

5 December 2019

Agenda Item:11

REPORT OF CORPORATE DIRECTOR, PLACE

MAIN STREET, CALVERTON - PROPOSED HUMPED ZEBRA CROSSING

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider objections received in respect of the above proposed humped zebra crossing and whether it should be implemented.

Information

2. Calverton is a village which lies approximately 13km to the north of Nottingham. Main Street runs east-west through the village and has a 30mph speed limit. The proposed crossing is located centrally in the village close to the shopping precinct to the south of Calverton Library, east of the Renals Way junction and to the west of St Wilfrid's Church.
3. The proposed location of the crossing lies within a designated conservation area. There is one Grade II listed building named 'Corner Cottage' (2 The Avenue) located approximately 22m south east of the crossing location. There are also other non-designated buildings of historic interest, one of which is 65 Main Street which the zebra crossing is located adjacent to.
4. A petition was submitted to Nottinghamshire County Council in December 2018 for a crossing at this location and the scheme was included in the 2019/20 programme. Councillor Elliott supports the scheme and has been involved in discussions with the Parish Council and local residents concerning the schemes development.
5. During the period of 01/01/16 to 01/06/19 there has been 1 reported road injury accident, which was a fatality. This occurred adjacent to the exit of the shopper's car park to the north west of the proposed crossing location where a vehicle collided with a pedestrian resulting in the fatality of the pedestrian.
6. Further initial design work was completed and a safety audit of the initial proposals was undertaken by Via East Midlands Safer Highways team in July 2019 which recommended that the zebra crossing be raised on a plateau(humped), and that a tree located to the north east of the crossing be removed to improve inter-visibility between pedestrians who are approaching the crossing from the precinct side and motorists driving towards the crossing. The recommendations of the safety audit were included in the design produced for public consultation and is shown on drawing no. EMD/HW21005/02.

7. The statutory notice relating to the crossing, as detailed on the attached drawing EMD/HW21005/02 was publicly advertised between 19th July and 9th August 2019.
8. During the consultation period thirteen responses were received, two of which supported or made comments on the proposals and included comments from the Heritage Officer stating that the “the design needs to be ‘low impact’ appropriate for a conservation area”. A series of recommendations were made to minimise the impact, and these will be incorporated where appropriate into the detailed design for the crossing. The heritage officer will continue to be consulted on the proposals prior to finalising the design.
9. Eleven responses are considered to be objectors to the proposals.

Objections Received

10. Objection – Removal of Tree on Main Street

Nine respondents objected to the removal of a tree on Main Street on the grounds that the tree does not obscure road users’ vision of pedestrians approaching the proposed crossing. Objections have cited that there is another crossing located in Nottingham where a tree has similarly been retained. It is also stated that the tree is part of the landscape of the village and that the tree contributed to the removal of emissions. A local resident also contacted his local MP, Mark Spencer who queried what survey was undertaken to determine the tree required removal, what reasons were there for its removal and whether it could be reconsidered.

11. Response – Removal of Tree on Main Street

An alternative proposal has been developed and is supported by the safety auditor who undertook the safety audit review. The proposed crossing will be relocated 2.8m to the west, the use of pedestrian guard railing and knee rail fencing will slow pedestrians as they approach the crossing and face them towards oncoming traffic as they approach the crossing. This allows the tree to be retained and addresses the objections. A meeting was also held with Calverton Parish Council where Councillor Elliot and 8 councillors were present, the developed plan was explained and the plan to now retain the tree was welcomed and supported by all present.

12. Objection – Traffic calming measure

Three respondents objected to the traffic calming element of the crossing, on the grounds; it will require drivers to slow down excessively to drive across the hump, the effects of noise and vibration caused by a hump, no traffic survey has been undertaken which supports the need for traffic calming & increased emissions due to slowing and acceleration across humps.

13. Response – Traffic calming measure

A road safety audit undertaken on the proposal identified that traffic calming should be incorporated into the design due to vehicles speeds, especially at night. The proposed hump has been reduced from the 100mm (maximum height allowed for humps) to 75mm which will minimise the effect on vehicles whilst still acting as a traffic calming measure. The profile of the edges of the humps are also designed to minimise the effect of the ride over the hump. These design measures seek to minimise noise and vibration impacts associated with a humped crossing.

14. Objection – Loss of on-street parking

Three respondents objected to the loss of on-street parking on Main St due to the controlled zone indicated by the extents of the zig-zag markings. Cars regularly park on the unrestricted

section of Main Street on the southern side throughout the day and the respondents have raised concern over this loss of parking capacity where parking is already at a premium. One was concerned about the loss of available parking for visitors and another was concerned about the ability to load/unload tools and shopping near their property as they have no off-road parking provision.

15. Response – Loss of on-street parking

The northern side of Main street and to the west of the proposed crossing on the southern side towards Renals Way has an existing parking restriction between the hours of 8am-6pm Mon-Sat. The remainder of the southern side in the vicinity of the crossing and to the east is unrestricted. There is a shopper's car park located to the north west adjacent to the precinct with a 2 hours parking restriction. All three of the respondents are from properties either adjacent or near the proposed crossing, two of which benefit from off-road parking. One of the respondents does not have any off-road parking provision. The extent of the zig-zag markings does not extend fully across the frontage of this respondent's property and the relocation of the crossing slightly further west has provided a slight increase in available parking on the highway for a vehicle to park immediately outside the respondent's property should a space be available. During the period of highest demand for parking during the day, the total loss of available parking equates to approximately 3 car parking spaces, due to the existing parking restrictions and private accesses. This can be accommodated to the east of the proposed crossing where on-street parking will remain unrestricted.

16. Objection – Impact on Heritage and Visual Intrusion

Two respondents objected to the impact on heritage and setting of the zebra crossing due its location in a designated conservation area near listed buildings and concerning light pollution from the belisha beacons.

17. Response – Impact on Heritage and Environment

The Heritage officer from the County Council has been consulted and responded with recommendations to ensure that the crossing has a 'low impact' on the setting within a designated conservation area and recommended a series of measures to reduce the urbanising effects of a zebra crossing. These recommendations will be considered and incorporated in the final design where appropriate. Shrouds can be fitted to the beacon globes to prevent sideways spillage of light towards properties where this is a concern.

18. Objection – Zebra Crossing – not required / in wrong location

Three responses included a range of other comments including; there is an insufficient number of pedestrians who cross in this location; a crossing would be better installed at a location closer to the St Wilfrid's C of E Primary School; the obstruction to visibility caused by a bus stopping at the adjacent stop; the proposed crossing being located in proximity to a planned development of 10 properties.

19. Response – Zebra crossing– not required / in wrong location

A pedestrian count survey was undertaken and a desire line for pedestrians serving both the precinct and library as well as parents and children who cross Main St to/from Renals Way to access the school has been identified. A school crossing patrol is already implemented at a location further along Main Street, close to the primary school. A stationary bus at the adjacent stop will be outside the extent of zig-zag markings and will not impact on the visibility lines and safety of users. The planned development on 34 Main Street has been investigated and the consented outline planning does impact the proposed crossing.

Other Options Considered

20. In response to the consultation, an alternate design has been developed (with support from a member of the Safer Highways team) which relocates the crossing 2.8m to the west. It allows for the tree to be retained by mitigating the problem raised during the safety audit. This also provides a very slight reduction in loss of on-street parking provision.

Comments from Local Members

21. Councillor Elliott supports the scheme and has been in close liaison with the parish and local residents concerning the scheme

Reasons for Recommendations

22. The proposed scheme will facilitate pedestrian movements over Main Street and will serve pedestrians accessing the shopping precinct, doctor's surgery, library and St Wilfrid's C of E 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

23. 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

24. Nottinghamshire Police did not comment on the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

25. This scheme is being funded through the Local Transport Plan ITM budget for 2019/20 with an estimated cost to implement the works and traffic order of £48,000.

Human Rights Implications

26. 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

27. 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 don't;
- Foster good relations between people who share protected characteristics and those who don't.

28. 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.

Safeguarding of Children and Adults at Risk Implications

29. The proposals are intended to have a positive impact on all highway users. By providing a zebra crossing which reduces vehicles speeds and requires vehicles to heed, it is anticipated that this scheme may particularly help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

30. The proposed zebra crossing is designed to facilitate the safe operation of the highway network for drivers, and non-motorised highway users. Improving the environment for vulnerable highway users, such as pedestrians, may provide a safer means of crossing Main Street. Any traffic calming measure such as humps may lead to a slight increase in vehicle emissions as they are required to decelerate/accelerate over the hump. The design has been amended to retain the tree minimising any impact on biodiversity. The detailed design will also incorporate the recommendations of the heritage officer where appropriate to reduce urbanising impacts of the crossing in a conservation area setting.

RECOMMENDATION/S

It is **recommended** that:

- 1) The zebra crossing proposed for Main Street Calverton is implemented as per drawing no. EMD/HW21005/03 and the objectors informed accordingly.

Adrian Smith
Corporate Director – Place

Name and Title of Report Author
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For any enquiries about this report please contact:
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Constitutional Comments [SJE 29/10/2019]

31. 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 conservation as well as to the planning, management and maintenance of highways (including traffic management), has been delegated.

Financial Comments [GB 30/10/2019]

32. The estimated cost of implementing the works outlined in this report is £48,000. This will be funded from the 2019/20 Integrated Transport Measures capital budget which totals £7.3m and is already approved as part of the Communities and Place capital budget.

Background Papers and Published Documents

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Environmental Management and Design section at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

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.

Electoral Division(s) and Member(s) Affected

Calverton ED

Councillor Boyd Elliott