

Southend-on-Sea Borough Council

Agenda
Item No.

**Report of Executive Director
(Neighbourhoods & Environment)**
to
**Traffic Regulations Working Party and Cabinet
Committee**
on
6th January 2020

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Update of Traffic Flows, Oakwood Avenue

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

1. Purpose of Report

- 1.1 For the Traffic Regulations Working Party and the Cabinet Committee to consider the latest data for traffic flows and speeds in Oakwood Avenue further to the decision by this Committee.

2. Recommendation

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

- a) **Note the information contained in this report which demonstrates reduced vehicle movements and speeds in Oakwood Avenue.**
- b) **Take no further action in regard to speed reduction or closure of Oakwood Avenue.**

3. Background

- 3.1 A petition requesting speed reducing measures from residents of Oakwood Avenue was considered by this committee on 13th September 2018. A further petition requesting the closure of Oakwood Avenue at the junction of the A127 was received in December 2018 and referred to this Committee for information only on 7th January 2019.
- 3.2 Oakwood Avenue was subject to increased traffic due to the major works at Kent Elms junction potentially resulting in increased traffic using Oakwood Avenue to access the A127 and as such, Members of the Committee decided to defer any considerations until the works had been completed.
- 3.3 Traffic monitoring comparisons for 4th to 15th October 2019 and August 2018 are outlined in the table below:

Dates	Vehicle Movements	Movements northbound	Movements Southbound	Average vehicle movements per day	Average Speeds
October 2019	30,460	24,031	6,429	2538	21mph 3.9% of vehicles exceeding 30mph
August 2018	36,481	29,688	6,513	3040	24mph 12% of vehicles exceeding 30mph

Overall there has been a reduction in levels of traffic along with a significant reduction in the number of vehicles exceeding the speed limit as shown below:

Vehicle movements: a reduction of 6,021 from 2018 to 2019 vehicles during the monitoring period equating to a reduction in daily vehicle movements of 502 vehicles per day.

Vehicles speeds: a reduction in average speeds from 2018 to 2019 of 3mph and an overall reduction of vehicles travelling in excess of the speed limit by 8.1%.

- 3.4 As detailed, vehicle movements have decreased along with average speeds and the numbers of vehicles travelling in excess of the speed limit.
- 3.5 Further analysis of collisions show that no collisions resulting in personal injury have been recorded since December 2017, the two collisions recorded in 2017 were unrelated to speed and involved a vehicle swerving to avoid an animal and a driver failing to correctly judge the path of a pedestrian crossing the road.
- 3.6 In relation to speed reduction measures, vehicle speed has reduced. . With only 3.9% of vehicles exceeding the speed limit, Oakwood Avenue does not feature within the top 50 streets ranked by the percentage of vehicles exceeding the speed limit, the list is located at Appendix 1 to this report.
- 3.7 There have been no collisions reported resulting in personal injury which have been attributed to speed and as such, there is little justification in reducing speeds in this street as either an isolated project or as a priority against other streets where large numbers of vehicles are exceeding the speed limit
- 3.7 In relation to the closure of Oakwood Avenue at the junction of the A127, vehicle movements have reduced by approximately 500 vehicles per day following completion of the works at Kent Elms junction.

3.8 It is therefore recommended that no further action be taken on relation to the petitions.

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 an alternative course of action.

5. Reasons for Recommendations

5.1 The traffic flows and speeds have been monitored with the results showing a reduction in both speeds and traffic volumes and with no speed related collisions recorded, intervention is not justified.

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 No financial implications if the recommendation is agreed.

6.3 *Legal Implications*

6.3.1 No legal implications if the recommendation is agreed.

6.4 *People Implications*

6.4.1 No people implications if the recommendation is agreed.

6.5 *Property Implications*

6.5.1 None

6.6 *Consultation*

6.6.1 No consultation is required if the recommendation is agreed.

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 any 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**

Report considered by the Cabinet Committee 7th January 2019.

8. **Appendices**

Appendix 1 list of streets where vehicles are exceeding the speed limit.

	Road	% of Vehicles Exceeding Speed Limit	End of monitoring period
1	White House Road	84.60%	03-Dec-18
2	Elm Road, Shoebury	80.00%	19-Dec-18
3	Eastwoodbury Lane	70.30%	24-Sep-18
4	St Georges Park Avenue (20)	63.10%	26-Jul-18
5	St Laurence Way	57.00%	18-Jun-18
6	Green Lane	56.30%	24-Sep-18
7	Station Road, Leigh	56.00%	11-Sep-18
8	Eastern Esplanade/Thorpe Esp	55.40%	12-Jan-18
9	Western Approaches	52.20%	24-Sep-18
10	Crosby Road	50.30%	29-Aug-18
11	Western Road	46.80%	11-Sep-18
12	Marine Parade, Leigh	35.60%	08-Feb-18
13	Gravel Road	35.00%	27-Apr-18
14	Tankerville Drive	33.20%	08-Aug-18
15	The Fairway	28.40%	04-Apr-18
16	Wakering Road, Shoebury	27.80%	19-Dec-18
17	Central Avenue	26.20%	18-May-18
18	Southchurch Road	25.50%	19-Dec-18
19	Fairfax Drive	25.30%	20-Nov-18
20	Hornby Avenue	24.80%	26-Jan-18
21	Elmsleigh Drive	24.80%	23-Oct-18
22	Priory Crescent	24.10%	12-Jan-18
23	Central Avenue	24.00%	12-Dec-18
24	Mountdale Gardens	23.50%	20-Nov-18
25	Fairfax Drive	23.50%	20-Nov-18
26	Kings Road	22.80%	26-Jan-18
27	The Fairway	21.80%	08-Feb-18
28	Western Approaches	21.50%	24-Sep-18
29	Kings Road	21.30%	26-Jan-18
30	Royston Avenue	21.20%	04-Apr-18
31	Eastwood Road North	17.60%	10-Oct-18
32	Marlborough Road	17.00%	18-Jun-18
33	Nelson Road, Leigh	16.20%	27-Feb-18
34	Leighwood Avenue	15.70%	27-Apr-18
35	Rutland Avenue	15.20%	17-Apr-18
36	Poynters Lane (40)	14.90%	12-Jan-18

37	North Avenue	14.10%	12-Dec-18
38	Oakwood Avenue	12.70%	08-Aug-18
39	Station Road, Westcliff	11.70%	29-Aug-18
40	Scratton Road	11.60%	26-Jan-18
41	Maldon Road	11.40%	03-Jul-18
42	Eastwood Rise	11.10%	27-Apr-18
43	Mannering Gardens	10.50%	29-Aug-18
44	Marine Parade, Leigh	10.30%	08-Feb-18
45	Hamstel Road	9.90%	18-May-18
46	Elmsleigh Drive	9.90%	23-Oct-18
47	Leigh Hall Road	8.90%	27-Feb-18
48	Argyll Road	8.00%	26-Jul-18
49	Poynings Avenue	7.60%	18-May-18
50	Elmsleigh Drive	7.10%	23-Oct-18