

Public Document Pack
SOUTHEND-ON-SEA CITY COUNCIL

Traffic Regulations Working Party

Date: Wednesday, 17th January, 2024

Time: 6.30 pm

Place: Committee Room 1 - Civic Suite

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Eastern Avenue Average Speed Cameras (Pages 3 - 6)**
Report of Executive Director (Environment & Place) attached
- 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) attached
- 5 Petition - Making Richmond Avenue a One-Way Street and 20mph (Pages 11 - 14)**
Report of Executive Director (Environment & Place) attached
- 6 Kent Elms Merge Lane Amendments (Pages 15 - 20)**
Report of Executive Director (Environment & Place) attached

To the Chair & Members of Traffic Regulations Working Party:

Councillor K Buck (Chair),

Councillors D Nelson (Vice-Chair), D Cowan, T Cox, N Folkard, R McMullan, M O'Connor, M Sadza, J Moyies, C Walker and R Woodley

This page is intentionally left blank

Meeting: Traffic Regulation Orders Working Party &
Cabinet Committee
Date: Tuesday 5 December 2023
Classification: Part 1
Key Decision: Yes / 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. The outcome of the investigations may result in the expenditure of £300,000 and Traffic Regulation Orders 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	Kim Sawyer	07 Dec 23
Executive Director(s)	Alan Richard	28 Nov 23
Relevant Cabinet Member(s)	Kevin Buck	27 Nov 23

This page is intentionally left blank

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

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 Richards	28 Nov 23
Relevant Cabinet Member(s)	Kevin Buck	28/11/2023

Meeting: Traffic Regulations Working Party &
Cabinet Committee
Date: Wednesday 17 January 2024
Classification: Part 1
Key Decision: No
Title of Report: **Kent Elms Merge Lane Amendments**

Executive Director: Alan Richards - Executive Director (Environment & Place)
Report Author: Ed Brown - Senior Engineer, Highways & Coastal
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 request from ward councillors received in June 2023 supporting making amendments to the A127 Kent Elms junction.
- 1.2. The request is that lane 1 of the eastbound A127 carriageway is made into a left turn only lane (see Plan attached at Appendix 1).
- 1.3. The recommendation is to proceed with construction of the proposals.

2. Recommendations

It is recommended that Cabinet Committee:

- 2.1. **Agree to the proposals, set out at paragraph 3.6 below, in their entirety and give authority to proceed with the issue of an Experimental Traffic Regulation Order and the installation and construction works required.**

3. Background

- 3.1. In 2017 works to improve the A127 Kent Elms junction were completed. Works consisted of adding an additional lane to both the east and westbound carriageways to provide improved capacity through the junction.
- 3.2. The scheme also included the removal of a non-Equalities Act 2010 compliant footbridge and the construction of a compliant footbridge.
- 3.3. To the north of the A127 a shared use cycleway was introduced to improve pedestrian and cycle movements through the junction.

- 3.4. Since the completion of the scheme the length of the merge lane has been questioned. In 2023, a request was received by the ward councillors that the Council make amendments to the junction as it was perceived that the merge lane on the eastbound carriageway was creating a risk of collisions.
- 3.5. In addition, a number of vehicles have been observed by officers contravening the no 'U-turn' traffic order from the A127 eastbound to westbound carriageways at the Kent Elms junction.
- 3.6. It is proposed to undertake the following action, installations and works to the eastbound carriageway:
- Make an Experimental Traffic Regulation Order changing lane 1 of the eastbound approach to left turn only.
 - Install Greenwich WandOrca between lane 1 and lane 2 on the eastbound approach to the junction.
 - Install additional 'wicket' type signs on the eastbound approach to the junction.
 - On the eastbound carriageway install a temporary kerb line in lane 1 to the west of the junction and extend the existing traffic island on Rayleigh Road.
 - Extend the existing central island on the right turn lane into Bridgwater Drive.

4. Reasons for Decisions

- 4.1. Introducing a left turn only traffic order in lane 1 will result in only 2 lanes proceeding through the junction therefore removing the merge section.
- 4.2. Installing 54m of Greenwich WandOrca (vertical 'wands' with reflective markings) between lanes 1 & 2 on the approach to the junction will prevent motorists from changing lane in close proximity of the junction reducing the risk of collisions.
- 4.3. The installation of 'wicket' style signs on the near side verge and central reserve will give motorists advance warning of the change to the road layout.
- 4.4. Installation of temporary kerbing on the Rayleigh Road traffic island and in lane 1 to the west of the junction will prevent motorists from proceeding ahead to support compliance with the experimental left turn only traffic order.
- 4.5. Extending the central island at the right turn lane into Bridgwater Drive will make it more difficult to make illegal movements and increase compliance.

5. Other Options

- 5.1. 'Do nothing' and retain the existing arrangement.

6. Financial Implications

- 6.1. The cost of the works will be covered by the 2023/24 capital budget for minor road safety schemes. The cost of completing the works is estimated at £150k.

7. Legal Implications

- 7.1 If Cabinet Committee agrees to make an Experimental Traffic Regulation Order, it can only remain in force for a maximum of 18 months and this must be made *for the purposes of carrying out an experimental scheme of traffic control (section 9(1) of the Road Traffic Regulation Act 1984)*. An Experimental Traffic Regulation Order can be made at relatively short notice where existing restrictions are not working or the traffic authority wants to examine how different restrictions would address an issue. There must be a genuine experiment being conducted.
- 7.2 The provisions of regulations 7 (*publication of proposals*) and 8 (*objections*) of the Local Authority Traffic Orders (Procedure)(England & Wales) Regulations 1996 shall not apply to an experimental order (regulation 22(1)). An Experimental Traffic Regulation Order can come into force after seven days have elapsed since the publication of the notice of making it (*regulation 22(2)*)
- 7.3 While the traffic authority must consult relevant parties under regulation 6, it does not need to invite objections or representations from any person under regulation 8 before making the Experimental Traffic Regulation Order. Formal objections to the Experimental Traffic Regulation Order being made permanent can be made during the first 6 months of the Order coming into force. This allows the experimental order to be in force while the consultation is ongoing.
- 7.4 After an experimental order has been made, the notice of making it must be published (*regulation 17*).
- 7.5 The deposited documents (in Schedule 2 of the 1996 Regulations) must be made available for public inspection.
- 7.6 The statement of reasons must include the *reasons for proceeding by way of an experiment* and state whether the traffic authority intends to consider making an order with the same effect that is not an experimental order.
- 7.7 Section 149 of the Equality Act 2010 imposes the public sector equality duty (PSED) on public authorities in the exercise of their functions, including traffic authorities under the Road Traffic Regulation Act 1984.
- 7.8 Providing certain procedural requirements are met, a traffic authority can make an Experimental Traffic Regulation Order permanent. A decision to make it permanent or to remove it will need to be made before the end of the 18-month period.

8. Policy Context

- 8.1. The Council will continue to monitor the use of the highway to ensure it has a good understanding of the demands and issues placed on the network. Experimental safety improvements at this junction, in line with the Local Transport Plan (LTP3) Policy 18, will be monitored ensuring that the accessibility of the highway network is maximised.

9. Carbon Impact

- 9.1. The scheme, if progressed, might lead to reduced air quality, this should be offset against the improvement to road safety.

10. Equalities

- 10.1. An Equalities Impact Assessment Has been carried out that revealed no adverse impacts. This will be monitored over the ETRO period to ensure that this remains the case.

11. Consultation

- 11.1. This will be carried out in accordance with the relevant legislation.

12. Appendices

- 12.1. Plan showing proposed changes

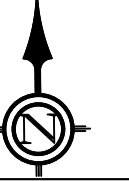
13. Report Authorisation

This report has been approved for publication by:		
	Name:	Date:
S151 Officer	Joe Chesterton	
Deputy Monitoring Officer	Laurie Gibbins	09 Jan 24
Executive Director(s)	Alan Richards	19 Dec 23
Relevant Cabinet Member(s)	Councillor Kevin Buck	20 Dec 23

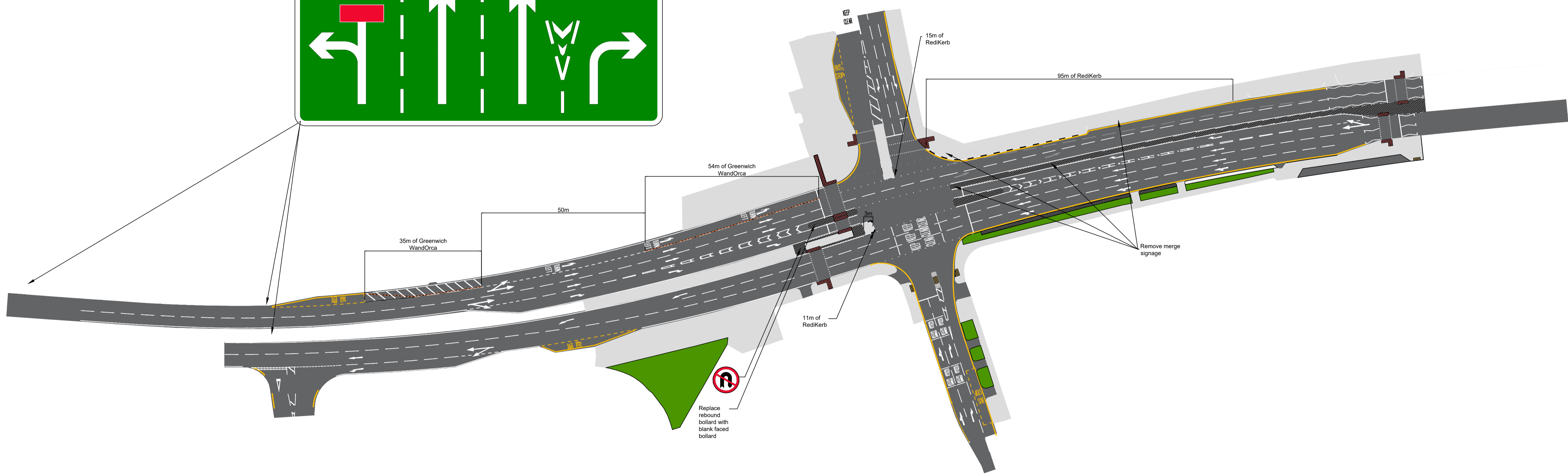
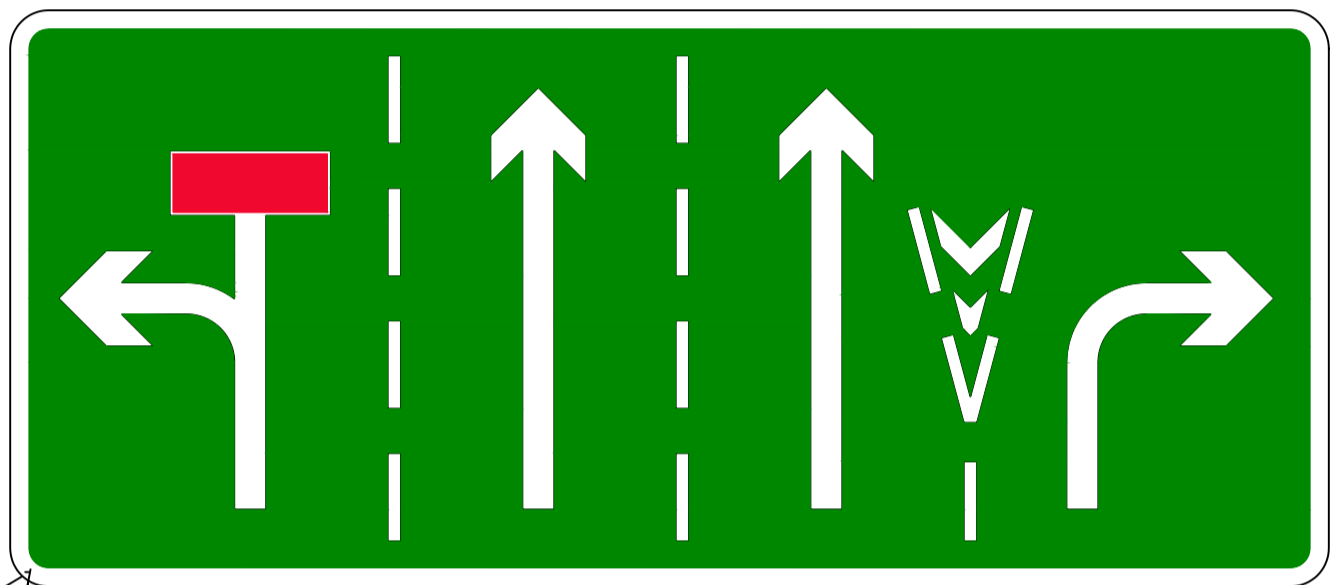
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks:

Construction	Excavation Undertakers - The positions of Statutory Undertakers assets and services have been based on information obtained from records and confirmed by ground penetrating radar. All must be regarded as approximate until confirmed by excavation. See Special Requirements section in Appendix 1/16.
Maintenance / Cleaning	NONE
Use	NONE
Decommissioning / Demolishing	NONE



19



A	Original Issue	JC	NH	18/12/2023
Rev	Description	Drn	App	Date

Southend-on-Sea
City Council
Neighbourhoods and Environment
PO Box 5560, Civic Centre
Victoria Avenue, Southend on Sea, SS2 6ZQ

Project Title
**A127 Kent Elms
Junction Re-Design**

Drawing Title
**General Arrangement
Sheet 1 of 1**

Drawn	Date	Review	Date
JC	18/10/2023	ETB	01/11/2023
Checked	Date	Approved	Date
JM	22/11/2023	NH	19/12/2023

Scales @ A0: 1:250
Revision: 0

Drawing Status: Detailed Design
Drawing Number: Kent Elms Merge Removal GA

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of the Queen's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. © 100019600

This page is intentionally left blank