

February 2013		ITEM
Delegated Decision Report		
ZEBRA CROSSING- SOUTHEND ROAD, STANFORD LE HOPE		
Portfolio Holder: Cllr Andrew Smith – Regeneration, Highways & Transportation		
Wards and communities affected: The Homesteads Ward	Key Decision: No	
Accountable Head of Service: Andrew Millard – Head of Planning and Transportation		
Accountable Director: David Bull, Director of Planning and Transportation		
This report is Public		
Purpose of Report: To consider an objection to a proposal to implement a Zebra crossing on Southend Road, Stanford Le Hope.		

EXECUTIVE SUMMARY

An objection was received from a resident to a proposal to implement a Zebra crossing at Southend Road, Stanford Le Hope.

1. RECOMMENDATIONS:

- 1.1 It is recommended that the Zebra Crossing be installed as proposed.
- 1.2 It is further recommended that the objector is notified accordingly.

2. INTRODUCTION AND BACKGROUND:

- 2.1 As part of the 2012/2013 Integrated Transport Programme, funding has been made available to implement a Zebra crossing in Southend Road, Stanford Le Hope at a location approximately 50 metres Southwest from its junction with Second Avenue 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 16/09/2012 and placed on site. During the 21-day statutory consultation period, one objection was received.

- 2.3 The objection was from a resident. The objection was raised on the grounds that the Zebra crossing will not be used because the crossing would be located too far away from where pedestrians want to cross Southend Road i.e. at the junction with Second Avenue. The resident incorrectly states that the distance from Second Avenue to the crossing would be '500m' and this distance would be too far for pedestrians, but the distance is actually just 50m.
- 2.4 The scheme comes as a result of a community request raised in 2011 by Ward Members for a crossing facility to be investigated for Southend Road. Surveys were undertaken between First and Second Avenue and between Second and Third Avenue. The pedestrian demand for a crossing was found to be higher between First and Second Avenue than Second to Third Avenue and it met the criteria due to the consistent level of crossing movements throughout the day.

3. ISSUES AND/OR OPTIONS:

- 3.1 Currently, there is no uncontrolled crossing facility in the immediate area to serve this North to South desire line. However, traffic flows are considerable during busy periods on Southend 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 residents that live in the area.
- 3.2 The position of the proposed crossing has been determined by the physical constraints such as the location of the existing bus stops and the frequency of dropped kerb vehicle crossovers. In light of this, the only suitable position for the crossing would be 50 Metres West of the Second Avenue junction (between First & Second Avenue).
- 3.3 The cost of implementing the Zebra crossing with the additional works would cost in the order of approximately £22,000. There are sufficient funds available within the Integrated Transport Programme allocation (E1834 9881 T2536) to fund these works.

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

- 4.1 Ward Members were consulted on the content of this report between 19th February 2013 and 26th February 2013. No comments were received from Ward members during the consultation period. Cllr A J. Smith (Portfolio Holder) supports the recommendations.

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: Mark Terry
Telephone and email: 01375 652150 mterry@thurrock.gov.uk

There are sufficient funds within the Integrated Transport Programme allocation (E1834 9881 T2536 and E1750 9881 00000) to fund these works.

6.2 Legal

Implications verified by: Alison Stuart (Principal Solicitor)
Telephone and email: 01375 652 040 alison.stuart@bdtlegal.org.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 16th September 2012 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: 01375652472
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 bus stops with greater ease, promoting accessibility for all to local services.

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

None.

7. CONCLUSION

- 7.1 The request for the Zebra crossing to be implemented on Southend Road was received from residents and ward members.
- 7.2 The crossing will satisfy an identified desire line and this is the only suitable location for the reasons given in paragraph 3.1.
- 7.2 It is therefore recommended that the Zebra Crossing is implemented and the objector be notified accordingly.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letter of objection

APPENDICES TO THIS REPORT:

- None

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