



Southwell Traffic Management Plan (STMP) 2024-25

**Summary of highway safety and traffic
amenity schemes requiring
consideration by Nottinghamshire
County Council (NCC)/Via East Midlands (Via EM)
for the town of Southwell**

Note:

Items are not listed in priority order. Numbers relate to those on the NCC/Via EM 'traffic light spreadsheet' sent to Southwell Town Council (STC) Clerk under cover of email (from Aidan O'Connor) dated 6 January 2023, and, subsequently, presented to STC Planning & Highways (P&H) Committee members. Missing numbers refer to schemes completed or seen as no longer relevant.

1) Shady Lane Cycle Path

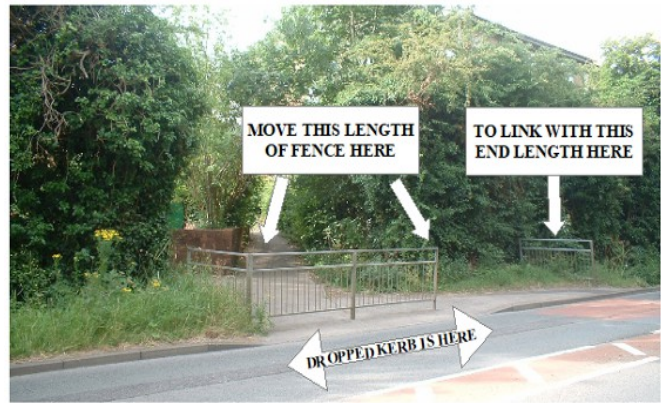
Required: Upgrading of this Right of Way footpath for cycle use to form part of an off-road cycleway linking the north-west side of the town to the Minster School and Leisure Centre. Some pathway resurfacing and signage will be required.

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

2) Nottingham Road Bus Stop/Centre Refuge Improvement

Required: Redesign/re-construction of the passenger 'waiting pen' – see photo below left - to prevent pedestrians walking in front of stationary buses. Suggested modification is shown in the annotated photo below right. 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.



3) Provision of Easthorpe Pedestrian Crossing

Required: 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.

4) Saracens Head Mini-Roundabout

Required: 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). 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. Previous NCC/Via EM safety audit report never seen by or explained to STC Planning & Highways Committee members.



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

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

Required: 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 top photo opposite). 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 opposite 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.



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

Required: Current road surface is totally inadequate for the volume of traffic using this major thoroughfare (600 v/hr recorded). On 23/2/22 the NCC Transport and Environment Committee approved programming and budget for this resurfacing project for f/y 2024/25. See also proposed scheme 8) below.

History: First included in STMP 2023/24 with case to support this scheme being brought forward by one financial year ie into 23/24.

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

Required: 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 this short stretch of school entrance roadway is appalling.

History: First included in STMP 2023/24.



8) Private Road Resurfacing

Required: Resurfacing of this already-adopted road (with misleading name) as part of the Ropewalk scheme (see 6) above). The surface is badly flawed and deteriorating quickly, serving, as it does, the library car park, marketplace traders, Kings Court residence complex, Leeks Close and the Wheatsheaf public house car park.

History: First included in STMP 2023/24 and now logically linked to 6) above.

9) King Street Permanent Saturday Closure/Pedestrianisation

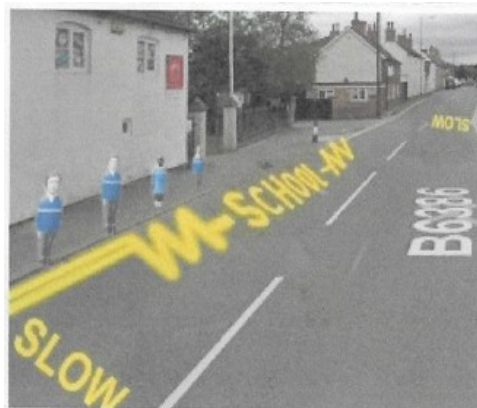
Required: Permanently to establish a scheme, previously and successfully operated ad-hoc, to stop through traffic using this street on Saturdays. There is substantial support from residents and shopkeepers alike for this to happen, and a detailed plan/estimate has recently been submitted by STC Planning & Highways Committee to Via EM Officers and copied to County Councillor Roger Jackson.

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

10) Holy Trinity School Crossing, Westgate

Required: Traffic calming scheme to reduce dangers to pedestrians with young children walking to/from the infant school (see 'as is' photo below left). 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 below right).

History: Included since STMP 2021/22.



11) Halloughton Road No Right Turn Junction

Required: 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.

15) Westgate/Allenby Road Junction

Required: Reassessment of current signage. This is a highly dangerous junction mainly due to fast traffic travelling down the hill from Oxtan direction towards vehicles exiting Allenby Road junction with its poor sight lines. This is despite the presence of an interactive speed sign (or, more likely, that this is poorly located). A bad accident on 14/8/23 blocked Westgate and the Oxtan 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.

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

Required: Reassessment/re-positioning of both current signs (at Oxtan Road near Westgate – see 15) above - and on Halam Road), plus plan for introduction of more 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 5 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.

17) Bishops Drive/Memorial Drive Improvement

Required: 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.



18) Repainting of worn on-road markings

Required: 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

PAM/TGW
October 2023