Southend-on-Sea Borough Council

Agenda Item No.

Report of Deputy Chief Executive (Place)
to
Traffic and Parking Working Party and Cabinet Committee
on
9th March 2017

Report prepared by: Peter Geraghty
Director for Planning and Transport

Request for Pedestrian Crossing, Station Road Thorpe Bay

Executive Councillor: Cllr Tony Cox

A Part 1 Public Agenda Item

1. Purpose of Report

1.1 To advise Members of the results of an investigation to assess requests for pedestrian crossing facility in Station Road, Thorpe Bay.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:
(i) Note the results of the investigations; and
(ii) Agree to take no further action

3. Background

3.1 Pedestrians often feel at risk when attempting to cross the road however, it is not possible to provide crossings at every location where a pedestrian may want to cross and the Council provides strategically placed crossings at the locations demonstrating the most need either as a consequence of conflict between pedestrians and traffic or due to the vulnerability of the pedestrians.

3.2 Not all locations are suitable for a pedestrian crossing to be provided, regard must be had primarily for safety matters taking account of visibility impediments such as bends and that there is an appropriate carriageway width for whichever feature is determined appropriate.

3.3 If the location is deemed appropriate, the levels of pedestrian crossing at and within 50 metres of the requested location is monitored along with traffic flows. These are generally recorded for a 12 hour period or at the times when usage is likely to be high for example school times, shop opening hours, etc. and the final measure consists of an average figure from the busiest four hours of the survey.

3.4 The pedestrian figures are multiplied by the traffic flow figures and any location with an average figure of 1 is appropriate for a crossing facility.

3.8 Members should also note that the installation of a crossing facility will result in an increase in accident statistics. On average, in the Borough of Southend-on-Sea, formal crossings are expected to generate between 0.8 and 0.9 accidents per year. This due to many factors such as drivers not reacting in

good time resulting in sharp stops and subsequent rear shunts, pedestrians being less aware of the road activity due to the presence of a crossing and also due to an increase in pedestrian activity in a concentrated area.

3.9 Providing crossings at infrequently used locations could increase the level of anticipated accidents further, due to drivers regularly using the route and becoming accustomed to driving straight through due to low pedestrian activity.

3.10 The location on Station Road was assessed on 14th December 2016 from 7am to 7pm. The weather was mild to cold but dry. The final calculation showed a figure of 0.28 which falls well below the required level of activity for a facility to be justified. It is recommended therefore that the installation of a crossing is not with (see appendix 1)

4. Other Options

4.1 Agree to install a crossing facility. This would be contrary to the agreed policy to provide a facility at a location with low levels of activity. A pedestrian refuge has also been considered to allow pedestrians to cross the road is two stages; however the width of the road prevents this option from being pursued.

5. Reasons for Recommendations

5.1 The recommendation is in accordance with the agreed policy on the assessment of pedestrian facilities.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

6.1.1 Assessing requests in a fair and consistent manner ensures the limited resources available are directed towards locations with high levels of pedestrian activity contributing to the Council's Vision and the delivery of Corporate Priorities.

6.2 Financial Implications

6.2.1 There are no financial implications if the recommendation is approved but if a crossing is to be provided, the cost will have to be met from the department's budget.

6.3 Legal Implications

6.3.1 None.

6.4 People Implications

6.4.1 Neutral

6.5 Property Implications

6.5.1 Neutral

6.6 Consultation

6.6.1 None.

6.7 Equalities and Diversity Implications

6.7.1 None

6.8 Risk Assessment

6.8.1 None

6.9 *Value for Money*

6.9.1 See para 6.1 above. If a crossing was installed that did not have sufficient usage, it would not represent value for money.

6.10 *Community Safety Implications*

6.10.1 Neutral

6.11 *Environmental Impact*

6.11.1 Neutral

7. Background Papers

7.1 None

7. Appendices

7.1 Appendix 1-Assessment data

APPENDIX 1

Location	**Station Rd Thorpe Bay**				**Date**	**141216**	
Weather	**Mild/Cold becoming overcast.**						
Time Beginning	Pedestrians per Period	Pedestrian per Hour	Vehicles per Period	Vehicles per Hour	Vehicles 2	PV2 per hour	PV2 Hourly 100M
07:00	**2**		**52.833**				
07:10	**3**		**85**				
07:20	**3**		**77**				
07:30	**5**		**91.333**				
07:40	**10**		**106.833**				
07:50	**4**	**27**	**107.667**	**520.666**	271093.1	7319513	**0.073**
08:00	**15**	**40**	**122**	**589.833**	347903	13916119	**0.139**
08:10	**7**	**44**	**133**	**637.833**	406830.9	17900561	**0.179**
08:20	**5**	**46**	**119**	**679.833**	462172.9	21259954	**0.213**
08:30	**5**	**46**	**135**	**723.5**	523452.3	24078804	**0.241**
08:40	**0**	**36**	**112.5**	**729.167**	531684.5	19140643	**0.191**
08:50	**2**	**34**	**141.5**	**763**	582169	19793746	**0.198**
09:00	**1**	**20**	**138**	**779**	606841	12136820	**0.121**
09:10	**9**	**22**	**92.33**	**738.33**	545131.2	11992886	**0.120**
09:20	**13**	**30**	**83**	**702.33**	493267.4	14798023	**0.148**
09:30	**0**	**25**	**90.5**	**657.83**	432740.3	10818508	**0.108**
09:40	**15**	**40**	**117.833**	**663.163**	439785.2	17591407	**0.176**
09:50	**0**	**38**	**78.333**	**599.996**	359995.2	13679818	**0.137**
10:00	**7**	**44**	**99.667**	**561.663**	315465.3	13880474	**0.139**
10:10	**1**	**36**	**69**	**538.333**	289802.4	10432887	**0.104**
10:20	**2**	**25**	**99.167**	**554.5**	307470.3	7686756	**0.077**
10:30	**2**	**27**	**111.5**	**575.5**	331200.3	8942407	**0.089**
10:40	**11**	**23**	**104.167**	**561.834**	315657.4	7260121	**0.073**
10:50	**0**	**23**	**142**	**625.501**	391251.5	8998785	**0.090**
11:00	**5**	**21**	**91**	**616.834**	380484.2	7990168	**0.080**
11:10	**3**	**23**	**78.333**	**626.167**	392085.1	9017958	**0.090**
11:20	**3**	**24**	**100**	**627**	393129	9435096	**0.094**
11:30	**2**	**24**	**107.33**	**622.83**	387917.2	9310013	**0.093**
11:40	**2**	**15**	**88.67**	**607.333**	368853.4	5532801	**0.055**
11:50	**2**	**17**	**111.333**	**576.666**	332543.7	5653242	**0.057**
12:00	**7**	**19**	**116.833**	**602.499**	363005	6897096	**0.069**
12:10	**2**	**18**	**119.5**	**643.666**	414305.9	7457507	**0.075**
12:20	**4**	**19**	**86.667**	**630.333**	397319.7	7549074	**0.075**
12:30	**0**	**17**	**114**	**637.003**	405772.8	6898138	**0.069**
12:40	**5**	**20**	**116.833**	**665.166**	442445.8	8848916	**0.088**
12:50	**4**	**22**	**110.5**	**664.333**	441338.3	9709443	**0.097**
13:00	**1**	**16**	**104**	**651.5**	424452.3	6791236	**0.068**
13:10	**1**	**15**	**124.667**	**656.667**	431211.5	6468173	**0.065**

APPENDIX 1

Time Beginning	Pedestrians per Period	Pedestrian per Hour	Vehicles per Period	Vehicles per Hour	Vehicles 2	PV2 per hour	PV2 Hourly 100M
13:20	**1**	**12**	**101.5**	**671.5**	450912.3	5410947	**0.054**
13:30	**2**	**14**	**85**	**642.5**	412806.3	5779288	**0.058**
13:40	**8**	**17**	**106**	**631.667**	399003.2	6783054	**0.068**
13:50	**7**	**20**	**119.5**	**640.667**	410454.2	8209084	**0.082**
14:00	**3**	**22**	**92.5**	**629.167**	395851.1	8708725	**0.087**
14:10	**1**	**22**	**93.333**	**597.833**	357404.3	7862895	**0.079**
14:20	**2**	**23**	**100.5**	**596.833**	356209.6	8192821	**0.082**
14:30	**2**	**23**	**97.333**	**609.166**	371083.2	8534914	**0.085**
14:40	**6**	**21**	**111.5**	**614.666**	377814.3	7934100	**0.079**
14:50	**4**	**18**	**90.333**	**585.499**	342809.1	6170563	**0.062**
15:00	**6**	**21**	**98.167**	**591.166**	349477.2	7339022	**0.073**
15:10	**5**	**25**	**119.5**	**617.333**	381100	9527501	**0.095**
15:20	**13**	**36**	**149**	**665.833**	443333.6	15960009	**0.160**
15:30	**11**	**45**	**143.33**	**711.83**	506701.9	22801588	**0.228**
15:40	**10**	**49**	**120.333**	**720.663**	519355.2	25448403	**0.254**
15:50	**12**	**57**	**127.5**	**757.83**	574306.3	32735460	**0.327**
16:00	**5**	**56**	**120.333**	**779.996**	608393.8	34070051	**0.341**
16:10	**0**	**51**	**111.333**	**771.829**	595720	30381720	**0.304**
16:20	**0**	**38**	**125**	**747.829**	559248.2	21251432	**0.213**
16:30	**1**	**28**	**128.667**	**733.166**	537532.4	15050907	**0.151**
16:40	**1**	**19**	**95**	**707.833**	501027.6	9519524	**0.095**
16:50	**2**	**9**	**107.667**	**688**	473344	4260096	**0.043**
17:00	**0**	**4**	**93.667**	**661.334**	437362.7	1749451	**0.017**
17:10	**1**	**5**	**100.167**	**650.168**	422718.4	2113592	**0.021**
17:20	**2**	**2**	**100**	**625.168**	390835	781670.1	**0.008**
17:30	**2**	**8**	**113.833**	**610.334**	372507.6	2980061	**0.030**
17:40	**1**	**8**	**88.333**	**603.667**	364413.8	2915311	**0.029**
17:50	**2**	**8**	**113.667**	**609.667**	371693.9	2973551	**0.030**
18:00	**2**	**10**	**128**	**644**	414736	4147360	**0.041**
18:10	**4**	**13**	**99**	**642.833**	413234.3	5372045	**0.054**
18:20	**3**	**14**	**87.667**	**630.5**	397530.3	5565424	**0.056**
18:30	**1**	**13**	**132**	**648.667**	420768.9	5469995	**0.055**
18:40	**8**	**20**	**128.33**	**688.664**	474258.1	9485162	**0.095**
18:50	**0**	**18**	**106.5**	**681.497**	464438.2	8359887	**0.084**
19:00		**16**		**553.497**	306358.9	4901743	**0.049**

4 x Best Averages

1- 15:10-16:09:59	0.341		
	0.228		
	0.151		
		Tot	Av =
	0.241	0.961	0.281