

## Appendix 1 – Lawn Lane, Chelmsford – Zebra Crossing – Objections:

<b>Objection 1</b>	<p>Being a resident on this road and very close to the Paignton Road junction, I am quite concerned about the location for this new crossing. In addition, I am a little confused given the proximity it will have with the already existing zebra crossing along the same road. It is true that Lawn Lane is often busy though this is only during term time for schools and during the hours of pick up and drop off. Having a crossing in this location would make it near on impossible to exit from Paignton Road onto Lawn Lane itself and this is already a task each morning due to the Zebra crossing further along outside the school. There is already an island in the middle of the road to assist with crossing and I know that it is very easy to cross there at most times of the day as the traffic is either all but stationary due again to the crossing further along or because there aren't enough cars on the road to warrant a wait that exceeds that of a matter of seconds. The crossing would look unsightly, the beacons would serve as a light pollution to the properties and it will only serve to slow down the traffic at a time of day when it is already heavily disrupted, only to assist pedestrians who already have access to the island and if they wish, the crossing further along. I often use this crossing with my children though I have never once used it to locate the park along Lawn Lane and so am unsure as to the reference to the park in the letter.</p> <p>Perhaps if a crossing is required for the park, it can be located much nearer to the park, perhaps close to the bus stop opposite the playground itself which would not only prevent light pollution but would also serve as direct access to the park and peace of mind for those needing to cross once getting to or from the bus stop. However, if this is not essential, then it would be preferable if it wasn't present at all.</p>
<b>Response</b>	<p>In 2013, the then Cabinet Member following a question at full council instructed that officers should apply a transparent and rigorous test against safety criteria/policy for requests for pedestrian crossing facilities. As such, 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. The refuge island near the junction of Paignton Avenue was highlighted by both County/City Councillors as a possible site that could be upgraded to a Zebra crossing. A CDPV<sup>2</sup> survey was carried out scoring a value of 0.625x10<sup>8</sup>. The criteria for a Zebra crossing is between 0.2 and 0.7 and anything above that a signal-controlled crossing is usually required. In this case, the scoring was close to the upper threshold and the location meets all of the other criteria for a Zebra crossing. Although traffic can form a concertina at crossings and at the school crossing patrol site, the proposed Zebra crossing should provide an improved crossing point for pedestrians where they have right of way over traffic and as a by-product, create opportunities for traffic turning out of Paignton Avenue where traffic is held at the Zebra crossing, particularly during in peak hours. The impact of the light emitting from the belisha beacons will be reduced utilising appropriate shielding which helps to direct away from the adjacent properties. The crossing point and refuge are well used accommodating some 432 pedestrian movements during the 13-hour survey period and a maximum of 62 pedestrians in a 15 min window. The existing refuge is 1.5m wide making it difficult for someone with a pushchair or push bike to fit wholly on the island without overhanging it. The crossing is some 1.8m long also reducing the effectiveness to accommodate the number of pedestrians, particularly in peak hours. On balance, there appears to be adequate justification to upgrade the existing refuge to a Zebra crossing and this is recommended to the Cabinet Member.</p>
<b>Objection (sent by 2 people)</b>	<p>Lawn Lane is quite a long road with one crossing at Perryfields School. A crossing north of this at the hospital, some cars do speed along here being a straight bit of road. Or south (can't be Orford Crescent) before Bodmin Road where the railings and path would be more suitable. Children from Boswell's, Tyrells, the shops, people walking to town, children going to the park all cross here. You can see by the path created by people walking across Pollards Meadow how many use this route. Also a lot of people who get off the bus need to cross here. Because of the proximity to Perryfields School it seems quite a waste of money to have two crossings so close.</p>
<b>Response</b>	<p>As above</p>

