

Report title: Consider Objections Received in Relation to Proposed Zebra Crossing and Associated Waiting Restrictions in Station Road, March

To: Delegated Decision Meeting

Meeting Date: 11th December 2020

From: Executive Director Place & Economy

Electoral division(s): March North and Waldersey

Forward Plan ref: n/a

Key decision: No

Outcome: To determine objections received in response to proposals to install a Zebra Crossing and to make associated Waiting Restrictions changes in Station Road, March.

Recommendation: a) Install the Zebra Crossing and introduce the Waiting Restrictions Order changes as detailed in this report.

b) Inform the objectors of the decision of this meeting.

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1. Background

- 1.1 The proposed zebra crossing is being promoted as a March Area Transport Study (MATS) Quick Win scheme, funded by the Combined Authority. The location is in Station Road, March between its junctions with North Street and St John's Road. This is an area of moderately high pedestrian footfall due to the shops and other facilities in this area. Parents also cross Station Road when taking their children to the nearby nursery.
- 1.2 The no stopping zig-zag road markings that are required on both sides of the zebra crossing mean that the short-stay parking bay on the west side of Station Road needs to be shortened. This is to ensure that forward visibility for northbound drivers approaching the crossing is not obstructed by parked vehicles.

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. The proposed changes to the waiting restrictions require a similar process to be undertaken.
- 2.2 The proposal was advertised in the Fenland Citizen on 23rd September 2020 and the statutory consultation period ran until 16th October 2020. Statutory bodies, such as the emergency services, and relevant County and District Councillors were consulted. In addition, a consultation letter was sent to all businesses and households in the vicinity to explain the proposal and give them an opportunity to comment.
- 2.3 The statutory publication and consultation generated a total of 3 objections. The written representations submitted are summarised included in Appendix 3 and officer responses are also given in the table. The full wording of the objections received can be viewed via the link in the report.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone.
The following bullet points set out details of implications identified by officers:-
 - 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 within this category.
- 3.3 The best start for Cambridgeshire's children.
There are no significant implications within this category.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050.
The following bullet points set out details of implications identified by officers:-

- The proposed zebra crossing will make it safer and easier for pedestrians to cross Station Road, thereby encouraging walking in preference to using a motor vehicle.
- Although zebra crossings are not designed for use by pedal cyclists, in reality they tend to make use of such facilities as a safe place to cross, so making cycling more appealing.

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 comply 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 other emergency services. Notices were placed in the local press. Businesses and residents living in the vicinity were individually consulted by letter. The documents associated with the proposal were available to view online.

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. No adverse comments were received.

4.7 Public Health Implications

There are no significant implications within this category.

5. Source documents

5.1 Source documents

Redacted copies of all representations received.

5.2 Location

These can be viewed on the Council's [Delegated Decisions page](#) (select 11th December 2020 meeting)

Appendix 1 Public Notice



Public Notice

Notice of Intention to Establish a Pedestrian Crossing Facility – Station Road, March

NOTICE is hereby given that Cambridgeshire County Council proposes to establish a new Zebra Crossing, including the associated zig-zag road markings, in Station Road at a point 23 metres south of its junction with North Street.

The County of Cambridgeshire (Various Streets, March)
(Prohibition and Restriction of Waiting) Order 1983 (Amendment No.1) Order 2020

Cambridgeshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of this Order is to reduce the length of the existing 30 mins Limited Waiting (Mon to Sat 8am to 6pm) on Station Road, March. The Limited Waiting currently covers that length on the west side from 18m north of Norwood Avenue in a northerly direction to a point 20m south of North Street, but it is proposed to shorten it so that it extends to a point 52m south of North Street. The purpose of this is to accommodate a proposed zebra crossing and its associated zig-zag markings.

Further details of the above proposals may be examined on the Council's website <http://bit.ly/cambridgeshiretro>. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

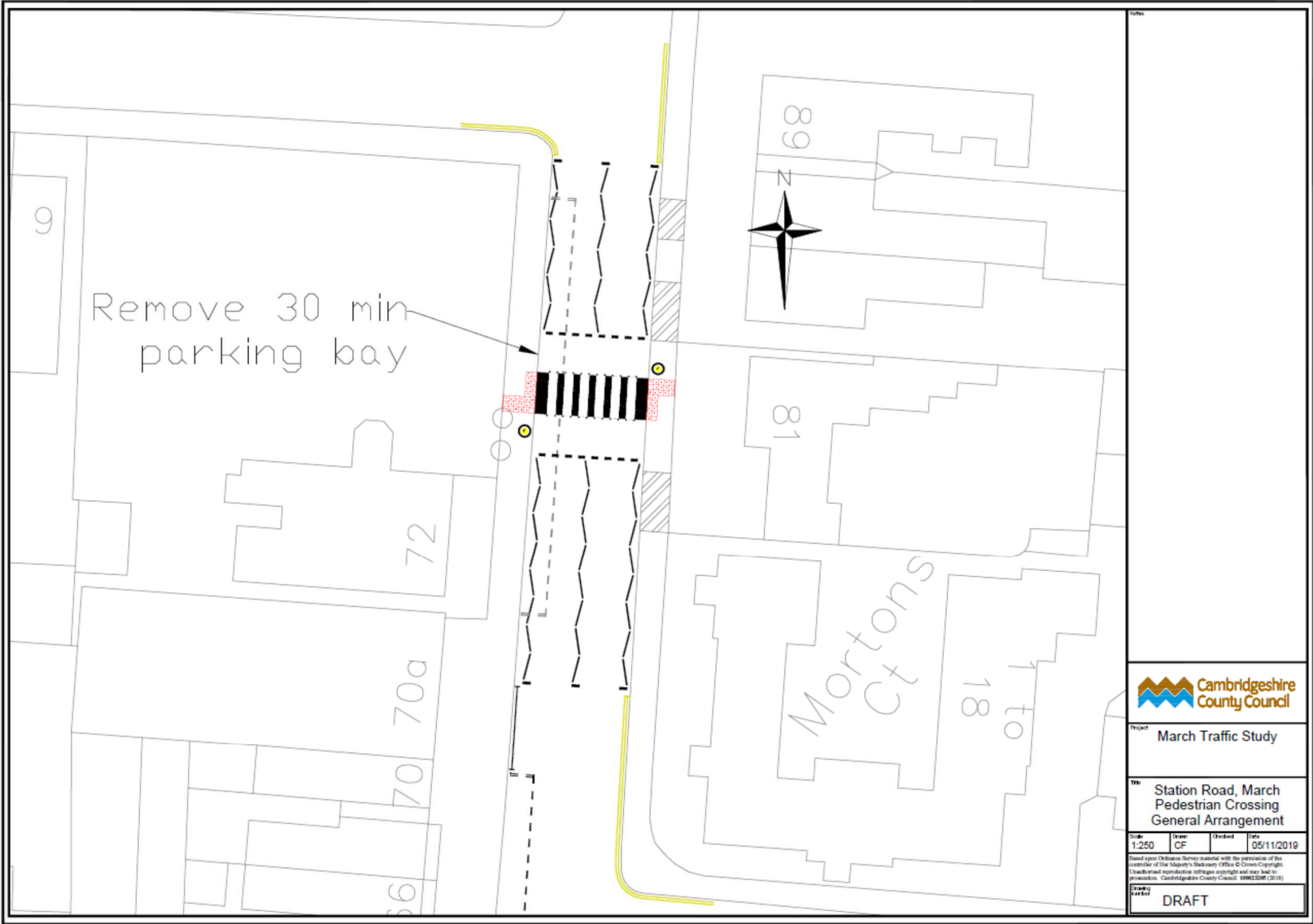
Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 16th October 2020 quoting reference PR0670. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Shire Hall,
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23rd September 2020



Appendix 2 Drawing



Appendix 3 Representations Received and Comments

No.	Summary of Objections received	Officer's Response
1	<p>The chosen location for the zebra crossing is wrong and will not be used by many people. It serves neither the town centre nor railway station. Very few pedestrians currently cross at this location and it is unlikely that the crossing will encourage more people to cross there.</p>	<p>The location has been chosen due to a number of factors. Nearby retail businesses attract pedestrians and there are residential streets either side of Station Road, so pedestrians need to cross. Parents also cross Station Road when taking their children to the nearby nursery. Station Road is moderately trafficked (data from 2018 show a maximum daily vehicle count of 4,712) indicating that pedestrians are likely to need help in crossing, particularly during peak travel times. At present, pedestrians are likely to cross at numerous locations along Station Road, at places convenient to them, so will be dispersed. It is hoped that the provision of a crossing will channel pedestrians towards the new facility. A pedestrian count taken as part of the assessment process showed the following maximum crossing movements:- Morning peak 8.00 to 8.30am – 38 pedestrians (21 children, 13 adults and 4 elderly people) Afternoon peak 3.25 to 3.55pm – 38 pedestrians (24 children and 14 adults)</p>
2	<p>The zig-zag markings would create difficulties turning into and out of adjacent properties. Vehicles waiting to turn (either forwards or reversing in) would be stopping on the zig-zags thereby breaking the law. The zig-zags will also create problems with deliveries, and it is not helped by the removal of parking on the west side.</p>	<p>The zig-zag marking are intended to prohibit drivers parking on the immediate approaches to crossings, so that any pedestrian either using it or waiting to use it is visible to approaching drivers. Due to the safety implications, drivers are not allowed to stop on zig-zags, even for short duration stops, for example when loading/unloading. However, Regulations do allow a driver to stop within the zig-zag area when carrying out a turning manoeuvre, such as would be required to access an adjacent property. Some parking will be removed from the west side of Station Road, but some will remain slightly further to the south.</p>
3	<p>The belisha beacons would cause light disturbance, particularly due to their height, even if they are fitted with cowls to stop light spill. It was previously suggested that they would be at a height of 2.1m, but they are now to be at 3.0m high.</p>	<p>To satisfy current lighting requirements, the zebra crossing design has a combined belisha beacon and light column unit. The belisha beacon would be 2.9m high and the lighting column a total height of 6.0m. The belisha globes would be fitted with shrouds to prevent light spill, so the intensity of any escaping light would be very low. The previous suggestion that the belisha beacons would be at a height of 2.1m was because at that time no detailed design had been undertaken.</p>

4	There have been no accidents on that section of road involving pedestrians, so there is no justification on safety grounds. There are concerns that the crossing will increase dangers to pedestrians and motorists, rather than contribute towards road safety.	There have been no recorded injury collisions on this length of road in the past 3 years. Pedestrian crossings are rarely installed on those grounds, due to the, thankfully, low incidence of collisions involving walkers. Zebra crossings have been in use for many years and continue to be recommended by central Government in appropriate locations. The proposed crossing has been the subject of a road safety audit process and any recommended concerns have been incorporated into the design. By providing a safe crossing we will be improving road safety for pedestrians.
5	The constant stopping and accelerating of vehicles will create environment impacts, such as extra noise, dust and fumes.	A pedestrian crossing will inevitably result in vehicles having to stop and start. In theory, this may create some small increases in noise and fumes. However, the highest usage of the crossing is expected to be during peak travel times, when traffic levels are higher, so increases in noise will be less perceptible. The crossing is likely to be much less well used at quieter times, such as overnight, so there would be less noise from stopping and starting vehicles at those times.
6	Vehicle speeds are too high, so the zebra crossing will be hazardous for people using it.	Zebra crossings are not recommended where 85 th percentile traffic speeds are above 35mph. Our data would indicate that speeds on this stretch of road are comfortably below that. Across the whole day they are around 28mph and are lower during peak times.
7	Adjacent hedges and fences will be damaged by pedestrians waiting to cross.	It is unlikely that pedestrians will be waiting for a sufficiently long period that they will do this. At zebra crossings, pedestrians tend to cross as soon they arrive, unlike with signalised crossings where they might have to wait for the lights to change.
8	The crossing will have a negative effect on nearby property values and make them more difficult to sell.	This is somewhat subjective. The additional street furniture that is required for a zebra crossing, including the zig-zag markings, might dissuade some people from buying an adjacent property. On the other hand, some might see safety benefits in having a safe crossing point outside their home and the zig-zag markings should mean that their driveways will not be blocked by people parking indiscriminately.