

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 23rd November 2017.
- A. Petition requesting a pedestrian crossing on Lower Kirklington Road, Southwell (Ref 2016/0258)**
 2. A 52 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor Roger Jackson on behalf of residents of Lower Kirklington Road, Southwell that requested a pedestrian crossing.
 3. 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 numbers 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 whether a crossing at this location should be prioritised for possible inclusion in a future year's integrated transport programme.
- B. Petition requesting residents parking scheme on Castleton Close, Mansfield Woodhouse (Ref 2016/0259)**
 4. A 16 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor Joyce Bosnjak on behalf of residents of Castleton Close, Mansfield that requested a residents' parking scheme in response to school parking issues.
 5. The Council does not consider residents' parking schemes to be an appropriate measure to address school parking issues as such schemes would only transfer the parking to adjacent areas causing similar problems. They would also spread child pedestrian movements over a wider area than the immediate vicinity to the school which the Police have previously raised as a safety concern on the grounds that drivers generally expect children close to schools, but this expectation lessens the further from the school the movements are spread.

6. In recent years, the Council has undertaken two countywide programmes to increase safety outside schools with the introduction of advisory 20mph speed limits outside schools and by making all 'School Keep Clear' road markings legally enforceable. Beyond this, school parking is expected to be a normal feature of roads adjacent to schools and although this is inconvenient at times, it does not generally cause safety issues. Subsequently, there are no further measures that can be considered in response to school parking complaints unless it is to tackle dangerous parking.
7. Where residents or the school consider the parking outside the school to be dangerous they can request the County Council's CCTV vehicle enforcement service. Requests for our CCTV vehicle enforcement service to visit a school can be made by completing the online form available on the County Council's website.

C. Petition requesting that grassed areas on the Beeches and outside Birch Court Flats, Tuxford are utilised for parking (Ref 2016/0260 & 2016/0261)

8. Two petitions from the Tuxford & District Tenants and Residents Association with combined signatures totalling 58 were presented to the 23 November 2017 meeting of the County Council by Councillor John Ogle. The petitions both requested that grassed areas on The Beeches and in the vicinity of Birch Court Flats (on the Beeches) in Tuxford be used to create parking spaces.
9. The Beeches in Tuxford is a residential estate off Newark Road consisting of bungalows and a small number of flats. This accommodation is managed in the main by A1 Housing for Bassetlaw District Council. There is currently some limited on road parking provision available.
10. Although the carriageway and footway are publicly maintained as adopted highway the grassed areas are retained by A1 Housing. Copies of both petitions have therefore been provided to and discussed with the Head of Property and Development at A1 Housing.
11. The conversion of grassed areas to parking spaces will be assessed by A1 Housing's Environmental Works Team as part of the process to be followed in order to be considered for future works. The Tenancy Officer at A1 Housing will liaise and update the Tenants Association accordingly.

D. Petition requesting a pelican crossing on Newark Road, Tuxford (Ref: 2016/0262)

12. A 45 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor John Ogle on behalf of residents requesting a pelican crossing on Newark Road, Tuxford. The petition also states that the Tuxford Parish Council are prepared to joint fund the crossing.
13. Officers will discuss the request and funding opportunities further with Councillor Ogle and the Parish Council.

E. Petition requesting alterations to a lay-by on Newark Road in Tuxford (Ref: 2016/0263)

14. A 25 signature petition received from the Tuxford and District Tenants and Residents Association was presented to the 23 November 2017 meeting of the County Council by Councillor John Ogle. The petition requested alterations to the lay-by situated at the front of The Beeches on Newark Road.
15. The existing lay-by provides car parking for a number of vehicles and residents have requested that a sign stating 'Parking for Residents Only' is provided; that the bays are marked out; and the lay-by enlarged if possible.
16. The lay-by is within the public adopted highway so providing such a sign would not be representative of the parking conditions unless a residents' parking scheme was implemented. At the moment it would be difficult to justify such a scheme at this location. Marking out of the bays and enlargement would not necessarily alleviate the current problems raised by residents and the benefit gained would be outweighed by the investment that would be required.
17. The Council receives far more requests for similar schemes than it is able to fund therefore this situation in the short-term will be monitored alongside any alterations in parking provision within the Beeches.

F. Petition requesting the installation of a central pedestrian refuge on the B684 in Mapperley Plains (Ref 2016/0264)

18. A petition was presented to the 23 November 2017 meeting of the County Council by Councillor Michael Payne on behalf of residents requesting a central pedestrian refuge near the junction with Linden Place to help residents access the bus stops.
19. The Council has received requests for a crossing facility at this location previously and carried out a feasibility study some years ago. Siting any type of crossing on this section of road would be difficult due to the presence of driveway accesses and bus stops in both directions. Unfortunately, the road is not wide enough to accommodate a central pedestrian refuge; and therefore alternative crossing facilities were considered. A zebra crossing is not suitable at this location as these are not introduced on roads with a 40mph speed limit such as this road.
20. Requests for crossings are prioritised based on the numbers of people crossing and the volume of traffic at a proposed location so that the available funding helps the greatest number of people. Surveys were therefore undertaken to determine whether a crossing at this location should be prioritised for future funding. The numbers of pedestrians crossing the road in the vicinity of the requested crossing is very low (only 40 pedestrians during the 9 hour survey) in comparison to other locations that have requested a formal crossing. Therefore for this location to be prioritised for a formal crossing the numbers of pedestrians crossing the road in the vicinity of the proposed crossing would need to increase significantly throughout the day.
21. Formal crossings are also provided where they are identified as the most effective means of addressing a history of reported road collisions resulting in injuries. Fortunately our records show that there have been no reported injury accidents involving pedestrians at this location

in the three years up to the end of August 2017. Therefore a crossing would not be prioritised at this location to address a pattern of pedestrian casualties.

22. A signalled crossing has, however, been installed 140 metres north of this location with developer contributions from Sainsbury's when their store opened as this significantly increased the footfall at that location.
23. The request for a formal crossing at this location will be kept on file and should the number of pedestrians crossing at the location throughout the day significantly increase (or a pattern of pedestrian injury accidents is reported) we will reconsider the scheme request.

G. Petition requesting that the County Council approaches Centrebus to re-instate the hourly Oakham to Nottingham service 19 bus (Ref: 2016/0265)

24. A 230 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor John Cottee on behalf of residents in Nottinghamshire, Leicestershire and Rutland.
25. Service 19 is commercially provided, with no support from any of the local authorities, and the company have made their current decision to reduce the frequency to 2 hourly based on the commercial viability of the route.
26. The Transport & Travel Services Team will liaise with both Leicestershire and Rutland County Councils to determine if there is a possible way forward to encourage Centrebus to re-instate the hourly frequency on this route and any options to resolve this will be brought to a future Communities and Place Committee.

H. Petition regarding the junction of Gainsborough Road A631 and Harwell Lane (Ref: 2016/0266)

27. A petition of 67 signatures received from motorists in the Harwell and Everton area was presented to the 23 November 2017 meeting of the County Council by Councillor Tracey Taylor. The Petition requested alterations to the junction of the A631 Gainsborough Road and Harwell Lane, Harwell, by shortening the footpath to allow more room for passing traffic on Harwell Lane.
28. The existing layout at the junction has a footway on the A631 that, at Harwell Lane, continues a short way onto the side road which slightly reduces the width of available carriageway. The footway is available to help pedestrians cross the road at this point or continue into the village.
29. Records show that there have been no reported accidents resulting in injury to any road users (pedestrians, cyclists, or car drivers) at this location between 01.01.14 and 31.07.17. Removal of the footway could, however, significantly impact on the safety of pedestrians and therefore it is not proposed that the footpath be shortened at this location.
30. This junction 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 injury accidents occur.

I. Petition requesting the introduction of a 30mph speed limit on Netherfield Lane, Meden Vale (Ref 2016/0267)

31. A 537 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor Andy Wetton on behalf of the residents of Meden Vale. It requested “a 30 mile an hour speed restriction on Netherfield Lane for the entire length from beyond Gleadthorpe cottages up and beyond the forest gathering where residents live and up to the farm in that direction. In the opposite direction on Netherfield Lane to Old Church Warsop at Tissington Avenue. Excluding the school area which has a 20mph speed limit in place”.
32. On the existing 400m long 40mph section of road between Church Warsop and Meden Vale there has been only one road traffic collision resulting in slight injury reported during the period 01.01.14 to 31.7.17. This relatively good record suggests that this site would be a very low priority for a casualty reduction scheme. This stretch of road is relatively rural in nature without any accesses for dwellings or any frontage development; there are fields on both sides. The lowering of this speed limit would require the removal of the two existing 30mph gateway entries into the two adjacent villages which could lead to a rise in traffic speeds within those more built-up areas. It is therefore recommended to retain this existing 40mph limit to allow the retention of the 30mph signs when entering the built-up areas.
33. To the east of Meden Vale, the existing 30mph terminates just east of numbers 1 to 8 Gleadthorpe Cottages. The road is then derestricted for 2.5km to the A616. The petition requests that the 30mph speed limit is extended by around 500m to the property called Inglenook. Records of reported road traffic collisions resulting in injuries to road users show that on this 500m length of road one collision resulting in serious injury and five collisions resulting in slight injuries have been reported during the period 01.01.14 to 31.07.17. It is also the location of a more recent fatal collision which occurred on 14 October 2017. This section of road has been investigated and a casualty reduction scheme has been included in the provisional highways capital programme for delivery during 2018/19. It is currently proposed that the scheme will comprise improved surfacing, signing and road markings but it may be possible to include a change in the speed limit, subject to further feasibility study and consultation.

J. Petition requesting the installation of average speed cameras on Netherfield Lane, Meden Vale (Ref 2016/0268)

33. A 499 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor Andy Wetton on behalf of the residents of Meden Vale that requested the installation of “average speed cameras on Netherfield Lane for the entire length from beyond Gleadthorpe cottages up and beyond the forest gathering where residents live and up to the farm in that direction. In the opposite direction on Netherfield Lane to Old Church Warsop at Tissington Avenue”.
34. The request covers around a 3km length of Netherfield Lane governed by the differing speed limits. Average speed cameras can currently only be operated within a unique speed limit; so these three sections of road must be considered individually.
35. Records of reported road traffic collisions resulting in injuries to road users show that on the 400m long 40mph section of road between Church Warsop and Meden Vale there has been only one collision resulting in slight injury reported during the period 01.01.14 to 31.07.17.

This is a very low level of accidents and therefore this would not be considered for casualty reduction measures of any type, certainly not average speed cameras which are reserved for sites experiencing high levels of collisions resulting in killed or serious injuries.

36. On the 30mph length (1700m) of road to the west of Gleadthorpe Cottages there has been one collision resulting in serious injury and one collision resulting in slight injury reported during the period 01.01.14 to 31.07.17. This is also a relatively small number of accidents. Furthermore, there is no pattern to these accidents for further investigation so, again, casualty reduction measures would be much lower priority than at many other sites in Nottinghamshire.

On the national speed limit (60mph) length between Gleadthorpe Cottages and Inglenook there has been one collision resulting in serious injury and five collisions resulting in slight injury reported during the period 01.01.14 to 31.07.17. It is also the location of a more recent fatal collision which occurred on 14th October 2017. These collisions have been investigated in detail and a casualty reduction scheme has been included in the provisional highways capital programme for delivery during 2018/19. The proposed scheme comprises improvements to surfacing, signing and road markings. Nationally, speed cameras are not recommended until all alternative options have been exhausted – it is predicted that the already approved scheme will reduce accidents by around 60%.

K. Petition requesting resurfacing of the road on Pierrepont Avenue, Gedling (Ref 2016/0269)

37. A 15 signature petition was presented to the 23 November 2017 meeting of the County Council by Councillor Yvonne Woodhead on behalf of residents of Pierrepont Avenue, Gedling that requested the road be resurfaced.

38. This is an unclassified road in a residential area and has previously been highlighted by the highway inspector and local councillors as a site requiring more major maintenance. It is currently on the future maintenance programme for resurfacing with an element of structural patching to the more deteriorated areas. Prioritisation of the maintenance works programme involves analysis of technical condition survey data of the whole of the county's road network and using this approach it is likely that the proposed improvements on Pierrepont Avenue will take place during the 2019/20 financial year. If, however, additional funding becomes available, or other planned schemes become undeliverable during 2018/19, it may be possible to undertake the proposed improvements on Pierrepont Avenue during 2018/19.

39. With regards to the ongoing condition of the road surface, this site is monitored regularly through our planned inspection regime and any defects that are considered a safety issue will be repaired in a manner to keep the surface safe ahead of the required resurfacing works.

L. Petition requesting a speed limit reduction on Warsop Lane between Blidworth and Rainworth (Ref 2016/0270)

39. A petition was presented to the 23 November 2017 meeting of the County Council by Councillor Yvonne Woodhead that requested a 40mph speed limit on Warsop Lane between Blidworth and Rainworth.

40. This section of the road is predominantly rural in nature with a 60mph speed limit. To consider the speed limit request an assessment will be carried out including consideration of the road

layout and its purpose, the number of properties fronting the road, an evaluation of traffic speeds, and an investigation of the speed related injury accident data. Once this data is available the request will be considered in line with guidelines for setting local speed limits; and if appropriate, alterations to the speed limit will be considered for inclusion in a future integrated transport programme.

M. Petition regarding parking on Kenrick Road at the junctions of Porchester Road & Hillview Rd, Mapperley (Ref 2016/0271)

41. A petition was presented to the 23 November 2017 meeting of the County Council by Councillor Muriel Weisz on behalf of residents that requested action to address parking around two junctions on Kenrick Road.
42. The implementation of parking restrictions at the Kenrick Road/Porchester Road junction is already underway and public consultation on the draft proposal commenced on 25th October 2017 with the overall scheme anticipated to be completed by the end of March 2018. The parking of cars for sale around this area was also previously reported to the Borough Council's enforcement team for action. The further junction of Kenrick Road and Hillview Road is not being similarly restricted as both roads are predominantly residential, carry much lower traffic flows than Porchester Road and there is not any significant accident problem relating to parking here. If there is evidence that the situation has worsened in future, we will reconsider this, but the request would need to be proven as a higher priority than the many other requests for parking restrictions we receive every year.

N. Petition requesting a residents' parking scheme on Hamilton Street, Worksop (Ref 2016/0272)

43. A petition was presented to the 23 November 2017 meeting of the County Council by Councillor Sybil Fielding on behalf of residents that requested a residents' parking scheme on Hamilton Street, Worksop.
44. 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 vehicle speeds. Schemes are prioritised based on the level of non-resident parking throughout the day.
45. Hamilton Street, Worksop is a residential road where some properties have no off-street parking; and no existing on-street parking restrictions. A parking survey will be undertaken to determine whether a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.

Statutory and Policy Implications

46. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

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

Councillor John Cottee
Chairman of Communities and Place Committee

For any enquiries about this report please contact:

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Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Southwell – Councillor Roger Jackson
- Mansfield North – Councillor Joyce Bosnjak
- Tuxford – Councillor John Ogle
- Arnold North – Councillor Michael Payne
- Keyworth – Councillor John Cottee
- Misterton – Councillor Tracey Taylor
- Warsop – Councillor Andy Wetton
- Carlton West – Councillor Errol Henry
- Blidworth – Councillor Yvonne Woodhead
- Arnold South – Councillor Muriel Weisz
- Worksop West – Councillor Sybil Fielding