

**ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER**

<b>A. Report Title:</b> High Street Aveley – Zebra Crossing	
<b>B. Report Author(s):</b> Julie Nelder	<b>Tel:</b> 01375 413366 <b>E-mail:</b> jnelder@thurrock.gov.uk
<b>C. Decision Maker:</b> Andy Millard	
<b>D. Position held:</b> Head of Strategic Planning and Delivery	
<b>E. Key decision:</b> NO	<b>F. Delegation ref:</b>
<b>G. Is the decision urgent?</b> YES/NO	
<b>H. If yes, state why.</b>	

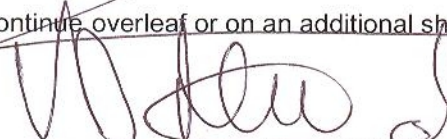
**I. DECISION (strike out whichever does not apply) :**

1. I agree the recommendations in the attached report for the reasons given in the report; **OR**

2. \*My decision is: \_\_\_\_\_

\*The reason for my decision is:

\* Continue overleaf or on an additional sheet if necessary.

**Signed:**  **Date:** 18-6-10

**URGENCY**

Democratic Services will arrange for the completion of the following:

**J. I confirm that in my opinion a decision on this matter is urgent and cannot reasonably be delayed:**

**Signed:** **Date:**

*To be completed by Democratic Services*

<b>Date decision received by Dem. Services:</b>	<b>Date decision published:</b>
<b>Implementation date:</b>	

<b>June 2010</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>Zebra Crossing – High Street, Aveley</b>		
<b>Portfolio Holder:</b> Cllr Yash Gupta – Environment		
<b>Wards and communities affected:</b> Aveley and Uplands	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Andrew Millard – Head of Strategic Planning and Delivery		
<b>Accountable Director:</b> Bill Newman		
<b>This report is Public</b>		
<b>Purpose of Report:</b> To consider a petition requesting that the existing Zebra crossing in High Street, Aveley is replaced with a Pelican crossing.		

## **EXECUTIVE SUMMARY**

A 200 signature petition is requesting the existing Zebra Crossing is changed to a Pelican Crossing. There is insufficient room on the highway to provide a Pelican Crossing. Injury accidents have occurred on the Zebra Crossing, measures are therefore recommended to improve the safety of the existing pedestrian crossing facility.

### **1. RECOMMENDATIONS:**

- 1.1 In view of the fact that two child pedestrians have been injured whilst using the Zebra crossing since October 2005, it is recommended that the measures suggested in paragraph 3.4 are implemented.**
- 1.2 It is further recommended that the works are financed from the funding available as referred in paragraph 6.1 of this Report.**

### **2. INTRODUCTION AND BACKGROUND:**

- 2.1 In October 2008 a 200 signature petition was presented to the Council, requesting that the existing Zebra crossing in High Street Aveley is converted to a Pelican crossing. This report was initially drafted in February 2009, before the 2009/2010 Integrated Transport Programme was agreed. Queries were raised at that time, regarding financial implications which resulted in delays being incurred with the progression of the Report. Since the initial drafting, a budget allocation of £20,000 has been made available within the 2009/2010 Integrated Transport Programme for improvements to be implemented.
- 2.2 High Street Aveley is set within a 20mph zone which includes a series of speed cushions to help control vehicle speeds. The Zebra crossing is also on a raised platform. Pedestrian activity in the High Street is high. In 2004, under the Accident Investigation and Prevention programme, a feasibility study was carried out in High Street Aveley, due to the number of personal injury accidents that had occurred during the three year period 2001 to 2003. Three of these accidents involved pedestrians crossing the Zebra crossing.
- 2.3 In order to address the accident pattern it was recommended that the Zebra crossing be converted to a Pelican crossing.
- 2.4 The width of the highway footway is insufficient to accommodate the street furniture that is necessary when installing a Pelican crossing. It is not advisable (and often not permitted by land owners) to place expensive street furniture or apparatus in areas of private forecourt and the installation of a Pelican crossing was therefore considered to be unachievable unless land was acquired. An alternative solution was therefore sought and this involved seeking permission from the shopkeepers to relocate the knee rail from the back of the footway to 1 metre onto the private forecourt. This would have provided pedestrians with a wider footway area and would have enabled the installation of the necessary pedestrian guardrail to be installed adjacent to the kerb. The approval of the shopkeepers was not given, so these works did not go ahead.
- 2.5 In 2006 the knee rail to the back of the highway footway was removed and pedestrian guardrails were implemented along the kerb edge of the footway to prevent pedestrians stepping off the kerb into the road. However, with the presence of the street furniture on the footway, the adopted footway is extremely narrow and possibly impassable by a motorised scooter. Some pedestrians use the private forecourt area as the footway.

### **3. ISSUES AND/OR OPTIONS:**

- 3.1 It is not physically possible to provide a Pelican crossing within the constraints of the adopted highway due to the furniture and equipment needed. Regulations would not be met and safety issues would be created.

- 3.2 A new investigation could be carried out into the possibility of approaching land owners and requesting that a strip of the forecourt land is dedicated to the Council in order that a Pelican crossing can be facilitated. Alternatively, acquiring a strip of the private forecourt could be investigated. This would enable all necessary equipment to be implemented within Council owned land/adopted highway. In both of these cases, landowner permission would be required. If permission was not given, land acquisition could be a lengthy process and whilst considered to be the best option, this would very likely take longer to resolve than the petitioners would find acceptable. The cost of implementing a Pelican crossing is estimated to be around £90,000 (plus the cost of acquiring the land if proven necessary in this instance).
- 3.3 The Pelican crossing could be implemented with the current informal arrangement being maintained. The necessary furniture could be placed on the highway and pedestrians would be forced to use the private forecourt as footway. The owners of the forecourt are entitled to enclose their land and should this be done in the future, the adopted footway would be left impassable. This option is not recommended
- 3.4 As an alternative to upgrading the Zebra crossing to a Pelican, the visibility of the existing Zebra crossing could be increased. The belisha beacon poles could be changed to an internally illuminated style. This would increase the conspicuity of the crossing. The length of the raised speed table that the zebra is placed on could also be extended to give a distance of approximately 1 metre between the markings and the top of the ramp. Reconstructing the table and ramps in black material would also improve visibility of the ramp and would create a greater contrast against new red anti skid surfacing. The condition of the carriageway in the area is poor. It would therefore be prudent to resurface a distance either side of the Zebra Crossing in order to provide a solid foundation for the renewed anti-skid material and white lines. All of the measures in this paragraph would provide a totally new refreshed look to the crossing facility.
- 3.5 The cost of implementing the measures described in paragraph 3.4 is estimated to be £48,000.
- 3.6 Aveley High Street is one of the roads listed within the Accident Investigation and Prevention programme which is reviewed and prioritised annually depending on the number of personal injury accidents that have occurred. The roads and junctions with the highest accident number are treated first in order to achieve the greatest accident saving. Aveley High Street is currently ranked in 69<sup>th</sup> place with there being 2 accidents between the three year period January 2006 to December 2008. The list is reviewed and reprioritised each year before the end of March in preparation for the following year's Integrated Transport Programme of works. However, the number of injury accidents in High Street is unlikely to be greater than other roads within the list and inclusion in the Programme under the Safety Management Schemes within the next couple of years is therefore unlikely.

3.7 In view of the fact that two child pedestrians have been injured whilst using the Zebra crossing since October 2005, it is recommended that the measures suggested in paragraph 3.4 are implemented during the current financial year.

**4. CONSULTATION (including Overview and Scrutiny, if applicable)**

4.1 Ward Members were consulted on this report between 9/06/2010 and 15/06/2010. Cllrs Cowell and Wilton support the proposal.

**5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT**

5.1 These actions accord with the Council priorities to create a safer environment

**6. IMPLICATIONS**

**6.1 Financial**

Implications verified by: **Meinir Hall**  
 Telephone and email: **01375 652147**  
**mhall@thurrock.gov.uk**

Should the recommendations be supported, works will be funded using the £20,000 allocated for this project within the 2009/2010 Integrated Transport Programme. The remaining costs would be funded using the £20,000 that has been allocated to Warren Primary School (Traffic Management) and the £8,000 that has been allocated to the Traffic Management Budget for Quince Tree Day Nursery. (The works at Warren Primary School are to be funded from the Traffic Management Chafford Hundred allocation and the works requested by Quince Tree Day Nursery are no longer required as the area in question does not form part of the adopted highway).

**6.2 Legal**

Implications verified by: **Baljit Bhandal**  
 Telephone and email: **01375 652998**  
**bbhandal@thurrock.gov.uk**

These are addressed in the Report.

The Head of Strategic Planning and Delivery has delegated authority to deal with crossings under Part 3.9.21.73L of the Constitution on the condition that the appropriate Cabinet Member and Ward Members are informed prior to any decision made.

**6.3 Diversity and Equality**

Implications verified by: **Jane Pothecary**  
Telephone and email: **01375 62472**  
**jpothecary@thurrock.gov.uk**

The Council has a statutory duty under the Disability Discrimination Act 2005 to promote equality of opportunity in the provision of services and employment. This means the Council needs to consider the most appropriate form of crossing for both disabled drivers and disabled pedestrians. Puffin crossings are possibly the most appropriate design for many road crossings, as they monitor the movement of pedestrians and allow them to cross before allowing traffic to move off. Owing to a lack of space for the necessary street furniture, improving the visibility of the existing zebra crossing would be an appropriate alternative. The Council should consider how best to remove the current restrictions for residents using mobility scooters on Aveley High Street raised in Section 2.4.

6.4 **Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

click this box once and type any other implications that are relevant to this report

**7. CONCLUSION**

7.1 It is recommended that the existing Zebra Crossing is upgraded to increase visibility of the crossing facility and improve safety.

**BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- Petition

**APPENDICES TO THIS REPORT:**

- No appendices

**Report Author Contact Details:**

**Name:** Julie Nelder  
**Telephone:** 01375 413366  
**E-mail:** jnelder@thurrock.gov.uk