

## STATION ROAD, MARCH - REPRESENTATIONS RECEIVED IN RESPONSE TO PUBLICATION OF NOTICE OF INTENT TO INSTALL ZEBRA CROSSING AND ASSOCIATED WAITING RESTRICTION CHANGES

### Objection 1

I live in number xx – this will have a dramatic effect on my property as it is directly outside the front door. I personally can see no point in its location as it “sits in no man’s land” in my opinion on Station road – it is neither near the town end of Station road or the actual train station end – where it would be fully justified – so what is the actual benefit of its location? Currently opposite my property are 30 mins limited parking spots – I use this term loosely as in 11 years of habiting number xx I have never seen a traffic warden and all the vehicles park there all day & in some cases for several days at a time. So the removal of this would be a positive IF the zebra crossing goes ahead, but this is the only positive I can find.

My queries are - which I would like clarity in please as I can find no detailed answers on any CCC sites or past correspondence.

- The width of the zebra crossing & the paving
- Timescale for installing it & proposed time of work during the day
- Height of the Belisha Beacons
- Exact location of Beacons on the pavement
- Will beacons have “hoods” on to reduce ambient glow outside my xxx xxxx window

Following on from above I’m also concerned in the position of the crossing making entrance & exit to our property extremely hazardous for both pedestrians and people using our drive in motor vehicles. Not to mention we will be breaking the highway code whist trying to turn left (waiting for pedestrians to pass the drive) or waiting to reverse onto our drive - as there is no stopping permitted on white zebra lines @ anytime – the zebra lines will goes straight across my drive!

Our house is also currently on the market so the potential installation I feel will detract potential buyers & excessively devalue my property.

I look forward to hearing from you.

As I STILL have not heard anything from your colleagues I wanted to give a very brief email stating my **STRONG OBJECTION** to the potential installation of a zebra crossing outside my property on xx Station Road, March Cambs PE15 8NP

I have been waiting for detailed response from the Council since the 22<sup>nd</sup> September 2020 & the closing date is tomorrow the 16<sup>th</sup> October 2020.

The reasons for my objections are as follows

- Restricting access to my drive & causing danger to pedestrians
- Potential damage to my fence / hedge while people wait to cross
- Light disturbance coming into my property from the beacons

- Causing unnecessary stress to my family for a pointless & costly crossing being put in “ the only viable place” - despite only a handful of people crossing at that point during the day.
- Devaluing my property
- Zig zag lines causing issue on entrance / exit of my driveway

Please acknowledge receipt of my objections.

The proposed height of the beacons causes me major concern - in previous correspondence I was informed by Xxxx Xxxx the beacons would be no more than 2.1m – if they are 3m it will sit above my hedge line & cause a high level of ambient light into the front windows of my house!

See attached - so despite the promise of 2.1m its been put through @ 3m!!

All of my other objections still stand from below & to reiterate I STRONGLY OPPOSE this proposal – but I would like it known to the committee that we have been misinformed on the height of beacons also!

I look forward to hearing more on the formal decision

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## **Objection 2**

A pedestrian crossing is needed in Station Road but not at the cost of residents. A better place would be further up, towards the station, by the garage and cemetery.

Also, we believe the type of crossing proposed is dangerous due to the speed of traffic. A 30 limit in a built up area is totally disregarded by a majority of road users on Station Road.

The zig zag road markings will go along the road in front of our property and we can see problems restricting access by car in and out of our property, also for delivery vans and lorries. We do try to reverse on to our property to prevent reversing onto a main road (which we believe is against the law) however this is difficult most of the time due to the volume and speed of traffic and ignorance of some drivers. If there is a queue of traffic stationary due to the pedestrian crossing, reversing onto our property will be impossible and stressful.

We have lived here for nearly xx years and due to our age may need to move in the near future and believe this proposed crossing will devalue our property and possibly make it difficult to sell. This will cause stress which we do not need.

Thank you for your very serious consideration to our objections and would you please acknowledge receipt of this correspondence.

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## **Objection 3**

### **PR0670 REQUEST FOR INFORMATION**

**Flashing Beacons** – can you please confirm the height that these will be and how along with the fitted cowls you will ensure that there is no extra ambient light detectable being that we have multiple

bedrooms and living rooms in use at the front of our house. Xxxx Xxxx stated that “cowls will direct the light laterally along the highway but this does not mean that some of the extra ambient light is not detectable”

**Traffic Survey Results** – could you please forward me the data/results from the pedestrian and vehicle count that would have been carried out leading to the request for this crossing? I have lived in our house for xx years and at no point in that time has it appeared to be heavily used as a crossing point. I understand that this comprehensive spreadsheets compare the data and introduces weighting factors such as age, mobility and accident history and for a location to be given priority the result must exceed a score of 0.7? I understand that the need for a crossing was identified between St Johns and County which was then narrowed down to St Johns – North Street to enable access to local shops and the nursery – Access to the Nursery is off of North Street via its own car park for customers on North Street and the few people cross within the designated area to access the shops most visit via car. Over the past 2 days I have conducted my own survey between 0700-0900 on dry week days and the results show that only 3 families, 1 Runner and 1 Dog Walker crossed directly in the proposed area, 11-13 families crossed right on the corner of St Johns as that is where they had come from, and of them 5 families turned left towards Town/Norwood Avenue (suggesting that would not bother to travel up to the crossing) only the remaining 8 continued up North Street suggesting that they would use the crossing point. Given that All Saints has approx. 210 students plus staff and pre-school and Maple Grove approx. 840 plus staff and pre-school 16 families crossings does not appear to justify a crossing point. People travelling towards the station crossed much further up the road to avoid then having to cross North Street and Alpha Street. Our son attending All Saints from Pre-School to Year 3 and we along with most other families traveling to that school from crossed at the crossing between county road and queen street. I was more concerned at the amount of cyclists on the pavement that were visibly over the age of 10 (I'm aware that it is illegal to cycle on a path at any age but under 10's cannot be prosecuted) Monday = 21 Tuesday = 15.

**Road Safety Audit Results and Accident History** – is there really sufficient evidence to justify a pedestrian crossing at this point. Crossings have a built in statistical average-accident rate. Could you please confirm the accident history for this designated area over the past years? is it possible that a new crossing would hurt rather than help? as I understand it 80% of Brits do not know how to use a pedestrian crossing properly and there are an estimated 20 collisions involving pedestrians at crossing every day in the UK which works out at almost 7000 instances a year, we are in a generation of oblivious pedestrians being distracted by phone calls, listening to music and checking social media this along with the known speeding of vehicles along this road I would question the viability of putting a pedestrian crossing in?

**Zig-Zag lines** – these will cross my property and will render my drive unusable as it is necessary to stop on the side of the road where you are proposing to paint the lines in order to reverse in to the property (being that it is illegal to reverse onto a main road), being a main road the wait can take more than a few minutes at busy times (the majority of the times our driveway is in use) to ensure safety especially with the speeding traffic which we have to endure, I am finding this extremely stressful and it is effecting my mental health. I am aware of examples of one official interpreting laws and regulations in one way and assuring someone that they can safely take a certain course or action. The official is taken at their word and actions are duly taken but then another official, with a different take on interpreting the law, comes along and prosecutes the hapless member of the public for the very actions he was assured he was safe to take. ZigZag lines outside my property will make me vulnerable to prosecution and I will live in fear of the risk every time I enter my property. Our driveway is used multiple times throughout the day and also does not allow for deliveries (large/heavy packages), tradesmen (tools and Machinery), School bus/Car Share drop offs to access, so with the removal of the parking opposite and the existing double yellow lines and junctions it will leave visitors with a long inconvenient walk.

**Topography Survey, Environmental Impact Assessment (EIA) & Air Quality Impact assessments Results** – Can you please forward me the results of these showing the expected impacted? Clean air protects our health and wellbeing and it has become an area of increased

regulatory scrutiny. Increased noise, dust and fume pollutants are a very big worry with increased vehicle waiting and accelerating away.

I look forward to your timely response to allow me to study, collate and submit my comments and objections by Friday 16 October 2020.

Thank you for your quick response, unfortunately I have not received a timely response from your Scheme Designer and conscious that today is the deadline for comments and objections I would like to submit my strong objections along with my email submitted 13 October 2020 to the potential installation of a zebra crossing outside my property on xx Station Road, March Cambs PE15 8NP. Information previously requested and awaiting:

- Topography Survey
- Environmental Impact Assessment (EIA)
- Air Quality Impact assessments
- Traffic Survey Results
- Road Safety Audit Results
- Accident History

### **Zig-Zag lines**

These will cross my property and will render my drive unusable as it is necessary to stop on the side of the road where you are proposing to paint the lines in order to reverse in to the property (being that it is illegal to reverse onto a main road), being a main road the wait can take more than a few minutes at busy times (the majority of the times our driveway is in use) to ensure safety especially with the speeding traffic which we have to endure, I am finding this extremely stressful and it is effecting my mental health. I am aware of examples of one official interpreting laws and regulations in one way and assuring someone that they can safely take a certain course or action. The official is taken at their word and actions are duly taken but then another official, with a different take on interpreting the law, comes along and prosecutes the hapless member of the public for the very actions he was assured he was safe to take. ZigZag lines outside my property will make me vulnerable to prosecution and I will live in fear of the risk every time I enter my property. Our driveway is used multiple times throughout the day and also does not allow for deliveries (large/heavy packages), tradesmen (tools and Machinery), School bus/Car Share drop offs to access, so with the removal of the parking opposite and the existing double yellow lines and junctions it will leave visitors with a long inconvenient walk.

### **Pollution and Property Devaluation**

There will be an increase in noise pollution from vehicles waiting at the crossing and then accelerating away, increased pollution from break dust as vehicles stop at the crossing and increased light pollution from the flashing belisha beacons. Clean air protects our health and wellbeing and it has become an area of increased regulatory scrutiny. Increased noise, light dust and fume pollutants are a very big worry to my family. Extra ambient light will be detectable being that we have multiple bedrooms and living rooms in use at the front of our house. Xxxxx Xxxxx stated that "cowls will direct the light laterally along the highway but this does not mean that some of the extra ambient light is not detectable". I have consulted with an estate agent who has stated that the siting of this crossing would affect both the saleability and value of our property. The addition of street furniture outside of our house would do nothing to enhance our property and will change the character of the street scene – we have always taken great pride in the curb appeal of our property and maintain it to a good standard. These crossings are not commonly part of March street-scene in a residential area with only one other in the town centre. There will be no right to financial compensation or noise insulation from the Land Compensation Act 1973, part 1 as the Noise Insulation Regulations 1975 which were made under the provisions of the act state that the road is deemed to be altered only when there is a change to the location, width of level of the carriageway (other than resurfacing) or an additional carriageway is provided besides, above or below the existing one. The proposal to create a crossing would not involve any of these therefore it falls outside the definition of altered highway and there is no right to either part 1 compensation or noise insulation.

### **Crossing location**

This crossing location is displacing it from the pedestrian desire line and will therefore not encourage appropriate crossing of the road and they will continue to cross in the vicinities outside of the crossings location. As per your email the crossing is being put in "the only viable place" Is there really sufficient evidence to justify a pedestrian crossing at this point? I understand that a comprehensive spreadsheets compare the data from the traffic survey results and introduces weighting factors such as age, mobility and accident history and for a location to be given priority the result must exceed a score of 0.7? Im am not aware of any accidents in our around the location involving pedestrians in the 16 years I have lived here and at no point has this location been heavily used as a crossing point - The surveys I have recently undertaken (findings/comments below), 16 years of living in this location and walking the school run for 5 years informs me that only a handful of people are crossing on the corner of St Johns to then proceeding up North Street suggesting that they would cross at the proposed point. Those few heading towards Alpha Street and County Road along with the majority of peoples journeys are originating further towards/past station crossing much further up between Alpha Street and Queens Street, the registered childminders are also at this end of the road. A pedestrian crossing is needed in Station Road but not at the cost of the residents and local businesses. A better place would be further up, towards the station near the garage and cemetery. Also the type of crossing proposed is dangerous due to the speed of the traffic. As you will be aware from the local March speed watch results the 30 limit is disregarded by a majority of road users on Station Road (10-24 August 157,074 vehicles recorded - 31-60+mph = 22,369).

Over the past 2 days I have conducted my own survey between 0700-0900 on dry week days and the results show that only 3 families, 1 Runner and 1 Dog Walker crossed directly in the proposed area, 11-13 families crossed right on the corner of St Johns as that is where they had come from, and of them 5 families turned left towards Town/Norwood Avenue (suggesting that would not bother to travel up to the crossing) only the remaining 8 continued up North Street suggesting that they would use the crossing point. Given that All Saints has approx. 210 students plus staff and pre-school and Maple Grove approx. 840 plus staff and pre-school 16 families crossings does not appear to justify a crossing point. People travelling towards the station crossed much further up the road to avoid then having to cross North Street and Alpha Street. Our son attending All Saints from Pre-School to Year 3 and we along with most other families traveling to that school from crossed at the crossing between county road and queen street. I was more concerned at the amount of cyclists on the pavement that were visibly over the age of 10 (I'm aware that it is illegal to cycle on a path at any age but under 10's cannot be prosecuted) Monday = 21 Tuesday = 15.

### **Road Safety**

I consider that not only will the proposed crossing contribution nothing to the local road safety. It will increase danger to pedestrians and motorists alike. Crossings have a built in statistical average-accident rate. Could you please confirm the accident history for this designated area over the past years? is it possible that a new crossing would hurt rather than help? as I understand it 80% of Brits do not know how to use a pedestrian crossing properly and there are an estimated 20 collisions involving pedestrians at crossing every day in the UK which works out at almost 7000 instances a year, we are in a generation of oblivious pedestrians being distracted by phone calls, listening to music and checking social media this along with the known speeding of vehicles along this road I would question the viability of putting a pedestrian crossing in?

### **Mental Health**

As I have previously advised this proposed crossing has and is continuing to cause me high levels of anxiety and stress for all of the above reasons, along with the fact that our house is on the market and this is putting off prospective buyers. This seems very unfair and unnecessary given my objections and to add insult to injury that the crossing proposed is to be being put in "the only viable place" - despite finding identifying it was needed further up towards the cemetery and that only a handful of people crossing at that point during the day.

Thank you for your serious consideration to our objections and would you please acknowledge receipt of this correspondence.

If you can please take the comments from both my emails into account as they all still stand from & to reiterate I STRONGLY OPPOSE this proposal. It has also come to my attention that the proposed height of the beacons is 3m - This causes me increased major concern and anxiety - in previous correspondence I was informed by Xxxxx Xxxxx the beacons would be no more than 2.1m – if they are 3m it will sit above our hedge line & cause a high level of ambient light into the front windows of my house!