

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise,
Tourism and the Environment

to

**Traffic & Parking Working Party
and Cabinet Committee**

on

17th December 2008

Report prepared by : Terry Stokes

Westborough 20mph Zone Extension Proposals

**Economic & Environmental Scrutiny Committee
Executive Councillor: Councillor Mrs Waite**

A Part 1 Public Agenda item

1. Purpose of Report

For Traffic and Parking Working Party and Cabinet Committee to consider objections to advertised traffic orders and notices on Westborough 20 mph Zone Extension Proposals and make an appropriate decision.

2. Recommendation

- 1) That the Traffic and Parking Working Party consider the objections and recommend making the order as advertised, consider the objections and recommend making the orders with amendments so as to lessen the effect of the order or take no further action.
- 2) That Cabinet Committee consider the views of the Traffic and Parking Working Party and authorise the Chief Executive to make the orders, make the amended orders or take no further action.

3. Background

The Westborough 20 mph Zone Extension scheme Phase 3 was reported to the Traffic & Parking Working Party and Cabinet Committee on the 6th November 2008 where the following was resolved :-

1. That the amended scheme for a 20 mph Zone covering the 14 roads as shown in Appendix 2B of the report be approved for implementation, including traffic calming by the use of speed cushions.

2. That the original proposals which had been consulted upon be amended in the light of informal consultations to include making existing two-way streets within the scheme area, one-way in alternate directions.
3. That the statutory consultation on the Traffic Regulation Orders and Notices required for the amended be authorised and subject to there being no valid objections received, the Order to be confirmed and the scheme implemented.

4.0 Financial Implications

Funds have been set aside in the 2008/09 and 2009/10 Local Transport Plan Integrated Transport allocation for the scheme. The funding allocated for this scheme is £180,000 for 2008/9 and £50,000 for 2009/10. The estimated cost of the revised proposals is £230,000 including design and supervision costs. The revenue implications of this report are limited to the ongoing revenue costs for maintenance.

5.0 Consultation

5.1.1 Statutory Consultation was carried out between 27th November and 15th December 2008. This comprised the following :

- 3100 consultation letters, incorporating copies of Road Hump Notices, 20 mph, One-way Street Notices and location plans were delivered to all residents within the consultation area. **Appendix 1A** includes copies of the deliverables sent out to residents and Statutory and other non-statutory consultees.
- Street Notices and individual location plans for each street, detailing the proposals were erected on lamp columns within the consultation area for the duration of the consultation. Copies of the notices are also included in **Appendix 1A**.
- Traffic Regulation Orders for the scheme were advertised in the Evening Echo on the 24th November 2008.

5.1.2 Consultation Results

13 letters were received during the informal consultation period, 2 misunderstanding of the proposals and 11 objections, as shown in Section 6.0 of this report.

6.0 Summary of issues raised as objections

No.	No. of times raised	Comments	Response
1	2	All existing two-way roads should be made one-way	This is included within the revised scheme
2	4	Speed cushions damage vehicles passing over them.	If designed in accordance with guideline speed and approached at that speed, cushions can be traversed by vehicles without any damage.
3	2	Proposed scheme is a gross waste of public money.	Traffic calming is required to enforce the proposed 20mph speed limit. For a large area such as Westborough, cushions are the most cost-effective solution.
4	2	Speed cushions cause more pollution as drivers slow down and then speed up again between cushions.	If used correctly vehicles can pass over speed cushion schemes at a constant (although reduced) speed which will have limited effect on emissions.
5	4	The proposed one-way roads will cause more traffic and congestion on Fairfax Drive, due to the need for residents/visitors to drive around the next road to access their properties.	We are changing the existing two-way roads to one-way on alternate roads to match the existing roads to the south of Westborough Road. Residents raised concerns about the continual congestion, which has led to occasional arguments and "road rage" between road users approaching each other from opposite directions, between densely parked cars, throughout the day. Additionally, a petition was raised by residents of Tintern Avenue calling for their road to be made into a one-way street, for the same reasons. A separate analysis of responses received from residents of the existing two-way streets showed an average of 40% of those that responded to the earlier informal consultation, made a general comment that they were in favour of the implementation of a one-way system.
6	2	In a previous letter to residents, the Council stated that "Two-Way" roads have a natural traffic calming effect, so why are they now changing the existing roads to one-way operation.	Two-way traffic flow along a road does have an inherent traffic calming effect, when there is sufficient road space along the side roads for vehicles to pass each other, or give way between lines of parked vehicles. The passing gaps proposed were totally unacceptable to most of the local residents and the only safe solution was to preserve the parking, provide traffic calming and one-way roads.

7	2	Westborough has poor street lighting and needs much upgrading.	The council has an on going maintenance programme to improve the street lighting which includes the Westborough Area. It is proposed that 6 roads will receive treatment this financial year, with the remaining roads being reviewed next financial year.
8	1	Increased risk of accidents to bicycle and bike riders, especially in the poorly lit streets.	There will be gaps between the speed cushions and parked vehicles for cyclists to pass through. The cushions will have a white triangle painted on the side facing the approaching traffic, enabling their visibility to cyclists and other traffic.
9	1	Increased risk of accidents and damage to parked cars, as cars swerve to avoid humps/cushions.	Due to the restricted width of the available road space there will not be the opportunity for vehicles to attempt to pass around the speed cushions.
10	1	There is much evidence that cushions cause dangerous delays to Emergency Services.	Correctly located and designed speed cushions offer the smoothest ride for emergency vehicles as they can straddle them due to the wider wheel base.
11	8	Support for the 20 mph Zone	If the scheme is given approval then it will be implemented in February 2009.
12	1	Speed cushions are ineffective	A study carried out by the Transport Research Laboratory in 1992 confirmed that the overall average mean and 85 th percentile speeds at the cushions monitored were 17 mph and 22 mph respectively.
13	3	Opposed to speed cushions in all roads.	Speed cushions are required by national guidance to make the new 20mph speed limit self enforcing.
14	2	Objection to the use of speed humps (Misunderstanding of proposal)	Speed cushions have been chosen instead of road humps to cause less discomfort to road users and minimal delay to the emergency services, but would still be effective in reducing speeds to an average of 20mph
15	1	Opposed to speed cushions in North/South side roads	Speed cushions are required by national guidance to make the new 20mph speed limit self enforcing.
16	1	Complete support for speed cushion proposals.	The scheme will be implemented if supported.
17	1	Support speed cushions in Westborough Road only.	Speed cushions are required by national guidance to make the new 20mph speed limit self enforcing throughout the whole area of Westborough Phase 3.
18	1	Support for speed cushions in Westborough Road and Fairfax Drive.	Speed cushions are required by national guidance to make the new 20mph speed limit self enforcing throughout the whole area of Westborough Phase 3.

19	2	Request for speed cameras	Cameras are only installed at specific sites where serious/fatal accidents have occurred, not generally suitable or effective within 20 mph zones.
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6.1.1 The closing date for representation is the 15th December 2008, any further letters received following the publication of this report will be reported separately at the meeting.

At the date of drafting this report no objections have been received by the statutory consultees listed below:

Divisional Commander
Essex Police

Town Clerk
Leigh Town Council

Divisional Commander
Essex County Fire & Rescue

Divisional Commander
East of England Ambulance NHS Trust

Chief Superintendent
Essex Police - South East Division

The Secretary
Freight Transport Association Ltd

Road Haulage Association Ltd
Eastern Area

Mr K Hawkins
Arriva Southern Counties (AS)

Managing Director
Stephenson's of Essex

Managing Director
First Essex Buses Ltd

Emergency Planning Officer
Southend-on-Sea Borough Council

Ms Paula Dawson
Highways Information Team Manager

Station Commander

Essex County Fire & Rescue Service
Chief Fire Officer
Essex County Fire & Rescue Service

Station Commander
Essex County Fire & Rescue Service
Shoebury Fire Station

Regal Busways Ltd.

Should any objections be received in the period between drafting this report and the close of consultation on the 15th December 2008 these will be reported at the Traffic & Parking Working Party and Cabinet Committee on the 17th December.

7.0 Risk Assessment

The principal risks to the Council from the outcome of this report are a negative impact on Customer Satisfaction from either failure to implement the project in the face of apparent strong public support or from specific local opposition to aspects of the proposals. These risks have been mitigated by being able to respond to customer concerns in the first instance and subsequently consulting on the proposals. Following the comprehensive consultation, local residents have an expectation that a scheme will be implemented this financial year.

8.0 Background Papers

Papers held on Project File Ref: TH/P/6000
Statutory and Informal Consultation letter responses, returned comments and drawings

9.0 Appendices

Appendix 1A : Samples of Consultation material – letter, street plans and public notices for speed cushions, 20 mph Zone and new One-Way Streets.

Appendix 2A : Plan of revised proposals

APPENDIX 1A : SAMPLES OF CONSULTATION MATERIAL

- Letter
- Street Plans
- Public Notices

APPENDIX 2A – PLAN OF REVISED PROPOSALS

Drawing 5075796/HW/PD/016 Rev F –
Proposed Traffic Calmed Zone – Speed Cushions