

Proposed Toucan Crossing & 40mph Speed Limit, Limebrook Way, Maldon		
An informal consultation was carried out between the 02/04/2019 and the 23/04/2019 in which the following comments were received		
Comment Type	Comment	Response
<p>Objection From Local Resident Received 01/05/2019 (Objector 1)</p>	<p>In objection to the 40mph speed limit on the basis that it should be extended to include the eastern section of Limebrook Way up to the Mundon Road roundabout. This would reduce impact of acceleration and deceleration between two 40mph speed limits, something that could cause noise pollution and greater CO2 emissions.</p>	<p>The 40mph speed limit has not been proposed on the stretch between the Fambridge Road roundabout and the eastern Limebrook Way/Mundon Road roundabout as there is a strong possibility that vehicles would not adhere to this as the road does not hold the usual characteristics of a 40mph due to its rural nature on the southern side.</p> <p>It is also important to note that there have been no reported personal injury collisions on the eastern section of Limebrook Way in the past five years whereas there have been multiple on the western section on which the 40mph is proposed.</p> <p>In addition, within the developers planning conditions they are only legally obliged to address the speeds on the South Maldon Garden Suburb networks, further east of the Limebrook Way/Fambridge road roundabout could be argued to be outside of their planning conditions.</p>
<p>Objection From Local Resident Received 08/04/2019 (Objector 3)</p>	<p>The placement of the pedestrian crossing will cause traffic to queue up round the roundabout when it is in use, blocking Fambridge Road.</p> <p>Additional features on Limebrook Way will make drives opt to cut through the town centre in order to reach Langford Road which leads to the A12, adding to congestion within the centre.</p>	<p>The design manual for roads and bridges (DMRB) states that non-staggered signal controlled crossings should be sited either at 20m or more than 60m from the roundabout give way line and should be located to suit pedestrian desire lines.</p> <p>The proposed crossing location is therefore in compliance with this, if the crossing was sited further away and outside of the desire lines, it may not be used resulting in people crossing at non-formal locations which could increase risk of collisions involving pedestrians.</p> <p>It is believed that installing a pedestrian crossing at this location will not further encourage vehicles to travel through the town centre in order to reach Langford Road as the centre contains</p>

		many features which may slow traffic. These include mini roundabouts, zebra crossings and vehicles parked on the highway.
Objection From Local Resident Received 08/04/2019 (objector 4)	The placement of the pedestrian crossing will cause traffic to queue up round the roundabout when it is in use, blocking Fambridge Road.	The design manual for roads and bridges (DMRB) states that non-staggered signal controlled crossings should be sited either at 20m or more than 60m from the roundabout give way line and should be located to suit pedestrian desire lines. The proposed crossing location is therefore in compliance with this, if the crossing was sited further away and outside of the desire lines, it may not be used resulting in people crossing at non-formal locations which could increase risk of collisions involving pedestrians.
Objection From Local Resident Received 27/04/2019 (Objector 2)	The proposed 40mph should be extended approximately 58 metres east to cover the remainder of the 'pedestrian pavement' (meaning footway) on Limebrook Way to provide additional safety for the pedestrians.	The 40mph speed limit has not been proposed to be the suggested length as there is a strong possibility that vehicles would not adhere to this as the road does not hold the usual characteristics of a 40mph due to its rural nature on the southern side. It is also important to note that there have been no reported personal injury collisions on the eastern section of Limebrook Way in the past five years whereas there have been multiple on the western section on which the 40mph is proposed. In addition, within the developers planning conditions they are only legally obliged to address the speeds on the South Maldon Garden Suburb networks, further east of the Limebrook Way/Fambridge road roundabout could be argued to be outside of their planning conditions.