

## Report title: Consider Objections Received in Relation to Proposed Zebra Crossing and Waiting Restrictions in Beresford Road and St. John's Road, Ely

To: Delegated Decision Meeting

Meeting Date: 18<sup>th</sup> March 2021

From: Executive Director Place & Economy

Electoral division(s): Ely South

Key decision: No

Forward Plan ref: n/a

Outcome: To determine objections received in response to proposals to install a Zebra Crossing in Beresford Road and to introduce Waiting Restrictions in Beresford Road/St. John's Road Ely

Recommendation: a) Install the Zebra Crossing as detailed in the report.  
b) Introduce the Waiting Restrictions as detailed in the report.  
c) Inform the objector of the decision of the meeting.

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### Member contacts:

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## 1. Background

- 1.1 The proposed zebra crossing is being promoted as a Local Highway Improvement (LHI) scheme, part-funded by the City of Ely Council. The location is in Beresford Road, Ely approximately 65 metres from St. John's Road and would be installed on an existing flat-topped road hump. It is intended to provide a safe crossing place for pedestrians, including those travelling to and from the nearby school.
- 1.2 The proposed no waiting at any time (double yellow lines) would cover approaches to the mini-roundabout at the junction of Beresford Road and St. John's Road. Parking in this area is heavy, particularly at the start and end of the school day. Removing parked cars on these lengths of road would make it safer for pedestrians crossing on each leg of the junction by improving inter-visibility between drivers and pedestrians. Keeping those lengths of road clear of would also reduce vehicular conflict.

## 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 waiting restrictions require a similar process to be undertaken.
- 2.2 The proposal was advertised in the Ely Standard on 28<sup>th</sup> January 2021 and the statutory consultation period ran until 19<sup>th</sup> February 2021. Statutory bodies, such as the emergency services, and relevant County and District Councillors were consulted. In addition, a consultation letter was sent to all 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 4 representations, including two objections, with the other two supporting the proposals. The written representations submitted are summarised included in Appendix 4 and officer responses are also given in the table.

## 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 Beresford 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 following bullet points set out details of significant implications identified by officers:-

- The necessary staff resources and funding have been secured through LHI funding.

### 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 following bullet points set out details of significant implications identified by officers:-

- 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.
- The proposals would improve safety for all road users, particularly pedestrians.

### 4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:-

- 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 tactile surfaces to further assist those with disabilities.

### 4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:-

- 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

The following bullet points set out details of significant implications identified by officers:-

- County Councillor Anna Bailey, the relevant the District Council Members and City of Ely Council were consulted. No adverse comments were received.

#### 4.7 Public Health Implications

There are no significant implications within this category.

#### 4.8 Environment and Climate Change Implications on Priority Areas

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Positive

Explanation: Will encourage walking and cycling.

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation:

##### 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status:

Explanation: n/a

## Appendix 1 – Public Notice



# PUBLIC NOTICE

### **Notice of Intention to Install a Zebra Crossing in Beresford Road, Ely**

Cambridgeshire County Council proposes to install a Zebra Pedestrian Crossing on the existing flat-topped road hump in Beresford Road, Ely at a point approximately 65 metres north-west of its junction with St. John's Road, Ely.

The controlled area of the proposed zebra crossing will cover an overall length of approximately 45 metres. This proposal is intended to provide a safe crossing place for pedestrians, including those travelling to and from nearby schools.

### **Cambridgeshire County Council (Beresford Road and St. John's Road, Ely) (Prohibition of Waiting) Order 20SS**

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 will be to introduce No Waiting at any time on the following lengths of road in Ely:-

- Beresford Road – Both sides from the centre of its junction with St. John's Road in a north-westerly direction for 18 metres.
- St. John's Road – North-west side from a point 19 metres north-east of the centre of its junction with Beresford Road in a south-westerly direction for 38 metres.

This proposal is intended to keep the approaches to the mini-roundabout clear of parked vehicle for safety reasons.

For further details of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0695. 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](mailto:policyandregulation@cambridgeshire.gov.uk) by 19<sup>th</sup> February 2021 quoting reference PR0695. 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, Castle Street, Cambridge CB3 0AP

28<sup>th</sup> January 2021

**NOTES:**

1. DO NOT SCALE FROM DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
3. MEASUREMENTS WERE TAKEN TO THE NEAREST 100mm, THEREFORE TOLERANCES MUST APPLY.
4. ALL LINING TO BE LAID IN WHITE THERMOPLASTIC SCREED WITH APPLIED GLASS BEADS.
5. ALL LINING TO BE COMPLIANT WITH TSM 5 AND TSRGD 2016 REGULATIONS.
6. PLEASE USE DIMENSIONS SHOWN ON DRAWING FOR ALL LINE WIDTHS, LENGTHS AND SPACING.

**LOCATION PLAN:**

**Cambridgeshire County Council**

**Project:** ELY (LHI 20/21)  
BERESFORD ROAD  
ZEBRA CROSSING

**Title:** ROAD MARKINGS

Scale	Drawn	Checked	Date
NTS	HOLW		22/05/20

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LOCATION PLAN:



Project ELY (LHI 20/21)  
BERESFORD ROAD  
ZEBRA CROSSING

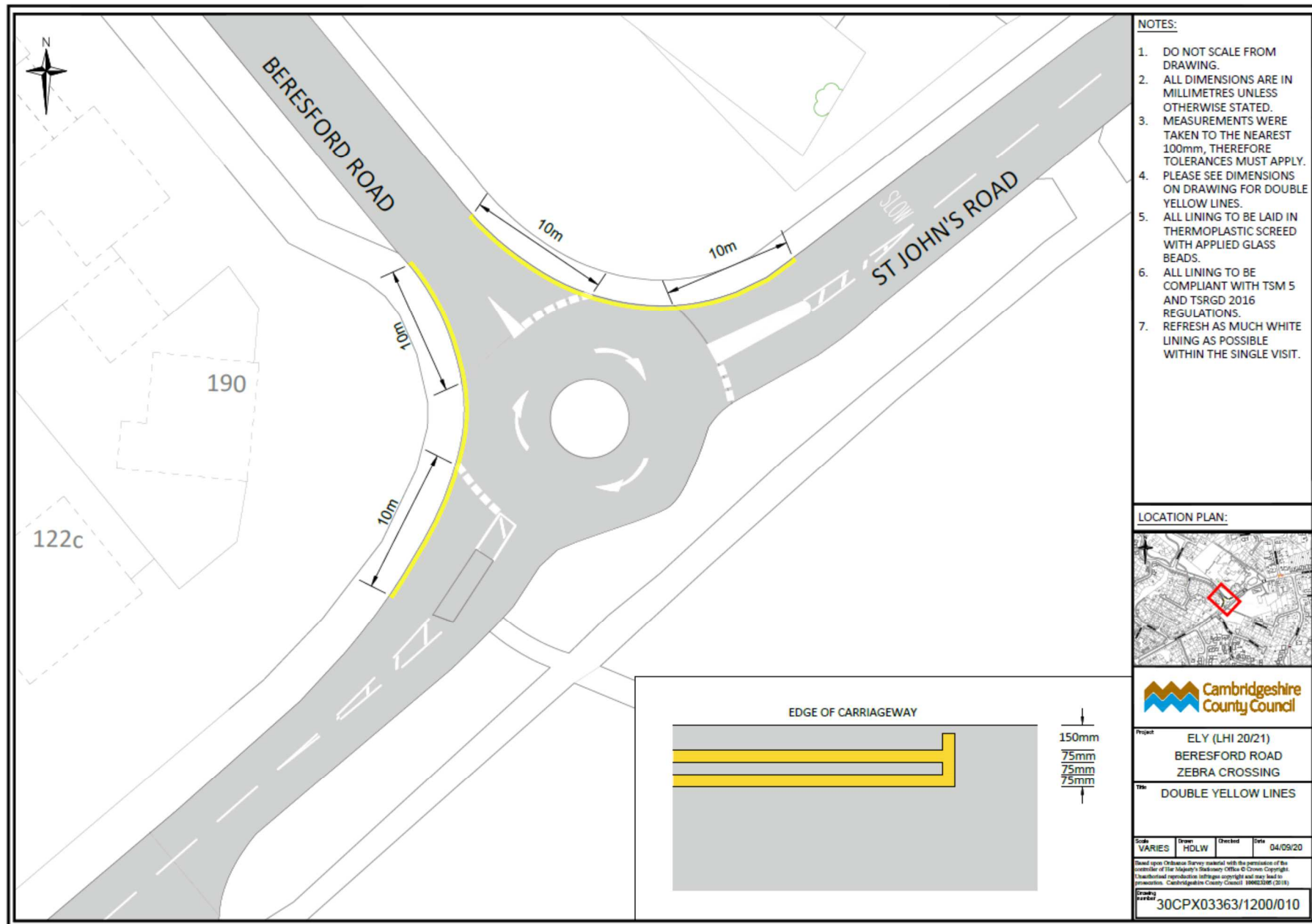
## Title ROAD MARKINGS

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NTS	HOLW		22/05/20

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Crowing  
number \*\*\*\*\*/1200/008

## Appendix 3 – Waiting Restriction Drawing

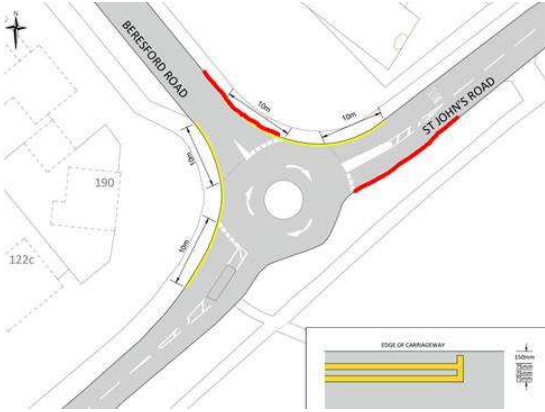




## Appendix 4 – Representations Received and Comments

No.	Summary of Objections received	Officer's Response
1	<p>I wish to put forward my objections and thoughts. My address is xxx Beresford Road, situated in front of the proposed Zebra crossing.</p> <p>I do not object to there being white lines across the road hump but do object to flashing lights all day and night in front of our lounge window and upstairs bedrooms.</p> <p>With regard to the parking restriction before and after the crossing this may cause future problems for visitors, any doctor's visits, deliveries to the house, and any parking of workmen's vehicles whilst doing work on our property. The problem of children crossing the road from the school only applies for 20-30 minutes in the morning and 20-30 minutes in the afternoon Monday to Friday. The majority of children are picked up by their parents so should be under parental control.</p> <p>The major problem at this time is the parking of parent's cars outside the school 30-40 minutes before the children come out of school at 3.00pm. This causes problems for traffic coming up and down Beresford Road. Parents also park in front of the emergency gates which has never been addressed.</p> <p>Perhaps a speed limit of 20 mph applied and a school sign at the top of Beresford Road would be a consideration as traffic tend to speed down the road.</p> <p>When we moved into our house over 17 years ago Beresford road was unmade and the school gates were not on Beresford Road. We were one of the first houses to</p>	<p>The belisha beacon globes will be fitted with shrouds to prevent light spill, so the intensity of any escaping light would be very low.</p> <p>The zig-zag markings 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. There are significant lengths of kerbside parking available either side of the proposed zig-zag markings.</p> <p>School gate parking is a common concern outside many schools and is very difficult to address due to the short duration nature of it. The parking situation at the start and end of the school day is severe at this location, with parked cars on the footway and verges. It is hoped that the zig-zag markings for the crossing and proposed double yellow lines at the junction will stop people parking on the most critical lengths of road and better manage parking.</p> <p>20mph limits can be used to help moderate traffic speeds and consideration could be given to this as a future LHI project. There are already warning signs in place on some roads in the area, but these have limited impact on drivers' actions.</p>



	<p>be built so the problem did not exist. We understand that times have progressed but feel that we should be given some consideration in this project.</p>	
2	<p><u>Prohibition of Waiting</u></p> <p>I do not believe that your plan as proposed will achieve the stated aims, since most of the road to be marked “no waiting” is where vehicles are unable to stop anyway. I have attached a copy of your plan for your consideration, marking in red the parts of the road where the problem parking actually occurs, and where a “no waiting” restriction might have more benefit.</p> <p>The traffic island on the south-west approach to the roundabout provides both a place to cross and is very effective at preventing people parking too close to the roundabout. Perhaps consideration could be given to doing the same at the other approaches. This would provide crossing points close to where they are actually needed, unlike the proposed zebra crossing (they would also be less expensive to install and maintain).</p>  <p><u>Proposed Zebra Crossing</u></p> <p>I am struggling to see any justification for a zebra crossing to be installed on Beresford Road.</p> <p>As an ex- City of Ely councillor, I'm aware of the origins of this project from our minor highways funding bids. But Beresford road is no Lynn Road, Cambridge Road or Cam Drive – it is a quiet residential street with</p>	<p>It is felt that the proposals strike the correct balance in terms of stopping drivers parking on the more critical lengths of road, but not being unduly restrictive to nearby residents.</p> <p>The traffic island on the south-west leg has been constructed as an informal crossing point and links to the footpath running through the adjacent park. There is insufficient road width on the other two legs of the mini-roundabout to provide a similar island. In addition, there is an existing zebra crossing located in St. John's Road to the north-west of the mini-roundabout outside the school. This should cater for pedestrians wishing to cross that part of St John's Road.</p> <p>The crossing provides a safe and useful facility for pedestrians walking to and from school. It is a popular route from the residential roads to the school.</p> <p>Beresford is one of the main access roads to the housing in that part of Ely, so carried moderate volumes of traffic at peak times. Admittedly, at other times traffic flows are relatively low.</p>

<p>hardly any traffic for the majority of the day. Yes, there may be congestion for the few minutes around the start and end of the school day, but traffic speeds are very low, and the cars parked along the school side of the road mean that moving traffic is single file and has to take turns – providing plenty of opportunity to cross safely.</p> <p>I have lived here for more than 10 years – in that time I can recall no accidents involving vehicles and pedestrians on this road, and in the public record I can find no incidents either. Where is the evidence, the traffic studies, demonstrating the need for a crossing? If the school is so concerned, why have they not arranged for a crossing patrol person in the meantime?</p> <p>The crossing also has the following negatives:</p> <ul style="list-style-type: none"> <li>• It is in the wrong location – the desire for crossing the road is at the roundabout.</li> <li>• It is known that zebra and pelican crossings generate accidents of their own, due to the false sense of safety they give to the user. It would be wrong to install one where there is no history of problems.</li> <li>• Reduction in parking will push congestion into other side streets that already struggle to cope.</li> <li>• Obstruction of our driveways will become a daily rather than occasional problem.</li> </ul> <p>This project is actually just budget looking for somewhere to be spent. It is based on a misplaced perception of danger, and does not fulfil a genuine need.</p> <p>Finally, the congestion is being caused by the parents themselves. Rather than reacting to unwanted behaviour by installing crossings, the money would be better spent discouraging parents from driving their children to school in the first place – the catchment for the school is only</p>	<p>This location does not have a history of injury collisions. Thankfully, injuries to pedestrians in residential areas, such as this, are rare, so pedestrian crossings are not usually justified on accident grounds. It is more a case of anxiety around children crossing a road at a time when traffic is moderately heavy and attempting to cross between parked vehicles.</p> <p>The proposed zebra seeks to encourage pupils to cross Beresford Road further away from the mini-roundabout.</p> <p>There is little evidence to support the idea that pedestrian crossings increase accidents. Government guidance continues to recommend to use of zebra crossings at appropriate locations. The proposed zebra crossing complies with that guidance.</p> <p>There could be some migration of parking to other lengths of road, but the numbers of vehicles involved should be relatively small.</p> <p>Ideally, the Council would prefer children to walk to school, but there are a number of reason why parents choose to drive. In the past, schemes to encourage pupils to walk to school have been tried at other schools, but it is often difficult to sustain the required</p>
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	0.8 miles after all, and perfectly walkable for most people.	level of interest and help in the longer term.
3	<p>I am writing as a local resident and governor of Ely St John's Primary School, to express my strong support for these proposals.</p> <p>Parking at the beginning and end of the school day creates a significant risk of accidents involving both car drivers and pedestrians. The most significant area of concern is undoubtedly the area close to the junction of St John's Road and Beresford Road. The proposal to introduce No Waiting at any time in this area is to be welcomed, because it will eliminate many of the issues around visibility and the risk of unexpected manoeuvres by car drivers.</p> <p>The proposal to install a Zebra Pedestrian Crossing on the existing flat-topped road hump in Beresford Road is similarly welcome. As well as creating a safe place for pedestrians to cross, it will also encourage pedestrians to cross away from the junction of St John's Road and Beresford Road, which often happens and which is dangerous because of limited visibility for both pedestrians and car drivers. The proposed positioning of the new Zebra Pedestrian Crossing is ideal in terms of the location of the existing Zebra Pedestrian Crossing on St John's Road: the two Crossings will complement one another and thereby further reduce the risk of accidents.</p>	Support noted.
4	<p>We live on Beresford Road and received your notice about the proposed zebra crossing and prohibition of waiting.</p> <p>We have children who attend St John's School, and we're absolutely delighted that the crossing is being proposed. It's long overdue, as Beresford Road is busy with cars and vans at peak times and it can feel very unsafe when crossing, even for adults. Cars are always parked outside the school,</p>	Support noted.

	<p>along Beresford Road, at drop-off and pick-up, which adds to the risk.</p> <p>I know that many other parents feel the same way. For the safety of the school children in particular, we very much hope that the proposal goes ahead and that it can be done before too long.</p>	
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