



Pepper Mill, Lawley – Potential Zebra Crossing

Consultation Briefing Note





1 What changes are proposed?

The scheme that we are putting forward to public consultation involves the potential installation of a Zebra crossing. The location is on Pepper Mill opposite the pedestrian entrance to the Lawley Primary School, north of Church Croft.

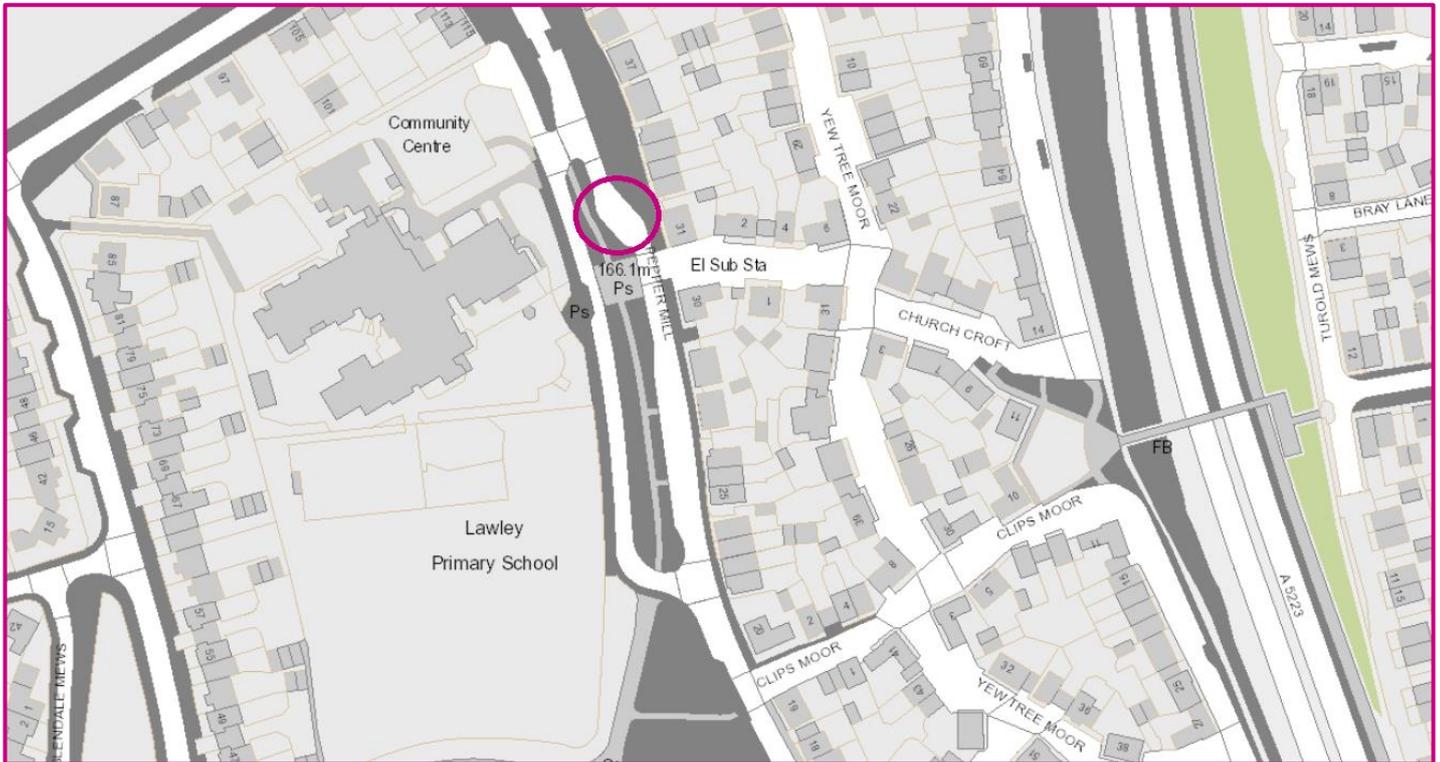


Figure 1 – Potential Crossing Location

When developing this proposal a variety of locations were considered, but were discounted due to difficulties in installing a crossing point. This means that the option being presented for public consultation involves the potential installation of a Zebra crossing to the northern side of Church Croft, replacing the two parking bays currently in place.

It is noted that this proposed crossing is not located on the current pedestrian desire line. However, due to engineering constraints at other locations, this is the only location that a Zebra crossing could be provided. As such, measures will need to be installed such as pedestrian guardrail, planting and/or fencing to direct pedestrians towards the crossing point.

A full scheme drawing can be found at the end of this report.

The following table highlights the advantages and disadvantages of providing a Zebra crossing at this location.



Advantages	Disadvantages
<ul style="list-style-type: none"> • Offers a safer crossing point for pedestrians than the current uncontrolled crossing points • Provides one clear crossing point with good visibility, located further away from the Church Croft junction • Acts as traffic calming around the school front entrance • Belisha beacons and crossing lighting can be shielded to reduce the brightness into residents properties • Treats concerns raised by the school regarding pedestrian safety 	<ul style="list-style-type: none"> • Crossing facility will be located near to residential properties • Providing a Zebra crossing at this location would require the removal of two on street parking places • Belisha beacons and illuminated columns may create more light pollution in the area • Due to gradients at this location, a ramp will need to be installed on the residential side, increasing the walking distance required • Due to the distance from the current pedestrian desire line, significant amounts of pedestrian guardrail, planting or fencing will need to be provided



3 Why is this being considered?

In recent times a number of concerns have been raised regarding pedestrian safety at this location, particularly around speed of traffic, ease of crossing for pedestrians and the proximity of crossing movements to the Church Croft junction. As a result, and following discussion with Lawley Primary School, we are undertaking this consultation exercise to ascertain local opinion on the proposal prior to deciding how to proceed.

4 How do I comment on the proposals?

The current consultation is being undertaken to ensure there is support for this proposal prior to the commencement of any work on site. Therefore, should you have any comments to make on this proposal please send your comments in by 28/02/2019. Your comments can be sent to the following addresses:

- Online – Visit Telford.gov.uk/Traffic
- Post – Network Management, Addenbrooke House, Ironmasters Way, Telford, TF3 4NT

5 What will happen next?

The outcomes of this consultation will be reviewed in detail and a decision will be made based on the content of the comments received in the context of the wider transport network. Factors that will be taken into account will include, but not necessarily be limited to:

- Road safety
- Network operation
- Level of support
- Detail of any objections

What will happen if the proposals are not supported?

The content of any objection will be considered and responded to accordingly. Should the proposals receive a high level of objection, it is unlikely that the proposals will be taken forward and alternative options may be considered. The format of any alternative proposal would be based on the content of any objections and what is possible from an engineering perspective. Any alternative scheme would then be put forward as part of a future years Capital Programme and would need to be prioritised alongside other similar schemes, and will be subject to the necessary funding being identified.

6 Potential Scheme Design

