

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

12th September 2019

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

Hadleigh Road Area

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

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to authorise the advertisement of the proposed traffic calming measures in the Hadleigh Road and the adjacent side roads as shown on the plans.

2. Recommendation

- 2.1. **That the Traffic Regulations Working Party and the Cabinet Committee:-**
- a) **Consider the alternative alterations detailed in the appendix and approve to advertise the relevant Traffic Regulation Orders and Highway Notices;**
 - b) **If approved, further agree that in the event of there being no objections to the proposals, the proposals will be implemented on site;**
 - c) **Note that all unresolved objections will be referred to the Traffic Regulations Working Party for consideration.**

3. Background

- 3.1 At the meeting on 6th June 2019, the Traffic Regulations Working Party and Cabinet Committee meeting considered the representations that had been made in response to the statutory notice for the introduction of speed cushions in Hadleigh Road.
- 3.2 Following consideration of these representations, both for and against, it was resolved “that the proposed speed cushions in Hadleigh Road not be progressed as advertised but that a report identifying appropriate/alternative measures in the Hadleigh Road and the roads in the wider surrounding area be submitted for consideration at the meeting of the Traffic Regulations Working Party and Cabinet Committee taking place on 12th September 2019” (Minute 56 refers).

- 3.3 Meetings have been held with the local ward councillors to discuss residents' and councillor concerns and possible options for consideration as part of the new proposals. These included alternate side staggered parking, chicane build outs, speed humps, tables and cushions.
- 3.4 The alternate side staggered parking would result in a much reduced level of on-street parking and increase areas of clear two way flows without any form of traffic calming or speed reduction measures.
- 3.5 Similarly, the chicane build outs would be ineffective in reducing the speed of traffic in this location and would reduce the amount of on-street parking.
- 3.6 As a result, and following consultation with the local ward councillors, a revised scheme, involving the introduction of speed humps, speed cushions and raised table crossings is now recommended. The proposed new scheme is summarised in Appendix 1 to this report and is illustrated on the plan which will be displayed at the meeting.
- 3.7 All requests are assessed and investigated against the policy criterion agreed criteria by the Cabinet Committee in November 2018.

4. Other Options

- 4.1 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.

5. Reasons for Recommendations

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

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

- 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 – List of proposed amendments to Hadleigh Road and adjacent Side Roads

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ROAD NAME	PROPOSALS
Hadleigh Road	Speed Cushions Raised Table Zebra Crossing near St Michael's School Coach Bay outside St Michael's School Raised Table at existing Puffin Crossing Raised Over-Run area at the junction with Glendale Gardens/Salisbury Road
Salisbury Road Glendale Gardens	A Speed Hump near the junction of Hadleigh Road
Burnham Road	A Speed Hump on the approach to Hadleigh Road southbound and Western Road northbound
Western Road	2 Speed Humps on the approach to Hadleigh Road and Burnham Road