

19 March 2015**Agenda Item: 10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 15TH JANUARY 2015.****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 15th January 2015.
- A. Petition Requesting the Investigation of Provision of Separate Right Turn Lane for A60 Northbound Traffic at A60/A6006 Traffic Signal Junction (Ref 2015/097)**
2. A 160 signature petition was presented to Full Council on 15th January by Councillor Andrew Brown requesting the re-investigation of the right turn facility and lane allocation on the northbound A60 approach to the A60/A6006 traffic signal junction at Rempstone. The petition also requested investigation of the capacity of the A6006 through Rempstone to cope with the volume of Heavy Goods Vehicles (HGVs) that pass through the village as they continually mount the pavement.
3. With regard to the first section, on the A60 northbound approach to the junction there are far more left turning vehicles than right turners and the current lane allocation reflects this. The current lane allocation is nearside lane left turn only, offside lane ahead and right turn. Adjusting the lane allocations would reduce capacity and increase queues as more traffic would be forced into one lane. It would also increase the risk of collisions between vehicles moving from the nearside lane to the offside lane to get round left turning vehicles.
4. Regarding the second request, the A6006 through Rempstone is an 'A' class road. These type of roads have the purpose of carrying HGVs as they are part of the National Route Network. The overriding of the footway is not due to the volume of HGVs, but bad driving. Bollards cannot be employed to try and deter this practice as the footways are too narrow for them to be accommodated without also obstructing pedestrians and wheelchair users. There has been no recent pattern of accidents occurring due to this behaviour and it is unlikely that HGVs are overriding the footways at speed or without due care of any pedestrians who might be present. Subsequently, instances of driving on the footways should be reported to the Police.

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

B. Petition Requesting the Resurfacing of Bollards Lane, Sutton Bonington (Ref:2015/098)

6. At the meeting of Full Council on 15th January 2015, Councillor Andrew Brown presented a petition with 51 signatories asking for the carriageway of Bollards Lane to be resurfaced. The petition states that 28 potholes were filled in 2012 and a further 48 potholes are marked out on the road now. The petitioners also state that the nearby Bucks Lane was resurfaced despite it having fewer houses on it than Bollards Lane.

7. The annual inspection of Bollards Lane in 2012 led to 28 potholes being repaired but no repairs were required in 2013. The annual inspection of Bollards Lane in November 2014 showed that although the carriageway condition is generally poor, most of the defects do not meet intervention levels for repair. However, as the surface is stripping off in a number of areas, it was decided that the road would be a good candidate for a new treatment called Nu-phalt in order to stabilise its overall condition. Nu-phalt is a thermal treatment which heats up and recycles the existing surface and is best used to treat roads which have a series of shallow defects. Subsequently, the inspector marked up 48 areas on the road to be treated with Nu-phalt and this work will be carried out shortly.

8. Bucks Lane was resurfaced in Spring 2010 as part of a Building Better Communities initiative which was requested by both the Parish Council and the local Member. The road had drainage issues as well as a poor surface. Heritage funding was also gained for the improvement as the road is on top of an old burial ground and the adjacent brick wall of Sutton Bonington Hall is listed.

9. Bollards Lane is not a high priority for a full resurfacing treatment which would be far more expensive than Nu-phalt. Subsequently, it is felt that the currently planned works are an appropriate approach to maintaining this road.

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

C. Petition Requesting the Implementation of a Residents' Parking Scheme on Windsor Street, Stapleford (Ref:2015/99)

11. A 20 signature petition was presented to the 15th January 2015 meeting of the County Council by Councillor Jacky Williams. The petitioners requested the introduction of a Residents' Parking Scheme on Windsor Street, Stapleford.

12. Windsor Street is a residential street situated close to Stapleford town centre with the majority of properties having off-street parking. Experience shows that the availability of off-street parking makes it likely that residents will decide not to purchase a permit, resulting in the council incurring a cost for introducing and administering a scheme that benefits relatively few residents.

13. Looking at the road in question the issue may well be vehicles parking across driveways and causing an obstruction. In these circumstances a residents' parking scheme is not the most appropriate solution and the residents may want to consider the option of an 'H' bar across their driveway, although there is a charge for this service.
14. It is recommended that the lead petitioner be informed.

D. Petition Regarding Network Rail's proposal to close all Level Crossings between London Kings Cross and Doncaster (Ref 2015/100)

15. A petition of 102 signatures was presented to the County Council meeting on 15th January 2015 by County Councillor Sue Saddington. The petition requests that:

"1) Network Rail do provide their proposed road bridge (with safe footpath) to replace Norwell Lane Crossing; provide a bridleway along the western side of the East Coast Mainline (ECML) from the Norwell Crossing bridge to Bathley Lane, and consider providing a footbridge at Bathley Lane Crossing for access to the centre of the village; and

2) NCC reroute public footpath FP1 (which still crosses the A1, as well as ECML)".

16. During the first consultation events in summer 2014 Network Rail and their consultants, Mott MacDonald, proposed the closure of Bathley Lane level crossing and to divert all users on a new section of road which joins the Great North Road to the south of the existing crossing. Users would then cross the railway by using the existing road bridge on the Great North Road south of the A1 roundabout at North Muskham. Petitioners are requesting that Network Rail consider the provision of a footbridge at Bathley Lane level crossing with links to the rights of way network.
17. Network Rail has received a copy of the petition and the petitioners' suggestions. Network Rail and Mott MacDonald have also considered all the comments and feedback from their first consultation events and they are in the process of undertaking a second round of consultation. Officers from the Authority will continue to discuss the proposals with Network Rail and their consultants. Network Rail and Mott MacDonald are aiming to submit a Transport and Works Act Order to the Secretary of State in summer 2015. Members of the public and stakeholders will have the opportunity to formally object. Unsolved objections will be considered by the Planning Inspectorate at a public inquiry. Petitioners will be kept advised of progress by Network Rail and the County Council and a report on the proposed crossing closures will be brought to a future meeting of the Committee.
18. It is recommended that the lead petitioner be informed.

E. Petition Requesting the Repair of Footway and Road on Hardwick Avenue, Newark (Ref 2015/101)

19. At the County Council meeting on 15th January 2015 a petition (ref: 2015/101) of 22 signatures and comments was presented by County Councillor Stuart Wallace. The petition, from concerned residents, requests that Nottinghamshire County Council refurbishes Hardwick Avenue in Newark. Concern is expressed that tree roots are

breaking up the surface of the footway making it hazardous for pedestrians. They also state that the road is in poor condition.

20. A recent inspection of Hardwick Avenue has shown that substantial footway and carriageway repairs are needed. However, the programme for the next financial year is fully committed so Hardwick Avenue will be considered for inclusion in the 2016/17 works programme.
21. It is recommended that the lead petitioner be informed.

F. Petition Requesting the Extension of No Stopping Restrictions on Sunnycroft Court and The Park in Mansfield (Ref: 2015/102)

22. A 31 signature petition was presented to County Council on 15th January 2015 by Councillor Andy Sissons. The petition supports the parking restrictions to make the existing 'School Keep Clear' markings on The Park in Mansfield legally enforceable, but is requesting that these are extended to cover the whole of Sunnycroft Court and further along The Park (as far as the entrance to Lochbuie Court) to enhance the safety of residents and children at the school. The petition raises concern that the wider area becomes congested at school start and finish times with double parking and conflict between vehicles, students and other pedestrians on the hammer heads used to turn vehicles around.
23. The proposals to make the existing 'School Keep Clear' markings on The Park enforceable were consulted on and advertised as part of an area-wide programme (Mansfield East and South – TRO2177) during July 2014. Apart from the petition requesting further no stopping restrictions there were no objections received that are considered as outstanding to the advertised proposals on The Park.
24. The 'No Stopping On Entrance Markings' restrictions are used to keep the school entrance clear of stationary vehicles (even if picking up or setting down children) and prohibit vehicles from stopping on the markings, they do not exclude vehicles from turning in an area at the end of a road. Additional restrictions such as No Waiting At Any Time (double yellow lines) can be introduced to prevent parking and keep areas clear of vehicles such as around a junction or pedestrian crossing points. The current proposals once in force will be monitored and if necessary consideration given for additional parking restrictions in a future year's programme if funding permits.
25. Any further restrictions would be subject to the necessary consultation and statutory undertakings that may result in further objections being received that would need to be considered.
26. It is recommended that the lead petitioner be informed.

G. Petition Requesting the Registering of a Pathway as a Right Of Way in Carlton (Ref 2015/103)

27. A petition of 118 signatures was presented to the County Council meeting on 15th January 2015 by County Councillor Roy Allan. The petition requests that;

“We the undersigned do hereby petition Nottinghamshire County Council, Gedling Borough Council and whoever else it may concern to ensure continued access for walkers and cyclists (as established by over 130 years of continued and well documented public use), to the grassed footpath section of Ethel Avenue between Emmanuel Avenue and Kenrick Road which has been unofficially blocked since July 2013.

In the light of a current residential planning application which threatens continued public access to this route we also strongly urge Nottinghamshire County Council to prioritise the decision regarding the recent application to have this section of Ethel Avenue registered as a public bridleway, in order to protect this very much valued local route”.

28. The petition refers to an unregistered public right of way in Carlton. The Countryside Access Team received an application from the Ramblers’ in November 2013 to record this path on Nottinghamshire’s legal record of public rights of way, the Definitive Map and Statement. The Countryside Access Team has considered the evidence and believes that on the balance of probabilities that a public bridleway exists between Kenrick Road and Emmanuel Avenue. As part of the process, Officers conducted a pre-consultation with interested parties and received an objection from the developer who has blocked the ‘path’.
29. Officers now need to present a report to the County Council’s Planning and Licensing Committee for a decision on whether to make an Order or not. If an Order is made this will be on public deposit for six weeks and if during this period unresolved objections are received, the Order will be submitted to the Secretary of State for a public inquiry. Petitioners and the developer will be kept advised of progress and recommendations will be made to the Planning and Licensing Committee in due course.
30. The Authority’s Highways Development Control Team has formally objected to the planning application. The applicant intends to use the path for vehicular access to one of the proposed properties. However, due to the current physical width of the path, Highways DC consider that the track is not wide enough to safely accommodate both vehicles and pedestrians. The applicant has entered into negotiations with Gedling Borough Council regarding the potential purchase of land in order to widen the path. This would potentially provide a satisfactory width to accommodate use by vehicles to one dwelling, as well as pedestrians using the path. At this stage there have been no details submitted which indicate how wide the path / access will be.
31. It is recommended that the lead petitioner be informed.

Other Options Considered

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

Statutory and Policy Implications

33. 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.

Neil Hodgson
Service Director - Highways

For any enquiries about this report please contact:

Neil Hodgson
Tel 0115 977 4681

Background Papers and Published Documents

Minutes of County Council meeting 15th January 2015.

Electoral Division(s) and Member(s) Affected

Soar Valley, Bramcote & Stapleford, Farndon & Muskham, Newark East, Mansfield South, and Arnold South.