

## **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 15<sup>th</sup> October and 17<sup>th</sup> December 2020.

#### **Information**

##### **A.Traffic safety measures, Bingham (Ref:2019/0398)**

2. A 267 signature petition was presented to the 15<sup>th</sup> October meeting of the County Council by Councillor Neil Clarke, requesting that traffic calming features be installed on the busy roads in Bingham (including Carnarvon Place).
3. The petition was initiated following an unfortunate road traffic incident on Carnarvon Place in September 2020.
4. The Authority actively promotes road safety on the County's roads, with an emphasis on locations such as Carnarvon Place, where there are an increased number of vulnerable highway users. We have previously implemented a number of features at this site in a bid to lower traffic speeds and improve road safety. For example, 'Children' warning signage, SLOW road markings and a school 20mph zone.
5. In the last 3 years, Via's Safer Highways Team have also delivered road safety education to all years at Bingham Robert Miles Infant School. The team were hopeful of booking a further session with the school in July 2020, but due to the Covid-19 pandemic were unable to deliver the package. The school have however been approached to reschedule this visit.
6. The Authority is of course sorry to learn of the recent incident on Carnarvon Place, but following investigations of the site must confirm that its safety record does not meet criteria for physical traffic calming measures. Unfortunately therefore the request to install these features on this road has been declined. We will of course, continue to monitor the situation and take any necessary action if there are any significant changes.
7. In respect of installing traffic calming at other locations in Bingham, Via's Safer Highways Team work closely with Nottinghamshire Police to proactively identify and treat sites that have an existing injury accident problem. There are currently no such schemes proposed in Bingham. However, the Authority are always happy to assess locations that are brought to its attention on a case to case basis. We will however, due to the concern of the Community,

install additional road markings, signage and reflective marker posts on Carnarvon Place. These measures will be delivered as part of the 2021/22 programme.

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

### **B. Retaining road markings – Keyworth (Ref:2020/0403)**

9. A 57 signature petition was presented to the 17 December 2020 meeting of the County Council by Councillor John Cottee, as a result of a recent consultation proposing the removal of the single yellow line outside Numbers 5 to 17 Selby Lane, Keyworth (No Waiting – Monday to Saturday 8am to 6pm). The petition requested that the parking restrictions are retained.

10. The single yellow line was originally implemented in 1968 to prevent parking causing access and egress issues to a bus depot that used to be situated on the opposite side of the road from Numbers 5 to 17 Selby Lane. The bus depot no longer exists and has been replaced by new housing. In May 2019, the Authority received a petition requesting the removal of the single yellow line restrictions, which subsequently instigated the recent consultation.

11. It is acknowledged that the petition of May 2019 did not reflect the opinion of the majority of local residents and there is strong belief in the community that the removal of these parking restrictions will result in obstructive parking affecting both vehicles and pedestrians.

12. It has therefore been decided that the single yellow lining and its associated traffic regulation order will remain in place. The Authority now only intends to implement junction protection markings (double yellow lines) at Selby Lane's junctions with Elm Avenue and Windmill Court.

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

### **C. Speed and road safety measures – Upton Road, Southwell (Ref:2020/0404)**

14. A 21 signature petition was presented to the 17 December 2020 meeting of the County Council by Councillor Roger Jackson requesting the speed limit be lowered from 50mph to 30mph on Upton Road between Southwell and the Normanton Road/Galley Hill junction; along with various signing, lining and drainage improvements. This request was based on the road layout not meeting current design standards and 15 accidents being observed in the last five years.

15. Speed limit reviews are conducted in line with the Department for Transport guidance 'Setting Local Speed Limits' which is applicable to assessing existing road networks, not design standards which are used to control the design of new road construction. The speed limit on the A612 at this location is due to be assessed in the programme year 2021/22. In order to assess the speed limit, traffic surveys are required to establish traffic speeds and vehicle volumes. Such surveys, however, are not currently being undertaken due to the current Covid-19 safeguarding restrictions which are impacting on the ability to collect meaningful traffic data that reflect traffic conditions (due to reduced traffic volumes). Accordingly, a traffic survey will be undertaken as soon as conditions permit.

16. An inspection and assessment of the bollards (verge marker posts) has been requested and will be undertaken as soon as is practicably possible. Replacement advance warning signs for the bends and side road junction have been ordered and are due to be installed by the end of February.

17. To ensure consistency and compliance, carriageway lines and carriageway markings are installed in accordance with current legislation. There are strict guidelines as to where double white centre lines are permitted, the bend to which the petition refers will be assessed using these guidelines and any necessary action taken. Work to refresh carriageway edge lines and verge marker posts in the vicinity were completed in August 2019.
18. Routine drainage maintenance is scheduled for 2021/22 as part of the cyclical programme. Investigatory work has been ordered and will be carried out at the earliest opportunity.
19. It was agreed that the lead petitioner be informed.

#### **D. Request for speed cameras – Nabbs Lane, Hucknall (Ref:2020/0408)**

20. A petition of 287 signatures was presented to the 17 December 2020 meeting of the County Council by Councillor Phil Rostance requesting speed cameras on Nabbs Lane, Hucknall, between Totnes Close and Salterford Road. This request was based on there having been several incidents of children attending Holgate School being struck by speeding vehicles.
21. In line with guidance from central government, speed cameras are only installed in response to high numbers of speed related collisions resulting in serious injury and only after other measures have been tried and failed. Between 1 January 2017 and 31 July 2020, there were three reported collisions, on the whole length of Nabbs Lane, resulting in very minor injuries (cuts and bruises treated at the scene). Subsequently, speed cameras cannot be justified on this basis.
22. In February 2017, traffic calming was installed on the eastern end of Nabbs Lane between Seymour Road and Watnall Road in response to reported accidents resulting in injury. Since the installation, there have been no further injury accidents reported on this part of Nabbs Lane which covers one of the accesses to the school. Previous to this scheme, consultation was carried out regarding traffic calming along the whole route which includes another access to the school. This consultation resulted in additional pedestrian refuges and two ramped zebra crossings being installed as an alternative. The current accident record would not justify any further traffic calming measures at this time.
23. A previous speed survey did not support any intervention however as soon as traffic has returned to normal levels a further survey can be carried out and any measures if necessary can be investigated.
24. It was agreed that the lead petitioner be informed.

#### **E. Request for speed limit change on Main Street, Ragnall (Ref:2020/0402)**

25. A 49-signature petition was submitted to the 17 December 2020 meeting of the County Council by Councillor John Ogle on behalf of residents requesting that the County Council reduces the speed limit on Main Street, Ragnall from 40mph to 30mph.
26. This section of highway has been the subject of a previous request (submitted in 2016) at which time the County Council agreed to assess the speed limit. An investigation was carried out using government guidance as set out in the Department for Transport Circular 01/2013 'Setting Local Speed Limits'.

27. The speed limit on single carriageway rural roads should take into account the history of collisions, the road's function, existing mean traffic speed, use by vulnerable road users, the road's geometry and engineering, and the road environment including level of road-side development.
28. Following the advice set out in the national guidance, the investigation noted the following:
1. The existing average speed was recorded as 37.6mph.
  2. There have been no reported accidents in the three-year period prior to the assessment.
  3. The road's primary function is that of a through route.
  4. Due to the small but very spread population, the number of vulnerable road users is likely to be low.
  5. There is relatively little roadside development and very few places where there are properties on both sides of the road. Consequently, the road has a more rural than village feel.
29. As average speeds only tend to fall by 1 or 2mph for every 10mph reduction in the speed limit, it is considered unlikely that they would fall sufficiently to ensure that the majority of road users complied with the new limit without the need for additional enforcement. This is a key principle of speed limit assessment. Introducing a 30mph limit would also require the removal of the existing speed limit repeater signs because 30mph repeater signs are not allowed.
30. Taking all of the above these findings into account, it is considered that the present speed limit is appropriate.
31. It was agreed that the lead petitioner be informed.

#### **F. Request for a TRO and speed limit change on Station Road, Southwell (Ref:2020/0405)**

32. A 111-signature petition was submitted to the 17 December 2020 meeting of the County Council by Councillor Roger Jackson on behalf of residents requesting that the County Council introduce a lorry ban and 20mph speed limit on Station Road, Southwell.
33. The road is residential but lies to the edge of the town, close to open countryside. There is an industrial estate to the northeast of Station Road.
34. With regards to the speed limit request, the County Council is required to consider national guidance on setting local speed limits. As well as noting that speed limits should be self-enforcing (that is, they should not require police enforcement in order to maintain appropriate speeds thereby requiring speeds to already be at, or in the region of, the proposed limit), the guidance also states that the minimum length of a speed limit should be 600m (this can be reduced to 400m in extreme cases).
35. However, the section of Station Road over which a 20mph limit would be appropriate is under 300m, meaning that any proposed 20mph limit would have to extend at least 100m beyond the edge of the town or, ideally, as far as Corkhill Lane, Normanton. The majority of this length is rural and presently subject to a 60mph limit. A 20mph limit on this rural section is not considered appropriate, would not command the respect of motorists and would not, therefore, be self-enforcing. As a result, a 20mph limit cannot be considered on Station Road.
36. With regard to the request for a 7.5t environmental weight limit for vehicles, the County Council introduced such restrictions across Southwell and nearby villages in 2014, which includes Station Road. Weight restrictions are not, however, able to ban vehicles exceeding the weight

limit from accessing premises/businesses within the area they cover; and it is not possible to specify which routes vehicles may or may not take inside a restricted area. Modifying the extent of the existing restriction may be possible but even then, vehicles would still be able to use Station Road if accessing premises that were within the restriction. Given the difficulties that would arise from amending the existing area-wide weight restriction and the uncertainty that this modification would achieve any benefit (and may possibly be to the detriment of other residents due to vehicles re-routing), it is not considered appropriate to modify the existing weight restriction.

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

**G. Request for road safety measures outside Richard Bonington Primary School, Arnold (Ref:2020/0406)**

38. An 866-signature petition was submitted to the 17 December 2020 meeting of the County Council by Councillor Michael Payne requesting that the County Council improves road safety on Calverton Road outside the Richard Bonington Primary and Nursery School.

39. Calverton Road is a residential road. At this location it is subject to a 30mph speed limit with an advisory 20mph limit outside the school. There is not currently an established school crossing patrol site at this location but there is a zebra crossing. In addition to the advisory speed limit, there is a permanent speed camera nearby at the Rannoch Rise junction; and anti-skid surfacing and high standard warning signs on both approaches to the zebra crossing. The accident history in the vicinity of the school prior to the incident that preceded this petition had been very good, in that there had been only one minor collision reported in the last ten years, and this did not involve children, pedestrians, or occur during school times.

40. Following a review of the road safety features in the area it is, however, proposed that the County Council will undertake the following improvements to provide additional warning to approaching motorists, increase the conspicuity of the zebra crossing, and reduce vehicle speeds as they approach the crossing point:

- Install a ramp at the zebra crossing
- Replace the existing combined belisha beacon posts / lanterns with new 'Moduposts' and 'Midustar' LED beacons
- Upgrade five existing street lights on the approaches to the zebra crossing, and
- Install an additional crossing warning sign with distance plate.

41. Delivery of the above proposals was approved by Communities and Place Committee at its 7 January 2021 meeting as part of the provisional 2021/22 Highways programmes (subject to DfT and County Council 2021/22 budget allocation decisions; as well as the necessary consultation, detailed scheme investigation and design).

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

**H. Request for a pedestrian crossing on Musters Road, West Bridgford (Ref:2020/0407)**

43. A 326-signature petition was submitted to the 17 December 2020 meeting of the County Council by Councillor Liz Plant on behalf of residents requesting that the County Council install a pedestrian crossing on Musters Road near its junction with George Road.

44. Musters Road is a residential road and at this location is subject to a 30mph speed limit with an advisory 20mph limit due to its proximity to West Bridgford Infant and Junior School. The

site of the proposed crossing is also near the St George's Medical Practice access and pharmacy.

45. The County Council receives far more requests for formal crossings (such as puffin or zebra crossings) than it is able to fund. Requests for crossings are therefore prioritised based on the numbers of people crossing and the volume of traffic at a proposed location so that the available funding helps the greatest number of people. Surveys are therefore undertaken to determine whether a crossing at a location should be prioritised for future funding.
46. A formal crossing at this location has been requested (and considered) before and therefore surveys have been undertaken previously. The surveys undertaken at this location identified that the volume of traffic travelling through the site is very low when compared to other locations that have requested a formal crossing. Traffic passing through a site is counted to determine if there are sufficient gaps in the traffic to enable people to cross – the higher the number of vehicles passing through the site the shorter the gaps in the traffic which makes it more difficult for pedestrians to cross the road. The low numbers of vehicles recorded passing through the site means that while pedestrians may occasionally have a slight delay when crossing, there is little difficulty seeking gaps in the traffic. The average speed of vehicles on the road is also low, 23mph and slightly less at school drop off times.
47. Formal crossings are also provided where they are identified as the most effective means of addressing a history of reported collisions resulting in injuries involving pedestrians. Fortunately our records show that there have been no reported injury collisions (involving any road users) at this location during the last five years.
48. For the reasons set out above the provision of a formal crossing at this location on Musters Road is not currently considered a priority. At locations where formal crossings aren't provided alternative measures are also considered to help overcome issues raised.
49. The petition states that this section of Musters Road has "*vehicles parked in places which reduce the visibility for road users to cross safely.*" The road is straight and visibility is unlikely to be an issue from the western side but the parking bays on the eastern side of Musters Road, which are used to access the medical practice, could restrict visibility when occupied. It may therefore be possible to construct a footway build-out in the vicinity that would help overcome the issues raised in the petition by improving visibility and reducing the distance people have to cross. A study will therefore be undertaken to determine the feasibility and cost of this option to determine if it should be considered for inclusion in a future years' integrated transport programme.
50. It was agreed that the lead petitioner be informed.

## **Statutory and Policy Implications**

3. 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:**

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

- Responses to Petitions Presented to the Chairman of the County Council – Communities and Place Committee, 4 February 2021
- Responses to Petitions Presented to the Chairman of the County Council – Communities and Place Committee, 4 March 2021

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

- Arnold North – Councillor Michael Payne and Councillor Pauline Allan
- Bingham East – Councillor Francis Purdue-Horan
- Blidworth – Councillor Yvonne Woodhead
- Eastwood – Councillor Tony Harper
- Stapleford and Broxtowe Central – Councillor John Doddy and Councillor John Longdon
- Sutton Central and East – Samantha Deakin
- West Bridgford South – Councillor Jonathan Wheeler