



meeting **COUNTY COUNCIL**

date **18 JANUARY 2007**

agenda item number

REPORT OF THE CABINET MEMBER FOR ENVIRONMENT

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 30 NOVEMBER 2006

Purpose of Report

1. The purpose of this report is to make an initial response to the issues raised in the following petitions presented to the Chairman of the County Council at the Council meeting on 30 November 2006.

- A. Opposition to Landfill Proposals at Bentinck Void and Tip near Selston
- B. Request for a Zebra Crossing on Butt Lane outside the East Bridgford Medical Centre
- C. Request for Road Repairs to Surface of Brielen Road, Radcliffe-On-Trent
- D. Request for the Closure of a Walkway on Willow Avenue, Forest Town
- E. Request for Reinstatement of Local Bus Service, Valley Prospect, Newark
- F. Objection from Residents of Mellbreak Close, Gamston to Proposals to Build an Additional Access Path to the Local School
- G. Request for Traffic Calming on Warwick Avenue, Beeston due to Speeding Traffic and Use as a "Rat-Run"
- H. Request for a Reduction in Speed Limit from 40mph to 30mph on the A60 at Costhorpe, Carlton In Lindrick
- I. Request for Repairs to the Carriageway and Footway, Queen Street, Balderton

A. OPPOSITION TO LANDFILL PROPOSALS AT BENTINCK VOID AND TIP NEAR SELSTON

2. A 320 signature petition was presented to the 30 November 2006 meeting of the County Council by Councillor The Hon Joan Taylor. The petition has been organised by Selston Parish Experience Group and the signatories are understood to represent groups connected with the Older Persons Forum in Selston.

3. The petition opposes Bentinck Void and Tip being used for landfill and associated purposes and also comments that “there are more modern methods of waste disposal rather than filling in holes”.
4. The County Council is in receipt of duplicate planning applications to restore Bentinck Void and Tip through the landfilling of non hazardous waste and the deposit of inert waste materials respectively. Those applications remain under consideration. It is understood that the applicants, Waste Recycling Limited, have provided a Non-Technical Summary of the scheme to all Members of the County Council and full details of the applications have been deposited in the Local Government Library at County Hall.
5. In due course the applications will be reported to the Planning and Licensing Committee of this Authority for determination and this petition has been forwarded to the Case Officer to take into account as part of the wider planning application process.

B. REQUEST FOR A ZEBRA CROSSING ON BUTT LANE OUTSIDE THE EAST BRIDGFORD MEDICAL CENTRE

6. A 319 signature petition was presented to the 30 November 2006 meeting of the County Council by Councillor Kay Cutts requesting the provision of a raised zebra crossing on Butt Lane, East Bridgford, outside the village Medical Centre.
7. Pedestrian crossing requests are assessed against numerical criteria based on conflicting pedestrian and vehicle flows and on recorded injury accidents. A six hour daytime survey outside the Health Centre has been carried out revealing average flows of 12 pedestrians and 157 vehicles per hour. These flows achieve less than 1% of the numerical criteria normally needed to justify a zebra crossing.
8. There have been no reported injury accidents on Butt Lane in the vicinity of the Medical Centre during the past three and a half year period.
9. The East Bridgford Parish Council have previously been informed that a crossing cannot be justified due to the low levels of vehicle and pedestrian flows in the area and lack of accidents, and a similar response will be forwarded to the petitioners.

C. REQUEST FOR ROAD REPAIRS TO SURFACE OF BRIELEN ROAD, RADCLIFFE-ON-TRENT

10. A 13 signature petition was presented to the 30 November 2006 meeting of the County Council by Councillor Kay Cutts requesting repairs to the surface of Brielen Road, Radcliffe-on-Trent.
11. Brielen Road is a private unadopted road.

12. In order to carry out any maintenance works on the road the Council would have to adopt it. Current policy states that the County Council will only adopt a road that is brought up to the required standard to ensure that it is not taking on a liability.
13. To bring the road up to standard would involve design work, re-laying of the road structure, costs of moving any utilities within the highway, kerbing, resurfacing and upgrading street lighting. This would have to be carried out at the residents' expense using the Private Street Works procedures contained within the Highways Act 1980.
14. There are a high number of private roads around the County which have similar problems and it would cost millions of pounds for the County Council to bring them up to standard. Such expenditure cannot be justified when compared with the funding needed to maintain the network of adopted roads and footways within the County.

D. REQUEST FOR THE CLOSURE OF A WALKWAY ON WILLOW AVENUE, FOREST TOWN

15. A 64 signature petition was presented to 30 November 2006 meeting of the County Council by Councillor Helen Holt requesting "the walkway (alley) between Willow Avenue and Holly Road to be closed" as it is "abused and used as an escape route by house breakers and people who vandalise and create nuisance and it is regularly a source of litter and is ill maintained".
16. The Council receives many such requests, particularly in urban residential locations. As one method of combating the problem, the Cabinet has recently agreed to trial policy and procedures for implementing "Gating Orders" under new legislation introduced in April 2006. Under the Council's current requirements, requests for Gating Orders can only be made by the local Crime and Disorder Reduction Partnership (CDRP) and any such application must be supported by appropriate records of crime or anti-social behaviour, including crime incident numbers. "Gating Orders" do not affect the status of the highway – in principle; they work rather like a Traffic Regulation Order in restricting the use of the highway in a defined manner.
17. If permanent closure of a highway is required in response to unacceptable levels of criminal activity, procedures under the Countryside & Rights of Way Act 2000 should be followed. The Authority has approved procedures already in place for this, which contains a similar provision that any application must come from the CDRP.
18. It is not expected that this particular footpath will be regarded as high priority by the Mansfield CDRP, who are yet to make an application for a "Gating Order".
19. As regards maintenance, the footpath is in reasonable condition, whilst litter is a matter for the District Council.

20. It is proposed that a copy of the petition and this report be forwarded to the CDRP and Mansfield District Council and the petitioners be informed accordingly.

E. REQUEST FOR REINSTATEMENT OF LOCAL BUS SERVICE, VALLEY PROSPECT, NEWARK

21. A petition of 122 names plus letters of complaint from residents in the Valley Prospect, Newark area was presented by Councillor Keith Girling to the 30 November 2006 meeting of the County Council. Residents are concerned about the loss of the local bus service number 73 and the petition calls for its reinstatement.
22. Service 73 was one of a number of commercially operated town routes in Newark provided by Stagecoach in Lincolnshire. In October all these were revised into a new town service network. Valley Prospect is one of a number of small areas from which buses were withdrawn. The nearest bus stops are now up to 600m (0.4 ml.) away. There is a high proportion of more elderly residents in the area. Stagecoach have advised that on average less than one passenger per journey boarded on Valley Prospect and have declined to revise their new service to reinstate the previous route on an occasional or regular basis.
23. Nottinghamshire County Council is not in a position to introduce new services for such limited areas, but in consultation with Councillor Girling has diverted a passing tendered route (Village Lynx Plus) to run along Valley Prospect. This restores a limited service at the most important shopping times and appears to be well received. In addition, discussions have been held with another local operator who is considering revising a commercial service to include journeys along Valley Prospect on a regular basis.

F. OBJECTION FROM RESIDENTS OF MELLBREAK CLOSE, GAMSTON TO PROPOSALS TO BUILD AN ADDITIONAL ACCESS PATH TO THE LOCAL SCHOOL

24. A 12 signature petition was presented to the 30 November 2006 meeting of the County Council by Councillor Michael Cox objecting to proposals to build an additional access path to the local school, Pierrepont Gamston Primary School.
25. The School Travel Plan Steering Group at Pierrepont Gamston Primary School identified problems with walking routes to the school. They requested an additional access point to the network of existing paths. Mellbreak Close was identified as potentially the best site as it was already being used unofficially by some parents. This, however, required pedestrians to lift any pushchairs etc over the existing low level fence.
26. The County Council's Road Safety Team, through the School Travel Plan Officer, suggested that it would be a good idea to consult with the local community, in particular the residents of Mellbreak Close, before the proposal was considered for adoption.

27. The school community and local residents were invited to a steering group meeting at the school to discuss the proposals on 19 September 2006. This was designed as a forum to allow concerns and suggestions to be considered. Attendees included the County Council's Senior Road Safety Officer, Zena Oliver, and John Heard, the Headteacher of Pierrepoint Gamston Primary School. Some parents/carers attended the meeting along with one resident of Mellbreak Close (Mr Lee) and Councillor Cooper.
28. It was explained at the meeting that there is no agreement in place to install an access point and finance has not been allocated to fund such a scheme through the Safer Routes to School budget.
29. The Authority do not currently have any plans to install such a feature and any further suggestions to improve the walking route would only be considered if all parties were happy with the proposals.
30. A letter dated 7 November 2006 was sent to Mr Lee replying to the concerns he had raised. His alternative suggestion, that consideration should be given to establishing a rear entrance to the school, was forwarded to the Headteacher.

G. REQUEST FOR TRAFFIC CALMING ON WARWICK AVENUE, BEESTON DUE TO SPEEDING TRAFFIC AND USE AS A "RAT-RUN"

31. A petition containing 54 signatures was presented to the 30 November 2006 meeting of the County Council by Councillor Steve Carr requesting the installation of traffic calming measures, including 'no access to through traffic' restrictions, on Warwick Avenue in Beeston.
32. Warwick Avenue is in a residential area bounded by four major distributor roads, the A52, Broadgate (B6464), Wollaton Road (B6006) and Woodside Road (A6464). In order to be effective, traffic calming would have to be looked at in terms of treating the whole area between these four roads rather than on any individual street in isolation.
33. Current policy stipulates that traffic calming can only be justified on accident reduction grounds or as part of an environmental traffic calming scheme. The criteria for accident reduction are based on Road Safety Targets issued by Central Government which stress the need for Highway Authorities to concentrate resources on reducing fatal accidents or those involving serious injury.
34. From the 1 January 2003 to 30 September 2006 there have been 12 slight injury accidents and 3 serious injury accidents spread across the entire area detailed in paragraph 32. This level of accidents is not sufficient to justify consideration of traffic calming measures on accident reduction grounds.
35. Environmental traffic calming applies to schemes identified through consultation with Local Strategic Partnerships with priority given to those in deprived or conservation areas, subject to availability of funding. Warwick Avenue is not in a

deprived or conservation area, and there is no current proposal to consider the area for the provision of environmental traffic calming.

H. REQUEST FOR A REDUCTION IN SPEED LIMIT FROM 40MPH TO 30MPH ON THE A60 AT COSTHORPE, CARLTON IN LINDRICK

36. A petition signed by 142 residents was presented to the 30 November 2006 meeting of the County Council by Councillor Alan Rhodes requesting a reduction in the speed limit from 40mph to 30mph, on the A60 at Costhorpe.
37. The Department for Transport issued Circular 01/2006 Setting Local Speed Limits last year and this is to be used as the basis for future assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan.
38. As part of this paper the Government requires a review of the speed limits on all A and B class roads in the County by 2011.
39. The County Council's Village Speed Limit Policy and Class A and B road speed limit review was agreed in December 2006. The speed limit on the A60 is to be reviewed in Year 1 (2007/2008). Any works identified as a result of the review will take place during the following year 2008/2009 subject to funding being made available.

I. REQUEST FOR REPAIRS TO THE CARRIAGEWAY AND FOOTWAY, QUEEN STREET, BALDERTON

40. A petition signed by 93 residents of Queen Street, Balderton was presented to the 30 November 2006 meeting of the County Council by Councillor Keith Walker requesting urgent resurfacing on the carriageway and footways.
41. The petition had been presented to Councillor Walker by Mr Bill Davidson who had also e-mailed photographs of Queen Street to the BBC East Midlands Today programme on 20 October 2006. Copies of the photographs were supplied to the County Council's Newark Area Office.
42. Following receipt of the photographs, officers identified certain areas of the road as needing repairs to ensure the safety of highway users. These repairs were undertaken on Monday 23 October.
43. The County Council received a further e-mail from Mr Davidson on that day thanking the County Council for their prompt response in dealing with his e-mail but requesting that the carriageway and footways were taken down to their foundations and renewed.
44. The County Council wrote back to Mr Davidson explaining that a detailed assessment of Queen Street will take place and the road will then compete for funding, along with others in a similar condition, for a major scheme in 2007/2008.

45. The results of the assessments are now complete and will be used to determine the structural maintenance programme for next year, 2007/2008. Once the programme has been finalised, Mr Davidson and Councillor Walker will be advised of the outcome relating to Queen Street.

COUNCILLOR STELLA SMEDLEY
Cabinet Member for Environment

R Petitions 070118