

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Corporate Director for Place  
To  
**Traffic & Parking Working Party & Cabinet  
Committee**  
On  
**23<sup>rd</sup> September 2014**

Report prepared by:  
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Management and Road Safety Team

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**Fossetts Way – Accident Remedial Proposal**  
**Executive Councillor: Councillor Terry**  
***A Part 1 Public Agenda Item***

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**1. Purpose of Report**

- 1.1 To seek Members approval to undertake measures to reduce accidents and inappropriate speeds in Fossetts Way (Sutton Road to DIY store Roundabout).

**2. Recommendation**

**2.1. That the Traffic and Parking Working Party and the Cabinet Committee:-**

- a) **Consider the request and agree to increase the current speed limit in Fossetts Way from 30mph to 40mph. If the proposal is agreed, further agree to;**
- b) **advertise the requisite Traffic Regulation Order; and ,**
- c) **If approved, further agree that in the event of there being no objections to the proposal, the Traffic Regulation Order be confirmed; and,**
- d) **Note that all unresolved objections will be referred to the Traffic and Parking Working Party for consideration.**

**3. Background**

- 3.1 Fossetts Way is subject to a maximum speed limit of 30mph however as the road has a regular pattern of streetlights, the Traffic Signs Regulations and General Directions 2002 (as amended) do not allow for the provision of speed limit signage. For information, any urban single carriageway road with a regular pattern of street lights is subject to a maximum speed limit of 30mph unless otherwise signed (this does not apply to Vehicle Activated Signage).
- 3.2 Six accidents have occurred in the section of Fossetts Way from Sutton Road to the roundabout at the DIY store since May 2011, and these consist of two

fatalities, two serious injury accidents and two slight accidents. These accidents have been attributed to speed related factors including :

- Travelling too fast for the conditions
- Loss of control
- Aggressive driving
- Careless/Reckless driving

3.2 Calculating the accident rate per billion miles travelled, Fossetts Way has an accident rate of 621. The national rate is 485. The severity of the six accidents is calculated at 0.67 whereas the equivalent national value is 0.14.

3.2. Approximately 9000 vehicles use the route daily. Monitoring of speeds travelled in this section of the road demonstrate that average speeds are 41.5mph, 11.5mph in excess of the existing maximum speed limit.

3.3 Where excessive speeds are evidenced and fatalities or serious injuries are occurring as a result, it may be appropriate to consider the installation of safety cameras.

3.4 Working with colleagues from the Essex Casualty Reduction Partnership, we have established that the installation of safety cameras with the existing speed limit in place is not appropriate due to the following factors.

- The road is wide (7.5m widening to 9.9m) and fairly straight
- A lack of development adjacent to the highway
- There is a wide cycle/footway segregated from the carriageway
- Pedestrian refuges are provided
- Parking restrictions are in operation throughout the road
- The only vehicles stopping in the road are buses using the designated bus stop

## **OPTION 1**

3.5 The Department for Transport issued Circular 1/2013 in 2013 with regard to setting local speed limits, the objective of the Circular is to achieve the setting of more appropriate speed limits where conditions dictate.

3.6 The Circular suggests that roads suitable for a 40mph are higher quality suburban roads or those on the outskirts of urban areas where there is little development. Fossetts Way appears to be suitable for a speed limit of 40mph therefore the installation of safety cameras with the existing speed limit is not recommended.

3.7 There is little research on the effects of increasing speed limits in relation to accidents however there is a view that speed variance increases when the speed limit is set substantially below the design speed. The speed variance is the differential between the slowest and fastest vehicle speeds.

3.8 Vehicles at either end of this speed distribution, the slowest and fastest drivers, are more likely to be involved in accidents. Slow moving vehicles are more likely to encourage overtaking, risking head on collisions whilst vehicles travelling at high speed are more likely to be involved in an accident. Raising the speed limit to 40mph could reduce the speed variance.

3.9 An increase in the speed limit will also allow for signage to be erected and if seen as appropriate, safety cameras installed to enforce the new speed limit.

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

4.1 Take no action. To take no further action could result in continuing high speeds and resulting accidents.

#### **5. Reasons for Recommendations**

5.1 To ensure the speed limit is appropriate for the road and environment therefore encouraging compliance.

#### **6. Corporate Implications**

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

6.1.1 Meets the objectives the Local Transport and Implementation Plan and the Council's aims of being a Safe and Prosperous Southend.

##### *6.2 Financial Implications*

6.2.1 Costs would be met through existing capital budgets.

##### *6.3 Legal Implications*

6.3.1 Statutory consultation would be undertaken.

##### *6.4 People Implications*

6.4.1 Any works will be met within existing resources.

##### *6.5 Property Implications*

6.5.1 None.

##### *6.6 Consultation*

6.6.1 Statutory consultation will be undertaken.

##### *6.7 Equalities and Diversity Implications*

6.7.1 None identified, speed limits apply to all road users.

##### *6.8 Risk Assessment*

6.8.1 The proposal has been subject to independent audit and if agreed, monitoring will be undertaken along with subsequent safety audits.

##### *6.9 Value for Money*

6.9.1 Any works are undertaken by term contractors appointed through the tendering process.

##### *6.10 Community Safety Implications*

6.10.1 The proposal is designed to reduce excessive speeds and inappropriate driving to improve safety.

6.11 *Environmental Impact*

6.11.1 None

**7. Background Papers**

7.1 Report by WS Atkins Safety Audit Team

**8. Appendices**

8.1 None