

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism & the
Environment

to
Traffic & Parking Working Party and
Cabinet Committee

on
11th January 2010

Agenda
Item No.

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Coordinator

**Road Safety Scheme, Thorpe Hall Avenue, Thorpe Bay:
Proposed Installation of Zebra Pedestrian Crossings,
North of Eastern Esplanade & Thorpe Esplanade
(funded by Olympus KeyMed Ltd)
Executive Councillor: Councillor Waite
*A Part 1 Public Agenda Item***

1. Purpose of Report

To consider the proposal to install zebra crossings in Thorpe Hall Avenue, north of its junction with Eastern Esplanade and Thorpe Esplanade, and to seek approval to advertise the necessary Statutory Notice.

2. Recommendation

2.1 That the following be supported:

- The detailed design for the zebras 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 crossings, in conjunction with localised public consultations on the proposals.
- Should no objections be received, the proposals be implemented.

3. Background

Thorpe Hall Avenue is a busy distributor road, which connects Royal Artillery Way, Bournes Green Chase and Southchurch Boulevard to the seafront. It is highly residential in nature and, for the most part, a dual carriageway, subject to a 30mph speed restriction.

In the location of the proposed crossings, however, the road is two-way and 9.4 metres wide i.e. nearly at the maximum length for a zebra and as a result it is considered important that the crossing is split in two by a central pedestrian refuge.

To accommodate cycleways proposed for installation in Thorpe Hall Avenue in the near future, the existing carriageway can be widened by re-aligning the westerly kerb line, with minimal width reduction to the adjacent footway (currently the footway is 3.1 metres in width – the proposal would reduce this to 2.5 metres).

This re-alignment would allow the installation of a 2 metre wide, central pedestrian refuge, with running lanes 4 metres wide either side. Although motorists should not overtake within the controlled zone of a zebra crossing, a 4 metre lane width complies with the requirements of DFT cycling circular “A.04 Clear Space Key Principle Design Guidance”, which details the minimum width at such locations on a 30mph road as 3.975 metres.

For details of the proposals, see **Appendix 1**.

There is an existing informal crossing immediately north of the junction of Thorpe Hall Avenue and Eastern Esplanade, but this is considered unsafe for the following reasons:

1. Drivers turning north from Eastern Esplanade into Thorpe Hall Avenue tend to accelerate away from the roundabout having been looking east to observe vehicle movements on the roundabouts. The close proximity of this crossing point leaves little time for a driver to see a pedestrian at this location – the proposed zebras are not only more distant from the roundabout, allowing longer driver reaction time, but by nature much more conspicuous.
2. Visibility for pedestrians of vehicles turning north from Eastern Esplanade into Thorpe Hall Avenue is compromised by a brick boundary wall to an adjacent property.

It is proposed that this crossing will be closed when the new zebras are installed.

4. Other Options

None

5. Reasons for Recommendations

To Improve Road Safety

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. Olympus 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 crossings' 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 Olympus KeyMed.

6.9 Value for Money

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

7. Background Papers

None

8. Appendices

Appendix 1: Plan of the Proposals