

**Forward Plan reference number:** Not applicable

<b>Report title:</b> Parallel Crossing, Church Langley Way, Harlow	
<b>Report to:</b> Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	
<b>Report author:</b> Andrew Cook, Director, Highways and Transportation	
<b>Date:</b> 20/08/2019	<b>For:</b> Decision
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<b>County Divisions affected:</b> Harlow South East	

## 1. Purpose of report

- 1.1. To consider the progression of a parallel crossing on Church Langley Way following a request from Cllr Johnson as the County Member. The crossing is against the specifications laid out in Local Transport Note (LTN) 1/95 for the Assessment of Pedestrian Crossings.

## 2. Recommendations

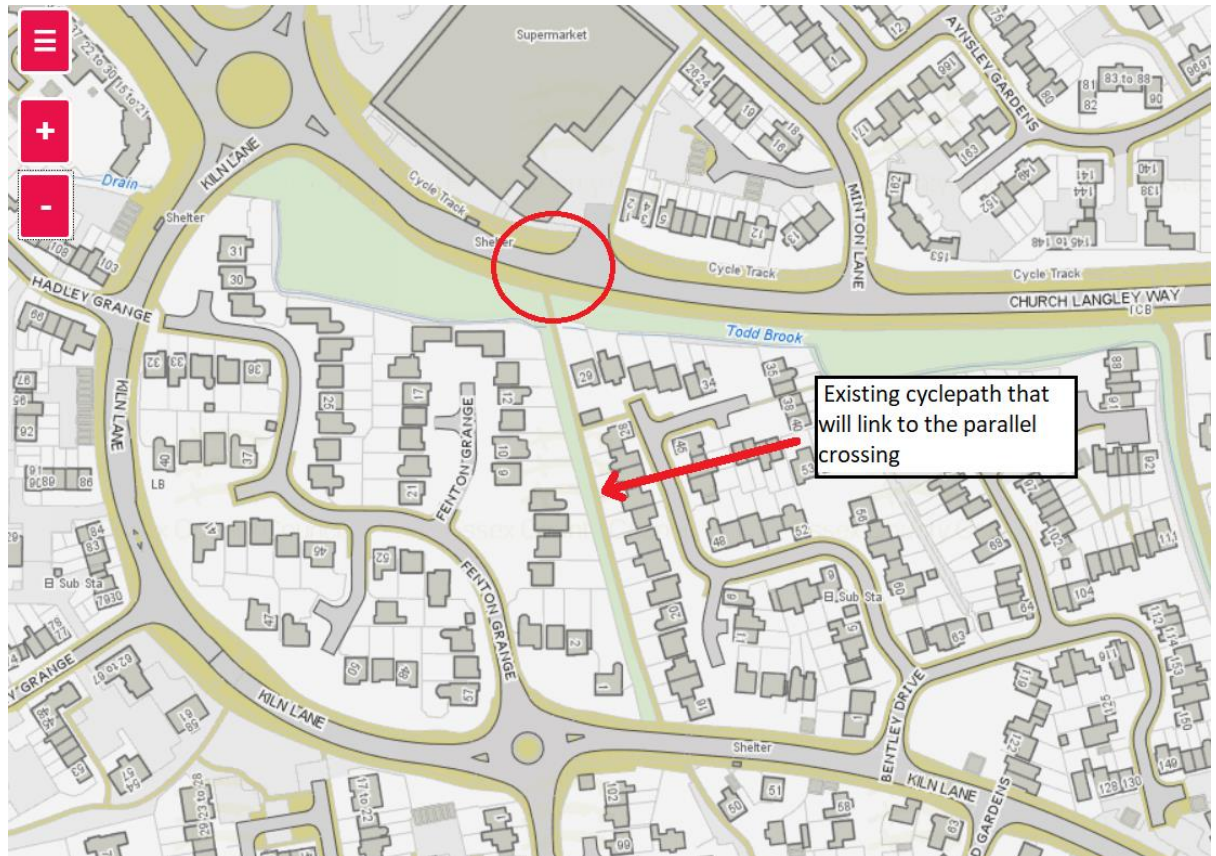
- 2.1 Approve the advertisement of a proposal to install a parallel crossing on Church Langley Way in Harlow, notwithstanding that the PV2 score is less than the  $0.2 \times 10^8$  and the 85<sup>th</sup> percentile speeds are greater than those normally required.
- 2.2 Agree to install traffic calming aimed at reducing the 85<sup>th</sup> percentile speed to 35mph in conjunction with the crossing installation.

## 3. Summary of Issue

- 3.1. Church Langley is an urban community to the east of Harlow Town Centre with a population of approximately 7,650 and which is accessed by just one road. Church Langley Way is the road that links all the cul-de-sac areas around the estate resulting in all the traffic for the north of Church Langley being channelled along the same road.
- 3.2. It is understood that when the development was constructed in the early 1990s, there had been an agreement with the developer to install pedestrian crossings but these were never installed and we cannot now require the developer to pay.
- 3.3. The Harlow Local Highways Panel has therefore in recent years responded to the local requests by funding two of the crossings which had been omitted by the developers. The site of concern to residents and the Local Councillors is

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at the location highlighted below on Church Langley Way. This links to a cyclepath bringing people from the south of the estate to the shared path that runs the length of this road. A 'parallel crossing', which is a zebra crossing with an adjacent cycle lane where traffic is required to stop for cyclists and pedestrians would therefore be an ideal measure to install. The location of the proposed crossing can be seen below.



- 3.4. As part of the assessment process a PV<sup>2</sup> survey which identifies the difficulty factor in crossing the road and an accompanying speed survey were undertaken. The PV<sup>2</sup> returned a reading of  $0.197 \times 10^8$  whereas the national criteria to justify the introduction of a zebra crossing stands at  $0.2 \times 10^8$  meaning that approval from the Cabinet Member is required in order for this to progress. The movement of cyclists across Church Langley Way accounted for approximately 10% of the statistics recorded.
- 3.5. In addition to the PV<sup>2</sup> count being below the required criteria the speeds are also above the required threshold. The speed survey data indicated that the 85<sup>th</sup> percentile speeds were 36.3mph heading eastbound and 37.7mph heading westbound. Local Transport Note 1/95 states that crossings should not be installed on roads with an 85<sup>th</sup> percentile speed of 35mph or above because of safety concerns. However, it is appropriate to install a crossing if engineering measures are introduced with the aim to reduce average speeds on a road.

- 3.6. There have been two personal injury collisions on this stretch of road which were attributed to speed emphasising the importance of ensuring that conditions are safe for all road users.
- 3.7. To mitigate the 85<sup>th</sup> percentile speeds it is proposed to install traffic calming. As this is a PR2 road 'vertical' traffic calming, such as road humps, would be against the Speed Management Strategy. It is proposed to install calming which would not affect the emissions of vehicles but which would give the illusion that the road is narrowing and therefore result in drivers reducing their speed.
- 3.8. With respect to the volumes of traffic using Church Langley there is a combined average of 11,000 movements per day. The mean speeds were recorded as 32.3mph eastbound and 33.4mph westbound and are relevant because they reflect what the majority of drivers perceive as an appropriate speed.

#### **4. Options**

##### **Option A - Agreement to the progression of the parallel crossing outside of guidance**

- 4.1 This is the preferred option for the residents, local Primary schools, the District Councillors and the County Member.

Although the PV<sup>2</sup> reading falls short of guidance it is not considered that the location of the proposed crossing would cause a safety concern as the visibility is very clear on both approaches, provided the speed on the road can be reduced.

Also despite the 85<sup>th</sup> percentile speeds recorded as being above the guidelines it would be the intention for appropriate traffic calming measures to be incorporated into the design to ensure that the safety of pedestrians and cyclists crossing the road is not compromised.

##### **Option B – Abandon the scheme**

- 4.2 This option is the recommendation which would be in accordance with Local Transport Note 1/95 but would however be met by strong objection by the local Councillors who have actively sought to progress a pedestrian crossing facility at this location.

By not agreeing to the scheme outside of guidance we would not be setting any precedence for future crossing which do not meet the necessary guidance.

#### **5 Issues for consideration**

- 5.1 **Financial Implications** – If option one is chosen then the cost of the legal advertising and the installation works would be funded by the Harlow Local Highways Panel who have recommended £10,000 towards the funding for the design and legal elements for 2019/20 financial year.

5.2 **Legal Implications**

- 5.2.1 There is a requirement to formally advertise the intent to install a formal pedestrian crossing.
- 5.2.2 The Road Traffic Regulation Act 1984 gives the Council a statutory duty to exercise its traffic functions to secure the expeditious, convenient and safe movement of traffic of all kinds, including pedestrians and to provide suitable and adequate parking facilities. So far as practical the council is also required to have regard to:
- (a) the desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on the amenities of any locality affected so as to preserve or improve the amenities of the areas through which the roads run;
  - (c) the importance of facilitating the passage of buses and their passengers.
- 5.2.3 The installation of a crossing will help improve amenities and help manage the safe crossing of pedestrians. Justifiable speed limits assist with the expeditious, convenient and safe movement of traffic and pedestrians.

6 **Equality and Diversity implications**

- 6.1 The public sector equality duty applies to the council when it makes decisions and this is covered by the equality impact assessment dated .

The duty requires us to have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
  - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 6.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).

- 6.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

**7. List of appendices – EQiA**

- 8. List of Background papers - Scheme Request Forms and pertaining documentary evidence, Validation Reports, Proposal Scheme Lists**

<b>I approve the above recommendations set out above for the reasons set out in the report.</b>	<b>Date</b>
<b>Councillor Kevin Bentley, Cabinet Member for Infrastructure</b>	09/10/2019

**In consultation with:**

<b>Role</b>	<b>Date</b>
<b>ECC Director for Highways and Transportation</b> <b>Andrew Cook</b>	07/10/2019
<b>ECC Executive Director for Corporate and Customer Services (S151 Officer)</b> <b>Nicole Wood</b>	CONSENT NOT REQUIRED
<b>ECC Director, Legal and Assurance (Monitoring Officer)</b> <b>Paul Turner</b>	24/09/2019
<b>Head of Network and Safety/Traffic Manager</b> <b>Liz Burr</b>	28/08/2019
<b>Essex Highways Head of Design</b> <b>Vicky Presland</b>	20/08/2019