



meeting **COUNTY COUNCIL**

date **29 MARCH 2007**

agenda item number

REPORT OF THE CABINET MEMBER FOR ENVIRONMENT

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 22 FEBRUARY 2007

Purpose of Report

1. The purpose of this report is to make an initial response to the issues raised in the following petitions presented to the Chairman of the County Council at the Council meeting on 22 February 2007.
 - A. Haycroft Way, East Bridgford – Request for Improved Street Lighting
 - B. Request for a Light-Controlled Crossing – Musters Road, West Bridgford
 - C. Castle Station Car Park, Newark – Campaign against Use as a Bus Interchange

A. HAYCROFT WAY, EAST BRIDGFORD – REQUEST FOR IMPROVED STREET LIGHTING

Response of the Cabinet Member for Environment

2. A petition was presented to the 22 February 2007 meeting of the County Council by Councillor Kay Cutts requesting improved street lighting along Haycroft Way, East Bridgford.
3. Haycroft Way, East Bridgford has been added to the list of schemes being considered for funding in 2007/08 from the street lighting capital budgets. The configuration of the existing lighting would suggest that a scheme to provide additional columns should achieve favourable priority against the many other schemes that are to be considered.

COUNCILLOR STELLA SMEDLEY
Cabinet Member for Environment

B. REQUEST FOR A LIGHT-CONTROLLED CROSSING – MUSTERS ROAD, WEST BRIDGFORD

Response of the Cabinet Member for Environment

4. A 1400 signature petition was presented to the 22 February 2007 meeting of the County Council by Councillor Barrie Cooper. The petition requests the installation of a light controlled crossing and other measures to slow traffic along Musters Road in the vicinity of the West Bridgford Junior and Infants Schools and St. George's Medical Practice. The petition was jointly organised by the Safe Travel Groups to the Schools and the Practice.
5. The Friends of St. George's Practice wrote to me on this issue in January and I responded suggesting that a site meeting to discuss concerns would be the best way forward. An officer from Highways subsequently met with representatives of the Schools and Practice. It was agreed to carry out a 2 hour morning count of pedestrians and vehicles to determine whether a crossing can be justified on utility grounds.
6. In view of the strong local concern a full 9 hour count (7 – 10am, 11am – 2pm and 3 – 6pm) will be carried out and the petitioners informed of the outcome accordingly.
7. There has been only 1 (slight) reported injury accident on that length of Musters Road between Rectory Road and Patrick Road in the last full 3 year period, so no traffic measures can be justified on accident reduction grounds.
8. In response to concerns for vehicle speeds, automatic survey data taken between 29th January and 2nd February shows daytime 85th percentile speeds of between 29 and 33mph. This measurement is the speed at which 85% of vehicles travel below and is a nationally adopted benchmark . To put these speeds in context, they would not meet the minimum criteria for an interactive speed limit sign (36mph in a 30mph limit).

COUNCILLOR STELLA SMEDLEY
Cabinet Member for Environment

C. CASTLE STATION CAR PARK, NEWARK – CAMPAIGN AGAINST USE AS A BUS INTERCHANGE

Response of the Cabinet Member for Environment

9. A petition containing 75 signatures was presented to the 22 February 2007 meeting of the County Council by Councillor Keith Girling objecting to the use of Castle Station car park, Newark as a bus interchange.
10. Members are aware that, with the impending development of the Potterdyke site in Newark, the existing bus station is likely to close. The County Council and Newark and Sherwood District Council, in conjunction with the developers, have been looking at a number of options for an alternative bus facility. Bus user surveys and consultation with bus operators have also been undertaken in order

to find a site that best meets the needs of the travelling public. An on-line survey amongst the general public was also conducted by the Newark Advertiser.

11. The bus user survey of 453 passengers revealed that, of the three options - Castle Station, Town Wharf and Lombard Street if available – 74% of the respondents were in favour of Lombard Street, 11% of Castle Station and 8% for the Wharf. When asked for a second choice if Lombard Street was not an option, 20% opted for the Wharf and 2% for Castle Station, the remaining 78% favouring none of these sites. With regard to bus station facilities, e.g. cafeteria, toilets and waiting area were regarded as important.
12. Amongst the bus operators there is little or no enthusiasm for Castle Station because of its distance from the town centre. There is not a great deal of support for the Wharf either, but one bus operator has indicated that they will use it for some of their services.
13. The on-line survey of the general public conducted by Newark Advertiser showed 33% in favour of the Wharf and 62% against.
15. In conclusion, the closure of the existing bus station would result in the loss of a facility for the travelling public for which a replacement needs to be found. Newark town has a large bus user community with a high dependency on buses for shopping. It is extremely important that a suitable alternative is found. It is also recognised that there is no widespread support for either the Castle Station or the Wharf site, all of which needs to be balanced against the wider objectives of promoting sustainable public transport for the benefit of the travelling public.
16. Members can be assured that the County Council, in collaboration with Newark and Sherwood District Council and developers, will do its utmost to secure good quality bus facilities close to the centre of the town.

COUNCILLOR STELLA SMEDLEY
Cabinet Member for Environment

R Petitions 070329