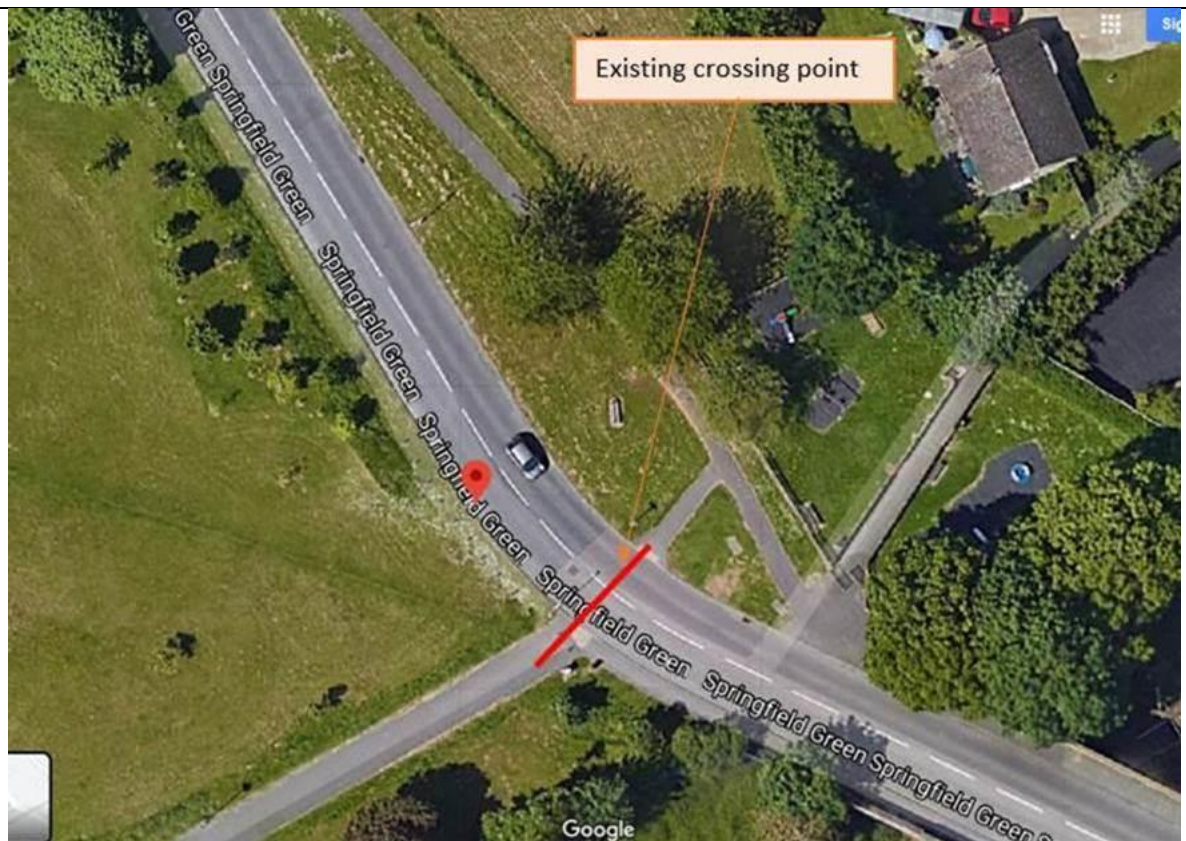


## Appendix 1 – Springfield Green, Chelmsford – Zebra Crossing – Objections:

<p><b>Objection 1</b></p>	<p>I received your letter dated 7th October regarding the above proposal which I read with interest, and quite frankly, disappointment. We've waited YEARS for this, and is still falls well short of what is really needed.</p> <p>The proposal makes little to no inclusion of the current cycle path, in fact you've stated that the original location was not safe enough due to proximity of the brow of the hill - yet cyclists will still be expected to cross at this point!</p> <p>No mention has been made to upgrade current cycling access, or include a Toucan system to the crossing, which would be the most obvious way to satisfy the needs of this popular mixed shared use path - especially as there are young families and commuters that use this stretch of path.</p> <p>I would be interested to get your feedback on these comments as a regular walker and cyclist on this route - anything to make this safer for ALL users is desperately needed.</p>
<p><b>Response</b></p>	<p>When assessing the specific location requested it was cause of concern for our safety team. This was due to the lack of visibility when travelling over the bridge, and possible personal injury accidents. As such we needed to consider moving the crossing further away from the existing pedestrian desire line. Although we know this is far from ideal, the proposed location was the closest that would be approved on safety grounds. What we plan to do is to install wooden post and rail fencing (which will hopefully more in keeping with the area) to guide people away from the desire line and to the new crossing location. This should encourage pedestrians to use the new crossing facility further away from the bridge.</p> <p>You do raise a valid point on cyclists. Normally where there is a cycleway on both sides of the road we install something called a Parallel crossing (similar to a zebra but it also accommodates cyclists). Unfortunately this location does not have the benefit of a cycleway on both sides of the road. Cyclist at this location should continue their journey on carriageway rather than on the footway. Our schemes actually blocks anyone on foot or bike from crossing the road at the location where people currently cross, as we are planning to install wooden post and rail fencing to discourage them from this manoeuvre. I have asked the Engineers to make it clear for cyclists what we would be asking them to do here.</p>
<p><b>Objection 2</b></p>	<p>Who ever came up with this idea should be sacked with immediate affect as this is a complete waste of money and I forecast about 1 in 50 people will ever use it. Cyclelists will tend to cut across the grass causing another track because they tend to take the shortest route. As in a lot of crossings unless you install unsightly railings to stop people crossing by the most direct route they will not use the proposed crossing. A 20 mph road sign and a speed camera wold be far more effective. There is a more dangerous road to cross in Stump lane by the railway bridge where the view is obscured for both motorists and pedestrians/cyclists.</p> <p>If you have money to waste can you please think of something that will be of more benefit to the rate payers.</p> <p><i>Following the Essex Highways Response the resident responded with the below: -</i></p> <p>I still think this is a waste of money and people will still take the shortest route which won't be the crossing. You have only got to look at shortcuts people have made crossing the green by looking at the wear on the grass made by pedestrians and cyclists as lots of people are too lazy to take the designated route if there is a shorter/quicker way. But hey if you have got excess funds to spend in this financial year you could put it to much better use ie improving the pavements and the road itself as wheelchair users and cyclists</p>

	<p>would benefit more. Does anybody in this council actually inspect the road and pavements and see what a potential safety issue they are.</p> <p>Happy Christmas.</p>
<b>Response</b>	<p>Your County Councillor for the area, Cllr Mackrory requested the scheme in 2014. All schemes similar to this are prioritised and managed through The Local Highway Panel, these are requests for improvements to the highway which are put forward by your Councillors on behalf of residents. The Local Highway Panel is made up from Parish, City and County Councillors who make recommendation on where funding should be spent. The Highway Authority limit the spending of this panel to a maximum of £500k per year. A link to all of the schemes agreed by the panel over the years including this one can be found on the below link.</p> <p><a href="https://www.essexhighways.org/transport-and-roads/highway-schemes-and-developments/local-highway-panels/chelmsford-lhp.aspx">https://www.essexhighways.org/transport-and-roads/highway-schemes-and-developments/local-highway-panels/chelmsford-lhp.aspx</a></p> <p>Once the request is received it is investigated by us as the Highway Authority, we undertake surveys to determine if the scheme is valid. All requests for pedestrian crossing improvements are subject to pedestrian/vehicle conflict survey (CDPV<sup>2</sup>) which effectively takes into account the number of vehicles, pedestrian demand, difficulty crossing and any collisions that might have taken place in a particular area. The CDPV<sup>2</sup> returns a value which indicates what, if any, pedestrian crossing improvements are warranted. This location met the criteria with an average of 631 pedestrians using it per day which may surprise you and can be misleading when we install facilities such as these.</p>
<b>Objector 3</b>	<p>Pedestrians cross the road on Springfield Green predominately in three locations:</p> <ul style="list-style-type: none"> <li>• By the railway bridge</li> <li>• At the junction with Exeter Road</li> <li>• By the bus stop located at the boundary between the church and Springfield Place.</li> </ul> <p>The wear marks on the grass of the green support this description. As the location of the proposed crossing does not correspond to any of the used routes I suspect few will use it. People walk in straight lines following the shortest route. I doubt if many will take a 70m detour to cross a road that's not perceived to be too difficult to cross. The only way to make the proposed crossing viable would be to erect railings between the railway bridge and the crossing on one side of the road, hence forcing pedestrians to use the crossing.</p> <p>If railings are not fitted, then locate the crossing at the junction of Exeter Road. This might seem odd as there is no formal path here on the green, but many use this route so a crossing would be used. Without railings the proposed crossing risks being a white elephant: nice idea, shame about the implementation.</p>
<b>Response</b>	<p>When assessing the location it was cause for concern by our safety team due to the lack of visibility when travelling over the bridge, that impacted with personal injury accidents in this location caused the need to move the crossing further away from the desire line. Although we know this is far from ideal, it was the closest location that would be approved on safety grounds. Please see below our understand of the existing crossing point this is looking to address.</p>



To compensate for the problem location we will be installing wooden post and rail fencing to guide people away from the desire line and to the new crossing location in the hope that they will cross further away from the bridge. I hope this explains why we have needed to move the crossing location away from where would appear sensible however we believe it is better to provide the public with an option to use an official facility than none.

