

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate of Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
14th September 2017

Report prepared by:
Peter Geraghty
Director for Planning and Transport

Petition for 20mph speed limit – Southsea Avenue
Executive Councillor: Councillor Tony Cox
A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise Members of a petition from residents of Southsea Avenue requesting a reduction in the speed limit to 20mph.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- a) **Thank the petitioner for taking the time to compile the petition, and;**
- b) **Agree to take no further action at this time on the basis in accordance with the findings of the In-depth Place Scrutiny Report 2016, the low average speeds of vehicles using the road and the agreed process for the consideration of speed reduction measures as set out in the Traffic and Parking Working Party Recommendations, January 2016.**

3. Background

- 3.1 Ward Councillors have leafleted the road and 41 forms expressing support for reduction in the speed limit have been submitted. There are 140 properties in the road representing a 30% response.
- 3.2 Southsea Avenue is a residential street running north/south between London Road and Rectory Grove, the road is approximately 630 metres in length and subject to two way traffic.
- 3.3 Speed monitoring equipment was installed in the road and continually monitored vehicles speeds between 8th and 17th August 2017.
- 3.4 The results indicate the average speed of vehicles was 26 mph. Two percent of vehicles were travelling in excess of the 30mph speed limit and 0.68% were travelling at speeds enforceable by the Police (35mph or above).

- 3.5 The accident history for the road has been inspected and 1 accident is recorded from in 2016, sadly resulting in fatalities and involving an underage driver with no licence or insurance believed to be trying to evade the Police in the early hours of the morning.
- 3.6 Members may recall the In-Depth Scrutiny Project for 2016 focussed on researching the potential to introduce a 20mph speed limit in residential streets. The report recommended;
- 19.1 *That Cabinet be recommended:*
- (i) To note the outcome of the study;*
 - (ii) To wait until the results of the study by the DfT are published before considering undertaking any consultation on the introduction of a Borough wide 20mph speed restriction in all residential streets;*
 - (iii) To work with SERP and other agencies to reduce death and serious injury on roads in Southend;*
 - (iv) To consider the introduction and prioritisation of 20mph schemes, including the use of variable speed limits within the Borough where and when necessary, particularly around local schools and other appropriate locations; and*
 - (v) To write to the Secretary of State for Transport to suggest that they consider the merits of reducing the default urban speed limit in roads with street lighting be reduced from 30mph to 20mph.*
- 3.7 The recommendation to take no further action at this time is based on the low average speeds, the lack of data to indicate speeding is a factor in the cause of 3 or more accidents and the outcome of the In-depth scrutiny project.

4. Other Options

- 4.1 To proceed with implementing a 20mph speed limit the costs of which, would need to be met through existing budgets. It should be noted that introducing a speed limit of 20mph is not generally supported by the Police who would be responsible for any enforcement activity.

5. Reasons for Recommendations

- 5.1 To reflect the low incidence of excessive speeds evidenced and general lack of support indicated.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities.

- 6.1.1 While no action is recommended in this street, the monitoring of speed and accident information contributes to a Safe and Healthy Southend.

6.2 Financial Implications

- 6.2.1 None.

6.3 Legal Implications

- 6.3.1 None.

6.4 *People Implications*

6.4.1 None.

6.5 *Property Implications*

6.5.1 None.

6.6 *Consultation*

6.6.1 None.

6.7 *Equalities and Diversity Implications*

6.7.1 None.

6.8 *Risk Assessment*

6.8.1 None.

6.9 *Value for Money*

6.9.1 None.

6.10 *Community Safety Implications*

6.10.1 None as no safety issues are evident.

6.11 *Environmental Impact*

6.11.1 None.

7. Background Papers

7.1 None.

8. Appendices

8.1 None