

17 November 2021**Agenda Item:11****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (LONGDEN TERRACE, WARSOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2021 (2245) AND PROVISION OF HUMPED ZEBRA CROSSING SHERWOOD STREET, WARSOP****Purpose of the Report**

1. To consider objections received in respect of the above Traffic Regulation Order and zebra crossing and whether the scheme should be implemented.

Information

2. B6035 Sherwood Street in Warsop is a local distributor route, which runs north to south from the A60 Mansfield Road through to the A6075 Peafield Lane junction. The majority of Sherwood Street is residential, comprising of a mixture of detached and semi-detached properties, most of which have off street parking. This section is subject to a 30mph speed limit with a 20mph advisory limit outside Sherwood Junior School.
3. The main entrance of Sherwood Junior School is on Sherwood Street. A vehicle entrance and additional pedestrian entrance is located on Longden Terrace to the rear. School Keep Clear markings (zig-zags) are already in place at the entrances to the junior school with appropriate signage to enable the enforcement of these markings during operational hours (Monday - Friday 8am to 4.30pm).
There is an existing traffic calming feature on Sherwood Street, outside the school entrance from which a School Crossing Patrol currently operates.
4. Nottinghamshire County Council has received requests, including a 323 signature petition, for a zebra crossing and additional measures to improve safety and access to the school. In response the County Council is proposing to construct a zebra crossing on Sherwood Street and to introduce waiting restrictions on Longden Terrace. The proposals have been agreed with the Headteacher of Sherwood Junior School and include:
 - A new zebra crossing with controlled zone (zig-zags) adjacent to the junior school access on Sherwood Street,
 - Double yellow lines (No Waiting at Any Time) on Longden Terrace.

These restrictions are designed to facilitate the safe and efficient operation of the crossing and wider highway. The proposals are detailed on plan TP2150253/NWK/05.1.

5. The proposals were publicly advertised between 6th July and 3rd August 2021 and during the consultation period a total of 11 responses were received from members of six households.

All responses are considered to be outstanding objections to all or part of the proposals relating to the proposed zebra crossing.

Objections Received

6. Objection – Crossing not required / no accident history

Eight respondents objected to the proposed scheme on the basis that it was not required. Respondents stated that the crossing would have limited use, suggesting that its only use would be around the school drop-off and pick-up times. Respondents also queried why the crossing was needed stating that there was no existing accident history at this location and that the zebra crossing would be unsafe as children would not use it appropriately.

7. Response – Crossing not required / no accident history

Nottinghamshire County Council has received requests for a zebra crossing and additional measures to improve safety around and access to the school. The request was assessed, and feasibility work undertaken finding that a crossing was justified and could be introduced. The County Council is therefore proposing to construct a zebra crossing on Sherwood Street. It is noted that a pedestrian was recently injured by a vehicle near the school.

8. It is acknowledged that, given the location, most of the use would be related to school arrival and dispersal times and be used by parents and children at the school. If the proposed crossing is introduced the school crossing patrol will continue to operate, assisting users to cross. Specialist road safety education and training will be offered to the school to support users of the new facility. Outside of key arrival and dispersal times the crossing will remain available to the whole community and serve any afterschool clubs provided by the school or any evening classes or meetings. The potential usage of the crossing has been assessed and funding was approved by Communities and Place Committee in January 2021 for the 2021/22 year.

9. Whilst it is noted that some respondents consider the crossing unnecessary or unsafe, the proposed location has been subject to a road safety audit where no concerns were raised; it is located on the desire line for pedestrians accessing the local school and it is considered that it will provide a safe and controlled crossing point at all times of the day.

10. Objection – Impact of noise, pollution and vibration on residents

Seven respondents objected on the basis that households would be adversely affected by increased noise, pollution and vibration as a result of the plateau being extended. The respondents stated that increasing the plateau width brought the feature closer to their properties. Comments included that air pollution would increase due to cars stopping and starting when the crossing is being used.

11. Response – Impact of noise, pollution and vibration on residents

The proposed crossing will be located on an existing traffic calming plateau. The existing traffic calming measures are historic and were introduced as a remedial road safety scheme in 2001, with additional vertical features added in 2008. No additional traffic calming measures are proposed on Sherwood Street as part of the zebra crossing scheme.

12. The plateau will be extended by approximately 4m. It is acknowledged that this will bring it closer to some properties, which residents claim would increase noise levels and adversely affect their health, sleep and mental health.

13. This concern is noted; however, it is not considered that the extension will significantly add to noise levels in the area. The objectors live on Sherwood Street, a main distributor route which

has annual average daily traffic movements of over 6,300 vehicles. The route is already traffic calmed and any current noise and vibration relating to these features will not be appreciably increased by the extension of the plateau by 4m.

14. Whilst the respondents' concerns regarding vibration from the existing traffic calming features are noted, these features are historic and were introduced to address a sustained accident problem on the route. The extended speed plateau will be located more than 12m from the closest house and research undertaken by the Transport Research Laboratory (TRL) found no evidence of structural damage, even on the softest soils, when traffic calming features are located more than 4m from a property.
15. It is not considered that the introduction of a formal crossing on the plateau will significantly increase air pollution from vehicles stopping and starting at the crossing. The location is already used by the school crossing patrol as a crossing point for children attending the school and vehicles already briefly wait whilst pedestrians to cross.
16. Objection – Nuisance light caused by flashing beacons
Five respondents objected on the grounds that the beacons installed as part of the crossing would emit light pollution and be a nuisance to residents.
17. Response – Nuisance light caused by flashing beacons
As part of the design cowls would be provided on the beacons to minimise the spread of light into the adjacent properties and so mitigate any impact on local residents.
18. Objection – Loss of on-street parking / loading
Ten respondents objected on the basis that the controlled area would obstruct their driveways and prevent visitors and deliveries from parking / loading outside their properties. Respondents stated that parking would migrate to other residential areas, causing other issues and / or that the proposals would have a detrimental effect on the value of their home.
19. Response – Loss of on-street parking / loading
The zebra crossing cannot be installed in isolation and the controlled zone (white zig-zag lines) are required to ensure sufficient unobstructed carriageway is available for the crossing to operate safely. No additional waiting or loading restrictions are proposed in addition to the controlled zone.
20. All of the properties directly impacted by the controlled zone have off-street parking which will still be accessible if a crossing is provided in this location. A dropped vehicle access kerb provides a right of access over the footway. The extension of the plateau will remove the vehicle dropped kerbs from outside of one property, however the householder's legal right of access remains, and they retain their right of access to their driveway from the plateau.
21. Whilst the demand for on-street parking is recognised the County Council does not have a duty to provide free on-street parking for any highway user. All the properties directly impacted by the controlled zone have off-street parking which will still be accessible if a crossing is provided in this location. On-street parking remains available elsewhere on the highway network, further away from the crossing, providing parking opportunities for visitors and delivery vehicles.
22. It is recognised that there may be an element of displaced parking resulting from implementation of new highway waiting restrictions. With that consideration in mind no additional waiting restrictions, such as single or double yellow lines, have been proposed for the area. It is considered that this will reduce the impact of any potential parking migration.

23. Objection – lack of enforcement

Four respondents objected on the basis that the controlled area as indicated by the zig-zag markings would be ignored and not enforced properly. Respondents also commented that the existing 20mph speed limit should be enforced and that this would be more appropriate in addressing safety concerns than the provision of a crossing

24. Response – lack of enforcement

As Highway Authority, the County Council has adopted powers to enforce parking restrictions, including zig-zag lines. This means that penalty charge notices can be issued to drivers contravening the restriction by civil parking enforcement officers in addition to Police Officers. When the legal process for a new parking restriction is concluded and the scheme implemented, the parking enforcement team is notified and can then commence appropriate enforcement at that location to encourage compliance with the new restrictions.

25. The existing 20mph speed limit outside the school is advisory and therefore cannot be legally enforced. However, a recent speed survey shows that two-way, 85th percentile speeds over a twelve-hour daytime period are already below 24mph.

Other Options Considered

26. Other options considered relate to the extension of the plateau and whether additional waiting restrictions were required on the wider highway as part of the crossing scheme.

Comments from Local Members

27. County Councillor Bethan Eddy supports the introduction of the proposed crossing.

Reasons for Recommendation

28. The proposed scheme will facilitate pedestrian movements over Sherwood Street and will predominantly serve pedestrians accessing Sherwood Junior School, but also serve the wider community throughout the day. The measures proposed are considered to be 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 NHS Constitution (public health services), 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 2021/2022 with an estimated cost to implement the works and the controlled zone being £65,000.

Human Resources 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. 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

36. The proposals are intended to have a positive impact on all highway users, particularly vulnerable users travelling to Sherwood Junior School.

Implications for Sustainability and the Environment

37. The proposals aim to help promote sustainable transport choices by providing an improved crossing facility on Sherwood Street.

RECOMMENDATION

It is **recommended** that:

- 1) The Nottinghamshire County Council (Longden Terrace, Warsop) (Prohibition of Waiting) Traffic Regulation Order 2021 (2245) and provision of humped Zebra crossing Sherwood Street, Warsop is implemented, and objectors notified accordingly.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Peter Topliss (Head of Highway Design (Maintenance)) 0115 8042146

Constitutional Comments (SJE – 15/10/2021)

38. This decision falls within the Terms of Reference of the Transport and Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and traffic regulation orders has been delegated.

Financial Comments (GB 21/10/2021)

39. The estimated cost to implement the works set out in this report totals £65,000. This will be funded from the 2021/22 Integrated Transport Measures capital budget which totals £8.6m and is already approved as part of the Transport and Environment capital programme.

Background Papers and Published Documents

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.

- EqlA – Sherwood Street, Warsop – Zebra crossing

Electoral Division(s) and Member(s) Affected

- Warsop ED Councillor Bethan Eddy