

## **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 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 31 March 2022 meeting and updated responses to petitions presented to the County Council at its 21<sup>st</sup> November 2021 meeting.

### **Information**

#### **A. Request for road safety measures in Nether Langwith (Ref:2022/0437)**

2. A 16-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor Nigel Turner on behalf of residents, requesting speed reduction measures on the Portland Road/Limes Avenue route and a safe crossing point over the A632 Main Road.
3. The Nottinghamshire boundary bisects Nether Langwith from a point on Main Road halfway between the junctions of Pit Hill and Queens Walk and along the west side of Portland Road. The Portland Road/Limes Avenue route and A632 Main Road feature interactive speed signs. A safety scheme was recently completed on the A632 to the east of the village following the identification of a treatable pattern of three accidents on a bend.
4. In the last three years of available accident data (from 01 January 2019 to 31 December 2021) there have been only two reported road traffic collisions involving injury in Nether Langwith village within the Nottinghamshire boundary. One collision on Limes Avenue involved a bus and a parked car and the other collision on Main Road involved a pedestrian who was not crossing the road. This does not represent a treatable pattern which could be prioritised for a reactive safety scheme; however, the County Council also considers pro-active measures to address public concerns.
5. Officers would propose to conduct a survey on the Nottinghamshire section of the A632 Main Road within the village to assess the need for a crossing facility which might be prioritised for a future annual works programme. Consideration will also be given to signing and lining measures on the Limes Avenue and Portland Road route to complement the existing interactive speed sign.
6. It was agreed that the lead petitioner be informed accordingly.

**B. Request for road safety measures at the crossroads of Laneham Lane and Rampton Road, between Woodbeck and Rampton (Ref:2022/0438)**

7. A 776-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor John Ogle requesting a safety assessment of the Laneham Road/Retford Road crossroads between the villages of Woodbeck and Rampton following a recent fatal collision. Prompt action on any recommendations and a meeting with residents is also requested.
8. This location is a simple rural crossroads with priority marked for the north/south Laneham Road route. The junction has wide verge splays which afford good visibility from the side junctions along the straight road lengths in either direction.
9. The accident record for this location shows that the last reported collision involving injury at the crossroads was in 2015 resulting in minor injuries treated at the scene. In total, there were three minor collisions reported in the ten years prior to the recent fatal collision. There had been two other fatal accidents in 2001 and 2007 which were addressed with a package of safety measures including yellow-backed give-way signs on both side roads, yellow-backed warning signs on both approaches on the main road with vehicle-activated warning signs and red anti-skid surfacing, enhanced street lighting and "SLOW" road markings and hatching to enhance the give-way lines.
10. Following a fatal accident on 19 January 2022, a safety assessment was carried out. All the above previous improvements were found to be in serviceable condition, but a small number of minor post stability and foliage issues were reported for maintenance. Various improvement options were investigated, and it was recommended that the speed limit through the junction be reduced from the current national speed limit to reduce braking distances and minimise the severity of any further injuries. This improvement is being put forward for consideration and further investigation is ongoing to scope the specific details. The Highway District Manager for Bassetlaw will be happy to meet the residents with Councillor Ogle to discuss the situation and the speed limit recommended.
11. It was agreed that the lead petitioner be informed accordingly.

**C. Requests information on the current activities of the Parish, District and County councils in relation to key challenges facing Eaton Village (Ref:2022/0439)**

12. A petition, approved by 27 members of the Eaton Village Independent Action Group, was presented to the 31 March 2022 meeting of the County Council by Councillor John Ogle. The petition, submitted on behalf of the residents, requests information on the current activities of the Parish Council, Bassetlaw District Council, and the County Council in relation to key challenges facing Eaton Village.
13. Key challenges highlighted within the petition include pavements, road safety, gateway signs, traffic calming, anti-social behaviour, public space protection orders, conservation areas, and the need for a neighbourhood plan.
14. Via EM, on behalf of the County Council, have contacted the Eaton Village Independent Action Group to ascertain the issues/concerns they would like the County Council specifically, to consider and address. Once clarification has been received, a full response to the petition will be brought back to the Cabinet Member (Transport & Environment) for consideration.
15. It was agreed that the lead petitioner be informed of this as an interim update.

**D. Request for road safety measures on Park Lane (Bentinck Lane) B6018, connecting Selston to Kirkby (Ref:2022/0444)**

16. A 673-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor David Martin. The petition requests changes to Park Lane to increase safety, citing the presence of mud and water.
17. Nottinghamshire County Council's Planning Enforcement Officers are in regular contact with hauliers who operate off-site, and enforcement visits are carried out to ensure that a sweeper is on site during operational hours.
18. Park Lane is on a Priority 1 gritting route and is subject to a treatment of grit each time the Winter Maintenance Teams are dispatched and gritting spread rate is set by the Winter Maintenance Supervisor, having considered the forecast, along with live conditions from weather stations. The gritter drivers have the ability to adjust the spread and density of application as they are carrying out their prescribed route, as may be necessary.
19. Park Lane has benefitted from increased safety measures, as recently as 2021 with the introduction of signing and lining adjacent to the rail crossing. However, acknowledging the recent incidents which appear to have taken place during wintry weather, a suite of works will be ordered to; increase the level of warning signage in advance of the area, improve the function of the drainage and increase the existing earth bund near to the River Erewash.
20. It was agreed that the lead petitioner be informed accordingly

**E. Request for a pedestrian crossing outside St Joseph's Academy in Boughton, Ollerton (Ref:2022/0446)**

21. A 315-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor Mike Pringle requesting a pedestrian crossing to assist children crossing the road at St Joseph's Academy as there has not been a School Crossing Patrol since the previous Officer finished.
22. As the petition states, there was a school crossing patrol near the school but unfortunately the position has been vacant for some time. 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 St Joseph's Academy pupils cross at this location. Via EM Ltd has therefore worked with the school and advertised locally around the site and on its website but have so far been unsuccessful in finding a suitable replacement patrol. The recruitment advertisement currently remains open at this time.
23. 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.
24. Officers propose that a pedestrian and traffic survey be undertaken to determine whether a pedestrian crossing at this location should be prioritised for future funding. At locations where formal crossings aren't provided, alternative measures are also considered to help overcome

issues raised. Officers will also carry out an assessment of the site to determine if there are alternative options to a formal crossing that could be considered for inclusion in a future years' highways programme.

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

**F. Request to close one end of Southfield Terrace, Newark (Ref: 2022/0441)**

26. A 30-signature petition requesting the closure of one end of Southfield Terrace, Newark was presented to the 31 March 2022 meeting of the County Council by Councillor Keith Girling.

27. In recent years, there has been a serious accident and several near misses reported at this location. These have been caused by vehicles travelling at high speeds onto Southfield Terrace from Victoria Street and Boundary Road, ignoring the 'No Entry' restriction at the junction with Victoria Street.

28. This issue was raised by Councillor Girling prior to the receipt of the petition. As such, a feasibility report has already been produced. This report considered various methods of mitigating the issue raised including closure of Southfield Terrace at the junction with Mill Gate, closure of Southfield Terrace at the junction with Victoria Street and reducing the width of Southfield Terrace at the junction with Victoria Street (to deter contravention of the no entry restriction).

29. Of the Options considered, and following further consultation with Councillor Girling, it has been agreed to investigate further an option involving the closure of the Southfield Terrace / Victoria Street junction and the introduction of a small turning head.

30. Via EM are now in the process of obtaining traffic data, producing a formal Stage 1 Safety Audit, and liaising with Virgin Media (whose plant will be affected by the proposals).

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

**G. Request for the closure of Station Road, Ollerton at the A614 junction (Ref:2022/0445)**

32. An 83-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor Mike Pringle on behalf of residents requesting the closure of Station Road, Ollerton, at its junction with the A614, following the upgrades to Ollerton roundabout. This is due to traffic using the road as a cut-through.

33. There are no plans to make changes to Station Road as part of the A614/A6097 Major Road Network Improvement scheme. The traffic modelling outputs for the upgraded Ollerton roundabout show that the scheme will significantly reduce journey time delays and queue lengths on all the approaches. The capacity improvements in turn will remove the need for motorists to use Station Road as a cut through because there will be minimal levels of queueing on the A614 Old Rufford Road arm.

34. The County Council will need to produce two post scheme monitoring reports, 1 and 5 years after the schemes open. This is a Department for Transport (DfT) requirement when accepting scheme funding. Any unanticipated impacts will be identified by the post scheme monitoring study and the onus is then on the County Council to consider appropriate mitigation.

35. The County Council will be commissioning a set of comprehensive pre-scheme data surveys in Spring 2023 and will then repeat the same exercise once the works are complete. The surveys will include traffic flows (24 hours and over several days), vehicular class composition (HGVs, etc), queue lengths at each junction, journey time data, and also non-motorised user activity. The study will not just focus on the A614/A6097 corridor, traffic volumes will be collected at a number of village locations to ensure the wider impacts of the scheme are fully captured.

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

**H. Request for the speed limit to be reduce on Southwell Road (formerly part of the A612), Lowdham (Ref:2022/0440)**

37. A 363-signature electronic petition was presented to the 31 March 2022 meeting of the County Council by Councillor Roger Jackson requesting the reduction of the speed limit on the former A612 between Lowdham and Thurgarton.

38. Southwell Road (formerly part of the A612) is subject to a 60mph speed limit. The petition requests that this limit is reduced to 40mph.

39. The County Council is obliged to review speed limits using national guidance. An assessment will be carried out and the County Councillor and lead petitioner will be informed accordingly of the results once this is complete. If a change to the speed limit is considered appropriate it will be considered for inclusion in a future year's work programme.

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

**I. Request for a pedestrian crossing on A612 Nottingham Road (near Millfield Close), Burton Joyce (Ref:2022/0442)**

41. A 462-signature online petition was presented to the 31 March 2022 meeting of the County Council by Councillor Mike Adams requesting the construction of a pedestrian crossing over the A612 Nottingham Road near Mill Field Close in Burton Joyce.

42. Mill Field Close is situated within the 30mph village speed limit. A pedestrian refuge is available to assist residents when crossing the road. Following an assessment of the site, it is proposed that a signalled crossing at this location is put forward for consideration for inclusion in the 2022/23 integrated transport programme (subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations).

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

**J. Request for residents' parking scheme, Hucknall (Ref:2021/0443)**

44. A petition with 24 signatures was presented to the 31 March 2022 meeting of the County Council by Councillor Lee Waters on behalf of residents requesting the introduction of a residents' permit scheme, Hucknall.

45. Beardall Street is a residential street with a significant through traffic function. There is a commercial premises that employs staff who need to park on-street. Two concerns have been raised with the highway district manager.

46. Firstly, residents have complained that the presence of staff vehicles makes it difficult for them to park near their properties. Secondly, residents of nearby Warburton Court and Park View have complained about visibility issues when attempting to enter Beardall Street from the off-street parking facility and side road respectively.
47. Residents' permit schemes are intended to be used on roads where on-street parking would not be inappropriate but where the presence of non-resident parking makes it difficult for residents who rely on such on-street parking to park. Such schemes are, therefore, prioritised in locations where residents do not have access to off-street parking.
48. To determine the impact of non-resident parking, a survey will be carried out. This will be used to determine whether a permit scheme is likely to assist residents and whether one can be prioritised.
49. However, permit schemes are not intended to – and do not – address problems caused by vehicles causing an obstruction by parking too close to side roads or entrances and would not address the problems experienced by Park View and Warburton Court residents.
50. The installation of double yellow lines would be appropriate at the junctions with Park View and Warburton Court, and this will be considered for inclusion in a future year's programme of work regardless of the outcome of the assessment of the request for a permit scheme.
51. It was agreed that the lead petitioner be informed accordingly.

#### **K. Request for a pedestrian crossing on Tuxford Road, Ollerton (Ref:2022/0447)**

52. A 105-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor Mike Pringle requesting a pedestrian crossing on Tuxford Road in Ollerton. The section of Tuxford Road is in Boughton, in the vicinity of Greenwood Crescent near Victoria Close. The purpose of the petition is to provide a safe crossing facility on Tuxford Road for school children from the local schools and between residential bungalows and local business located on the opposite side of Tuxford Road to the rest of the community.
53. 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.
54. A pedestrian and traffic survey will therefore be undertaken on Tuxford Road in the vicinity of Greenwood Crescent/Victoria Close to determine whether a pedestrian crossing at this location should be prioritised for future funding. At locations where formal crossings aren't provided, alternative measures are also considered to help overcome issues raised. Officers will therefore also carry out an assessment of the site to determine if there are alternative options to a formal crossing that could be considered for inclusion in a future years' highways programme.
55. It was agreed that the lead petitioner be informed accordingly.

**L. Request to cease proposed experimental Traffic Regulation Order on Dovecote Lane, Beeston (Ref:2022/0448)**

56. An 881-signature petition was presented to the 31 March 2022 meeting of the County Council by Councillor Kate Foale on behalf of residents and others demanding that the County Council ceases a proposed experimental Traffic Regulation Order on Dovecote Lane in Beeston and carries out further public consultation. The petition, dated 27 January 2022, requests that the County Council puts the implementation of the experimental Order on hold and requests that further consultation is carried out.
57. The County Council secured funding, as part of its Active Travel Fund Tranche 2 allocation, to introduce a point closure on Dovecote Lane, Beeston (that would close the road to motorised through traffic but not pedestrians or cyclists). Following a first round of consultation on the proposals, at its 5 January 2022 meeting Transport & Environment Committee approved the introduction of the proposed point closure as an Experimental Traffic Regulation Order (which includes public consultation during the length of the experimental order) to enable its impacts to be determined before deciding on whether it would become permanent. Following the decision, a number of concerns about the proposals were, however, raised by the local community. In response to these concerns the Council negotiated an extension to the scheme's delivery timescales with the Department for Transport, enabling additional consultation to be undertaken to further consider concerns from the local community prior to the introduction of a scheme. The County Council agreed to this request prior to receipt of the petition, and the additional consultation was subsequently approved by Transport & Environment Committee at its 9 February 2022.
58. The additional consultation was undertaken between 17 March 2022 to 13 April 2022 and, following analysis of the responses, its results will be considered by the Cabinet Member for Transport & Environment at a future meeting.
59. It was agreed that the lead petitioner be informed accordingly.

**M. Updates on petitions presented to the County Council at its 21 November 2021 meeting**

60. At its 23 March 2022 meeting Transport & Environment Committee considered a petition requesting a pedestrian crossing on Compton Acres, West Bridgford (Ref:2021/0425). Committee determined that officers should look at alternatives to a formal crossing at this location to try and address the issues raised in the petition. These investigations into alternative options have, however, identified that alternative options would be more difficult and more expensive to deliver than the provision of a zebra crossing at this location.
61. Given the above, it is proposed that a zebra crossing at this location is added to the 2022/23 integrated transport programme for delivery (subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations).
62. At its 23 March 2022 meeting Transport & Environment Committee considered a petition request for a raised zebra crossing on Digby Avenue, Mapperley (Ref:2021/0427). Committee determined that officers should undertake the necessary pedestrian and traffic survey to help inform what type of crossing could be considered at this location. The surveys have indicated that there is sufficient pedestrian activity throughout the day to undertake further investigations into whether it is feasible to deliver a raised zebra crossing at this location.

63. It is therefore proposed that a zebra crossing at this location is added to the 2022/23 integrated transport programme for delivery (subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations).

64. It was agreed that the lead petitioners be informed accordingly.

## **Statutory and Policy Implications**

65. 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.

## **RECOMMENDATIONS**

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

**Councillor Neil Clarke MBE**  
**Chairman of Transport and Environment Committee**

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

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## **Background Papers and Published Documents**

- Responses to Petitions Presented to the Chairman of the County Council – Delegated Decision by Cabinet Member for Transport and Environment (published)

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

- Beeston Central and Rylands – Councillor Kate Foale
- Carlton East – Councillor Mike Adams
- Hucknall South – Councillor Lee Waters
- Newark West – Councillor Keith Girling
- Ollerton – Councillor Mike Pringle
- Selston – Councillor David Martin
- Southwell – Councillor Roger Jackson
- Tuxford – Councillor John Ogle
- Worksop South – Councillor Nigel Turner