

**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 23<sup>rd</sup> July 2020.
2. It should be noted that where responses refer to undertaking specific traffic surveys, in most cases there will be delays in undertaking these surveys. Traffic surveys were suspended in early March 2020 due to the impact of COVID-19 restrictions on highways service delivery but also the significant impact on 'normal' traffic flows and behaviours. Surveys are due to commence again this month but may need to be delayed further until new traffic patterns have become established following the reopening of schools. Given that no surveys have been undertaken since March 2020 there is also a six months backlog of surveys which will be undertaken as quickly as possible but means that, unfortunately, new requests will take longer than usual to carry out.

**Information****A. Road safety measures at North Leverton Crossroads (Ref:2019/0389)**

3. A 1,029 signature petition was submitted to the County Council by Councillor John Ogle requesting measures to address safety concerns with regard to traffic at this crossroads.
4. This is a slightly offset crossroads with Main Street being the through route (east/west) with 'Stop' signage and road markings for traffic approaching the junction from both Southgore Lane and Sturton Road.
5. There are no recent injury accidents recorded for this location; the most recent in 2007.
6. The previous school crossing patrol resigned and a new patrol was advertised for in June 2019, but there was no interest in the vacancy, local contacts assisted with advertising. The site is on a crossroads, away from the school in the centre of the village. It operates as a dog-leg and it's a difficult location to recruit to. It has had long periods of time with no patrol in the past. This site would be prioritised for fresh recruitment advertising once the Council is sure it can be operated safely as the footways are too narrow to allow social distancing.
7. The site was inspected on 29 August 2020 and the road markings/Stop lines were slightly worn but still clearly visible.

8. There are 'School' signs as well as advisory 20mph lit signs during school times. Enforceable 'Keep Clear' markings are present outside the school. The school also has signage on the private front boundary fence, near to the entrance, requesting considerate parking. There is yellow line junction protection in good condition on all four corners of the crossroads.
9. There are footpaths on both sides for all approaches to this junction though as a historic rural village it is noted that some of these are narrower than would be required to meet current recommendations.
10. It is considered there is insufficient room for either traffic signals or a roundabout even if this location met the criteria for such intervention. Also, the layout here would not be suitable for a formal pedestrian crossing even if pedestrian/vehicle numbers were to justify it.
11. It was noted during the recent site visit that some private vegetation is partially obscuring the left side southbound (Sturton Road) 'Stop' sign. A letter would be sent to the property owner to request this vegetation be cut back without delay.
12. There are currently no 'Crossroad' traffic signs on Main Street for east and west bound traffic and this would be given consideration for future installation.
13. A traffic survey would be commissioned for vehicles and pedestrians through this crossroads. When the results are available a meeting can be arranged with members of the community to discuss their concerns and what further intervention can reasonably be considered for this location.
14. It was agreed that the lead petitioner be informed accordingly.

#### **B. Resurfacing of Park Road East, Calverton (Ref:2019/0386)**

15. A 177 signature petition was submitted to the County Council by Councillor Boyd Elliott, requesting the resurfacing of Park Road East in Calverton.
16. Park Road East was originally planned to be included in the capital maintenance programme before the resurfacing of Park Road, but the initial feasibility study identified the presence of coal tar in the construction layers on Park Road East. Coal tar was used extensively in road construction up until the early 1980s and has since been identified as a carcinogenic substance which carries specific rules as to how it is treated. It is safe whilst undisturbed, but the resurfacing process would be highly likely to expose this substance. It is with this in mind that alternative ways to resurface Park Road East are being investigated which retains the safe treatment of the coal tar in-situ.
17. It is currently planned to deliver part, if not all, of this scheme during the 2021/22 financial year although programmes are subject to alteration for numerous reasons and require approval from the County Council's Communities & Place Committee.
18. It was agreed that the lead petitioner be informed accordingly.

#### **C. Gateford Road, Worksop, Memorial (Ref:2019/0383)**

19. A 542-signature petition was submitted to the County Council by Councillor Sybil Fielding titled 'Keep Chelsea's Memories Alive! SAVE HER SITE!!'

20. Following a tragic fatal accident in December 2018 memorial items were placed on Gateford Road in Worksop near to the junction with Kingfisher Walk, by Chelsea Elliott's family. It is clearly visible from Gateford Road, the B6041, on a highway verge to the rear of a wide footway within a street lit 30mph speed limit. Following concerns raised, Via EM Ltd officers contacted the Family in 2019.
21. In order to minimise the items on site and to honour the wishes of the Family a concrete base was provided for a commemorative bench which has been installed. Planters and two other items (a painting and a floral tribute) were also permitted to remain as they held particular sentimental value.
22. Subsequently complaints have been received citing the memorial as a distraction to motorists, an obstruction to sight lines and access to a footway. Comments have also been made saying that the site is untidy. Working with the Family Via requested certain loose items were removed such as dead flowers and lanterns. The petition requests that these items can be replaced and the Memorial remains untouched.
23. The Highway Network Management Plan states that memorials may be erected on the highway. Although this offers guidance the memorial currently has items attached to the guard rail that may not legally be permitted on the highway. As such, the recommendation was to permit the bench and the planters and all other items be removed, including from the guard rail which is kept clear. This was necessary in order to preserve traffic sight lines and to prevent obstruction to highway users.
24. It was agreed that the lead petitioner be informed accordingly.

#### **D. Introduction of one-way system near Coddington School (Ref:2019/0388)**

25. A 15 signature petition was submitted to the County Council by Councillor Maureen Dobson requesting the introduction of a one-way system running along Main Street from its junction with Beckingham Road near The Plough Public House to the junction of Brownlow's Hill with Beckingham Road near Coddington School, to reduce the risk of accidents.
26. Several site visits to Brownlows Hill, Coddington, have been conducted over recent years in response to concerns and comments regarding inconsiderate parking during the peak school-run periods and particularly at the junction of Brownlows Hill with Beckingham Road (C3) and along Beckingham Road. Concerns regarding the volume of traffic travelling north from the Fernwood development along Balderton Lane to and through Coddington and vice-versa have also previously been received.
27. There have been no reported injury collisions recorded along Brownlows Hill or Main Street in the last three-years. Three reported injury collisions have been recorded in the same period at the junction of Main Street with Beckingham Road (C3). A one-way system as proposed would direct all southbound local and transient traffic along Main Street and similarly northbound traffic along Brownlows Hill past the school and so place additional pressure on Brownlows Hill and at the junction of Brownlows Hill with Beckingham Road. Similarly, additional pressure would be placed at the junction of Beckingham Road with Main Street. All residents using vehicles will be required to comply with a one-way order. Anecdotal evidence indicates speed tends to increase along one-way streets. One-way streets are normally not used as measures to improve road safety.

28. A traffic survey to establish traffic volumes and speed along Brownlows Hill and Main Street Coddington would be undertaken, following which a site meeting with the Lead Petitioner should be arranged.

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

**E. Amendment of parking restrictions outside Gotham Convenience Store, No. 3 Nottingham Road, Gotham, NG11 0JJ (Ref: 2019/0384)**

30. A 991 signature petition was submitted to the County Council by Councillor Andrew Brown, requesting that the existing single yellow line outside of the convenience store (No Waiting – Monday to Saturday 8am to 6pm) be amended to a 15 minute limited waiting parking bay, with capacity for up to 4 cars.

31. Last year the single yellow line at this location was renewed as it was very faded and preventing enforcement of the restrictions. As a result of the lining renewal and subsequent enforcement of the restrictions, it is reported that trade at the store has been affected.

32. The restrictions were originally implemented in 1976 (predating the construction of the Gypsum Way Bypass) and were implemented to allow the free passage of HGVs to the British Gypsum plant.

33. It is acknowledged that this convenience store is the only one in the village of Gotham and residents are keen to see that it remains open. Given that the original purpose of the restrictions is now negated, the community would therefore benefit from the 'No Waiting' restrictions being amended directly outside of the convenience store to limited waiting bays.

34. It was agreed that the site be put forward for a scheme to introduce parking bays directly outside of the convenience store with a 30 minute no return restriction.

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

**F. Adoption and repair of upper part of Bridle Road, Burton Joyce (Ref:2019/0391)**

36. A 33-signature petition was submitted to the County Council by Councillor Nicki Brooks requesting the adoption and professional re-surfacing and maintenance of the upper part of Bridle Road, Burton Joyce, to maintain this part of Bridle Road in good order.

37. The surface is currently of a compacted construction with a mixture of crushed limestone and road planings used over the years. It is typical of a route mainly used for farm access and the occasional residential property. It is not an adopted carriageway and therefore cannot be maintained by the Authority as part of the tarmacked vehicular highway network. A public bridleway (Burton Joyce Bridleway No. 1) also runs over the road.

38. A bridleway is a public highway, maintained at the public expense, to the level that the public have a legal right to use it. Therefore, the County Council may currently only maintain it to a standard suitable for the public to use on foot, horseback or leading a horse. The residents using the road in vehicles do so under private rights of access, either by legal deed or prescriptive/historical rights. The owner(s) of the road and those holding such private rights can, with the prior written legal approval of the highway authority, improve the surface to a standard suitable for their vehicular use, as long as there is no detrimental effect on the public's use of it.

39. The damage occurring to the surface is as a result of the residents' use and their visitors (which includes refuse lorries, royal mail, couriers, delivery lorries, taxis, emergency vehicles, etc.) all of which is private access. The public on foot, horseback or pedal cycle will not cause this damage. There have been no complaints from the general public regarding the state of the surface as their use is not impacted and it is in line with a rural countryside route where the surface may be uneven.
40. To 'adopt' the road as a vehicular carriageway NCC certain criteria must be met, the principal one being that the route must be made up to adoptable standards by the owners before adoption. Roads leading to a development of less than 5 properties are not generally required to be adopted and the owners and residents have a joint duty to maintain the surface for their use. However the piecemeal development over the years on this road has led to 11 properties now accessing off the bridleway. In these circumstances, a 'road' committee is often formed by the affected properties to agree a maintenance regime for the surface. It is possible for NCC can contribute to this but only to a level commensurate with the public's use.
41. Historically, permission to develop areas off the adopted highway often lead to intensification of a route and its subsequent problems. Officers are speaking with the District planners to ensure that they consider this when deciding future planning applications for small scale developments of this type.
42. The bridleway is regularly inspected for safety and is suitable as a rural bridleway, therefore it is not intended to take any action to alter the surface for the public.
43. It was agreed that the lead petitioner be informed accordingly.

**G. Newdigate Street, Kimberley – Resident Parking and related parking/speed limit changes (Ref:2019/0382)**

44. A questionnaire regarding potential alterations to the traffic management on Newdigate Street was submitted as a petition by Councillor Philip Owen. It features responses from 24 residents. The submission suggests three modifications:  
A residents' parking permit scheme
45. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and rely on the availability of on-street parking to access their properties without detrimentally affecting the highways network.
46. A residents' permit scheme would not be prioritised on Newdigate Street between the school entrance and Victoria Street because most properties (87%) have access to off-street parking.
47. It is also considered that a residents' permit scheme is not the most appropriate response to the problems set out in the petition. A permit scheme bans motorists from parking but not from loading/unloading (which includes people). A scheme would potentially reduce the amount of time parents park while they wait to collect their children but moving vehicles on outside schools is considered counter-productive because it increases the amount of circulating traffic.

48. If residents find that their driveway's access is being obstructed, they can purchase an advisory white H-bar marking from the Council to help highlight the access to their off-street parking.

Removal of parking charges in the Victoria Street car park:

49. This car park is owned and operated by Broxtowe Borough Council. County Council officers have passed the request on to the Borough Council for their consideration.

20 mph speed limit:

50. Newdigate Street is already subject to traffic calming features along its length, so it is not considered necessary to introduce a 20mph limit along the length of the road. However, it has been confirmed that Kimberley School was omitted from the programme of works that introduced advisory 20mph limits outside schools. This error is being addressed, and signing will be installed in due course.
51. It was agreed that the lead petitioner be informed.

**H. Request for a 20mph mandatory speed restriction on Lantern Lane, East Leake (Ref:2019/0385)**

52. A petition containing 372 signatures was submitted by Councillor Andrew Brown. The petition requested that the speed limit be reduced to 20mph on Lantern Lane.
53. There is an existing advisory 20mph limit along the road.
54. Advisory limits were introduced because it was not considered appropriate to introduce mandatory limits. This was based partly on national guidance regarding setting speed limits and partly because the accident record outside schools is extremely good, meaning that reducing the speed limit would offer no improvement.
55. In order to determine whether a mandatory 20mph limit should be considered, a full assessment will be undertaken in accordance with national guidance. If it is considered that a mandatory 20mph limit is appropriate it will be considered for inclusion in a future year's programme of works.
56. It was agreed that the lead petitioner be informed.

**I. New Infrastructure for Active Transport between Cotgrave and Plumtree (Ref:2019/0387)**

57. A petition containing 39 signatures has been submitted by Councillor Richard Butler requesting that the Council considers implementing a new segregated cycle way and path along Plumtree Road and Cotgrave Road between Cotgrave and Plumtree.
58. This is a long-standing request that the Council has considered previously.
59. The length of road in question is approximately 1.8km (from Cotgrave Lane to Mensing Lane) and it is this that makes it prohibitively expensive to construct to an appropriate standard.
60. The County Council will retain this proposal on file and will continue to seek to identify potential funding sources that may enable a path to be constructed.

61. It was agreed that the lead petitioner be informed.

**J. Stop speeding along Hawton Road, Newark by placing road signs as awareness of not to speed (Ref:2019/0390)**

62. A petition containing 200 signatures has been submitted by Councillor Keith Girling requesting that the Council considers implementing measures to enforce the 30mph speed limit on Hawton Road.

63. The speed limit was reduced to 30mph on this section of road from 40mph in 2018. Due to the presence of carriageway lighting, the Council was obliged by law to remove the repeater signs along the road because they are not permitted in areas subject to a 30mph speed limit.

64. In anticipation that motorists would be used to travelling at higher speeds on the road "It's 30 for a Reason" signs were installed to encourage compliance. The County Council will ensure that these signs are still in place and, where they are missing, will endeavour to replace them.

65. In addition, the County Council will add Hawton Road to its list of locations for the installation of a temporary vehicle-activated speed sign; and traffic surveys will also be undertaken to determine whether the road meets the criteria for the installation of a permanent sign.

66. In the meantime, enforcement of speed limits is the responsibility of the Police, so residents may wish to raise concerns with their local officers if they haven't done so already.

67. It was agreed that the lead petitioner be informed.

**K. Resident Parking Scheme - Standhill Road, Carlton (Ref:2019/0392)**

68. A petition containing 23 signatures has been submitted by Councillor Errol Henry requesting that the Council implements a residents' parking permit scheme on Standhill Road between Carlton Hill and Highfield Drive.

69. This section of Standhill Road features residential properties on the eastern side, none of which have access to off-street parking. On the western side, there is a small number of retail properties and an infants' school. The road is located near to the Carlton Top district centre and, as a result, is likely to be used by staff working in local shops and offices.

70. It is not known what the cause of the concern is, but it should be noted that residents' permit schemes are not effective at removing parent parking at drop-off and pick-up times because this is classed as loading and unloading, which is still allowed with permit areas.

71. The introduction of a permit scheme on Standhill Road is likely to transfer any intrusive non-resident parking to other nearby streets which have also been subject to requests for permit schemes as a result of similar concerns. The only solution to this issue would be to introduce

an area-wide permit scheme. This would adversely impact local businesses because staff would have nowhere nearby to park.

72. As a result, it is not considered appropriate to introduce a permit scheme at this time.

73. It was agreed that the lead petitioner be informed.

## **Statutory and Policy Implications**

74. 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.

## **RECOMMENDATION/S**

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

### **Councillor John Cottee – Chairman of Communities and Place Committee**

#### **For any enquiries about this report please contact:**

Adrian Smith, Corporate Director, Place  
adrian.smith@nottscc.gov.uk

### **Background Papers and Published Documents**

- Responses to Petitions Presented to the Chairman of the County Council – Communities and Place Committee, 1<sup>st</sup> October 2020

### **Electoral Division(s) and Member(s) Affected**

- Calverton – Councillor Boyd Elliott
- Carlton East – Councillor Nicki Brooks
- Carlton West – Councillor Errol Henry and Councillor Jim Creamer
- Collingham – Councillor Maureen Dobson
- Cotgrave – Councillor Richard Butler
- Leake and Ruddington – Councillor Andrew Brown and Councillor Reg Adair
- Newark West – Councillor Keith Girling
- Nuthall and Kimberley – Councillor Philip Owen
- Tuxford – Councillor John Ogle
- Worksop West – Councillor Sybil Fielding