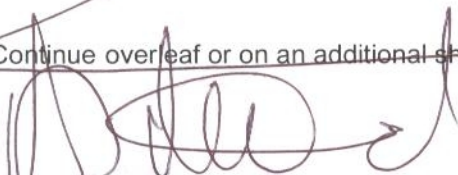


ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

A. Report Title: To consider a petition for a request for a pedestrian crossing to be implemented on South Road, South Ockendon.	
B. Report Author(s): Julie Nelder	Tel: 01375-413366 E-mail: jnelder@thurrock.gov.uk
C. Decision Maker: Andrew Millard	
D. Position held: Head of Strategic Planning and Delivery	
E. Key decision: YES/NO	F. Delegation ref:
G. Is the decision urgent? YES/NO	
H. If yes, state why.	

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: 28.6.10

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

Date decision received by Dem. Services:	Date decision published:
Implementation date:	

November 2010		ITEM
Delegated Decision Report		
ZEBRA CROSSING- SOUTH ROAD , SOUTH OCKENDON		
Portfolio Holder: Cllr Yash Gupta – Environment		
Wards and communities affected: Ockendon	Key Decision: No	
Accountable Head of Service: Andrew Millard – Head of Planning and Transportation		
Accountable Director: Bill Newman - Corporate Director of Sustainable Communities		
This report is Public		
Purpose of Report: To consider an objection to a proposal to implement a Zebra crossing on South Road, South Ockendon.		

EXECUTIVE SUMMARY

An objection was received by East London Buses to a proposal to implement a Zebra crossing at South Road, South Ockendon.

1. RECOMMENDATIONS:

- 1.1 It is recommended that further funds are sourced via Section 106 opportunities to provide a Puffin Crossing in place of the proposed Zebra crossing. Should Section 106/278 monies be unavailable, it is recommended that the scheme is considered for inclusion in the 2011/12 Integrated Transport Programme.
- 1.2 It is further recommended that the objector is notified accordingly.

2. INTRODUCTION AND BACKGROUND:

- 2.1 As part of the 2010/2011 Integrated Transport Programme, funding has been made available to implement a Zebra crossing in South Road, South Ockendon at a location between Oaklands Drive and Thurrock Garden Centre following requests from residents and Ward Members.

- 2.2 The Public Notice advertising the Council's intention to implement a Zebra Crossing was advertised on 30/07/2010 and placed on site. During the 21 day statutory consultation period, one objection was received.
- 2.3 The objection was from East London Buses. The objection was raised on the grounds that the close proximity of the Zebra Crossing to the existing bus stop could potentially mask pedestrians waiting at the crossing in the eastern footway and subsequently lead to conflict with vehicles overtaking stationary buses serving the bus stop. The Road Safety Audit also raised concerns with this issue.
- 2.4 A number of locations for the crossing were investigated, but each had site-specific issues that would prevent the implementation of such a facility. One of the locations was to the south of Oaklands Drive, adjacent to the Knowlton Cottages, but the residents wanted the crossing to be relocated towards the garden centre as they didn't want it outside their house. The other location was immediately south of the Thurrock Garden Centre access, but insufficient land would be available in the eastern verge to provide the crossing infrastructure within the highway boundary. The land between the highway boundary and the garden centre boundary fencing is owned by the Garden Centre. Furthermore, in locating the crossing in this position, a footway would need to be constructed between this location and the point where the existing footway terminates at the existing bus stop. It was considered that this location would be too far from the existing pedestrian desire line.

3. ISSUES AND/OR OPTIONS:

- 3.1 The current proposal seeks to position the crossing in close proximity to an existing bus stop, located in the eastern footway of South Road to the south of Thurrock Garden Centre. This location is considered most suitable as a desire line exists for pedestrians to access the western footway of South Road at this point. A 2007 origin and destination survey identified that 21 passengers board and 36 alight at this bus stop daily, but the numbers of passengers crossing South Road at this point are unknown.
- 3.2 Currently, there is no uncontrolled crossing facility in the immediate area to serve this east to west desire line. However, traffic flows are considerable during busy periods on South Road and existing users are required to seek gaps in traffic which, during busy periods can be quite some time. The proposed Zebra crossing facility would mainly assist bus passengers and pupils accessing the bus stop that live in the area who attend the schools to the south.
- 3.3 One personal injury accident occurred at the location of the proposed crossing between 01/08/2005 and 30/08/2010. However, this accident did not involve a pedestrian.
- 3.4 A speed survey has been carried out and in one direction, vehicle speeds are slightly higher than those stated in the guidance. Without additional measures to physically reduce vehicle speeds, a Zebra crossing at this location would not conform to standards.

- 3.5 In order to provide a Zebra Crossing at this location and satisfy the objector's concerns, an existing bus stop shelter would need to be relocated to provide adequate visibility to the crossing. Planning approval would be required and the costs associated with the bus shelter relocation and footway construction are likely to be in the order of £14,000. Furthermore, the verge on the eastern side of South Road is only partly highway land. The remaining land is owned by the Thurrock Garden Centre, so there would be issues with relocating the bus stop shelter as this would most likely involve land acquisition.
- 3.6 The most appropriate remedial action to resolve the issue at this location is to provide a signal controlled Puffin crossing facility. Signal heads would be provided on both sides of the road, and thus vehicles would be required to stop by a red light even in the event that waiting pedestrians are masked temporarily by a stationary bus serving the existing bus stop, thereby resolving the concern raised in the objection.
- 3.7 The cost of implementing the Zebra crossing with the additional works would cost in the order of approximately £35,000. There is £19,555 of funds available within the Integrated Transport Programme allocation (E1834 9881 T2518) to contribute to the cost of these works. However, there exists an opportunity to secure Section 106 contributions from nearby developments to provide a Puffin Crossing which, is estimated to cost in the region of £85,000. Should Section 106/278 monies be unavailable, it is recommended that the scheme is considered for inclusion in the 2011/12 Integrated Transport Programme'

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

- 4.1 Ward Members were consulted on the content of this report on 26th November 2010.

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

There are funds within the Integrated Transport Programme allocation (E1834 9881 T2518) totalling £19,555 towards the cost of these works. Additional S106 monies will need to be secured as identified in the report, if this is not possible alternative funding will need to be identified.

6.2 **Legal**

Implications verified by: Alison Stuart
Telephone and email: 01375 652 040
astuart@thurrock.gov.uk

Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to Regulations made by the Secretary of State.

Before establishing, altering or removing a crossing a local traffic authority shall consult the chief officer of police about their proposal to do so; shall give public notice of that proposal; and shall inform the Secretary of State in writing.

It shall be the duty of a local traffic authority to execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with the establishment, alteration or removal of crossings in accordance with regulations having effect under section 25 of this Act, or in connection with the indication of crossings in accordance with such regulations.

The statutory notice of intention to implement a Zebra crossing was advertised on 30th July 2010 and the statutory consultation period has been followed. There are no other legal implications to consider.

6.3 **Diversity and Equality**

Implications verified by: Samson DeAlyn
Telephone and email: 01375 652472 sdealyn@thurrock.gov.uk

The Council has a statutory duty under the Equality Act 2010 to promote equality of opportunity in the provision of services. A zebra crossing would enable younger people, older people and disabled people to access the garden centre and the bus stop with greater ease, promoting accessibility for all to local services and infrastructure. The Council may consider installing a Puffin crossing for reasons of safety, to increase pedestrian control and enable greater accessibility for visually impaired people.

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 The request for the Zebra crossing to be implemented on South Road was received from residents and Ward Members.
- 7.2 A Puffin crossing would be more suitable at this location for the reasons given in paragraph 3.6.
- 7.2 It is therefore recommended that further funds be identified to provide a Puffin Crossing in replacement of the Zebra crossing. Should Section 106/278 monies be unavailable, it is recommended that the scheme is considered for inclusion in the 2011/12 Integrated Transport Programme.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letter of objection

APPENDICES TO THIS REPORT:

- None

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