

1 October 2020**Agenda Item: 12****REPORT OF CORPORATE DIRECTOR, PLACE****MUSTERS ROAD, WEST BRIDGFORD – PROVISION OF ZEBRA CROSSING****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above controlled zone and whether it should be implemented as advertised.

Information

2. Musters Road is a single carriageway which runs from north to south from West Bridgford Town Centre to Boundary Road. It has a 30mph speed limit with a 20mph advisory limit which spans approximately 150m either side of Jesse Gray Primary School as part of a school safety zone.
3. Jesse Gary Primary School is located on Musters Road on the section between Malvern Road and Ellesmere Road and the school has over 400 pupils with an age range of 4 to 11. Other than the school, on this section of Musters Road it is residential with mainly detached properties that have off-road parking provision. There is a historic School Crossing Patrol (SCP) outside the school and recruitment has been unsuccessful with no SCP being in place since the last person left the position in December 2018.
4. The headteacher and parents (supported by the local County Councillor and MP) have requested that consideration be given for a formal controlled crossing to be installed to replace the SCP site at the school. A petition was submitted by Councillor Jonathan Wheeler (Ref: 2019/0374) to the County Council at its 19th December 2019 meeting and a response considered at the 5th March 2020 Communities and Place Committee meeting with a recommendation to undertake further pedestrian surveys to assist with prioritisation and an outline design completed to determine if feasible.
5. An outline design identified that it was feasible to install a zebra crossing at the location of the current SCP crossing site adjacent to Jesse Gray Primary School and outside 304 Musters Road. The proposals include a requirement for a controlled zone (zig-zags) that extend on the residential side of Musters Road between 302 Musters Road up to 308 Musters Road.
6. The statutory notice relating to the controlled zone was publicly advertised between 10th July and 14th August 2020. A copy of the notice is attached.
7. During the notice period a total of four responses were received, two of these were from the same property. One respondent wished to know more detail regarding the proposals in relation to the cost of the scheme, existing traffic volumes and accident history on the site,

prior to submitting an objection. Three responses are considered outstanding objections to the proposals.

Objections received

8. Objection – Loss of parking facilities on Musters Road

Two respondents objected on the basis that on street parking provision would be lost due to the introduction of the controlled zone outside of the properties 302 to 308 Musters Road. One resident also makes reference that the restrictions will prevent a disabled family member being able to park on street across the driveway to get in and out of the car safely.

9. Response – Loss of parking facilities on Musters Road

There is an existing no waiting restriction (single yellow line) which prohibits parking on this section of Musters Road, adjacent to the properties between 8 – 9.30am and 3pm – 4.30pm Monday to Friday.

10. It is recognised that parking for a 55m span of Musters Road would be lost as part of the implementation of a zebra crossing and that this would be in place 24/7 rather than the current time limited waiting restrictions. The proposed extent of zig-zag markings (which prevent stopping) has been reduced to 7 zig-zags (from the standard 8 markings) on the northern side of the crossings, meaning that parking and stopping would be prohibited up to the southern property boundary of 300 Musters Road. All of the properties directly impacted by the controlled zone also have off-street parking which will still be accessible if a crossing is provided in this location.

11. Objection –No need for a zebra crossing based on current volumes of traffic / accidents

Two respondents objected on the grounds they consider that existing volumes of traffic, traffic speeds and the number of accidents would not require the need for improved crossing facilities in this location. One respondent also considered that a 20mph advisory limit (speed reduction programme) would be more suitable in improving crossing facilities.

12. Response – No need for a zebra crossing based on volumes of traffic /accidents

The Average Daily Traffic (AADT) flow along Musters Road is 4,550 vehicles (data from 2016) and there are no weight restrictions in place. Musters Road is also part of a regular serviced bus route, with Nottingham City Transport services 8 and 9 using the route. There are no bus stops in the vicinity of the proposed crossing location.

13. In the last 3-years (in period up to October 2019) there have been no recorded accidents in the vicinity of the proposed crossing. There have been two slight accidents along Musters Road, but these have been at the junctions of Malvern Road and Boundary Road and not near to the school. There are also no historic recorded accidents involving primary school age children in the system.

14. The section of Musters Road where the zebra crossing is proposed is already subject to a 20mph advisory speed limit. A speed survey determined that the average vehicle speed at school start / finish times is only 20mph (compared to the average speed over the course of the day of 24mph) confirming that the advisory 20mph speed limit introduced on Musters Road has been effective at encouraging slower speeds when required outside the school. The speed survey also confirmed the 85th percentile speed at the site is 29.4mph (30.7 mph southbound and 28.7mph northbound), which is within the limits for a Zebra crossing to be considered.

15. The installation of a zebra crossing in this instance is to prevent the likelihood of future conflict between pedestrians and vehicles, particularly at school pickup and drop-off times but is an enhanced facility that is available for all users throughout the day. The controlled zone and the existing School Keep Clear markings will also help keep the immediate area clear of parked vehicles improving inter-visibility between pedestrians using the crossing and traffic travelling along Musters Road.
16. Whilst it is noted that the respondents consider the crossing unnecessary, the proposed location has been subject to a successful safety audit and is on the desire line for pedestrians accessing local schools and it is considered that it will provide a safe and controlled crossing point at all times of the day.
17. Objection – Detriment to life quality due to light pollution from the beacons
Two respondents raised concern regarding the effect of light pollution from beacons being installed at the proposed zebra crossing.
18. Response – Detriment to life quality due to light pollution from the beacons
As part of the design cowls would be provided on the beacons to minimise the spread of light into the adjacent properties and to minimise the impact on local residents.
19. Objection – Limited Use of the Crossing
One respondent objected to the limited use of the crossing, suggesting that its only use would be around the school drop-off and pick-up times.
20. Response – Limited Use of the Crossing
It is acknowledged that given the location then most of the use would be related to the school drop-off and pick up times being used by parents and children at the school. However, a crossing in this location would always also be available and serve any afterschool clubs provided by the school or any evening classes or meetings which are held at the nearby school and for any other users crossing Musters Road in this vicinity.
21. Objection – Validity of the Petition
One respondent raised concern about the legitimacy of the petition given that it originates from the inability to recruit a school crossing patrol.
22. Response – Validity of the Petition
Anyone who lives, works or studies in Nottinghamshire (including under 18s) can sign or organise a petition for submission to the Council. A petition (Ref:2019/0374) was submitted by Councillor Jonathan Wheeler to request a crossing at the proposed location and the response was considered at Communities & Place Committee on the 5th March 2020.
23. Objection – The justification of the cost of a crossing
Two respondents raised concern regarding the cost of providing a crossing in this location and that the cost is not justified and that it would be more beneficial for a crossing patrol to be provided in this location.
24. Response – The justification of the cost of a crossing
A role for a crossing patrol in this location has not been able to be filled since December 2018. Since the school crossing patrol site became vacant Via (who manage school crossing patrols on behalf of the County Council) has made repeated attempts to recruit to the site, working with Jesse Gray Primary School and advertising locally around the site, but have been unsuccessful in finding a replacement patrol. Via have previously advertised the post through

the use of banners on the school's frontage and posters on lamp columns, but also in local areas such as the park. It has also advertised on the Council's website, West Bridgford Wire website, and through the school itself.

25. It is considered that a zebra crossing provides a suitable and safe provision and funding and its allocation as a scheme was approved as part of the Capital Highways Integrated Transport Programme under Crossing improvements on routes to schools (subject to the feasibility, consultation etc) at the Communities and Place Committee meeting on 2nd July 2020.

Other Options Considered

26. The zebra crossing could be installed at other locations on Musters Road, but this is the established crossing point, it is directly outside the school and most of the use would be from parents and children at the school thereby maximising its use. Musters Road is generally quite wide but narrows to 6m at this point and there is already other street furniture infrastructure in place such as pedestrian guard railing that would supplement its introduction.

Comments from Local Members

27. Councillors Jonathan Wheeler and Gordon Wheeler support the scheme, and both have been in close liaison with Jesse Gray Primary School concerning the scheme. The original petition was presented to Council by and with the support of Councillor Jonathan Wheeler.

Reasons for Recommendations

28. The proposed scheme will facilitate pedestrian movements over Musters Road and will predominantly serve pedestrians accessing Jesse Gray Primary School. The measures proposed are the most appropriate taking into account design standards and the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

29. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

30. Nottinghamshire Police made no comments during the consultation. No additional crime or disorder implications are envisaged.

Financial Implications

31. The scheme is being funded through the Integrated Transport Programme for 2020/2021 with an estimated cost to implement the works and the controlled zone being £30,000.

Human Rights Implications

32. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

33. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who do not;
 - Foster good relations between people who share protected characteristics and those who do not.
34. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.
35. The proposals are intended to have a positive impact on all highway users. By providing a zebra crossing which requires vehicles to give-way, it is anticipated that this scheme may particularly help to safeguard and promote the welfare of children by providing them with priority when crossing.
36. An Equality Impact Assessment has also been undertaken to assess the potential impact of the proposals and this assessment is included as a background paper to the committee report.

Safeguarding of Children and Adults at Risk Implications

37. The proposals are intended to have a positive impact on all highway users, particularly vulnerable users travelling to the Primary School.

Implications for Sustainability and the Environment

38. The proposals aim to help promote sustainable transport choices by providing an improved crossing facility to cross Musters Road.

RECOMMENDATION/S

It is **recommended** that:

- 1) The controlled zone for the proposed zebra crossing on Musters Road is implemented as advertised and objectors notified accordingly.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact:
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Constitutional Comments (SJE 07/09/2020)

39. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comment (GB 23/09/2020)

40. The works set out in the report total £30,000 and will be funded from the Integrated Transport Measures (ITM) capital programme. The approved ITM budget for 2020/21 totals £8.1m.

Background Papers

- Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.
- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham. This includes an Equality Impact Assessment.

Electoral Division(s) and Member(s) Affected

West Bridgford South
West Bridgford West

Councillor Jonathan Wheeler
Councillor Gordon Wheeler