

Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Traffic Regulations Working Party

Date: Tuesday, 5th January, 2021

Time: 6.30 pm

Place: Virtual Meeting via MS Teams

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on Monday, 2nd November 2020 (Pages 1 - 8)**
- 4 Notice of Motion - Kent Elms Junction (Pages 9 - 14)**
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- 6 Traffic Regulation Orders (Waiting Restrictions - Miscellaneous Schemes) (Pages 21 - 26)**
- 7 Traffic Regulation Orders (Junction Protection) (Pages 27 - 30)**
- 8 Wren Avenue - Petition (Pages 31 - 34)**

TO: The Chair & Members of Traffic Regulations Working Party:

Councillor R Woodley (Chair),

Councillors K Robinson (Vice-Chair), K Buck, P Collins, D Cowan, T Cox, D Garston, D Jarvis, A Moring, C Nevin, M Terry and S Wakefield

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SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Traffic Regulations Working Party

Date: Monday, 2nd November, 2020

Place: Virtual Meeting via MS Teams

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Present: Councillor R Woodley (Chair)
Councillors K Robinson (Vice-Chair), K Buck, P Collins, D Cowan,
T Cox, D Garston, D Jarvis, A Moring, C Nevin, M Terry and
S Wakefield

In Attendance: Councillors A Bright and B Hooper
L Reed, S Harrington, M Warren, N Hoskins, M Barnes, T Row, E
Brown and E Cook

Start/End Time: 6.30 pm - 10.35 pm

1 Apologies for Absence

There were no apologies for absence for this meeting.

2 Declarations of Interest

The following interests were declared at the meeting:

(a) Councillor Collins - Agenda Item No. 5 (Traffic Regulation Order (Waiting Restriction) in The Maze – Non-pecuniary interest: two residents of The Maze have spoken to him regarding the restrictions;

(b) Councillor Collins - Agenda Item No. 6 Traffic Regulation Orders – Objections (Junction Protection) – Non-pecuniary interest in items listed below: Lives in the vicinity and residents have spoken to him about the proposals:

Green Lane/Parkway Close
Green Lane/Roach Vale
Green Lane/Byfield
Green Lane/Wren Avenue
Green Lane/Nobles Green Road
Green Lane/Dandies Drive
Hudson Road/Hudson Crescent/Lambeth Road
Hudson Road/Hudson Road/Pinewood Avenue
Eastwood Rise/Springwater Road.

(c) Councillor Cowan – Agenda Item No. 5 (Traffic Regulation Order (Waiting Restriction) in The Maze – Non-pecuniary interest: Worked with residents regarding the adoption of the roads in the Ekco Estate which was mentioned in the debate;

(d) Councillors Buck, Cox, D Garston, Jarvis and Moring – Agenda Item No. 10 (Eastern Avenue Safety Scheme) – Non-pecuniary interest: The Notice of Motion to Council was signed by the Councillors in the conservative group;

(e) Councillor D Garston – Agenda Item No. 8 (Traffic Regulation Orders (Waiting Restrictions – Safety Schemes) – Non-pecuniary interest: Has spoken with residents in respect of the proposals in Earls Hall Avenue:

(f) Councillor Nevin – Agenda Item No. 6 (Traffic Regulation Orders – Objections (Junction Protection) – Non-pecuniary interest: Has spoken with residents of her ward regarding the proposals in Hermitage Road and Cavendish Gardens/Holyrood Drive;

(g) Councillor Nevin – Agenda Item No. 8 (Traffic Regulation Orders (Waiting Restrictions – Safety Schemes) – Non-pecuniary interest: Has spoken with residents regarding the proposals in Clifton Road, Manor Road and Seaforth Road; and

(h) Councillor Woodley – Agenda Item No. 11 (Petition – Burges Road Traffic Calming Measures) – Non-pecuniary interest: Presented petition at Council on behalf of residents.

3 Minutes of the Meeting held on Monday, 14th September 2020

Resolved:-

That the Minutes of the meeting held on Monday 14th September 2020 be received and confirmed as a correct record.

4 Minutes of the Meeting held on Tuesday, 22nd September, 2020

Resolved:-

That the Minutes of the meeting held on Tuesday, 22nd September 2020 be received and confirmed as a correct record.

5 Traffic Regulation Order (Waiting Restriction) in The Maze

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that presented the representations that had been received in response to the statutory consultation for a traffic regulation order introducing waiting restrictions in The Maze, Eastwood, Leigh on Sea.

The report also sought an appropriate recommendation to the Cabinet Committee on the way forward in respect of these proposals, following consideration of all the representations that had been received in writing and at the meeting.

Written submissions from the objector and one of the residents in support of the proposals were read out at the meeting.

In the event that the traffic regulation order was confirmed, the Chair gave his assurances that the double yellow line markings would not be installed until the adoption of the highway had been completed.

Resolved:-

That the Cabinet Committee be recommended that The Southend-on-Sea Borough Council (Various Roads) (Stopping, Waiting, Loading and Unloading Prohibitions and Restrictions, Parking Places and Permit Parking Zones)(Consolidation) Order 2016 (Amendment No. 5) Order 2020 be confirmed as advertised and the proposals implemented.

6 Traffic Regulation Orders - Objections (Junction Protection)

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that presented the representations that had been received in response to the statutory consultation for a traffic regulation order for the introduction of waiting restrictions in the form of junction protections at the sites listed in Appendix 1 of the submitted report.

The report also sought an appropriate recommendation to the Cabinet Committee on the way forward in respect of these proposals, following consideration of all the representations that had been received in writing and at the meeting. An objector to the proposals at the junction of Hudson Road and Pinewood Avenue attended the meeting to present his objection.

With reference to the proposals in Thorpe Hall Avenue, the Working Party felt that the restrictions should be extended to the entrance of the car park to the flats.

With reference to the proposed waiting restrictions at the junction of Hudson Road with Pinewood Avenue, the Working Party concluded that the restrictions could be reduced 10 metres.

Resolved:-

That the Cabinet Committee be recommended that, subject to the reduction of the waiting restrictions in Hudson Road and Pinewood Avenue to 10 metres, The Southend-on-Sea Borough Council (Various Roads) (Stopping, Waiting, Loading and Unloading Prohibitions and Restrictions, Parking Places and Permit Parking Zones)(Consolidation) Order 2016 (Amendment No. 4) Order 2020 be confirmed and the proposals implemented.

7 Traffic Regulation Orders (Junction Protection)

The Working Party received a report of the Executive Director (Neighbourhoods and the Environment) informing Councillors of the commencement of the consultation and implementation of the relevant Traffic Regulation Orders in respect of various Junction Protection Schemes across the Borough. The list of proposed schemes was attached at Appendix 1 to the submitted report.

In the light of the proposal to extend the approved junction protection at Thorpe Hall Avenue, the Working Party concluded that the Cabinet Committee should be requested that the proposal be included as part of these schemes.

Resolved:-

That subject to the inclusion of the extension of the approved junction protection waiting restrictions in Thorpe Hall Avenue from its junction with the roundabout at Acacia Drive northwards to the entrance of the car park to the flats, the Cabinet Committee be recommended that the list of no waiting at any time junction protection schemes as set out in Appendix 1 to the submitted report be noted.

8 Traffic Regulation Orders (Waiting Restrictions - Safety Schemes)

The Working Party received a report of the Executive Director (Neighbourhoods and the Environment) that sought approval of the commencement of consultation and implementation of a Traffic Regulation Orders to introduce no waiting restrictions in the sections of road set out in Appendix 1 to the submitted report.

Resolved:-

That Cabinet Committee be recommended to authorise the Executive Director (Neighbourhoods & Environment) to undertake the statutory consultation and prepare the requisite traffic regulation order for the introduction of “no waiting at any time” restrictions in the sections of road set out in Appendix 1 to the submitted report and, subject to there being no objections following statutory advertisement to arrange for the order to be confirmed and the proposals implemented. Any unresolved objections will be submitted to the Traffic Regulations Working Party and Cabinet Committee for consideration.

9 Traffic Regulation Order (Waiting Restriction) Thames Close

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that provided an update on the implementation of the extension of the junction protection and the informal consultation with residents regarding potential additional restrictions in Thames Close, Leigh on Sea.

On the basis of the results of the informal consultation, the Working Party felt that the statutory consultation for no waiting at any time restrictions in the entire road should be undertaken.

Resolved:-

That the report be noted and that the Cabinet Committee be recommended to authorise the Executive Director (Neighbourhoods & Environment) to undertake the statutory consultation and prepare the requisite traffic regulation order for the introduction of “no waiting at any time” restrictions in the entire length of Thames Close, Leigh on Sea, and, subject to there being no objections following statutory advertisement to arrange for the order to be confirmed and the proposals implemented. Any unresolved objections will be submitted to the Traffic Regulations Working Party and Cabinet Committee for consideration.

10 Eastern Avenue Safety Scheme

The Working Party received a report of the Executive Director (Neighbourhoods and Environment) that presented the findings of an independent Road Safety

Review (RSR) on the westbound carriageway of Eastern Avenue between Weybourne Gardens and Sutton Road.

The report also responded to the Notice of Motion received by Council at its meeting on 10th September 2020 (Minute 320 refers). A copy of the Notice of Motion was attached to the report at Appendix 1.

The Working Party discussed the matter and possible options in some detail and concluded that the most appropriate solution would be the installation of an average speed camera enforcement scheme on both sides of Eastern Avenue between Hamstel Road and Sutton Road (Option E in the submitted report).

The Working Party was informed that the support of the Police, as the appropriate enforcement authority for speeding vehicles, would be required for any camera enforcement scheme. It was therefore recommended that a letter be sent to the Police, Fire and Crime Commissioner and the Chief Constable, signed by the leaders of all four groups on the Council, highlighting the Council's concerns and urging the Police to support the proposals. In the meantime, further data would be collated to support the case for the scheme.

The Working Party was also informed that a bid would need to be submitted for Capital Funding to finance any scheme.

Resolved:-

That Cabinet Committee be recommended:

1. That average speed camera enforcement scheme on both sides of Eastern Avenue between Hamstel Road and Sutton Road, should be pursued (Option E in the submitted report).
2. That the Executive Director (Neighbourhoods and Environment) submit a bid for Capital Funding to finance the scheme.
3. That the Executive Director (Neighbourhoods and Environment) prepare a letter to the Police, Fire and Crime Commissioner for Essex and the Chief Constable, urging them to support the introduction of the average speed camera enforcement scheme in this section of Eastern Avenue, to be signed by the leaders of all four groups on the Council.

11 Petition - Burges Road Traffic Calming Measures

Pursuant to Minute 296 of the meeting of Council held on 10th September 2020, the Working Party received a report of the Executive Director (Neighbourhoods and Environment) on the petition for traffic calming measures and speed restrictions to be introduced in Burges Road.

In response to questions regarding the number of other roads which suffered from significant number of vehicles exceeding the speed limit, the Chair gave his assurances that the list of streets where vehicles are exceeding the speed limit, considered by the Traffic Regulations Working Party and Cabinet Committee at its meeting on 6th January 2020 would be recirculated. He also gave assurances that

any petitions that had been received requesting for traffic calming schemes in those roads would be prioritised.

Resolved:-

That Cabinet Committee be recommended that further speed monitoring be undertaken in Burges Road, the results of which be reported to the Traffic Regulations Working Party and Cabinet Committee in 6 months.

12 Eastern Esplanade Speed Cameras

The Working Party received a report of the Executive Director (Neighbourhoods and Environment concerning the possible extension of the 20mph zone along Eastern Esplanade and the introduction of average speed camera enforcement.

The Working Party discussed the matter in some detail and concluded that the suggested scheme should cover the entire seafront eastwards from Marine Parade including Eastern Esplanade, Thorpe Esplanade, B1016 and Ness Road. It should also incorporate the introduction of pedestrian crossing facilities as discussed at its meeting on 24th February 2020 (Minute 851 of Cabinet Committee refers).

Resolved:-

That Cabinet Committee be recommended that further monitoring of traffic speeds and accidents in Eastern Esplanade be undertaken and that a feasibility report with recommendations, including the identification of appropriate locations for the introduction of appropriate formalised pedestrian crossings, whether signal controlled or otherwise, be submitted to the Traffic Regulations Working Party and Cabinet Committee for consideration in 6 months.

13 Traffic Regulation Order (Waiting Restriction, No U-Turn Restriction)

The Chair agreed that this item be considered at this meeting as an urgent additional item on the basis that a decision is required on the progression of the installation of the traffic controlled junction scheme at this location at the earliest opportunity on the grounds of highway safety.

The Working Party received a report of the Executive Director (Neighbourhoods and Environment that sought approval of the commencement of consultation and implementation of Traffic Regulation Orders at the junction of Bournemouth Park Road and Eastern Avenue in accordance with the statutory processes.

The Working Party was informed that the principle of the installation of the traffic controls at this junction had already been approved and that approval was now being sought for the introduction of the proposed restrictions to ensure the safe movement of traffic as part of the scheme.

Resolved:-

That the Cabinet Committee be recommended to authorise the Executive Director (Neighbourhoods and Environment) to commence the statutory consultation process for the introduction of the no U-Turn restrictions on Eastern Avenue and

proposed waiting restrictions as set out in Appendix 1 of the submitted report and, subject to there being no objections received following statutory notice, to implement the proposals. Any unresolved objections will be referred back to the Working Party and Cabinet Committee for consideration.

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Southend-on-Sea Borough Council

Agenda
Item No.

4

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

5 January 2021

Report prepared by: Neil Hoskins,
Head of Civil Engineering

Notice of Motion (Kent Elms Junction)

**Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to consider the Notice of Motion (appendix 1) submitted to Council on the 27 February 2020 by Cllr David McGlone and Cllr Steven Aylen.

2. Recommendation

- 2.1 An independent Road Safety Audit of the junction is to be carried out in spring 2021, which will take into consideration the re-marking of carriageway merge white lining works undertaken in November 2020.
- 2.2 There is currently a national issue regarding obtaining approval from the Secretary of State to switch on red-light speed cameras. As a result, the eastbound red-light speed camera on the approach to Kent Elms is still waiting for approval to be switched on. It is recommended that the eastbound speed camera is made active as soon as the Secretary of State has given approval.

3. Background

- 2.3 The A127 Kent Elms highway works were completed September 2018, with subsequent footbridge installation works completed in July 2019. In response to recommendations from the independent Road Safety Audit Stage 3, alterations were made to the merge lanes road markings in November 2020 to support lane discipline.
- 2.4 The scheme was undertaken in accordance with Southend-on-Sea Borough Council's strategic policy, to address capacity issues, accessibility and journey time reliability along the A127 corridor; and the targets set for growth in jobs and housing as part of the Joint Area Action Plan (JAAP).
- 2.5 The scheme proposals included widening both the A127 Southend bound and London bound approach carriageways from two lanes to three lanes and improving pedestrian crossing facilities on all approach arms of the junction, including provision of a new footbridge over the widened A127 carriageway.

- 2.6 On Thursday, 27th February 2020 a council meeting was held at the Civic Centre. During this meeting a Notice of Motion was proposed by Cllr David McGlone, seconded by Cllr Steven Aylen, to alter the configuration of the current junction layout.
- 2.7 Cllr McGlone stated the current three lane into two lane setup is causing drivers considerable concern and frustration. Cllr McGlone states “there have been a number of near misses and anyone who has driven through this junction will know of the unnecessary trepidation that this experience brings though the short distance of travel before the outside and middle lanes converge.”
- 2.8 Cllr McGlone proposed “a much better usage of this junction can be achieved by dedicating the near side lane into a left turn only lane and leaving the other two lanes to go straight ahead. A new configuration will allow an easier traffic flow thus removing any unnecessary congestion and improving the air quality in the immediate vicinity. It was proposed to remove the third lane for eastbound traffic after the junction with the painting of a hatched area in the lane and repainting of the two straight ahead lanes. No engineering costs will be required.”

4. Considerations

4.1. Advice on Traffic Congestion

A traffic modelling exercise was undertaken by consultants Mott MacDonald to compare the impact on traffic traveling through the junction, in the existing (pre Covid-19) situation and with the Cllr proposal.

The traffic modelling exercise reported the results as shown in Table 1 below:

	Average Southend-bound Travel Time (seconds)		Average Queue Length for Southend-bound ahead-only traffic (m)	
	Existing	Cllr Proposal	Existing	Cllr Proposal
AM Peak (08:00 to 09:00)	93	393	73	150
PM Peak (17:00 to 18:00)	88	687	45	168

Table 1 – Travel times and Queue lengths comparison for A127 Eastbound traffic

The results show, when comparing the proposed arrangement against the current three ahead lane arrangement, there would be a significant increase in both average travel time and average queue lengths through the junction. In the AM peak the average travel time through the junction would increase by 300 seconds and queue length increase by 77 meters. In the PM peak the average travel time through the junction would increase by 599 seconds and queue length increase by 123 meters.

4.2. Road Safety Advice

An independent Feasibility Stage Road Safety Audit was undertaken to consider the Notice of Motion proposal.

The Audit comprised of an examination of collision data obtained from accident investigation reports and the results of the modelling for the junction. The Audit reported the collision data as 'collision rates per year', as shown in Table 2 below:

Collision Type/Collision Rate	A127 eastbound NTT	A127 eastbound lane change	A127 westbound NTT	A127 westbound lane change	FTC ATS	Right-turn	Other	Total
Before	1.00	0.00	1.00	0.00	0.67	0.00	0.33	3.33
Construction	1.67	0.33	0.33	0.00	0.33	0.67	0.67	4.02
After	0.76	0.00	0.76	0.76	0.76	0.76	2.29	6.11
Change in collision rate	-0.24	0.00	-0.24	+0.76	+0.10	+0.76	+1.96	+2.77

Table 2 – Collision Type Rates per Year and by Time Period (source: Atkins Feasibility RSA May 2020)

Key:

NTT

Nose-to-tail collision

FTC ATS

Failed to conform with traffic signal

The Audit commented on the above table stating the following,

“There have been small decreases in nose-to-tail collisions on both A127 approaches. There has been an increase in other types of collisions after the scheme was introduced and some of these collisions were not related to the works introduced. The only reported injury collision associated with the merge occurred in the period when the A127 eastbound carriageway works were completed and the A127 westbound works were on-going.”

- 4.3. The Audit concluded with the following Road Safety Problems identified in consideration of the Notice of Motion proposal:

“With the low usage of the dedicated left turn lane and increased queues on the A127 eastbound carriageway, frustrated road users heading towards Southend- on- Sea in lane two will be tempted to use lane one in an attempt to beat the queues. This could lead to an increase in late lane changing collisions and nose to tail collisions as road users in the dedicated left turn lane attempt to re-join lane two of the A127 to continue to Southend- on- Sea. The collisions are most likely to occur from near the stop line to the end of the hatched area on the A127 eastbound carriageway.

By providing a dedicated left-turn lane, there will be a loss in capacity on the A127 eastbound carriageway, leading to longer queues. The effects of these longer queues could result in, an increase in a diversion of traffic to less suitable routes with the potential of collisions elsewhere.

As result of the longer traffic queues timings of the traffic signals may have to be altered to account for the change. The longer queues could result in road users on all approaches being frustrated by the longer wait and failing to stop at a red signal and colliding with other vehicles or pedestrians. As there is already a safety camera on the A127 eastbound carriageway, red light running is less likely on this approach. Faced with a longer wait, some pedestrians may be tempted to cross on a ‘red man signal’ with the risk of being hit by a vehicle travelling through the junction.”

5. Financial Implications

- 5.1. Altering the junction as suggested by the Notion of Motion will reduce the overall benefits of the scheme and may result in returning some of the Local Growth Fund grant, as the benefits would be reduced.

6. Legal Implications

- 6.1. Any alteration to the junction would require Temporary Traffic Regulations Orders to undertake the work.

7. People Implications

- 7.1. The Feasibility Road Safety Audit stated that should the junction be altered as suggested by the Notion of Motion then, “faced with a longer wait, some pedestrians may be tempted to cross on a ‘red man signal’ with the risk of being hit by a vehicle travelling through the junction”.

8. Property Implications

- 8.1. There are no implications as a result of this recommendation.

9. Equalities and Diversity Implications

- 9.1. There are no implications as a result of this recommendation.

10. Risk Assessment

- 10.1. The Road Safety stated that to alter the junction as suggested by the Notion of Motion, “could lead to an increase in late lane changing collisions and nose to tail collisions as road users in the dedicated left turn lane attempt to re-join lane two of the A127 to continue to Southend-on-Sea. The longer queues could result in road users on all approaches being frustrated by the longer wait and failing to stop at a red signal and colliding with other vehicles or pedestrians.”

11. Value for Money

- 11.1. The modelling assessment indicates that to alter the junction as suggested by the Notion of Motion, this will reduce the overall benefits of the scheme, causing increased congestion and reduce the value for money.

12. Community Safety Implications

- 12.1. There are no implications as a result of this recommendation.

13. Environmental Impact

- 13.1. The modelling assessment indicates that to alter the junction as suggested by the Notion of Motion would increase motor vehicle congestion and increase the

delay to vehicles through the junction. The increase in congestion would negatively impact air quality through the junction.

14. Other Options

- 14.1. There are no other options proposed. A further Independent Road Safety Audit is proposed to be undertaken in Spring 2021; which will make any necessary recommendations following the alterations to the merge lanes road markings, to support lane discipline in November 2020.
- 14.2. However, should the Notice of Motion be agreed, a feasibility study of altering the junction arrangement would require to be undertaken.

15. Background papers

The published notice for motion referenced in this report is included in Appendix 1.

16. Appendices

Appendix 1: Notice of Motion

Appendix 1:

Council – 27th February 2020

Notice of Motion: The Kent Elms Junction

The current eastbound lane configuration at Kent Elms Corner deploys a three lane into two lane setup and is causing drivers considerable concern and frustration.

There have been a number of near misses and anyone who has driven through this junction will know of the unnecessary trepidation that this experience brings through the short distance of travel before the outside and middle lanes converge.

A much better usage of this junction can be achieved by dedicating the near side lane into a left turn only and leaving the other two lanes to go straight ahead. A new configuration will allow an easier traffic flow thus removing any unnecessary congestion and improving the air quality in the immediate vicinity.

It is therefore proposed that this Council removes the third lane for eastbound traffic after the junction with the painting of a hatched area in that lane and repainting of the two straight ahead lanes

(currently the middle and outside lane). No engineering costs will be required.

Proposer : Cllr David McGlone

Seconded : Cllr Steve Aylen

Southend-on-Sea Borough Council

Agenda
Item No.

5

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulation Working Party
and Cabinet Committee**

on

5th January 2021

Report prepared by Chris Read
Service Manager for Highways & Asset Management
Highways Network

Top 50 List of Speeding Roads

**Place Scrutiny Committee - Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and the Cabinet Committee of the review around the issues of speeding traffic within the borough and to seek agreement on the way forward for all existing speed reduction schemes and future requests to ensure fairness and consistency on agreement and implementation.

2. Recommendation

- 2.1 The Working Party is requested to recommend to the Cabinet Committee this full review as its preferred option for the way forward, and to enable the development of an action plan to try and address the issue of speeding within the borough.

3. Background

- 3.1 At its meeting on 6th January 2020, the Working Party and Cabinet Committee considered a report regarding issues with traffic flows and speeding vehicles in Oakwood Avenue and as part of this report a list of the top 50 roads in borough for speeding was detailed.
- 3.2 There was a recommendation that no further action was required at this location, however, the issue of speeding is still evident in other locations but due to the current issues around the Covid-19 pandemic this item has not been taken forward.
- 3.3 Therefore, now with the availability of additional data streams, we are proposing a new way forward to ensure an effective review and implementation of an action plan.
- 3.4 The service receives multiple requests for speed measures to be put in place and in the past some have been implemented without having the right criteria in place. Not only has this had an impact on the limited budget available but has also meant that

the service has been unable to defend its position when questioned on the priority of implementation.

4. Review

- 4.1 The original top 50 speeding roads data set included results from data collected in 2018. We propose a new data set is collected, which would include the original list, so that a comparison can be made and establish if the issues have worsened. In addition, in consultation with Ward members, we would revise/increase the list to include any new areas where there are concerns from residents or councillors.
- 4.2 In addition, we will also include any key areas where speeding issues have been previously identified, including Eastern Avenue and Burges Road.
- 4.3 We have been unable to progress this work recently as the current Covid19 restrictions and subsequent lockdowns may not give a true reflection on 'normal' traffic behaviour. In addition, the increased levels of parking, while people have been working from home, may have naturally created a calming measure and reduced the levels of speed.
- 4.4 In addition to the revised survey data and in accordance with current Codes of Practice for Highways Infrastructure; which requires the local authority to manage its network based on risk; the Highways team have produced a Risk Matrix which has been incorporated into our Asset Management system and allows the detailed construction of a 'Risk Score' for all roads and assets in the borough. The Risk Score is numbered from 1 to 7, with 1 being at the highest risk. An example of how this score is constructed and the elements involved is shown in Appendix 1. In the future all inspections and repairs will be based on this risk matrix.
- 4.5 Finally, we have now available, skid resistance data for the classified network (A, B & C roads) across the borough. By adding the recommended investigation levels to this data, we can ascertain any roads which have deficient skidding resistance and either require surface treatment or other speed reduction measures to manage their risk in association with any available collision data.
- 4.6 We propose to put all this information together to give an informed report for cabinet that will not only detail those roads where speeding is an issue but also give a priority ranked order of sites that will require some form of intervention to reduce the speed and the associated risks. We will also detail what those potential intervention levels could be, along with any associated costs for installation.
- 4.7 This report will form the basis for a forward action plan to help alleviate some of the speeding issues in the borough and increase safety for the current road users.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

- 5.1.1 Ensuring that driver behaviour is improved, and speed and collisions reduced, will be consistent with the Council's 2050 Vision of Safe & Well and that people in all parts of the borough feel safe and secure at all times.

5.2 Financial Implications

- 5.2.1 Costs for implementation of this review and development of the associated action plan, if approved, would need to be met from the capital funding that has yet to be requested for this project.

5.3 Legal Implications

- 5.3.1 The statutory consultative process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area.

5.4 People Implications

- 5.4.1 Works required to implement the review will be undertaken by existing staff resources.

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 Any implications have been taken into account in designing the review.

5.8 Risk Assessment

- 5.8.1 The proposals are designed to improve highway safety and as such, is likely to have a positive impact.

5.9 Value for Money

- 5.9.1 Works associated with any proposed findings will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

5.10 Community Safety Implications

- 5.10.1 The review and subsequent action plan, if implemented, will lead to improved community safety.

5.11 Environmental Impact

5.11.1 The potential environmental impact is not known at this stage, but it is envisaged that there could be a potential improvement in air quality if driver behaviours can be positively adjusted.

6. Background Papers

6.1 None

7. Appendices

7.1 Appendix 1 – Risk Matrix

Table 1

NSGREF	ADDRESS	Ward	CLASS	Shape length	Resilience Network	Bus Route	Gritting Route	Public Buildings on Street	In Flood Zone	Accidents on Street	In Conservation Area	FW Claims or Incidents	CW Claims or Incidents	Total Risk Score	Overall Priority
37100054	AVEBURY ROAD	Victoria	U	69.47										25	5
37100055	AVENUE ROAD	Leigh	U	194.21							Yes			65	4
37100056	AVENUE ROAD	Milton	U	498.17			Yes	Yes			Yes			60	4
37100057	AVENUE TERRACE	Milton	U	156.94							Yes			45	4
37100058	AVIATION WAY	St. Laurence	U	120.82	Yes	Yes	Yes	Yes	Yes				Yes	100	2
37100059	AVON WAY	West Shoebury	U	197.76				Yes	Yes					70	4
37100060	AVONDALE DRIVE	Blenheim Park	U	202.24				Yes						40	5
37100061	AVRO ROAD	St. Laurence	U	190.33								Yes		35	5
37100062	AYLESBEARE	West Shoebury	U	908.36										25	5
37100063	BADGERS CLOSE	Prittlewell	U	54.14										35	5
37100064	BAILEY ROAD	West Leigh	U	289.43										10	6
37100065	BALMORAL ROAD	Milton	U	415.93						Yes		Yes		65	4
37100066	BALTIC AVENUE	Milton	U	138.00			Yes							35	5
37100069	BARNARD ROAD	West Leigh	U	184.82										35	5
37100070	BARNSTAPLE CLOSE	Southchurch	U	71.85					Yes					35	5
37100071	BARNSTAPLE ROAD	Southchurch	U	1336.63					Yes	Yes		Yes		65	4
37100072	BARRINGTON CLOSE	Shoeburyness	U	65.56										25	5
37100074	BAXTER AVENUE	Victoria	U	627.46			Yes	Yes				Yes		75	3
37100075	BEACH AVENUE	Chalkwell	U	531.12									Yes	55	4

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Southend-on-Sea Borough Council

Agenda
Item No.

6

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulations Working Party
and Cabinet Committee

on

5th January 2021

Report prepared by Sharon Harrington,
Head of Traffic Management & Highways Network

Traffic Regulation Orders (Waiting Restrictions – Miscellaneous Schemes)

Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item

For Information Only

1. Purpose of Report

- 1.1 To inform the Traffic Regulations Working Party and the Cabinet Committee of the commencement of consultation and implementation and revocation of Traffic Regulation Orders in respect of various Waiting Restrictions – Miscellaneous Schemes across the Borough.

2. Recommendation

- 2.1 For information only

3. Background

- 3.1 The locations referred to in the attached appendix 1 were the subject of requests received from Councillors and members of the public. All the proposed locations have been surveyed by officers and meet the current criteria for the implementation and revocation of the waiting restrictions at the locations listed in **Appendix 1**.

4. Reasons for Implementation of Miscellaneous Waiting Restrictions

- 4.1 The proposals aim to improve the operation of the existing parking controls to contribute to highway safety, reduce congestion and maximise turnover of spaces and available parking.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

- 5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles, general traffic flow, improved sightlines and maximise turnover of spaces and available parking at the various locations.

This is consistent with the Council's Vision and Corporate Priorities of Safe, Prosperous and Healthy.

5.2 Financial Implications

- 5.2.1 Costs for implementation of the Order in **Appendix 1**, if approved, will be met from capital funding that has been agreed for the provision of Waiting Restrictions.

5.3 Legal Implications

- 5.3.1 The statutory consultative process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area. Members will be included in the circulation of the notice and any comments received will be considered in the consultation process.

5.4 People Implications

- 5.4.1 Works required to implement the agreed schemes will be undertaken by existing staff resources.

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 Any implications have been taken into account in designing the schemes.

5.8 Risk Assessment

- 5.8.1 The proposals are designed to improve highway safety and traffic flow and as such, is likely to have a positive impact.

5.9 Value for Money

- 5.9.1 Works associated with the schemes listed in **Appendix 1** will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

5.10 Community Safety Implications

- 5.10.1 The proposals in **Appendix 1** if implemented is likely to lead to improved community safety.

5.11 Environmental Impact

- 5.11.1 There is no significant environmental impact as a result of introducing the Traffic Regulation Order.

6. Background Papers

6.1 None

7. Appendices

7.1 **Appendix 1** – The draft Traffic Regulation Order advertisement and reasons for implementation.

Appendix 1

SCHEDULES

To introduce No Waiting at Any Time

Road	Side of Road	Proposed Description	Reason for Restriction
Seaview Road	West	From its junction with Broadway southwards for 10m	This was received from a former Ward Cllr requesting moving the restrictions to the other side of the road thereby increasing the available on-street parking. The revocations below remove the existing restrictions.
	East	From its junction with Broadway southwards for approx. 28m	
		From its junction with Cliff Parade northwards for 12m	
West	From approx. 21m south of its junction with Broadway southwards to approx. 12m north of its junction with Cliff Parade		
Bunters Avenue	Both	The turning head at its southern end extending on both sides from the western end north eastwards for approx. 28m	Request from Residents for restrictions in the turning area to stop indiscriminate parking and make access and turning easier
Rampart Street	South	From its junction with High Street Shoeburyness eastwards for a approx. 11m	Reduction to existing no waiting restrictions (see revocations below) to create additional pay and display parking in this road which is a popular parking spot for visitors.
Scarborough Drive	West	From its junction with London Road northwards for approx. 30m	Reduction to existing waiting restrictions (see revocations below) following request from Business to solve access difficulties encountered when entering and exiting car wash due to existing parking restrictions being parked in blocking access and to avoid queuing traffic on A13 London Road and Scarborough Drive trying to access premises
		From approx. 41m north of its junction with London Road to its junction with Manchester Drive	
East	From approx. 10m from its junction with London Road northwards for 16m		
London Road	North	From approx. 25m west of its junction with Scarborough drive westwards for 8m.	
Maya Close	South-east	From its junction with Ness Road to its junction with Jenna Close	Following the approval of traffic calming scheme by Cmte it was requested that no waiting at any time restrictions on the south kerbline be introduced to help deter parking by users of nearby shops
Sairard Gardens	North-west	From the western boundary of No. 23 Sairard Gardens eastwards and northwards to approx. 3m south of the common boundary between Nos 20 and 22 Sairard Gardens	Request from Ward Cllr and residents for restrictions on the bend to stop parking and improve safety.
	South-east	From approx. 4m west of the western boundary of No. 32 Sairard Gardens eastwards and northwards to approx. 3m south of the common boundary between Nos 20 and 22 Sairard Gardens	
Green Lane	Both	From a point opposite the common boundary between Nos 7 and 9 Green Lane to a point approx. 1m east of the western flank wall of No. 4 Green Lane.	Request from Ward Cllr for restrictions on the bend to stop parking and improve safety.
Ringwood Drive	North-east	From a point opposite the boundary between Nos 15 and 17 Ringwood Drive eastwards and southwards to the northern edge of the parking bay,	Request from Ward Cllr and residents for restrictions on the bend to stop parking and improve safety.
	South-west	From a point approx. 1m east of the western flank wall of No. 26 Ringwood Drive to a point opposite the southern boundary of No. 28 Ringwood Drive	
The access road to the rear of Nos 59 to 67 Alexandra Road	Both	In its Entirety	Request from Ward Cllrs and residents for restrictions to stop parking along access road to the rear of the properties to allow residents access.

To introduce Limited Waiting 1 Hour No Return In 4 Hours 9am to 6pm Mon-Sat

Road	Side of Road	Proposed Description	Reason for Restriction
London Road	North	From approx. 13m west of its junction with Scarborough drive westwards for approx 12.5m	Reduction to existing limited waiting restrictions (see revocations below) to solve access difficulties at car wash when entering and exiting car wash.
		From approx. 11m east of its junction with Maderia Avenue eastwards for approx. 30m	

To introduce Limited Waiting 20 Mins No Return In 4 Hours 9am to 6pm Mon-Sat

Road	Side of Road	Proposed Description	Reason for Restriction
Scarborough Drive	West	From approx. 30m north of its junction with London Road northwards for approx. 10m	Reduction to existing no waiting restrictions (see revocations below) to solve access difficulties at the car wash when entering and exiting car wash.

To introduce Limited Waiting 4 Hours No Return In 4 Hours 9am to 6pm

Road	Side of Road	Proposed Description	Reason for Restriction
London Road	North	Between Nos 817 and 951 London Road	Request from Synagogue to review current parking along this stretch of London Road original limited waiting restrictions were revoked and this has resulted in the area being heavily parked and the members of the congregation have no-where to park for a limited time when attending services
	South	Opposite Nos 817 and 95 London Road	

To introduce No Waiting Mon to Fri 2pm-3pm

Road	Side of Road	Proposed Description	Reason for Restriction
Barnstaple Close	Both	From its junction with Barnstaple Road northwards to the turning head	Request from Ward Cllr and resident's to stop parking by users of the nearby railway station in the close which is narrow

To introduce Resident Permit Holders Only (Zone M) Mon-Sat 9am-6pm and Sun 11am-5pm

Road	Side of Road	Proposed Description	Reason for Restriction
Ashburnham Road	East	From approx. 10m north of its junction with Hamlet Road northwards for approx. 14m	Reduction to existing no waiting restrictions (see revocations below) following request from Residents for additional residents parking bays in the road to meet demand.

To introduce Payment Parking (Zone_SF) 9am-6pm Daily (Tariff_3)

Road	Side of Road	Proposed Description	Reason for Restriction
Rampart Street	South	From John Street to approx. 11m east of its junction with High Street Shoeburyness	Reduction to existing no waiting restrictions (see revocations below) The proposal will create additional pay and display parking in this road which is a popular parking spot for visitors.

Revocations of Existing Orders

Road	Side of Road	Proposed Description	Existing Order to be Revoked
Rampart Street	South	From John Street to approx. 11m east of its junction with High Street Shoeburyness	No Waiting at Any Time
Ashburnham Road	East	From approx. 10m north of its junction with Hamlet Road northwards for approx. 14m	No Waiting at Any Time
Scarborough Drive	West	From its junction with A13 London Road to its junction with Manchester Drive	No Waiting at Any Time
Seaview Road	East	From its junction with Leigh Road to its junction with Grand Parade	No Waiting at Any Time
London Road	North	From approx. 13m west of its junction with Scarborough drive westwards to approx. 11m east of its junction with Maderia Avenue	Limited Waiting 1 Hour No Return In 4 Hours 9am to 6pm Mon-Sat

Southend-on-Sea Borough Council

Agenda
Item No.

7

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

5th January 2021

Report prepared by: Sharon Harrington,
Head of Traffic Management & Highways Network

Traffic Regulation Orders (Junction Protection)

**Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item**

For Information Only

1. Purpose of Report

- 1.1 To inform the Traffic Regulations Working Party and the Cabinet Committee of the commencement of consultation and implementation of the Traffic Regulation Orders in respect of various Junction Protection schemes across the Borough.
- 1.2 The Junction Protection Scheme is a 2 year capital funded scheme. This report is the second of a number of reports that will be presented in 2020/21 and 2021/22.

2. Recommendation

For information only.

3. Background

- 3.1 The junction locations referred to in the attached appendix 1 were the subject of requests received from Councillors and members of the public. All the proposed locations have been surveyed by officers and meet the current criteria for the implementation of the no waiting at any time restriction to provide the appropriate junction protection at these sites. All other junctions without protection have been surveyed and no waiting at any time restrictions will be implemented in a Boroughwide roll out in 2021/22.

4. Reasons for Implementation of Junction Protection

- 4.1 The proposals aim to improve the operation of the existing parking controls to contribute to highway safety, improve sightlines and accessibility and to reduce congestion.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

- 5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles, general traffic flow and improved sightlines at junctions. This is consistent with the Council's Vision and Corporate Priorities of Safe, Prosperous and Healthy.

5.2 Financial Implications

- 5.2.1 Costs for implementation of the Order in **Appendix 1**, will be met from the capital funding that has been agreed for the Junction Protection project.

5.3 Legal Implications

- 5.3.1 The statutory consultative process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area. Members will be included in the circulation of the notice and any comments received will be considered in the consultation process.

5.4 People Implications

- 5.4.1 Works required to implement the agreed scheme will be undertaken by existing staff resources.

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 Any implications have been taken into account in designing the schemes.

5.8 Risk Assessment

- 5.8.1 The proposals are designed to improve highway safety and traffic flow and as such, is likely to have a positive impact.

5.9 Value for Money

- 5.9.1 Works associated with the schemes listed in **Appendix 1** will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

5.10 Community Safety Implications

- 5.10.1 The proposals in **Appendix 1** if implemented is likely to lead to improved community safety.

5.11 Environmental Impact

5.11.1 There is no significant environmental impact as a result of introducing the Traffic Regulation Order.

6. Background Papers

6.1 None

7. Appendices

7.1 **Appendix 1** – The draft Traffic Regulation Order advertisement.

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Appendix 1

To introduce No Waiting at Any Time

Road Name	Side of Road	Description
Western Road	North	From its junction with Medway Crescent westwards for approx.12m
		From its junction with Medway Crescent eastwards for approx.12m
	South	From approx 12m east of its junction with Medway Crescent westwards to a point approx opposite the western flank wall of No 198 Western Road
Middlesex Avenue	West	From its junction with Surrey Avenue northwards for approx 10m
		From its junction with Surrey Avenue southwards for approx 10m
Surrey Avenue	Both	From its junction with Middlesex Avenue westwards for 10m
Leighcroft Gardens	Both	From its junction with Danescroft Drive northwards for approx 10m
Danescroft Drive	North-west	From its junction with Leighcroft Gardens south-westwards for approx 10m
		From its junction with Leighcroft Gardens north-eastwards for approx 10m
Bishopsteignton	East	From approx 10m north of its junction with Parsons Lawn to a point approx 11m south of its junction with Parsons Lawn
Queens Road Leigh on Sea	North	From its junction with Ashleigh Drive westwards for 10m
		From its junction with Ashleigh Drive eastwards for 10m
Ashleigh Drive	Both	From its junction with Queens Road northwards for 10m

Southend-on-Sea Borough Council

Agenda
Item No.

8

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulations Working Party
and Cabinet Committee

on

5 January 2021

Report prepared by: Sharon Harrington
Head of Traffic and Highways

Petition Wren Avenue

Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to consider the Petition (appendix 1) submitted to Council in September 2020 on behalf of residents

2. Recommendation

- 2.1 The current 20mph zone meets the criteria in 01/2013 Setting Speed Limits and accident stats are low; therefore due to higher demanding locations for speed and safety the service recommends no further action at this time on this location

3. Background

- 3.1. In September 2020 a petition was submitted full Council on behalf of Ms. Elaine Ventura and 19 residents of Wren Avenue, Sairard Gardens, Close and Anstey Close which states:

Would it be possible to lower the speed limit and Wren Avenue One Way road? The Speed bumps laid down in 2009 have no impact on motorists slowing down. This road is becoming unsafe and there have been many accidents already.”

- 3.2. A safety review has been undertaken by ATKINS who are independent on the Council in December 2020.

4. Conclusion

- 4.1 The current 20mph zone meets the criteria in 01/2013 Setting Speed Limits. The condition of the existing speed-reducing features vary from fair to good. The average speeds obtained appear in-line for what might be expected for the design and spacing's of the speed cushions installed.

- 4.2 To achieve lower speeds would require changes such as additional features such as ore frequent speed cushions or changes to the horizontal deflection with build outs or priority-working systems. To achieve lower speeds on the untreated section of Wren Avenue / Tudor Close would require additional infrastructure.
- 4.3 Although the number of accidents before and after the 20 mph zone were low, there has been a reduction of 84% in accidents in the area. However; it would be difficult to justify further measures based purely on current accident numbers.
- 4.4 Further speed-reducing features within the 20 mph zone and on the untreated section of Wren Avenue / Tudor Close would have to be justified on other grounds and subject to the required consultation and feasibility in terms of site constraints.

5. Financial Implications

- 5.2.1 If Cabinet want to pursue further infrastructure in this location a feasibility report and plan of changes will be required/
- 5.2.2 This location does not meet the criteria for further measures to be implemented therefore if the scheme is to be pursued a further report outlining the financial impact will need to be presented to Capital Investment board once a scheme has been designed.

5.3 Legal Implications

- 5.3.1 N/A

5.4 People Implications

- 5.4.1 N/A

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 There are no implications as a result of this recommendation.

5.7 Risk Assessment

- 5.7.1 A full risk assessment will be included in the feasibility report.

5.8 Value for Money

- 5.8.1 There are financial implications relating to value for money.

5.9 Community Safety Implications

- 5.9.1 Community safety implications will be included in the feasibility report.

5.11 Environmental Impact

5.11.1 Environmental impact will be included in the feasibility report.

5. Background papers

None

6. Appendices

Appendix 1: Petition

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