

Southend-on-Sea Borough Council

Agenda
Item No.

7

Report of Corporate Director for Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
25th June 2015

Report prepared by:
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Management and Road Safety Team

**Petition – Reduce Inappropriate Volume and Speed of Vehicles, Rochester Drive and
surrounding area**
Executive Councillor: Councillor Terry
A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise Members of a petition received from residents requesting measures to deter vehicles using residential streets to avoid the A127.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- (i) **Note the petition ; and,**
(ii) **Note officers comments and instruct officers to include potential measures when considering designs for the A127 between the Bell and Kent Elms as part of the junction improvement projects**

3. Background

- 3.1 Residents have expressed concerns regarding the inappropriate volume and speed of vehicles using the residential streets to access or egress the A127. While the petition is primarily concerned with streets on the westbound carriageway, this practice also affects one street on the eastbound carriageway (Denton Approach).
- 3.2 Borough wide measures were planned to deter motorists utilising residential areas to avoid the major routes as part of the initial Local Transport Plan. This led to the development of the Environmental Rooms programme and while some works were undertaken, funding was not available to continue treatments.
- 3.3 Environmental rooms are those areas between distributor or major routes, a plan is shown at Appendix 1 to this report to illustrate this concept. Each room is placed within a network of streets which are designed and maintained to carry higher levels of traffic and vehicles are encouraged away from residential streets onto the routes designed for their use. Members should be aware that there are a number of what would be considered residential streets however the route hierarchy defines these as distributor routes due to their strategic location. It is recommended that Members consider the development of a new plan identifying distributor routes and “rooms” within these that can be targeted for treatment to deter inappropriate vehicle use.

- 3.4 Significant funding would be required for the investigation processes to determine existing traffic levels, define the appropriate levels and speeds of traffic and identify measures to improve the overall environment. Where other major works are to be undertaken in the area, the projects should also include these issues and where possible, include these works in the project.
- 3.5 Members will note a similar recommendation for borough wide measures in the Members Request Report. It is to be encouraged that borough wide plans be developed rather than acting reactively in isolation. Funding will be a factor and appropriate resources will need to be identified as part of a longer term plan.
- 3.6 Consideration for reducing traffic levels in the streets accessing and egressing the A127 between the junctions of The Bell and Kent Elms should be included as part of the overall improvements for this section of the road.
- 3.7 Officers have been in contact with the organiser of this particular petition and offered support to enable the residents to become involved in suggested measures.

4. Other Options

- 4.1 Other options that may be considered are to agree to the petitioners' request prior to the design of the A127 projects, however, resources and funding would need to be allocated. Considering these issues as part of the larger scheme will be beneficial and allow a holistic approach.
- 4.2 Members may wish to decide to take no further action however the issue of inappropriate speeds and traffic volumes is the subject to of many complaints across the borough and consideration of action to deter this is recommended.

5. Reasons for Recommendations

- 5.1 To meet the request of the petitioners and consider borough wide measures to improve the environment in residential streets.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 Local Transport and Implementation Plan, Safe and Prosperous.

6.2 Financial Implications

- 6.2.1 If approved, appropriate budgets will need to be identified.

6.3 Legal Implications

- 6.3.1 Any amendments to speed limits or installation of traffic calming or reducing measures are subject to a legal framework of consultation which would be progressed.

6.4 People Implications

- 6.4.1 If a borough wide plan is to be developed, it is likely that additional staffing will be required.

6.5 *Property Implications*

6.5.1 None.

6.6 *Consultation*

6.6.1 Any designs or measures will be part of the overall consultation process for the junction improvements works.

6.7 *Equalities and Diversity Implications*

6.7.1 The prioritisation of the Traffic & Parking Working Party's programme is on the basis of improving safety, reducing accidents or improving traffic flows. The objectives of improving safety takes account of all users of the public highway including those with disabilities.

6.8 *Risk Assessment*

6.8.1 None.

6.9 *Value for Money*

6.9.1 Any works would be undertaken using term contractors who have been procured by a tender process.

6.10 *Community Safety Implications*

6.10.1 The recommendation is designed to improve community safety including perceived risks.

6.11 *Environmental Impact*

6.11.1 All schemes would be designed to improve quality of local environment

7. **Background Papers**

7.1 None

8. **Appendices**

8.1 Plan of distributor routes.