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Southend-on-Sea City Council

Executive Director (Strategy, Change and Governance):

Stephen Meah-Sims

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29 November 2023

Dear Councillor

TRAFFIC REGULATIONS WORKING PARTY & CABINET COMMITTEE - TUESDAY, 5TH DECEMBER, 2023

Please find enclosed, for consideration at the next meeting of the Traffic Regulations Working Party and Cabinet Committee taking place on Tuesday, 5th December, 2023, the following report(s) that were unavailable when the agenda was printed.

Agenda No Item

- 3. Petition - Average Speed Cameras on Eastern Avenue, from the Hamstel Road junction to the Sutton Road junction (Pages 3 - 6)**
Report of Executive Director (Environment & Place)

- 4. Petition - Install a zebra crossing on Royston Avenue by the gates of Temple Sutton Primary School (Pages 7 - 10)**
Report of Executive Director (Environment & Place)

- 5. Petition - Making Richmond Avenue a One Way Street and 20mph (Pages 11 - 14)**
Report of Executive Director (Environment & Place)

Tim Row

Principal Democratic Services Officer

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Meeting: Traffic Regulation Working Party &
Cabinet Committee
Date: Tuesday 5 December 2023
Classification: Part 1
Key Decision: No
Title of Report: **Eastern Avenue Average Speed Cameras**

Executive Director: Alan Richards – Executive Director for Environment &
Place
Report Author: Neil Hoskins – Head of Civil Engineering
Executive Councillor: Cllr Kevin Buck

1. Executive Summary

- 1.1. This report responds to a petition to install average speed cameras on the Eastern Avenue between Hamstel Road and Sutton Road. Currently there is insufficient data to reach a conclusion and therefore this report seeks to conduct speed and flow surveys.

2. Recommendations

It is recommended that:

- 2.1. Up to date traffic flow and speed surveys are undertaken.
- 2.2. Following the surveys and analysis of the data, the Road Safety Partnership be approached to determine suitability of the site for average speed cameras and if suitable, the process for operation and maintenance.

3. Background

- 3.1. On Thursday 23 March 2023 a petition was presented to the Council for the installation of average speed cameras along Eastern Avenue from its junction with Hamstel Road to its junction with Sutton Road. This petition was referred to the Traffic Regulation Working Party.
- 3.2. On 14 September 2020 the then Head of Traffic Management & Highway Network brought a report to this committee to inform that the Safer Essex Roads Partnership had not previously supported the use of fixed safety cameras at this location.

- 3.3. The report also noted that the partnership was in the process of agreeing a new policy that relaxed some of the rules.
- 3.4. In response the Cabinet at the meeting held on 2 November 2020 resolved That an average speed camera enforcement scheme on both sides of Eastern Avenue between Hamstel Road and Sutton Road, should be pursued.
- 3.5. The current speed data dates from September 2020 and was collected in the vicinity of Bournemouth Park Road. The 85th percentile speed (36mph) is less than the posted 40mph speed limit. Whilst the recorded speed at this point is positive, it is unfortunately felt that this location is not representative of the nature of this stretch of carriageway.
- 3.6. Prior to determining whether or not average speed cameras would be suitable on Eastern Avenue, at the location stated in the petition, there is a need to collect up to date evidence and at locations more reflective of the nature of the road. Following which engagement with the Road Safety Partnership would be sought.

4. Reasons for Decisions

- 4.1. To determine the extent of a speeding issue along Eastern Avenue between Hamstel Road and Sutton Road.

5. Other Options

- 5.1. Not proceed with the collection of the data, which would not enable the council to proceed with any potential average speed camera installation.

6. Financial Implications

- 6.1. The data collection exercise will be dealt with via existing budgets (estimated circa £10k).
- 6.2. If the data supports the progression of the scheme then the potential £300,000 capital cost for the installation of the cameras with the funding to be sought either LTP or via an application to the investment board. Before proceeding a recommendation will be brought back to the traffic regulation working party.

7. Legal Implications

- 7.1. Traffic Regulation Orders will be required for the installation of the speed cameras.

8. Policy Context

- 8.1 LTP3 Policy 16 – Road Safety Engineering

9. Carbon Impact

9.1. Regulating speeds and reducing sudden braking and acceleration will have a positive air quality impact

10. Equalities

10.1. There are no equalities issues in relation to the collection of the data.

11. Consultation

11.1. Statutory consultation for the traffic regulation orders.

12. Appendices

12.1. **Appendix 1:**

13. Report Authorisation

This report has been approved for publication by:		
	Name:	Date:
S151 Officer	Joe Chesterton	28 Nov 23
Monitoring Officer		
Executive Director(s)	Alan Richard	28 Nov 23
Relevant Cabinet Member(s)	Kevin Buck	27 Nov 23

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Meeting:	Traffic Regulation Orders Working Party & Cabinet Committee
Date:	Tuesday 5 December 2023
Classification:	Part 1
Key Decision:	No
Title of Report:	Request/Petition to install a new zebra crossing on Royston Avenue
Executive Director:	Alan Richards – Executive Director for Environment & Place
Report Author:	Chris Read – Service Manager – Highways & Asset Management
Executive Councillor:	Cllr Kevin Buck

1. Executive Summary

- 1.1. This report responds to a petition to install a new pedestrian crossing on Royston Avenue near the gates of Temple Sutton Primary School. The conclusion is that this request has reached the minimum criteria for Stage 1 assessment and therefore will now progress to Stage 2, which will require the collection of additional data, including pedestrian and vehicle count assessments before a final decision is made.
- 1.2. This report also highlights the development of the newly formulated Pedestrian Crossing Assessment Implementation Plan which was used when assessing this request and we will seek adoption of this process and overriding Highway Safety Policy via a future cabinet cycle to enable the consistent assessment of future requests of this nature.

2. Recommendations

It is recommended that:

- 2.1. The proposal for the installation of a new zebra crossing on Royston Avenue near the gates of Temple Sutton Primary School be taken forward to a Stage 2 assessment as it has reached the required criteria of Stage 1 (see notes in Appendix 1)
- 2.2. The Stage 2 assessment will be subject to the approval of a Highways Safety Policy and supporting Pedestrian Crossing Assessment Implementation Plan in a future cabinet cycle.

3. Background

- 3.1. This specific request was received via a submitted petition to council.
- 3.2. The council receives requests for new Pedestrian Crossings from residents, organisations, council members and petitions. The three main objectives of any new crossing should be safety, convenience and accessibility. A crossing that does not improve on all three to some degree is unlikely to be satisfactory, and consideration of these criteria will form an important part of an assessment process. The provision of a new crossing should be targeted at groups who experience most difficulty, but the provision of a crossing alone will not necessarily lead to an improvement in safety. Any crossing should be seen within the wider context of the street in which it sits. The full assessment process for a new crossing will consist of various elements including a site survey, a pedestrian survey, a traffic survey and other relevant factors including crossing difficulty, crossing times and speeds, and road collision data.

4. Reasons for Decisions

- 4.1. After carrying out an assessment of the location at Royston Avenue near the gates of Temple Sutton Primary School. The conclusion is that it meets criteria for progression to Stage 2 assessment.
- 4.2. It is important that there is a fair and consistent assessment for all pedestrian crossing requests and in developing the implementation plan we will have an approved standard process for officers to follow.

5. Other Options

- 5.1. None

6. Financial Implications

- 6.1. There are significant capital costs required for the installation of a new zebra crossing (or other appropriate measure), should the Stage 2 process recommend such an action. This would include associated TRO costs.
- 6.2. There are small financial implications (unknown at this time), to progressing this request to Stage 2 as it will require additional surveys (Pedestrian and Vehicle counts) that would be conducted by third party.

7. Legal Implications

- 7.1. Traffic Regulation Orders would be required for the installation of any controlled crossing.

8. Policy Context

- 8.1 There was no current specific SCC guidance in place for this work, so based on available DfT guidance, benchmarking and current best practice, the highways team has developed a clear proposal for a way forward.
- 8.2 The future direction is to develop a full suite of guidance to sit under a 'Highways Safety Policy' as supporting implementation plans, which would be delivered under a separate cabinet cycle and would cover this area and others including collision investigation, skid resistance, speed monitoring etc.

9. Carbon Impact

- 9.1. The impacts are unknown at this stage, but a crossing would require the regular start/stop of vehicles and a potential increase in emissions.

10. Equalities

- 10.1. None as any new crossing would benefit all.

11. Consultation

- 11.1. Statutory consultation for the traffic regulation orders to install a Zebra Crossing.

12. Appendices

12.1 Appendix 1: Safety Auditor notes on Pedestrian Crossing Assessment.

Location	Impact on Local Community	Impact on Locality / Businesses	Public Interest	Existing Crossing Opportunity	Vehicle Speeds	Collision History	TOTAL SCORE	Comments
Royston Ave – Near J/w Eastern Av Service Rd	2	0	3	0	0	1	6	<p>During my site visit during the early afternoon it was relatively easy to cross the road in one stage at either of the existing dropped kerb crossing points. That was despite the decreased inter-visibility due to the presence of vehicle parked immediately adjacent the crossing points due to unnecessary gaps in the existing 'No waiting' parking restrictions at the junction, but these have now been remedied.</p> <p>One slight collision involving a cyclist being struck was recorded during 2018 but this was a cyclist riding in the carriageway on Eastern Avenue service road</p> <p>This one meets the required threshold for further investigation due to the potential impact (Benefit) to the local community with improved access to the nearby Temple Sutton Primary school from a large number of properties, and the significant public interest in this location with a suggested Petition from local residents.</p>

13. Report Authorisation

This report has been approved for publication by:		
	Name:	Date:
S151 Officer	Joe Chesterton	29 Nov 23
Monitoring Officer		
Executive Director(s)	Alan Richards	28 Nov 23
Relevant Cabinet Member(s)	Kevin Buck	29 Nov 23

Meeting: Traffic Regulations Working Party & Cabinet Committee
Date: Tuesday 5 December 2023
Classification: Part 1
Key Decision: No
Title of Report: **Petition - Making Richmond Avenue a One-Way Street and 20mph**

Executive Director: Alan Richards - Executive Director for Environment and Place

Report Author: Andrew Gibbons - Senior Engineer, Civil Engineering

Executive Councillor: Councillor Kevin Buck – Cabinet Member for Highways, Transport & Parking

1. Executive Summary

- 1.1. The purpose of this report is to inform the Traffic Regulations Working Party and Cabinet Committee of the petition that was received at Council on Thursday 23 March 2023: *To support making Richmond Avenue a one-way street and 20mph.*
- 1.2. *The petition is asking the Council to make Richmond Avenue a one-way street from Caulfield Road to St Andrews Road with a 20mph speed limit. The main reason for this petition is to make the road safer for parents and carers with children that attend Richmond Avenue Primary School.*
- 1.3. Speed data for Richmond Avenue (Outside School / opposite no.55) from June 2019 indicates the 85th percentile speed is 21mph.
- 1.4. Recommendation to proceed to consultation with impacted residents.

2. Recommendations

It is recommended that Cabinet:

- 2.1. Formally note the petition and its contents.
- 2.2. Agrees to progress a resident consultation on whether to make Richmond Avenue a one-way street from Caulfield Road to St Andrews Road with a 20mph speed limit.
- 2.3. Subject to the outcome of the residents' consultation, should it demonstrate support and gain approval by the cabinet committee, prioritise the scheme in line with council criteria for assessing road safety schemes.

3. Background

- 3.1. A petition was received by Council on Thursday 23 March 2023 to: *Support making Richmond Avenue a one-way street and 20mph.*
- 3.2. *The petition to the Council is to make Richmond Avenue a one-way street from Caulfield Road to St Andrews Road with a 20mph speed limit. The main reason for this petition is to make the road safer for parents and carers with children that attend Richmond Avenue Primary School. The petition contains 30 signatures.*
- 3.3. Speed data for Richmond Avenue (Outside School / opposite no.55) from June 2019 indicates the 85th percentile speed is 21mph. There have been no reported personal injury collisions in Richmond Avenue within the past five years to 31 August 2023
- 3.4. Richmond Avenue has a Primary School, Richmond Avenue Primary School, but the road does not meet the criteria for a School Street (A 'School Street' is a scheme which restricts access of motorised traffic to the roads outside schools, during school drop-off and pick-up times during term time)
- 3.5. To improve safety around the school, a 'School Keep Clear' enforcement camera has been installed to promote road safety. The camera issues Penalty Charge Notices (PCNs) to vehicles stopping outside the school to drop off or pick up, during school start and finish times.
- 3.6. In Richmond Avenue, 582 PCNs were issued in 2022. As the public become familiar with the presence of these cameras, it is expected that the number of PCNs issued will gradually decline from 2022 to 2023, indicating improved compliance.
- 3.7. The enforcement system is promoting adherence to traffic rules and fostering safer environments around school areas.

4. Reasons for Decisions

- 4.1. Evidence suggest that introducing 20mph speed limits are suitable where 85th percentile speeds are already at 24mph or less (85th percentile is the speed at or below which 85% of vehicles are travelling)
- 4.2. Speed data for Richmond Avenue (Outside School / opposite no.55) from June 2019 indicates the 85th percentile speed is 21mph, so is suitable for a 20mph speed limit, which is self-enforcing through signs and road markings only and not through the use of physical traffic calming measures.

5. Other Options

- 5.1. 'Do nothing' approach to retain the existing arrangement.

6. Financial Implications

- 6.1. The cost of the residents' consultation will be covered from existing budgets for minor road safety schemes.
- 6.2. Should a scheme be progressed, it will need to be prioritised in line with council criteria for assessing road safety schemes and appropriate budget sought, capital for implementing and revenue for ongoing maintenance.

7. Legal Implications

- 7.1. Should the scheme progress, this would be subject to a Traffic Regulation Order, which has a legal statutory process.

8. Policy Context

- 8.1. Although extreme parking pressures in the area likely contribute to a reduction in general speed, in some instances where streets are made one-way, speeds may increase if additional physical traffic calming measures are not implemented. This will need to be monitored should Richmond Avenue be made one-way.

9. Carbon Impact

- 9.1. The scheme, if progressed, will likely lead to improved air quality.

10. Equalities

- 10.1. None

11. Consultation

- 11.1. Recommendation to proceed to a consultation with impacted residents
- 11.2. The forementioned petition with 30 signatures has been received by the Council.
- 11.3. The scheme, if progressed, would be subject to a Traffic Regulation Order, which requires a statutory consultation.

12. Appendices

- 12.1. None

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