

**Forward Plan reference number:** Not applicable

<b>Report title:</b> Proposed implementation of Zebra Crossing – B1352 Long Road, Lawford	
<b>Report to:</b> Councillor Bentley, Deputy Leader and Cabinet Member for Infrastructure	
<b>Report author:</b> Andrew Cook, Director for Highways and Transport	
<b>Date:</b> 14 July 2020	<b>For:</b> Decision
<b>Enquiries to:</b> Vicky Presland, Head of Design, Essex Highways Chloe Livingstone <a href="mailto:chloe.livingstone@essexhighways.org">chloe.livingstone@essexhighways.org</a> 07515 999663	
<b>County Divisions affected:</b> Tendring Rural West	

## 1. Purpose of Report

- 1.1 Essex County Council (the Council) formally advertised its intention to install a Zebra Crossing on B1352 Long Road, Lawford (the Proposal). As objections to the Proposal have been received, the Cabinet Member for Infrastructure is now asked to decide whether the Proposal should be implemented.

## 2. Recommendations

- 2.1 Approve the implementation of the Zebra Crossing on B1352 Long Road, Lawford, as advertised and as set out in Appendix 2.

## 3. Summary of issue

- 3.1 The Proposal has been agreed by the Tendring Local Highway Panel, the panel responsible for making recommendations and setting priorities for highway schemes in the area. A number of reports of near misses and an accident at the existing crossing location have been received.
- 3.2 The B1352 (Long Road) carries a high flow of vehicles along the section under consideration. It also has a high footfall of pedestrians crossing a busy road to access the Lawford C of E Primary School, shops, and garden centre. There is an existing 'uncontrolled' dropped kerb/tactile crossing point adjacent to the school access road on the east side of Long Road. A school crossing patrol operates at this location for children outside of school times as witnessed by the validating engineer e.g. before and after school. A Zebra crossing will provide a suitable crossing point for pedestrians, particularly vulnerable road users e.g. children wishing to access the infant school and elderly residents accessing the nearby amenities during and outside of school times.

## Proposed implementation of Zebra Crossing – B1352 Long Road, Lawford

- 3.3 A feasibility study and safety audit were conducted by Essex Highways as part of the scheme validation process and the data analysis confirmed that the request meets the criteria for the installation of a Zebra Crossing at this location.

### Consultation

- 3.4 From 28 February 2020 to 23 March 2020, the Council formally advertised the Proposal (TRAF/7199), where members of the public were invited to comment on the Proposal. During this period, objections were received from two members of the public.
- 3.5 One objector stated that it was more important to install a crossing at the top of Coxs Hill to enable pedestrians to cross from Lawford Place and Summers Park. Also, the objector objected on the basis that they are of the opinion that the current Lawford C of E Primary School entrance on Long Road will be replaced by an access via Lawford Green site which is nearer to the objector's preferred crossing point.
- 3.6 The other objector stated that the proposal for a Zebra crossing would mean vehicles are required to stop every-time somebody came out of the school to cross the road and could cause a build-up of traffic blocking Cavendish Drive, Milton Road and Colchester Road. Whereas, a traffic light controlled crossing would be better as it would allow traffic to move more freely and be far safer for children and the public to cross only when green light flashes.
- 3.7 The request for an installation of a crossing point at the top of Coxs Hill is outside the remit of the advertised scheme and there have not been any approved Local Highway Panel (LHP) requests for a refuge at this location.
- 3.8 From an engineering point of view, the location at the top of Coxs Hill would present additional dangers, since it is at the roundabout junction of three busy roads A137 Coxs Hill, A137 Wignall Street, and B1352 Long Road. Additionally, there is a fourth access/exit at the roundabout to the fuel station. If a crossing point were installed at this location, it would lead pedestrians directly into the forecourt of the fuel station.
- 3.9 Although, there is a new drop off point complete with pedestrian entrance to the School via Bromley Road the existing entrance remains in place. There will still be a demand for the existing entrance and the proposed crossing, from pedestrians accessing the school from Summers Park, Lefleys Estate, and Colchester Road and Waldegrave Way areas.
- 3.10 Regarding signal-controlled crossings the proposal for a zebra crossing is preferable, in terms of cost, over a signalised crossing at the location. Any perceived waiting times at junctions due to a zebra crossing would need to be weighed against the cost of a signalised crossing and it would require separate funding and approval from the LHP. It would require a further consultation and advertising.

3.11 An objection report can be found in Appendix 1.

3.12 During the consultation, other key stakeholders were consulted. As a result of this, the following comments were received:

3.12.1 Essex Police did not wish to comment, but raised no objection to the Proposal

3.12.2 County Councillor Giancarlo Guglielmi, District Councillors: Alan Coley, Valerie Guglielmi and Lawford Parish Council responded regarding the proposal. They have unanimously provided their unconditional support for the advertised scheme. We have amalgamated and summarised their comments as follows:

- The Councillors and Parish Council confirm that a new vehicular access is being created adjacent to the rear of the school. However, the existing pedestrian access to the school will not be sealed and it will remain the preferred and obvious pedestrian access to children and parents crossing the busy Long Road, Lawford
- Children will still walk from the Summers Park, Lefleys Estate, Colchester Road and Waldegrave Way area to school and these primary school age children must have a safe crossing point near to the school.
- Many young children from the Leftley's estate attend the Lawford C of E School. The school is being extended to provide extra pupil places for the growing number of children in the parish.
- There have been accidents and near misses over the years. The 'Lollipop Lady' who serves to assist parents and children crossing the road was herself involved in a bad accident whilst carrying out her duties.
- The new crossing will provide a safe crossing facility for children, parents, staff and visitors from the housing estates, who can then gain access to the school and the retail services on either side. The crossing will provide protection for children attending after school activities and for the public, which the current facility does not.
- The cost of the suggested Light Controlled Crossing is equal to the cost of two Zebra Crossings, and so could potentially deprive another area of a Zebra Crossing. In addition, any perceived disadvantages of traffic congestion during School times / term, will be outweighed by the physical benefits of walking to School.
- The proposed crossing is essential, and urgently required. Parents and residents are asking for a zebra crossing to be delivered as soon as possible.

- 3.13 The Councillors and Parish Council's full responses are available in the background papers for this report.

## **4. Options**

### **Option A – Continue with proposal as advertised**

- 4.1 This option would support the views of local councillors and the Tendring Local Highway Panel. The Proposal meets the criteria for a Zebra Crossing, and although an increase in times for traffic exiting nearby roads cannot be ruled out, it is expected to reduce the likelihood of the and near misses and accidents previously reported at this crossing facility.

### **Option B – Abandon the scheme**

- 4.2 This would not achieve any additional highway benefits. This option would allow pedestrians to cross when they feel it is safe to do so. However, it is likely that there will be no change in the number of near misses reported at this location, which could potentially increase the risk of a collision occurring again.

## **5. Issues for consideration**

### **5.1 Financial implications**

- 5.1.1 This scheme is funded by the Tendring Local Highways Panel.

### **5.2 Legal implications**

- 5.2.1 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 Pedestrian crossings 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. 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

7.1 Appendix 1 – Objection Report

7.2 Appendix 2 – Consultation Drawing

7.3 Appendix 3 – Equality Impact Assessment

7.4 Appendix 4 – Site Photos

## 8. List of Background Papers

8.1 Full Consultation Responses

<b>I approve the recommendations set out above for the reasons set out in the report.</b>	<b>Date</b>
<b>Councillor Bentley, Deputy Leader and Cabinet Member for Infrastructure</b>	02/09/2020

### In consultation with:

<b>Role</b>	<b>Date</b>
<b>Director for Highways and Transport</b> <b>Andrew Cook</b>	28/08/2020
<b>Executive Director for Finance and Technology (S151 Officer)</b> <b>Nicole Wood</b>	Consent not needed
<b>Director, Legal and Assurance (Monitoring Officer)</b> Susan Moussa, Supervising Associate on behalf of <b>Paul Turner</b>	14/07/2020

Proposed implementation of Zebra Crossing – B1352 Long Road, Lawford

<b>Head of Network and Safety/Traffic Manager</b> <b>Liz Burr</b>	<i>27/07/2020</i>
<b>Head of Design, Essex Highways</b> <b>Vicky Presland</b>	<i>22/07/2020</i>