

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Deputy Chief Executive (Place)
to
Traffic and Parking Working Party and Cabinet
Committee
on
13th September 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

Oakwood Avenue
Request for Speed Control and Other Suggested Amendments
to the Road Layout.
Cabinet Member: Councillor Moring
Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 For the Traffic and Parking Working Party and the Cabinet Committee to consider a petition from residents of Oakwood Avenue requesting measures to reduce the levels of traffic using the road and to reduce the current speed limit to 20mph.

2. Recommendation

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

- a) **Thank the petitioner for taking the time to compile the petition and;**
- b) **Agree the findings of the investigation and take no further action in regard to the request for a 20mph speed limit to be introduced at this time.**
- c) **Agree to take no further action in regard to the other requested works.**

3. Background

- 3.1 Oakwood Avenue is street running from the A127 to Eastwood Road North and is approximately 315 metres in length.
- 3.2 The street is subject to a speed limit of 30mph and this is signposted at the junction of the A127 to advise motorists they are leaving a 40mph speed limit. A sign facing motorists leaving Oakwood Avenue to enter the A127 and a 40mph sign limit is also provided along with a sign advising motorists they are entering a street subject to a no stopping requirement (clearway).
- 3.3 The speed limit signage is currently positioned beneath signage advising that a clearway starts and ends, to maximise the presence of a speed limit sign, these should be positioned at the uppermost of any signage array.

- 3.4 The street comprises residential properties, the majority of which have off street parking provision. The street is also an access to Leighwood Avenue Briarwood Drive and Shirley Road.
- 3.5 Line markings are provided at the junctions of Briarwood Drive (2 approaches) and Shirley Road advising motorists that they are required to give way to traffic on Oakwood Avenue.
- 3.6 Monitoring equipment was installed in the street from 27th July 2018 until 8th August 2018. The equipment records all vehicle movements, lengths and speeds continuously while in position.
- 3.7 It should be noted that south to north traffic flow figures are highly likely to be distorted as motorists attempt to avoid the Kent Elms junction to access the London Bound carriageway during ongoing works.
- 3.7 The equipment recorded the following information during the monitoring period;
- 36,481 vehicle movements
 - 29,688 movements northbound
 - 6,513 movements southbound
- 3040 average vehicle movements per day
- Average speeds of 24mph
- 12% of vehicles exceeding 30mph
 - 7.4% of vehicles travelling between 30mph and 32mph
 - 2.6% of vehicles travelling between 33mph and 34 mph
 - 2.1% of vehicles travelling in excess of 35mph (enforceable limit)
- 3.8 The monitoring has identified that the number of vehicles using the street each day is higher than expected however, this is believed to be due to the numbers of motorists attempting to avoid Kent Elms junction during works. Monitoring undertaken in January 2014 identified average vehicle movements of 1885 per day.
- 3.9 Speeds have reduced since the monitoring in 2014 when average speeds of 27mph and 35% of vehicles travelling over 30mph were recorded. While current speeds are undesirable, this is not excessively high in comparison to other street monitored this calendar year.
- 3.10 As part of the investigation, collision data was analysed. Members are aware that collisions resulting in personal injury are recorded with the attending Police Officer providing an assessment of the road conditions, any driver related issues or any other information they feel is likely to have contributed to the collision occurring.
- 3.11 Since 1st April 2015 to 1st April 2018 (the data currently available), 3 collisions have occurred resulting in personal injury. The details of these collisions are described below along with the attending officers observations and comments as

to likely cause. Speed has not been considered as a contributory factor as to the cause of these collisions.

- 3.11 As speed has not been considered as contributing to any of the collisions detailed, lowering the current speed limit would have little beneficial impact on reducing collisions.
- 3.12 The data gathered shows that the majority of vehicles are travelling at or under the speed limit with a low percentage (in comparison to other streets in the borough) exceeding this speed at a level the Police would take action against.

Date	Location	Description	Contributory Factors
25/03/2015	Oakwood Avenue near Shirley Road	Vehicle on Oakwood Avenue turning into Shirley Road strikes pedestrian crossing on Shirley Road	Vehicle failed to judge pedestrians path
27/03/2017	Oakwood Avenue near junction with Eastwood Road North	Vehicle travelling south, swerves to avoid an animal, hits the kerb flipping vehicle and hits two parked vehicles.	swerving to avoid animal on carriageway
01/12/2017	Briarwood Drive junction with Oakwood Avenue	vehicle exiting Briarwood Drive fails to give way to vehicle travelling on Oakwood Avenue	failing/disobeying give way

- 3.13 Our remedial budgets are targeted at those locations where collisions resulting in injury are recorded and where engineering measures will reduce the likelihood of similar collisions occurring. Where a location features three collisions likely to have caused by three distinct factors, it is difficult to identify what measures are appropriate and whether the implementation of these will result in a benefit.
- 3.14 The collisions have resulted from error on the part of the driver in two of the instances with an unavoidable situation occurring to cause the third collision, a reduced speed limit is unlikely to have prevented these collisions occurring.
- 3.15 Reduced speeds can result in reduced collisions as drivers may have additional time to react accordingly with any resulting collisions likely to result in lesser injury, however, dealing with a single street in isolation is unlikely to achieve widespread benefit.
- 3.16 Monitoring of speeds throughout the borough is undertaken on a request basis, details of the streets monitored so far this calendar year are provided in Appendix 1 to this report and highlights the number of street where speeds are travelled in excess of the speed limit.
- 3.17 To provide speed reducing measures in this street ahead of other areas where higher speeds are evidenced results in no fair and transparent system of addressing these issues. It is therefore suggested that in the event of Members wish to address speeding issues, a ranking list of streets with evidenced speeding issues along with the related collision data and an estimated cost to

introduce speed reducing measures is prepared. The list can then be considered on a priority ranking basis and capital funding sought to address this issue.

- 3.18 It is therefore recommended to take no further action in relation to a reduced speed limit at this location pending the compilation of a priority ranking list being created and requisite funding being available.
- 3.19 Officers will rearrange the signage array at the junction with the A127 to place the speed limit signage appropriately.
- 3.20 The petitioner has also requested the following measures/combination of measures;
1. A keep left bollard at the junction of Eastwood Road North.
 2. Width restrictions to prevent large vehicles using the road.
 3. Make the road no entry from Eastwood Road North.
 4. Close the road at the junction with the A127.
 5. Extend the existing yellow lines from the A127 to Briarwood Drive to protect the S bend.
- 3.21 Officers have considered these requests and have the following observations;
1. There is no evidence to suggest vehicles are making dangerous manoeuvres at this location (cutting across the junction) and therefore little benefit could be achieved by this measure.
 2. There is no indication that excessive numbers of large vehicles are using the road. The monitoring showed 80 large vehicles using the road (0.2%) whereas in 2014, 1359 long vehicles were recorded (9%) which evidences a reduction in the use of the road by large vehicles.
 3. Making the road no entry would require residents to use either the A127 to access the road or utilise other residential streets to access their properties, this would increase vehicle movements in adjacent streets.
 4. This measure would require residents to utilise other streets to access the A127 therefore increasing vehicle movements in adjacent streets.
 5. The existing yellow lines currently extend from the junction of the A127 to Shirley Road a distance of approximately 80 metres. No accidents are recorded in this section of the street. The bend is not extreme and provides a natural traffic calming feature, removing parking from this area could result in higher speeds.
- 3.22. The Department for Transport (DfT) are yet to release their findings as to the reduction of speed limits in urban areas. Members are reminded that an In-Depth Scrutiny Project undertaken in 2016 and designed to consider a borough wide reduced speed limits in the majority of residential streets deferred any decision pending the outcome of the DfT's work.

- 3.22 In conclusion, there are concerns related to vehicle movements and speeds travelled however, traffic patterns are highly likely to be affected by ongoing works at Kent Elms junction and to react at this time may not be justified as these patterns may well change once works are completed. The DfT may also consider measures to reduce speeds nationwide and it is recommended that no action be taken at this time to reduce the speed limit and provide traffic calming measures.

4. Other Options

- 4.1 Agree to all or some of the requested measures. Making changes to a road layout or reducing the speed should be considered in the context of the benefits and dis-benefits. How does the financial costs to implement such measures compare to costs being incurred due to collisions, traffic delays or other factors. Any resulting negative impact on adjacent streets or areas should also be a factor. Road amendments carried out on an individual basis does not remove the issue but merely moves it the next street or area.

5 Reasons for Recommendations

- 5.1 To ensure any action is appropriate to the issue and results in a beneficial impact without negatively impacting on adjacent streets.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 Ensure the highway network is effectively managed contributing to a Safe and Prosperous Southend.

6.2 Financial Implications

- 6.2.1 The source of funding for minor maintenance will be from allocated budgets, where funding is provided from alternative budgets, this is highlighted as appropriate.

6.3 Legal Implications

- 6.3.1 None if the recommendation is agreed.

6.4 People Implications

- 6.4.1 Staff time will be required to organise the maintenance.

6.5 Property Implications

- 6.5.1 None

6.6 Consultation

- 6.6.1 None.

6.7 *Equalities and Diversity Implications*

- 6.7.1 Any highway maintenance is provided for the benefit of all road users and takes account of all users of the public highway including those with disabilities.

6.8 *Risk Assessment*

- 6.8.1 The requests have been assessed against collision data and vehicle monitoring data.

6.9 *Value for Money*

- 6.9.1 All highway works are undertaken by term contractors appointed through a competitive tendering process.

6.10 *Community Safety Implications*

- 6.10.1 The requests were assessed against collision and monitoring data.

6.11 *Environmental Impact*

- 6.11.1 None, however, should the recommendation not be agreed and Members decide to proceed with speed reduction measures, increased congestion and pollution can be increased by reducing speeds.

7. **Background papers**

None

8. **Appendices**

List of streets monitored during the preceding 12 months.

Appendix 1

Road	Number of vehicles	% exceeding limit
St Laurence Way *	154294	57.00%
Eastern Esplanade/Thorpe Esp	109345	55.40%
Marine Parade, Leigh	52699	35.60%
Gravel Road	17081	35.00%
Hampton Gardens	8015	29.90%
The Fairway	184343	28.40%
Central Avenue	34922	26.20%
Hornby Avenue	12023	24.80%
Priory Crescent	48612	24.10%
Kings Road	48927	22.80%
The Fairway	129316	21.80%
Kings Road	49687	21.30%
Royston Avenue	33491	21.20%
Marlborough Road	6401	17.00%
Nelson Road, Leigh	42543	16.20%
Leighwood Avenue	10686	15.70%
Rutland Avenue	5981	15.20%
Poynters Lane	74489	14.90%
Manchester Drive	42406	13.10%
Oakwood Avenue	36481	12.70%
Scratton Road	36822	11.60%
Cambridge road	36907	11.50%
Maldon Road	5977	11.40%
Eastwood Rise	29693	11.10%
Marine Parade, Leigh	42315	10.30%
Cranleigh Drive	17035	10.00%
Hampton Gardens	13915	10.00%
Hamstel Road	160404	9.90%
Marguerite Drive	5006	9.00%
Leigh Hall Road	13294	8.90%
Rochester Drive	15956	8.80%
Argyll Road	9167	8.00%
Poynings avenue	33388	7.60%
Midhurst Avenue	14685	7.50%
Colemans Avenue	16503	7.20%
Picketts Ave	3850	6.50%

Baxter Avenue	12561	6.20%
St Johns Road	7211	5.70%
Royston Avenue	36598	5.30%
Richmond Drive	3435	5.00%
London Road	184733	4.30%
Kensington Road	7104	3.90%
Glendale Gardens	23427	3.30%
Southsea Avenue	11110	2.10%
Wells Avenue	7400	2.10%
Glenhurst Road	5309	1.80%
Broadway	117572	1.70%
Lymington Avenue	4262	1.40%
Grand Parade	85521	0.90%
Blyth Avenue	5455	0.70%
Fairview Drive/Thear Close	4028	0.50%
Cambridge road	28695	0.40%
Henley Crescent	1606	0.10%
Thornford Gardens	10846	0.00%
Thornford Gardens	3881	0.00%
Hadleigh Road - south section from Leigh Park	1754	0.00%

- St Laurence Way figures potentially due to an appropriate speed limit. No properties and minimal pedestrian traffic gives the indication it is a higher speed limit than 30mph.