

STMP 25/26: SEPT '24 UPDATES (IN BOLD) FOLLOWING HIGHWAYS LIAISON MEETING HELD 19/9/24

1) Shady Lane Cycle Path

Requirement: Upgrading of this Right of Way footpath for cycle use to form part of an off-road cycleway linking the north-west side of the town to the Minster School and Leisure Centre. Some pathway resurfacing and signage will be required.

History: First included in STMP 2021/22 and each subsequent year's update.

Position at Sept '24:

- **current proposal not practical as advised by Via EM at meeting with reference to Sue Jarczewski (Rights of Way Officer) email dated 16/1/23; and**
- **any further progress dependant on LCF grant, about which Via EM will send details/advice.**

2) Nottingham Road Bus Stop/Centre Refuge Improvement

Requirement: Redesign/re-construction of the passenger 'waiting pen' – see photo in STMP 25/26 document - to prevent pedestrians walking in front of stationary buses. Suggested modification is shown in the annotated photo in the STMP 25/26 document. Impatient motorists leaving the town and delayed by a bus standing at this stop frequently overtake on the wrong side of the centre refuge.

History: First included in STMP 2022/23 and each subsequent year's update.

Position at Sept '24: Currently with Transport Facilities; NCC/Via EM looking to re-site. NB 'by next Spring' (2025) is timescale previously reported.

3) Provision of Easthorpe Pedestrian Crossing

Requirement: A crossing facility to serve pedestrians visiting Southwell Court Care Home, the BP garage and M&S shop, to minimise risk from fast moving/manoeuvring traffic at the Newark Road/Easthorpe junction. Previous NCC/Via EM feasibility study never seen by or explained to STC Planning & Highways Committee members.

History: First included in STMP 2020/21 and each subsequent year's update.

Position at Sept '24: A 'PV Squared' exercise, which gathers and processes traffic/pedestrian flow data to establish if a zebra crossing facility is justified, will be undertaken April/May '25.

4) Saracens Head Mini-Roundabout

Requirement: Signage change on King Street to eliminate current confusion on vehicle right of way exiting King Street onto Westgate/Church Street. The sign support arm currently carries both 'give way' and 'roundabout' signs (see photo in STMP 25/26 document). Police accident reports 2B139318 (for 2/7/18 incident) and 2B067123 (for 5/5/23 incident) are on Via EM database and typical of problems regularly occurring, but only a fraction of which give rise to Police attendance/reporting.

History: First included in STMP 2020/21 and each subsequent year's update.

Position at Sept '24:

- **another accident w/ending 9/8/24, involving a car striking a pedestrian between the Queen Street junction and the King Street entrance to the roundabout and causing the pedestrian to be hospitalised, was reported to Via EM;**
- **update/re-painting of lining confirmed for mid- Oct '24; and**

- previous Safety Report to be re-circulated (Via EM to supply).

5) Bottom of Ropewalk/Lower Kirklington Road (LKR) Mini-Roundabout

Requirement: At minimum, advanced/bigger warning signage needed to alert drivers to the dangers when approaching the island from both directions on LKR, but especially from the direction of Burgage (see photo in STMP 25/26). This is arguably the most dangerous junction in the town and involves frequent accidents/near misses. Police accident reports 2B201018 (for 24/10/18 serious incident) and 2B098721 (for 22/7/21 incident) are on Via EM database and typical of problems regularly occurring, but only a fraction of which give rise to Police attendance/reporting – eg second photo in STMP 25/26 shows a vehicle after incident on 31/8/23 but not attended/reported by Police. Similar mini-roundabouts in the County – eg two on B684 Mapperley Plains - are clearly marked as hazards with large advance signs.

History: First included in STMP 2020/21 and each subsequent year's update.

Position at Sept '24:

- new advance warning signs programmed to be installed (though timing still unclear); and
- re-painting of mini-roundabout scheduled for mid-Oct '24.

6) Ropewalk Resurfacing (to include on-road School/Children logos at Queen Street junction end)

Position at Sept '24: Scheme completed 11 – 18/8/24 inc. Resurfacing of Private Road, a side of road off Ropewalk and formerly also included (as Item 9), is now deleted as substantial patching works there, plus renewal of on-road white and yellow lines, were effected week ending 12/7/24.

7) Lowes Wong School/Sacrista/Saracens Head/ Hardwicke House Access Road

Requirement: NCC acceptance of evidence showing that this is a public highway, with consequent responsibility for repair/maintenance of this much-used road. Currently, the surface of the short stretch of school entrance roadway is appalling.

History: First included in STMP 2023/24.

Position at Sept '24:

- repair work to 'first spur', adjacent to/serving School, is in hand – reported by County Cllr to full STC meeting 18/9/24 and may be result of him pressing relevant House of Commons Briefing document sent to him by the then P&H Chair earlier this year [2024]); and
- Via EM said that NCC would not adopt [any part of?] this stretch, however.

9) King Street Permanent Closure/Pedestrianisation

Requirement: Permanently to establish a scheme, previously and successfully operated ad-hoc just on Saturdays, to stop through traffic using this street. There is substantial support from residents and shopkeepers alike for this to happen.

History: Included, in various proposed forms, since STMP 2021/22.

Position at Sept '24: In view of STC strong request for Saturday only closure/pedestrianisation (as operated during 'COVID 19'), Jamie Earl of NCC to give definitive statement why this is not feasible.

10) Holy Trinity School Crossing, Westgate

Requirement: Traffic calming scheme to reduce dangers to pedestrians with young children walking to/from the infant school (see 'as is' photo in STMP 25/26). If the provision of monitoring cameras on Halloughton Road is successful (see 11) below), the subsequent diverting of vehicles, particularly at rush hours, will increase the hazard considerably. Options previously suggested are for either a proper pedestrian crossing or replacement of the current two bollards with some 'child-like' ones – the latter being quick, effective and low cost (see imagery in the STMP 25/26 document).

History: Included since STMP 2021/22.

Position at Sept '24: On-road zig-zag lining approved and to be installed. County Cllr has previously reported, at the full STC meeting of 19/6/24, that this will be provided 'early 2025'. Possibility of a 'PV Squared' exercise, which gathers and processes traffic/pedestrian flow data to establish if a zebra crossing facility is (also) justified, to be checked by Via EM.

11) Halloughton Road No Right Turn Junction

Requirement: Enforcement cameras to deter drivers from using this road as a 'rat run' off Westgate. Understood these are now planned for early introduction following NCC application for/granting of moving traffic enforcement powers. Traffic volume is now at such a high level as to constitute major danger to all local pedestrians, particularly those using the recently occupied Reach (Learning Disabilities) Centre at Nottingham Road end.

History: Included since STMP 2020/21.

Position at Sept '24:

- new UK government has shelved introducing fresh legislation on camera enforcement; and
- this site application will be resurrected/submitted if/when appropriate legislation is put in place (Via EM confirmed 'all documentation prepared and ready to go').

15) Westgate/Allenby Road Junction

Requirement: Reassessment of current signage. This is a highly dangerous junction mainly due to fast traffic travelling down the hill from Oxton direction towards vehicles exiting Allenby Road junction with its poor sight lines. This is despite the presence of an interactive speed sign that this is poorly located. A bad accident on 14//8/23 blocked Westgate and the Oxton Road in both directions. Police accident report 2B139318 (for 1/12/20 incident) on Via EM database is typical, with other cases not giving rise to Police attendance/reporting.

History: First included in STMP 2020/21.

Position at Sept '24: Via EM to organise traffic volume and speed 'on-road tube survey' to provide actual data to inform improvement debate.

16) Permanent Interactive Speed Limit Enforcement Signs and/or Physical Speed Deterrents

Requirement: Reassessment/re-positioning of both current signs (at Oxton Road near Westgate – see 15) above - and on Halam Road), plus plan for introduction new ones at other town 'gateways' ie on Easthorpe, Nottingham Road, Lower Kirklington Road and Fiskerton Road. The plethora of data collected by Speedwatch activity over the past 6 years clearly shows these key points where speeding is particularly bad. Some permanent

physical deterrents should also be considered for worst locations in accordance with relevant NCC criteria.

History: First included in STMP 2023/24.

Position at Sept '24: For now, action confined to organisation of 'on-road tube surveys', to gather actual volume and speed data, in vicinity of existing interactive speed enforcement signs on Oxtan Road hill (leading into Westgate) and Halam Road. Information will help to determine 'optimum' locations for these signs.

17) Bishops Drive/Memorial Drive Improvement

Requirement: Plan for the elimination of parking between the Bishop's Palace entry and the War Memorial to provide safer conditions for pedestrian/vehicular access to the town's cemetery, scout hut, tennis courts, bowling green, football field, kiddies' playground and Minster School. Currently, there is no meaningful/complete footway arrangement.

History: First included in STMP 2023/24.

Position at Sept '24: No plan yet agreed (land/rights acquisition needed for any separate route through adjacent grounds deemed too complicated, whilst provision of double yellow lines might actually provide more scope for increased traffic speeds).

18) Repainting of worn on-road markings

Requirement: Listing of the large number of on-road markings, variously located throughout the town, in need of repainting. This to be compiled locally and then presented to NCC/Via EM at the earliest opportunity.

History: First included in STMP 2023/24

Position at Sept '24: Following list is for action by Via EM (either as already programmed for Oct '24 (asterisked) or as supplements) -

- Lowes Wong School zebra crossing*
- Lower Kirklington Road mini-roundabout*
- Ropewalk central lining and white lining near Co-Op (omitted from recent main scheme)*
- Saracens Head mini-roundabout*
- Minster School entrance warning lines
- Westgate Mews entrance
- Little Brunette Bakery (Westgate) adjacent entrance
- Fiskerton Road 30 mph roundels and slow sign (see also 19 below)

19) Fiskerton Road – Re-location of 30 mph Speed Limit Signs

Requirement: Existing 30 mph signs too close to Fiskerton Road cottages (only c. 27 metres prior)/ 'blind junction' with Crink Lane (c. 64 metres prior), plus on-road 30mph 'roundel' now obliterated, thereby providing in-bound drivers very limited scope to comply with speed limit (see photo in STMP 25/26). Local Speedwatch regularly log vehicles at speeds exceeding 30mph at this location, with speeds exceeding 40mph not uncommon. The stopping distance at 40mph is greater than the distance from current signage to the cottages, and two thirds the distance to the Crink Lane junction. Fresh siting for signs therefore to consider possible added benefits of positioning in advance of the busy entrance/egress for Southwell Garden Centre car park.

Position at Sept '24:

- Via EM to organise 'on-road volume and speed tube survey' to provide actual data to inform sign relocation decision; and

- existing road markings to be reinforced in the interim (see 18 above).

20) Westgate Mews Vehicular Access

Requirement: Currently, there is no signage on Westgate to warn parkers of the necessity to keep the entry clear. Such signage required ASAP (see photo in STMP 25/26). In its continuous absence, the entrance to Westgate Mews, sited alongside the old cinema building, is regularly being obstructed by increasing incidents of untidy parking along Westgate. These actions create dangerous blind spots for drivers trying to exit the Mews and risk of time delay to emergency vehicles needing access to Mews properties.

Position at Sept '24: Repainting of on-road lining requested – target mid-Oct '24 (see 18 above).

21) Updates required about progress with Southwell schemes previously programmed to be effected in 22/23, 23/24 and 24/25 (Annex to STMP 25/26)

Position at Sept '24: All schemes confirmed as completed, subject to checks and confirmation by Via EM regarding the following -

- **Footpath 12 Resurfacing**
- **Upton Road/Westhorpe New Drain Gullies**
- **Ashtree Close Resurfacing**
- **Hillside Drive resurfacing**
- **Honing Drive resurfacing**
- **Dornoch Avenue Drainage Repair**
- **Brackenhurst Lane Drainage Oxton Hill Dressing**

22) Nottingham Road Flooding

Requirement: Park Lane ditches to be cleared (Via EM currently organising).

History: First reference in STMP Sept '24.

Position at Sept '24:

- **all landowners adjacent to Park Lane will be served 28 days' notice to comply with ditch clearance request; and**
- **targeted for completion this Autumn ('24) school half-term.**

23) HGV Restriction Signage, Station Road

Requirement: To reinforce HGV 7.5 tonne vehicle restriction on lorries entering town from Station Road (this weight limit actually applies to all highways in and around Southwell but Station Road known to be an unsuitable 'rat run').

History: First reference in STMP September '24.

Position at Sept '24: New signage has been obtained and is due to be installed by Via EM in the immediate future.

24) Hopkiln Lane Improvement

Requirement: As consequence of new housing development on Lower Kirklington Road ('Vineries'), traffic volume along Hopkiln Lane is expected to increase considerably. Current highway only suitable for very low traffic volume.

History: First reference in STMP September '24.

Position at Sept '24: Via EM now aware of need need to monitor and for action.

[END OF THIS UPDATE BASE DATED 3/10/24]