Southend-on-Sea City Council
Executive Director (Strategy, Change and Governance):
Stephen Meah-Sims
Civic Centre, Victoria Avenue, Southend-on-Sea, Essex SS2 6ER
01702 215000
www.southend.gov.uk

03 April 2024

Dear Councillor

DEVELOPMENT CONTROL COMMITTEE - WEDNESDAY, 3RD APRIL, 2024

Please find enclosed, for consideration at the meeting of the Development Control Committee taking place on Wednesday, 3rd April 2024, a copy of the supplementary report that provides further information on applications listed on the Agenda, which was unavailable when the Agenda was printed.

Tim Row
Principal Democratic Services Officer

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Southend-on-Sea City Council

Development Control Committee 3rd April 2024

SUPPLEMENTARY REPORT 4

Agenda Item 5 **Pages 29-50**
24/00220/TEL **Mast at Princes Court, Prince Avenue (St Laurence Ward)**

Paragraph 9 **Recommendation**

Amended wording:

is amended from:

"PRIOR APPROVAL IS REQUIRED for the siting and appearance of the telecommunications mast and cabinet."

~~**In this regard you are advised that the Local Planning Authority hereby GRANT APPROVAL subject to the following condition/s:**~~

to:

"PRIOR APPROVAL IS REQUIRED for the siting and appearance of the telecommunications mast and cabinet.

In this regard, Members are advised to hereby GRANT APPROVAL subject to the following condition/s:"

Agenda Item 6 **Pages 51-62**
23/01656/DOV **Land at Fossetts Farm, Sutton Road (St Lukes Ward)**

Section 8 **Recommendation**

Amended wording:

8.1 a) ii is amended from:

"3. The ~~Transferee~~ will have a right of access onto the Property for the purposes of implementing the Development or to undertake works in association with the implementation of planning permission, within SAM buffer area."

To:
"3. The **Transferor** will have a right of access onto the Property for the purposes of implementing the Development or to undertake works in association with the implementation of planning permission, within SAM buffer area."

Amended wording: For clarification and certainty, it is recommended that the wording of the recommendation section is altered as follows:

Existing wording for part b) of the recommendation:
~~That the Executive Director for Environment and Place, the Director of Planning and Economy or the Service Manager – Development Control BE DELEATED to AGREE A MODIFICATION OF THE PLANNING OBLIGATION dated 30th September 2022 pursuant to outline planning permission reference 20/00337/OUTM.~~

Proposed amended wording for part b) of the recommendation:
That the Executive Director for Environment and Place, the Director of Planning and Economy or the Service Manager – Development Control BE DELEGATED to AGREE A MODIFICATION OF THE PLANNING OBLIGATION dated 30th September 2022 pursuant to outline planning permission reference 20/00337/OUTM. The relevant officer will have delegated powers to agree further modifications to the wording, provided that they do not comprise a material departure from the principles outlined within the report.

Agenda Item 8 **Pages 81-132**
24/00011/FUL **444-456 Southchurch Road (Kursaal Ward)**

Section 4 **Representations**

Two additional letters of representation have been received. The objecting comments repeat the objections already raised and summarised in the officer's report.

Agenda Item 9 **Pages 133-190**
24/00136/FUL **Melrose House, 95-99 Alexandra Road (Milton Ward)**

Section 4 **Representations**

One additional letter of representation has been received raising the following issues:

- Loss of care home should not be allowed. The trend for care homes to be converted to serviced accommodation should be discouraged as this will lead to more applications of this nature. This is driven by profit only.

10 additional names have been added to the petition.

Correction Page 187 Relationship with Neighbours diagram

The yellow area identified as 'Nursey Open Play' area is the garden to 29 Clifftown Parade. The nursery has a covered external play area only.

Agenda Item 11 **Pages 213-224**

24/00061/FULH **38 Tudor Road, Eastwood (Eastwood Park Ward)**

Section 4 **Representations**

The neighbour consultation period has now expired (it expired on 26th March 2024). No further letters of representation have been received.

Plans Copies of plan no's: 851-01 Rev B; 851-02 Rev B; 851-04 Rev B; and 851-05 Rev B are appended in Appendix A.

Agenda Item 12 **Pages 225-232**
24/00185/NTPOR **Footpath Adjacent to 7 Tylers Avenue on Chichester Road (Milton)**

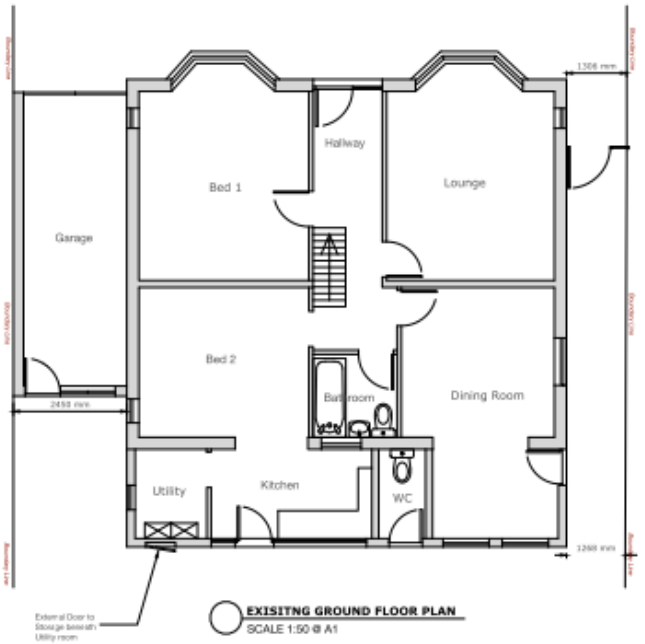
Since publication of the report for this item, highway and tree-related technical matters have come to light. Staff therefore seek deferral of this item so that those technical matters may be reviewed, following which a report addressing those matters will be brought to this Committee so that Members can make a fully informed decision.

Section 4 **Representations**

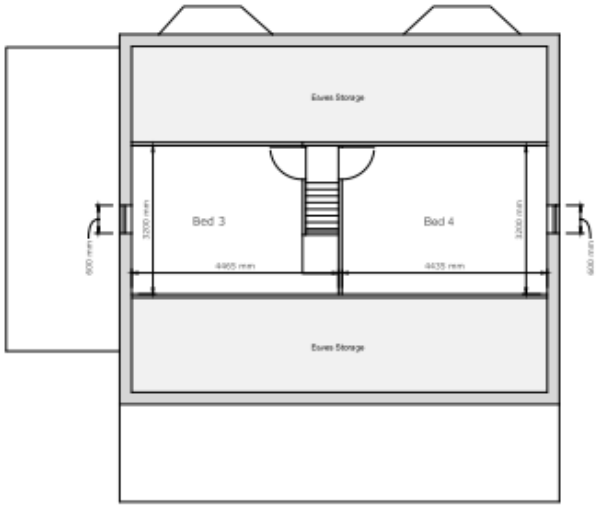
Since the publication of the agenda, a further representation has been received from the applicant who requested the Tree Preservation Order, including a paper and an online petition with 31,238 signatories. The points raised in the representation and the petitions are summarised as follows:

- Objection to the Council's Arboricultural Officer's TEMPO assessment which is based on errors.
- An Independent TEMPO assessment has been carried out [on 29 March 2024 by Mr P. Smith (Cert. Arb MCIHort TechArborA) – see Appendix B] which concludes that the tree definitely merits a TPO.
- Public support for the Council to approve the TPO application is reflected in both a paper petition and an online petition.
- The tree is some 125-150 years old and in good condition with a life span of 200-300 years and a historical significance to the green heritage of the city.
- The tree is not 'dangerous' and is not a 'nuisance'.
- The Chichester Road Safety Assessment [carried out by Allen Transport Consultancy (December 2022) – see Appendix C] recommends potential mitigation measures including entering into negotiations with the nearby landowners to allow for space for pedestrians.
- A motion to modify the junction of Chichester Road and Tylers Avenue is set to be reviewed at a forthcoming Cabinet meeting in June.

Appendix A – Plans for 24/00061/FULH – 38 Tudor Road, Eastwood



EXISITNG GROUND FLOOR PLAN
SCALE 1:50 @ A1



EXISITNG FIRST FLOOR PLAN
SCALE 1:50 @ A1

EXISITNG 3D VIEW
SCALE N/A

MARC BLOXHAM DESIGN
ARCHITECTURAL SERVICES

Drawing no.851-01	Revision B
Date: 15th Jan 2024	Sheet 1 of 5
Scale 1:100 & 1:50 @A1	

Construct First Floor Rear & First Floor Additional Storey Extension at:
38 Tudor Road
Leigh on Sea
SS9 5AX

Please Note:

These are planning drawings and not to be use for setting out or construction. Please work off relevant Building reg plans.

The Contractor is to check and verify and site and building dimensions, levels, sewer inverts and connections prior to the commence of works.

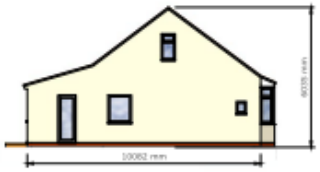
All dimensions and or load-bearing walls to be checked and agreed on site by contractor prior to commencement of works and ordering of materials. Any discrepancies to be reported to Bloxham Design prior to commencement of works. Bloxham Design will accept no responsibility for works commenced on site prior to planning approval (if relevant) and building control approval. If applicable, clients / contractor to liaise with neighbours and to abide with party wall act etc.

All plans are copyright and are not to be used without consent from Bloxham Design.

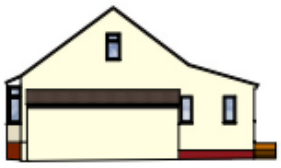
Scale Bar 1:50

Scale Bar 1:100

EXISITNG FRONT ELEVATION
SCALE 1:100 @ A1

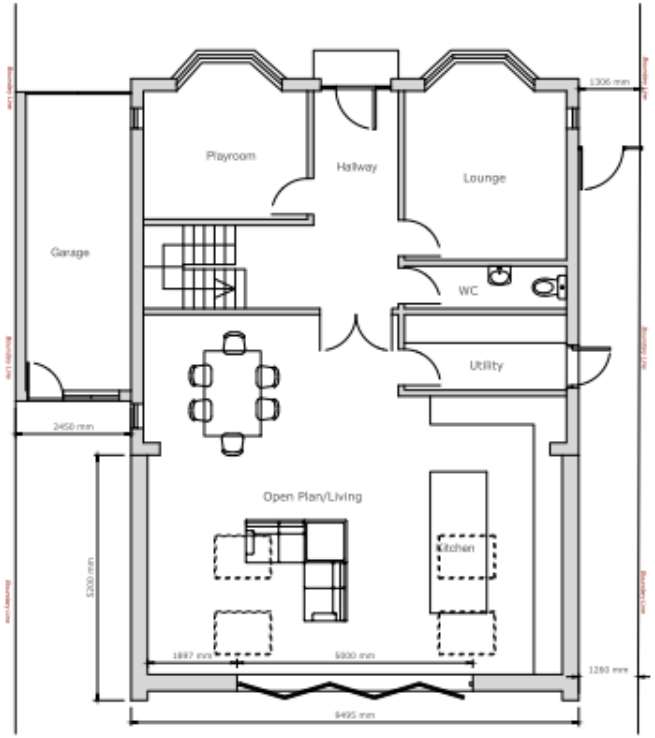


EXISITNG SIDE L ELEVATION
SCALE 1:100 @ A1

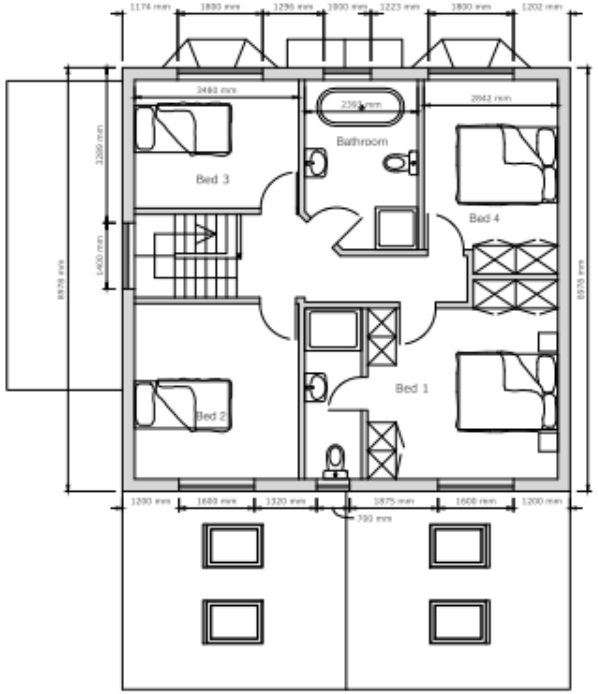


EXISITNG SIDE R ELEVATION
SCALE 1:100 @ A1

EXISITNG REAR ELEVATION
SCALE 1:100 @ A1



PROPOSED GROUND FLOOR PLAN
SCALE 1:50 @ A1



PROPOSED FIRST FLOOR PLAN
SCALE 1:50 @ A1

MARC BLOXHAM DESIGN
ARCHITECTURAL SERVICES

Drawing no.851-02	Revision B
Date: 15th Jan 2024	Sheet 2 of 5
Scale 1:100 & 1:50 @A1	

Construct First Floor Rear & First Floor Additional Storey Extension at:
38 Tudor Road
Leigh on Sea
SS9 5AX

Please Note:

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Scale Bar 1:50

Scale Bar 1:100

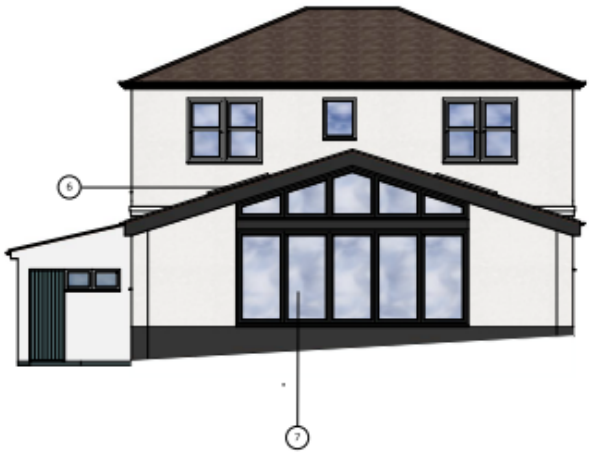
PROPOSED FRONT ELEVATION
SCALE 1:100 @ A1

PROPOSED SIDE L ELEVATION
SCALE 1:100 @ A1

PROPOSED SIDE R ELEVATION
SCALE 1:100 @ A1

PROPOSED REAR ELEVATION
SCALE 1:100 @ A1

PROPOSED FINISHES
Scale 1:50 @ A1



Legend

1. Roof Tiles To Match Existing
2. Off White Render To Match Existing
3. Roof Over Exisitng Bay Windows
4. White UPVC Sliding Sash Windows
5. Oak Porch With Pitched Roof
6. 4no. Velux Roof Windows
7. 5m Wide Black Aluminium Bifold Doors

MARC BLOXHAM DESIGN
ARCHITECTURAL SERVICES

Drawing no.851-04	Revision B
Date: 15th Jan 2024	Sheet 4 of 5
Scale 1:100 & 1:50 @A1	

Construct First Floor Rear & First Floor Additional Storey Extension at:
38 Tudor Road
Leigh on Sea
SS9 5AX

Please Note:

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Scale Bar 1:50

Scale Bar 1:100

PROPOSED FRONT ELEVATION
SCALE 1:100 @ A1

PROPOSED SIDE L ELEVATION
SCALE 1:100 @ A1

PROPOSED SIDE R ELEVATION
SCALE 1:100 @ A1

PROPOSED REAR ELEVATION
SCALE 1:100 @ A1

EXISTING STREET SCENE

Scale 1:100 @ A1

PROPOSED STREET SCENE

Scale 1:100 @ A1

3D PERSPECTIVE STREET SCENE 1

Scale N/A

3D PERSPECTIVE STREET SCENE 2

Scale N/A

MARC BLOXHAM DESIGN

ARCHITECTURAL SERVICES

Drawing no.851-05	Revision B
Date: 8th March 2024	Sheet 5 of 5
Scale 1:100 @A1	

Construct First Floor Rear & First Floor Additional Storey Extension at:
38 Tudor Road
Leigh on Sea
SS9 5AX

Please Note:

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Bloxham Desgin, 88 Chalkwell Avenue, Westcliff on sea, Essex. SS0 8NN t.07790005387 e. bloxhamdesign88@gmail.com

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DEVELOPMENT CONTOL COMMITTEE SUPPLEMENTARY AGENDA - APRIL 2024 APPENDIX B

SURVEY DATA SHEET & DECISION GUIDE

Date: **29.03.24** Surveyor: **Laurence M. Leone, TechArborA**

Tree details
TPO Ref (if applicable): **24/00185/NTPOR** Tree/Group No: **1** Species: **London Plane (Platanus x hispanica**
Owner (if known): **Southend City Council** Location: **Footpath close to the junction of Chichester Road with Tylers Avenue, Southend-on-Sea, Essex**

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO

5) Good	Highly suitable
3) Fair/satisfactory	Suitable
1) Poor	Unlikely to be suitable
0) Dead/dying/dangerous*	Unsuitable

Score & Notes 5 — Tree is approximately 125-150 years old, in good condition, and generally free of defects. It is healthy and expected to reach normal longevity and size for the species.

** Relates to existing context and is intended to apply to severe irremediable defects only*

b) Retention span (in years) & suitability for TPO

5) 100+	Highly suitable
4) 40-100	Very suitable
2) 20-40	Suitable
1) 10-20	Just suitable
0) <10*	Unsuitable

Score & Notes 5 — London Planes generally have a lifespan of 200-300 years. Therefore, the tree has a life expectancy of 100+ years. While some pedestrian movement has been difficult for several years, this could be mitigated with an improved highway layout or the owner dedicating a nominal piece of land of the adjacent vacant site to the Council.

**Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality*

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

5) Very large trees with some visibility, or prominent large trees	Highly suitable
4) Large trees, or medium trees clearly visible to the public	Suitable
3) Medium trees, or large trees with limited view only	Suitable
2) Young, small, or medium/large trees visible only with difficulty	Barely suitable
1) Trees not visible to the public, regardless of size	Probably unsuitable

Score & Notes 5 — Tree is large and clearly visible to the public.

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

5) Principal components of formal arboricultural features, or veteran trees
4) Tree groups, or principal members of groups important for their cohesion
3) Trees with identifiable historic, commemorative or habitat importance
2) Trees of particularly good form, especially if rare or unusual
1) Trees with none of the above additional redeeming features (inc. those of indifferent form)
-1) Trees with poor form or which are generally unsuitable for their location

Score & Notes 3 — Tree is historically important and has been an integral part of Southend's green heritage, landscape and street scene for 125-150 years.

Part 2: Expediency assessment

Trees must have accrued 10 or more points to qualify

5) Immediate threat to tree inc. s.211 Notice 3) Foreseeable threat to tree 2) Perceived threat to tree 1) Precautionary only	**Score & Notes** **5** Tree is currently facing an imminent threat of being cut down based on advise from Highways. Also, foreseeable threat from adjacent site development at 7 Tylers Avenue, SS1 2BB.

Part 3: Decision guide

Any 0	Do not apply TPO
1-6	TPO indefensible
7-11	Does not merit TPO
12-15	TPO defensible
16+	Definitely merits TPO

Add Scores for Total: **23**

Decision: **Definitely merits TPO**

From: [redacted]
Subject:
Date:
To:
Cc:

PS

Hi Laurence,

I have reviewed the Southend Council report regarding the request to apply a preservation order to the Platanus situated within the footpath close to the junction of Chichester Road with Tylers Avenue and have compiled the following appraisal and recommendations.

My Assessment of the tree

I must stress that this assessment has been based using a desk top study utilising pictures within the aforementioned Southend On Sea City Council report and street view images but to verify my opinion I am happy to take your guidance or attend and complete a full visual tree inspection. From the evidence that I have seen the tree in question had no signs of dysfunction, the tree has been subject to little to no pruning, The branches to the Eastern aspect where slightly elongated resulting in a minor asymmetric crown, I would imagine that this is an effect of phototropism but in its current state my recommendation would be to monitor the issue. The tree is located to in the centre of the foot path (footpath is approximately 3.3m) and based on my approximate measure of footpath width I would estimate that the tree is approximately 1m DBH resulting in approximately 1m either side of the tree stem off usable foot path for pedestrian use the surface is porous as a result in the surface material change from modular paving to self-binding cedec surface.
The junction which the tree is situated is a busy carriage way consisting of two-lane traffic measuring approximately 7m with an approximate 2m of space utilised by advanced warning chevrons for the pedestrian crossing island.

The Southend On Sea City Council Report

A preservation order can be requested by any person when a tree is deemed under threat of removal, due to the evidence presented within the report I would confirm that the tree is subject to potential removal and as such meets would meet this test.
As a result of such a request an assessment should be undertaken to establish if the tree "expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area" (section 198 Town and Country Planning Act). To ensure consistency in the application of assessments to measure trees attributes in

order to merit statutory protection it is common practice for Local Authorities (LA) to utilise the Tree Evaluation Method for preservation Orders (TEMPO). The appraisal method adopted for the evaluation of the said tree was undertaken using the TEMPO within section 7.4 the report states "The TEMPO assessment undertaken here identifies that the subject tree scores zero "dead, dying, dangerous" under the amenity section of the TEMPO guidance. It also scores a zero "unsuitable" for retention and suitability for a TPO. Subsequent parts of the TEMPO checklist thereafter become not applicable. The Parks TEMPO assessment
had regard to the hazard this tree's context causes for users of the public footway due

to increase in size of the trunk which is now restricting the footway width for pedestrians as outlined by the Highways service."

Sections 7.7 and 7.8 of report then quotes the Equality Act 2010 in relation to the LA's statutory duties in relation to ensuring that the footpath is easily accessible for all people especially those with disabilities. There is a clear issue in relation to this which is evidenced in my assessment above.

Conclusion.

The Council undertook the appraisal of the said tree to apply a preservation order as documented in the report however I feel that the Council has acted un-reasonably in the appraisal of the tree. When undertaking the part 1 within the amenity assessment of the TEMPO question a) asks the question of the trees condition and suitability for a TPO the tree is classified using one of the five terms (as described within the TEMPO guidance note for users:

- GOOD - Trees that are generally free of defects, showing good health and likely to reach normal longevity and size for species, or they may already have done so
- FAIR - Trees which have defects that are likely to adversely affect their prospects; their health is satisfactory, though intervention is likely to be required. It is not expected that such trees will reach their full age and size potential or, if they have already done so, their condition is likely to decline shortly, or may already have done so. However, they can be retained for the time being without disproportionate expenditure of resources or foreseeable risk of collapse.
- POOR - Trees in obvious decline, or with significant structural defects requiring major intervention to allow their retention, though with the outcome of this uncertain. Health and/or structural integrity are significantly impaired, and are likely to deteriorate. Life expectancy is curtailed and retention is difficult
- DEAD DYING / DANGEROUS - Tree with no indication of life. Trees showing very little signs of life or remaining vitality, or with severe, irremediable structural defects, including advanced decay and insecure roothold. Death or catastrophic structural failure likely in the immediate future, retention therefore impossible as something worthy of protection

The report classified the tree as being "dead, dying, dangerous" in section 7.4 the justification for said classification in section 7.4 "The Parks TEMPO assessment had regard to the hazard this tree's context causes for users of the public footway due to increase in size of the trunk which is now restricting the footway width for pedestrians as outlined by the Highways service" this refers to the potential hazard of reduction of usable foot path resulting in risks to those traversing the said foot path. This classification and justification is a misinterpretation of the terms as stated above in terms above taken from the TEMPO guidance document which should be assessing the vitality of the tree and in the case of the dead dying / dangerous section as a severe defect that is irremediable or a structural defect that poses an imminent threat that could result in death or damage to property. The Council classifying the tree in this way

means that from the period of the initial assessment in 2021 resulting in "Local ward members, previous portfolio holders for Highways & Environment, Senior Management in highways and parks were consulted 2021 and agreed the removal of the tree." they have potentially neglected duty of care in leaving a potential hazard for this period. From my experience of undertaking visual tree inspections should any characteristic as

described in the TEMPO guidance note "Tree with no indication of life. Trees showing very little signs of life or remaining vitality, or with severe, irremediable structural defects, including advanced decay and insecure roothold. Death or catastrophic structural failure likely in the immediate future, retention therefore impossible as something worthy of protection" this would require immediate action.

The mention of the Equality Act 2010 in sections 7.7 and 7.8 is very much warranted, this is because of the impact that the stem of the said tree has on the users negotiating the footpath. In instances such as this there is a number of options that should be observed through design and mechanical solutions before resulting in the decision to fell a tree, I feel that these are documented within the report apart from one. Removal of the tree is in relation to the Councils obligation to maintain a clear accessible path for all to achieve this the optimal foot path width is 2m in the current state this is not achievable with the tree in situ. However I feel that with considerate designing of the property to be constructed on the vacant site adjacent to the tree there could be an opportunity to create the required space to allow the tree to remain in situ.

Recommendations

My first recommendation would be to address the issue around the Councils decision to not apply a preservation order to the said tree, this in my opinion requires investigating and another appraisal undertaken, I would be happy to do an independent appraisal utilising my experience and knowledge of visual tree assessment and undertaking preservation order appraisals along with reviewing planning applications in relation to trees. Should the trees vitality be assessed as advised within the guidance note then there would be a different outcome in relation to scoring which could be evaluated in conjunction with the Council appraisal.

Secondly, there is obvious restrictions to a design solution when looking at a build out option into the highway due to the level of traffic and size of traffic relating to delivery vehicles and busses. Following review of the documents associated with planning application 23/00264/OUTM the layout of the proposed construction would allow space to be allocated for the safe passage of pedestrians, from looking at the potential constraints within the site it may also make sense for the Southend City Council to negotiate with the said developer to relinquish the footpath space on a temporary basis during the construction which will remove the risks of pedestrians negotiating the footpath around the ongoing construction site thus reducing the potential risk for the developer and the public. The pictures below show the recess which could incorporate the space required for the safe navigation.

PIC1. Taken from the planning application freely available on the planning portal Shows the area to NW of the site to be proposed for public realm use.

PIC2. *Taken from the planning application freely available on the planning portal shows again the area to accommodate public realm*

PIC3. *Taken from the planning application freely available on the planning portal shows again the area to accommodate public realm.*

I would strongly advise the Council and developer to explore the aforementioned suggestion of utilising space created through development to be utilised to give required clearance of the tree ensuring minimum foot path width is maintained as when looking at the construction plans there is minimal biodiversity gains that I could see and as a result of the Environment Act all development sites are required to provide net gain of at least 10% with the tree removal I would campaign that the removal of said tree should contribute to the impact of the development thus be included in any mitigation measures as a result.

Thirdly if not already done so I would recommend that both CAVAT and Helliwell assessments are undertaken on the tree as soon as possible. This will then give a monetary value to the tree along with a value to the habitat that the tree provides and should the case go to appeal this would add weight to the argument. Should the appeal for the tree to remain not succeed then there would be a value attributed to the loss of the tree that can then be pursued top undertake planting within the City to mitigate the loss of said tree.

Finally looking at the planning portal I can see that this case has been decided so the above recommendations should be pursued with urgency to ensure that the tree is to remain. The best way to escalate this is through Councillors and MP's stating the above advice and guidance along with the precedent that the LA has towards excessive felling of trees in recent years.

As mentioned happy to help and discuss further if required or undertake a full VTA, CAVAT, and Helliwell assessment of said tree.

Kind Regards

Paul Smith Cert.Arb MCIHort TechArborA
Senior Environmental Advisor
Environmental Sustainability
National Highways [redacted]
[redacted]

DEVELOPMENT CONTOL COMMITTEE

SUPPLEMENTARY AGENDA - APRIL 2024

APPENDIX C

Chichester Road, Southend-on-Sea

Road Safety Assessment

Date: December 2022

Report produced for: Southend-on-Sea City

Council Report produced by: Allen Transport

Consultancy

Allen Transport Consultancy Ltd
Minerva House
139 Chatham Road
Maidstone
Kent ME14 2NB

Tel: 07770 403637

Chichester Road, Southend-on-Sea

Road Safety Assessment December 2022 **CONTENTS**

 DOCUMENT CONTROL SHEET

This report was produced by Allen Transport Consultancy in accordance with the instructions from Southend-on-Sea City Council, for the specific purpose of undertaking the Road Safety Assessment. Allen Transport Consultancy shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Details:

Report title	Chichester Road, Southend-on-Sea Road Safety Assessment
Date	20th December 2022
Document reference and revision	ATC/803/SCC/SA Rev 1
Prepared by	Allen Transport Consultancy Ltd
On behalf of	Southend-on-Sea City Council

Record of Issue:

1	Final	Lisa Allen	20/12/22

Distribution:

Southend-on-Sea City Council	Martin Warren	-

The Author, Lisa Allen, of Allen Transport Consultancy Ltd, is a Member of both the Chartered Institution of Highways & Transportation and the Society of Road Safety Auditors. Whilst not a Road Safety Audit scheme, this report has been prepared following the principles of the General Principles and Scheme Governance General Information GG 119 Road Safety Audit Revision 2, as contained within the Design Manual for Roads and Bridges.

1 INTRODUCTION

1.1 This report has been produced for Southend-on-Sea City Council, Civic Centre, Victoria Avenue, Southend-on-Sea, Essex, SS2 6ER, for the specific purpose of assessing the existing footway on the western side of Chichester Road, Southend-on-Sea in Essex.

1.2 The location of Chichester Road is described in greater detail within Section 2, with any issues raised identified within Section 4 of this report.

1.3 This report may not be used by any person other than Southend-on-Sea City Council without their express permission. In any event, Allen Transport Consultancy Ltd accepts no liability for any costs, liabilities or losses arising as a result of the use of or reliance upon the contents of this report by any person other than Southend-on-Sea City Council.

1.4 Southend-on-Sea City Council have identified concerns with regard to the available footway width on the western side of Chichester Road, just prior to its junction with Tylers Avenue, in relation to an existing mature tree impacting upon pedestrian movements on the western side of Chichester Road, (refer to photograph 1 below).

Photograph 1: Mature tree restricting the available footway width

1.5 The Southend-on-Sea City Council's tree preservation register does not show this tree as being listed.

1.6 The site was visited on Tuesday 15th November 2022 between 12:50-13:25 hours.

1.7 The site visit included static observations of current pedestrian movements on Chichester Road, near the junction with Tylers Avenue, to assess how the existing tree impacted upon pedestrian movements. During the site visit, the weather was overcast, cold and the existing road surface was wet from earlier rainfall. Vehicular traffic movements at the time of the site visit were light. Twelve pedestrians were observed during the site visit walking north and south on the western footway, with several other pedestrians located at the bus stops on this section of Chichester Road. No pedal cyclists were observed during the site visit.

1.8 Where issues have been noted relating to Chichester Road, details have been provided in Section 4 of this report.

2 LOCATION AND DESCRIPTION

2.1 Chichester Road runs in a north-south direction and overall is approximately 0.4 miles in length and connects with Queensway to the north and Heygate Avenue to the south. The nearest east west junctions connecting with Chichester Road are Tylers Avenue to the north and York Road to the south. The road is subject to a 30mph speed limit.

2.2 Chichester Road is currently two-way for all traffic, with a bus layover area on the eastern side of Chichester Road (southbound direction) between Tylers Avenue and York Road. Traffic signals are also present on Chichester Road at the junctions with Tylers Avenue and York Road.

2.3 Chichester Road is street lit throughout its entire length.

2.4 Approximately seven bus routes service Chichester Road, as follows: 4, 6, 7, 8, 14, 24 and 827. The section of Chichester Road between Tylers Avenue and York Road incorporates six bus shelters.

2.5 The site on the northwest corner at the junction of Chichester Road and Tylers Avenue was hoarded off for an assumed future development.

3 COLLISION HISTORY

3.1 An examination of the Crashmap collision database for Chichester Road, from the 1st January 2017 to the 31st December 2021, that being the latest validated period, has shown there have been four recorded personal injury collisions during the five-year period.

3.2 Two of the recorded collisions occurred on Tylers Avenue near the junction with Chichester Road; one recorded collision occurred on Chichester Road approximately mid-way between Tylers Avenue and York Road and one recorded collision on York Road near the junction with Chichester Road. Three collisions were classified as slight injury and one was classified as serious injury. Of the four collisions that occurred, three involved pedestrians.

3.3 Details of the four recorded personal injury collisions are set out below:

- **Location:** Tylers Avenue at the junction with Chichester Road.

Date / Time: Monday 25th June 2018 at 13:45 hours.

Road Surface: Dry.

Collision scenario: A collision occurred between two vehicles. The recorded slight personal injuries were as a result of a rear end shunt type collision occurring with Vehicle 1 hitting the rear of Vehicle 2.

- **Location:** Chichester Road at the junction with Tylers Avenue.

  Date / Time: Thursday 18th January 2018 at 14:35 hours.

  Road Surface: Wet or Damp.

  Collision scenario: A collision occurred between a vehicle and pedestrian. The recorded serious personal injury was as a result of the vehicle and pedestrian (age band 46-55 years) collision occurring. The pedestrian was in the carriageway crossing on a pedestrian crossing facility.

- **Location:** Chichester Road, mid-way between Tylers Avenue and York Road. **Date / Time:** Sunday 29th October 2017 at 11:07 hours.

  Road Surface: Dry.

  Collision scenario: A collision occurred between a vehicle and pedestrian. The recorded slight personal injury was as a result of the vehicle and pedestrian (age band 46-55 years) collision occurring. The pedestrian was in the carriageway within 50m of a pedestrian crossing.

- **Location:** York Road at the junction of Chichester Road.

  Date / Time: Saturday 14th October 2017 at 11:15 hours.

  Road Surface: Dry.

  Collision scenario: A collision occurred between a vehicle and a pedestrian. The recorded slight personal injury was as a result of a vehicle reversing into a pedestrian (age band 36-45 years).

3.4 Further details of the collisions sourced from Crashmap can be found in Appendix A. Ref:

4 ON SITE OBSERVATIONS

4.1 The purpose of this report is to review Southend-on-Sea City Council's concerns with regard to road safety for pedestrians on the western footway in Chichester Road.

4.2 A plan showing the location of the issues raised in this report is included in Appendix B.

4.3 **Locations 1 and 2 – Chichester Road, western footway.**

The site visit has established the presence of an existing mature tree on the western side of Chichester Road. The existing footway is approximately 3m wide. The tree occupied the majority of the footway leaving approximately 0.5m between the tree and hoarding to the rear of the footway and approximately 0.75m between the tree and kerb line on Chichester Road for pedestrians to walking northbound and southbound on this section of footway. Between the tree and the kerb line on Chichester Road, an inspection chamber cover was noted, which appeared slippery following earlier rainfall.

Additionally, the tree roots were causing damage to a large area of the footway. There was evidence of recent footway works having been undertaken, however, the flagstone paving had not been laid on a notable sized area of footway, in and around the tree base, due to existing tree roots being at the surface of the footway.

The site visit also established that the area was busy with pedestrians and the bus stops appeared to be well used along this section of Chichester Road.

During the site visit, a parent / guardian with a perambulator (pram) were seen attempting to travel northbound on the western footway between the existing tree and hoarding (refer to photograph 2 below). The wheels of the pram became caught up on the exposed tree roots and required the parent / guardian to tip the pram such that the front and rear wheels could move past the tree roots.

Photograph 2: Parent / Guardian negotiating tree roots within the available footway width

It is not clear whether a wheelchair user or mobility scooter user would be able to manoeuvre past the existing tree without having to enter the northbound carriageway or potentially detour away from their desire line in order to travel unimpeded safely to their destination.

The existing tree roots could result in a potential increased risk of pedestrian trips and falls occurring, whereby pedestrians could sustain personal injury.

Also during the site visit, pedestrians were observed to walk in the northbound carriageway in order to avoid this section of damaged footway (refer to photograph 3 below).

Photograph 3: Pedestrian walking in northbound carriageway to avoid the western footway

Additionally, pedestrians walking in the northbound carriageway could result in a potential increased risk of vehicular and pedestrian collisions occurring, as motorists would not be expecting pedestrians to be utilising the northbound carriageway to continue their journey, whereby pedestrians could sustain personal injury.

5 POTENTIAL MITIGATION MEASURES

5.1 This section identifies potential measures to mitigate against the road safety observations identified during the site visit.

5.2 **Removal of the existing tree on the western side of Chichester Road:**

By removing the existing tree and protruding roots, pedestrians would no longer be

susceptible to trips and falls occurring due to the raised tree roots, risking personal injury or needing to enter the northbound carriageway to continue their journey risking collisions with northbound vehicular traffic. Therefore, the removal of the tree would ensure pedestrians are able to utilise the full width of the footway in this area unimpeded. Once removed, the footway should be made good.

5.3 **Replace the existing tree with a more suitable tree on the western side of Chichester Road:**

In order to retain greening within the area, it is recommended that the existing tree should be replaced with a more suitably sized tree that allows pedestrians to utilise the majority of the existing footway width. Any new tree should have its roots contained, such that damage to the footway surface does not occur in the future scenario.

Additionally, subject to the species of a new tree and its potential growth, it is recommended that measures should be provided to ensure pedestrians walk on the building side of the tree away from the Chichester Road northbound carriageway. Measures could include placing the new tree nearer to the kerb line of the Chichester Road northbound carriageway or the provision of guardrail.

5.4 **Enter negotiations with the landowners of the vacant site on the northwest corner of Chichester Road and Tylers Avenue in order to dedicate land to Southend-on-Sea City Council:**

In order to retain the existing tree and ensure pedestrians are provided with a suitable and adequate footway width on the western side of Chichester Road, it is recommended that Southend-on-Sea City Council enter negotiations with the landowners of the site. Securing this land will enable the provision of a suitable and adequate footway width for the current and future numbers of pedestrians using the western footway on Chichester Road.

It is further recommended that the footway should be made good around the existing tree roots, in order to prevent pedestrian trips and falls occurring.

Additionally, it is recommended that measures should be provided to ensure pedestrians walk on the building side of the tree away for the Chichester Road northbound carriageway. Measures could include the provision of guardrail.

This option can be considered alongside retaining the existing tree or providing a new tree on the western side of Chichester Road.

6 CONCLUSION

6.1 Chichester Road, as stated in Section 2, runs in a north-south direction connecting Queensway to the north and Heygate Avenue to the South. The road is subject to a 30mph speed limit and is street lit.

6.2 Chichester Road does not appear to have a personal injury collision history, with there being one collision recorded on Chichester Road, two collisions recorded on Tylers Avenue near the junction of Chichester Road and one collision recorded on York Road near the junction

of Chichester Road in the latest 5-year period.

6.4 In Section 5 of this road safety assessment report, a number of measures are identified in order to provide mitigation to the road safety concern reported by Southend-on-Sea City Council and observed on site, whereby one of the proposed mitigation measures involves obtaining third party land.

6.5 It should be noted that the ability for Southend-on-Sea City Council to obtain or negotiate access to land not within their ownership would have an impact upon the number of mitigation measures available for consideration.

6.7 It is recommended that any proposals to improve road safety on the western side of Chichester Road should be subject to a separate formal Road Safety Audit under the General Principles and Scheme Goverance General information GG 119 Road Safety Audit, revision 2.

Signed:

Lisa Allen, BEng (Hons), MSc, MCIHT, MSoRSA, HA RSA Certificate of Competency Director
Allen Transport Consultancy Ltd
Minerva House, 139 Chatham Road, Maidstone, Kent ME14 2NB

APPENDIX A

Crashmap Collision Data: January 2017 – December 2021

Crash Date:

Monday, June 25, 2018 **Time of Crash:**
1:45:00 PM **Crash Reference:**
Validated Data

2018420304727

Highest Injury Severity: Highway Authority:

Slight

Southend-on-Sea
Road Number: U0
2
Number of Casualties: Number of Vehicles: 2

Local Authority:

Weather Description:

Road Surface Description: Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing: Road Type:

Southend-on-Sea Borough

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights None

Other junction

Pedestrian phase at traffic signal junction One way street

OS Grid Reference: 588348 185502

Junction Control: Auto traffic signal

crashmap.co.uk

Vehicles involved
Validated Data

1	Car (excluding private hire)		19 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	
	2 Car (excluding private hire)		2 Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	C

Casualties

2	1 Slight Driver or rider Female 56 - 65 Unknown or other					
2		2 Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other

Crash Date:

Thursday, January 18, 2018 **Time of Crash:**
2:35:00 PM **Crash Reference:**
Validated Data

2018420259686

Highest Injury Severity: Highway Authority:

Serious

Southend-on-Sea
Road Number: U0
1

Number of Casualties: Number of Vehicles: 1

Local Authority:

Weather Description:

Road Surface Description: Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing: Road Type:

Southend-on-Sea Borough

Other

Wet or Damp

30

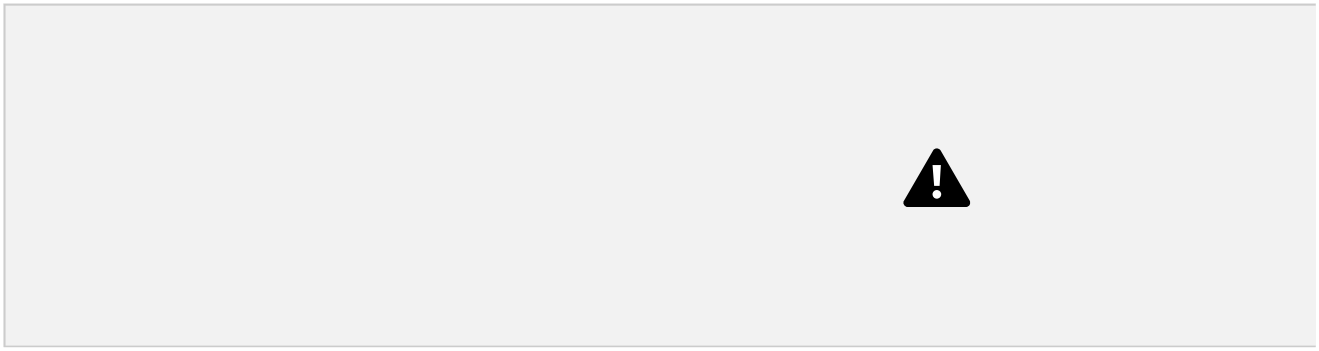
Daylight: regardless of presence of streetlights None

Crossroads

Pedestrian phase at traffic signal junction Single carriageway

OS Grid Reference: 588367 185503

Junction Control: Auto traffic signal



Vehicles involved

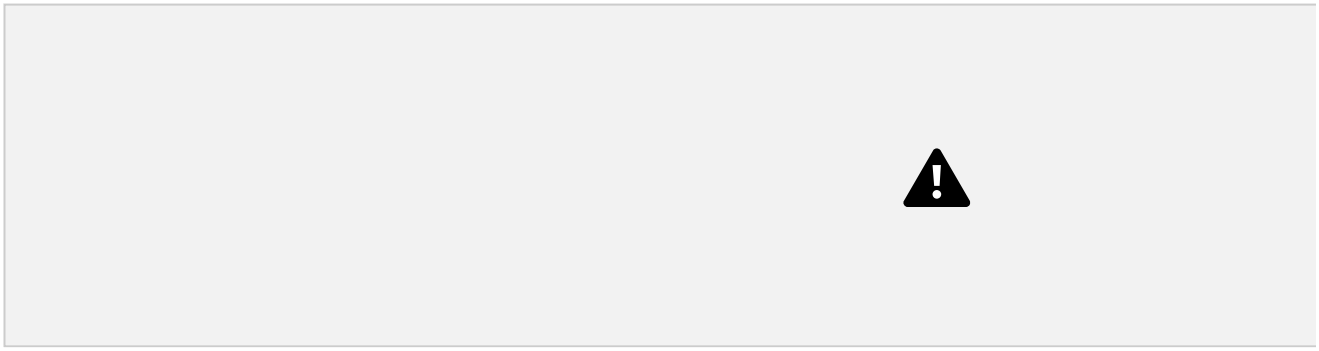
Validated Data

1	Bus or coach (17+ passenger seats)		6 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	J a o

Casualties

1	1	Serious	Pedestrian	Male	26 - 35	In carriageway, crossing pedestrian crossing facili

Crash Date:



Sunday, October 29, 2017 **Time of Crash:**
11:07:00 AM **Crash Reference:**
Validated Data

2017420233993

Highest Injury Severity: Highway Authority:

Slight

Southend-on-Sea
Road Number: U0
1
Number of Casualties: Number of Vehicles: 1

Local Authority:

Weather Description:

Road Surface Description: Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing: Road Type:

Southend-on-Sea Borough

Fine without high winds

Dry

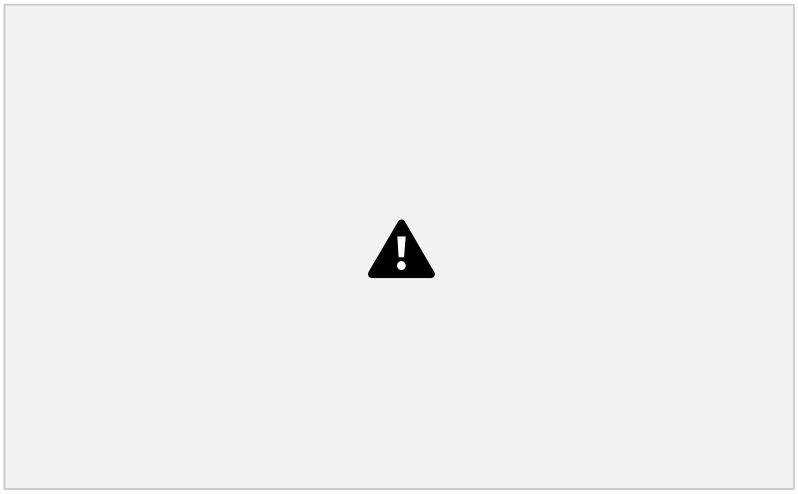
30

Daylight: regardless of presence of streetlights None

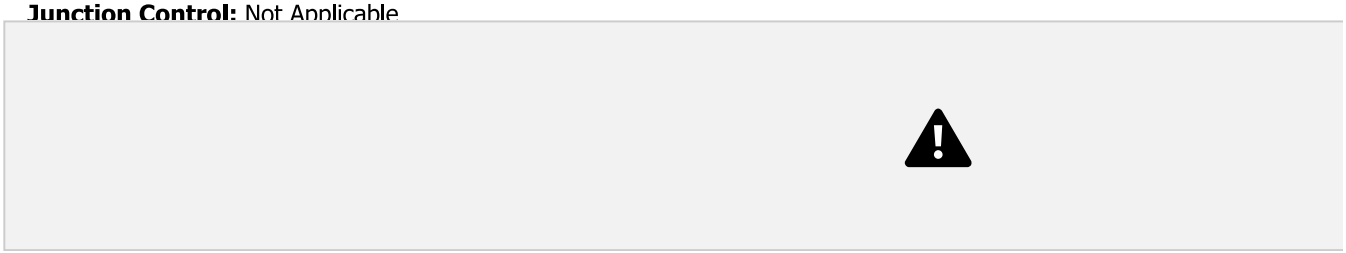
Not at or within 20 metres of junction

Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Single carriageway
OS Grid Reference: 588375 185459



Junction Control: Not Applicable



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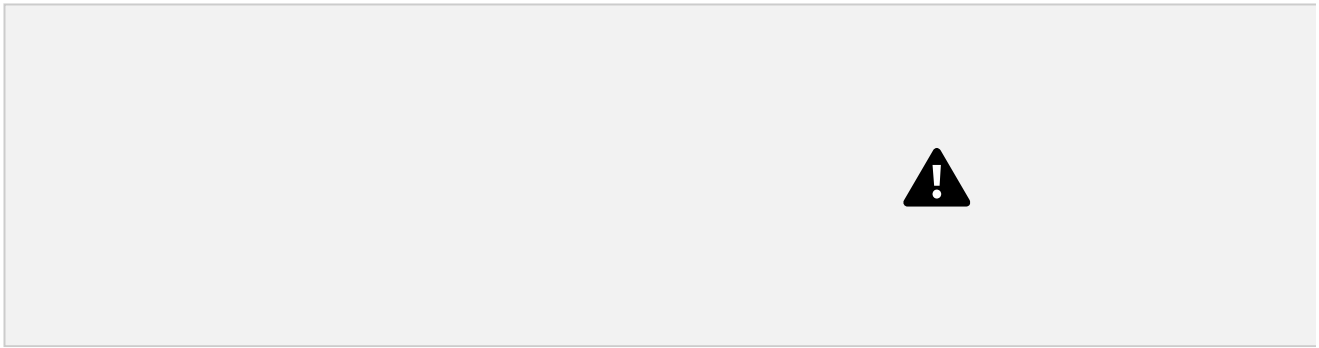


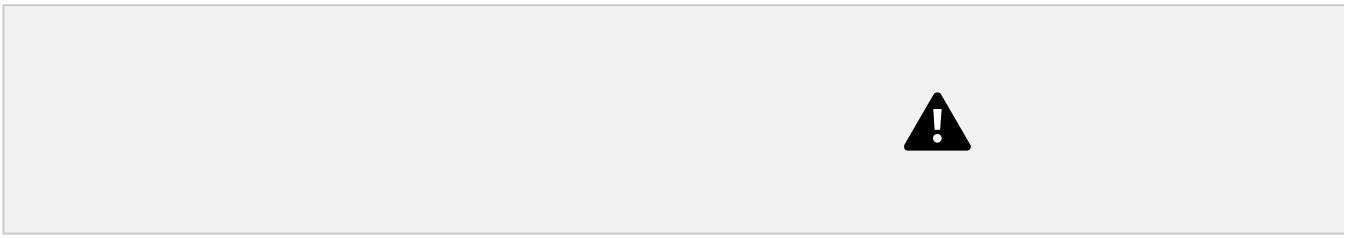
Vehicles involved

Validated Data

1	Car (excluding private hire)		3 emale	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	C

Casualties

1	1	Slight	Pedestrian	Female	Over 75	In carriageway, crossing elsewhere within 50 met pedestrian crossing



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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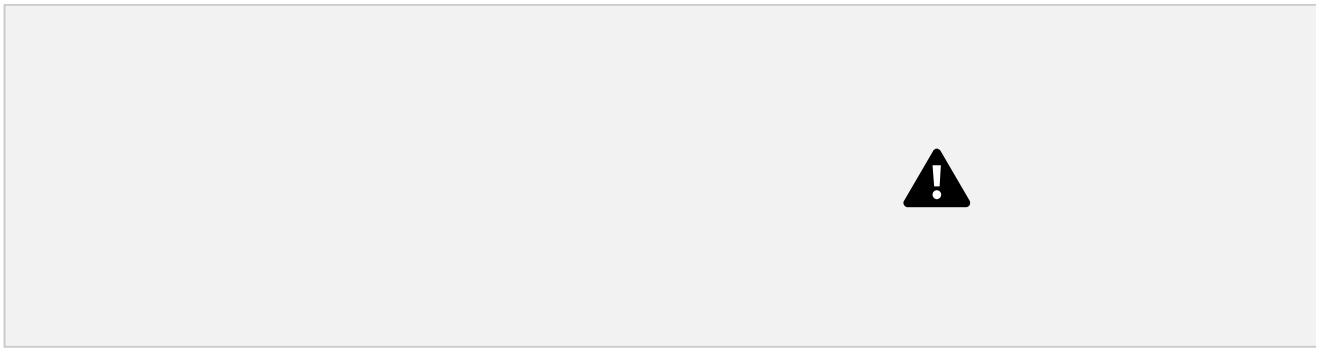
Crash Date:



Saturday, October 14, 2017 **Time of Crash:**
11:15:00 AM **Crash Reference:**
Validated Data

2017420229411

Highest Injury Severity: Highway Authority:

Slight

Southend-on-Sea
Road Number: U0
1
Number of Casualties: Number of Vehicles: 1

Local Authority:

Weather Description:

Road Surface Description: Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing: Road Type:

Southend-on-Sea Borough

Fine without high winds

Dry

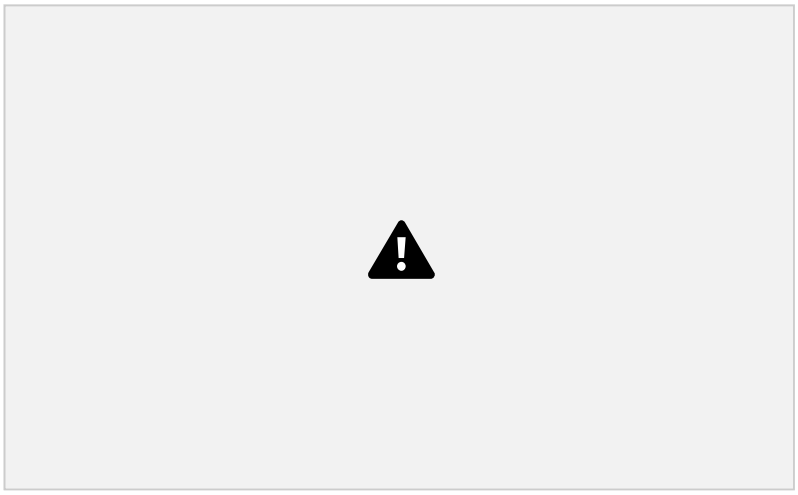
30

Daylight: regardless of presence of streetlights None

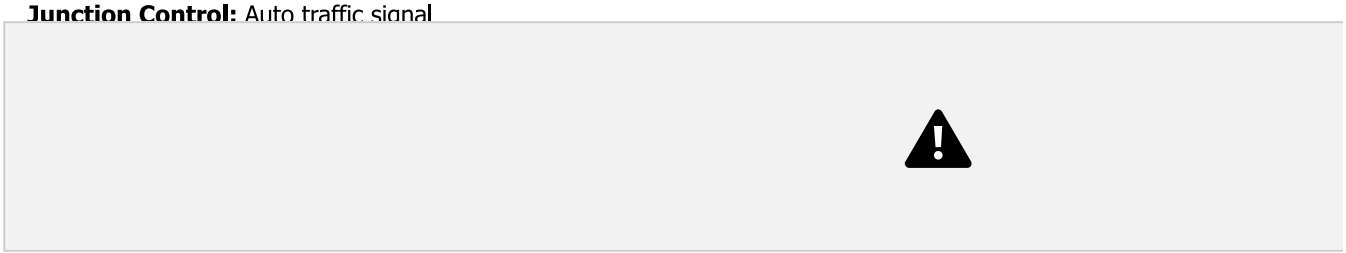
T or staggered junction

Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Single carriageway
OS Grid Reference: 588380 185403



Junction Control: Auto traffic signal



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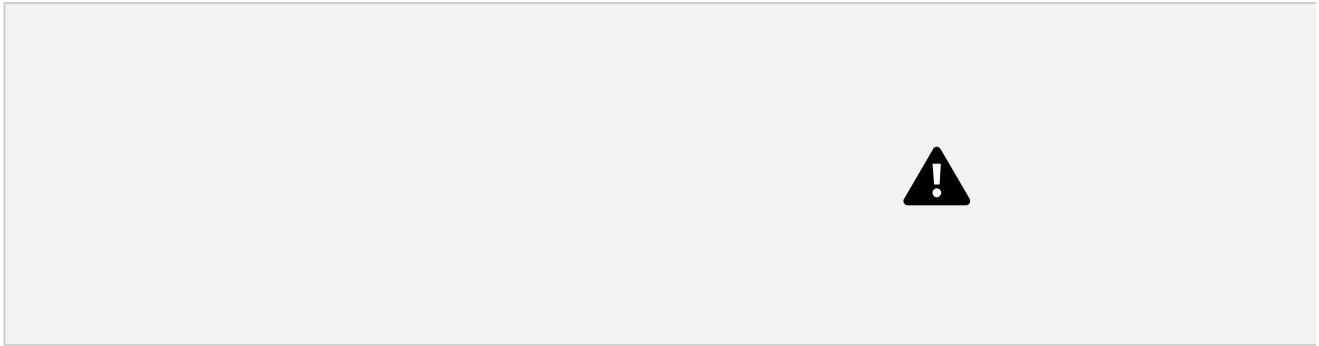

Vehicles involved

Validated Data

1	Car (excluding private hire)		1 Male	36 - 45	Vehicle is reversing	Back	C

Casualties

1	1	Slight	Pedestrian	Female	Over 75	In carriageway, crossing elsewhere within 50 met pedestrian crossing

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APPENDIX B

Problem location plan showing the location of the problems identified as part of this safety assessment.

1

2

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