

**REPORT OF THE CHAIRMAN OF THE TRANSPORT AND ENVIRONMENT
COMMITTEE****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 Transport and Environment Committee concerning issues raised in petitions presented to the County Council at its 23 September 2021 meeting.

Information**A. Request to repair potholes at The Homesteads, Kirkby in Ashfield (Ref:2021/0421)**

2. A petition consisting of 50 signatures was presented to the 23 September 2021 meeting of the County Council by Councillor Andy Meakin. The petition relates to The Homesteads in Kirkby in Ashfield and requests that a number of potholes, which were highlighted in a separate report, are repaired.
3. The Homesteads was inspected on the 5 October 2021. There were 2 potholes that were identified for works and the actionable defects in the report have now been completed. This section of road is currently inspected annually, but due to the vulnerable residents in this location it is now planned to increase this to a quarterly inspection in response to the concerns raised.
4. This road is on the County Council's 'Candidate List', its condition having been picked up initially by the annual technical survey, along with subsequent recommendations from the Highway Inspectors. Currently, all potential countywide highway maintenance schemes included on the 'Candidate List' are being considered for possible inclusion in a future year's capital maintenance programme; with the provisional 2022/23 programme due to be considered by Transport and Environment Committee at its January 2022 meeting.
5. It was agreed that the lead petitioner be informed accordingly.

B. Request for traffic calming and a residents' permit parking scheme on Beacon Hill Road, Newark (Ref:2021/0422)

6. A petition with 23 signatures was presented to the 23 September 2021 meeting of the County Council by Councillor Sam Smith on behalf of residents requesting the introduction of traffic calming and a residents' permit parking scheme on Beacon Hill Road between Sleaford Road and Sherwood Avenue in Newark.

7. Beacon Hill Road lies to the east of Newark town centre. The road is residential in character but its location means that it is often used by through traffic. The carriageway is narrow at the western end and has double yellow lines installed to ensure that parked vehicles do not cause congestion. The road widens towards the eastern end and on-street parking has historically been permitted here because the majority of properties do not have access to off-street parking. However, this parking can lead to delays because the road is not wide enough to enable traffic to pass parked vehicles in both directions at the same time.
8. The petition requests the installation of traffic calming in order to reduce traffic congestion. While the installation of traffic calming would likely reduce the incentive to use Beacon Hill Road as a through route, thus cutting queues, it is likely to be a controversial measure. Traffic calming features can have adverse impacts on emergency services and other road users, and are often opposed by as many residents as support them due to the local impacts. As a result, the County Council's current policy is to only introduce traffic calming features as a measure to reduce the numbers of casualties from road traffic collisions when no other safety measures can be implemented. A recent assessment of the road traffic collisions on Beacon Hill Road indicates that, at the present time, it does not warrant any intervention measures such as physical traffic calming. This will however, continue to be monitored
9. With regard to parking, it has already been noted that a significant proportion of properties at the eastern end have no off-street parking, with only one out of the 18 terraced properties having off-street parking. Residents' parking permit schemes only assist when problems are caused by intrusive parking by non-residents and therefore a parking survey will be carried out to determine if a permit scheme is likely to offer any material benefit to residents.
10. It was agreed that the lead petitioner be informed accordingly.

C. Request for a speed limit reduction on A6117 Old Mill Lane, Forest Town (Ref:2021/0423)

11. A petition with 30 signatures was presented to the 23 September 2021 meeting of the County Council by Councillor Nigel Moxon on behalf of residents requesting a reduction of the speed limit on the A6117 Old Mill Lane between Sandlands Way and Barringer Road in Forest Town.
12. The County Council is obliged to review speed limits in line with national guidance as set out in the Department for Transport (DfT) Circular 01/2013 "Setting Local Speed Limits". The guidance notes that a principal aim in determining appropriate speed limits should be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics. A 30mph speed limit should apply in built-up areas with development on both sides of the road.
13. This section of Old Mill Lane has no property frontage on either side and there is no point along it where this changes. The presence of street lights means that the county council would be required to remove the existing speed limit repeater signs. With this in mind, and given the character of the road, the council would not expect to achieve compliance with a 30 mph speed limit at this location without the need for police enforcement. It is a key principle of the speed limit guidance that limits achieve compliance without the need for enforcement.
14. The petition specifies driver behaviour and difficulty exiting side roads as justifications for the request. Whilst this concern is acknowledged, the DfT guidance states that speed limits should not be used to attempt to solve the problem of isolated hazards, for example a side road junction.

15. Following the advice set out in the national guidance, it is considered that a reduction in the speed limit is not appropriate. However, an assessment will be carried out to determine if the installation of a vehicle-activated speed sign is appropriate and a study will be carried out to determine if improvements to the junction can be made that will assist motorists when exiting.

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

Statutory and Policy Implications

17. 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 – Transport and Environment Committee, 17th November 2021 (published)

Electoral Division(s) and Member(s) Affected

- Kirkby North – Councillor Andy Meakin
- Mansfield East – Councillor Nigel Moxon and Councillor Robert Corden
- Newark East – Councillor Sam Smith