

CONSIDER OBJECTIONS RECEIVED IN RELATION TO A PROPOSED ZEBRA CROSSING IN ST. PETER'S ROAD, MARCH

To: Delegated Decision of Traffic Manager and the Local Members representing the electoral division below.

Meeting Date: 20th February 2020

From: Executive Director: Place & Economy

Electoral division(s): Sutton

Forward Plan ref: n/a **Key decision:** No

Purpose: To determine objections received to the proposed zebra crossing in St. Peter's Road in March.

Recommendation:

- a) Install the zebra crossing in St. Peter's Road, March as published.
- b) Inform the objectors accordingly

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Gary Baldwin Post: Engineer (Policy & Regulation) Email: gary.baldwin@cambridgeshire.gov.uk Tel: 01480 372362	Names: Cllr Steve Count Post: Ward Member Email: steve.count@cambridgeshire.gov.uk Tel: ~
Name: Sonia Hansen Post: Traffic Manager Email: sonia.hansen@cambridgeshire.gov.uk Tel: ~	Names: Cllr Janet French Post: Ward Member Email: Janet.french@cambridgeshire.gov.uk Tel: ~

1. BACKGROUND

- 1.1 The proposed zebra crossing is being promoted as a March Area Transport Study (MATS) Quick Win scheme. The location is in St. Peter's Road, March near to its junction with Eastwood Avenue where large numbers of pedestrians, including those travelling to and from schools, cross St. Peter's Road.
- 1.2 More information, including copies of the public notice and scheme drawing, can be found in Appendices 1 and 2.

2. MAIN ISSUES

- 2.1 The establishment of a formal pedestrian crossing facility requires the County Council to publish a Notice of Intention to inform statutory bodies, members of the public and other interested parties of the proposal.
- 2.2 The scheme was advertised in the Fenland Citizen on 27th November 2019 and the statutory consultation period ran until 19th December 2019. Statutory bodies, such as the emergency services, and relevant County and District Councillors were consulted. In addition, a consultation letter was sent to households and businesses in the immediate vicinity to explain the proposal and give them an opportunity to comment. Notices were also posted on-street.
- 2.3 The statutory publication and consultation generated a total of 5 representations, including 3 objections and 2 supporting the proposal. The written representations submitted are included in Appendix 3 and officer responses are also given in the table.
- 2.4 We must seek the police's view on any new pedestrian crossings and Cambridgeshire Police do not object to this proposal.

3. ALIGNMENT WITH CORPORATE PRIORITIES

Report authors should evaluate the proposal(s) in light of their alignment with the following three Corporate Priorities.

3.1 A good quality of life for everyone

The zebra crossing is designed to provide a safe facility to help pedestrians cross the road and would also bring about modest environmental and community benefits.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

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 MATS funding. The works are being undertaken on behalf of the Cambridgeshire and Peterborough Combined Authority.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The required statutory process for this proposal has been followed. The design and implementation, if approved, would complete with all relevant regulations, standards and other accepted practises.

4.4 Equality and Diversity Implications

The only protected characteristic groups affected would be Age and Disability. The proposal would have a positive impact on younger and older people by providing a safer place for vulnerable users to cross the road. The proposed zebra crossing would help those people with disabilities, including wheelchair users, to cross the road. The scheme would incorporate dropped kerbs and tactile surfaces to further assist those with disabilities.

4.5 Engagement and Communications 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 install the zebra crossing. The documents associated with the proposal were available to view in the reception area of Shire Hall and at the offices of Fenland District Council at March.

4.6 Localism and Local Member Involvement

County Councillors Steve Count and Janet French, the relevant the District Council Members and March Town Council were consulted.

4.7 Public Health Implications

There are no significant implications within this category.

PUBLIC NOTICE

NOTICE OF INTENTION TO ESTABLISH A PEDESTRIAN CROSSING FACILITY **ST. PETER'S ROAD, MARCH**

NOTICE is hereby given that Cambridgeshire County Council proposes to establish a new Zebra Crossing, including the associated zig-zag road markings, for pedestrians at:-

- St. Peter's Road, March at a point 10 metres west of its junction with Eastwood Avenue.

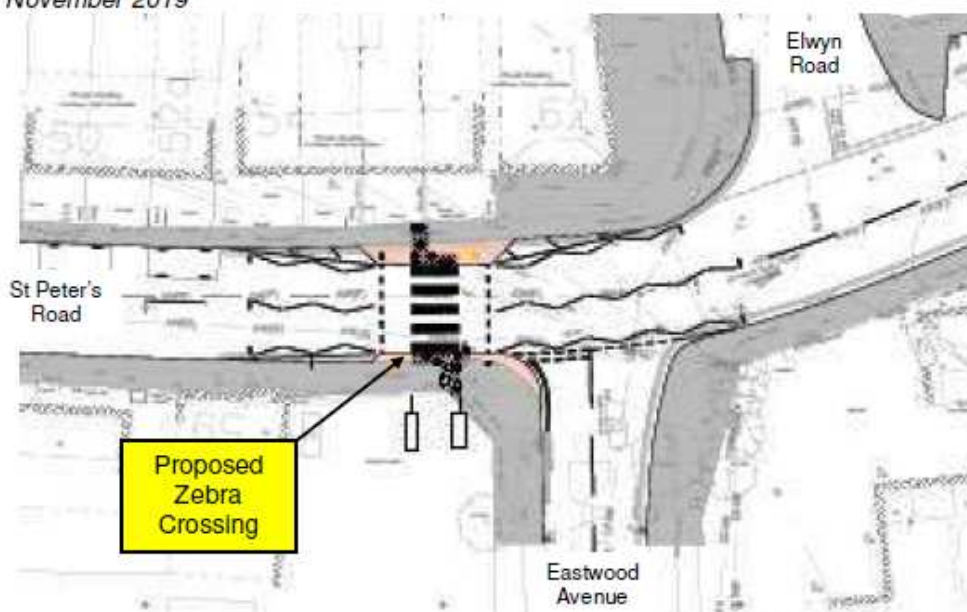
The proposed crossing is at a location where large numbers of pedestrians, including those travelling to and from schools, cross the road.

A drawing showing the proposal may be examined at Reception, Fenland District Council, Fenland Hall, County Road March, Cambs PE15 8NQ during normal office hours or go to <http://bit.ly/cambridgeshiretro>

Any comments on this proposal must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 19th December 2019 quoting reference PR0601. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Vantage House, Wasingley Road, Huntingdon PE29 6SR

27th November 2019



Appendix 2



Appendix 3

No.	Written Objections/ Representations	Officer's Comments
1	<p>This will severely affect parking in the area. It is seriously bad now and will cause major problems to residents in the nearby roads who have nowhere off road to park.</p> <p>A crossing is not needed. Money would be better spent sorting the main problem in the St Peter's road/ upwell road area which is speeding along with teaching common sense to the stupid kids who have no regard to anybody's safety when crossing the road.</p>	<p>There is a requirement to install zig-zag markings on all approaches to a zebra crossing. These markings prohibit stopping even for short periods of time in the interests of safety. For example, a parked vehicle could obscure an approaching driver's view of a pedestrian, particularly a child, using the crossing. There are already double yellow lines in place on all approaches to the St Peter's Road/ Eastwood Avenue/ Elwyn Road junction, so drivers are already unable to park on the lengths of road that would be covered by the zig-zag markings. It is accepted that yellow lines are less restrictive as they allow drivers to stop for the purposes of loading/ unloading and setting down/ picking up passengers. In summary, the zebra crossing would not significantly alter the current parking situation.</p> <p>Observations indicate that there is a concentration of pedestrians crossing at this location. The pedestrian movements, together with the number of vehicles using St Peter's Road, justifies the need for a crossing. It is anticipated that the zebra crossing would have a modest speed-reducing impact on drivers.</p>
2	<p>Sent on behalf of neighbours.</p> <p>Instead of a pedestrian crossing speed bumps would be a better idea.</p> <p>The zig zag lines would cause a loss of parking spaces for residents.</p>	<p>Whilst road humps would reduce traffic speeds, they would do little to assist pedestrians. A need for a safe crossing facility has been identified and is considered to be a higher priority.</p> <p>See officer's comments above regarding on-street parking.</p>
3	<p>As a resident of St Peter's Road, I feel a pedestrian crossing is not appropriate.</p> <p>The pavements are too narrow so the</p>	<p>The scheme involves the widening of the</p>

	<p>lights and noise from the crossing would be seen and heard in the houses.</p> <p>The loss of parking spaces would cause inconvenience as most of us have to park on the road and therefore we would have to try to find a space further away from our homes, some of the neighbours have small children and babies so this could cause a safety issue. I myself, have a disability, so I do not want to have to park further away or round the corner, if, of course I could find a space.</p> <p>Looking at the plan where the proposed crossing would be, I think it is too close to the crossroads. The other side of the crossroads, Upwell Road, would seem a better place for it, where there is more room as the pavements are wider, and closer to more residences to justify this.</p>	<p>footways on both sides of the proposed zebra and significantly so on the north side. This should ensure better inter-visibility between drivers and pedestrians and mean that the footways are not obstructed. Zebra crossings have belisha beacons, but neither traffic lights nor audible signals.</p> <p>See officer's comments above regarding on-street parking.</p> <p>Pedestrian crossings need to be located on the natural desire line of pedestrian movements. Experience suggests that if people have to deviate by any distance to use a crossing they will often not use it. The location has been selected as the most convenient one for pedestrians, whilst still being safe.</p>
4	<p>I live at xx Upwell Road. I have no objections to this, and in fact have actively campaigned in recent months – in conjunction with other local residents – for some form of traffic calming measures on this very busy junction and its attendant risks to pedestrians (particularly with regard to speeding vehicles which are a frequent issue). We did present a petition with in excess of 500 signatures to Fenland District Council some months ago.</p> <p>However, could you confirm the following points please which are not obvious from the online plans:-</p> <p>a) Do the zig-zag lines go over my driveway entrance, and if so does this affect my vehicular access? (currently there are very faded double yellow</p>	<p>Noted.</p> <p>All three questions were answered and the resident was satisfied with the responses given.</p>

	<p>lines across the entrance).</p> <p>b) Are Belisha beacons to be sited either side of the crossing, and if so where?</p> <p>c) Parking breaches on the double yellow lines happen every day, so it is quite possible that a similar situation will occur with the zig-zag lines – you should be aware of this issue. So far as I am aware there is no active policing of traffic breaches at this location due to lack of resources (i.e. no traffic warden).</p> <p>With thanks for your action on this bold initiative.</p>	
5	<p>I live at number xx St Peters Road & would be very happy to see a pedestrian crossing as I have a 12 year old son at Neale Wade & feel this would be extremely helpful to him crossing the road safely.</p> <p>Also living along the road for the past 3 years & seeing if not hearing various accidents, I do feel it would help slow motorists down on what is actually a very busy road where motorists drive too fast. I do have a concern that it could potentially use pedestrians as speed deterrents to slow motorists down but, where it is proposed to be positioned at a four way junction there would be no excuses, as motorists should be going slowly & be vigilant along there anyway.</p>	Noted.