

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism & the
Environment

to

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

on

9th September 2010

Agenda
Item No.

Report prepared by: Richard Backhouse, Team Leader,
Highways and Traffic Management Services

**Proposed One Way and Speed Table Scheme:
Proposed Installation of One Way Streets and Flat Top Road Humps around Westleigh
Infant and Junior School.
Executive Councillor: Councillor Flewitt
*A Part 1 Public Agenda Item***

1. Purpose of Report

To consider the proposal to:

- Bring into effect a one-way street southbound in Westleigh Avenue between London Road and Ronald Hill Grove.
- Bring into effect a one-way street eastbound in Ronald Hill Grove between Westleigh Avenue and Marine Avenue.
- Install two Flat Top speed tables as traffic calming features.
- To seek approval to advertise the necessary Statutory Notices.

2. Recommendation

2.1 That the following be approved:

- The Cabinet Committee resolves that the Chief Executive and Town Clerk be authorised to advertise the relevant Notices and Traffic Regulation Orders.
- The detailed design for the raised flat top tables be progressed.
- Should no objections be received, the proposals to be implemented.

3. Background

Recently, concerns have been raised by Local Ward Councillors regarding pedestrian safety around Westleigh Infant and Junior School, particularly at the start and end of the school day when Westleigh Avenue and Ronald Hill Grove become congested with the arrival and departure of pupils, parents and staff.

In consultation with the school the following key issues were identified:

Westleigh Avenue

- There is congestion on the footway on the easterly side of the road created by buggies, cyclist and pedestrians at the start of the school day – the existing entrance into the school playground is narrow and, as a result, students and parents can be seen stepping onto the roadway as they try to enter the school.
- Improved crossing facilities are required close to the A13 junction and the existing school gate.

Ronald Hill Grove

- This becomes very congested at the start and end of the school day, with parental parking and vehicles arriving at the school from the east and west, which often results in this road becoming grid-locked.
- Improved crossing facilities have been requested close to the School gate.

The following surveys have been carried out during school operational times:

- 24 hour speed data revealed that the average speeds on Ronald Hill Grove and Westleigh Avenue are approximately 21mph.
- A survey revealed that approximately one third of drivers turned right from Westleigh Avenue onto the A13, the maximum number in any quarter hour period being 7.

The following measures are proposed:

Prohibit northbound vehicular traffic in Westleigh Avenue between Ronald Hill Grove and the A13 – this would have a positive effect in the following ways:

- It will allow the width of the footway on the easterly side of Westleigh Avenue to be increased to 3m, thus increasing its capacity.
- It would reduce vehicular flow in the road, making it easier for pedestrians to cross.
- It would increase parking by three spaces.
- It would make vehicle movements along the A13 more efficient by the removal of the Westleigh Avenue vehicular phase.
- Vehicle speeds might increase as a result of Westleigh Avenue becoming a one-way street – it is therefore proposed that a speed table be provided just south of the existing school entrance. This would be constructed such that it will provide an additional pedestrian crossing point.
- It was proposed that the existing gate into the playground be widened, to improve the flow of pedestrians and cyclists into the school in the mornings.

Prohibit westbound vehicular traffic in Ronald Hill Grove between Marine Avenue and Westleigh Avenue – this would have a positive effect in the following ways:

- Allow the installation of a build-out to improve visibility around parked cars and the introduction of a speed table (as an informal crossing) to traffic calm the road.
- Remove the congestion at the start and end of the school day.

A plan of the proposals can be found in **Appendix 1**

4. Other Options

Construct a Zebra crossing in Ronald Hill Grove - discounted on the basis that it would remove parking facilities and the proposed build out and speed table will provide the added benefit of traffic calming the street and improved visibility at the crossing point.

Construct a speed table at the junction of Westleigh Avenue and Ronald Hill Grove – discounted as this would encourage pedestrians to cross at a junction that is very busy at the start and end of the school day.

5. Reasons for Recommendations

The preferred method to physically reduce vehicles speeds in Westleigh Avenue and Ronald Hill Grove would be to provide two raised Flat Top tables, the benefit of which is that they will provide informal crossing points close to the school entrances.

Flat top humps are constructed 75 mm high with 1 in 15 ramps at either end creating a gentle ramp and therefore much reduced noise and vibration levels in comparison to round top humps. The disadvantage is that emergency vehicles will also be delayed, but with just two tables any delay to response time will be minimal.

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

Funding to undertake this work will be from Keymed's £100,000 donation to Road Safety for the 2010/11 financial year.

6.3 Legal Implications

Implementation of the scheme will require Notices and Traffic Regulation Orders which follow a statutory legal process.

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

6.4 People Implications

Work required to design and implement this scheme will be met by existing staff resources and supported by the Council's term contractor for Highway works.

6.5 Property Implications

None

6.6 Consultation

If the proposals are supported, a period of formal consultation will follow with any objections to be presented at a future meeting of the Traffic and Parking Working Party and Cabinet Committee.

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 limitations on physical mobility. Raised junction areas may be advantageous to persons with restricted mobility wishing to cross the road.

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.

6.9 Value for Money

All work to be designed in-house and implemented by term Highway contractors. All contracts have been tendered in accordance with Procurement Guidelines and demonstrate value for money.

7. Background Papers

None

8. Appendices

Appendix 1 - Plan of Proposals