

# Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism & the  
Environment

to

Traffic & Parking Working Party and Cabinet Committee

on

15 July 2009

Agenda  
Item No.

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Community Projects Coordinator

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## Accident Remedial Scheme: Milton Road at its Junction with Canewdon Road & St Vincent's Road, Westcliff on Sea

(funded by KeyMed Ltd)

Executive Councillor: Councillor Waite

*A Part 1 Public Agenda Item*

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### 1. Purpose of Report

- 1.1 To consider the proposal to install traffic calming in Milton Road, in the form of raised tables north and south of Canewdon Road (one under the existing zebra crossing), and to seek approval to advertise the necessary Statutory Notices.

### 2. Recommendation

#### 2.1 That the following be supported:

- The detailed design for the installation of the raised tables and the associated carriageway works be progressed
- The Cabinet Committee resolves that the Chief Executive and Town Clerk be authorised to advertise the relevant Notices for the raised tables, in conjunction with localised public consultations on the proposals.
- Should no objections be received, the proposals be implemented

### 3. Background

Milton Road, which connects the A13 (London Road) to Cambridge Road, is subject to a 30mph speed limit and, at its southerly end, forms a crossroads with Canewdon Road and St Vincent's Road.

St Bernard's High School, which is situated on the corner of the junction of Milton Road and Canewdon Road, generates relatively high volumes of traffic at the start and end of the school day and at these times there is considerable pressure on the intersection with vehicles approaching on all 4 arms of the crossroads.

Minor improvements to the junction were carried out in early 2004, which included the introduction of a speed hump in Canewdon Road, the narrowing of the northbound carriageway of Milton Road on its approach to the zebra pedestrian crossing outside St Bernard's High School (by the installation of a small build out on its westerly side), and the introduction of guard railing around the arms of the junction.

In spite of these improvements, accidents have continued to occur at the junction and there are ongoing reports of 'drive-throughs' at the zebra crossing.

In the past 5 years there have been a total of 6 injury accidents in the vicinity of the junction, 3 of which involved vehicles turning into Milton Road from Canewdon Road or St Vincent's Road.

On referring the accident details to Safety Audit, it was agreed that the most cost effective way of reducing accidents at the junction would be the introduction of traffic calming in Milton Road.

The use of raised tables in Milton Road, to the north (beneath the existing zebra crossing) and south of the junction, is considered to be the best option for this, as they will reduce the speeds of vehicles on their approach to the intersection. This will in turn give a driver more time to see pedestrians on the zebra, thereby reducing the incidence of 'drive-throughs'.

Milton Road is much used by contract buses dropping off and picking up at the end of the school day and, therefore, it is proposed that the tables be designed as 'bus friendly', with 1 in 15 on/off ramps and a 6 metre long flat section between.

The proposals will have no effect on the existing parking restrictions.

A plan of the proposals appears in **Appendix 1**.

There are no financial implications on the Council by virtue of the fact that Olympus KeyMed Ltd has agreed to fund the detailed design and implementation of the works, together with the costs of advertising Statutory Notices, for which the company is thanked.

#### **4. Other Options**

The following alternatives were considered:

- Create a one way street in St Vincent's Road, with traffic travelling east, away from the junction, thereby reducing the number of vehicle conflicts at the junction. This was discounted on the basis that such a proposal would not solve the problem of 'drive-throughs' at the zebra crossing.
- Install just one raised table, located under the existing zebra crossing – discounted because the additional table to the south of the junction will have a traffic calming effect on northbound vehicles.
- Do nothing – not considered an option. The intersection is adjacent to St Bernard's High School with many young people utilising the nearby zebra

crossing on a daily basis. The incidence of 'drive-throughs' at the crossing is a concern in itself, but in addition to addressing this, the introduction of traffic calming will help to reduce the number of accidents at this busy crossroads.

## **5. Reasons for Recommendations**

It is recommended that the proposals be adopted to enhance road safety at the crossing and the junction by reducing the speed of vehicles approaching the intersection.

## **6. Corporate Implications**

### **6.1 Contribution to Council's Vision & Corporate Priorities**

Implementation adds to customer satisfaction by addressing road safety issues. Implementation will also support the Council's priority to develop Community Safety through improved road safety.

### **6.2 Financial Implications**

The resource implications of this report are limited to the ongoing revenue costs for maintenance. KeyMed is funding the consultation processes and project implementation.

### **6.3 Legal Implications**

Implementation of the scheme will require Notices which follow a statutory legal process.

Any enforcement with respect to the existing zebra crossing's controlled zone is a matter for the police.

These matters have been discussed and agreed by an officer within the Department of Legal and Democratic Services

### **6.4 People Implications**

None

### **6.5 Property Implications**

None

## 6.6 Consultation

If the proposals are supported for implementation, a period of formal consultation will follow with any objections to be presented at a future meeting of the T&PWP&CC.

If none are received, it is proposed that the scheme be implemented as soon as possible.

## 6.7 Equalities and Diversity Implications

The proposal will not adversely affect those with certain limitations on physical mobility.

## 6.8 Risk Assessment

The principal risks to the Council from the outcome of this report are a negative impact on Customer Satisfaction and failure to implement the project. Negative effects on customer satisfaction are mitigated through being able to respond to customer concerns in the first instance and subsequently consulting on the proposals. The likelihood of the project not being implemented is mitigated through the longstanding and trusted partnership between the Council and KeyMed.

## 6.9 Value for Money

Value for money is implicit in the project being developed and implemented through KeyMed's sponsorship

## 7. Background Papers

Local Transport Plan 2001/2006 published 31<sup>st</sup> July 2000

9<sup>th</sup> January 2003 Report to the Traffic and Parking Working Party and Cabinet Committee – Environmental Rooms – Planning and Programming Update. DTES02/269

## 8. Appendices

**Appendix 1:** Plan of the Proposals