

Forward Plan reference number: Not applicable

Report title: Zebra crossing Stebbing Road, Felsted	
Report to: Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	
Report author: Andrew Cook, Director for Highways and Transportation	
Date: 15/07/2019	For: Decision
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County Divisions affected: Thaxted	

1. Purpose of report

- 1.1. To consider the progression of a third party funded zebra crossing outside Felsted School which is against the specifications laid out in Local Transport Note 1/95 for the Assessment of Pedestrian Crossings.

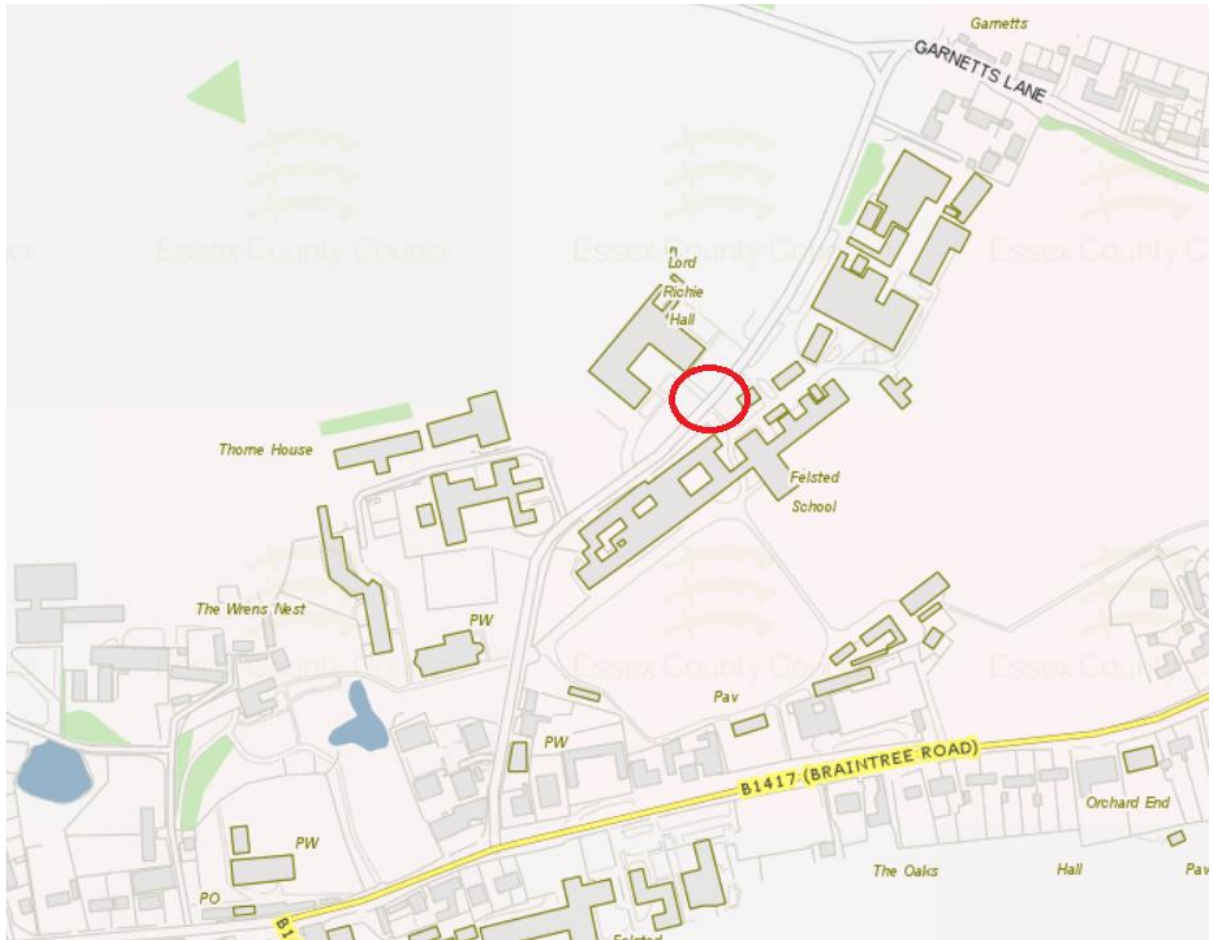
2. Recommendations

- 2.1 Approve the advertisement the zebra crossing outside Felsted School on Stebbing Road, Felsted notwithstanding that the PV2 score is less than the 0.2×10^8 normally required provided that Felsted School enter into an agreement with ECC to pay the cost of design construction advertisement and a commuted sum for maintenance agreed by the Director, Highways and Transportation.

3. Summary of Issue

- 3.1. Felsted School is a large Independent boarding facility spanning an 80-acre site on Stebbing Road with 551 students with ages ranging from 4 to 18.
- 3.2. The school campus is split over both sides of the road which means that at times students must cross the road reach the different facilities. This movement will be throughout the course of the school day and into the evening when extra-curricular activities will be pursued by the students.
- 3.3. On the basis of the volume of students that are needing to make the journey around the campus and the perception of the speed of vehicles on Stebbing Road, the School have requested that a zebra crossing is installed which they are prepared to fund. The school site can be seen below with the requested location for the crossing circled.

Zebra crossing Stebbing Road, Felsted



- 3.4. A PV2 assessment and accompanying speed survey were undertaken in November 2018 which returned a reading of 0.112×10^8 whereas the national criteria normally used to justify the introduction of a zebra crossing stands at 0.2×10^8 meaning that approval from the Cabinet Member is required in order for this to progress. The speed survey data indicated that the 85th percentile speeds were 26.2mph heading southbound and 22.5mph heading northbound so both are well within acceptable levels for a crossing to be installed.
- 3.5. Stebbing Road is classed as a local road and there have been no statistical personal injury accidents though the school have reported several near misses involving their students, which had prompted their keenness to install the formal crossing facility which is supported by Cllr Simon Walsh as the County Member for this area.
- 3.6. With respect to the volumes of traffic using Stebbing Road there is a combined average of 1000 movements per day which is considered a low volume.

4. Options

Option A - Agreement to the progression of the zebra crossing outside of guidance

Zebra crossing Stebbing Road, Felsted

- 4.1 This option would be the preferred option for Felsted School, the Parish Council and the County Member.
- 4.2 The PV2 calculation, which takes account of pedestrian movements and traffic volumes is lower than that required by national guidance. This may mean that drivers are surprised to find a crossing in this location. However, the Cabinet Member may feel that if all costs – including a commuted sum to pay for future maintenance of the crossing – are funded by a third party then it may still be appropriate to install a crossing in this location because it is unlikely to hold up traffic. The proposed crossing would not cause a safety concern as the visibility is clear on both approaches and the 85th percentile speeds are low.
- 4.3 In the longer term however this would become an asset on the Highways network which ECC would have the responsibility to maintain, albeit the commuted sum should cover these costs

Option B – Abandon the scheme

- 4.4 This option would cause concern to the School and County Member who see the addition of a zebra crossing as a necessary safety measure to assist the students moving between classes. The PV2 score, however, suggests that it would not normally be considered necessary in this location.
- 4.5 The benefit to not agreeing to the scheme outside of guidance would be that we would not be setting a precedent for future installations which fall short of meeting the specified figures, and we would not have to pay future maintenance costs.

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 arranged by the School so there would be no financial implication to Essex County Council. It is also the intention that a commuted sum of £10,000 is also included within the costs supplied to the School to cover the cost of future maintenance to the crossing should it arise.
- 5.2 **Legal Implications**
 - 5.2.1 There is no legal reason why the crossing has to meet the PV2 standards but the Cabinet Member will need to take into account all the circumstances. Although Felsted School will pay the costs of this proposal, the County Council still needs to be confident that the crossing is justified.
 - 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.

5.2.2 The installation of a crossing assists with the expeditious, convenient and safe movement of pedestrians but it is also an interference with the flow of vehicular traffic. The Cabinet Member needs to ensure that both aspects are considered.

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 11th July 2019.

6.2 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.

6.3 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).

6.4 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

I approve the above recommendations set out above for the reasons set out in the report.	Date 11/09/2019
Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	

In consultation with:

Role	Date
Director, Highways and Transportation Andrew Cook	 04/09/2019
Executive Director for Finance and Technology (S151 Officer) Nicole Wood	 CONSENT NOT REQUIRED
Director, Legal and Assurance (Monitoring Officer) Paul Turner	 16 August 2019
Head of Network and Safety/Traffic Manager Liz Burr	 16/07/2019
Essex Highways Head of Design Vicky Presland	 15/07/2019