref: 2019/0369)**

49. A petition consisting of 26 signatures was presented by Councillor Vaughan Hopewell on behalf of residents of Bransdale Avenue, Forest Town requesting the introduction of traffic calming measures, as residents were becoming concerned with the increase of traffic and safety for residents, pedestrians and school children.
50. Nottinghamshire County Council have not received any previous requests or concerns in relation to traffic calming, traffic issues or parking for Bransdale Avenue, Forest Town.

Fortunately, there have been no reported road traffic collisions resulting in injuries during the period January 2016 through to July 2019 and therefore there is currently no justification for the introduction of traffic calming on this road. This road will, however, continue to be monitored (as are all roads in the county) for further reported injury accidents in order that prompt action can be taken if a pattern of treatable injury accidents occur.

51. It was agreed that the lead petitioner be informed accordingly.

**L. Request for a compulsory speed restriction/interactive speed sign and weight restriction on Moore Road, Mapperley (Ref: 2019:0370)**

52. A petition consisting of 105 signatures was presented by Councillor Muriel Weisz requesting the introduction of a 20mph speed limit and lorry ban, along with an interactive speed sign on Moore Road, Mapperley.

20mph speed limit

53. 20mph speed limits (with associated traffic calming measures) are introduced to help reduce vehicle speeds at locations where there is a pattern of reported road traffic collisions that result in injuries to road users; and where there they are the most appropriate measure to address the cause of the accidents. During the last three years, up to and including end of August 2019, there have been only three injury accidents along the whole length of Moore Road; one of which was at its junction with Porchester Road and one was at its junction with Westdale Lane. Analysis of these accidents shows that speed of traffic was not a contributory factor in any of them and therefore there is currently no justification for the introduction of a lower speed limit or traffic calming on this road to address a pattern of road traffic accidents. This road will, however, continue to be monitored (as are all roads in the county) for further reported injury accidents in order that prompt action can be taken if a pattern of treatable injury accidents occur

Interactive speed sign

54. Interactive speed signs are generally only introduced where they meet both a minimum speed and flow criteria. The flow threshold is 250 vehicles in any direction in the peak. Speed surveys have not been undertaken as the very low flow on Moore Road (only 133 vehicles in the peak hour) mean that an interactive speed sign would not currently be prioritised at this location.

Lorry ban

55. A traffic survey undertaken in October 2018 recorded only one lorry on Moore Road; and this lorry would not have been subject to a ban had one been in force. Even if this number was not representative of 'normal' circumstances, it is unlikely that the volume of lorries on Moore Road is sufficiently high to justify a lorry ban. In any event, such a ban would merely serve to move such traffic on to other adjacent roads, requiring an area-wide ban. There is currently no evidence that such a ban is necessary in this vicinity.

56. As a result of the above assessments, it was not considered appropriate to introduce any of the proposals requested and it was agreed that the lead petitioner be informed accordingly.

**M. Speeding traffic through Elston: Lodge Lane, Top Street, Mill Lane, Brecks Lane (Ref:2019/0372)**

57. A petition consisting of 15 signatures was submitted to the County Council by Councillor Sue Saddington, requesting measures to address problems of speeding traffic and lorries running through the village.
58. There is an interactive speed sign on Lodge Lane west of Pinfold Lane, part of Top Street is subject to an advisory 20mph limit associated with the school; and there have been no reported injury accidents in Elston in the last three years.
59. A traffic survey was carried out in 2018 to determine the speed and classification of vehicles travelling on Top Street. The survey confirmed that the 85<sup>th</sup> percentile speed (that is, the speed at or below which 85% of the traffic is travelling) is below the 30mph speed limit in both directions. As a result, no further speed limiting measures are currently considered necessary or appropriate.
60. The traffic survey recorded 1,950 vehicles during an average weekday of which very few, only nine, were lorries that might be removed by a ban. The low numbers of recorded HGVs was considered commensurate with the presence of local farms and other businesses that would have legitimate need to travel through Elston and would be exempt from any restriction. This would seem to be confirmed by the presence of lorry bans to the east of the village that sever any route to the A1. Consequently, based on the survey results, a lorry ban is not currently considered necessary or appropriate.
61. It was agreed that the lead petitioner be informed.

**N. Lack of regular bus service in Eastwood (Ref:2019/0373)**

62. A petition consisting of 117 signatures regarding the lack of a regular bus service in Eastwood, was submitted to the County Council by Councillor Tony Harper.
63. Following the recent collapse of the Yourbus bus company the County Council has been able to revise its local services to cover the loss of the Eastwood Town Service. The former Y10 service was lost when the operator went into liquidation but following requests from local members and residents, the Transport and Travel Services Team have made changes to the 528 and 532 services to include this area. The service will provide a reduced level of service and will be reviewed later in the year as part of our wider transport review. Following feedback from users the service is being amended to include the Eastwood Library stop very shortly.
64. It was agreed that the lead petitioner be informed.

**O. Request for a pedestrian crossing outside Jesse Gray School (Ref:2019/0374)**

65. A petition was submitted by Councillor Jonathan Wheeler requesting a pedestrian crossing outside Jesse Gray Primary School on Musters Road, West Bridgford to help pupils cross the road because the school crossing patrol site outside the school was currently vacant.
66. A school crossing patrol, operating at the start and end of the school day, is still considered to be the most appropriate form of crossing to help the Jesse Gray school pupils cross Musters



Road at this location. Since the school crossing patrol site became vacant 12 months ago Via EM Ltd has made repeated attempts to recruit to the site, working with Jesse Gray Primary School and advertising locally around the site, but have so far been unsuccessful in finding a replacement patrol. Via EM Ltd has advertised the post through the use of banners on the school's frontage and posters on lamp columns, but also in local areas such as the park. It has also advertised on the Council's website, West Bridgford Wire website, and through the school itself. In future Via EM Ltd are looking to develop a technique using social media adverts targeted at local areas, key demographics and times of day. In the meantime, to attempt to recruit to the post the advert posters (around the vicinity and park) and advert boards (directly outside the school) will be maintained; and the school will be asked to renew adverts in their newsletters periodically. If recruitment to the school crossing patrol remains unsuccessful a formal zebra crossing will be considered.

67. 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 accident 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.

68. A pedestrian survey is scheduled to be undertaken in March 2020 to determine whether a formal crossing should be prioritised at this location. Delivery of a formal crossing at the location is also subject to feasibility, including the necessary consultation, statutory undertakings and other issues arising from detailed scheme investigation, and design. Therefore to accelerate its potential delivery (should the results of the survey confirm that a zebra crossing be prioritised), design work is already underway to determine if a formal crossing is feasible at this location.

69. The speed of traffic on Musters Road was also cited as a cause for concern in the petition and therefore a speed survey has been undertaken at this location. The speed survey determined that the average vehicle speed at school start/finish times is only 20mph (compared to the average speed over the course of the day of 24mph) confirming that the advisory 20mph speed limit introduced on Musters Road has been effective at encouraging slower speeds when required outside the school.

70. It was agreed that the lead petitioner be informed.

#### **P. Request for improved bus services in Stanton Hill (Ref:2019/0375)**

71. A petition consisting of 387 signatures was submitted to the County Council by Councillor Helen-Ann Smith, requesting improvements to the bus service in Stanton Hill.

72. The County Council is currently reviewing its supported bus network to determine if local services are being delivered effectively and meet the needs of local communities. Services around Stanton Hill are provided by the commercial sector and the Council supports the 417 route operated by our Fleet Transport Service which serves Teversal and a number of areas in Sutton in Ashfield which do not have a commercially provided alternative. As part of the transport review, officers will be liaising with the commercial providers across the county to encourage wider network coverage and to maximise any potential partnership working.

73. It was agreed that the lead petitioner be informed.

**Q. Road safety / speed calming measures on the lower part of Spring Lane into the School Safety Zone, Lambley Village (Ref:2019/0377)**

74. An petition consisting of 82 signatures was presented to the County Council by Councillor Boyd Elliott. The petitioners expressed concern about the volume and speed of traffic on Spring Lane, Lambley and requested the installation of traffic calming measures.

75. Traffic calming is only introduced as part of a road safety remedial scheme where it can be justified to address reported road traffic collisions resulting in injuries to vulnerable road users. Analysis of reported road traffic collisions indicates that during the last 3½ years there have been only three reported collisions resulting in slight injuries along Spring Lane (one collision involved an adult cyclist; and none involved pedestrians or school children). Based on this level of collisions, the Casualty Reduction Team would not currently be able to justify the introduction of traffic calming on Spring Lane. The Casualty Reduction Team will, however, continue to monitor reported road traffic collisions resulting in injuries at this location (as they do on all roads in the county) and will consider appropriate education, enforcement or engineering measures should a pattern of treatable collisions occur in the future.

76. The Casualty Reduction Team also offers a range of road safety education for school pupils; and the team has contacted Lambley School and were scheduled to deliver a programme of road safety education to pupils on 13 March 2020.

77. It was agreed that the lead petitioner be informed accordingly.

**R. Request for speed restrictions on the A616 in the vicinity of Little Carlton Village (Ref:2019/0378)**

78. A petition consisting of 79 signatures was submitted to the County Council by Councillor Bruce Laughton requesting the introduction of a 40mph speed limit and associated infrastructure on the A616 in Little Carlton.

79. The speed limit on the A616 was reduced from national speed limit to 50mph on 1 March 2019. At the time of implementation, it was considered that the reduction from 60mph to 50mph would achieve an average speed reduction of approximately 2mph. This is consistent with national guidance on setting local speed limits, which also states that existing mean speeds should be used as the basis for determining local speed limits.

80. A speed survey carried out on the A616 in December 2019 recorded an average speed of 45.7mph with 85<sup>th</sup> percentile speeds (that is, the speed at or below which 85% of the traffic is travelling) of 51.8mph. Taking the above into account, it is unlikely that the proposed limit would achieve speeds of around 40mph; and the request also fails a number of other tests set out in Department for Transport (DfT) guidance on setting local speed limits which confirms that the present speed limit is appropriate for the road conditions.

81. It was agreed that the lead petitioner be informed.

**S. Request for a pedestrian crossing on Thackeray's Lane / Arno Vale Road, Woodthorpe (Ref:2019/0379)**

82. An online petition was submitted to the County Council by Councillor Muriel Weisz, requesting a formal pedestrian crossing on the A6211 Thackeray's Lane and Arno Vale Road.
83. The A6211 is a key strategic route and carries a large volume of traffic every day (19,550 vehicles on A6211 Thackeray's Lane and 11,050 vehicles on Arno Vale Road in 2016). Despite the high volume of traffic, there have been no accidents involving pedestrians at this location in the last three years. However, following requests from the local community and County Council member, the construction of a formal pedestrian crossing to replace the existing pedestrian refuge on Thackeray's Lane near Calstock Road was approved by Communities and Place Committee at its 7 November 2019 meeting; and is due to be constructed during 2020.
84. 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 accident history at a proposed location so that the available funding helps the greatest number of people. Surveys will, therefore, be undertaken to determine if an additional crossing to the east of the roundabout on Arno Vale Road should also be prioritised for future delivery.
85. It was agreed that the lead petitioner be informed.

**T. Request for a residents parking scheme, Currie Road, Newark (Ref:2019/0380)**

86. A petition consisting of nine signatures was submitted to the County Council by Councillor Maureen Dobson requesting the introduction of a residents' parking scheme on Currie Road in Newark. The scheme is requested due to the adverse impact of parking associated with the nearby railway station and local businesses.
87. Requests for permit schemes in the area have been received previously, and a proposal to introduce a permit scheme covering Lovers Lane, Meyrick Road, Newnham Road and Currie Road was included in the 2018/19 integrated transport programme (the proposal included a number of other nearby roads because introduction of a permit scheme on Currie Road only would have the impact of transferring non-resident parking to other nearby roads). However, it was decided that this project should be put on hold until the Severn Trent works in the town were completed.
88. As these works are now substantially complete this proposal will therefore be considered for inclusion in the 2020/21 integrated transport programme.
89. It was agreed that the lead petitioner be informed.

**U. Request for an assessment of parking and speed issues on Harcourt Street, Newark (2019/0381)**

90. A petition consisting of 101 signatures was presented to the County Council by Councillor Stuart Wallace, requesting that officers meet with residents of Harcourt Street, Newark to

discuss a number of issues relating to rat-running, vehicle speeds and parking (including its impacts on gully cleaning).

91. Residents were contacted by mail on 22 November 2019 (after the date that residents signed the petition) to advise them that gully cleaning would be attempted on 25 November 2019 and requesting that vehicles be moved away from gullies to enable cleaning. Signs were also placed on lamp columns at either end of the street. Two officers attended site to attempt to move vehicles causing an obstruction. This approach was only partially successful as 13 of the 19 gullies were accessed and cleaned. The road is next scheduled for gully cleaning in 2021/22.
92. Parking and vehicle speed and flow surveys have been undertaken to help determine whether any potential traffic management measures are appropriate and can be prioritised. A meeting between officers, Councillor Wallace and a representative of the residents has also been held to discuss the issues raised and consider potential improvements. Officers have agreed to consider potential measures and the outcomes from this work will be passed to Councillor Wallace when completed. Should any measures be identified, they will be considered for inclusion in a future year's programme of works.
93. It was agreed that the lead petitioner be informed.

## **Statutory and Policy Implications**

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

## **RECOMMENDATION**

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

**Councillor John Cottee – Chairman of Communities and Place Committee**

**For any enquiries about this report please contact:**

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adrian.smith@nottsc.gov.uk

## **Background Papers and Published Documents**

- Responses to Petitions Presented to the Chairman of the County Council – Communities and Place Committee, 9<sup>th</sup> January 2020 and 5<sup>th</sup> March 2020

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

- Arnold South – Councillor Muriel Weisz and Councillor John Clarke
- Beeston and Central Rylands – Councillor Kate Foale
- Bingham West – Councillor Neil Clarke MBE
- Calverton – Councillor Boyd Elliott
- Collingham – Councillor Maureen Dobson
- Eastwood – Councillor Tony Harper
- Farndon and Trent – Councillor Sue Saddington
- Greasley and Brinsley – Councillor John Handley
- Leake and Ruddington – Councillor Andrew Brown and Councillor Reg Adair
- Mansfield East – Councillor Vaughan Hopewell and Councillor Martin Wright
- Mansfield South – Councillor Stephen Garner and Councillor Andy Sissons
- Misterton – Councillor Tracey Taylor
- Muskham and Farnsfield – Councillor Bruce Laughton
- Newark East – Councillor Stuart Wallace
- Retford West – Councillor Mike Quigley
- Sherwood Forest – Councillor John Peck
- Southwell – Councillor Roger Jackson
- Sutton North – Councillor Helen-Ann Smith
- West Bridgford South – Councillor Jonathan Wheeler
- West Bridgford West – Councillor Gordon Wheeler