

# Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism & the  
Environment

to  
Traffic & Parking Working Party and  
Cabinet Committee

on  
9th September 2010

Agenda  
Item No.

Report prepared by: Peter Holmes, Community Projects  
Coordinator

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**Road Safety Scheme, Coombes Corner:  
Proposed Zebra Pedestrian Crossing,  
In Eastwood Road North, West of Elmsleigh Drive  
(funded by Olympus KeyMed Ltd)  
Executive Councillor: Councillor Flewitt  
*A Part 1 Public Agenda Item***

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## 1. Purpose of Report

To consider the proposal to install a zebra crossing in Eastwood Road North, west of its junction with Elmsleigh Drive, and to seek approval to advertise the necessary Statutory Notice.

## 2. Recommendation

### 2.1 That the following be supported:

- The detailed design for the zebra and the associated 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.
- That should no objections be received, the proposals be implemented.

## 3. Background

Eastwood Road North is a busy bus route, which connects the housing estates around the area of the Woodcutters with the A127 – it is highly residential in nature and subject to a 30mph speed restriction.

In the vicinity of the proposed zebra, there are bus stops and some small shops (including a popular convenience store) and, just to the east, a large junction where the road meets Elmsleigh Drive and Mountdale Gardens and, as a result, there are a high number of vehicular and pedestrian movements in this section of the road throughout the day. A crossing at this location was requested by a ward councillor and local residents.

The carriageway is wide here and at 9.8 metres, close to the maximum length of 10 metres, advised by the DfT - it is, therefore, proposed that the carriageway is narrowed from its northerly side by 3 metres to shorten the crossing. In addition, the roadway in the vicinity of the shops is frequently parked-up along this kerb line, adding to the dangers of crossing at this location – the proposed zebra will remove vehicles close-by (to the west) and, with the build-out, give pedestrians a clear view of oncoming vehicles.

The build-out will also facilitate the relocation of the bus stop on the northerly side to the west of, and close to, its current position. The provision of a centre island to the proposed zebra was considered, but discounted as this would have resulted in the need to reposition this much-used bus stop some distance away.

As suggested above, implementation will result in a loss of on-carriageway parking (approximately 4 spaces), although alternative parking is available nearby in Oakwood Avenue, and to the east of the convenience store in Eastwood Road North.

The proposals will also require the relocation of the bus stop adjacent to the westbound carriageway, to a point just west of the access to Brayfield Court - the Council's Transport Policy Officer has been consulted on the proposed re-positioning of both stops.

There are schools in the area (Blenheim Primary & St Christopher's) which generate pedestrian traffic at the start and end of the school day, the convenience store proving particularly popular with children in the afternoons.

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

#### **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

Some accommodation works involving two vehicle accesses to residences on the northerly side will be necessary to allow the introduction of the proposed build-out.

### 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