

**Public Document Pack  
SOUTHEND-ON-SEA BOROUGH COUNCIL**

**Cabinet Committee**

**Date: Monday, 22nd February, 2021**

**Time: 6.30 pm**

**Place: Virtual Meeting via MS Teams**

**Contact: Tim Row - Principal Democratic Services Officer**

**Email: [committeesection@southend.gov.uk](mailto:committeesection@southend.gov.uk)**

**A G E N D A**

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Traffic Regulation Order Objections (Junction Protection) (Pages 1 - 6)**
- 4 Milton Road Area Parking Consultation (Pages 7 - 12)**
- 5 Speeding Issues - Priority Ranking (Pages 13 - 42)**
- 6 Notice of Motion (Kent Elms Junction) (Pages 43 - 52)**
- 7 Thorpe Bay Gardens Covenant**  
Report of Executive Director (Neighbourhoods & Environment) to follow.
- 8 Update on Outstanding Schemes per Ward (Pages 53 - 60)**

**TO: The Chair & Members of Cabinet Committee:**

Councillors R Woodley (Chair), K Robinson (Vice-Chair) and M Terry

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# Southend-on-Sea Borough Council

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party  
and Cabinet Committee**

on

**22<sup>nd</sup> February 2021**

Report prepared by: Ashley Dalton,  
Service Manager, Business Change and Development  
(Traffic & Highways)

Agenda  
Item No.

**3**

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## Traffic Regulation Order Objections (Junction Protection)

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

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### 1. Purpose of Report

- 1.1 For the Traffic Regulations Working party and the Cabinet Committee to consider details of objections and support for Traffic Regulation Orders in respect of various proposals for junction protection across the Borough

### 2. Recommendation

- 2.1 **That the Traffic Regulation Working Party consider the comments received to the Orders during the public consultation and recommend to the Cabinet Committee to agree with the officer recommendations and implement the Traffic Orders as drawn**
- 2.2 **That the Cabinet Committee consider the views of the Traffic Regulation Working Party, following consideration of the representations received and agree the appropriate course of action.**

### 3. Background

- 3.1 The Cabinet Committee periodically agrees to advertise proposals to implement waiting restrictions in various areas as a result of requests from Councillors and members of the public based upon an assessment against the Council's current policy.
- 3.2 The proposals shown on the attached **Appendix 1** were advertised through the local press and notices were displayed at appropriate locations informing residents and businesses of the proposals and inviting them to make representations in respect of the proposed restrictions. This process has resulted in the comments detailed in **Appendix 1** of this report. Officers have considered these comments and where possible tried to resolve them. Officer observations are provided to assist the Members in their considerations and in making an informed decision.

#### **4. Reasons for Recommendations**

- 4.1 Junction protection aims to reduce congestion, improve sightlines and safety for all road users.

#### **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 and general traffic flow and improved sightlines at the various 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 these Orders will be met from the capital funding that has been agreed for this project.

##### **5.3 Legal Implications**

- 5.3.1 The formal statutory consultative process for Traffic Regulation Orders has been followed.

##### **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 Consultation**

- 5.6.1 The formal statutory consultation has been undertaken including advertisement of the proposal in the local press, on street at each location and letter drops to adjacent properties.

##### **5.7 Equalities and Diversity Implications**

- 5.7.1 Any implications have been considered in designing these schemes.

##### **5.8 Risk Assessment**

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

##### **5.9 Value for Money**

- 5.9.1 All works resulting from the scheme design are to be undertaken by term contractors appointed through a competitive tendering process ensuring value for money.

## 5.10 **Community Safety Implications**

5.10.1 The proposals in **Appendix 1**, are likely to lead to improved community safety once implemented.

## 5.11 **Environmental Impact**

5.11.1 There is no significant environmental impact as a result of introducing this Traffic Regulation Order saved for reduced idling emissions as a result of improved traffic flow.

## 6. **Background papers**

None

## 7. **Appendices**

**Appendix 1 – Details of representations received and Officer Observations.**



## Details of representations received and Officer Observations relating to the Report on Traffic Regulation Orders

<b>Item</b>	1
<b>Location</b>	Various Junctions
<b>What is this request for</b>	To deter parking by the introduction of junction protection
<b>Proposal</b>	To introduce No Waiting at Anytime
<b>Consultation dates</b>	27 <sup>th</sup> November to 18 <sup>th</sup> December 2020
<b>Stakeholder feedback</b>	None
<b>Consultation feedback</b>	See below

Road	Proposed Description	Comments Received	Officer Comments/Recommendation
Thorpe Hall Avenue	To introduce No Waiting at Anytime  From a point approx. 30m north of its junction with the roundabout at Acacia Drive northwards for approx. 16m	<b>4 letters of objection received main points raised include:</b> - vehicles do not cause problems; only 1 parking space in car park at rear; helps to deter speeding vehicles; would send cars to other roads; problems being caused by vehicles from Acacia Drive; reduce waiting times to during the day; instal traffic calming and zebra at junction.	The proposed restriction is an extension of existing junction protection which already has been extended to deter parking outside majority of the flats near to the junction. and does not achieve anything extra.  <b>Recommend not to proceed</b>
High Street Shoebury	To introduce No Waiting at Anytime  Outside Nos 72-74 High Street Shoebury	<b>6 letters of objection received: 1 from Ward Cllr and 5 others, main points raised include:</b> - Strongly object will cause further disruption and hardship for residents in High St and opp in Shoebury Ave; lack of parking; problem being caused by large vehicles entering Shoebury Ave for Ind Estate where entrance is from a residential road; will create chaos; no- where for residents to park; residents have more than 1 car; permit parking was not allowed in this part of High Street; and vehicle crossover requests have been refused ;will move more cars into Neighbouring Roads; no justification; no one in favour of proposal; traffic flows work well; will not help parking by reducing space	This proposed restriction was at the request of users of the industrial estate whose entrance is in Shoebury Avenue and who reported they were having difficulty in turning out of the road unfortunately, there is no other way for lorries to go but to turn into the High Street. Observations on site show that although there are cars parked opposite the junction, the section of road is wide enough to allow the lorries to turn.  <b>Recommend not to proceed</b>
Eastwood Road	To introduce No Waiting at Anytime  From its junction with Belfairs Drive southwards for 22m and northwards for 20m	<b>1 letter of support</b> – but would like lines extended to go over frontage of property to deter cars from overhanging the driveway	This proposal was introduced for safety reasons for traffic exiting out of Belfairs Drive into Eastwood Road and the proposed marking will extend to the boundary of the resident's property south of the junction, it is considered that the lengths are sufficient to improve visibility and are not to stop cars from parking up to the driveway. <b>If it is agreed to extend the restrictions, then the proposal would need to be readvertised</b>  <b>Recommend to proceed as advertised</b>

<p><b>Gunners Road</b></p>	<p><b>To introduce No Waiting at Any Time From a point opposite the northern boundary of No. 27 Gunners Road south-westwards for a distance of 66m</b></p>	<p><b>3 letters of objection received, and 1 letter of support received main points raised include:</b>  <b>Objections</b> – No benefits for residents; reduce times of restrictions to deter commuters; its commuters that are causing problems; need to consult with residents more; was not what they wanted; should be for whole length of Gunners Road as requested by residents; and the problem is on the other side of the road   <b>Support</b> – agrees with proposals and thanks Council for assessing situation and addressing problems in road</p>	<p>This proposal was requested by a Ward Cllr and agreed by Cmte to look at restrictions on the bend on the west side of the road. Taking in the comments raised by residents if the restrictions are provided, they will not benefit the residents in the long run.   <b>Recommend do not proceed but to look at whole length of Gunners Road as part of parking strategy.</b></p>
<p><b>Clifton Drive</b></p>	<p><b>To introduce No Waiting at Any Time</b>   <b>From its junction with Seaforth Road westwards for approx. 12m</b>   <b>From its junction with Manor Road eastwards for approx. 12m</b></p>	<p><b>4 letters of objection, 2 letters of support received main points raised include:</b>  <b>Objections</b> - Already trouble finding parking space; reduce waiting times to during the day; residents parking scheme needed; large vehicles and emergency vehicles can access around corners as they are currently; no room for parking during the day by residents; will reduce amount of parking space; will increase speeds; area has too many HMO's and is heavily parked by visitors to seafront, for the railway station and nearby restaurant; extension to double yellow lines not needed; will have effect on residents going about their daily lives as parking will be reduced; join Clifton Drive into the Cliffs Area Permit Parking Scheme; road is not enforced; do not need loss of parking spaces; increase of lines will result in at least 8-12 fewer parking spaces and which could result in those who have driveways being blocked; majority that park in the road are not residents; overflow car park for Argyll House as there is not sufficient space in their car park.   <b>Support</b> - improve the flow of emergency vehicles and service vehicles on the bends; provide sufficient distance to provide some parking spaces; provide sufficient distance to deter speeding on the bends and will reduce the likelihood of speed and accidents in Clifton Drive. Would like to see Residents Parking scheme in the road; best thing that could happen; needs parking only on one side of road to enable large vehicles easy access; fail to see why it's being objected to can only be positive changes to the street and for it's residents;</p>	<p>The parking problems in this road was brought to the attention of the Committee by former Cllr J Garston who asked for us to look at the provision of restrictions on the south side of Clifton Drive to help with the flow of traffic along this stretch of road and was approved for Officers to investigate and advertise the appropriate waiting restrictions.   Following site visits and observations of parking in the area, it was determined that the best option would be to increase the lengths of yellow lines on both sides of the road at each end of Clifton Drive where it joins Seaforth and Manor Roads to help with traffic flow on the corners but not taking away other parking spaces on the south side; what has been advertised is an extension of approx. 5m of additional yellow line on the ends of each yellow line in Clifton Drive taking the total lengths to approx. 12m..   <b>Recommend to proceed as advertised</b></p>



# Southend-on-Sea Borough Council

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulation Working Party  
and Cabinet Committee**

on

**22 February 2021**

Report prepared by Sharon Harrington,  
Interim Group Manager Highways & Traffic Network

Agenda  
Item No.

**4**

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## Milton Road Area Parking Consultation

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

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### 1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to consider the results of a parking consultation carried out in roads situated in an area bounded by Park Road in the east, Hamlet Court Road in the west, A13 in the north and the Fenchurch Street railway to the south.
- 1.2 This report was first presented to this working party on the 24<sup>th</sup> February 2020 in which it was agreed:
  - That the matter be considered as a priority as part of the development of the Parking Strategy currently being developed.
  - That consideration of any further requests/petitions for parking schemes referred to the Traffic Regulations Working Party and Cabinet Committee be deferred pending the outcome of the Parking Review.
- 1.3 The controlled parking zone policy was agreed at Scrutiny on Monday 1 February 2021 and therefore this report is being re-presented in its entirety to be considered as a larger scheme.

### 2. Recommendation

- 2.1 **That the Traffic and Parking Working Party consider the results presented and recommend to the Cabinet Committee to:**
  - (a) **To undertake advertisement of the proposals and if no objections to commence with implementation of scheme on all roads outlined in Appendix 1**
  - (b) **If the scheme is rejected that it is not reconsidered for 2 years**

### **3. Background**

- 3.1 A parking consultation was carried out by a former Ward Councillor and residents at the end of 2018 in St Vincent's Road, Avenue Terrace, Avenue Road, Park Terrace, Park Crescent and Park Road.
- 3.2 Results of this consultation were reported to the Traffic Regulations Working Party / Cabinet Committee at the meeting held on 7<sup>th</sup> January 2019, however because St Vincent's Road was the only road to meet the adopted threshold criteria, agreement was given to advertise a residents only permit parking scheme. Further time was given to carry out follow up consultation in the remaining roads but the required response rate and support was not achieved.
- 3.3 Statutory advertisement was carried out in June/July 2019 and comments on the proposal were reported to the Traffic Regulations Working Party / Cabinet Committee on 12<sup>th</sup> September 2019. In consideration of the objections, The Cabinet Committee resolved to not confirm the Order but that consultation be undertaken to introduce permit parking in the roads in the wider area, the extent of which to be determined by Officers in consultation with the Ward Councillors
- 3.4 A consultation pack containing covering letter, questionnaire and information sheet was distributed to 1200 properties in the area agreed with Ward Members. The results of this consultation are attached at Appendix 1 to this report.

### **4. Reasons for Recommendations**

- 4.1 Many of the roads included in this consultation have been consulted before on a number of occasions and the support and response rate has remained consistent.
- 4.2 In consideration of objections to the previous scheme Members were concerned that displaced parking would migrate to the surrounding area causing additional problems in those roads not included and it is felt that the support for this consultation which has been deferred from February 2020 will get the right level of support to take forward to implementation.
- 4.2 A new area to the west of Milton Road was added to the survey area where generally support for permit parking was found to be low with the exception of Burdett Avenue, St Johns Road and Hadleigh Road which met the support rate but did not receive more than 50% returned questionnaires. These roads are not closely situated and therefore it would not be appropriate to introduce individual permit schemes, however in view of the fact that St Vincents Road has received support there is potential that the other roads will now wish to be considered in view of the potential risk of displaced parking.
- 4.3 In view of the new controlled parking zone policy agreed at Scrutiny on 1<sup>st</sup> February the criteria under Stage 4 – Informal Consultation b) of the eligible responders, more than 20% respond was met by the majority of roads (12 out of 17) in the area and under Stage 4 – Informal Consultation c) a minimum of 55% of valid responses are in favour of the scheme was met by all the roads in the area within a range of 61% to 100% and an average of 84% of responders in favour.

4.4 The formal consultation if agreed will be clear on the risks should adjoining roads not wish to opt into a scheme and any objections will be bought back to TRWP before any commencement of the scheme.

## **5. Corporate Implications**

### **5.1 Contribution to Council's Vision and Corporate Priorities.**

5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles and general traffic flow. 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 progression of the works if approved, can be met from existing budgets

### **5.3 Legal Implications**

5.3.1 The formal statutory consultative process will be completed in accordance with the requirements of the legislation.

### **5.4 People Implications**

5.4.1 Works required to progress the proposals will be undertaken by existing staff resources.

### **5.5 Property Implications**

5.5.1 None

### **5.6 Consultation**

5.6.1 If an agreement is reached to progress an extension to an existing scheme, this report requests authority to commence the statutory consultation process and is a result of a consultation demonstrating support for parking controls in a number of roads.

### **5.7 Equalities and Diversity Implications**

5.7.1 Any implications will be taken into account in designing the schemes.

### **5.8 Risk Assessment**

5.8.1 The proposals are designed to improve the operation of the parking scheme while maintaining highway safety and traffic flow and as such, are likely to have a positive impact.

### **5.9 Value for Money**

5.9.1 Works associated with any scheme progressed 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 if implemented will lead to improved community safety by reducing non-resident parking and giving residents the opportunity to park near to their homes.

## **5.11 Environmental Impact**

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

## **6. Background Papers**

6.1 None

## **7. Appendices**

7.1 **Appendix 1** – Summary table of Consultation Responses.  
**Appendix 2** – Plans of the Consultation Areas

## Appendix 1 - Milton Road Area Parking Consultation Summary Table

Road Name	No. of Properties	No. in Favour	No. Against	Total No. Returned	% Returns	% In Favour
Avenue Road	112	37	2	39	35	95
Avenue Terrace	32	12	1	13	40	92
Park Crescent	13	2	0	2	15	100
Park Road	82	25	8	33	40	76
Park Terrace	29	12	1	13	45	92
St. Vincent's Road	75	37	3	40	53	92
Milton Road	48	7	1	8	16	88
Burdett Avenue	150	64	2	66	44	97
Canewdon Road	57	9	0	9	16	100
Cossington Road	90	10	5	15	16	66
Hadleigh Road	29	10	3	13	45	77
Hermitage Road	55	12	6	18	33	67
Preston Road	99	12	7	19	19	63
Retreat Road	66	17	2	19	29	89
St Helens Road	147	22	14	36	24	61
St Johns Road	93	31	15	46	49	67
Wickford Road	23	5	0	5	22	100



# Southend-on-Sea Borough Council

Agenda  
Item No.

5

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party  
and Cabinet Committee**

on

**22<sup>nd</sup> February 2021**

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

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## Speeding Issues – Priority Ranking

**Traffic and Regulation Working Party - Cabinet Member: Councillor Woodley  
Part 1 Public Agenda Item**

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### 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-

### 2. Recommendation

- 2.1 **The Working Party is requested to recommend to the Cabinet Committee its preferred option for the way forward in respect of a full review and action plan, in regard to speeding traffic within the Borough.**

### 3. Background

- 3.1 At its meeting on 8<sup>th</sup> 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.

### 4. Review

- 4.1. The original published top 50 speeding roads data set included results from data collected in 2018. We had originally proposed that a new data set was collected, as this data is nearly 3 years old. However, in the interim and to understand any potential issues, we have used this original data set for the purposes of this report.



- 4.2. We still have some concerns that the current pandemic 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 etc, may have naturally created a calming measure and actually reduced the levels of speed.
- 4.3. To help facilitate the understanding of the speed data, we have added additional data streams and prioritised the list. In accordance with current Codes of Practice for Highways Infrastructure; which requires the local authority to manage its network based on risk; we have added the 'Risk Score' for all the roads detailed that has been developed as part of our Asset Management improvements. The risk score is built up by applying any appropriate factors e.g. bus route, resilience network, location of schools/hospitals etc.
- 4.4. In addition, we now have skidding resistance data available for the classified network (A, B & C roads only) across the borough. By adding the recommended investigation levels to this data, we can ascertain any roads/sections which have deficient skidding resistance. With this data, we were able to calculate the percentage of the road where the skidding resistance is deficient (if it was available for that road).
- 4.5. We have then put these 3 elements of data together (speed/risk/deficient skidding resistance), graded each one 1 to 5 (with 5 being worst case), and developed a prioritised list of the original Top 50 schemes.
- 4.6. The prioritised list is enabled by the 'Total Risk Grade' being developed for each road with a maximum score of 15. The top 9 roads are now shown below in Priority order (please note - it was going to be the top 10 but the next 5 roads all share the same score).

ID	Road Name	% Vehicles Exceeding Speed Limit	Grade	Skidding Resistance - % Road Under Investigatory Level	Grade	Risk Score	Grade	Total Risk Grade
1	Elm Road Shoebury	80.00%	5	89%***	5	145	5	15
2	White House Road	84.60%	5	70%	4	85	3	12
3	Eastwood Road North	17.60%	1	94%***	5	140	5	11
4	Eastwoodbury Lane	70.30%	4	45%	3	110	4	11
5	Eastern/Thorpe Esplanade	55.40%	3	28%	2	155	5	10
6	Station Road Leigh	56.00%	3	Not Surveyed	2**	135	5	10
7	Green Lane	56.30%	3	Not Surveyed	2**	120	4	9
8	Station Road Westcliff	11.70%	1	53%	3	140	5	9
9	Western Approaches	52.20%	3	Not Surveyed	2**	130	4	9

*\*\* Those sites with no available skidding resistance data have been graded 2 as the data is an unknown risk, rather than being graded as 1 - acceptable.*

*\*\*\* Part of Elm Road and Eastwood Road North have been resurfaced since these surveys were undertaken but we are unsure of the extent of change on the skidding resistance data at this time.*

- 4.7. From this list, we undertook some initial site visits to develop potential options for the reduction of speed on the prioritised roads. Please refer to **Appendix 1** for details.



- 4.8. These options should only be considered as potential solutions at this time as no detailed analysis, safety review or impact assessment has been undertaken. Similarly, the cost estimates are only approximate costs to highlight the range of options that can be considered.
- 4.9. If we take the number 1 priority site currently – Elm Road, Shoebury - the potential options are as follows:
- Refresh road markings and add additional including parking bays, bus stops, to visually reduce the road width – approximate cost - £1,000 to £9,000
  - Additional Hatched road markings and central islands to reduce road width - £15,000
  - Addition of bus compliant speed ramps - £52,000
  - Speed camera - £30,000
  - Any works on this site should be linked to some remedial resurfacing, as the road condition is poor in places and particularly around the zebra crossings

**Please note all these items are suggestions and should not be taken as confirmed works at these locations.**

- 4.10. The proposal is that we develop these options further, including costs and a safety review, into a forward action plan to assist the reduction of any speeding issues highlighted in the borough on the priority sites and increase safety for the current road users. Please note, as highlighted previously, there is no current funding for this action plan and any potential options, so it would require an additional capital bid.
- 4.11. We further recommend that new speed data is collected across the borough to ensure we capture any new issues and ensure we have valid data before any confirmed actions are taken. This action would also require additional funding.

## **5. Next Steps**

- 5.1 Once the Working Party agree the above methodology; the service will undertake detailed safety review and/or impact assessments of the top nine locations and present a costed action plan at a future meeting.
- 5.2 This methodology will then be used as a criteria for any future speeding issues that are raised within the service.

## **6. 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 any approved improvements, revised speed data or remedial works, would require additional capital funding that has yet to be requested for this project and agreed.

### **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 or any improvement actions 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**

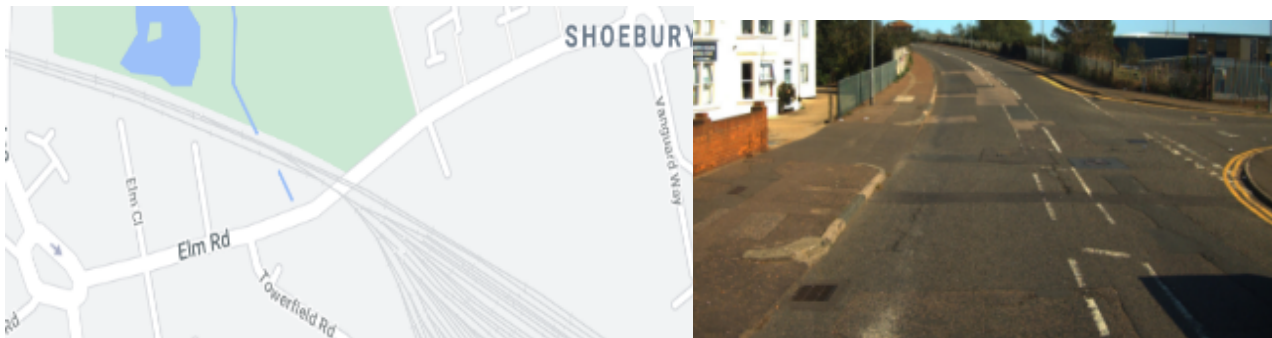
- 5.11.1 The potential environmental impact is not known at this stage, but it is envisaged that there could be a potential improvement in air quality if driver behaviours can be positively adjusted.

## **6. Background Papers**

- 6.1.1 None

## Elm Road (Bridge Garage – Vanguard Way)

Location plan;



### Issues Raised

Speeding related Issues

### Additional Information

Road speed 30mph

Bus route

Unrestricted on street parking

General road surface is ok deteriorating in places.

Some central hatching

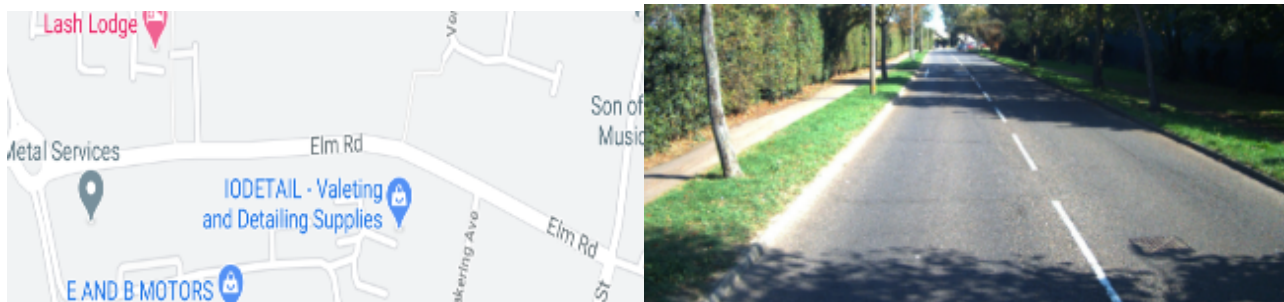
2 x zebra Crossings

### Options Appraisal / Intervention

1. Refresh road markings. **£5,000**
2. Road mark bus stops (visually reduce road width) **£1,000**
3. Road mark on street parking bays (as above) **£3,000**
4. Check road surface at zebras, 68 PSV should be used
5. Installation of 3 x additional traffic islands within existing central hatching, (visually reducing road widths). **£15,000**
6. Installation of policy compliant 8 x speed cushions upgrade 2 x zebra crossing to raised tables **£52,000**

**Options/ Intervention Estimate - £76,000**

## **Elm Road (Vanguard Way – Shoebury High Street)**



Road speed 30mph

Distributor Road

Double yellow lines northside up to The Woodlands then unrestricted on street parking to High Street

General road surface is ok

1 x zebra crossing

### **Options Appraisal / Intervention**

1. Refresh road markings. **£5,000**
2. Road mark on-street parking bays (visually reduce road width) **£10,000**
3. Check road surface at zebras, 68 PSV should be used
4. Installation of policy compliant 8 x speed cushions upgrade 1 x zebra crossing to raised tables **£42,000**

### **Options/ Intervention Estimate**

**£57,000**

### **Potential Scheme Total**

**£133,000**

Full schedule of rates to be confirmed

## White House Road

Location plan;



### Issues Raised

Speeding related Issues

### Additional Information

Road speed 30mph  
Distributor road  
Bus route  
No on street parking  
Heycroft School  
General road surface is ok  
Road markings faded.  
No bus stop markings  
Anti-skid surfacing defective  
Deteriorating road surface  
1x traffic island  
2 x pedestrian traffic island crossing point  
2 x zebra Crossings

### Options Appraisal / Intervention

1. Refresh all road markings. **£8,000**
2. Provide bus stop markings (visually reduce road width) **£2,000**
3. Check road surface at zebras, 68 PSV should be used **£16,000**
4. Installation of additional 1x traffic island, Snake Lane Junction (reduce road widths). **£5,000**
5. Introduce 2 x speed table at zebra crossings 10 x speed cushions. **£60,000**

### Options/ Intervention Estimate

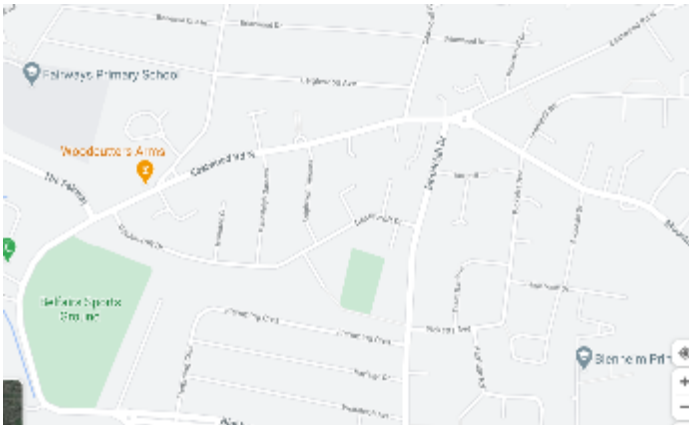
**£91,000**

## Location Photos



## Eastwood Road North

Location plan;



### Issues Raised

Speeding related Issues

### Additional Information (A127 – Elmsleigh Drive)

Road speed 30mph

Primary Route

Bus route

Unrestricted on street parking

Road surface excellent recently resurfaced (no line marking?)

### Options Appraisal / Intervention

7. Refresh road markings. **£1,000**
8. Road mark bus stops (visually reduce road width) **£1,000**
9. Road mark on street parking bays (as above) **£3,000**
10. Installation of policy compliant 6 x speed cushions **£24,000**

### Options/ Intervention Estimate

**£29,000**

## Location photos



### Additional Information (Elmsleigh Drive – Eastwood Road)

Road speed 30mph

Primary Route

Some central hatching

Unrestricted on-street parking up to Bellhouse Lane travelling west.

Double yellow lines eastside from The Fairway – Eastwood Road

On-street parking westside from The Fairway – Eastwood Road

2 x zebra crossings

2 x pedestrian island

1 x traffic island

General road surface is ok

### Options Appraisal / Intervention

5. Refresh road markings. **£15,000**
6. Road mark on-street parking bays + bus stops (visually reduce road width) **£20,000**
7. Check road surface at zebras, 68 PSV should be used
8. Installation of 4 x additional traffic islands within central hatching (visually reduce road width) **£20,000**

Installation of policy compliant 18 x speed cushions upgrade 2 x zebra crossing to raised tables **£92,000**

### Options/ Intervention Estimate

**£147,000**



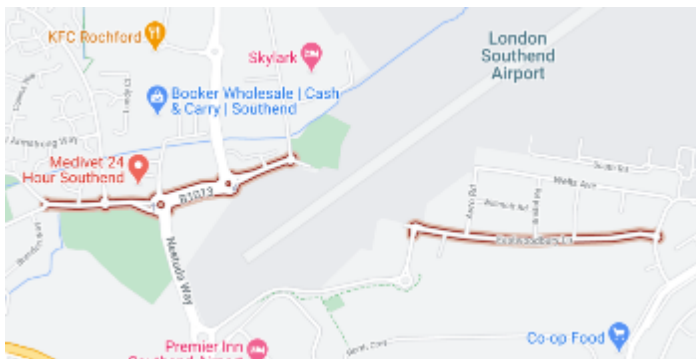
## Location Photos



**Potential Scheme Total  
£176,000**

## Eastwoodbury Lane (1<sup>st</sup> Section East on below location plan)

Location plan;



### Issues Raised

Speeding related Issues

### Additional Information

Road speed 30mph

Bus route

Road narrows past No. 81

No kerblines, footway or drainage past No. 81 Westside (standing water)

On street parking

General road surface condition is fair. Showing signs of deterioration.

Road markings faded.

Flashing 30mph sign travelling east bound.

### Options Appraisal / Intervention

1. Road mark on street parking bays on both sides of carriageway. (visually reducing road width) **£1,000**
2. Road mark bus stop bays (visually reducing road width)  
Potential for central hatching from No.81 travelling south  
Refresh all road markings **£10,000**
3. Installation of traffic island (not crossing point in wider section) **£5,000**
4. Installation of additional flashing 30mph travelling west bound. **£5,000**
5. Installation of policy compliant speed cushions x 9 **£36,000**

### Options/ Intervention Estimate

**£57,000**

## Location Photos



## Additional Information

### **Eastwoodbury Lane (1<sup>st</sup> Section West - Snakes Lane to Nestuda Way)**

Road speed 30mph

Bus route

1x zebra crossing

3x uncontrolled crossing

1x traffic island

No on street parking

Distributor road

General road surface condition is very poor. Heavily pot holed and deteriorating badly.

Central carriageway hatching

Road markings faded.

Anti-skid surfacing defective

## Options Appraisal / Intervention

1. Refresh all road markings.  
Road mark Bus Stops (visually reduce carriageway width) **£8,000**

2. Consider deep plane to prevent reflective surface depressions, resurface with 68psv material. **Check forward programme for cost estimate**
3. Introduce speed table at zebra crossing **£10,000**

This short section is unlikely to result in speeding vehicles due to the number of junctions and crossing points.

### **Options/ Intervention Estimate (without resurfacing cost)**

**£18,000**

### **Location Photos**



## Additional Information

### **Eastwoodbury Lane (Nestuda Way to Church) Dual Carriageway Section**

Road Speed 40mph  
Bus Route  
No on street parking  
Primary road  
General road surface condition fine.  
Road markings clear

### **Options Appraisal / Intervention**

No works required, No Location Photos

### **Additional Information, B1013 Roundabout to Aviation Way (church)**

Road speed 30mph  
No on street parking  
Primary road (leads to Aviation Way Industrial Estate)  
General road surface condition fair/deteriorating  
Fading road markings

### **Options Appraisal**

1. Refresh road markings **£1000**
2. Consider deeper plane when resurfacing (due to large articulated vehicles) **refer to resurfacing programme for cost estimate**

### **Options/ Intervention Estimate (without resurfacing cost)**

**£1,000**

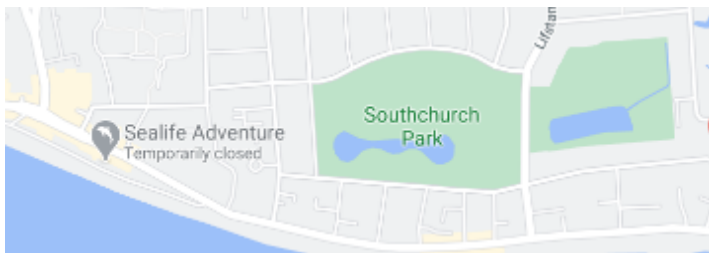
### **Location Photos**



**Potential Scheme Total (without resurfacing) £76,000**

## **Eastern Esplanade (Southchurch Avenue – Warwick Road)**

Location plan;



### **Issues Raised**

Speeding related Issues

### **Additional Information**

Road speed 30mph

Primary Route

Bus route

High volume tourist area

Pay & Display on street parking

General road surface is poor between Southchurch Av -Victoria Road Deteriorating badly.

Resurfacing appears to have been carried out between Victoria Road onwards

Road markings faded.

Central hatching from Southchurch Av – Plas Newydd

Anti-skid surfacing defective Puffin Crossing/Zebra (nr Sealife Centre)

8 x pedestrian traffic island crossing point

3 x zebra Crossings

### **Options Appraisal / Intervention**

1. Resurface between Southchurch Av-Victoria Road **Refer to resurfacing programme for cost estimate**
2. Refresh all road markings. **£20,000**
3. Check road surface at zebras, 68 PSV should be used
4. Installation of up to 10x additional traffic islands within existing central hatching, (visually reducing road widths). **£50,000**
5. Provide average speed camera solution 20mph limit extension from city beach **£900,000 - £1,000,000** (13 side roads)

### **Options/ Intervention Estimate (without resurfacing cost)**

**£1,070,000**



## Potential Scheme Total

£1,070,000



## Thorpe Esplanade (Warwick Road – Maplin Way)

Location plan;



## Issues Raised

Speeding related Issues

## Additional Information

Road speed 30mph

Primary Route

Bus route

High levels of tourist/footfall

Pay & Display on street parking

General road surface is fine recently resurfaced in places

Central hatching  
8 x pedestrian traffic island crossing point  
1 x traffic island  
3 x zebra Crossings

### Options Appraisal / Intervention

1. Refresh road markings. **£10,000**
2. Check road surface at zebras, 68 PSV should be used
3. Installation of up to 10x additional traffic islands within existing central hatching, (visually reducing road widths). **£50,000**
4. Provide average speed camera solution 20mph limit extension from Eastern Esplanade (Warwick Road) – Maplin Way city beach **£400,000 - £800,000** (6 side roads)

### Options/ Intervention Estimate (without resurfacing cost)

**£860,000**

### Potential Scheme Total

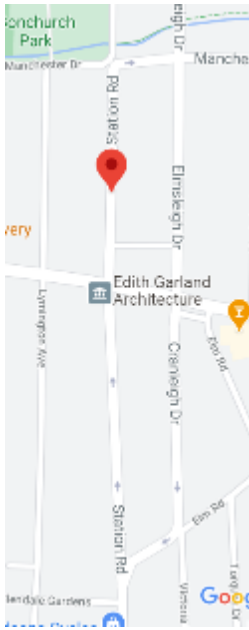
**£860,000**





## Station Road, Leigh

Location plan;



### Issues Raised

Speeding related Issues

### Additional Information, Station Road, Leigh – A13

Road speed 30mph

Bus route

On street parking restrictions on westside, mostly unrestricted on eastside

Distributor road

General road surface condition fine.

Fading road markings in some places

### Options Appraisal / Intervention

1. Refresh road markings **£1000**
2. Mark parking bays (visually reducing road width) **£1000**
3. Consider alternating the on-street parking, this will provide a chicane layout which may help reduce straight line speed (alter TRO). **£6000**
4. Introduce 4 policy compliant speed cushions **£16,000**

### Options/ Intervention Estimate

**£24,000**

### Location Photos



## **Station Road, Leigh, A13 – Manchester Drive**

Road speed 30mph

Bus route

Double Yellow Lines on westside, mostly unrestricted on street parking on eastside

Distributor road

General road surface condition fine

Clear road markings

### **Options Appraisal / Intervention**

1. Road mark parking bays (visually reducing road width) **£1000**
2. Consider alternating the on-street parking, this will provide a chicane layout which may help reduce straight line speed (TRO change) **£6000**
3. Replace chevron Sign (this to be raised with inspectors)
5. Introduce 4 policy compliant speed cushions **£16,000**

### **Options/ Intervention Estimate**

**£23,000**

### **Location Photos**



### **Potential Scheme Total**

**£47,000**



## Location Photos



### Additional Information Station Road (Akropolis Restaurant – First Avenue)

Road speed 30mph

Distributor road

Bus route

Time restricted on street parking southside

Distributor road

General road surface is very poor between Akropolis and Westcliff Station after that in fair condition.

Road markings faded.

2x traffic islands (not crossing points)

2x zebra Crossing, anti-skid defective

### Options Appraisal / Intervention

1. Refresh all road markings. **£3,000**
2. Road mark on street parking bays (visually reduce road width). **£1,000**
3. Resurface, deep plane Akropolis-Westcliff Station, including zebra. **Refer to resurfacing programme for cost estimate**
4. Resurface zebra crossing with 68 PSV (outside of Public House) **£8,000**
5. Install traffic island No.410 **£5,000**
6. Introduce 2 x speed table at zebra crossings 4 x speed cushions **£36,000**

### Options/ Intervention Estimate (without resurfacing)

**£53,000**

## Location Photos

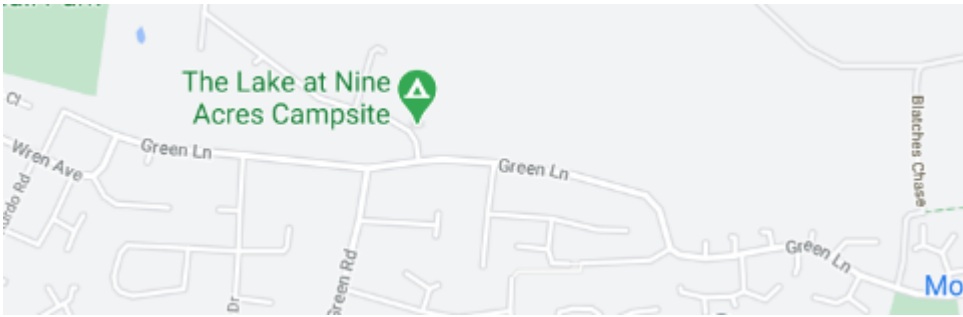


**Potential Scheme Total (without resurfacing)**

**£101,000**

## **Green Lane – from Blatches Close – Dandies Drive**

Location plan;



### **Issues Raised**

Speeding related Issues

### **Additional Information Green Lane**

Road speed 30mph to Dandies Drive

Distributor road

Heycroft School Entrance (zig zags)

Bus route

On street parking (both sides of the road up to No. 232) then double yellow lines, Heycroft School zig zags, then on street parking from No.217 to No.197.

From No. 197 Unrestricted on street parking to Dandies Drive but not frequent due to large frontages that accommodate off street parking

Distributor road

General road surface is excellent, recently resurfaced from Byefield – 162 Green Lane.

After this general condition is fine to Dandies Drive

**From No.162 travelling north road condition fair**, road markings faded

Central carriageway hatching

Flashing warning signs

### **Options Appraisal / intervention**

1. Refresh all road markings (outside of new surfacing) **£10,000**
2. Road mark Bus Stops (visually reduce road width) **£2,000**
3. Installation of 3 traffic islands from travelling north from Green Lane bends up to No. 123 (to reduce road width) **£15,000**
4. Introduce policy compliant speed cushions x15 **£60,000**

### **Options/ Intervention Estimate**

**£87,000**

### **Location Photos**



## New Surfacing



## Possible Traffic Islands



## Additional Information

### **Green Lane – from Dandies Drive – Wren Avenue**

Dandies Drive – Wren Avenue 20mph (Edwards Hall school zone)

Distributor road

Unrestricted on street parking

Distributor road

Speed cushions

General road surface is fine, road surface changes to concrete from Wren Avenue

## Options Appraisal / Intervention

Adequate speed reducing features



## Location Photos



## Potential Scheme Total

**£87,000**

## **Western Approaches – Blatches Chase**

Location plan;



### **Issues Raised**

Speeding related Issues

### **Additional Information Western Approaches – Blatches Close**

Road speed 30mph

Distributor road

Bus route

On street parking (mostly eastside) up to Rockall then double yellows until 198 Western Approaches)

Distributor road

General road surface is fair (Bus tracking in places)

Central carriageway hatching

Road markings faded.

1x zebra Crossing (anti-skid surfacing defective)

3x pedestrian traffic islands

### **Options Appraisal / intervention**

1. Refresh all road markings. **£15,000**
2. Road mark out Bus Stop Bays (visually reduce carriageway width) **£5,000**
3. Resurface zebra crossing, 68 PSV should be used **£8,000**
4. Installation of 3 additional pedestrian traffic island (reduce road widths and provide crossing points). From Snakes Lane to Rockall North of Lundy Close (1 existing pram crossing), 2 x North & South of Biscay **£30,000**
5. Remove advertising A boards and relocate Litter bin to improve pedestrian visibility splay. Inspector / Enforcement Action
6. Replace existing zebra with speed table 12 x speed cushions **£58,000**

### **Options / Intervention Estimate**

**£116,000**

## Location Photos



## Potential Scheme Total

**£116,000**

Full schedule of rates to be confirmed formally should a scheme come forward.

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# Southend-on-Sea Borough Council

Report of Executive Director  
(Neighbourhoods & Environment)  
**Traffic Regulations Working Party  
and Cabinet Committee**  
on

22<sup>nd</sup> February 2021

Report prepared by: Neil Hoskins,  
Head of Civil Engineering

Agenda  
Item No.

6

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## Notice of Motion (Kent Elms Junction)

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

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#### 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.”

### 3. Considerations

#### 3.1. 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.

This modelling exercise was undertaken using the VISSIM Microsimulation Program, and the Southend-on-Sea Multi Modal Model, to assess the effects on the junction, as well as the surrounding local road network. This took into consideration local committed development traffic, as-built changes to the local road network and proposed network changes as part of The Bell Junction upgrade.

The model was developed and validated on existing driver behaviour, for the original Kent Elms Junction improvement scheme and updated with forecast traffic growth to current year.

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.

### 3.2. 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 Road Safety Audit requires consideration of road accident collision data over a three-year period. To assess the impact the improvement scheme had on accidents through the junction, accident data was collated for the following periods: before construction, during construction and after construction.

Works began on Phase 1 of the improvements on 14<sup>th</sup> Sept 2015 and therefore the 'before construction period' accident data was collated for the period from the 14<sup>th</sup> Sept 2012 to the 13<sup>th</sup> Sept 2015. The works were completed on the 8<sup>th</sup> September 2018, and therefore the 'during construction' accident data was collated for the period of the 14<sup>th</sup> Sept 2015 to the 8<sup>th</sup> Sept 2018. Finally, the 'after construction' accident data was collated for the period from the 9<sup>th</sup> Sept 2018 to the 31<sup>st</sup> Dec 2019 (which at the time was the extent of the available data when the audit report was commissioned in May 2020).

These above time periods vary, and for fair comparison of the each of these periods, 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
<b>Before</b>	1.00	0.00	1.00	0.00	0.67	0.00	0.33	3.33
<b>Construction</b>	1.67	0.33	0.33	0.00	0.33	0.67	0.67	4.02
<b>After</b>	0.76	0.00	0.76	0.76	0.76	0.76	2.29	6.11
<b>Change in collision rate</b>	-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

A further breakdown of the accident summaries for each of the time periods are included in Appendix 1 below.

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.”

### 3.3. 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."

- 3.4. DfT's Transport Appraisal and Strategic Modelling division calculate predicted accident rates for junctions from national historical data. This is expressed as a single rate in each key year of the number of personal injury accidents per million vehicle kilometres. This data indicates, for a junction such as that at Kent Elms, you would expect 5.6 accidents per year.

In the 'after construction' period (the 16-month period from 9<sup>th</sup> Sept 2018 to the 31<sup>st</sup> Dec 2019), there were 7 accidents at the Kent Elms junction. resulting in a rate of 5.3 per year. This value is below that expected for this junction.

#### **4. Financial Implications**

- 4.1. 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.

#### **5. Legal Implications**

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

#### **6. People Implications**

- 6.1. 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".

#### **7. Property Implications**

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



## **8. Equalities and Diversity Implications**

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

## **9. Risk Assessment**

9.1. 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.”

## **10. Value for Money**

10.1. 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.

## **11. Community Safety Implications**

11.1. There are no implications as a result of this recommendation.

## **12. Environmental Impact**

12.1. 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.

## **13. Other Options**

13.1. 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.

13.2. However, should the Notice of Motion be agreed, a feasibility study of altering the junction arrangement would require to be undertaken.

## **14. Background papers**

The published notice for motion referenced in this report is included in Appendix 2.

- 15. Appendices**  
**Appendix 1: Accident Collision Data by Period**  
**Appendix 2: Notice of Motion**

## Appendix 1: Accident Collision Data by Period

### Before Period (14th September 2012 – 13th September 2015)

10 personal injury collisions were recorded within the scheme extents in the 3- year before period. A summary of the collisions is given below:

- 3 nose-to-tail collisions were recorded on the A127 eastbound approach to the junction.
- 1 lane-change collision was recorded on the A127 eastbound exit.
- 3 nose-to-tail collisions were recorded on the A127 westbound approach to the junction.
- 1 nose-to-tail collision was recorded on the Bridgwater Drive approach to the junction.
- 2 collisions involved vehicles failing to stop at the traffic signals. In one collision the offending vehicle was travelling westbound and in the other collision the offending vehicle was travelling southbound.

### Construction Period (14th September 2015 – 8th September 2018)

12 personal injury collisions were recorded within the scheme extents in the near 3-year construction period. A summary of the collisions is given below:

- 5 nose-to-tail collisions were recorded on the A127 eastbound approach to the junction.
- 1 lane-change collision was recorded on the A127 eastbound exit.
- 1 nose-to-tail collision was recorded on the A127 westbound approach to the junction.
- 2 collisions were recorded on the westbound carriageway near Mendip Crescent. One involved a collision following a vehicle turning left out of the junction; the other vehicle involved a vehicle losing control.
- 1 collision involved a southbound vehicle failing to stop at the traffic signals.
- 2 collisions involved right-turns across the path of oncoming traffic. One involved a right-turn into Bridgwater Drive and the other involved a right-turn from A1015 Rayleigh Road.

### After Period (9th September 2018– 31st December 2019)

7 personal injury collisions were recorded within the scheme extents in almost 16 months after works were completed. A summary of the collisions is given below:

- 1 nose-to-tail collision was recorded on the A127 westbound approach to the junction.
- 1 collision involved a westbound vehicle failing to stop at the traffic signals.
- 1 collision involved a right-turn from Bridgwater Drive across the path of oncoming traffic.
- 1 lane-change collision was recorded on the A127 westbound exit.
- 1 collision involved a pedestrian, who was using his mobile phone, hit by a car turning right from Rayleigh Road.
- 1 collision involved a westbound car which crossed the central reservation and hit another car head-on. The driver of the westbound vehicle was suspected to be impaired by drink or drugs.

- 1 collision involved a refuse vehicle turning out of a bus stop and colliding with a car.

**Council – 27<sup>th</sup> 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

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# Southend-on-Sea Borough Council

Report of Executive Director  
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party  
and Cabinet Committee**

on

**22<sup>nd</sup> February 2021**

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

Agenda  
Item No.

**8**

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## **Update on Outstanding Schemes per Ward**

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

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### **1. Purpose of Report**

- 1.1 To update the Traffic Regulations Working Party and the Cabinet Committee of the status regarding the progression of Traffic Regulation Order requests in respect of various Waiting Restrictions and Schemes across the Borough and by Ward.

### **2. Recommendation**

- 2.1 **To note the updates.**

- 2.2 **To inform the service area by email to [traffweb@southend.gov.uk](mailto:traffweb@southend.gov.uk) if there are any schemes missing.**

- 2.3 **For the Working Party to inform the service what it would like to see in this update report that is proposed to return on a quarterly basis.**

### **3. Background**

- 3.1 There has been a high turnover of staff within the Traffic and Highways structure in the last 12-18 months. This has hopefully been rectified with the new structure and permanent recruitment of team members into the service.

- 3.2 We have listened to the view of Ward Councillors whereby the communication from the service has been poor; this coupled with the high turnover of staff has potentially caused requests not being considered as effectively as they should.

- 3.3 It has also been noted by the service that there are schemes agreed at this committee that also do not progress as quickly and efficiently as they should.

- 3.4 Therefore, the service as part of its redesign has created a specialist team of consultation and engagement officers who will be responsible for:

- being first point of contact
- triaging requests within a timely manner
- progressing agreed schemes
- updating Ward Councillors of progress / rejection of requests

- 3.5 It is also noted that schemes have been agreed at this Committee whereby budgets are not available and as such the consultation and engagement team will be responsible for making sure this information is cascaded at the point of making a recommendation, as the need identify additional funding could delay a scheme being implemented.

#### **4. Delayed schemes**

##### **4.1 Crosby Road**

At its meeting on 24<sup>th</sup> February 2020, the Traffic Regulations Working Party and Cabinet Committee considered a Traffic Regulation Order objection to the introduction of no waiting between 1.00 p.m. to 3.00 p.m. Monday to Friday in Crosby Road, Westcliff on Sea.

The Cabinet Committee noted the report and agreement was sought to introduce an experimental traffic order which would be in place for 18 months; but allowing objections within the first 6 months to come forward.

The order was advertised late 2020 however a challenge to the validity of the order itself was recorded and after discussions with the Council's legal team the order was revoked pending re-advertisement.

The recommendation for the introduction of no waiting was being implemented to deter commuter parking; however, as the lockdown was extended it was felt that a true reflection of issues being experienced by residents in the first six months of the order would not be accurately captured as driver and parking behaviours are not as they were pre-covid.

The service will therefore be re-advertising the agreed scheme in May 2021 with Ward Councillor agreement.

#### **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 and processing the Traffic Regulation Orders/Schemes, if approved, will be met from capital funding that has been agreed for the provision of Waiting Restrictions.
- 5.2.2 Any large scheme maybe subjected to seeking further capital funding before being able to implement.

##### **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 will be taken into account in designing the schemes.

#### **5.8 Risk Assessment**

5.8.1 The proposals will be 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 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 if implemented are likely to lead to improved community safety.

#### **5.11 Environmental Impact**

5.11.1 There will be no significant environmental impact as a result of introducing the Traffic Regulation Orders.

### **6. Background Papers**

6.1 None

### **7. Appendices**

7.1 **Appendix 1** –Current Status of Schemes by Ward



## Appendix 1 – Scheme Update

Scheme Number	Date Received	Road/Location	Ward	Current Status
307	21 July 2020	Leighcroft Gardens	Belfairs	Awaiting Advertisement
313	28 September 2020	Woodside	Belfairs	Objections Report
273	06 January 2020	Mountdale Gardens, Suffolk, Norfolk, Kent, Surrey Avenues	Blenheim Park	Further Investigation Required
275	10 February 2020	MIDDLESEX AVE	Blenheim Park	Further Investigation Required
302	25 February 2020	Mountdale Gdns	Blenheim Park	Further Investigation Required
315	07 October 2020	Belfairs Drive	Blenheim Park	Objections Report
196	19 May 2019	London Road	Blenheim Park	Awaiting Advertisement
120	13 September 2018	Crosby Road	Chalkwell	On Hold
238	12 May 2019	LONDON ROAD	Chalkwell	Awaiting Advertisement
260	03 February 2020	RAYLEIGH ROAD	Eastwood Park	Further Investigation Required
314	01 September 2020	Rochford Corner	Eastwood Park	Deferred
317	11 October 2020	Green Lane	Eastwood Park	Awaiting Advertisement
318	11 October 2020	Ringwood Drive	Eastwood Park	Awaiting Advertisement
319	11 October 2020	Sairard Gardens	Eastwood Park	Awaiting Advertisement
326	02 November 2020	Dandies Dr	Eastwood Park	Awaiting Advertisement
330	31 December 2020	Poppyfield Close	Eastwood Park	Not Started
175	07 June 2019	Eastwood Park	Eastwood Park	Awaiting Advertisement
194	14 June 2019	Bellhouse Road	Eastwood Park	Further Investigation Required
261	03 February 2020	Whitehouse Road	Eastwood Park	Not Started
334	28 August 2019	Belgrave Road	Eastwood Park	Not Started

158	01 June 2019	Ambleside Drive	Cross ward - see notes	Objections Report
121	13 September 2019	Seaview Road	Leigh	Awaiting Advertisement
202	22 May 2019	West Street, Leigh	Leigh	Not TRO - passed to 3rd party
204	21 March 2019	Lapwater Close	Leigh	Not TRO - passed to 3rd party
219	01 June 2019	Cannonsleigh Crescent	Leigh	To Be Implemented
242	08 August 2019	LEIGH HALL RD	Leigh	Further Investigation Required
306	03 July 2020	High Street Old Leigh	Leigh	Further Investigation Required
322	28 October 2020	Queens Road Leigh	Leigh	Awaiting Advertisement
323	02 November 2020	Station Rd Leigh	Leigh	Further Investigation Required
200	19 March 2019	New Road	Leigh	Further Investigation Required
201	19 March 2019	New Road / Cliff Road / Grand Parade	Leigh	Not Started
133	13 September 2019	Town Centre	Milton	Further Investigation Required
171	07 January 2019	Clifton Drive	Milton	Objections Report
178	10 June 2019	Clifton Terrace	Milton	Not Started
252	14 November 2019	Seaway Car Park	Milton	Deferred
255	20 December 2019	St Vincents	Milton	Objections Report
278	24 February 2020	Cambridge Road	Milton	Further Investigation Required
320	14/0/2020	Service Rd	Milton	Awaiting Advertisement
328	05 November 2020	Ashburnham Rd	Milton	Awaiting Advertisement
155	07 January 2019	East Street / Sutton Road Flats	Prittlewell	Further Investigation Required
131	13 September 2019	Hospital Area	Prittlewell	Further Investigation Required
141	01 November 2018	Earls Hall School area	Prittlewell	Not Started
216	18 June 2019	Earls Hall Avenue	Prittlewell	Objections Report

154	06 June 2019	Rampart Street	Shoeburyness	Awaiting Advertisement
161	07 March 2019	Gunners Road	Shoeburyness	To Be Sealed
256	21 January 2020	High Street Shoebury	Shoeburyness	Not Started
257	21 January 2020	High Street Shoebury	Shoeburyness	Not Started
258	21 January 2020	High Street Shoebury	Shoeburyness	Not Started
270	06 January 2020	Maya Close	Shoeburyness	Awaiting Advertisement
309	28 July 2020	High Street Shoebury	Shoeburyness	Objections Report
324	02 November 2020	Shoebury Avenue	Shoeburyness	Further Investigation Required
329	31 December 2020	Ness Road	Shoeburyness	Not Started
159	01 January 2019	Glynde Way	Southchurch	Objections Report
300	04 February 2020	Barnstaple Close	Southchurch	Awaiting Advertisement
170	01 January 2018	Armitage Road	Southchurch	Further Investigation Required
209		Hamstel Road	Southchurch	Not Started
110	01 September 2018	St Laurence Area	St Laurence	Deferred
243	23 September 2019	ARTERIAL ROAD	St Laurence	Further Investigation Required
263	12 September 2019	Lundy Close	St Laurence	Deferred
215	18 June 2019	Radar Close (Echo Eestate)	St Laurence	Further Investigation Required
244	23 September 2019	Rochford Road	St Laurence	Deferred
276	04 February 2020	Airport Area	St Laurence	Started
325	02 November 2020	Bournemouth Pk Rd	St Lukes	To Be Implemented
223	01 July 2018	Eastern Avenue	St Lukes	Not TRO - passed to 3rd party
191		Eastern Esplanade	Thorpe	Further Investigation Required
214	12 August 2019	Thorpe Bay Gardens	Thorpe	Objections Report
272	02 November 2020	Thorpe Hall Avenue	Thorpe	Objections Report
310	31 July 2020	Colbert Avenue	Thorpe	Not Started
332	09 June 2020	Barrowsands	Thorpe	Not Started
225	31 July 2019	WOODGRANGE DR	Thorpe	Further Investigation Required

205	05 March 2019	Western Road	West Leigh	Awaiting Advertisement
303	02 November 2020	Thames Close	West Leigh	Not Started
153	07 January 2019	Hadleigh Road Area	West Leigh	To Be Implemented
197	10 July 2019	Salisbury Road	West Leigh	Not Started
101	08 June 2018	Delaware Road	West Shoebury	Further Investigation Required
145	01 November 2018	Bunters Avenue	West Shoebury	Awaiting Advertisement
183	05 June 2019	Shoebury Common Road	West Shoebury	Further Investigation Required
125	13 September 2019	Maya Close	West Shoebury	To Be Implemented
312	27 September 2020	Bishopsteignton	West Shoebury	Awaiting Advertisement
331	31 December 2020	Cavendish Gardens	Westborough	Not Started
305	12 June 2020	South Avenue	Cross ward - see notes	Further Investigation Required
311	07 August 2020	A127 Prince Ave Slip Road & Westbourne Grove	Cross ward - see notes	Deferred