

**STC Planning & Highways Committee Meeting Wednesday 6 December 2023**

**Agenda Item No. 008 Highways Report\* (comprising x7 pages inc Annexes A and B)**

**Section A: Highways Maintenance and Improvement Category**

**December '23 update (for action)**

**1) Southwell Traffic Management Plan (STMP) 24/25 at AnnexA, prepared as agreed at P&H meeting 4/10/23 and first tabled at last P&H (1/11/23), now requires urgent P&H approval and distribution. Copies to go to NCC/Via EM officials (Joanne Horton and Louise Poole-Richardson) and Cllr Roger Jackson.**

**2) The proposed Priority List from the STMP, see Annex B, requested by P&H at the last meeting (1/11/23), also requires discussion/approval prior to distribution same as 1) above.**

**The urgency in getting Annexes A and B discussed, approved and distributed quickly is brought about for two reasons:**

- **first**, NCC/Via EM planning for their 2024/25 and 2025/26 highways improvement programmes (and possibly beyond) is already well advanced, and
- **secondly**, those NCC/Via EM officials and Cllr Jackson due to attend the next Highways Liaison Meeting with our P&H representatives (due Dec '23/date TBC), need sight of Annexes A and B in good time to allow for proper study and investigation.

**Footnotes:**

- a) \*Approved by P&H Chair for inclusion on agenda and circulation to P&H members prior to meeting.
- b) Other items usually identified in this monthly Highways Report (ie HGV and Speedwatch matters) are being deferred to January '24 to allow time for full consideration of Annexes A and B.
- c) Prepared in liaison with Paul Mackintosh and Tom Whitmore following P&H agreement on 7/4/21

**END OF DECEMBER 2023 P&H HIGHWAYS REPORT (BASE DATED 27/11/23), BUT INCLUDING ANNEXES A AND B BELOW.....**



# **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**

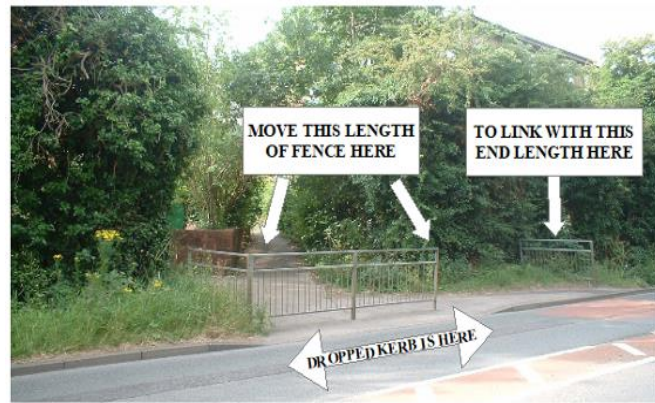
**Required:** Upgrading of this Right of Way footpath for cycle use to form part of an off-road cycleway linking the north-west side of the town to the Minster School and Leisure Centre. Some pathway resurfacing and signage will be required.

**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 Oxton 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

**PRIORITIES TO BE DISCUSSED WITH NOTTS CC (NCC) AND/OR VIA EM OFFICIALS, PLUS CLLR ROGER JACKSON, AT NEXT (DEC 23?) HIGHWAYS LIAISON MEETING (IN CONTEXT OF OVERALL SOUTHWELL TRAFFIC MANAGEMENT PLAN (STMP) 24/25 AND FROM WHICH ALL THE FOLLOWING ARE DRAWN)**

**CATEGORY 1 PRIORITIES: ALREADY BEING PROCESSED/AGREED IN PRINCIPLE**

- a) King Street Saturday Pedestrianisation:** scheme, with estimated costings, already submitted by STC and currently being considered
- b) Ropewalk Resurfacing (including Private Road off):** already programmed by NCC, with cost/budget allocation, for 24/25 (if not possible to bring forward to 23/24)
- c) Provision of Camera(s) to Enforce Halloughton Road No Right Turn Traffic Order:** already acknowledged as a priority site, based on data provided showing degree of abuse
- d) Bishop's Drive:** feasibility study, with possible options better to separate pedestrian and vehicular traffic, already being undertaken by Via EM

**CATEGORY 2 PRIORITIES: RELATIVELY INEXPENSIVE AND EASILY PROVIDED BUT WITH HIGH VALUE OF BENEFITS**

- a) Ropewalk Mini Roundabout Advance Warning Signs:** this is a very dangerous junction. Warning signs on approaches from both directions on Lower Kirklington Road urgently needed, particularly on the stretch leading from the Burgage
- b) Holy Trinity School Crossing:** traffic calming through provision of 'kiddy bollards' and/or pedestrian crossing. If the proposed camera provision for Halloughton Road proves successful (see Category 1 c) above), this sort of extra calming measure will be of even greater priority due to increased traffic flow
- c) Nottingham Road Bus Stop/Centre Refuge Improvement:** redesign/re-construction of the passenger 'waiting pen' needed to prevent pedestrians walking in front of stationary buses

**CATEGORY 3 PRIORITIES: SELECTIVE SPEED REDUCTION MEASURES/ACCIDENT PREVENTION**

- a) On town 'gateway roads' -**
  - i) Oxtun Road/Westgate:** NB poor sight lines and accident record at Allenby Road junction)
  - ii) Nottingham Road:** NB vulnerable groups at Minster School and Reach (Learning Disabilities) Centre
  - iii) Halam Road:** whole stretch from Allenby Road junction, past Hopewell Rise development 'anonymous' access/egress, to Chatsworth Avenue in both directions
- b) 20mph Speed Limit:** possibility of iterative provision, starting with King Street and possibly Queen Street, and potentially confirming suitability in other town locations

PAM/TGW  
23/11/23