APPENDIX 1

REPORT SUBMITTED 9 APRIL 2002 - PROPOSAL FOR PROVISION OF PEDESTRIAN CROSSING LOVE LANE RAYLEIGH

1 SUMMARY

1.1 Members have requested that consideration be given to the provision of a zebra crossing in Love Lane to assist pedestrians visiting the school crossing the road. A survey has been carried out to gather the information required to assess the need for a crossing

2 THE BRIEF

Essex County Councils consultant Mouchel Ltd was commissioned to undertake the survey. This was undertaken between 0700 and 1900hrs on a weekday during November 2001 in line with the County Policy for Pedestrian crossing assessments. Details have been recorded and the results have enabled Essex County Council to rank the proposals in line with other District pedestrian facility requests.

3 RESULTS

The survey identified two main locations in Love Lane where pedestrians tend to cross the road and this fact is reflected in the survey results

These points are:

- At the junction of Love Lane and the High Street
- At the brow of the hill vicinity of Spring Gardens.

Both sites have been ranked individually and then as a combination using the statistics gathered for pedestrians crossing to and from the school only. Further counts were taken including all pedestrian activity but were not included in the figures for ranking.

Location	Ranking PV^2
Love Lane vicinity of Spring Gdns	0.086×10^8
Love Lane , High Street end	0.043×10^8
Love Lane combined ranking	0.129×10^8

The table overleaf shows current pedestrian crossing requests for the Rochford District for comparison of rankings. A crossing at either midway in Love Lane or at the Spring Gardens end would rank third on the list but such a facility at the junction of Love Lane with the High Street would rank last on the current pedestrian list. An interesting observation is that there are more

pedestrians crossing at Spring Gardens to access the school than there are from at the High Street end.

PEDESTRIAN CROSSINGS – ROCHFORD DISTRICT

LOCATION	DESCRIPTION	RANKING	POSITION	DESCRIPTION OF WORKS
(a) Station Road, Rayleigh	Outside Rail Station	1.866×10^8	1	Puffin crossing
(b)Ashingdon Road, Ashingdon	Ashingdon Road with Wedgewood Way	0.140×10^8	2	Zebra crossing
Southend Road Rochford	Vicinity of No 8	0.068×10^8	3	Zebra crossing
Hockley Road, Rayleigh	Between Nelson Road and Hambro Hill	0.059×10^8	4	Pedestrian refuge may be appropriate
Hambro Hill Rayleigh	Near junction of Hockley Road	0.055×10^8	5	Zebra crossing
(c)Anchor Lane, Canewdon	Outside school	0.011×10^8	8	Micro timer units

4 CONCLUSION

There are no recorded injury accidents in Love Lane therefore the level of risk that would lead to an accident occurring is low especially as most children crossing the road are supervised by parents. The average injury accident rate at crossing sites is one per year.

There is evidence that pedestrians need to wait until the traffic has cleared, before being able to cross.

There are clear physical limitations to constructing a pedestrian crossing within the area under review mainly on the south west side in the form of vehicle accesses, which are:

- Retail tile business
- Gymnasium
- Post Office Sorting Office
- Scout Hut
- Vehicle crossings to private dwellings

The consultant reports that there are relatively short distances over which the traffic would have visibility of the crossing point and vice versa for the

pedestrians, especially past Spring Gardens where Love Lane descends towards Rayleigh Station.

At the High Street end of Love Lane a crossing could not be recommended within 5 metres of the junction.

The only location in Love Lane suitable for a crossing is at a point directly in front of two houses that do not have large frontages. The additional lighting that is required as part of the construction of the crossing as well as the flashing beacons could be detrimental for those residents.

As the pedestrian crossing desire lines at both the High Street end and Spring Gardens end are well established, siting a crossing point midway between them both may not be the ideal location and pedestrians may need encouragement to use it in the form of guard rail. This would be difficult to achieve along the whole length because of the vehicle accesses but at the junction with the High Street would prevent other pedestrians from following their natural desire line
.
The pattern of pedestrians crossing Love Lane understandably shows the peaks at school start and finish times again when most children are accompanied by their parents.

5 RECOMMENDATION

A crossing facility should not be provided in Love Lane outside the school for the following reasons:

- Road safety - statistically there is a likelihood of introducing one injury accident per year at sites where a crossing facility has been installed. There are no reported accidents at this location.

- The difficulty in locating a suitable and safe facility to accommodate school pedestrians from both ends of Love Lane.

- The ranking positions especially for the High Street end of Love Lane do not feature very highly compared with the District list.

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Background Papers:

Social Crossing Report from Mouchel Consulting Ltd held on file at Churchill House, Eastwood Road, Rayleigh

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