



**7th January 2021**

**Agenda Item:8**

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CROPWELL ROAD AND GLEBE LANE, RADCLIFFE ON TRENT) (PROHIBITION OF WAITING AND NO STOPPING ON ENTRANCE CLEARWAYS) TRAFFIC REGULATION ORDER 2021 (8284) AND CROPWELL ROAD – NEW ZEBRA CROSSING**

#### **CONSIDERATION OF OBJECTIONS**

##### **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. Cropwell Road in Radcliffe-on-Trent is a local distributor route, which runs north to south from the A52 Grantham Road to the village centre. It is subject to a 30mph speed limit with a 20mph advisory limit outside South Nottinghamshire Academy and Radcliffe-on-Trent Junior School, as part of a school safety zone.
3. Cropwell Road is predominately residential, comprising of a mixture of detached and semi-detached properties, most of which have off street parking. Two schools are accessed from Cropwell Road, these are Radcliffe-on-Trent Junior School and South Nottinghamshire Academy. The Academy is located approximately 70m to the south of the junior school and accessed off Glebe Lane.
4. School Keep Clear markings (zig-zags) are already in place at the entrance to the junior school with appropriate signage to enable the enforcement of these markings during operational hours (Monday - Friday 8am to 4.30pm). In addition, opposite the junior school access a footway 'build-out' extends from Victoria Road to the north of the school access road on the eastern side of the carriageway. This is also marked by a white 'H-bar' with an uncontrolled dropped kerb crossing with tactile paving at this location.
5. There are currently no School Keep Clear markings at the Glebe Lane / Cropwell Road junction to serve South Nottinghamshire Academy.
6. Nottinghamshire County Council has received requests for measures to improve safety and access to both schools and as a result, the County Council is proposing to construct a zebra crossing and to introduce waiting and stopping restrictions on Cropwell Road. The proposals include:

- A new zebra crossing with controlled zone (zig-zags) adjacent to the junior school access;
- New 'School Keep Clear' markings (Monday - Friday 8am to 4.30pm) at the junction of Glebe Lane / Cropwell Road;
- Double yellow lines (No Waiting at Any Time) on Cropwell Road, Victoria Road and Glebe Lane; and
- Single yellow lines (Monday-Friday 8.00am to 4.30pm) on Cropwell Road.

These restrictions are designed to facilitate the safe and efficient operation of the crossing and wider Highway. The proposals are detailed on plan H/MN/3048/1

7. The proposals were publicly advertised between 1<sup>st</sup> October and 30<sup>th</sup> October 2020 and during the consultation period a total of 19 responses were received. Fourteen of the responses, including that from Radcliffe-on-Trent Parish Council expressed support and / or made comments on the scheme. In response to requests received, an existing h-bar over Manvers Grove will be extended as part of the implementation of the new proposals.
8. It is considered that there are five outstanding objections to the proposals. One of these is from a local resident who noted an error on the consultation plan which showed an incorrect house number for his property and incorrect termination point of the existing build-out. These issues were acknowledged with an apology. Confirmation was given that the footway build-out would remain unchanged and also that the advertised extents of the restrictions were correct with the proposed double yellow lines terminating at the end of the existing build-out. The house numbers indicated on the plan are part of the survey base map supplied by Ordnance Survey. The errors were noted and duly amended.

## Objections Received

9. Objection – Loss of on-street parking / parking migration  
All respondents objected on the basis of losing on street parking provision due to the introduction of the controlled zone and waiting/stopping restrictions that they considered would negatively impact on them. Comments included that the restrictions would be inconvenient, devalue property, cause problems with deliveries and home improvements, affect their enjoyment of their property and that the restrictions were excessive and / or not required. One respondent stated that the reduction in parking would lead to displaced parking in adjacent areas and side streets. Respondents requested that the proposals be amended to be less restrictive or removed entirely.
10. Response – Loss of on-street parking / parking migration  
The zebra crossing cannot be installed in isolation and the waiting restrictions proposed (single and double yellow lines) are designed to ensure sufficient unobstructed carriageway is available along Cropwell Road to ensure the safe and efficient operation of the crossing and wider highway. The controlled zone and adjacent double yellow line restrictions are the minimum necessary to achieve the sight lines required for the crossing to operate safely.
11. The requirement for double yellow lines adjacent to the crossing was identified through the formal road safety audit process. In order to maintain forward visibility to the crossing, it is

considered inappropriate to amend the double yellow lines as these restrictions will ensure that parked cars do not obstruct visibility at the crossing; the crossing will be used at all times of day and therefore needs to operate safely at all times. Loading (including the dropping off / picking up of passengers) is permitted on both single and double yellow lines (but not within the controlled zone area, demarked by zig-zags), however vehicles will need to be removed as soon as the loading activity has been completed.

12. 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. The majority of properties in the affected area have off-street parking and on-street parking remains available elsewhere on the highway network, further away from the crossing, providing parking opportunities for residents and their visitors.
13. 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 the proposals have been kept to the minimum considered necessary to facilitate the safe and effective operation of the crossing and wider highway. The restrictions that have been proposed try to achieve a balance for residents, commuters and parents of children attending the schools accessed from Cropwell Road.
14. Objection – Obstructive parking  
Two respondents objected on the basis that the restrictions may increase or not address issues with obstructive parking by both buses and private vehicles. Respondents noted that school buses arrive on site in advance of school dispersal times and whilst waiting left engines idling and sometimes obstructed access to private driveways. In addition, one respondent stated that their driveway was frequently obstructed by cars belonging to parents / carers picking up or dropping off children and concerns were raised that the new restrictions would exacerbate this situation.
15. Response – Obstructive parking  
It should be noted that the use of Cropwell Road for parking by non-residents is not illegal; it is part of the public highway. However, the frustration felt by residents, who are affected by obstructive parking is recognised. It is an offence to park so as to prevent a vehicle accessing the highway via a dropped vehicle crossing and if this occurs it is a matter for the Police, who are empowered to enforce on this matter. The provision of an advisory 'H bar marking' is an appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties and these can be provided in line with the County Council's charging policy (£210) on request from residents.
16. School transport buses are essential for the function of the school and will continue to operate. Loading (including the dropping off / picking up of passengers) is permitted on single and double yellow lines, however vehicles will need to be removed as soon as the loading activity has been completed. School transport buses will be subject to the same enforcement as other vehicles. Bus Stop Clearway markings were considered as an alternative measure at this location. This option has not been taken forward as it would restrict loading for other users at all times of day and, at this time, is considered disproportionate to the requirements of the scheme.
17. Objection – Increase in vehicle speeds

Two respondents objected on the basis that the restrictions may increase traffic speeds on Cropwell Road.

18. Response – Increase in vehicle speeds

Whilst it is acknowledged that on-street parking can act as informal traffic calming, the parking at peak periods on Cropwell Road has become obstructive to the safe and efficient movement of people and vehicles on the highway. On-street parking remains available on the south-western side of Cropwell Road. The carriageway varies in width between 7.7m and 8.2m and the restrictions will enable two-way traffic to pass parked vehicles. However, the constrained widths and existing school safety zone will encourage drivers to proceed with care and so restrain speeds. The 12-hour 85<sup>th</sup> percentile speeds are well below the threshold for installing a zebra crossing (which is appropriate where speeds <35mph). The proposed crossing has been subject to road safety audit and no concern regarding a potential increase in vehicle speeds was raised.

### **Other Options Considered**

19. Other options considered relate to the type and length of the waiting restrictions proposed, which could have been greater or replaced in part with bus stop clearway restrictions. However, the demand for on-street parking at this location is recognised and the proposed restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

### **Comments from Local Members**

20. County Councillor Kay Cutts is in support of the proposals.

### **Reason/s for Recommendation/s**

21. The proposed scheme will facilitate pedestrian movements over Cropwell Road and contribute to the safe operation of junctions and the wider highway. The measures proposed are considered appropriate, taking into account design standards and the needs of all sectors of the community, including non-drivers.

### **Statutory and Policy Implications**

22. 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**

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

## **Financial Implications**

24. The scheme is being funded through the 2020/2021 Integrated Transport Measures capital budget with an estimated cost to implement the Traffic Regulation Order and work of £30,000.

## **Human Rights Implications**

25. 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**

26. 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.
27. 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**

28. The proposals are intended to have a positive impact on all highway users, particularly vulnerable users travelling to the nearby schools.

## **Implications for Sustainability and the Environment**

29. The proposals aim to help promote sustainable transport choices by providing an improved crossing facility on Cropwell Road.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Cropwell Road and Glebe Lane, Radcliffe On Trent) (Prohibition of Waiting and No Stopping on Entrance Clearways) Traffic Regulation Order 2021

(8284) and Cropwell Road - new Zebra crossing is implemented, and objectors notified accordingly.

**Adrian Smith**  
**Corporate Director Place**

**For any enquiries about this report please contact:**

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### **Constitutional Comments (SG– 26/11/2020)**

30. 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 Comments (GB 02/12/2020)**

31. The estimated cost to implement the works and traffic order outlined in this report is £30,000. This will be funded from the 2020/21 Integrated Transport Measures capital budget which totals £8.1m and is already approved as part of the Communities and Place capital budget.

### **Background Papers and Published Documents**

32. 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.
33. 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**

Radcliffe-on-Trent

Councillor Kay Cutts