

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism & the
Environment
to

Traffic & Working Party and Cabinet Committee

on

29 April 2009

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Coordinator

Agenda
Item No.

Road Safety Scheme, Leigh Road, Leigh on Sea: Proposed Re-location of the Existing Zebra Pedestrian Crossing at Woodfield Park Drive (funded by KeyMed Ltd)

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To consider the proposal to re-locate the existing zebra crossing adjacent to Woodfield Park Drive, a distance of 8.5 metres east and install a pedestrian refuge at its approximate centre, and to seek approval to advertise the necessary Statutory Notice.

2. Recommendation

2.1 That the following be supported:

- The detailed design for the relocation of the zebra and the associated central pedestrian refuge and carriageway works be progressed
- The Cabinet Committee resolves that the Chief Executive and Town Clerk be authorised to advertise the relevant Notice for the zebra crossing, in conjunction with localised public consultations on the proposals.
- Should no objections be received, the proposals be implemented

3. Background

- 3.1 Leigh Road is a busy distributor road, connecting the A13 to The Broadway. It is flanked by many shops and restaurants and cuts through a highly residential area.
- 3.2 The zebra serves as an important crossing between shops and the two residential areas to the north and south of the road. The carriageway is wide at the crossing point – 9.6 metres – and would therefore benefit from the creation of two crossings by the installation of a central pedestrian refuge.

- 3.3 Its position is such that it is very close to the junction of Woodfield Park Drive – its westerly stop line being just 3 metres from the junction. Drivers emerging from Woodfield Park Drive, looking for oncoming eastbound vehicles, have little time to see a pedestrian on the crossing and as a result there have been reports of ‘drive-throughs’ with the obvious safety implications.
- 3.4 In the past 3 years there have been 2 injury accidents in the vicinity of the zebra, one involving a pedestrian on the crossing, who sustained slight injuries.
- 3.5 The scheme has been subject to a Stage 2 safety audit.
- 3.6 The latest proposals will:
- Increase the sighting distance for drivers turning east onto Leigh Road from Woodfield Park Road by 8.5 metres (and Woodfield Road, although this is seen as less critical).
 - Provide a central 2 metre wide pedestrian refuge reducing the length of the crossing to 4.6 metres to the north and 3.0 metres to the south (it is currently 9.6metres long).
 - Narrow the running lanes in both directions of Leigh Road, which in itself will have a traffic calming effect on vehicle speeds.
- 3.7 A plan of the proposals appears in **Appendix 1.**
- 3.8 There are no financial implications on the Council by virtue of the fact that KeyMed Ltd has agreed to fund the detailed design and implementation of the works, together with the costs of advertising Statutory Notices, for which the company is thanked.

4. Other Options

- 4.1 The following alternatives were considered:
- Re-locate the crossing a greater distance than 8.5 metres to the east, to improve sighting distances still further for drivers turning east from Woodfield Park Road – discounted because it would have resulted in a reduction of parking in the bays, adjacent to the northerly kerb line, east of the crossing. It would also move the crossing a greater distance from the existing pedestrian desire line.
 - Narrow the carriageway rather than install a pedestrian refuge – there is a deep ‘ACCO’ type surface water drain along the northerly kerb line which carries rain water into Woodfield Park Drive and Lansdowne Avenue (there are no road gullies). The re-location of this would prove costly.
 - Re-locate the zebra as proposed with no central pedestrian refuge – discounted because the safety benefits of shorter crossing points and narrower running lanes would be lost.

5. Reasons for Recommendations

- 5.1 It is recommended that the proposals be adopted to enhance road safety at the crossing by reducing the length of the zebra (by the creation of two shorter crossings), narrowing of the carriageway running lanes and increasing the available sighting distance of the crossing for drivers emerging from Woodfield Park Drive (to the north) and Woodfield Road (to the south)

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

Implementation adds to customer satisfaction by addressing road safety issues. Implementation will also support the Council's priority to develop Community Safety through improved road safety.

6.2 Financial Implications

The resource implications of this report are limited to the ongoing revenue costs for maintenance. KeyMed is funding the consultation processes and project implementation.

6.3 Legal Implications

Implementation of the scheme will require Notices which follow a statutory legal process.

Any enforcement with respect to the zebra crossing's controlled zone is a matter for the police.

These matters have been discussed and agreed by an officer within the Department of Legal and Democratic Services

6.4 People Implications

None

6.5 Property Implications

None

6.6 Consultation

If the proposals are supported for implementation, a period of formal consultation will follow with any objections to be presented at a future meeting of the T&PWP&CC.

If none are received, it is proposed that the scheme be implemented as soon as possible.

6.7 *Equalities and Diversity Implications*

The proposal will not adversely affect those with certain limitations on physical mobility.

6.8 *Risk Assessment*

The principal risks to the Council from the outcome of this report are a negative impact on Customer Satisfaction and failure to implement the project. Negative effects on customer satisfaction are mitigated through being able to respond to customer concerns in the first instance and subsequently consulting on the proposals. The likelihood of the project not being implemented is mitigated through the longstanding and trusted partnership between the Council and KeyMed.

6.9 *Value for Money*

Value for money is implicit in the project being developed and implemented through KeyMed's sponsorship

7. Background Papers

7.1 None

8. Appendices

8.1 **Appendix 1: Plan of the Proposals**