

South Muskham/Little Carlton Parish Council

Minutes of the Parish Council Meeting held on Wednesday 21st October 2020 at 7.30pm

This was a virtual meeting conducted via Zoom.

Membership: D Catanach, C Brightmore, K Brown, R Gill, G Gilroy, P Jarvis, G Shearing
Members of Public: 5

38.20/21 **Apologies for Absence and Declarations of Interest**

Apologies - None

Declarations of Interest – None

Open Session

The Chair welcome Suzanne Heydon, Head of Network Management at Via East Midlands
Suzanne opened by saying Cllr. Laughton had asked her to attend the meeting to address resident concerns about traffic and speeding. Copies of comments made to the Clerk had been passed on prior to the meeting.

The speed limit on the A616 was reduced from 60mph to 50mph in 2017, following which there has been an increase in traffic levels, perceived or not, and speeds recorded by the speed watch group as excessive. The data gathered from the tube count in December 2019 recorded the 85th percentile speed at 52mph and an average of 46mph.

Speed limits with accompanying criteria are set by the Dept. of Transport, however a level of local knowledge is also required when reviewing. Set criteria must be met to adjust a limit, with other options also being considered.

County Cllr. Laughton joined the meeting at 8pm

A full discussion between Suzanne, council members and residents attending followed and a full report of this is attached to these minutes.

At the end of the discussion, the Chair commented that it was good to be moving the discussion forward after so long and thanked Suzanne for her time and for attending the meeting which was informative for everyone.

Suzanne agreed to go through her notes and report back to Cllr. Laughton in time for the next meeting in November. She left the meeting at 8.20pm

County Cllr. Laughton provided an update:

Negotiations are ongoing for the county to move to Tier 3 lockdown possibly from Monday 26th October. The number of Covid-19 cases in the city are high and numbers for the over 60s being admitted to hospital are also rising. It is proving difficult to separate the city from the surrounding districts of Gedling, Broxtowe and Rushcliffe, hence the whole county will likely be affected.

In March 2020 NCC had a balanced budget, however due to the expenditure over the last months there is now a shortfall of £28million with some difficult decisions ahead.

Cllr. Catanach asked if Cllr. Laughton had attended any of the Community Speed Watch sessions, and he apologized for not being able to due to being in isolation and requested further dates.

District Cllr. Saddington reported that she has returned to serve on the NSDC Planning Committee. Also noted by the meeting was the update that the planning application at Ashleigh, Great North Road has been approved on appeal for three properties.

Cllr. Laughton and Cllr. Saddington left the meeting at 8.30pm

39.20/21 **Chair's Report**

In view of Cllr. Laughton's comments regarding a possible lockdown, **all agreed** that the support offered to residents earlier in the year would be available again. The Clerk asked if details, including phone numbers, can be circulated and put into the Muskham Messenger and **all agreed** to this.

40.20/21 **To approve the Minutes of the meeting held on 16th September 2020**

The minutes were approved by all and will be signed by the Chair at a later date.

Cllr. Shearing pointed out a typo on page 2 which will be corrected before signature.

41.20/21 **Matters arising from the Minutes not covered elsewhere on the Agenda**

None

42.20/21 **Financial Issues**

42.1 To record Receipts

i) NSDC for the second tranche of the precept at £6,404

- 42.2 To approve invoices for payment
 i) Waterplus for period 12th Feb to 14th Aug at £18.45 (Direct Debit)
 ii) C Brightmore for grass cutting through September and October at £120
- 42.3 NS&I notification of change in interest rate
 From Nov 24th reducing from 0.8% gross/AER to 0.01% - interest received to Jan 2020
 £107 – balance on account £13,509.96
- 42.4 The Clerk was asked about the request application for online banking and advised that the authorization and login details have been received. A second user is now required to be set up. Cllr. Gilroy proposed and Cllr. Brightmore seconded that be the Chair, Cllr. Catanach. **All agreed**
- 43.20/21 **Planning**
- 43.1 New Applications
 i) 20/01913/FUL external alterations inc. removal of chimney, opening at ground floor & Juliette balcony at first floor at garage House, Great North Road. Following a discussion **all agreed** to support the application.
- 43.2 Decisions (for information)
 i) 20/01095/FUL install casement windows to first floor and replace ground floor with bi-fold doors at Old Farmhouse, Main Street – Approved
- 44.20/21 **Beckitts Field**
- 44.1 Report on safety review
 Safelincs attended and advised that the two extinguishers on site must be replaced. No other major concerns noted. Quote for replacement extinguisher received with a decision required as to annual service or a service free device. Clerk to obtain an alternative quote.
- 45.20/21 **Flooding, Drainage & Emergency Planning**
 Nothing raised
- 46.20/21 **Highways**
- 46.1 Interactive speed signs
 A request was submitted to Via EM asking for information on mobile interactive signs. An acknowledgement of the request has been received stating requests are dealt with on a 'risk and priority basis' and a response will follow in due course.
- 46.2 Speed Radar Gun for South Muskham
 Contact made with NSDC District Leader for Speed Watch requesting assistance in acquiring a gun as it is possible to loan one with a timetable for use. The Clerk has received a further recommendation for gun from PCSO Dunn which will cost approx. £170 incl Vat. Cllr. Gilroy commented it would be easier to have one in each village. All agreed to purchase a second gun.
- 46.3 Lamppost Poppies
 Six replacement poppies were requested – RBL is operating with a reduced offering this year so they are not available. Cllr. Jarvis volunteered to put up the poppies in both villages for Remembrance Day in November.
- 46.4 Resident request to review safety at bus stop on A616 opposite Bathley Lane
 Reported to Senior Officer at NCC Transport & Travel Services & to be looked into. A response has been chased and promised for the November meeting.
- 46.5 Resident request to consider entrance gates to Little Carlton
 These 'turn pike' style gates sited within the grass verge were considered when the gateway signs application was submitted and NCC refused the design as it is not uniform with what is seen across the county. The subject of gates was discussed earlier in the meeting as a way of 'narrowing' the road perspective to reduce speeding.
- 47.20/21 **Correspondence Received**
- i) NCC regular updates – circulated via distribution list
 ii) NSDC HART Community update – circulated via distribution list
 iii) Notts CC Annual School's Admission Consultation – circulated via distribution list
 iv) Invitation to join a focus group on local government re-organisation
 v) NSDC Consultation on residential parking – circulated via distribution list
 NCC notice of planning application for extension at Briggs Metals – subsequently withdrawn. Prior to receiving confirmation of the application withdrawal, a consultation with members was carried out by email (as agreed under the arrangements for carrying out council business during the Covid-19 pandemic) and the Council objected to the planning application on the grounds of: i) potential detrimental impact on the staff and children at

the neighbouring nursery; ii) impact of potential flooding at the location; iii) detrimental impact on the number of HGVs accessing an extended site to the immediate surrounding roads and iv) concerns as to whether any recommended improvements following the major fire 18 months ago have been carried out. Comments were submitted to Notts CC.
vi) Resident email enquiring if Beckitts Field is available for a wedding reception in 2022. The Clerk was asked to respond with the parameters for hire as previously agreed in September.

48.20/21 **Other matters arising not on the agenda**

i) Cllr. Brightmore is planning a Community Litter Pick for both villages on Sunday 1st November meeting at 9am at the mini roundabout. This is subject to whatever Covid-19 restrictions are in place and will be confirmed nearer the time.

ii) Cllr. Brightmore asked if resident comments and concerns regarding the Great North Road and A616 can be circulated to all residents. **All agreed** this should be done and that residents should be aware that the Council is doing all it can to move this issue forward, but any resolution will not happen quickly. Any comments or incidents witnessed should be communicated to the Clerk.

The Clerk advised that a report on the earlier discussion and resident concerns (excluding personal details) will be attached to the meeting minutes.

Next Meeting - Wednesday 18th November 2020 at 7.30pm via Zoom. Any residents wishing to join the meeting should contact the Clerk.

There being no further business, the Chair thanked everyone for attending and the meeting was closed at 9pm

Minutes approved as a true record on Wednesday 18th November 2020

Report of the discussion held between Councillors, Suzanne Heydon, Via EM and residents at the Parish Council meeting held via Zoom on Wednesday 21st October 2020

Guest speaker: Suzanne Heydon, Head of Network Management, Via East Midlands

Suzanne opened by saying Cllr. Laughton had asked her to attend the meeting to address resident concerns about traffic and speeding. Copies of comments made to the Clerk had been passed on prior to the meeting.

The speed limit on the A616 was reduced from 60mph to 50mph in 2017, following which there has been an increase in traffic levels, perceived or not, and speeds recorded by the speed watch group as excessive.

The data gathered from the tube count in December 2019 recorded the 85th percentile speed at 52mph and an average speed of 46mph.

Speed limits are set by the Dept. of Transport following certain laid down criteria, however a level of local knowledge is also helpful when reviewing set limits.

For the DfT to consider a reduction in the speed limit, the following criteria would be required:

- An average speed of 44mph
- A reduced limit must be self-enforcing, i.e. no Police enforcement required
- A pattern of injury accidents
- The road in question must not be a main road in nature unless it has a high level of frontage development, parked cars, pedestrians etc.

Other criteria that can be considered:

- If there are a high number of vulnerable road users, e.g. pedestrians, cyclists, children
- Environmental factors such as community severance, i.e. the road severs part of a community from an amenity such as the bus stop in the case of the A616

In the view of Suzanne Heydon (SH), the A616 is a borderline case which is likely why the request for a speed reduction was rejected at the Notts CC Committee earlier in the year.

With this rejection in mind, other points should be considered:

- The volume of children crossing the road to access the bus stop – there are 22 children in the village, 8 of whom cross the road to catch the school bus – there is no lighting on the road
- If there is a bridleway accessed by a riding school or horses – there are 18 horses in the village, however horse riders do not cross the road as it is too dangerous
- Bus stop – refer to comments above. The Clerk also advised that a resident has raised a concern regarding the safety of children waiting for a bus with there being no pull in or safe area to stand and cars regularly seen undertaking vehicles turning right at the same point in the road. This concern has been passed to Notts CC Transport and Travel Services for investigation.
- Level of frontage development – the number of properties fronting onto the road is low, however the presence of Manor Farm with slow vehicle movements does counter this somewhat

Interactive speed signs - SH commented that these are not deployed in a 50mph limit, however if there is any opportunity for signs to be funded by donation or the parish, then they would be supported should a 40mph limit be deemed appropriate. Interactive signs can assist in enforcing a speed limit.

Cllr. D Catanach (DC): is it recognized that speed and the weight of traffic can result in vibrations being felt in properties fronting a road?

SH: yes along with surface condition and sunken ironwork which can be noisy, if the frontage of the property is within 2m of the road, such as a terrace house. With regard to the Great North Road and the condition of the surface, the section of road between Crow Lane and the roundabout has been inspected and further investigation is to follow. Should a resident require a vibration survey, they will need to arrange and pay for this privately.

DC: commented that the enforcement of the current speed limits is needed the most.

Resident living near the roundabout with a view of both roads: a major issue is that vehicles approaching the roundabout from the A616 are travelling too fast and cannot negotiate it safely. There are frequent occurrences of horns blaring. It should also be noted that this is a mini roundabout with 5 exits. Would it not be possible for double white lines to be painted along the A616 to restrict overtaking?

Cty. Cllr. B Laughton (BL) queried if there are rumble strips on the approaches, but these can cause their own problems for nearby residents being noisy.

SH: The A616 is a relatively straight road with few junctions off it and good visibility and as such doesn't meet the national criteria for double white lines

Resident living on the A616 for a number of years: commented on the abuse, near misses etc. experienced on a regular basis when trying to turn into their own private driveway

SH: some drivers will always abide by a speed limit and some won't. It would not be right to give a false sense of security unless any restrictions put in place can be self-enforcing. Notts CC will pursue all options available to make the road as safe as possible for residents and road users alike.

Cllr. C Brightmore (CB): commented that if the limit was 40mph, then the speed detector van would visit more frequently.

SH: because there have been no reported injury accidents on the road, it would not be classified as a priority for the detector.

Resident living on the A616 asked why do the other villages along the road, namely Ompton and Wellow, have lower speed limits (40mph and 30mph respectively)

SH: this will be because some of the criteria mentioned earlier have been met, e.g. a higher number of properties fronting onto the road, lower average speeds recorded, a higher number of injury accidents recorded

DC: commented that residents have been asked to provide the Council with details of near misses etc. for them to be logged. He went on to ask if the design of the road means double white lines are not allowed, then what about hatched markings or chevrons or some way of changing the architecture of the road to narrow the perspective, e.g. central refuge/island?

SH: agreed with the comments and that the aim would be to give the right visual message that this was not just a stretch of road but a village in an ideal situation.

Cllr. G Shearing (GS) commented that further along the road at Caunton there were chevrons and a central refuge.

BL: responded saying this was because of the crossroads and also because of a fatal accident where four people were killed

Cllr. G Gilroy (GG) commented that there have been deaths recorded on the Great North Road as well as cars through hedges etc. with it being a rat run from the A1

CB: the petition signed last year asked for white lines if the speed limit could not be reduced. Is it the cost that stops this?

SH: not cost but national regulations prohibit double white lines, however hatched markings have different criteria dependent on the road width – they would give a visual deterrent.

BL: added that a Traffic Regulation Order (TRO) is not needed for hatched markings and the cost would be relatively low.

CB: the new gateway signs are helping reduce speed as drivers appear more aware they are entering a village. He asked who provides the police speed check signs.

DC: asked if both villages could be consider for hatched road markings and some form of road narrowing.

SH: commented that she would need to look at the Great North Road more closely, but would investigate concerns on-both roads. Central refuges do put the cost up and priorities for other areas have to be considered.

CB: commented that residents have indicated they would be happy to contribute towards the costs of a calming scheme.

SH: it would be helpful to know if the parish could fund an interactive sign. Vehicle mounted speed interactive signs would not be deployed on the A616.

District Cllr. S Saddington (SS) pointed out that although there are central islands on the Great North Road, cars frequently overtake on the wrong side of the road.

GG asked if there is anything that can be done about vibrations felt by properties on the Great North Road and cracks in the walls. The issue is caused by a mixture of poor road surface and speed.

SH: responded saying residents would have to have a surveyor look at the problem and measure the cracks etc. The criteria for measuring vibrations usually only indicates a problem where properties are within 2m of the road. From a highways viewpoint, it would be preferable to treat the road surface issue.

The discussion closed with SH agreeing to respond via Cllr. Laughton in time for the next meeting on Wednesday 18th November.

Resident correspondence received by the Clerk up to and including 20th October in relation to concerns regarding the traffic and speeding on the A616 and the Great North Road.

In sharing this information, the Parish Council would like to assure residents that, whilst it has no power to make a decision on speed limits, traffic levels, road quality etc. it is doing everything it can to keep the concerns and issues raised at the forefront of discussions at the highest level.

All of the comments listed below have been shared with County Councillor Bruce Laughton, Notts County Council Highways Officers and the office of Robert Jenrick MP.

The Parish Council is very supportive of the work the Community Speed Watch Team in Little Carlton has been doing and also for the South Muskham Team which is reforming over the next few weeks. The Council thanks all the volunteers and Parish Councillors for their time.

For those who do not know what happens to all the data collected by the Speed Watch Teams, it is passed onto our local Notts Police Beat Team who have a scale of response that they follow. For first and second offences of speeding a letter is issued. For a third offence, the driver will be visited by the Police.

When lobbying for major changes such as are being discussed in relation to these two roads, data is king. To this end, the Council would ask residents to report any incidents of bad driving, near misses or collisions, especially if the Police do not attend, to the Clerk at clerk@smlcpc.org. This anecdotal evidence whilst perhaps not forming the basis for a decision for change to be made, could very well be one of many deciding factors.

When sharing the correspondence listed below, all personal details have been removed in accordance with GDPR requirements.

A616 Ollerton Road

Resident living directly on the A616

The issue of the A616 is very on my mind, basically we live next to a race track! And having heard that the community speed watch have caught vehicles and motorbike bikes with speeds up to 108 mph is very worrying indeed.

I speak to you now as a mother, as one day my children soon will have to cross that road to catch the bus to school, there is no lighting on the road and in summer time we have very fast cars and motorbikes flying through the village and in the winter dark and foggy nights with again vehicles travelling at very high speeds. I have also been informed that the community speed watch only write down vehicles over 60mph giving the motorists the benefit of the doubt when the limit is actually 50mph! I would like to know why and when the council are going to address this and what I would like to know if anything is going to be done about it? The other villages on the A616 have speed limits in place, we are the forgotten village.

Resident

There have been numerous speed watch sessions all of which signifies there is a major problem with speed compounded by the increase of traffic. Although the speed limit is 50mph we only record speeds over 60mph and even at that we are still catching a lot of people speeding. Average speeding limit is 70mph but we have had people travelling at 102mph (this particular lady was also on the phone). Some speeds we have not been able to record, they are going that fast, these are the motor bikes mostly at the weekends. We have also been joined by the police on these speed watch sessions and they cannot believe that this stretch of the road is still 50mph. People might think 'well it's only a 10mph difference' that may be but that 10mph difference gives the police more powers when policing this section of the road.

The lorries again have increased, we believe that a lot now use it has a cut through from the A1 (they have picked this up because of the accidents happening on the A1 near Newark and they are then diverted at Ollerton). The lorries come through at such speed that people are having pictures and ornaments fall and windows shake as they pass. The road outside of our houses have cracks

appearing across the road, this road is not designed for the volume of traffic travelling at the speed most are travelling.

We have had near misses with horses, cyclists and cars. If you speak to anyone that lives on the main Ollerton Road they will tell you that we are abused regularly, we have had, shall we say not very nice hand signals when we have needed to turn into our drives simply because we have slowed the car down behind us and they have not liked it. We have had people shout things out of their car windows and nearly rear end us because they have been travelling to fast around the corner coming from South Muskham.

Let's not wait for the inevitable!! We must be seen to be proactive before that please.

Received from two residents who have lived directly on the A616 since 1998 and 2003

We have seen a massive increase in traffic which we understand has happened everywhere but unlike everywhere else Little Carlton is not being looked after by the authorities.

We feel we are being discriminated against, every village on the A616 has a speed limit of either 30 or 40 mph apart from Little Carlton. We would therefore like to see Little Carlton brought in line with the other villages and have a speed of 40mph.

Children travelling to Southwell Minster or any other school in that direction have to cross the A616 to the bus stop on the opposite side of the road where they have to take their life into their hands standing on a small piece of causeway. This is dangerous and unsafe and to expect children to cross this road is irresponsible of the council.

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Why is Little Carlton being discriminated against? Does someone have to die before something is done? Are we not as important as the other villages? Don't our children matter? We are appealing to the authorities to help us in this matter.

Received from a resident living directly on the A616

As you know there have been a number of safety concerns about the speed and driving habits on the A616 through the village and I have attended Parish Council meetings where this has been discussed and am also involved in Community Speed Watch activities on an on-going basis.

I understand that the application for a reduced speed limit has been rejected – no great surprise to me to be honest. The main problems are:-

Email: clerk@smlcpc.org Tel: 07488 325125

- High speed driving through the village where speeds of over 100 mph have been recorded
- Issues where people overtake at or close to the junction between Ollerton Road and Bathley Lane – it is only a matter of time before there is a fatal accident.

The possible remedies which would help include:-

- An illuminated sign which is activated by speeding vehicles and warns of the junction
- Solid white lines either side of the junction
- A “Police Speed Check Area” sign – after all the speed van has attended on a number of occasions.

These points have previously been discussed but I just want to make sure that they are not forgotten about now the speed limit reduction has been rejected. These are in my view extremely important road safety aids and failure to implement them risks fatal accidents.

Could you please advise me if these points are still under active consideration? If not, would you be able to raise the profile of the issues please?

Received from a Parish Councillor in response to the messages below being circulated around the Council:

On Thursday afternoon I was travelling down Debdale hill with a motorist not 3 feet behind all the way, when we reached Kelham lane he overtook me showing a total disregard for the speed limit. By the time I had got to Bathley Lane he was out of sight. Unfortunately I was in my wife’s car which has not got the dash cam. I know people keep saying the council has other matters to deal with at the moment, but the issues we are having on the 616 and the old A1 need addressing sooner rather than later.

Received from a resident who lives on the A616 which was sent to a Parish Councillor (Lived on Bathley Lane for some 40+ years) and his comments to me on forwarding it:

Please see the attached E mail from XXXXX which is self-explanatory and relates to the junction of Bathley Lane with the A616.

We have raised concerns regarding this junction over the last 20 years following numerous carbon copy near misses with the only support being the word 'SLOW' painted on the road apparently as there has been no fatalities the Highways rule no further action is justified.

If I remember following the last occurrence it was agreed that we keep a record in the hope that with evidence to support the issue we may get a more positive outcome.

My Carer today was nearly wiped off the road. She was indicating to turn right into Bathley Lane. Car came up behind her unable to stop, went round her as car coming from Debdale Hill, who had to swerve into the path of the “overtakes”. It frightened her. She is very calm lady. I’ve experienced similar occasions myself. Am wondering is anything about to happen there as before long something will.

Received from J & J Burnett Ltd, Staythorpe Farming

I have been in contact with my councillor, Charles Brightmore recently to update me with any updates regarding the speed carried on the A616 at Little Carlton. He informed me that it was discussed at the last meeting and is going to be discussed again at the next meeting in October and there will be somebody from Via to discuss the situation.

If this is the case I would like to make you aware of how this affects us. We farm 6000 acres of land across Nottinghamshire and Manor Farm Little Carlton is our main site. In any one day in harvest which runs from June through till the end of October we can have upwards of 100 vehicles entering and leaving our farm daily, bringing fresh produce in. All of this produce then has to leave our farm during November and March again. We employ over 20 staff and it is there safety I’m concerned about. The reason I am concerned is the speed traffic passes us and more concerning vehicles over taking us whilst trying to turn into our farm. After speaking with Councillor Brightmore about this, he informed me that he had spoken with Mike Keeley from county council and was informed that it is very unlikely to get a speed reduction at Little Carlton because of the lack of bends on the A616. This is one of the main

reasons we have near misses of vehicles over taking us when turning into our farm. If this is the case then at least double white lines through Little Carlton are paramount. Councillor Brightmore worryingly let me know off speeds in excess of 108mph were recorded whilst they have been doing there community speed watch. I don't want to even think of any consequences this has between an artic lorry. Please could you kindly forwards my concerns to the county council on this matter and hopefully a plan can be put together on this worrying matter.

Received from a resident living on the A616

The speed limit, which is 50 mph, has been monitored by residents, in co-operation with the police, and their findings have been submitted. I would like to put my views forward to you. Cars and motorcycles pass my property and through the village with no mind as to what speed they go, usually in excess of 50mph.

I have never known such a high speed through a village in my life. Our adjacent village has their speed reduced to 30 mph!!!. This village has regular mobile speed cameras and flashing speed warning lights, ours has never had mobile speed cameras or flashing speed lights, why is this?.

In my opinion there is going to be a severe accident if the speed is not reduced. I would love the speed to be 30 mph but I think 40 mph is acceptable.

I look forward to hearing from you in due course to see what you have to say.

Resident

I would like to express my disappointment at the seemingly lack of interest to our community's concerns over the speed and dangerous manoeuvres if vehicles passing through our village.

After submitting worrying data from the parish council I feel that it hasn't been taken seriously and have not had any positive feedback.

We as a village have real concerns that either drivers do not realise they are passing through a village or see it as a stretch of a race track.

Myself, family members and visitors have experienced in a regular basis the following

1. When turning into my property we often get the sounding of horns after heavy breaking or they swerve around into oncoming traffic narrowly avoiding a head on collision
2. Trying to negotiate crossing the road with horses to get to bridle paths we have experienced the sounding of horns and impatient revving of engines causing distress to horse and rider
3. Motor bikes on certain days racing 3 abreast

I would also like to ask what makes the A616 South Muskham and A616 Ompton and Wellow different from our stretch of road.

I really feel there is a legitimate need for action to make our village safer for residents and drivers passing through.

Received from a resident living on the A616

We write in support of the Parish Council and residents of Little Carlton in their campaign to have the speed limit reduced on the A616 through the village of Little Carlton.

We have lived in our present property since 1996 and in that time have seen a significant increase in the amount of traffic using the A616. Alongside this has been an increase in the speed that vehicles travel through the village. One of our main concerns is the users of the road have no regard for the residents and continue to travel at speeds higher than the limit, despite the signs that have been displayed asking drivers to slow down and more recently the community speed check. We have also witnessed dangerous overtaking manoeuvres on the blind bend towards South Muskham.

Our eldest son is learning to drive and we are concerned for his safety pulling out onto the road. We find drivers impatient when we have to slow down to pull into our property, to the point where on occasions vehicles have nearly run into the back of our cars. When crossing the road on foot we find it very difficult due to the speed that vehicles are travelling at, especially on exiting our property the visibility of the road is hindered by blind bends in both directions.

The A616 is seemingly being used permanently as a diversion route for the A1 during periods of roadworks and accidents. The increase of traffic and speed that those vehicles are travelling at is an accident waiting to happen.

We appreciate that we live on a main road and that the road will be subject to a large amount of traffic however the anti-social speeding is making it a huge concern for our family life.

We think that by reducing the speed limit on this stretch of the A616 would be far safer for both residents and those who use the road.

Resident

I am contacting you to add my wholehearted support to the campaign to reduce the speed on the A616 and confirm that I am happy to do anything I can to help.

Having lived in Little Carlton since 1989, I have obviously noticed many changes. Unfortunately, there's a much higher volume of traffic using the road, a significant increase in the average speed of vehicles at all hours of the day and night and an enhanced level of difficulty (and jeopardy) when pulling out of or turning into the village or into private driveways leading straight onto the A616. Only recently, I had a scare when waiting to turn right across the oncoming carriageway and into my drive. In my rear-view mirror I saw a vehicle speeding down the hill from Caunton and watched as it overtook me **ON THE RIGHT HAND SIDE** (ie between me and my house) as I was about to perform my manoeuvre.

Whilst all these negative changes have been occurring, I cannot recall anything that has been **permanently** implemented to modernise the road and make it any safer or better placed to counter all these potential dangers. I am astounded that there hasn't been a serious incident as it is the proverbial 'accident waiting to happen'.

Cameras with number plate recognition are expensive but the cost could be shared by the (local and county) councils and residents and I am convinced they would make a huge difference. Please google 'Barston Warwickshire spy cameras' to see how a small village overcame their fly-tipping problem recently.

A number of years ago, an **unmanned** police car was parked on the A616 for a few weeks and the average speed of vehicles reduced markedly. Proof that not all solutions need to be expensive!

Following your meeting on October 15th, I would be keen to hear what suggestions are offered by representatives of the county council and happy to join other residents to consider further measures that could be put into place to make the road safer for everyone.

Having lived on the A616 in Little Carlton for over 30 years. We are growing very concerned about the increase of traffic and the speed in which travels. Particularly when lorries are travelling down Debdale Hill at such a speed, often well over the current speed limit!! We feel it is time something is done before there's another terrible accident.

Resident

I am emailing to express my deep concerns regarding the current hazardous conditions on the A616 from "Debdale Hill" to the roundabout at South Muskham. As a resident of Little Carlton I have witnessed many serious near misses whereby vehicles have attempted to over-take cars whilst turning into Bathley Lane and whilst pulling out onto the 616. Children who wait at the bus stop for school buses, on a very narrow pavement, are subject to cars and lorries travelling way above the speed limit allocated to this road. Walking along side of the road with traffic travelling at dangerous speeds is both frightening and life threatening. Recent community traffic speed monitoring has evidenced motor bikes travelling over 100 miles an hour and cars with speeds of up to 90 miles an hour. It is now time for a full review of the speed limit given to this stretch of road as Little Carlton appears to be the only village who have to endure a speed limit of 50 miles per hour that is completely ignored by a high percentage of drivers. I sincerely hope that as a resident of this village I do not have to witness loss of life on this road, as I fear that this will now be inevitable.

B6325 Great North Road

Resident

We desperately need a 30mph speed camera along The Great North Road in South Muskham. We also desperately need the road resurfacing because of the sheer amount of pot holes and uneven surface.

The damage to the road surface extends to the full width of the carriageway so road users cannot avoid traveling over it. The road is now deteriorating so quickly that it is causing vibration when the traffic speeds across them. I often hear my radiator pipes and furniture shake which is hugely concerning. It wakes me up because it feels like an earthquake!

I am deeply concerned about the danger of the road in our village. As residents, we deserve better road safety. We want to walk and cycle on our streets without fearing speeding cars. I often feel that I cannot walk into the village with my two young children as I am worried about the speed of the vehicles and therefore their braking distances. It is vital that cars adhere to the speed limit especially HGV drivers because without doubt, they could cause a serious accident.

The speed limits need to be enforced by something permanent as the signs and the occasional speed camera unit are not enough.

Also with the increased crossing of residents to the shop I am gravely concerned for their safety. There are concerned parents, like me - people genuinely fearing for their children's or grandchildren's safety. Please listen to them. Do not wait for a fatality to occur to improve safety.

Received from a resident living on the Great North Road

Since moving in to our house on Great North Road three years ago, we have noticed that the noise levels have increased and the vibrations noticed in the house have also increased in frequency & ferocity.

We noticed these specifically in the evening and during the night when we are in bed, the vibrations sometimes wake us up as we can feel the house either Trimmer tremor & on occasions when lorries hit the potholes and manhole cover on the main road this will make a loud banging sound.

Regarding the noise level increases we have noted that this is specifically due to the sound of the lorries and the volume of lorries that travel down the great North Road, notably these are HGV lorries which are travelling in the direction of Newark.

And on observing the traffic which I can do daily on my walks, the speed contributes to the noise level significantly as they are continually noted to be exceeding the 30 mile an hour speed limit. Evidence of the volume of traffic including cars, Lorries, vans and HGV's and the excessive speed has been recorded by the speed watch teams that Gill Gilroy has been leading on the great North Road in collaboration with neighbourhood residents.

And I would like you to pass on these comments to any of the committees or agencies that are responsible for the traffic management within your capacity as Parish Council clerk.

Received from a resident living on the Great North Road for a number of years

Over recent times the weight size and speed of lorries hitting the numerous badly repaired pot holes has caused such tremendous noise and vibration that our property actually tremors. This is to the extent of vibrating pictures on walls and causing crockery and glasses to move. I am concerned that if no action is taken to reduce the size and impact of the vehicles allowed to use the road then my property will start to experience structural damage, if it has not already done so. Having spoken to neighbours about this issue and find that it is a problem that they also share. Is there any way that this issue can be brought to the attention of the relevant authority?

Received from a resident living on the Great North Road

I am writing to plead for urgent action to resolve the Speeding and Vibration issues on the Great North road through South Muskham.

Since I have lived here, I have had three cars crash through my front hedge and sadly one young man lost his life. This doesn't include the numerous cars that have crashed into the hedge opposite. Excessive speed for the road and its position has been a constant issue. I thank the Parish council for its efforts to get the speed reduced to 30 mph but as you are aware this is blatantly ignored despite the efforts of the local Speed watch and the Police detector van. Something needs to be done urgently before someone is seriously hurt again. Can I suggest an average speed camera set up or more permanent traffic calming measures on the road? I appreciate in these difficult times cost is an issue but is it possible to obtain the use of a portable camera set up similar to the type you see at road works to prove the case. With regard to the cost maybe we can fundraise in the village to cover a percentage of the cost.

The level of vibrations experienced by my house is getting progressively worse as the volume and size of vehicles increases. I have to endure the pictures and ornaments' regularly rattling as the whole building vibrates. This must be having a structural impact over time. What can be done? Can we commission an independent vibration analysis on the properties and road to provide a case to put to the Highways department, to have it correctly levelled to avoid the various undulations. I and I am sure other residences on the road would be happy to contribute in part, if this was possible. We need to do something before someone's residence suffers a serious issue.

Both these issues are related but we need to get something done as it has been going on for years and I appreciate the many hours many of you have spent trying to resolve these issues but something needs to be done.