

**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 23<sup>rd</sup> February, 23<sup>rd</sup> March and 25<sup>th</sup> May 2017.
- A. Petition to improve the visibility at the junction of Owlston Close and Greenhills Road, Eastwood (Ref 2016/0220)**
2. A 29 signature petition was presented to the 23<sup>rd</sup> February 2017 meeting of the County Council by Councillor Keith Longdon. The petition is to improve the visibility of this junction for residents who need to exit Owlston Close onto Greenhill Road.
3. A site meeting was held on the 6<sup>th</sup> February 2017 involving Councillors Greaves and Longdon, the District Manager for the Broxtowe area and interested residents when residents' concerns were discussed along with possible remedial measures.
4. Potential options to resolve the residents' concerns for this location are currently being considered and if a satisfactory solution can be agreed it will be considered for inclusion in a future highways programme.
5. It was agreed that the lead petitioner be informed accordingly.
- B. Petition requesting a residents' parking scheme on Charles Street, Ruddington (Ref: 2016/0221)**
6. A 12 signature petition was presented to the 23<sup>rd</sup> February 2017 meeting of the County Council by Councillor Reg Adair on behalf of residents of Charles Street, Ruddington. The petition requests that a residents' parking scheme is introduced on Charles Street, Ruddington due to parking by non-residents.
7. Requests for 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 vehicle speeds. Schemes are prioritised based on the level of non-resident parking.

8. Charles Street is a residential, one-way street situated to the east of the town centre with no off-street parking. Whilst there are some existing on-street parking restrictions on the road; a parking survey will be undertaken to determine whether a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.
9. It was agreed that the lead petitioner be informed accordingly.

**C. Petition requesting a residents' parking scheme on Montague Road, Hucknall (Ref: 2016/0222)**

10. A 76 signature petition was presented to the 23<sup>rd</sup> February 2017 meeting of the County Council by former Councillor John Wilmott on behalf of residents of Montague Road, Hucknall. The petition requests that a residents' parking scheme is introduced on Montague Road, Hucknall.
11. Requests for 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 vehicle speeds. Schemes are prioritised based on the level of non-resident parking.
12. Montague Road is a residential road situated to the north-west of the town centre, has a school located off the road and has some existing on-street parking restrictions.
13. The County Council proposes to undertake an area wide review of parking in Hucknall during 2017/18 following the completion of the Hucknall town centre improvement scheme. The review will consider non-resident parking on a number of streets in Hucknall and it is proposed that Montague Road be included in the proposed review.
14. Following the completion of the Hucknall parking review, a residents' parking scheme (or alternative parking restrictions) on Montague Road will be considered for inclusion in a future integrated transport programme should it be considered appropriate (subject to Transport and Highways Committee approval).
15. It was agreed that the lead petitioner be informed accordingly.

**D. Petition requesting a residents' parking scheme on Peveril Street, Hucknall (Ref: 2016/0223)**

16. An 18 signature petition was presented to the 23<sup>rd</sup> February 2017 meeting of the County Council by former Councillor John Wilmott on behalf of residents of Peveril Street, Hucknall. The petition requests that a residents' parking scheme is introduced on Peveril Street, Hucknall.
17. Requests for 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 vehicle speeds. Schemes are prioritised based on the level of non-resident parking.

18. Peveril Street is a residential road situated to the north-west of the town centre, there are currently no parking restrictions and three parking bays located on the road.
19. The County Council proposes to undertake an area wide review of parking in Hucknall during 2017/18 following the completion of the Hucknall town centre improvement scheme. The review will consider non-resident parking on a number of streets in Hucknall and it is proposed that Peveril Street be included in the proposed review.
20. Following the completion of the Hucknall parking review, a residents' parking scheme (or alternative parking restrictions) on Peveril Street will be considered for inclusion in a future integrated transport programme should it be considered appropriate (subject to Transport and Highways Committee approval).
21. It was agreed that the lead petitioner be informed accordingly.

**E. Petition to re-open the car park at Shireoaks railway station (Ref 2016/0224)**

22. An 86 signature petition was presented to the 23<sup>rd</sup> February 2017 meeting of the County Council by Councillor Sybil Fielding. The petition requests the re-opening of the station car park as its closure is impacting on local residents, rail customers and part of the national cycle network.
23. The station at this location, which is not staffed, is managed by Northern Rail. The County Council has contacted Northern Rail to discuss these issues and request a speedy resolution to the problems that have been highlighted in the petition; and is now waiting for the Northern Rail station manager to respond to the issues raised.
24. It was agreed that the lead petitioner be informed accordingly.

**F. Petition requesting a residents' parking scheme on East Lane, Edwinstowe (Ref: 2016/0225)**

25. A five signature petition was presented to the 23<sup>rd</sup> February 2017 meeting of the County Council by Councillor John Peck on behalf of residents of East Lane, Edwinstowe. The petition requests that a residents' parking scheme is introduced on East Lane, Edwinstowe due to parking by non-residents.
26. Requests for 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 vehicle speeds. Schemes are prioritised based on the level of non-resident parking.
27. East Lane is a residential road situated to the east of the town centre. There is a mixture of properties on the road, there are currently no parking restrictions, but the majority of properties have off-street parking. There is a car park located off East Lane, managed and operated by Edwinstowe Parish Council.
28. As most of the properties on East Lane have off-street parking the introduction of a residents' parking scheme at this location would not currently be considered a priority.

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

**G. Petition requesting a residents' parking scheme on Lovers Lane and Meyrick Road, Newark (Ref: 2017/0226)**

30. A 45 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by former Councillor Tony Roberts on behalf of residents of Lovers Lane and Meyrick Road, Newark. The petition requests that a residents' parking scheme is introduced on the roads due to parking by non-residents accessing Newark Northgate rail station and the town centre.

31. Requests for 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. Schemes are prioritised based on the level of non-resident parking.

32. Lovers Lane and Meyrick Road are residential roads situated to the north-west of the town centre. Lovers Lane has a mixture of properties, some of which have off-street parking, with some existing on-street parking restrictions. Meyrick Road has no off-street parking and there are currently no on-street parking restrictions.

33. Parking surveys have consequently been undertaken on Lovers Lane and Meyrick Road and once the results have been analysed they will be used to consider the request for possible inclusion in a future year's integrated transport programme.

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

**H. Petition requesting a residents' parking scheme on Newstead Avenue, Newark (Ref: 2017/0227)**

35. A 16 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by Councillor Maureen Dobson on behalf of residents of Newstead Avenue. The petition requests a residents' parking scheme is introduced on the road.

36. Requests for 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. Schemes are prioritised based on the level of non-resident parking.

37. Newstead Avenue is a residential road situated to the north-west of the town centre and whilst there are currently no parking restrictions on it, the majority of the properties have off-street parking.

38. As the majority of the properties have off-street parking, the introduction of a residents' parking scheme at this location would not currently be a priority. Residents are, however, able to fund the provision of white advisory H-bar markings to prevent obstruction of their driveways.

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

**I. Petition requesting a residents' parking scheme on Barton's Close, Newthorpe (Ref: 2017/0228)**

40. A 24 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by Councillor John Handley on behalf of residents of Barton's Close. The petition requests that a residents' parking scheme is introduced on the road.

41. Requests for 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. Schemes are prioritised based on the level of non-resident parking.

42. Barton's Close is a residential road situated to the north of the village with no off-street parking. There are currently no on-street parking restrictions. It was unclear from the petition as to the nature of the parking issue or its causes and therefore the lead petitioner would be contacted to discuss these in more detail.

**J. Petition requesting a the resurfacing of Bagshaw Street, Pleasley (Ref: 2016/0229)**

43. An 83 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by former Councillor Darren Langton on behalf of local residents. The petition requests that the whole length of Bagshaw Street is resurfaced as a priority.

44. All roads in the county are subject to an annual safety/enhanced inspection by the local highway inspector and a 'visual engineering inspection' every 3 years. The analysis of the technical condition survey data from these surveys, supplemented with local knowledge/judgement are then used to help develop future maintenance programmes.

45. Bagshaw Street was last inspected in February 2017 but we will undertake further inspections to determine if the road condition has deteriorated further and should be prioritised for maintenance works. Poplar Drive will be included as part of this assessment with a view to combining any proposed works if it is determined that such works are a priority.

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

**K. Petition requesting the adoption of a footpath between Blackhill Drive and Burton Road, Carlton (Ref: 2016/0230)**

47. A 29 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by Councillor Jim Creamer on behalf of local residents. The petition requests that the footpath between Blackhill Drive and Burton Road be formally adopted, to make it clean and tidy and to install lighting.

48. According to the County Council's records this footpath is currently not adopted highway or a public footpath.

49. Requests for the Council to adopt a footpath can be made by the landowner of the footpath; and such requests would be subject to the processes set out in Section 38 of the Highways Act. The landowner would, however, be required to pay for the path to be brought up to the Council's required design and maintenance standards (the former of which is not possible in many cases) before it could be adopted.

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

**L. Petition concerning proposed traffic restrictions on Ilkeston Road, Stapleford (Ref: 2016/0231)**

51. A 64 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by former Councillor Stan Heptinstall on behalf of local residents. The petition is in response to consultation undertaken on proposed Traffic Regulation Order to introduce waiting restrictions on Ilkeston Road and Melbourne Road, Stapleford.

52. Planning approval has been granted for up to 450 new homes on land north of Ilkeston Road and the proposed development will be accessed from Ilkeston Road. The new access will require a number of alterations to the layout of Ilkeston Road and the safety audit of the proposed new road recommended that parking restrictions be introduced to help ensure the safe and efficient operation of the proposed new junctions and pedestrian refuges along the road. Consequently, a Traffic Regulation Order (TRO) for the introduction of 'no waiting at any time' (double yellow lines) along sections of Ilkeston Road and Melbourne Road was consulted on.

53. Whilst the petition was submitted after the consultation closing date the objections highlighted in the petition were considered when determining whether to proceed with the waiting restrictions. A report on the proposed TRO ('THE NOTTINGHAMSHIRE COUNTY COUNCIL (A6007 ILKESTON ROAD AND MELBOURNE ROAD, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2017 (5218) – CONSIDERATION OF OBJECTIONS') was presented to 16<sup>th</sup> March 2017 Transport and Highways Committee for consideration; at which time the Committee overruled the objections and determined to proceed with the TRO as advertised.

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

**M. Petition requesting a residents' parking scheme on Magdalene Way, Hucknall (Ref: 2017/0232)**

55. A 22 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by former Councillor John Wilmott on behalf of residents of Magdalene Way. The petition requests that a residents' parking scheme is introduced on the road.

56. Requests for 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. Schemes are prioritised based on the level of non-resident parking.

57. Magdalene Way is a residential road situated to the north-west of the town centre and whilst there are currently no parking restrictions on it, all of the properties have off-street parking.

58. As all the properties on Magdalene Way have off-street parking, the introduction of a residents' parking scheme at this location would not currently be considered a priority. Residents are, however, able to fund the provision of white advisory H-bar markings to help prevent obstruction of their driveways.

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

**N. Petition requesting a pedestrian crossing on Bingham Road, Cotgrave (Ref: 2016/0233)**

60. A 40 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by Councillor Richard Butler. The petition requests the installation of a pedestrian crossing on Bingham Road, Cotgrave.

61. The County Council has negotiated contributions from the developer to provide measures that will help mitigate traffic from the proposed nearby development (such as improved bus services) but these do not include new pedestrian crossing facilities on Bingham Road.

62. The County Council receives far more requests for such crossings than it is able to fund. Requests for crossings are therefore prioritised based on the numbers of people crossing, traffic volumes and other relevant factors such as accident history so that the available funding helps the greatest number of people. Surveys will therefore be undertaken to determine whether a crossing at this location should be prioritised for possible inclusion in a future year's integrated transport programme.

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

**O. Petition requesting double yellow lines at the junction of Northwold Avenue and Loughborough Road, West Bridgford (Ref: 2016/0234)**

64. A 57 signature petition was presented to the 23<sup>rd</sup> March 2017 meeting of the County Council by Councillor Gordon Wheeler. The petition requests the installation of double yellow lines at the junction of Northwold Avenue and Loughborough Road.

65. Northwold Avenue forms part of the recently delivered West Bridgford cycling network and a puffin crossing has recently been installed close to the junction. As part of these improvements the County Council proposes to introduce a Traffic Regulation Order (TRO) at this junction to install 'no waiting at any time' (double yellow lines) restrictions; and has recently undertaken consultation on the proposals. A separate report on the proposed TRO will be presented to Community & Place Committee to consider the proposals.

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

**P. Petition for junction improvements to access Bilsthorpe (Ref 2016/0236)**

67. Up to a 1,000 signature petition was presented to the 25<sup>th</sup> May 2017 meeting of the County Council by Councillor Bruce Laughton. The petition was requesting improvements to the junctions in and out of Bilsthorpe onto both the A614 and A617.

68. Some improvements / adjustments have been undertaken in this area over the last few years. Bilsthorpe residents like those of many other rural settlements can, at times, have some delay to safely join the more strategic road network (in this case either the A614 or A617). It is not feasible to introduce signals to provide more controlled entry and exit to all such villages and any such policy would not only be unaffordable, up to £500,000 per junction, but would also cause significant additional delay across the Countywide network.
69. There have been 12 slight accidents at the five locations since 1<sup>st</sup> January 2014 including six at the Mickledale Lane junction. Due to these numbers this has just triggered a review for further investigation, but consideration will need to be given to achieving a high rate of economic return on any potential improvements which could be difficult based on the accidents alone.
70. Any further development in and around Bilsthorpe will be subject to the usual planning process and require mitigation measures from the developers, if it is considered that impacts would be severe. These will be investigated as part of the transport assessment at the planning application stage.
71. Further feasibility work will be undertaken to look at these issues and consider the benefits and dis-benefits of any further junction works, including signal options.
72. It was agreed that the lead petitioner be informed accordingly.

**Q. Petition requesting a residents' parking scheme on West Street, Arnold (Ref: 2016/0237)**

73. A 14 signature petition was presented to the 25<sup>th</sup> May 2017 meeting of the County Council by Councillor Muriel Weisz on behalf of residents of West Street, Arnold. The petition requested that a residents' parking scheme be introduced on the roads due to parking by non-residents accessing the town centre.
74. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme will not negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking.
75. West Street is a residential road situated to the west of the town centre with a mixture of properties, including social housing schemes managed and operated by Gedling Homes with associated private car parks accessed off West Street. There are existing parking restrictions on the road.
76. A parking survey will be undertaken to determine whether a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.
77. It was recommended that the lead petitioner be informed accordingly.

**R. Petition Regarding Road Condition in Eastwood (Ref: 2016/0238)**



78. A 192 signature petition was presented to the 25<sup>th</sup> May 2017 meeting of the County Council by Councillor Tony Harper concerning the number of potholes and the general state of the roads in and around Eastwood.
79. In recent years, resurfacing works have been carried out at several sites in the Eastwood area, most notably Nottingham Road and Dovecote Road with some additional works on some unclassified roads in the area. The maintenance programme 2017/18 includes resurfacing works in the vicinity of IKEA. In recent years greater emphasis has been placed on surface treatment works on the unclassified road network countywide and this is reflected also in the future proposals for Eastwood. This current financial year surface dressing works have been undertaken on numerous roads on the Daisy Farm Road Estate to help save them from further deterioration.
80. One of the key principles with highways asset management is to increase the use of 'preventative non-invasive treatments' and reduce the level of invasive high-cost worst-first resurfacing schemes where possible. Only fixing the very worst roads every year means that a lot of public money is spent on only a few sites and while this is being carried out, other sites will deteriorate to a point where they too will require high-cost resurfacing. The current strategy therefore is still to carry out full resurfacing at a limited number of sites but for the cost of one resurfacing scheme, 'preventative' works which will save several other sites from deteriorating to a similar level can be undertaken for the same money.
81. In the past, priority has been given to the classified road network and this has led to a gradual countywide deterioration of the unclassified network (estate roads and some rural links). To redress this imbalance, plans are in place with more of a focus on the unclassified network whilst still maintaining the classified roads in a safe and serviceable condition.
82. The scheme selection system involves a 'candidate list' of potential sites in all categories, ranging from those requiring full reconstruction to those which can be saved from further damage. It is possible that some sites may have had patchwork repairs over several years in order to maintain safety and whilst they may not be aesthetically pleasing they are at least fit for purpose from a safety perspective.
83. The main priority at all times is for the safety and serviceability of the highway network, including footways, cycleways and all other associated assets. For this reason, highway safety inspections are carried out at varying frequencies (monthly, quarterly, six-monthly, annually) dependent upon the hierarchy of the road / footway in question. There are a series of 'intervention levels' for defects on the highway and these are attended to either as part of this inspection regime or as a result of individual enquiries from members of the public, local councillors or other source.
84. A programme of works focused on the small sites which have received excessive patching and / or pothole repairs is being prepared. It is planned that this will lead to surface course repairs, approximately 40mm thick, to restore sections of some roads to a serviceable condition and to prevent further use of public money in continuous reactive repairs. These sites may then be suitable for further preventative surface treatment in future works programmes.
85. The above mentioned 'candidate list' contains many sites in the Eastwood area which are potentially suitable for a variety of treatments and these are currently being considered for

the draft Capital Maintenance Works Programme for 2018/19 which will be presented to this committee in the Autumn.

- 86. All sites are assessed against their peers from across the whole county. Funding is allocated on a pro-rata funding basis which is connected to the Road Condition Indicator (a national measure) for each road class to ensure the money are appropriately spent.
- 87. It was recommended that the lead petitioner be informed accordingly.

**S. Petition regarding network condition on Cropston Close, West Bridgford (Ref: 2016/0239)**

- 88. An 18 signature petition was presented to the 25<sup>th</sup> May 2017 meeting of the County Council by Councillor Gordon Wheeler concerning condition of the road surface on Cropston Close and the need for additional yellow lines.
- 89. Planning permission for the school was granted in 2012, including conditions that various highway improvements were to be carried out and a review of the parking situation to be undertaken within 12 months of the works being completed. Parking restrictions were put in place in tandem with laybys being constructed and then amendments to the parking restrictions were made in response to the review finishing in March 2016. Both these sets of improvements were subject to the formal public consultation process with all parties in the local area including residents, the school, Councillors, emergency services and various statutory consultees. These works were adjudged to satisfy the requirements of the Planning Conditions which were then discharged.
- 90. Some further complaints from residents regarding parking have been received in the intervening time, but these are now separate from the Planning process and the previous funding received from the school project. The criteria for parking restrictions is based on a pattern of reported injury accidents involving parking being apparent or bus services/emergency services suffering severe obstruction. Both the bus services and emergency services were included in the two previous public consultations and neither have requested any further restrictions be put in place. The ambulance service has also commented previously that they do not expect unobstructed access to narrow residential streets and have methods to deal with these situations as a result.
- 91. Further issues have also become apparent on Swithland Drive and a petition is being prepared along similar lines. It is therefore considered appropriate that these are dealt with in parallel and will be evaluated together once the second petition has been submitted.
- 92. It was recommended that the lead petitioner be informed accordingly.

**Statutory and Policy Implications**

- 93. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION**

It is recommended that the contents of the report and the actions approved 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**

- None

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

- Arnold South – Councillors John Clarke and Muriel Weisz
- Carlton West – Councillors Jim Creamer and Errol Henry
- Collingham – Councillor Maureen Dobson
- Cotgrave – Councillor Richard Butler
- Eastwood – Councillor Tony Harper
- Greasley and Brinsley – Councillor John Handley
- Hucknall North – Councillor Ben Bradley
- Leake and Ruddington – Councillors Reg Adair and Andrew Brown
- Mansfield West – Paul Henshaw and Diana Meale
- Muskham and Farnsfield - Councillor Bruce Laughton
- Newark East – Councillor Stuart Wallace
- Sherwood Forest – Councillor John Peck JP
- Stapleford and Broxtowe Central – Councillors John Doddy and John Longdon
- West Bridgford West – Councillor Gordon Wheeler
- Worksop West – Councillor Sybil Fielding