

**REPORT OF THE CHAIRMAN OF COMMUNITIES AND PLACE COMMITTEE AND
POLICY 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 and Policy Committee concerning issues raised in petitions presented to the Chairman of the County Council on 12th July, 20th September and 13th December 2018.

PETITIONS CONSIDERED BY COMMUNITIES AND PLACE COMMITTEE

- A. Petition regarding parking issues outside Kirklington Primary School, Kirklington (Ref: 2018/0299)**
 2. An 18 signature petition was presented to the 12 July 2018 meeting of the County Council by Councillor Bruce Laughton on behalf of residents of Kirklington. The concerns of local residents were noted. They had raised a number of suggestions in relation to the provision of parking at the school and the control of traffic entering and leaving it which would be investigated and reported back on in due course.
 3. In the meantime it was highlighted that the road safety of children travelling to and from school was a key concern across the county and consequently on 19 March 2018 Children and Young People's Committee approved the establishment of a cross-party working group. Key objectives of this working group include reviewing all of the reported injury road traffic accidents between 2012 and 2018 in Nottinghamshire and exploring ways of working with schools, parents and the wider community to improve road safety for all children on Nottinghamshire's roads, particularly in and around schools. The working group will present the outcomes and recommendations from its work to Children's and Young People's Committee in March 2019 – at the time of writing the outcome of that meeting was not yet known.
 4. It was agreed that the lead petitioner be informed accordingly.
- B. Petition requesting that action is taken to stop the operation of a recycling facility located on Cockett Lane, Farnsfield from adversely impacting on the lives of residents (Ref: 2018/0300)**
 5. A 49 signature petition was presented to the 12 July 2018 meeting of the County Council by Councillor Bruce Laughton on behalf of residents of Farnsfield requesting that action was taken to stop the adverse effects on residents arising from the operation of a recycling facility on land off Cockett Lane, Farnsfield.

6. The recycling operation lay to the east of Cockett Lane immediately to the rear of Dalestorth Nursery and was located approximately 120m north of the nearest residential properties to the south on Station Road. The Southwell Trail was also located around 100m to the south and the site was bounded to the east by a bridleway. The waste recycling operation was located on land defined as countryside in the Development Plan.
 7. The operation of the waste recycling site had been the subject of individual complaints. These had been investigated and meetings had taken place with the operator of the facility. The operator submitted two Lawful Development Certificates for the land to Newark and Sherwood District Council, the first an existing use as a haulage of plant and machinery, sorting of aggregates, storage of plant and haulage vehicles and the second for the sorting and storage of aggregates. The first application was refused on 8 June 2018 and a decision was expected in September 2018 on the second application.
 8. It was not considered that the waste recycling facility had planning permission or that such development would be acceptable in planning terms at this location. An enforcement notice was issued by the Council on 28 June 2018 requiring the unauthorised waste transfer operations to stop and for the waste materials to be removed from the land. The notice was served on relevant landowners and interested parties. The notice was due to take effect on 3 August 2018, but an appeal was lodged.
 9. The Council will defend its decision to serve the notice at the appeal with a view to bringing about the cessation of the waste transfer operations at the earliest opportunity. The requirements of the enforcement notice were suspended until the appeal was determined.
 10. It was agreed that the lead petitioner be informed accordingly.
- C. Petition requesting that Nottinghamshire County Council re-consider the application made by Leahurst Road Pre-School for funding under the Local Improvement Scheme (LIS) (Ref: 2018/0301)**
11. A 110 signature petition was presented to the 12 July 2018 meeting of the County Council by Councillor Gordon Wheeler requesting that the County Council reconsidered the applications for funding made by Leahurst Road Pre-school.
 12. Prior to the presentation of the petition officers from the Communities Team at the County Council met three representatives of the Pre-school on 27 June 2018.
 13. The meeting had two main purposes, firstly to provide feedback on their unsuccessful applications and secondly to explore how the County Council could offer assistance with funding applications in the future.
 14. Officers provided some context to the LIS programme – that there had been over £7million applied for with a final budget allocation of £2.2million. The fact that their application was unsuccessful did not mean that the funding they sought, and the purpose it was for, was seen as unimportant; it was in competition with incredible demand and the quality of their application fell short of the standard required to be recommended.

15. Positive feedback was received about the meeting, with the representatives from Leahurst Road stating that they found the meeting hugely beneficial.
16. Following the meeting on 27 June 2018, Leahurst was also provided with links to specialist resources for Early Years Providers and access to the Nottinghamshire 4 Community funding search website.
17. Officers also booked a half-day session to visit Leahurst Road in September to help the Pre-school identify potential sources of funding and improve the quality of future applications. It was agreed that the lead petitioner was reassured that the County Council was committed to offering practical assistance with future funding applications.
18. It was agreed that the lead petitioner be informed accordingly.

D. Petition requesting residents parking scheme for Balderton Gate, Newark (Ref: 2016/0302)

19. A 10 signature petition was presented to the 12 July 2018 meeting of the County Council by Councillor Stuart Wallace on behalf of Balderton Gate residents requesting a residents parking scheme.
20. Balderton Gate ran south-east from the town centre. The north-western section of the road already had parking restrictions (double yellow lines and a residents' parking scheme). There were no restrictions on the majority of the south-eastern section of the road; and it was residents of the properties on this section that were seeking a residents parking scheme.
21. Requests for residents' parking schemes were prioritised in locations where residents did not have off-street parking and where a scheme didn't negatively affect nearby streets and town centres, or increase rat running or vehicle speeds. Schemes were prioritised based on the level of non-resident parking throughout the day.
22. A parking survey would be undertaken to determine whether a residents' parking scheme should be considered a priority for possible inclusion in a future year's integrated transport programme.
23. It was agreed that the lead practitioner be informed accordingly.

E. Petition requesting footway repairs on Carwood Road, Nicholas Road, Windrush Close and Wimple Road (Ref: 2018/0303)

24. A 36 signature petition was presented to the 12 July 2018 meeting of the County Council by Councillor Steve Carr, requesting footway repairs on Carwood Road, Nicholas Road, Windrush Close and Wimpole Road in Beeston.
25. **Carwood Road:** This footway was inspected on an annual basis with the last programmed inspection being undertaken on 13 April 2018. No actionable defects were identified at this stage and there had been no specific complaints/claims in the last 12 months concerning the footway. The footway itself was aesthetically poor, particularly on the side with even numbers from Sandy Lane to David Grove, where there was evidence of fretting and loss

of surface course in general. It was likely that within the next year some works would need to be undertaken on the road, be that programmed or reactive.

26. **Nicholas Road:** The footway was aesthetically poor and deteriorating, with much fretting and loss of surface course. The location was inspected on an annual basis, with the last being undertaken on 13 April 2018. No actionable defects were noted at that time and there had been no specific complaints/claims within the last 12 months. Again, it was likely that some repairs would be issued during the next year.
27. **Wimpole Road:** The footway was inspected on an annual basis with the last taking place on 13 April 2018. No actionable defects were noted at that time and there had been no claims or complaints in respect of the footway within the last year. The side with odd numbered houses was showing particular signs of deterioration, with an obvious loss of surface course material. A degree of intervention was likely within the next year and the scale of this would determine whether this was reactive maintenance or a pre-programmed scheme.
28. **Windrush Close:** The footway was inspected on an annual basis, with the last being carried out on 13 April 2018, with no actionable defects being noted at that time. The footway was very minor and consists primarily of a parking area and vehicle accesses. There had been no complaints or claims in the last year. Overall what footway was present was acceptable and it was likely to remain in its current condition for the foreseeable future.
29. It was agreed that the lead petitioner be informed accordingly.

F. Petition requesting completion of footway works on Clifton Road, Ruddington (Ref: 2018/0304)

30. An online petition was submitted to the 12 July 2018 meeting of the County Council by Councillor Reg Adair requesting that the County Council and a land owner completed the necessary legal procedures to enable the swift construction of a path adjacent to Clifton Road in Ruddington. The petition had received 572 signatures.
31. Several years previously, the County Council was made aware of public concerns over the safety of pedestrians using the narrow footway alongside Clifton Road on the bridge over the former railway line. It was considered that widening the existing footway was prohibitively expensive as it required widening the bridge but an alternative route was identified at ground level parallel to Clifton Road.
32. The route required the acquisition of land in the ownership of three developers (including one section of land whose ownership was disputed by two potential land owners) as well as passing through a local wildlife site. As a result, purchasing the land and securing the necessary legal permissions proved extremely protracted, and the path was yet to be built. These issues have, however, now been overcome and detailed design work had commenced with a view to constructing the path during the current financial year (2018/19). It was intended that the path would be built to a standard suitable for use by pedestrians and cyclists, and would be signed and lit.
33. It was also noted that a small number of residents, particularly those living immediately adjacent to the proposed route, had objected to the scheme due to concerns about its

impacts on their privacy; and had raised concerns about the siting of the path's lighting, the type of fencing to be used and motorised vehicles using the path. Officers had been in discussion with these residents about their concerns and met with some of the residents in July 2018 to discuss their concerns so that mitigation could be incorporated into the scheme design if possible.

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

G. Petition requesting traffic calming measures along Garth Road and Waverley Road, Mapperley (Ref: 2018/0305)

35. A 50 signature petition was presented to the 12 July 2018 meeting of the County Council by Councillor Stephen Garner requesting traffic calming measures or speed cameras to address speeding issues on Garth Road and Waverley Road, Mapperley, and specifically an accident problem at the sharp bend on this route. The petition stated that the police had records of four accidents on the bend which had damaged a wall, that the route was part of a school run and that it was also used for cycle training.
36. Traffic calming and speed cameras were only introduced at locations with a history of road traffic accidents resulting in serious injuries; and only where there were no alternative measures that would address the causes of these accidents. This was due to their controversial nature, the disturbance that could be caused to nearby residents, central government guidelines and the high cost of such schemes. Before any consideration could be given to using these measures, there needed to be evidence that their installation was justified and that all other measures had been tried and failed. Our most recently available accident records show there had not been a recorded accident resulting in injury since 2011 so this location would not currently be prioritised for either speed cameras we did still consider reports of non-injury accidents and property damage for other safety measures.
37. This route was to be added to the list for a temporary interactive speed sign to be used on this road for roughly a 6-8 week period in the next available rotation. These signs were moved around the county periodically to remind drivers of 30mph speed limits and would hopefully complement the police's own speed reduction efforts. Regarding the bend highlighted, these roads already featured illuminated bend warning signs with 'SLOW' markings on red surfacing on both approaches to the bend. Further investigations would take place to determine if the bend warnings here could be further enhanced with possibly black and white chevron type boards, although these would be difficult to position given the footway width and driveway accesses present. Any viable works would be considered for inclusion in the 2019/20 highways programmes, subject to further approval.

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

H. Petition requesting the re-instatement of bus service 42/43 to Hemmingfield Road, Worksop (Ref: 2018/0306)

39. A 98 signature petition was presented at 12 July 2018 meeting of the County Council by Councillor Alan Rhodes requesting that the 42/43 bus service reverts to its former route following changes made in November 2017.

40. Bus services in Worksop were primarily operated on a commercial basis with some financial support from the County Council who worked in partnership with Stagecoach East Midlands to provide the widest possible coverage of the town.
41. In recent years the funding for supported services had been reduced by nearly 50% with significant changes to supported services in 2014. The Hemmingfields Road area was reviewed by Stagecoach at that time, and subsequently in a review of the town services in 2017. Unfortunately it had not been possible to reintroduce a service to this area with the current resources available and the level of patronage would not be sustainable on a purely commercial basis.
42. The Transport and Travel Services Team were continuing to work with all operators in the area to find alternative solutions to this problem, these could be the wider use of the County Council's own fleet or the introduction of more flexible transport initiatives. The Transport and Travel Services Team would continue to liaise with Stagecoach and if any improvements could be identified these would be reported back to Communities and Place Committee.
43. It was agreed that the lead petitioner be informed accordingly.

I. Petition requesting a residents parking scheme on Hazel Grove, Digby Avenue and Kent Road, Mapperley (Ref: 2018/0307)

44. A 21 signature petition was submitted to the 12 July 2018 meeting of the County Council by Councillor Muriel Weisz on behalf of residents requesting that a residents' parking scheme be introduced on Hazel Grove, Digby Avenue and Kent Road due to the presence of intrusive non-resident parking on these roads and a proposal to open a nursery nearby.
45. The roads in question were residential, located to the east of the Mapperley Plains district centre. Requests for residents' parking schemes were prioritised in locations where residents did not have off-street parking and where a scheme would not negatively affect nearby streets and town centres, or increase rat running or traffic speeds.
46. All bar a couple of properties on Kent Road had off-street parking. Given the location and layout of Hazel Grove, it is also likely that the removal of on-street parking would encourage rat running, especially given that residents themselves did not need to park on-street. This was borne out by the presence of traffic calming features which suggested that this had been or remained a problem.
47. As a result, this request would not be considered a priority for inclusion in a future year's integrated transport programme and so no further assessment would be undertaken.
48. It was agreed that the lead petitioner be informed accordingly.

J. Petition concerning Edwinstowe residents opposition to all stages leading to and including the extraction of oil or gas using the method known as 'fracking' within the boundary of Edwinstowe Parish and the wider Sherwood Forest area (Ref: 2018/308)

49. A 457 signature petition was presented to the 18 July 2018 County Council meeting by Councillor John Peck. The petition stated that the residents of Edwinstowe opposed the exploration and extraction of oil or gas using the method known as 'fracking' within the boundary of Edwinstowe Parish and the wider Sherwood Forest area.
50. Although the County Council was in the process of developing a new Nottinghamshire Minerals Local Plan this petition was submitted outside of any public consultation being undertaken on the Plan.
51. Government planning guidance in the form of the NPPF (National Planning Policy Framework) stated that Minerals Planning Authorities (the County Council) should recognise the benefits of onshore oil and gas development and put in place planning policies to facilitate their exploration and extraction. Minerals Local Plans should also plan positively for the three phases of development (exploration, appraisal and production) whilst ensuring appropriate monitoring and site restoration was provided for.
52. To ensure the Draft Nottinghamshire Minerals Local Plan conformed to the NPPF, the minerals plan contained policy MP12: 'Hydrocarbon Minerals' which set out how planning applications would be assessed at the key stages – exploration, appraisal, extraction and restoration. The draft Plan also contained Development Management planning policies against which planning applications for minerals development would be assessed. These policies covered issues such as protecting local amenity, protection and enhancement of biodiversity and geodiversity and the historic environment.
53. It was agreed that the lead petitioner be informed accordingly.
- I. Petition requesting the removal of a tree on Nottingham Road, Eastwood (Ref: 2016/0309)**
54. A 41 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Tony Harper on behalf of residents of Eastwood requesting the removal of a tree on Nottingham Road, Eastwood.
55. The concerns of local residents were noted. It was not the County Council's policy to remove a healthy tree without a specific reason to do so but a Forestry Officer would inspect the tree to establish whether there was any maintenance required.
56. It is recommended that the lead petitioner be informed accordingly.
- J. Petition requesting street lighting improvements on Leeks Close, Southwell (Ref: 2016/0310)**
57. A 105 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Roger Jackson on behalf of residents of Southwell requesting that improvements be made to the existing lighting on Leeks Close, Southwell.
58. Following a site assessment, an order had been raised to change the lantern on the existing column to a 360 degree output.
59. It was agreed that the lead petitioner be informed accordingly.

K. Petition requesting footway resurfacing of Riverside Road, Fairway, Peebles and Hawton Road, Newark (Ref: 2016/0311)

60. A 158 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Keith Girling on behalf of residents of Newark requesting that the footways on Riverside Road, Fairway, Peebles and Hawton Road in Newark be resurfaced.
61. The main priority at all times was for the safety and serviceability of the highway network, including footways, cycle ways and all other associated assets. For this reason, highway safety inspections were carried out at varying frequencies (monthly, quarterly, six-monthly, and annually) dependent upon the hierarchy of the footway in question. There were a series of 'investigatory levels' for defects on footways and these were assessed, and where necessary considered for improvements, either as part of this inspection regime or as a result of individual enquiries from members of the public, local members, etc.
62. As part of the highway inspection regime, the inspectors also highlighted those sites which they believed were in a condition which required further consideration for resurfacing. These sites were collated and subsequently assessed at a more detailed level to determine the scale and cost estimate of carrying out appropriate works. These recommendations were used, along with a review of the level of reactive maintenance which had been carried out on these footways in order to identify those which needed to be targeted to help save money in the longer term.
63. Numerous footway sites in the Newark and Sherwood district were included on the Council's 'candidate list' which contained the footways across the whole county that were potentially suitable for consideration in the annual capital maintenance programme, or any additional maintenance programmes where extra funding was made available, either from the Department for Transport or local sources, such as the County Council itself. All sites were assessed against one another based upon a pro-rata funding allocation connected to both network length and condition / hierarchy to ensure an objective and fair allocation for each area.
64. As a result of a broad assessment of the sites in question, these would now be placed on the 'candidate list' for inclusion in future footway maintenance programmes. There was no date for delivery as yet, but this enabled monitoring them more closely and they would also be included in detailed inspections, due to take place during October 2018.
65. It was agreed that the lead petitioner be informed accordingly.

L. Petition regarding concerns about HGV traffic on Boundary Road, Newark (Ref: 2016/0312)

66. An 88 signature petition was submitted to the 20 September 2018 meeting of the County Council by Councillor Keith Girling on behalf of residents requesting that a lorry ban (environmental weight limit) be introduced on Boundary Road, Newark.

67. The road in question was residential but also acted as a through route linking Bowbridge Road and Farndon Road. Two churches and Newark Hospital were located on the road and a school was situated nearby.
68. Several issues had to be taken into account when assessing this request, particularly:
- The presence of an existing weight limit on the nearby C3 Grange Lane and C100 Newark Road meant that, if a restriction were to be put in place, lorry traffic would simply be diverted to other residential roads
 - The ongoing significant roadworks and diversions associated with the Severn Trent works in Newark were likely to have worsened conditions in the short term, but the completion of this work would lead to a reduction in traffic, including HGVs, on Boundary Road
 - It was anticipated that the Newark Southern Link Road would reduce lorry traffic on Boundary Road, thus negating the need for a lorry ban.
69. Given the above it was considered appropriate to await until completion of both the Severn Trent works and the Newark Southern Link Road before it could be determined whether an environmental weight limit should be prioritised for delivery.
70. The level of HGVs travelling on Boundary Road would, however, be monitored during this time.
71. It was agreed that the lead petitioner be informed accordingly.

M. Petition requesting footway repairs in Hucknall (Ref: 2016/0313)

72. A 130 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Phil Rostance on behalf of residents of Hucknall requesting footway repairs on a number of roads in Hucknall.
73. The following streets listed in the petition were not currently on the 'candidate list' for resurfacing, which contained the footways across the whole county that were potentially suitable for consideration in the annual capital maintenance programme:
- Cherry Avenue
 - Farleys Lane
 - Papplewick Lane (Ashfield section – the section in Gedling Borough from the boundary to Moor Road was on the list)
 - Shortwood Avenue
 - Windmill Grove
 - Woodstock Street.
74. This did not necessarily mean that works were not required on these streets but that there were currently other streets ahead of them in terms of priority/condition, and the annual budgets available unfortunately did not allow for all to be included in the annual programme of footway maintenance schemes.

75. The condition of these sites would, however, continue to be monitored as part of the appropriate footway maintenance inspection routine and considered for inclusion in a future year's maintenance programme should the highway inspector recommend any of the sites for maintenance.
76. The following streets listed in the petition were currently included on the 'candidate list' for resurfacing or significant patching, although their delivery dates were yet to be determined:
- Beardall Street
 - Watnall Road
 - Whyburn Lane (potentially to be delivered during 2020/21)
 - Wood Lane (section from Windermere Road to Sandy Lane was considered for 2019/20 but now more likely to be delivered in 2020/21)
77. It was agreed that the lead petitioner be informed accordingly.

N. Petition requesting a residents parking scheme on Larkspur Avenue, Arnold (Ref: 2016/0314)

78. A 37 signature petition was submitted to the 20 September 2018 meeting of the County Council by Councillor Pauline Allan on behalf of residents. The petition requested that a residents' parking scheme be introduced on Larkspur Avenue, Arnold due to the presence of intrusive non-resident parking on the road and concerns about emergency service vehicle access.
79. The road in question was residential, located to the west of the A60 Mansfield Road.
80. Requests for residents' parking schemes were prioritised in locations where residents did not have off-street parking. Although all properties on Larkspur Road had off-street parking available, it was noted that most of these took the form of garages located in blocks away from the properties; these garages were too small to accommodate most modern vehicles and so it is considered that residents were likely to rely on on-street parking spaces being available.
81. As a result, a parking survey would be undertaken to determine whether a residents' parking scheme should be considered a priority for possible inclusion in a future year's integrated transport programme.
82. It was agreed that the lead petitioner be informed accordingly.

O. Petition requesting tarmac on the highway verge outside Weaverthorpe Primary School Centre, Arnold (Ref: 2016/0315)

83. A 40 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Muriel Weisz on behalf of the Weaverthorpe pre-school on Derwent Crescent, Arnold. It requested the grassed verges adjacent to the pre-school be tarmacked to widen the footway. Parents and children queued outside the entrance before the pre-school opens, resulting in pedestrians walking over and/or standing on the verges on either side of the tarmac access which in their view was a slip and trip hazard.

84. Highway verges served the purpose of providing natural drainage so that surface water run-off did not cause flooding issues and also for utilities to install and maintain apparatus without having to disrupt footways or carriageways. Subsequently, requests were generally refused to replace verges with hard standing on these grounds, but also the construction costs would be significant and difficult to justify.
85. In this case, the pre-school appeared to be lower than the highway, so surface water run-off from the highway into their land would likely be increased by any removal of the verge. The verge area was also apparent, so parents are choosing to walk over this area with their children as opposed to waiting on the adjacent footway which was roughly 1.7 metres wide along most of its length, although it featured a pedestrian guardrail along the kerb line at the entrance as a safety feature. There was also a footway on the opposite side of the road with an uncontrolled dropped kerb crossing point linking to it.
86. With regard to safety, Derwent Crescent was a group of cul-de-sacs which carry limited traffic at low speed within an advisory 20mph speed limit. An inspection was carried out on 17 May 2018 to look specifically at the condition of the verges and no defects meeting intervention levels were found. There was a slight upstand between the rear of the verge and the access path to the entrance which was likely to be due to the gradient of the land, but this was not deemed a hazard. The directly adjacent Ernehale Junior School had two accesses of a near identical design and no similar problems had been reported there.
87. It was proposed that the condition of the verges be monitored as part of the standard inspection and maintenance regimes and if actionable defects were found in the future, then these would be rectified as necessary.
88. It was agreed that the lead petitioner be informed accordingly.

P. Petition regarding parking problems Broad Lane, Brinsley (Ref: 2018/0316)

89. A 48 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor John Handley. The petition requests a feasibility study to consider the redesign of the road to help address traffic management concerns.
90. The County Council has limited funding for such feasibility studies and therefore prioritises the available funding on the roads that will deliver Nottinghamshire's strategic aims and provide the benefit to the greatest number of people (and therefore deliver the best for money). Schemes to deliver the redesign of roads are also very costly and therefore such schemes are prioritised on roads that are likely to attract the necessary external funding required to deliver them. Consequently, feasibility studies for such schemes (and the funding to deliver schemes identified in such studies) are prioritised on Nottinghamshire's strategic road network and specifically on roads that deliver national, regional and Nottinghamshire strategic priorities.
91. The funding available to the County Council for such feasibility studies is currently allocated to undertaking studies to identify journey time improvements on the strategic growth transport corridors identified in the Place Departmental Strategy. Broad Lane is not on the strategic road network or identified as a priority growth corridor in the Place Departmental Strategy and therefore would not currently be considered a priority for such a study.

92. Local traffic management issues that residents have should, however, be discussed with the area highway manager so that the highway manager can consider if there are any practical, affordable, solutions to the local residents' concerns.

93. It was agreed that the lead petitioner be informed accordingly and provided with the contact details of the Broxtowe area highway manager so that they are able to discuss their concerns in more detail with the area highway manager.

Q. Petition requesting part time traffic signals on Main Street, Gunthorpe (Ref: 2018/0317)

94. A 120 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Roger Jackson on behalf of residents requesting that the County Council installs part-time traffic signals at the junction of the A6097 and Main Street to help drivers exit Gunthorpe at busy times.

95. The junction is illuminated and the A6097 is subject to a 40 mph speed limit. The Council acknowledges that, at busy times, it might be difficult for vehicles to enter the A6097. However, a traffic survey on Main Street confirms that only around 70-110 vehicles enter the A6097 from this road on average during the peak periods. With the extremely high cost of installing traffic signals, it was considered that this would offer very poor value for money given the low number of motorists that would benefit.

96. There were also concerns about the safety of any new signals at this location. There had been no reported injury accidents at this junction between 1 January 2015 and 30 September 2018 and it was considered that the introduction of traffic signals could result in an increase in accidents, as signals often cause heavy braking and nose-tail shunt collisions. Additionally, the Council did not support the installation of part-time signals due to concerns that drivers find them confusing causing them not to follow the normal rules of the road when the signals are not operating, and this could result in a mixture of accident types. There are not any signals operating part-time in the county.

97. The County Council would not, therefore, consider the installation of part-time signals at this junction at this time.

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

Q. Petition requesting measures to improve parking conditions on Peveril Road, Beeston (Ref: 2018/0318)

99. A 62 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Steve Carr on behalf of residents requesting the introduction of limited parking restrictions on Peveril Road in Beeston due to the presence of non-resident parking on the road. Residents complained of extensive long-term parking exacerbating traffic congestion and pollution and causing safety concerns.

100. The road in question is residential, located to the east of Beeston town centre. On the southern section of the road (where the restriction is requested) there is a mix of properties with and without off-street parking. Broadly speaking, properties on the western side do not have off-street parking whereas those on the eastern side have off-street parking.

101. Residents stated the road is used by drivers in order to avoid traffic queues on nearby main roads. A speed survey carried out in July 2018 confirmed that average speeds are restricted to 23 mph. It was clear that the presence of parked vehicles acts as a deterrent to travelling at higher speeds. Given that the road is straight, there was a clear risk that removing parking would result in significantly increased vehicle speeds which in turn would encourage more drivers to use the road, and these two factors could also potentially worsen road safety on the road.
102. Additionally, the lack of off-street long-stay parking in Beeston meant that on-street long-stay parking is critical to the economic well-being of the town centre. Removal of a significant amount of long-stay parking was likely to simply displace it elsewhere, or have an adverse impact on the vitality of the town centre.
103. The County Council will consider whether appropriate parking restrictions could be introduced but this will only be considered appropriate if restrictions do not encourage additional vehicles to use the road, do not increase vehicle speeds, and do not adversely impact on the town centre or other nearby streets.
104. It was agreed that the lead petitioner be informed accordingly.

R. Petition regarding concerns about road safety around Stanford Hall (Ref: 2018/0319)

105. A petition requesting the redesign of the A6006 junction with Stanford Hall due to road safety concerns was submitted to the 13 December 2018 meeting of the County Council by Councillor Reg Adair.
106. The County Council recognises the importance of the new Defence and National Clinical Rehabilitation Facility, the significant benefit it offers both locally and nationally as a world class clinical rehabilitation centre, as well as the substantial investment it has brought to the local area. Nonetheless we are aware of the residents' and Parish Council's concerns regarding the access arrangements associated with the National Facility portion of the development.
107. Permission for this part of the site was granted in 2013 at which time the principle of access was established in planning terms. Whilst we are aware additional development has been granted permission in the East Leake area, this does not alter the position that there is an existing planning permission in place for the site which defines the access arrangements for the development.
108. Once planning permission has been granted the County Council does not have the power to force a developer to retrospectively alter their proposals, any changes to the proposed access arrangements for the site will require the developer's agreement, co-operation and goodwill.
109. Initial discussions between the County Council and the developer's agents regarding the access arrangements have already taken place. The agents have stated their client is willing to undertake further discussions on the matter and the Council is currently in the process of arranging further meetings in this regard. Through this process the County Council will continue to explore options with the developer.

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

S. Petition request for Residents' Parking Scheme on Distillery Street, Ruddington (Ref: 2016/0320)

111. A 16 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Reg Adair on behalf of residents requesting that the County Council introduce a residents' parking scheme on Distillery Street in Ruddington.

112. The road in question is residential, located to the southwest of the village centre.

113. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking. Most of the properties on Distillery Street (77%) have off-street parking so this request is not considered to be a priority. Indeed, the covering letter submitted with the petition refers to concerns about inconsiderate parking and emergency service vehicle access when large deliveries are made rather than difficulty finding parking spaces.

114. Residents' permit schemes are intended to address situations where the presence of non-resident parking throughout the day makes it difficult or impossible for residents to park near their properties and are not intended to address issues such as inconsiderate parking or obstruction. Instances of obstruction of the highway should be reported to the Police. In any case, the emergency services have developed methods of dealing with the issue when attending incidents. Also, a residents' permit scheme would need to be designed so that it did not adversely affect local businesses and so would not address concerns about obstruction caused by delivery vehicles.

115. As a result, it is not considered that a residents' permit scheme is appropriate for Distillery Street and the request would not be taken forward.

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

T. Petition regarding the future of the Newark number 67 bus service (Ref: 2018/0321)

117. A petition was presented to the 13 December 2018 meeting of the County Council by Councillor Maureen Dobson concerning the number 67 bus service.

118. The County Council has received a registration for a reduced service 67 from the current operator which will commence in April 2019. The County Council will shortly be procuring additional service to compliment this registration and to re-instate the majority of the current service. There are no planned route changes and villages currently served by the 67 route will continue to be covered. The combined timetable will commence in April, until then the County Council will continue to support the existing route.

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

U. Petition requesting to make Main Street, Calverton safer to cross (Ref: 2018/0322)

- 120. A 327 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Boyd Elliott on behalf of residents requesting a pedestrian crossing.
- 121. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at a proposed location so that the available funding helps the greatest number of people.
- 122. Surveys have been undertaken to determine whether a crossing at this location should be prioritised for future funding. The results of the survey showed the number of pedestrian crossing the road in the vicinity of the requested crossing is of a sufficient level for the County Council to investigate the feasibility of a pedestrian crossing at this location.
- 123. It was agreed that the lead petitioner be informed accordingly.

V. Petition requesting for new light controlled pedestrian crossing between Mill Field Close and Maris Drive, Burton Joyce (Ref: 2018/0323)

- 124. A 323 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Nicki Brooks on behalf of residents requesting a pedestrian crossing between Field Close and Maris Drive in Burton Joyce.
- 125. As a result of a planning application for 14 dwellings on Mill Field Close, the County Council has considered the feasibility of widening the existing pedestrian refuge located north-east of Crow Park Drive, however, this identified that the carriageway width is too narrow to do so.
- 126. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at a proposed location so that the available funding helps the greatest number of people.
- 127. Surveys have been undertaken to determine whether a crossing should be prioritised for future funding in two locations: at the existing pedestrian refuge located north-east of Maris Drive; and at the existing pedestrian refuge located north-east of Crow Park Drive.
- 128. The surveys undertaken identified that the number of pedestrians crossing the road at both sites is very low when compared to other locations that have requested a formal crossing (during the 9-hour surveys only 26 pedestrians crossed north-east of Maris Drive and only 17 pedestrians crossed north-east of Crow Park Drive). Therefore, for this location to be prioritised for a formal crossing the number of pedestrians crossing the road in the vicinity of the proposed crossing would need to increase significantly throughout the day.
- 129. Formal crossings are also provided where they are identified as the most effective means of addressing a history of reported road collisions resulting in injuries. Our records show that fortunately there have been no reported injury accidents involving pedestrians at this

location in the three years up to 30 September 2018. Therefore, a crossing would not be prioritised at this location to address a pattern of pedestrian casualties.

- 130. The request for a formal crossing at this location will be kept on file and should the number of pedestrians crossing at this location throughout the day significantly increase (or a pattern of pedestrian injury accidents is reported) we will reconsider the scheme request.
- 131. It was agreed that the lead petitioner be informed accordingly.

W. Petition opposing Fracking in Edwinstowe (Ref: 2018/0324)

- 132. A 3,032 signature petition was presented to Full Council on the 13 December 2018 by Councillor John Peck. The petition stated that 'we the undersigned agree that Sherwood and Edwinstowe should be kept a frack free zone'.
- 133. Although the County Council is in the process of developing a new Nottinghamshire Minerals Local Plan this petition was submitted outside of any public consultation being undertaken on the Plan.
- 134. Government planning guidance in the form of the NPPF (National Planning Policy Framework) states that Minerals Planning Authorities (the County Council) should recognise the benefits of onshore oil and gas development and put in place planning policies to facilitate their exploration and extraction. Minerals Local Plans should also plan positively for the three phases of development (exploration, appraisal and production) whilst ensuring appropriate monitoring and site restoration is provided for.
- 135. To ensure the Draft Nottinghamshire Minerals Local Plan conforms to the NPPF, the minerals plan contains policy MP12: 'Hydrocarbon Minerals' which sets out how planning applications would be assessed at the key stages – exploration, appraisal, extraction and restoration. The draft Plan also contains Development Management policies against which planning applications for all types of minerals development would be assessed. These policies cover issues such as protecting local amenity, protection and enhancement of biodiversity and geodiversity and the historic environment.
- 136. It was agreed that the lead petitioner be informed accordingly.

X. Petition request for a 30mph speed reduction on Forest Road, Warsop (Ref: 2016/0327)

- 137. A petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Andy Wetton on behalf of residents requesting that the County Council reduce the speed limit on the B6035 Forest Road to the south of Market Warsop from the current 60 mph to 30 mph.
- 138. An assessment of the road has been carried out using the national guidance for setting speed limits, and it has been determined that it would be appropriate to reduce the limit to 40mph on that section of road which features residential properties.
- 139. To this end, a proposal to introduce a 40mph speed limit on the built-up section of this road (with a new 50mph limit on the section between the houses and the A6075 to make it

consistent with that latter road) has been included in the 2019/20 integrated transport programme.

140. Enforcement of this new limit would be undertaken by the Police as part of their normal speed limit enforcement duties. Traffic calming and speed cameras will only be considered as a last resort in response to the very worst accident problems after all other measures have been considered. Fortunately, this is not considered necessary in this instance. However, the County Council can assess the need for interactive speed signs at this location to improve compliance if appropriate once the new limit is in force.
141. It was agreed that the lead petitioner be informed accordingly.

Y. Petition request for 'siding up' works to be undertaken on the part of the footpath on Forest Road (Ref: 2018/0328)

142. A petition was presented to the 13 December 2018 meeting of the County Council by Councillor Andy Wetton on behalf of residents of Forest Road, Warsop. The residents raise highway safety concerns due to the footway width being restricted due to the verge encroaching over the footway. The petition stated that pedestrians using this footway, especially those with push chairs or mobility scooters, are restricted and forced closer or even into the carriageway. The petition therefore requested the footway along Forest Road, from its junction with A6075 Peafield Lane through to the rail bridge (approximately 1200 metres), receive siding up works to improve the width of the existing footway.
143. Via East Midlands are aware of this issue through routine highway inspections and previous customer requests and feel Forest Road would benefit from receiving siding up works. This location has already been included in the potential 2019/20 siding up programme to be prioritised alongside other similar requests and determined later this year.
144. It was agreed that the lead petitioner be informed accordingly.

Z. Petition request for a Zebra crossing outside Sherwood Street Junior School, Warsop (Ref: 2018/0329)

145. A 323 signature petition was presented to the County Council by Councillor Andy Wetton on behalf of the school community. The petition requested a zebra crossing to help pupils cross the roads because the school crossing patrol site outside the school is currently vacant.
146. A school crossing patrol operated outside the school on Sherwood Street, Warsop until approximately a year ago but the site has been vacant since that time. Via EM Ltd has worked with the local school and advertised locally around the site but have so far been unsuccessful in finding a replacement patrol.
147. 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. Zebra crossings are also currently only installed where they are used by pedestrians throughout the day, if there is not pedestrian demand throughout the day, such a crossing will not be considered. A survey

would therefore be undertaken to determine whether a crossing at this location should be prioritised for future funding.

148. As this location currently meets the criteria for the provision of a school crossing patrol, Via EM Ltd will continue to work with the school in order to try and recruit a patrol to the vacant site. Via EM Ltd officers will therefore contact the school to discuss further options for advertising campaigns for the vacant school crossing patrol post.
149. It was agreed that the lead petitioner be informed accordingly.

AA. Petition regarding junction improvements and signage at Town Street crossroads, Lound (Ref: 2018/0330)

150. A 180 signature petition was presented to the County Council by Councillor Tracey Taylor on behalf of Lound Parish Council. The petition requested significant safety improvements at this junction; their preferred option was for an interactive 'Give Way' sign to be installed on Daneshill Road to highlight the junction ahead.
151. This junction is within the 30mph limit, with traffic on Daneshill Road required to 'Give Way' and Chainbridge Lane drivers instructed to 'Stop'. There are advance 'crossroads' signs on Town Street for both north and southbound traffic, an existing advance 'Give Way in 100 yards' sign on the north side of Daneshill Road and two large 1.2 by 1.2 linear metre illuminated 'Give Way' signs at the junction with the appropriate road markings which were refreshed in April 2018.
152. On Chainbridge Lane there is an advance 'SLOW' road marking and an illuminated 'STOP' sign with the associated road marking. The junction is street lit and all but Chainbridge Lane has a footway. Additionally, there is an 18tonne environmental weight limit on Town Street with associated illuminated signage.
153. The current data held indicates that two road injury collisions occurred at this junction in the 3.75 years up to 30 September 2018. The collisions occurred in June and July 2017 and both involved vehicles overshooting the Daneshill Road, travelling east bound.
154. It is currently considered that the junction is adequately and clearly signed and, in comparison to other sites, this junction has a low level of accidents and therefore this location would not currently be prioritised for any casualty reduction measures. Via EM Ltd monitors reported road traffic collisions throughout the county and develops appropriate engineering, enforcement and education measures to address patterns of road traffic collisions. Reported road traffic collisions will therefore continue to be monitored as part of this process and an accident remedial scheme will be considered should a pattern of treatable collisions occur.
155. It was agreed that the lead petitioner be informed accordingly.

BB. Petition regarding parking on The Close, Rainworth, Mansfield (Ref: 2018/0331)

156. A petition was presented to the 13 December 2018 meeting of the County Council by Councillor Martin Wright on behalf of residents of The Close, Rainworth. The petition requested parking restrictions at the junction of The Close and Southwell Road East,

Rainworth in response to parking concerns which the residents feel is causing highway safety and visibility issues.

157. Via East Midlands do not consider parking restrictions to be an appropriate measure to address the parking issues raised by residents as no evidence of inconsiderate or obstructive parking on the junction of The Close with Southwell Road East has been proven following site investigations by Via officers.
158. The grass verge which runs adjacent to the car dealership is being used to park vehicles, however, the verge is not adopted highway and vehicles parked on this private land are not causing a highway safety issue. If there is evidence that the situation has worsened in future Via will reconsider the request but any future request would need to be considered a higher priority than the many other requests for parking restrictions we receive every year.
159. It was agreed that the lead petitioner be informed accordingly.

CC. Petition request to permanently close footpath between The Mount and Clipstone Drive, Forest Town (Ref: 2018/0333)

160. A 12 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Martin Wright on behalf of residents of Forest Town requesting the permanent closure of a public footpath between The Mount and Clipstone Drive, Forest Town.
161. The landowner closed the path to pedestrians in 2011 following the granting of planning consent in 2010 for the construction of five houses. The land was previously in the ownership of Mansfield District Council and had been the site of a local community centre. Residents established a public footpath through the site having used it as a cut-through to access the nearby playing field and woodlands.
162. Although the planning application included provisions for the retention of a public footpath, the path was deleted from the approved planning decision due to concerns about anti-social behaviour. No steps were taken at that time to lawfully stop-up or divert the footpath under provisions of the Town and Country Planning Act 1990. Work commenced on the site in late 2013 and was noted to be substantially complete in late 2015. An electricity sub-station was also constructed alongside the path.
163. Mansfield District Council attempted to stop-up the public footpath in 1980 and again in 2018 by means of Highways Act Extinguishment Orders. On each occasion objections were received and the Order was duly referred to the Secretary of State. The Secretary of State has declined to confirm the Order on each occasion. The Inspector appointed to decide the 2018 Extinguishment Order considered that the path would be well used if reinstated and that local people had been disadvantaged by its closure.
164. It is recognised that residents living next to the public footpath have experienced anti-social behaviour issues in the past, but it is clear that any further attempt to formally close it would not succeed.

165. Following an application made to Nottinghamshire County Council, a Definitive Map Modification Order was made which seeks to record the public footpath on the Definitive Map and Statement. Objections have been received in respect of this Order and consequently the Council is obliged to refer the matter again to the Secretary of State for a decision as to whether the Order should be confirmed.
166. It is expected that the Order will be confirmed. The Council will then be obliged to seek the removal on any obstructions blocking the legal line of the footpath, i.e. the recently constructed house, gate and fencing along the former access track. In order to avoid this scenario, it is suggested that the landowner makes an application under the Highways Act 1980 section 119 to Mansfield District Council to divert the public footpath around the site boundary.
167. It was agreed that the lead petitioner be informed accordingly.

PETITIONS CONSIDERED BY POLICY COMMITTEE

DD. 'Hands off Gedling petition (Ref: 2018/0325)

168. A petition of 1,315 signatures, collected between July and November 2018, was presented to the 13 December 2018 meeting of the County Council by Councillor Michael Payne. The petition stated "Keep your hands off Gedling. We are opposed to the scrapping of Gedling Borough or any takeover of its boundaries".
169. The petition was developed in response to Nottinghamshire County Council's work to explore the structure of local Government in Nottinghamshire and the development of an outline case for change, which included an examination of potential options for unitary councils.
170. A discussion of the outline case for change was scheduled to take place at December County Council. On the 11 December 2018, the Leader of Nottinghamshire County Council, Councillor Kay Cutts MBE, made the decision to withdraw the Outline Business Case from consideration at the County Council meeting on the 13 December 2018.
171. In a statement released on 11 December, the Leader explained that she had decided to pause and reflect. Specifically, the Leader referenced a meeting with Leaders and Chief Executives of District and Borough Councils, which had taken place a few days prior to the withdrawal of the Outline Business Case. The Leader described this meeting as productive, saying that the Leaders and Chief Executives "are willing to work with us on the delivery of local services but we all need more time to consider and discuss the potential options".
172. Since 11 December, the Leader has been in correspondence with some of the District and Borough Council Leaders and the Chief Executive of the County Council has met with District and Borough Council Chief Executives to examine opportunities for joint-working.
173. On 4 February, the Economic Prosperity Committee met and there was an agenda item on Local Government Reorganisation, which included a discussion on the potential for joint working.

174. It is anticipated that the Government will issue guidance on Local Government Reorganisation later this year, as the so called “sunset clause” comes to an end. Specifically, this guidance is expected to explain the criteria for invitations that the Secretary of State for Housing, Communities and Local Government will apply to any further invitations to submit proposals for Local Government Reorganisation.
175. As the petition was submitted to County Council during this period of pause and reflection, the contents of the petition have been noted. Gedling Borough Council, as one of the seven district and borough councils in Nottinghamshire, is involved in any discussions about the future of local government in Nottinghamshire as part of our efforts to consider viable options for solving the significant financial challenges that local authorities face.
176. The Committee agreed that the updated on the Local Government Reorganisation contained within the report to Committee be noted and the Lead petitioner be informed accordingly.
- EE. Petition requesting to reverse the new charges for adult social care in Nottinghamshire (Ref: 2018/0332)**
177. A petition with 1,600 signatures was presented to Full Council on 13th December 2018. The petition stated that it was ‘to protest against the changes to the way the Council calculates individual contributions to their costs for care and support’. The petition, which was compiled in November and December 2018, was received after the decision of the Adult Social Care and Public Health Committee to postpone the implementation date of the changes. The petition asked that the Council reverse the revised way of calculating contributions to the costs for care and support in Nottinghamshire.
178. Whilst acknowledging the strength of feeling, the reasons underpinning the decision to agree the changes remain. Nottinghamshire County Council, like other councils with social care responsibilities, faces significant challenges in meeting increased demand for its care services, whilst absorbing significant reductions in the amount of funding it receives.
179. The Council has reflected on the comments provided by people in response to the public consultation in summer 2018, subsequent feedback and letters received from service users, their carers and people in their support networks, including the petition presented at Full Council in December 2018. At the request of the Chairman and Vice Chairman of Policy Committee further consideration was given to the policy and its implementation.
180. The Equality Impact Assessment looking at specific impact on individuals and groups was reviewed. It was recognised that the policy as agreed in October, if implemented in full, would have had a disproportionate impact on adults aged 18 to under 25 yrs. Therefore it is agreed to amend the agreed Policy to apply two Minimum Income Guarantee levels – one for people aged pension credit age and over and one for people aged 18 years to under pension credit age. The revised policy would take effect from 8th April 2019 with a phased implementation of the new rate for people under pension credit age between April and November 2019.

Statutory and Policy Implications

181. 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

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

Councillor John Cottee – Chairman of Communities and Place Committee
Councillor Mrs Kay Cutts MBE – Chairman of Policy Committee

For any enquiries about this report please contact:

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Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All