

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party  
and Cabinet Committee**

on

**1<sup>st</sup> November 2018**

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

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**Earls Hall School Area,  
Speed Reducing Measures**

**Cabinet Member: Councillor Moring  
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 amending the decision taken in March 2018 to propose a 20mph Zone within the roads immediately adjacent to the school.

## **2. Recommendation**

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

- a) **Consider the ward Members views and agreed to propose a 20mph speed limit in the roads listed at Appendix 1 to this report.**
- b) **If approved, further agree that in the event of there being no objections to the proposals, the proposal will be added to the existing work programme and the Traffic Regulation Order be confirmed;**
- c) **Note that all unresolved objections will be referred to the Traffic Regulation Working Party for consideration. Or**
- d) **Take no further action.**

## **3. Background**

3.1 A Members request to propose a 20mph speed limit in the roads adjacent to Earls Hall School was submitted and considered at the meeting of the Traffic and Parking Working Party on 8<sup>th</sup> March 2018.

3.2 Following a debate on the matter, Members agreed to propose a 20mph Zone excluding the use of speed cushions.

- 3.3 For clarity, a 20mph Limit requires the lowering of the speed limit to 20mph and the speed limit requires enforcement by the Police. A 20mph Zone requires the provision of physical measures to reduce speed and is in effect, considered as self-enforcing.
- 3.4 Following a meeting with Members where an update on the status of this proposal was provided, all ward Members are of the opinion that any physical measures will be opposed by residents.
- 3.5 Ward Members are requesting that this decision not be implemented and that the original request for a 20mph limit be re-considered.
- 3.6 The original request submitted to the Traffic and Parking Working Party and Cabinet Committee (included at Appendix 1 to this report) sets out the measured speeds of vehicles using the roads and collision data which does not evidence that vehicles travel at excessive speeds in the area and that collision data does not evidence that excessive speeds have been a factor in any of the recorded collisions.
- 3.7 Members are asked to re-consider the request and the decision previously taken.

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

- 4.1 Other options are to proceed with the original decision and propose a 20mph zone within the specified area or to take no further action on the request. Each request needs to be considered on its individual merits and their impact on public safety, traffic flows or parking and wider impact on the surrounding network. Members may consider taking no further action if they feel it is appropriate or agree to progress the original decision.

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

- 5.1 Where recommended the objective is to mitigate for likelihood of traffic flows being impeded, to improve safety or increase parking availability.

#### **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 Where recommended, the source of funding will be from allocated budgets, where funding is provided from alternative budgets, this is highlighted as appropriate.

### 6.3 *Legal Implications*

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

### 6.4 *People Implications*

6.4.1 Staff time will be prioritised as needed to investigate, organise the advertisement procedures and monitor the progress of the proposals based on the committee priorities.

### 6.5 *Property Implications*

6.5.1 None

### 6.6 *Consultation*

6.6.1 Formal consultation will be undertaken including advertisement of the proposal in the local press and on the street as appropriate.

### 6.7 *Equalities and Diversity Implications*

6.7.1 The objectives of improving safety takes account of all users of the public highway including those with disabilities.

### 6.8 *Risk Assessment*

6.8.1 Neutral.

### 6.9 *Value for Money*

6.9.1 All works resulting from the scheme design are to be undertaken by term contractors appointed through a competitive tendering process.

### 6.10 *Community Safety Implications*

6.10.1 All proposals are designed to maximise community safety through design, implementation and monitoring.

### 6.11 *Environmental Impact*

6.11.1 All proposals are designed and implemented to ensure relevant environmental benefits are attained through the use of appropriate materials and electrical equipment to save energy and contribute towards the Carbon Reduction targets where appropriate.

## **7. Background papers**

None

## **8. Appendices**

**Appendix 1** – request submitted by the ward Member requesting a 20mph speed limit

**Appendix 2** – decision from the minutes of the Traffic and Parking Working Party and Cabinet Committee 8<sup>th</sup> March 2018.

## Southend on Sea Borough Council

### Department for Place – Analysis of Members Request

Earls Hall School Area

20mph speed limit request

#### Background

Speed monitoring equipment was installed in the streets below for a period of 7 to 10 days in each location. The equipment continuously monitors all traffic movements and the average speeds of vehicles is provided against each street.

Street	Average speeds
Colemans Avenue	22mph
Fairview Drive	14mph
Henley Crescent	16mph
Midhurst Avenue	21mph
Richmond Avenue	21mph
Rochester Drive	24mph

As shown, the average speeds in each street are fairly low.

There have been four collisions in the past three years resulting in slight injury casualties.

#### June 2016 16:12

Colemans Avenue outside the school – Two cars rear shunt, Vehicle 2 slowed to turn into school car park and failed to judge path/speed of other vehicle

Contributory factor: Careless/Reckless (Driver)

#### July 2016 15:30

Midhurst Avenue junction with Holeythick Lane - Car/pedestrian, car turning at junction

Contributory Factor: Failed to look (Driver)

#### July 2015 13:00

Rochester Drive 100m south of A127 – Car/Cyclist, car reversing off drive

Contributory Factor: Failed to look (Driver)

**July 2014 19:15**

Richmond Drive junction with Fairview Drive – Moped only, skidded on mud possibly left by gas works, possible oil as well

Contributory Factor: Road Environment – oil/mud

**Recommendation**

In accordance with the decision taken by the Place Scrutiny Committee following an in-depth study into potential speed limit reductions in residential areas, no action is being on this issue until the Department for Transport have concluded their own review on nationally applied speed limits in residential areas. These results were expected in 2017, but have been delayed due to legislative works required for leaving the European Union.

Exceptions to this Policy include locations where three or more accidents have occurred and speed is considered to be a contributory factor to the cause of the accidents. As shown in the information provided, four accidents have occurred in the area within a three year period however, no accidents related to speed have been recorded and three of the four accidents have been attributed to driver error.

We are actively recruiting Community Speed Watch (CSW) volunteers to help run sessions throughout the borough to record and report speeding vehicles. The coordination of CSW volunteers is now managed by Essex County Fire and Rescue Service and more information about becoming a volunteer can be obtained by emailing [community.speedwatch@essex-fire.gov.uk](mailto:community.speedwatch@essex-fire.gov.uk)

Should residents have concerns, it may be helpful to pass this information to them to try and recruit volunteers willing to participate in this area.

### Minute of the meeting held on 8<sup>th</sup> March 2018

4. That, in respect of Request Reference No. 17/31, the Deputy Chief Executive (Place) be authorised to undertake the necessary consultation for the introduction of a 20mph zone in the area around Earls Hall School comprising Colemans Avenue, Midhurst Avenue and Henleys Crescent, with the exclusion of the use of speed cushions.