

13 November 2014**Agenda Item: 7****REPORT OF SERVICE DIRECTOR, HIGHWAYS AND SERVICE DIRECTOR
TRANSPORT, PROPERTY AND ENVIRONMENT****RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 18TH SEPTEMBER 2014.****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions presented to the County Council on 18th September 2014.

Petition Regarding Service 22 Nottingham – Cotgrave – Cropwell Bishop (Ref 2014/080)

2. A 212 signature petition was presented to the 18th September meeting of the County Council requesting that Service 22 be restored.
3. Until August this year Service 22 provided an all-day service between Nottingham – Cotgrave – Cropwells and villages in the Vale of Belvoir.
4. From August, Service 22 was integrated into Trentbarton's new commercial Rushcliffe Green network which services Radcliffe-on-Trent – Bingham – East Bridgford and villages in the Vale of Belvoir. This new service provides a 30 minute frequency from all destinations throughout the day. In addition Service 22 provides two morning and one afternoon peak service to and from Cropwell Bishop. The new services also provide better bus services to other villages in the area.
5. It should be noted changes to the bus services as outlined above were made as part of a competitive tendering process and achieved savings of approximately £300k a year.

6. Monitoring of the new service is taking place and all the services will be reviewed in liaison with the operator to see if any future changes are necessary to improve the service. Any changes will need to be considered in the context of wider review of the entire network and future funding decisions by the County Council. Accordingly, there are no immediate plans to restore the rest of Service 22.
7. It is recommended that the lead petitioner be informed.

Petition Requesting A Speed Restriction And Enforcement On Oxton Road, Calverton (Ref: 2014/078)

8. A petition was presented to County Council on 18 September 2014 by Councillor Boyd Elliot on behalf of 28 residents of the B6386 Oxton Road, Calverton. The petition requested a reduction in the speed limit from de-restricted to 40mph along with the introduction of speed cameras to improve road safety.
9. Initial investigations have been carried out into the reported injury accidents that have occurred along this road. However, further detailed surveys will need to be undertaken to determine whether a reduction in the speed limit would be effective. Officers have also arranged a meeting with Councillor Elliot and community representatives to discuss their concerns and potential solutions.
10. Any proposed scheme would be subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, as well as value for money assessments.
11. It is recommended that the lead petitioner be informed.

Petition Requesting Road Safety Improvements On Wood Lane/Carr Road, Gringley On The Hill (Ref: 2014/081)

12. A petition was presented to County Council on 18 September 2014 by Councillor Liz Yates.
13. To maximise accident savings the County Council's investment in road safety measures is prioritised at sites with a record of injury accidents. Between 1 January 2011 and 31 May 2014 there has been only one reported slight injury accident on Wood Lane/Carr Road, at the Wood Lane/West Wells Lane junction. The accident involved a pedal cyclist entering the carriageway from the footpath and there is no indication that speed was a contributory factor to the accident. Given the low number of road traffic casualties on Wood Lane/Carr Road it is not recommended that engineering measures to address accidents is promoted at this time. Reported casualties will, however, continue to be monitored.
14. In July 2014, following community concerns, a speed survey was undertaken on Wood Lane near its junction with West Wells Lane. The survey recorded 85th percentile speeds of 29.5mph and therefore neither the traffic speeds nor the level of accidents meet the criteria to enable us to undertake mobile speed enforcement in the area.
15. Officers have, however, recently met with Councillor Yates, the parish council and local employers who use Wood Lane/Carr Road. The meeting included discussions about the perceptions that both Wood Lane and Carr Road are narrow and vehicles are travelling too fast, as well as HGVs use of the road. The County Council is also planning to install

additional HGV direction signing during the current financial year.

16. It is recommended that the lead petitioner be informed.

Petition Concerning Road Traffic Issues On A60 Loughborough Road, Ruddington (Ref: 2014/083)

17. On 18th September 2014 a petition from 55 Ruddington residents was presented to the County Council by Councillor Reg Adair. The petition concerned the increase in lorry traffic noise, the speed of vehicles and the poor condition of the road in places on the A60 Loughborough Road, Ruddington.

18. The A60 Loughborough Road, between Easthorpe Street and Ashworth Avenue has been identified as requiring inlay surfacing and therefore is included in the provisional 2015/16 capital maintenance programme which was approved at Transport & Highways Committee on 9 October, 2014. Speed surveys undertaken on A60 near Ashworth Avenue recorded the 24 hour 85th percentile speed as 43.5mph, within the ACPO guidelines for tolerance (46mph in a 40mph speed limit). The proposed resurfacing scheme will improve the condition of the road surface and therefore should reduce the level of noise being generated by the traffic at all times of the day.

19. It is recommended that the lead petitioner be informed.

Petition Requesting The Extension Of On-Street Waiting Times In Eastwood (Ref: 2014/087)

20. A 368 signature petition was presented to County Council on 18 September 2014 by Councillor Keith Longdon. The petition requests the extension of 30 minute short-stay waiting times to 1 hour in Eastwood.

21. The County Council reviewed the current short-stay parking arrangements in the whole of Eastwood during 2013 and the review included the consideration of extending existing 30 minute on-street waiting time to 1 hour. Currently there are 30 minute waiting restrictions in force close to Mansfield Road and Nottingham Road in Eastwood town centre and on Nottingham Road, Hilltop.

22. At both the Mansfield Road and Nottingham Road locations there is a demand for very short-stay spaces (30 minutes) as there is plenty of longer-stay nearby off Nottingham Road (both off-street parking and 1 hour on-street parking). The current mix of very short-stay parking of 30 minutes in areas of peak demand – where the nearby shops benefit from a quick turnover of vehicles parking – supplemented by longer-stay parking nearby provides the best balance between demand and supply and makes the most effective use of available highway parking in the town centre.

23. The Eastwood parking review did, however, highlight that, given the types of shops on Nottingham Road, Hilltop, there may be benefits from extending the existing on-street short-stay parking at this location from 30 minutes to 1 hour. A scheme to extend the on-street waiting restrictions on Nottingham Road, Hilltop during the current financial year was

approved at the 13 February 2014 Transport & Highways Committee and is currently due to be implemented by 31 December 2014.

24. It is recommended that the lead petitioner be informed.

Petition Concerning Road Condition Of The A6005 Queens Road, Beeston (Ref: 2014/084)

25. On 18th September 2014 a petition of 263 names was presented to Full Council by Councillor Kate Foale concerning the number of potholes, the general state of the road and the volume of traffic on the A6005 Queens Road, Beeston.

26. The A6005 Queens Road, between Station Road and Meadow Road has been identified as requiring resurfacing and features in the Provisional Integrated Transport & Highway Maintenance Capital Programme 2015/16 which was approved at Transport & Highways Committee on 9th October, 2014. This scheme will improve the road surface. Part of the increased volume of traffic is associated with road works around Beeston connected with Phase 2 of the Tram Network expansion and are expected to reduce when the works are complete.

27. It is recommended that the lead petitioner be informed.

Petition Requesting Pavement Reinstatement On Lower And Fletcher Roads, Beeston (Ref: 2014/086)

28. It is the responsibility of the principal contractor to reinstate the footways along the route and it will do so as previously agreed. The decision to use tarmac to finish the footways is in keeping with previously made commitments in respect of the whole route and as included in material supporting the public inquiry.

29. This position has the support of both local highway authorities and is in keeping with each of their respective current practices to relay tarmac on footways. The use of tarmac is more cost effective in terms of ongoing maintenance.

30. As recognition of the difficult circumstances which the residents of Lower Road and Fletcher Road have faced for several months the County Council has some funds available through the Local Transport Plan to carry out environmental improvement in the area. These funds were allocated as part of the 2014/15 budget setting process and residents have been asked to consider what improvements it would like to see take place. Suggestions include such as information boards detailing local history or possibly a gateway feature.

31. Officers will continue to work with the local County Councillor and residents over winter with a view to installing improvements in spring 2015.

32. It is recommended that the lead petitioner be informed.

Petition Regarding Car Parking In Beeston (Ref: 2014/085)

33. A petition signed by 35 Beeston residents was presented to County Council on 18 September 2014 by Councillor Kate Foale. The petition raises concerns about volume, frequency, and nature of cars parking in the Dovecote Lane area; the speed and volume of traffic using Dovecote Lane; the potential impact of tram and train customers parking in the area; and the lack of reasonably priced car parking in the area.
34. An area wide parking study was undertaken in 2012 from which a number of local restrictions were introduced ahead of any more strategic measures arising from major developments. Those Traffic Regulation Orders resulted only in waiting restrictions to address parking on particularly narrow stretches of road or those with poor visibility etc. As part of the consultation process a resident requested a residents' parking scheme on Dovecote Lane. The County Council has therefore recently carried out a parking survey on Dovecote Lane north of Queens Road to determine the current levels of commuter/non-commuter parking. The County Council has also commissioned a survey to determine traffic speeds and volumes on Dovecote Lane. Once all the surveys have been undertaken and their results analysed, the County Council will be able to determine what scheme (if any) would best address the issues raised, and any proposals will be discussed with the local residents. Any proposals would be subject to achieving the required levels of public support and the availability of funding.
35. Parking restrictions in and around Beeston and Chilwell are currently under review by the County Council, particularly relating to potential impacts of NET Phase 2. To that end before the tram works started surveys were undertaken to establish the current levels of parking so that we can determine changes in parking patterns once NET Phase 2 becomes operational.
36. The experience of NET line 1 has shown that parking at local tram stops is not a major issue as access to the intermediate stops is not as attractive as the free park and ride car parks where there is better security. Having said this it may be that parking patterns are different on NET Phase 2 and therefore the County Council has in addition undertaken pre tram-works parking surveys near all of the proposed NET stops, including Dovecote Lane. The County Council also intend to undertake post tram-opening surveys on which to base any assessment of the level of parking potentially caused by tram users or other road users and should the need arise the 2015/16 funding allocated for parking improvements will be prioritised to address parking issues arising from NET Phase 2.
37. Broxtowe Borough Council is responsible for off-street car parks in Beeston, including the level of parking charges. A copy of the submitted petition has therefore been passed to Broxtowe Borough Council so that they can consider the comments made about parking charges in Beeston and the County Council will discuss the overall parking provision in the area with them.
38. It is recommended that the lead petitioner be informed.

Petition Requesting Measures To Improve Parking Conditions On Peveril Road, Beeston (Ref: 2014/077)

39. A petition was presented to County Council on 18 September 2014 by Councillor Steve Carr on behalf of residents of Peveril Road and Kenilworth Street, Beeston. The petition states that the introduction of parking charges in Beeston and the workplace parking levy has significantly worsened parking conditions on Peveril Road.
40. As in many locations, the County Council has an on-going programme of review and proposed changes to on-street parking restrictions in Beeston and Chilwell. This has resulted in several schemes being introduced to address existing parking issues such as new residents' parking schemes on Endsleigh and Muriel Gardens and Glebe Street, as well as junction improvements to Coventry Rd/Humber Rd junction in Beeston and parking restrictions near Attenborough train station.
41. We are also currently monitoring several sites following requests for parking schemes due to current levels of parking (e.g. Coventry Road, Dallas York Street, and Grove Street/Barton Street). A number of streets close to NET stops (including Peveril Road) are also being monitored in case there are parking impacts when NET Phase 2 becomes operational.
42. As it can be seen the Council is already responding to the many parking issues across Beeston and Chilwell. Peveril Road and Kenilworth Street will, however, be monitored and if necessary considered for an appropriate parking scheme in a future years' integrated transport programme. It should be noted that if the need arises the 2015/16 funding allocated for parking improvements will be used to address parking issues arising from NET Phase 2 and therefore a scheme may be considered on these roads should they be affected by NET related parking.
43. It is recommended that the lead petitioner be informed.

Petition Requesting A Residents Parking Scheme On Cator Lane North, Chilwell (Ref: 2014/079)

44. A petition was presented to County Council on 18 September 2014 by Councillor Richard Jackson on behalf of residents requesting a residents' parking scheme.
45. As in many locations, the County Council has an on-going programme of review and proposed changes to on-street parking restrictions in Beeston and Chilwell. This has resulted in several schemes being introduced to address existing parking issues such as new residents' parking schemes on Endsleigh and Muriel Gardens and Glebe Street, as well as junction improvements to Coventry Rd/Humber Rd junction in Beeston and parking restrictions near Attenborough train station.
46. We are also currently monitoring several sites following requests for parking schemes due to current levels of parking including Coventry Road, Dallas York Street, and Grove Street/Barton Street (relating to parking from the train station).
47. As it can be seen this Council is responding already to the many parking issues across Beeston and Chilwell.

48. Residents parking schemes are usually introduced in locations where availability of parking is restricted for local residents but this is not the case on Cator Lane North as all of the properties along the road have off-street parking. Cator Lane North will, however, be monitored and if necessary considered for an appropriate parking scheme in a future years' integrated transport programme if funding permits. It should also be noted that should the need arise the 2015/16 funding allocated for parking improvements will be used to address parking issues arising from NET Phase 2.

49. It is recommended that the lead petitioner be informed.

Financial Implications

50. Petitions may lead to schemes to be funded from a future Transport and Highways Capital Programme.

Other Options Considered

51. Each petition response sets out any other options that may be considered.

Statutory and Policy Implications

52. 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 proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:

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Background Papers and Published Documents

Minutes of County Council meeting 18th September 2014

Electoral Division(s) and Member(s) Affected

Beeston North, Calverton, Chilwell and Toton, Cotgrave, Misterton, Ruddington, Beeston South and Attenborough, Eastwood.