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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 9 December 2014  
**Subject:** Mill Road, Cranfield – Consider Objections to Proposed Raised Zebra Crossing  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the installation of a Raised Zebra Crossing in Mill Road, Cranfield.

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**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Cranfield & Marston Moretaine  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by providing a safe crossing facility for pedestrians.

**Financial:**

These works are being funded via the LAMP Integrated Scheme Programme for Marston Vale

**Legal:**

None from this report

**Risk Management:**

None from this report

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

The proposal will improve road safety for all road users, particularly pedestrians and residents.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

- 1. That the proposal to install a Raised Zebra Crossing be implemented as published.**

**Background and Information**

1. The proposed raised crossing is located fairly centrally in Cranfield and is intended to assist pedestrians walking to and from local facilities, including the Post Office and convenience store.
2. The raised zebra was formally advertised by public notice in August and September 2014. Consultations were carried out with the emergency services and other statutory bodies, Cranfield Parish Council and the Ward Member. Residents living alongside this length of road were individually consulted.

**Representations and Responses**

3. A total of two representations have been received; both of which express concerns about a number of aspects of the scheme. Copies of the correspondence are included in Appendix D.
4. The main points of objection are summarised below:-
  - a) The area already suffers from drainage problems and there are concerns that the raised table will make this worse.
  - b) There is currently congestion created by vehicles entering and leaving the store's car park and other private accesses. Traffic being forced to stop at the crossing will exacerbate the situation.
  - c) Delivery vehicles park on the road, sometimes on existing double yellow lines, and the crossing means that this will be difficult.
  - d) The existing double yellow lines are ignored and are unenforced. There are concerned how parking will be enforced in the area.
  - e) There appears to be no obvious need for a crossing at this location, unless a new school is planned.
  - f) There are concerns that the crossing will create access problems to adjacent homes.

5. Central Bedfordshire Highways' response to the points above are as follows:-

All required drainage and gully accommodation works are included within the overall project to enable suitable highway drainage operation following completion of the new zebra crossing facility.

The short duration delays to traffic caused by pedestrians using the crossing are unlikely to create any significant congestion or vehicular conflict.

The zig-zag markings associated with the zebra crossing would prohibit loading/unloading, which could create difficulties for delivery vehicles. However, the frontage of the shop is close to the Bedford Road junction where vehicles should not be parked and is currently covered by double yellow lines.

The crossing is being provided to assist pedestrians travelling to nearby amenities, like the Post Office and convenience store. The location is fairly central in the village, so there is a relatively high level of general pedestrian activity.

The crossing should not create any parking or access difficulties for adjacent residents. The properties appear to have adequate off-road parking and the zig-zag lines should ensure that the area immediately outside their homes remains clear of parked cars.

6. Bedfordshire Police have raised no objection to the proposals.

## **Conclusion**

7. It is considered that the pedestrian crossing is needed and will improve road safety for vulnerable road users. It is considered that the proposal will have no significant negatives impacts on the area or those living nearby. Hence, it is recommended that the proposal should be implemented as published.
8. If the approved the works are expected to take place within the current financial year.

## **Appendices:**

Appendix A – Location plan  
Appendix B – Public Notices of Proposals  
Appendix C – Drawing of Proposals  
Appendix D – Representations

Appendix A





# PUBLIC NOTICE

## ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

### PROPOSED PEDESTRIAN CROSSING – MILL ROAD, CRANFIELD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish pedestrian crossings, including their associated zig-zag markings, in Mill Road, Cranfield. The crossing is to be placed on a raised table as described below. The scheme is intended to enhance pedestrian facilities and improve the safety of those crossing the road to access local amenities.

#### **A Pedestrian Zebra Crossing is proposed to be sited at the following location in Cranfield:-**

1. Mill Road, at a point approximately 30 metres north of its junction with High Street.
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## HIGHWAYS ACT 1980 – SECTION 90A-I

### PROPOSED RAISED TABLE – MILL ROAD, CRANFIELD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct a raised table in Mill Road, Cranfield. The raised table is intended to improve pedestrian safety and lower traffic speeds.

#### **A Raised Table incorporating a zebra crossing at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location in Cranfield:-**

1. Mill Road, at a point approximately 30 metres north of its junction with High Street.

Further Details A drawing may be examined during normal office hours at the address shown below; viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0845 3656116.

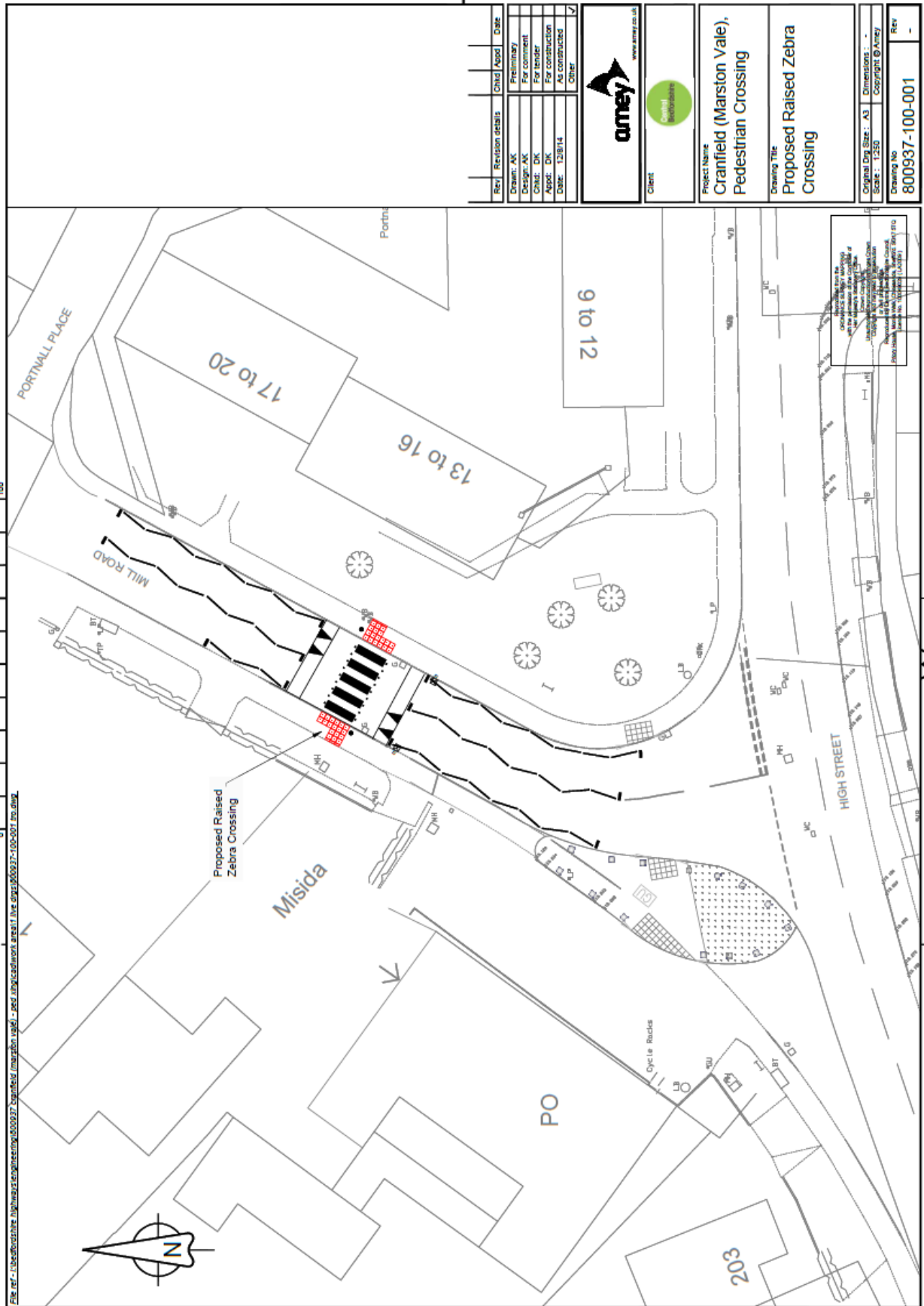
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) by 12 September 2014.

Priory House  
Monks Walk  
Services  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community

21 August 2014

# Appendix C



File ref: I:\geofordshire\_highways\engineering\050927\_baptist/misida\misida\ped\_050927-100-001.mxd

Rev	Revision details	Chkd	Appd	Date
	Drawn: AK			Preliminary
	Design: AK			For comment
	Check: DK			For tender
	Appd: DK			For construction
	Date: 12/9/14			For completion
				Other

Client:	
Project Name: <b>Cranfield (Marston Vale), Pedestrian Crossing</b>	
Drawing Title: <b>Proposed Raised Zebra Crossing</b>	
Original Dwg Size: A3	Dimensions: -
Scale: 1:250	Copyright © Amey
Drawing No: 800937-100-001	Rev: -



## Appendix D

### Re: Proposed Raised Zebra Crossing – Mill Road, Cranfield

Thank you for your letter dated 19 August 2014, together with Public Notice and Drawing, regarding the above proposal.

In response, I am writing on behalf of the householders at the above address. Our comments on the Public Notice are as follows:

### Proposed Pedestrian Crossing, Mill Road, Cranfield

- In the Public Notice, 2<sup>nd</sup>/3<sup>rd</sup> line, it states “proposes to establish pedestrian crossings”. Is this a typing error or is a further crossing in Mill Road planned?
- Point 1 states “Mill Lane”.

### Proposed Raised Table, Mill Road, Cranfield

- Point 1 states “Mill Lane”.

Our comments regarding the proposals are as follows:

**Drainage** Since the alterations to the Mill Road/High Street junction, we have experienced a noticeable increase of rain water running onto our driveway from the road/pavement creating large puddles.

The same thing happens on the Co-op car park. It has flooded on several occasions.

Clearly the drainage on the road/pavement is either in the wrong place, inadequate, badly maintained or all three.

*We are therefore concerned that the proposed raised table will add to the existing drainage problem and would like you to inform us what action will be taken to rectify this.*

**Traffic Congestion** – There is often congestion at the Mill Road/High Street junction due to traffic trying to enter and exit the Co-op car park. The proposed crossing will make this congestion worse as follows:

- Traffic having to stop at the crossing will cause a back-up and congest the Mill Road/High Street junction.
- Increased congestion entering and exiting the Co-op car park.
- Block access to our neighbour’s driveway (Misida).
- From the other direction our access will be affected.

*We are therefore concerned that the proposed crossing will cause further congestion and be a danger to drivers and pedestrians. Can consideration be given to locating it elsewhere?*

**Co-op Delivery Lorries** – Some delivery lorries park on the road, mostly on the double yellow lines, where the crossing is proposed (see the next point). This maybe because they are unable to reverse into the unloading bay at the rear of the Co-op, due to large size of the lorry and the very restricted access width. Whenever deliveries are made there is congestion in one way or another to drivers and pedestrians.

*We are therefore concerned about what provision is planned for safe deliveries to the Co-op for all concerned. Have the Co-op been consulted?*

**Policing the Area** – The double yellow lines currently in the area where the crossing is proposed are totally ignored and do not seem to be policed, i.e. I have never seen a vehicle with a parking ticket.

*We are therefore concerned that the area will be a free for all, particularly regarding parking, and wish to know how it will be policed?*

**Why Now?**

There are zebra crossings in the village, in close locations to the two schools, but it has not been deemed necessary to have a crossing in the area you now propose. Why? Surely, when the road was changed at Mill Road/High Street junction this was the right time to have incorporated a crossing. We keep hearing rumours that a school is planned for the rear of our property, but we cannot find a planning application or confirmation of this.

*We are therefore asking you to let us know if a school is planned for the rear of our property and, if so, where the access road/s and pedestrian walkway/s will be? Or, if a school isn't planned, what is? If you do not know the answer to these questions, please can you give me a name, position, department, address and contact number of someone who does.*

**Conclusion** – In view of our points made above, until we have received answers to our questions **we oppose the Proposals.**

We will await your reply. Thank you.

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I wish to make the following comments on this proposal.

- 1 **Placement and Utility:** Pedestrian crossing of the recently modified junction of Mill Road with High Street is clearly less than satisfactory due mainly to the lack of a central refuge where the walkway of High Street crosses the revised junction. There is an added danger here of vehicles accelerating too easily away from a turn into Mill Road, often over the centre line while cutting off the sharpened curve in Mill Road immediately after the entrance. There is **no raised table on the Mill road side of the junction.** Consequently I now find vehicle access to and egress from my property made even more difficult than it used to be as I now have to watch the High street junction as well as Mill road traffic to egress safely. The position of the proposed crossing will make that even more difficult.

**The proposed crossing would be unnecessary** if the faults of the revised junction were to be corrected; those faults will still exist and the High street pedestrian crossing of the junction will remain very hazardous despite the proposed new crossing in Mill Road. High street pedestrians will not walk to the crossing in Mill Road so the hazard will persist. The new crossing will do nothing to help High street pedestrians cross the junction. Why can there not be a raised table Zebra crossing at the junction; this would solve both Junction crossing and Mill road crossing to the Co-op side?

- 2 **Roadway drainage:** The drainage of our side of Mill Road is not satisfactory now so I can only expect it to become worse with the raised barrier of the crossing preventing flow to the existing drain (or its replacement to make space for the crossing). It seems that the drain pipes from this side of Mill road are damaged by the heavy vehicles serving the Co-Op store. The road at the kerbside of my entrance is subsiding, from the existing drain to the Co-op side entrance adjacent to my property. Will this be corrected if/when the crossing work is done?



- 3 **New Road Markings:** I note from the drawing of the proposed crossing that the kerbside zig-zag marking on my side is cut short proceeding away from the crossing and I wonder why. I expect it to make little difference since the existing double yellow lines are completely ignored by users of the Co-op store and the crossing markings will be similarly ignored.

On this point I too shall be forced to ignore them to gain access to my property when I need to unhitch my caravan before reversing it, under its own power, into my driveway. Already, I have to try to arrive home at night to make the procedure possible let alone safe. To attempt this in rush hour periods is just not practical. The new crossing will make that task even more difficult and hazardous than it is. Perhaps you can tell me what my access rights will be if this new crossing is installed?

Please have a fresh look at this proposal and sort out the real problem of the road junction faults.