



20<sup>th</sup> October 2016

Agenda Item: 15

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL**

#### **Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 15<sup>th</sup> September 2016.
- A. Petition requesting Winter Service provision for the Whitegates Way estate and Sudbury Drive, Huthwaite (Ref 2016/0189)**
2. A 157 signature petition was presented to the 15<sup>th</sup> September meeting of the Full Council by Councillor Tom Hollis on behalf of residents of Whitegates Way estate and Sudbury Drive, Huthwaite. The petition requests that the named roads be considered for inclusion on the gritted route network.
3. The Whitegates Way estate and Sudbury Drive form part of a wholly residential area accessed from the B6026 Blackwell Road.
4. All roads being considered for inclusion on gritting routes undergo an assessment which considers traffic flow (including use by public transport), road speed, topography, access to community facilities (schools, medical centres, etc.) and accident history.
5. The roads in question are not on a bus route and have low traffic flows (<1500 vehicles per day). There is no injury accident history and the roads do not serve any community infrastructure.
6. Based on this assessment, it is therefore considered that these road lengths do not meet requirements for inclusion on either the main or secondary gritted route network.
7. On the second point raised by the petition regarding the road humps provided throughout the estate, the height of these were checked at the time of installation and found to be within the specified tolerance. An inspection of the road humps will be arranged to check if there are any specific issues that have arisen and appropriate action will then be considered to address any adverse findings.
8. It is recommended that the lead petitioner be informed accordingly.

**B. Petition requesting a review of Traffic Management on Brookhill Street, Stapleford (Ref 2016/0190)**

9. A 385 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Jacky Williams. The petition requests a review of traffic management on Brookhill Street, Stapleford.
10. The main measure used to assess the effectiveness of traffic management is the number of accidents in which someone is injured. In the last three and a half years there have been four injury accidents recorded by the Police on the length of Brookhill Street, one with fatal injuries and three with slight injuries. Two of the four accidents involved a pedestrian and the other two involved a collision with a parked vehicle. The most recent collision, which occurred on the 16<sup>th</sup> July 2016 was recorded as non-injury by the Police.
11. A comprehensive speed survey was carried out in 2010 which showed an 85<sup>th</sup> percentile speed of 28mph westbound and eastbound, with an average speed of 21mph westbound and 22mph eastbound.
12. There is a weight restriction on Brookhill Street and there is also a lorry watch scheme on the NCC web site, where members of the public can report the misuse of the weight restricted route by heavy goods vehicles.
13. The environmental impact and noise created by traffic calming measures, as well as limited support, has led to traffic calming measures only being introduced where there has been an identified injury accident problem involving vulnerable road users.
14. Where there are large numbers of vulnerable young people outside schools at start and finish times and where it is feasible to do so, we have introduced 20mph speed limits outside schools. The advisory speed limits, which make clear the association with a school, are introduced only at school entrances so they be more effective in achieving appropriate speeds.
15. A new speed survey was recently requested and the equipment was installed on the 22<sup>nd</sup> September 2016. The results of this survey will be available in November.
16. A number of "30mph for a reason" warning signs have been erected on Brookhill Street and New Eaton Road.
17. There are a number of junctions that currently do not have any parking restrictions on them. These have been added to the list to be considered in a future years' programme for the introduction of restrictions on the junctions only.
18. A Community Speed Watch scheme would be supported.
19. It is recommended that the lead petitioner be informed accordingly.

**C. Petition requesting consideration of parking issues around Greythorne Drive (Ref. 2016/0191)**

20. A 502 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Gordon Wheeler requesting implementation of a series of measures to address a perceived safety problem with vehicles parking their cars close to the junction of Walcote Drive, Greythorne Drive and Boxley Drive, West Bridgford.
21. Local residents consider that a recently opened care home on Greythorne Drive provides inadequate car parking provision on site for both staff and visitors which results in overspill parking onto the adjacent Highway. It is felt that inconsiderate parking on the highway is causing problems with regard to congestion, as well as potential highway safety issues.
22. They have also requested that the road surface between Boxley Drive and Greythorne Drive is fully resurfaced due to its poor condition, which they consider to have been damaged as a result of development of care home and adjacent housing development.
23. Parking for the Care Home was considered by the Highway Authority in its role as a statutory consultee to the Local Planning Authority (Rushcliffe Borough Council) as part of the planning application for the then proposed development. Planning permission for the site was granted by the Local Planning Authority and included a number of highways related planning conditions which sought to place an onus on the developer to encourage sustainable travel and thereby reduce the need for parking on site.
24. A Travel Plan for the site has been approved by the Local Planning Authority. The first tranche of monitoring data has recently been received and is currently being evaluated. This will determine whether or not the developer is meeting their targets with regard to reducing car use. Should it be shown they are not, then the Highway Authority will actively pursue further measures to mitigate the impacts of the development via the Local Planning Authority. Notwithstanding this, an application for the funding of junction protection measures such as double lines, will be considered in the next financial year should a problem still be apparent on site.
25. With regard to the road surface, its condition is being monitored on a regular basis and a number of re-active maintenance measures have been implemented in recent months to ensure the surface is an adequate and safe condition. A further and more substantial maintenance scheme is planned for later this financial year.
26. It is recommended that the lead petitioner be informed accordingly.

**D. Petition requesting the resurfacing of Woodland Close, Newark (Ref 2016/0192)**

27. A 27 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Tony Roberts MBE on behalf of the residents of Woodland Close, Newark. The petition requests that the road be resurfaced.
28. Woodland Close is a cul-de-sac off Valley Prospect, Newark. This road does not feature in the 5-year highway maintenance programme and a review of the last survey findings does not indicate that it should be added.

29. An inspection of the road has been organised to respond to specific defects that may have arisen since the last inspection. Therefore, at this time the request is not considered to be an appropriate solution, but this will be monitored through the highway planned inspection programme.
30. However, the footways on Woodland Close do feature on the major maintenance programme and there are plans to resurface them in 2017/18, subject to Committee Approval and funding.
31. It is recommended that the lead petitioner be informed accordingly.

**E. Petition requesting the resurfacing of Main Street, Woodborough (Ref 2016/0193)**

32. A 229 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Boyd Elliott on behalf of the residents of Main Street, Woodborough. The petition requests that the road be resurfaced.
33. Main Street runs from the junction of Bank Hill and Foxwood Lane to the junction of Shelt Hill and Lowdham Lane, providing the main road through Woodborough Village, giving access to the village amenities.
34. This road does feature on the major maintenance programme and there are plans to undertake structural inlay patching in 2017/18, subject to Committee Approval and funding. Following this work, the road will be monitored and at the appropriate time in the future, it will be surface dressed. This work will be subject to separate Committee Approval.
35. In the meantime, an inspection of the road has been organised to respond to any specific defects that may have arisen since the last inspection and the road will continue to be monitored through the planned highway inspection programme until the works take place.
36. It is recommended that the lead petitioner be informed accordingly.

**F. Petition to improve road safety in Stanford on Soar (Ref 2016/0195)**

37. A petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Andrew Brown on behalf of 106 residents of Stanford on Soar. The petition requests that lower speed limits are introduced in two locations and that gateway signs are installed at the two main entrances to the village.
38. An assessment will be carried out at the requested locations (including a visual survey, speed surveys and an investigation of the speed related injury accidents) to determine whether there is justification for extending the 30mph speed limits in line with Department for Transport guidelines.
39. Additionally, the council will consider the request for gateway signing. If appropriate, and funding is available, any alterations will be considered for inclusion in a future programme of works. The Parish Council may wish to note that the County Council's Supporting Local Communities initiative offers financial support for the installation of gateway signing, and may wish to consider submitting a bid.

40. It is recommended that the lead petitioner be informed accordingly.

**G. Petition requesting the resurfacing of Green Close, Hucknall (Ref 2016/0196)**

41. A 21 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor John Wilmott on behalf of the residents of Green Close, Hucknall. The petition requests that the road be resurfaced.

42. Green Close is a cul-de-sac off Bestwood Road, Hucknall. This road does not feature in the 5-year highway maintenance programme and a review of the last survey findings does not indicate that it should be added.

43. An inspection of the road has been organised to respond to specific defects that may have arisen since the last inspection. Therefore, at this time the request is not considered to be an appropriate solution, but this will be monitored through the highway planned inspection programme.

44. It is recommended that the lead petitioner be informed accordingly.

**H. Petition requesting a residents' parking scheme on Canal Road, Worksop (Ref: 2016/0197)**

45. A 10 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Kevin Greaves on behalf of residents requesting a residents' parking scheme on Canal Road, Worksop.

46. Residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Canal Road is a combination of a residential / employment street located near the town centre. There is an existing residents' parking scheme at the Church Walk end and consideration will be given to whether this could be extended.

47. Canal Road will be surveyed and if necessary considered for an appropriate scheme in a future years' integrated transport programme if funding permits.

48. It is recommended that the lead petitioner be informed accordingly.

**I. Petition requesting a review of the traffic calming measures in place throughout the Carsic Estate (Ref 2016/0198)**

49. A 392 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor David Kirkham on behalf of the residents of the Carsic Estate, Sutton in Ashfield.

50. The petition requests a review of the existing traffic calming measures in place throughout the Carsic Estate, in particular damage to the road surface around the features. There is also concern about the availability of vehicle parking in the light of possible Government

plans for pavement parking legislation. The effect of these issues on local property values is also highlighted.

51. The existing Traffic Calming scheme in the Carsic Estate was implemented in 1996 to address the level of road accidents in the area. Since that time, a 51% reduction in the annual average number of road accidents has been achieved and maintained.
52. Carsic Road, which forms part of the main distributor for the estate, does feature on the major maintenance programme and there are plans to resurface it in part during 2017/18, subject to Committee Approval and funding. The planned scheme will focus on the worst section of this road, with the remainder being considered for successive years as part of a rolling programme. Until that work is complete, the road will be monitored, with localised repairs to untreated sections carried out as necessary, through the highway planned inspection programme.
53. The Government's intentions regarding pavement parking are unclear at present, and Highway Authorities across the Country are therefore awaiting the outcome of these national deliberations. Dependent on the nature of the final outcome, the Council will consider how to respond on a Countywide basis.
54. It is recommended that the lead petitioner be informed accordingly.

**J. Petition requesting the relocation of a bus stop on BR0190 Daisy Farm Road on Newthorpe Common (Ref 2016/0199)**

55. A 54 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Keith Longdon on behalf of the residents of Newthorpe Common and the surrounding area.
56. Upon receipt of the petition, it has been decided to relocate the bus stop to outside 88-90 Newthorpe Common. The proposal will include relocating the bus stop pole and raised kerb along with installing an enforceable bus stop clearway.
57. Consultation over installing an enforceable bus stop clearway is being undertaken by the Improvements Team at Via who were originally commissioned to consult over the clearway at the existing bus stop outside 94-96 Newthorpe Common.
58. Nottinghamshire County Council's Bus Stop Policy states that a bus stop will not be moved unless there are concerns about highway safety. However, an exception has been made in this case for the following reasons:
  - Meets the County Council aspiration to enable all buses to pull in parallel to the kerb, to help the elderly, disabled and buggy users board the bus safely and easily. It also stops the bus holding up the general flow of traffic which often happens if the bus parks at an angle or has to stop alongside parked cars which are blocking the stop;
  - There is sufficient budget in the ITM Bus Improvements programme to cover the additional cost of relocating the bus stop;
  - A suitable alternative location for the bus stop was identified that did not significantly impact on passengers;

- The new location passed the highway safety check undertaken by the District Highway Manager.

59. The new location including a bus stop clearway was supported by all residents involved including those residents affected by the new bus stop location.

60. It is recommended that the lead petitioner be informed accordingly.

## **Statutory and Policy Implications**

61. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and adults at risk, 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/S**

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.

**Tim Gregory**  
Corporate Director, Place

## **Background Papers and Published Documents**

- None

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

- Sutton in Ashfield West, Bramcote & Stapleford, West Bridgford West, Newark West, Calverton, Soar Valley, Hucknall, Worksop West, Sutton Ashfield Central, Eastwood.