



meeting **COUNTY COUNCIL**

date **24 SEPTEMBER 2009**

agenda item number

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 21 MAY, 18 JUNE AND 25 JULY 2009

Purpose of Report

1. The purpose of the report is to respond to the issues raised in petitions presented to the Chairman of the County Council at the Council meetings on 21 May, 18 June and 25 July 2009.
 - A. Closure of Gravelly Hollow Junction
 - B. HGVs using C3 road through Alverton and Kilvington
 - C. School Safety outside Lowes Wong and Holy Trinity Schools, Southwell
 - D. Proposed HWRC and Transfer Station, Telford Drive, Newark
 - E. Traffic flows through Colston Bassett
 - F. Tythby Road and footpath – Cropwell Butler
 - G. HGVs using Station Road/C3 road through Elton on the Hill, Orston, Kilvington and Alverton
 - H. Request for Residents' Parking Scheme on St Albans Road, Arnold
 - I. Request for a pavement on New Mill Lane, Mansfield Woodhouse
 - J. Request for Interactive Speed signs on London Road, Retford
 - K. Retention of Gate on Footpath No. 7 at Ordsall, Retford
 - L. Request for County Council Highways Officers attendance at Mansfield DC Planning Meetings
 - M. Request for a 20 mph speed limit on Central Avenue and Boundary Road, Beeston
 - N. Request for a pedestrian phase at A60 Loughborough Road / Flawforth Lane Traffic Signalled Junction, Ruddington
 - O. Request for resurfacing of Shadwell Grove, Radcliffe on Trent
 - P. Request for no through traffic – Cobwell Road, Retford

A. Closure of Gravelly Hollow Junction

Response of the Cabinet Member for Transport and Highways

2. A petition signed by 543 residents was presented to the 21 May 2009 meeting of the County Council by Councillor Mark Spencer requesting the reversal of the decision to close Gravelly Hollow and the provision of an improved safer access junction at that location.

3. An Experimental Traffic Regulation Order (TRO) prohibiting vehicles (except pedal cycles) turning into or out of Gravelly Hollow at the A614 junction was approved in December 2005. The A614 northwards from its junction with the A60 Leapool Island was detrunked on 1 July 2002. Prior to the implementation of the detrunking order it was recognised that the crossroads formed by the junctions of A614 / Burntstump Hill and Gravelly Hollow had a very poor accident record and that remedial measures to address this were needed.
4. Discussions took place with the Highways Agency regarding the improvement of this junction, but agreement and funding for an improvement scheme could not be achieved prior to the implementation of the detrunking order. It was therefore decided that the County Council would make a supplementary bid through the Local Transport Plan process to the Department for Transport to secure funds for the improvement works at the junction.
5. In July 2004 an LTP bid for a £1.4 million improvement scheme to construct an “at grade” roundabout was submitted. Unfortunately the bid was not successful. This was reported to the Cabinet Member in April 2005 and it was decided to progress interim measures including the Experimental Traffic Regulation Order outlined above. Six objections were received at the time of the introduction of the TRO and these were considered by the Cabinet Member in approving the making of the Order on the grounds of the overall benefits of the scheme.
6. Approval was given in July 2007 to make the Experimental TRO permanent based on significantly improved accident rates on this section of the network, including the closure site itself and alternative routes in use.
7. Safety improvement works comprising of the installation of street lighting at the A614 / B6386 Oxtan Road junction and the introduction of high friction surfacing and improvement of visibility splays at the B6836 / Flatts Lane / Whinbush Lane junction were completed in January 2009 and October 2008 respectively to further improve safety on the alternative routes.
8. A further review of accident data has now taken place. During the period March 2002 to March 2006, there were a total of 48 accidents at the Gravelly Hollow junction and on the alternative routes. Between April 2006 and Feb 2009, there have been a total of 18 accidents at the Gravelly Hollow junction and on the alternative routes. It is clear that the Gravelly Hollow Prohibition of Driving Order has been very successful in significantly reducing accidents at this location.

Recommendation

9. It is recommended that the Gravelly Hollow Prohibition of Driving Order remains in place until general funding can be attracted for an improvement scheme due to the significant reduction in the number of accidents since closure and that the lead petitioner be informed of this decision.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

B. HGVs using the C3 road through Alverton and Kilvington

Response of the Cabinet Member for Transport and Highways

10. A 43 signature petition was presented to the 21 May 2009 meeting of the County Council by Councillor Sue Saddington. The petition deprecates the use of the C3 road through Alverton and Kilvington as a route for heavy lorries. The petitioners request that Nottinghamshire County Council implements an immediate 7.5 tonne weight limit on this road. The petitioners express concerns that the lorries cause noise, damage to the road and state that the danger resulting from this is unacceptable and must end.
11. The County Council is at present undertaking a review of Environmental Weight Limits and possible ways of implementing them. The review is looking at various options including area wide bans similar to those in use in Leicestershire.
12. This review is due to be put before the Cabinet Member for Transport and Highways in the near future for consideration. The C3 road through the villages of Alverton and Kilvington form part of that review. The Cabinet Member for Transport and Highways has visited the villages and discussed the issue with the petitioners.

Recommendation

13. It is recommended that no action is taken until the Cabinet Member has determined the future strategy for the implementation of weight limits throughout the County and that the petitioners be informed accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

C. School Safety outside Lowes Wong and Holy Trinity Schools, Southwell

Response of the Cabinet Member for Transport and Highways

14. A petition signed by 578 parents, relatives and carers of children attending Lowes Wong and Holy Trinity Schools, Southwell was presented to the 21 May 2009 meeting of the County Council by Councillor Bruce Laughton. The petitioners are concerned about the lack of provision of pedestrian crossings and 20mph speed limits outside these schools.
15. The School Crossing Patrol (SCP) site outside Lowes Wong School has been vacant for 2 years despite repeated attempts to recruit to it. A further recruitment attempt is being made with advertising notices distributed to the schools and around the town of Southwell. There are also recruitment boards on site.
16. The Holy Trinity School SCP site is now staffed although the Patrol has been absent for 6 weeks due to illness. The Patrol will be back on duty from Monday 8 June 2009.

17. Controlled pedestrian facilities are installed subject to them meeting the Authority's criteria which takes into account the number of pedestrian and vehicle crossing movements. All requested sites are due for review due to the recent revision of the criteria intended to cover a wider variety of situations and be more responsive to local conditions than was previously the case.
18. Neither of the two sites met the previous criteria and in addition the road layout at the Lowes Wong site at the point where people wish to cross has safety-related problems in connection with the installation of a controlled crossing.
19. The area around Lowes Wong Schools has already benefited from Safer Routes to School funding with alterations to the junction of Kirklington Road and the installation of an interactive speed sign on Halam Road. Several years ago the entrance to the schools was also altered and a footpath installed to allow easier access to the schools.

20mph Speed Limits

20. Nottinghamshire County Council currently has no policy on 20mph schemes outside schools. There are currently five pilot 20mph speed limits outside schools in the County. The pilot period is now coming to an end and surveys to assess the effect on speed are being undertaken together with a questionnaire to the schools involved to consult on the effectiveness of the schemes. The results will then be assessed and policy formulated for consideration by myself as Cabinet Member for Transport and Highways.

Recommendation

21. It is recommended that the road safety situation outside the two schools be reviewed in conjunction with the Local Member following review of the sites under the revised pedestrian crossing criteria and determination of the policy for 20mph zones outside schools by the Cabinet Member for Transport and Highways.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

D Proposed HWRC and Transfer Station, Telford Drive, Newark

Response of the Cabinet Member for Environment and Sustainability

22. A 244 signature petition from local residents was presented to the 21 May 2009 meeting of the County Council by Councillor Vincent Dobson. The petitioners are objecting on various grounds to the location of the proposed HWRC and Transfer Station at Telford Drive, Newark.
23. In response, the County Council can confirm that this petition relates to a planning application currently under consideration. In due course the matter will be referred to the Planning & Licensing Committee, where the Committee will need to consider all matters raised, including those within this petition.

Recommendation

24. It is recommended that the petitioners are notified accordingly.

COUNCILLOR RICHARD BUTLER
Cabinet Member for Environment and Sustainability

E Traffic flows through Colston Bassett

Response of the Cabinet Member for Transport and Highways

25. A 108 signature petition was presented to the 21 May 2009 meeting of the County Council by Councillor Richard Butler. The petitioners request a review of traffic flows and conditions through Colston Bassett village with particular attention to road safety issues.
26. The petition is accompanied with very comprehensive Road Traffic and Incident reports. This 41 page document details 16 specific highway issues with supporting photographic evidence and text, and a 6 point Appendix.
27. The nature of the report is very thorough and clear though due to the level of investigation needed a response is not possible for the purpose of this report. It is therefore proposed that this report act as a formal acknowledgement of the petition and a full response to the petitioners be given as soon as possible.

Recommendation

28. It is recommended that the contents of this petition be acknowledged at this stage and a full investigation into all the points raised be carried out and formal response provided as soon as possible.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

F Tythby Road and footpath – Cropwell Butler

Response of the Cabinet Member for Transport and Highways

29. A 211 signature petition was presented to the 21 May 2009 meeting of the County Council by Councillor Richard Butler. The petition requests the provision of a footway along Tythby Road between Cropwell Bishop and Tythby.
30. The petitioners express concern about road safety and vehicle speeds along Tythby Road and, in particular, the absence of a footpath along part of its length. This length is not sufficiently wide to permit a footpath and two way traffic and, an informal raised area that is used by both pedestrians and drivers to over run when

passing each other, currently operates. The existing situation seems to have developed over the years and was never formally constructed as a footway.

31. Traffic flows along this route are light and a formal footway could be accommodated if two or three passing places on the opposite side of the road were also provided. This proposal has been safety audited in principle and deemed a safer alternative than that existing at present. Furthermore, a narrower carriageway should discourage increases in traffic speeds.
32. Detailed design of an improvement is currently being carried out. It is hoped to include a scheme in the Local Transport Plan for 2010/11 subject to the normal approval processes.

Recommendation

33. It is recommended that the contents of this report be noted and that Cropwell Bishop Parish Council be informed accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

G HGVs using Station Road/C3 road through Elton on the Hill, Orston, Kilvington and Alverton

Response of the Cabinet Member for Transport and Highways

34. Two separate petitions, containing 72 and 156 signatures were presented to the 21 May 2009 meeting of the County Council by Councillor Martin Suthers. Both petitions request an immediate restriction to the excessive and inappropriate heavy goods traffic use along Station Road / C3 road through Elton-on-the-Hill, Orston, Alverton and Kilvington that is endangering all other road users, both vehicular and non-motorised. The speed, safety, pollution, noise, road surface and verge damage from HGV traffic using a totally inappropriate rural country road is stated as unacceptable.
35. The petitions request that only delivery lorries over 7.5 tonnes requiring access to farms, properties and businesses at Elton-on-the-Hill, Orston, Alverton and Kilvington be allowed to use Station Road / C3 road and that all vehicles over the 7.5 tonne weight limit visiting premises north of Alverton use the A52, A1 or A46 Trunk Roads.
36. The County Council is at present undertaking a review of Environmental Weight Limits and possible ways of implementing them. The review is looking at various options including area wide bans similar to those in use in Leicestershire.
37. This review is due to be put before the Cabinet Member for Transport and Highways in the near future for consideration. The C3 road through the villages of Elton-on-the-Hill, Orston, Alverton and Kilvington form part of that review.

Recommendation

38. It is recommended that no action is taken until the Cabinet Member has determined the future strategy for the implementation of weight limits throughout the County and that the petitioners be informed accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

H. Request for Residents' Parking Scheme on St Albans Road, Arnold

Response of the Cabinet Member for Transport and Highways

39. A 64 signature petition was presented to the 21 May 2009 meeting of the County Council by former Councillor Peter Barnes. The petition is from residents of St Albans Road, Arnold and requests inclusion in the proposed Residents Parking Permit Scheme.
40. There are currently no firm proposals for the introduction of additional Residents' Parking Schemes in Arnold. Consultation is being carried out with residents in Arnold to gauge the level of interest and likely level of support for possible residents' parking schemes and it is assumed that it is this process to which the petition refers.
41. St. Albans Road does not form part of this exercise, though in view of the petition, consultation as outlined above can be carried out though this would not guarantee a scheme. Once the process has concluded further detailed investigation will need to be carried out and locations carefully assessed and prioritised accordingly. Consultation on St. Albans Road would, however, give residents an opportunity to express their views and provide an opportunity for a possible scheme to be assessed.

Recommendation

42. It is recommended that St. Albans Road be included in the consultation exercise as outlined in paragraph 40 and that the residents be informed accordingly

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

I. Request for a pavement on New Mill Lane, Mansfield Woodhouse

Response of the Cabinet Member for Transport and Highways

43. A 44 signature petition from local residents was presented to the 21 May 2009 meeting of the County Council by Councillors Parry Tsimbiridis and Joyce Bosnjak. The petitioners request the construction of a short stretch of footway

along the north side of New Mill Lane. They also request that consideration be given to measures to reduce speeding along the road.

44. This proposal was recently considered as part of the Building Better Communities (BBC) programme and outline design work completed. Provisional estimates suggested that approximately 50m of footway would be required, necessitating the relocation of telephone utilities and construction of a retaining wall to contain a steep earth bank. The estimated cost was in excess of £125,000. It was not possible to include the proposal in the BBC programme. Further work is required to determine a more accurate estimate in order to assess if the scheme can be funded through the Local Transport Plan Programme.
45. A footway is available on the south side of New Mill Lane, however the road width is insufficient to construct a pedestrian refuge to facilitate crossing. New Mill Lane is restricted to 30mph. A temporary interactive speed sign has been approved for this stretch of New Mill Lane, westbound.

Recommendations

46. That the petitioners are made aware that approval has been given for siting a temporary interactive speed sign on New Mill Lane. That further investigative design work is undertaken on the proposed footway to produce an accurate cost estimate and it be considered for possible inclusion in the Local Transport Plan programme for 2010/11.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

J. Request for Interactive Speed signs on London Road, Retford

Response of the Cabinet Member for Transport and Highways

47. A petition containing 108 signatures was presented to the County Council meeting on 21 May 2009 by former Councillor Mick Storey. The petitioners request that the County Council install interactive speed signs on London Road, Retford.
48. Possible sites for interactive speed signs were put forward by Elected Members in 2006. Traffic speeds and volumes were then monitored on these sites to see if they met the criteria for either a permanent or temporary interactive sign that advises motorists of their speed. London Road was not put forward at that time.
49. Sites for permanent signs are now part of an agreed programme and installation of these signs is well underway. The County Council has purchased 15 mobile interactive signs that are battery operated and can be attached to street furniture. These are being utilised on various sites identified by the Police or Safer Neighbourhood Groups where traffic speeds are of concern to local communities.

Recommendations

50. It is recommended that:-
- a) The Local Police Commander for the area be contacted to determine if this location is a cause for concern,
 - b) A traffic survey on London Road, within the 30mph speed limit, is carried out to determine if this location meets the criteria for a permanent sign and
 - c) That the petitioners are notified accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

K. Retention of Gate on Footpath No. 7 at Ordsall, Retford

Response of the Cabinet Member for Transport and Highways

51. A 42 signature petition from local residents of All Hallows Close, Ordsall was presented to the 21 May 2009 meeting of the County Council by former Councillor Mick Storey. The petitioners are requesting that the gate between All Hallows Close and Footpath No. 7 remains in situ and unlocked until their application for a Gating Order has been processed.
52. As part of the planning applications for the development of All Hallows Close a footway was built which connects the development to Footpath No.7.
53. It was brought to the County Council's attention that a gate had been placed at this location in 2005. This was erected by the residents of All Hallows Close and was locked - the residents had the opportunity to purchase keys. Their reason for erecting the gate was anti-social behaviour on or around Footpath No.7.
54. Nottinghamshire County Council, as Highway Authority, could not allow the gate to be locked as it was placed on the public highway and restricted the rights of highway users to pass and re-pass. The residents were requested to remove the gate.
55. At that time, the introduction of "Gating Orders" was being considered. With this in mind a decision was taken to allow the gate to remain, provided it was unlocked, until such a time that the residents could make a formal application for a Gating Order via the local Crime and Disorder Reduction Partnership.
56. In March this year, the County Council received a complaint regarding this gate and, due to the lack of maintenance in the interim period, the gate had become "jammed" shut and required a great amount of force to open/close it.
57. This now restricted free access to the public and letters were therefore sent to the residents of All Hallows Close advising them it would have to be removed. In response, the County Council has received numerous letters and the above mentioned petition in support of keeping the gate.

58. However, a further inspection on 5 June 2009 revealed that further movement of the gate/post has occurred resulting in the gate being unable to be closed properly.
59. "Gating Orders" are currently in place in Mansfield Woodhouse and Cotgrave on a trial basis. These are due to continue until the end of February 2010 when an assessment will be made as to their effectiveness, if they are to continue and if further schemes should be introduced.
60. Since the erection of the gate, Footpath No.7 has been hard surfaced and street lights are now in place. The Police Local Area Commander has been contacted and she has confirmed that she has no concerns over the gate being removed.

Recommendation

61. It is recommended that the gate be removed. It is illegal and the timescale involved in the possibility of a Gating Order being processed is prohibitive.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

L Request for County Council Highways Officers attendance at MDC Planning Meetings

Response of the Cabinet Member for Transport and Highways

62. A petition of 110 signatures was presented to the 21 May 2009 meeting of the County Council by former Councillor Chris Winterton requesting an explanation as to why Nottinghamshire County Council Officers do not attend Mansfield District Council Planning Committee meetings when an application contains highway issues.
63. The County Council, as the Highway Authority, is a statutory consultee to the Planning Authorities within the County. The County Council has an obligation to provide formal highway advice relating to planning applications that is sound and based on technical grounds that are consistent with approved policies and standards.
64. The County Council has to deal with over 2500 requests for highway advice each year. In order to maintain a high standard of conformity in these replies, County Council Officers do not attend planning meetings, but provide a 'considered' written response to each of the requests. This ensures that each response deals only with the highway impacts of the planning application, and does not expose Officers to debate at planning committees where 'ad hoc' opinions may be solicited which could be misleading.
65. It is the intention of the County Council to continue with this practice. It should be noted that County Council Officers are always willing to provide additional information to District Councils prior to a planning application being heard if an issue requires further clarification.

Recommendation

66. It is recommended that the petitioners are notified accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

M. Request for a 20 mph speed limit on Central Avenue and Boundary Road, Beeston

Response of the Cabinet Member for Transport and Highways

67. A 90 signature petition was presented to the 18 June 2009 meeting of the County Council by Councillor Steve Carr. The petition expresses concern over the absence of a School Crossing Patrol and requests the introduction of a 20 mph speed limit on Boundary Road and Central Avenue to address the issue of speeding traffic in the vicinity of Beeston Fields Primary School at the beginning and end of the school day.
68. The school is accessed from two roads, the main entrance being on Boundary Road and the rear entrance on Central Avenue. Work has been done to improve the environment around the school with Safer Routes to School schemes implemented at the front of the school in 2007 and at the rear of the school in 2009. The works included new signage, road markings and zig-zags.
69. Additional Road Safety Education has been provided in the school to improve pupil knowledge and understanding of road safety issues. This has included work with SID (Speed Interactive Devices) which measures the speed of traffic. The work was done on Boundary Road and whilst the traffic volume was low the motorists observed were adhering to the speed limit.
70. Criteria counts for a School Crossing Patrol site on Central Avenue and Boundary Road, which are carried out periodically, have shown that both sites are well below the current criteria level for such provision, which is calculated using traffic flow and crossing movement data. It should be noted that the County Council criteria are much lower than the nationally recommended levels.
71. The County Council is in the process of carrying out trials of the effectiveness of 20mph zones outside of schools. The data recorded will be analysed and the results used in developing recommendations on future policy to be put forward for consideration. Boundary Road will be considered for works following determination of this policy and associated works programmes.

Recommendation

72. It is proposed to consider the request for a 20mph speed limit in the vicinity of Beeston Fields Primary School once policy has been formulated as mentioned in paragraph 71. Petitioners should be advised accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

N. Request for a pedestrian phase at A60 Loughborough Road / Flawforth Lane Traffic Signalled Junction, Ruddington

Response of the Cabinet Member for Transport and Highways

73. A petition was presented to the Chairman at the 18 June 2009 meeting of the County Council by Councillor Reg Adair. The petitioners wish to draw the Council's attention to the lack of pedestrian crossing facilities at the A60 Kirk Lane junction and are requesting the introduction of a pedestrian phase at this junction.
74. Improvements were carried out at this junction last year. At that time it transpired that introducing a pedestrian phase would reduce traffic capacity in the morning peak by 15%. This could have been addressed by junction widening but this would have been prohibitively expensive.
75. Consideration was also given to locating a crossing a little way down the A60. This would however need to be located a fair distance from the junction which would be too far away from the pedestrian desire line and therefore of little benefit.
76. In summary, the installation of a pedestrian crossing would either necessitate prohibitively expensive works or considerably worsen congestion, neither of which are considered acceptable given the relatively small number of residents the crossing would serve.
77. The absence of pedestrian facilities at this junction is known and acknowledged and the County Council has exhausted all avenues to mitigate this problem. The nature and layout of the junction makes it extremely difficult to achieve a significantly improved layout without greatly worsening the operation of what is a key junction on both a major commuter route and a main access to Ruddington village.

Recommendation

78. It is recommended that the petitioners be informed accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

O. Request for resurfacing of Shadwell Grove, Radcliffe on Trent

Response of the Cabinet Member for Transport and Highways

79. A 36 signature petition was presented to the 25 July 2009 meeting of the County Council by Councillor Mrs. Kay Cutts. The petition requested complete resurfacing of Shadwell Grove.

80. Shadwell Grove is included in the 2009/10 Detailed Works Programme and full resurfacing was planned to start on 2 September.

Recommendation

81. It is recommended that it be noted that the resurfacing of Shadwell Grove is now complete.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

P. Request for no through traffic – Cobwell Road, Retford

Response of the Cabinet Member for Transport and Highways

82. A 52 signature petition from residents of Cobwell Road and Pelham Road, Retford was presented to the meeting of the County Council by Councillor Mike Quigley on 25 July. This requested that Cobwell Road be closed at its junction with Pelham Road to prevent through traffic, particularly articulated and heavy goods vehicles.
83. Cobwell Road is a residential street comprising terraced property with very little off-street parking provision, where vehicles are parked along both sides of the road. This reduces the carriageway width considerably, and opposing traffic is often in conflict due to the lack of passing opportunities. It is stated that parked vehicles have been damaged as a consequence of the restricted width, especially by goods vehicles. It is stated that telegraph poles etc. have also been damaged by goods vehicles not able to manoeuvre around the 90° turns at the junctions along Cobwell Road. The residents also fear for pedestrian safety as vehicles sometimes mount the footways to manoeuvre and pass.
84. Cobwell Road is used as a short cut to an unsigned alternative route via B6044 Albert Road-Victoria Road, Station Road and Queen Street to the south and west of Retford Town Centre. This route is well known to local drivers, but it is likely that satellite navigation might direct other drivers, particularly those of heavy goods vehicles, along this route. Through traffic is signed via A638 Arlington Way – Amcott Way to the east and north of Retford Town Centre, a route that negotiates five sets of traffic signals.
85. The petitioners request that Cobwell Road is closed to form a hammerhead turning area at its junction with Pelham Road.
86. To close off the road as requested would create a cul-de-sac of 190 metres (Cobwell Road) which would severely inconvenience those residents at the Pelham Road end of the street, albeit that they have signed the petition. Furthermore, those residents further away from the closure point would be unlikely to travel to the “hammerhead” to turn round, resulting in turning manoeuvres along the street already subject to restriction by parked vehicles. Also it would create a

cul-de-sac of 50 metres to Pelham Road without the possibility of providing a similar hammerhead turning facility.

87. In order to deter drivers from using the Cobwell Road short-cut, it is feasible to introduce advisory route signage along the Albert Road - Victoria Road - Station Road - Queen Street route, together with "unsuitable for heavy goods vehicle" signs at the ends of Cobwell Road and Pelham Road.

Recommendation

88. It is recommended that measures be introduced as outlined in paragraph 87 above and the petitioners be advised accordingly.

COUNCILLOR RICHARD JACKSON
Cabinet Member for Transport and Highways

Background Papers Available for Inspection

Nil