

OBJECTOR	GROUNDS FOR OBJECTIONS	AREA MANAGER COMMENTS
<p>Mr. and Mrs. Phillip M Johnson Little Glebe Station Road Elsenham CM22 6LA</p>	<ul style="list-style-type: none"> • The placement of the proposed Zebra Crossing according to your design will effectively remove the existing access to the rear of our freehold. • Location would be a waste of funding, other sites in the village would receive more benefit from a crossing. • No confidence that a zebra crossing and its perceived “safe” zone so placed, would contribute to slow the approach of traffic from Stansted Road, and the chance of a multiple accident would surely increase. • Road and pedestrian safety would be better served by some form of active traffic calming measures, along both the High Street and to a lesser extent, Stansted Road. This would seem to represent better value for money and contribute to reducing the perceived accident risk in crossing these roads. 	<ul style="list-style-type: none"> • Vehicular accesses from classified roads must receive planning application from Uttlesford District Council, according to their records no planning application for vehicular access has been made to them since 1974. Also at the back of the footway a section of grass verge exists which is highways and not constructed to ECC Standards for vehicular access. We can therefore only assume that the access from the carriageway to the footway is for pedestrian access only, although constructed to wider specifications than the standards require. • The request came from the Parish Council and as the representatives of the parishioners have received requests for this location. The Highways Department also undertook a crossing survey to ascertain the pedestrian movements. • A zebra crossing is not installed to slow traffic but to aid crossing. The design has been approved by a safety audit team. • Physical traffic calming along B1051 High Street (a strategic route) would not conform to Essex County Council’s Speed Management Strategy. The Parish gave this request high priority along with the additional street lighting in Mill Close and the variable message signs on Stansted Road. All of these schemes were funded by developer money.