

REPORT OF THE CABINET MEMBERS FOR EDUCATION AND SPECIAL EDUCATIONAL NEEDS & DISABILITIES AND 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 Education and Special Educational Needs & Disabilities and the Cabinet Member for Transport and Environment concerning issues raised in petitions presented to the County Council at its 13 July, 28 September and 7 December 2023 meetings.

Information**Decision by the Cabinet Member for Education and Special Needs & Disabilities****A. Pupil Place Sufficiency in Ruddington (Ref:2023/12)**

2. A 802-signature petition was presented to the 13 July 2023 meeting of the County Council by Councillor Reg Adair. The petitioners requested that the Council address concerns raised in respect of pupil place sufficiency for Ruddington families.
3. The Cabinet Member considered a report which set out the measures taken to ensure pupil place sufficiency within Ruddington and the wider West Bridgford area.
4. The full report is published as delegated decision reference 502 on the Council website - [Decision Details: Response to Petition Presented to the Chairman of the County Council - Pupil Place Sufficiency in Ruddington \(nottinghamshire.gov.uk\)](https://www.nottinghamshire.gov.uk/Decision-Details-Response-to-Petition-Presented-to-the-Chairman-of-the-County-Council-Pupil-Place-Sufficiency-in-Ruddington)
5. It was agreed that the lead petitioner be informed accordingly.

Decisions by the Cabinet Member for Transport and Environment**B. Request to resurface Old Graham Road, Whatton (Ref:2023/18)**

6. A petition containing 313 signatures was presented to the 28 September 2023 meeting of the County Council by Councillor Francis Purdue-Horan.
7. Nottinghamshire County Council, working in partnership with Via East Midlands Limited, have invested significantly in improving the condition of the roads in Nottinghamshire and have moved towards a 'right first time' approach with a focus on large scale road surface repairs, following the Highways Services Review.

8. Old Grantham Road is a C road that leads from the A52 (Grantham Road) into the village of Whatton in the Vale; linking with roads to the villages beyond.
9. The road is routinely inspected on a quarterly basis, with ad hoc inspections being undertaken between these scheduled visits to assess any enquiries that are submitted.
10. This stretch of highway has been recommended for resurfacing and as a result, it features on the carriageway candidate list for inclusion in a future financial year's resurfacing programme.
11. In the meantime, the condition of the carriageway will continue to be monitored by the routine highway inspections; with any safety defects being appropriately addressed.
12. It was agreed that the lead petitioner be informed accordingly.

C. Request to resurface White Lion Crossroads, Bingham (Ref:2023/21)

13. A 72-signature petition was presented to the 7 December 2023 meeting of the County Council by Councillor Francis Purdue-Horan.
14. Nottinghamshire County Council, working in partnership with Via East Midlands Limited, have invested significantly in improving the condition of the roads in Nottinghamshire and have moved towards a 'right first time' approach with a focus on large scale road surface repairs, following the Highways Services Review.
15. The crossroads at the junction of Long Acre, Tithby Road, Nottingham Road and Fairfield Street are routinely inspected on a monthly basis, with ad hoc inspections being undertaken between these scheduled visits to assess any enquiries that are submitted.
16. On 17 and 18 November 2023, Via East Midlands undertook patching works at this location as an interim measure to improve surface conditions and address local concerns that had been raised.
17. The crossroads have been recommended for resurfacing and as a result, the site features on the carriageway candidate list for inclusion in a future financial year's resurfacing programme.
18. In the meantime, the condition of the carriageway will continue to be monitored by the routine highway inspections; with any safety defects being appropriately addressed and currently investigations are taking place to assess the possibility of including the site in further improvement works using Via East Midlands' Machine Lay Gang in the coming financial year (2024/2025).
19. It was agreed that the lead petitioner be informed accordingly.

D. Make our roads safer, Orston (Ref:2023/20)

20. An 180 signature petition was presented to the 7 December 2023 meeting of the County Council by Councillor Francis Purdue-Horan.
21. The petition was submitted to the Councillor by Orston Parish Council with the main focuses of the petition being for the County Council to make amendments to existing speed limits at the entries into the village, a mandatory 20mph speed limit through the village, a new footway and other various new traffic management features.

22. Laura Trusler (Senior District Manager – Rushcliffe) attended a meeting with Councillor Francis Purdue-Horan and Orston Parish Council in the village on 03 January 2024 to review and discuss each of the items raised in the petition and the findings of the subsequent investigations are detailed in the items below.
23. The County Council is obliged to assess speed limits using national guidance, in order to maintain consistency both locally and nationally. The Parish Council's speed limit amendment requests have been assessed in line with this guidance and the County Council can confirm that:
- A bid to reduce the existing derestricted speed limit between Elton and Orston to 50mph has been issued and will be assessed and considered for inclusion in a future financial year's programme.
 - An extension of the 30mph speed limit on Spa Lane is not appropriate due to the lack of adjacent roadside development and therefore cannot be taken forward.
 - An extension of the 30mph speed limit on Smite Lane is not appropriate due to the lack of adjacent roadside development. However, a bid to reduce the derestricted speed limit on the Lane to 50mph was made in 2021 and will be considered in a future financial year's programme.
 - Due to the presence of the equestrian centre and the existing positioning of the current 30mph signage on Mill Lane, a bid for an extension of the 30mph zone on this approach to the village has also been made. Again, this will be assessed and considered for inclusion in a future financial year's programme.
 - 20mph speed limits are currently only introduced as part of casualty reduction schemes where they are identified as the best method to address a history of reported road traffic collisions; or as part of improvements to our strategic cycle networks. The Council is therefore not currently able to consider the provision of a 20mph speed limit in the village. A review of whether 20mph speed limits should be introduced more widely in the county is currently taking place and this request will be revisited following the outcome of this work.
24. The installation of a new footway from The Green, out of the village on Smite Lane, to join the existing footway just after the Northing Drain Bridge, has been considered. There is insufficient verge width along most of the length requested and therefore the costs associated with such a scheme would be substantial and prohibitive. 'Pedestrian in the Road' warning signage has been previously installed and also a bid to lower the existing speed limit.
25. The concerns raised with Smite Bridge have been thoroughly investigated previously. The site has been subject to one reported injury accident, of a slight nature, in the last 25 years; with no reports of conflict with vehicles from opposing traffic directions. A priority system and crash barriers are therefore not appropriate features. As a result of the aforementioned injury accident, in 2022/2023, the old centre line markings on the bridge and its approaches were removed, a white carriageway edge marking 20m either side of the bridge and over the bridge itself was installed; in addition to reflective marker posts either side of the bridge and 'Road Ahead Narrows' warning signage.
26. The crossroads of Hill Road, Station Road, Lordship Lane and Bottesford Lane is noted to be staggered and on two bends. The site is street lit, within the 30mph zone, the white 'give way' lining and SLOW markings are in a good condition; and there are 'Staggered Junction' warning signs on the Lordship Lane and Station Road approaches to the crossroads, with 'Give Way' signs on the Hill Road and Bottesford Lane approaches. The site has been subject to one slight injury accident in the last three years, and this involved behavioural factors that were

beyond the control of the Authority. On this basis, the site does not meet criteria for vehicle activated warning signs and would not warrant formal reconstruction or configuration of the crossroads. It is noted that the 'Staggered Junction' warning sign on the Station Road approach is faded and will therefore be replaced as part of Via's routine highway maintenance works. In addition, white thermoplastic carriageway edge lining will be installed in 2024/2025 to further delineate the bends for approaching traffic and will be funded through the District Management Revenue budget (subject to future Cabinet Member approvals as part of the 24/25 Highways programme).

27. Hill Road is a gradual incline into the centre of the village. It benefits from street lighting, 'It's 30 for a Reason' signage and a SLOW marking on the carriageway just down from the Station Road, Bottesford Lane and Lordship Lane junction. In 2024/2025, a further SLOW marking will be installed on the downward approach to the village, just before 'Barn End'. This will be funded using the District Management Revenue budget (subject to future Cabinet Member approvals as part of the 24/25 Highways programme).
28. The High Street junction onto The Green is stated as being 'blind'. However, the 'Give Way' lining on both approaches to the junction is visible within the 30mph zone. There is 30mph gateway signage, a SLOW and a roundel on the Smite Lane approach and the junction is street lit. There are no road safety concerns on the junction or its approaches and therefore no further traffic management measures are considered to be required.
29. The white lining on the Spa Lane bend with Longhedge Lane and its approaches are noted to be faded. Works to refresh the carriageway edge markings, SLOW marking and centre lining have therefore been arranged for when the Lining Renewal Programme commences in the new financial year (2024/2025). Additional chevron markings will also be installed in the new financial year to further highlight the bend using the District Management Revenue budget (subject to future Cabinet Member approvals as part of the 24/25 Highways programme).
30. The 'Give Way' lining, carriageway edge markings and centre lining on the Longhedge Lane bend outside of Woodland Lodge, are also noted to be faded and will be refreshed in line with the above item during Via's Lining Renewal Programme in 2024/2025. A previous scheme at this site saw the introduction of yellow backed 'Bend' warning and chevron signs. There are no road safety concerns on the bend since the introduction of the enhanced signage and therefore no further traffic management measures are considered to be required at this time.
31. It was recommended that the lead petitioner be informed accordingly.

E. Request for the resurfacing of Grange Crescent, Gedling (Ref:2023/19)

32. A 32-signature petition was presented to the 07 December 2023 meeting of the County Council by Councillor Boyd Elliott.
33. Grange Crescent is a cul-de-sac leading to 28 properties. The road is routinely inspected on a quarterly basis, with ad hoc inspections being undertaken when defects are reported.
34. Grange Crescent was inspected on 27 December 2023. The inspection took place by foot and no actionable defects were identified during the inspection.
35. Grange Crescent has been listed for an engineering assessment, with the potential of being included in a future financial year's maintenance programme.

36. It was agreed that the petitioners be informed accordingly.

F. Request for footpath maintenance on Rivergreen Crescent and Denewood Avenue, Bramcote (Ref:2023/22)

37. A 64-signature petition was presented to the 07 December 2023 meeting of the County Council by Councillor Steve Carr.

38. The petition was submitted to the Councillor by residents of Rivergreen Crescent and Denewood Avenue, with the main focuses of the petition being for the County Council to maintain the footpaths.

39. Rivergreen Crescent and Denewood Grange are estate roads and, like many estates built circa 1930s/40s, the footpaths were historically laid with slabs which have deteriorated over the years, leading to alternative maintenance methods.

40. Both roads are routinely inspected on an annual basis, with ad hoc inspections being undertaken.

41. The locations have been recommended for an engineering assessment, and potential inclusion in a future financial year's maintenance programme.

42. The petition requested a general cleanse of the roads due to moss build up and mud creating a slip hazard.

43. Broxtowe Borough Council's street cleansing team have been contacted with a request to sweep/cleanse these locations and prioritise weed spraying in the area during the 2024 weed spraying programme.

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

G. Save concessionary tram travel in Nottinghamshire (Ref:2023/24)

45. A 73-signature petition was presented to the 07 December 2023 meeting of the County Council by Councillor Kate Foale, requesting that the County Council retains free tram travel for concessionary pass holders in the county.

46. Due to the significant cost of the tram concessionary scheme, the Cabinet Member approved a public consultation of the current tram concession for elderly and disabled concessionary pass holders, which closed on 07 January 2024. This petition would therefore be considered by the Cabinet Member, along with other stakeholder feedback received as part of the consultation.

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

H. Request for a residents' parking permit scheme on Main Street outside Post Office Row, Coddington (Ref:2023/23)

48. The County Council has received an 11-signature petition from residents of Post Office Row on Main Street in Coddington, requesting the introduction of a residents' permit scheme.

49. Such schemes are intended to be used on roads where on-street parking is appropriate but where the presence of non-resident parking makes it difficult for residents and their visitors who rely on such on-street parking to find a space. Permit schemes are, therefore, prioritised in locations where residents do not have access to off-street parking.
50. Post Office Row is a terrace of seven properties located between Balderton Lane and Chapel Lane. None of the properties has access to off-street parking. The properties are close to the Scout and Village Halls and a little over 100 metres from an entrance to Coddington Primary School.
51. To determine the extent to which non-resident parking impacts on Post Office Row properties, a parking 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.
52. It was agreed that the lead petitioner be informed accordingly.

Other Options Considered

53. There are no other options to consider as this report is for noting only.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

55. 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

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

RECOMMENDATION

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

Councillor Sam Smith

Cabinet Member for Education and Special Educational Needs and Disabilities (SEND)

Councillor Neil Clarke MBE

Cabinet Member for Transport and Environment

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Background Papers and Published Documents

- Responses to Petition Presented to the Chairman of the County Council – (Reference 487) by Cabinet Member for Transport and Environment (published)
- Responses to Petition Presented to the Chairman of the County Council – Pupil Place Sufficiency in Ruddington Delegated Decision (Reference 502) by Cabinet Member for Education and Special Educational Needs and Disabilities (published)
- Responses to Petition Presented to the Chairman of the County Council – (Reference 5577) by Cabinet Member for Transport and Environment (published)

Electoral Division(s) and Member(s) Affected

- Beeston Central and Rylands – Councillor Kate Foale
- Bingham East – Councillor Francis Purdue-Horan
- Bramcote and Beeston North – Councillor Steve Carr
- Calverton – Councillor Boyd Elliott
- Collingham – Councillor Debbie Darby
- Leake and Ruddington – Councillors Red Adair and Matt Barney
- West Bridgford North – Councillor Penny Gowland
- West Bridgford South – Councillor Jonathan Wheeler
- West Bridgford West – Councillor Gordon Wheeler