

**OBJECTIONS ASSOCIATED WITH NOTICE OF INTENTION TO INSTALL  
A ZEBRA CROSSING – NESS ROAD,BURWELL**

*To:* The Traffic Manager and the Local Member(s)  
representing electoral division below.

*Meeting Date:* 18<sup>th</sup> December 2018

*From:* Executive Director: Place and Economy

*Electoral  
division(s):* Local Member representing Burwell

*Forward Plan ref:* N/A *Key decision:* No

*Purpose:* To determine the objectionsto the Notice of Intention  
to install a Zebra Crossing – Ness Road, Burwell

*Recommendation:* a) Implement the crossing  
b) Inform the objectors accordingly

<b><i>Officer contact:</i></b>	
Name:	Sonia Hansen
Post:	Traffic Manager
Email:	<a href="mailto:sonia.hansen@cambridgeshire.gov.uk">sonia.hansen@cambridgeshire.gov.uk</a>

## **1. BACKGROUND**

- 1.1** Burwell is situated 10 miles north East of Cambridge on the south-eastern edge of the Fens. (Appendix 1). Ness Road runs north east from Burwell towards Fordham.
- 1.2** The Parish Council are concerned that the volume of traffic through the village and along Ness Road has built up over the last 10 years. There have been an increase with the opening of the Fordham Bypass and fear the situation will worsen with the ever increasing number of new houses being built in the village and surrounding area.
- 1.3** This proposal is for a zebra crossing which is intended to provide a safe crossing place for pedestrians accessing local amenities and will be sited on Ness Road, approximately 32 metres south west of its junction with Old School Close (Appendix 2).

## **2. TRO PROCESS**

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise in the local press and on-street a public notice detailing the proposal and the reasons for it. The advert provides the public with the opportunity to formally object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on the 24<sup>th</sup> October 2018. The statutory consultation period ran from the 24<sup>th</sup> October 2018 until the 16<sup>th</sup> November 2018.
- 2.3** Two objections were received and the grounds on which they were made have been summarised in the table in Appendix 4 with officer comments alongside them. The traffic management officer for the police had no objection to the proposal.
- 2.4** On the basis of this analysis, it is recommended that the crossing is implemented as advertised.

## **3 ALIGNMENT WITH CORPORATE PRIORITIES**

- 3.1 Developing the local economy for the benefit of all**  
There are no significant implications for this priority.
- 3.2 Helping people live healthy and independent lives**  
There are no significant implications for this priority.
- 3.3 Supporting and protecting vulnerable people**  
There are no significant implications for this priority.

## **4 SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The necessary staff resources and funding have been secured through the Local Highways Improvement Scheme process including a contribution from the Parish Council.

#### **4.2 Statutory, Risk and Legal Implications**

The statutory process for this proposal has been followed.

#### **4.3 Equality and Diversity Implications**

There are no significant implications within this category.

#### **4.4 Engagement and Consultation Implications**

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the offices of Vantage House and the reception area of Shire Hall.

#### **4.5 Localism and Local Member Involvement**

County Councillor Schumann supports the proposal.

#### **4.6 Public Health Implications**

There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Letters of objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

## **Appendix 1 – Location of Burwell relative to Cambridge**



## **Appendix 2 – Location of crossing Ness Road, Burwell**



#### Appendix 4

No	Objection	Officer's Comments
1	<p>The proposed location of the crossing is too far a distance from the main flow and desire line of pedestrians The costs associated with the creation of the zebra crossing are significant, and we do not believe the proposal will significantly improve road safety.</p> <p>Increased noise, vibration, micro particles and artificial lighting disturbance by both the building of the crossing and use. For example the increased braking of cars directly outside our properties will release more potentially hazardous braking-system particles.</p> <p>Consuming the area outside our properties is also likely to reduce the saleability and/or value of our homes.</p>	<p>This location is as close to the desire line as is possible given the site constraints i.e. vehicular accesses and the roundabout.</p> <p>Funding has been secured through the Local Highways Improvement Scheme process and includes a contribution from the Parish Council.</p> <p>We ensure that safety for all road users is included in all the schemes we design. This means all our relevant projects undergo an independent road safety audit.</p> <p>Modern belisha beacon halos mean that crossings can easily be seen in all light conditions without the nuisance of night-time light pollution. The traffic will only stop when pedestrians want to use the crossing and given the open topography of the site, the impact of any changes in local pollutants is considered to be negligible. There is a legal obligation for the local authority to consider the need to protect persons in the locality from the effects of noise during works.</p> <p>We are not aware of property values being affected by zebra crossings.</p>
2	<p>Property Devaluation</p> <p>No visitor parking</p> <p>Track in poor condition due to increased footfall and vehicles and no pedestrian walkway/signage on track</p> <p>Positioning of crossing</p>	<p>We are not aware of property values being affected by zebra crossings.</p> <p>We understand the frustration at the loss of on-street parking, however parking directly outside your house is a privilege and not a right.</p> <p>This is a private track not maintained by CCC.</p> <p>As part of the design process the crossing has been safety audited and no safety issues were raised with regards to location or positioning.</p>