

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulation Working Party
and Cabinet Committee**

on

6th January 2020

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

Traffic Regulation Orders Objections & Amendments

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

1. Purpose of Report

- 1.1 For the Traffic Regulation Working Party and the Cabinet Committee to consider details of amendments and objections to Traffic Regulation Orders in respect of various proposals across the borough.

2. Recommendation

- 2.1 **That the Traffic Regulation Working Party consider the objections and amendments to the Orders and recommend to the Cabinet Committee to:**

- (a) Implement the proposals without amendment; or,
(b) Implement the proposals with amendment; or,
(c) Take no further action**

- 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 policies.

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 proposals. This process has resulted in the objections detailed in **Appendix 1** of this report. Officers have considered these objections and where possible tried to resolve them. Observations are provided to assist Members in their considerations and in making an informed decision.

4. Reasons for Recommendations

4.1 The proposals aim to improve the operation of the existing parking controls to contribute to highway safety and to reduce congestion.

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. 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 confirmation of the Order and amendments, in **Appendix 1**, if approved, can be met from existing budgets. Costs for traffic calming measures are funded by the accident remedial budget with the Local Transport Plan funding.

5.3 Legal Implications

5.3.1 The formal statutory consultative process has been completed in accordance with the requirements of the legislation.

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 Consultation

5.6.1 This report provides details of the outcome of the statutory consultation process.

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 the schemes listed in **Appendix 1** 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 in **Appendix 1** if implemented will lead to improved community safety.

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** - Details of representations received and Officer Observations.
Appendix 2 -Details of responses received

Appendix 1
Details of representations received and Officer Observations relating to the
Report on Traffic Regulation Orders

Item	1
Location	Hadleigh Road Leigh on Sea
Proposed by	Members
What is this request for	Traffic calming measures
Proposal	Introduce traffic calming features, a raised pedestrian crossing and amend an existing crossing to feature a raised table
Current Restrictions (if any)	Various unrelated to the proposal
Consultation dates	From 07/11/19 to 28/11/19
Number of properties consulted	Approximately 230 and notices erected to advise all road users.
Stakeholder feedback	St Michael's School support the proposals, Leigh on Sea Town Council support the new pedestrian crossing but felt the speed humps/cushions were excessive and would lead to increased pollution with vehicles accelerating between features. In addition, Hadleigh Road is a distributor route therefore buses and larger vehicles should be considered
Consultation feedback	<p>169 comments were received. The comments received are detailed in Appendix 2 and Members of the Committee have had access to all responses.</p> <p>Appendix 2 identifies responses from residents of affected streets, local residents, parents with children at one of the nearby schools and general comments received from respondents who did not identify their address.</p> <p>In summary, 125 comments support the proposals but have also included comments such as ; Too many humps Measures should also be in adjacent streets Support the general idea but do not agree with all the proposed measures. Do not want a hump near the driveway</p> <p>44 comments were received which do not support the proposals.</p> <p>33 respondents fully object to the proposals and 11 respondents object to part of the proposals or comment that other streets should be included in the overall scheme.</p>

Response rate	<p>74% however, difficult to fully identify as approximately 230 residents were advised of the proposals by letter, all other road users were advised of the proposals by notice and many comments do not include an address.</p> <p>73 comments were from residents of directly affected streets indicating a response rate of 31.7%</p>
% for / against	<p>Cannot identify the percentages as many responses support or object to the general idea of reducing speeds but are not fully supportive of the actual proposals.</p>
Officer Comments	<p>The estimated costs of the works is £150,000.00.</p> <p>While the consultation has resulted in a level of support for the proposals, comments also feature negative points relating to the proposals in their current form.</p> <p>Speed monitoring undertaken in September 2018 and there is a dramatic decrease in the speeds recorded over the last six years.</p> <p>While 4% of vehicles are exceeding the speed limit, the 85thile speed is 26mph and the average speed is 22mph. This places Hadleigh Road outside of the 50 roads subject to excessive speeds. The list is contained in Appendix 3 to this report for information.</p> <p>The collision history of any collisions resulting personal injury has been investigated with two collisions recorded from September 2016 to September 2019. 1 collision was attributed to dazzling sun,</p> <p>1 collision was attributed to faulty brakes, the collision reported an inappropriate speed to be linked to this collision but indicates the driver was not driving in accordance with the conditions rather than the speed limit.</p> <p>We are aware of other collisions resulting in damage to property, however, as these collisions did not result in personal injury, they are not formally recorded on the national database.</p> <p>The speed monitoring has not evidenced speeds higher than other streets subject to complaint and the collision history does not evidence speed as a factor in four or more collisions resulting in personal injury over the last three years.</p> <p>The agreed working practices of this Committee (November 2018) states at point 10 (i) the criteria for consideration of traffic calming measures;</p>

	<p><i>the number of recorded injury accidents at the location in the last three years (at least three with treatable contributory factors).</i></p> <p><i>(This criteria was agreed after this proposal was initially progressed for design and consultation)</i></p>
Officer Recommendations	<p>The speed monitoring does not indicate high levels of excessive speeds (in comparison to other streets monitored), speeds are decreasing compared to six years ago and the history of collisions resulting personal injury do not evidence a level of collisions related to speed as set out in the agreed working practices.</p> <p>Residents from properties near to the proposed crossing at the school are objecting to the proposal and residents of nearby streets feel the measures will merely displace traffic onto other streets.</p> <p>Recommend no further action.</p>
Any other information	<p>While it is accepted that excessive speed has previously been evidenced in Hadleigh Road, speeds have decreased. The number of vehicles travelling at excessive speeds are considerably less than a large number of other streets where no action is being considered.</p> <p>As the Committee has developed an agreed working practice in relation to traffic calming and this street does not meet the agreed intervention levels of three collisions in three years, officers are required to recommend no action.</p>

Item	2
Location	Maya Close / Ness Road - Shoeburyness
Proposed by	Members
What is this request for	Improve visibility at the junction
Proposal	Introduce waiting and loading restrictions, including a built out kerblin.
Current Restrictions (if any)	Junction protection
Consultation dates	From 07/11/19 to 28/11/19
Number of properties consulted	89 and notices erected to advise all road users.
Stakeholder feedback	None

Consultation feedback	<p>5 comments were received.</p> <p>3 comments support the proposals.</p> <p>1 comment did not support the proposals. The resident is looking at applying for a PVX in 2020 and the proposed 20 minute parking bays would affect this as it extends across the frontage. They suggest reducing the 20 minute parking bays be reduced to stop at the boundary of 21/23.</p> <p>1 response made comments regarding the proposals. These were, if the committee are in the opinion that the 20 minute parking bays and the no loading or waiting are to be put in place then consideration has to be given to putting no parking restrictions Mon Fri 9-5 on the North Side of Maya Close, from the corner junction up to the delivery area at the back of the shop. This would allow access for delivery vehicles during the day and allow residents to park during the evenings and weekends.</p> <p>Other comments related to car dealer vehicles parking around the junction. One suggestion of a zebra crossing by the shop. Alternative routes be considered to exit the Close.</p> <p>Two comments suggested the street bin is relocated and one for a build out on the corner. Both of these are included in the proposals.</p>
Response rate	5.6%
% for / against	<p>3.3% For</p> <p>1.1% Against</p> <p>1.1% Neither For / Against</p>
Officer Comments	<p>The collision history of any collisions resulting personal injury has been investigated with 2 collisions recorded in the past 3 years.</p> <p>1 in 2018 involved serious injuries. 1 collision in 2015 was fatal</p> <p>Both involved vehicles pulling out from Maya Close. with visibility limited by parked vehicles stopping for short periods on the double yellow lines to visit a shop.</p> <p>The proposal is for 4 bays (approximately 22m) of 20 minute parking bays on Ness Road. The resident fronting this section is to apply for a PVX in 2020, however, as Ness Road is a classified street, the frontage should be at least 8m x 8m to allow for a vehicle to enter and leave the property in a forward gear. An initial inspection suggests the frontage does</p>

	<p>not meet this requirement.</p> <p>There is a suggestion to provide waiting restrictions on the north side of Maya Close adjacent to the corner shop delivery area to facilitate deliveries. Parked vehicles prevent use of the area as manoeuvring for larger vehicles is difficult.</p>
Officer Recommendations	<p>To agree to the proposals as advertised.</p> <p>To provide a driveway protection marking at the access to the shop delivery area and monitor delivery activity in consultation with the shop. If required, propose further waiting restrictions to facilitate access with any objections being referred to the committee for consideration.</p>
Any other information	<p>Maya Close is on the inside of the bend in Ness Road and visibility can be difficult for vehicles exiting. This is especially the case if vehicles are parked on the double yellow lines at the junction. This is a common occurrence which can be resolved by these measures. The costs of the works is estimated at £10,000.00.</p>

Appendix 2

Email no.		Resident	Parent	Local	OBJECTION	SUPPORT	COMMENTS
1	1	1				1	
1	2	1				1	Would like flashing speed warning signs too. Manly concerned about commuter speeds 06.00 - 09.00 & late afternoon
1	3	1			1		No need for the proposals as parking in Hadleigh Rd narrows and acts to calm traffic speeds. Narrowing near school and Bus Stand will cause mayhem. The measures will add to pollution and noise. Puffin works perfectly well, no merit installing a raised table.
2	4		1			1	
2	5	1				1	
3	6	1				1	Suggest installing a mini roundabout at junction of Hadleigh Road / Marine Parade / Belton Way East. Also Rectory Grove / Grange Road / Hadleigh Road
4	7			1		1	
4	8			1		1	
4	9	1				1	
4	10					1	
5	11					1	
5	12		1			1	
5	13		1			1	Letter shows concern for safety asking asks for safety meaures to be considered
5	14	1	1			1	
5	15		1			1	
5	16		1			1	
6	17	1	1			1	
6	18		1			1	
6	19		1			1	Has experienced close encounters with vehicles herself. Vehicles caught up near the London Road end or junction accelerate when the road is clear which is the section by the school.
6	20		1	1		1	
6	21					1	
6	22		1	1		1	
6	23					1	
6	24	1	1			1	
6	25		1	1		1	
6	26	1				1	Witnesses the speeding first hand. Considers its due to it being a long straight road. Western Road has the same issue. This will benefit children of Westleigh

							School and Belfairs Academy
6	27		1			1	
6	28	1					Supports the crossing outside St Michaels school but is against the speed bumps or altering the road layout. Considers these are more dangerous with drivers speeding between them. Concerned for added pollution with constant speeding up & slowing down.
7	29		1			1	
7	30					1	
7	31			1		1	
7	32	1					Agrees with the tabled crossings but questions the necessity for the 7 pairs of cushions. Says the traffic calming will cause congestion especially during rush hours. Suggests a speed limit of 20mph be installed. Suggests one side parking either alternate months or part day restrictions as commuters are being displaced to Hadleigh Road from other roads with these restrictions.
7	33					1	
7	34			1		1	
7	35	1	1			1	
7	36					1	
8	37	1				1	
8	38	1				1	
8	39					1	
8	40					1	
8	41					1	
8	42	1					Generally supportive of the proposals. Concerned about the cushions proposed outside their house could make it more difficult to entering or exiting. Says cars cannot easily speed at this location and they speed up once past the parked cars and nearer the school. Suggest the cushions are moved nearer Vernon Road by the school.
8	43	1				1	
8	44	1				1	
8	45	1				1	
9	46	1				1	
9	47	1				1	
9	48	1				1	
9	49	1				1	
9	50					1	

9	51	1				1	Would Hope the same could be done in Western Road
9	52					1	
9	53	1				1	
9	54	1				1	
10	55	1				1	
10	56					1	
10	57	1				1	
10	58	1				1	
10	59	1				1	With the raised area at the junction of Salisbury Road / Glendale Gardens would ask for the pedestrian dropped crossing to be realigned so they are in line with each other.
10	60		1			1	
10	61	1				1	
11	62	1				1	
11	63		1			1	
11	64					1	
11-12	65	1			1		Welcomes the situation is under review but objects on the grounds that the inadequate and do not effectively deal with the main problem threatening safety, namely speed. Concerned for safety of all road users around teh area. Specifically raises concern about the 5 way junction at Hadleigh Rd/Salisbury Rd/Glendale Gds, its close proximity to Hadleigh Rd/Western Rd and the increasing number of vehciles using these roads.
11	66			1		1	
11-12	67		1			1	
12	68					1	
12	69			1		1	
12	70					1	
12	71	1				1	
12	72			1		1	Hopefully the Council will look at measures for other parts of Leigh.
13	73	1				1	
13	74			1			Concerned how the proposals may affect the no. 21 Bus Service.
14	75	1				1	Would prefer full width humps rather than cushions. Would like additional humps in Western Road
15	76			1		1	
15	77			1		1	
15	78	1				1	
15	79	1				1	
15	80	1				1	
15	81	1				1	
15	82	1				1	

15	83	1				1	
							Concern about the proposed Bus Stand and build out by the crossing reducing on street parking availability for residents without off street parking.
15	84	1					
15	85	1				1	
16	86	1	1			1	
16	87	1				1	
16	88			1		1	
16	89	1					Suggests part day restrictions to prevent commuter parking or restrict parking to one side only which would ease congestion.
16	90					1	
16	91		1	1		1	
16	92		1	1		1	
16-17	93			1		1	Would suggest the same for Marine Parade
17	94	1				1	Considers Western Road may get more traffic due to the measures & would like this to be addressed too.
17	95		1	1		1	Considers traffic calming should be extended along Glendale Gardens and around Westleigh School
17	96			1		1	
17	97					1	
17	98			1		1	
17	99	1	1			1	Would like to see measures in other roads too
17	100	1					Considers Western Road may get more traffic due to the measures. Given that humps cause pollution would request speed cameras are installed in Western Road
17	101			1	1		Object as the plans will push more traffic on to smaller side streets.
17-18	102	1		1			Considers the proposals are a sledgehammer to crack a nut. With the parking considers it is difficult to get up any particular speed and the humps will create pollution. Concern the proposals will push more traffic on to smaller side streets. Supports the tabled crossings.
18	103	1				1	
18	104		1			1	Co-ordinator of Schools Walk on Wednesday which starts from Salisbury Rd/Glendale Rd junction
18	105	1				1	Asks for the measures to be extended in to Western Road
18	106	1				1	
19	107					1	The humps do nothing to slow 4x4s if fact encouraging people to buy bigger cars. Its practically impossible to speed around Leigh with narrow roads and parking both side. Would prefer speed cameras.

19	108			1			Would like to know why all of Western Road has not been included
19	109					1	
19	110	1				1	The proposals will increase pollution & congestion with cars stopping & starting for the crossing and the road will become a car park during school start/finish times. Pollution should be key for a Council that praises eco-friendly environment and sustainable areas. Concerned how the proposed crossing will affect the oak tree in StMichaels School grounds. Concerned the proposed crossing will affect access / egress from their driveways.
19	111			1			Supports the introduction of traffic calming but would prefer chicanes or cameras. Concerned humps cause damage to vehicles over time and would push traffic to quieter residential roads
19	112		1	1		1	
19	113		1	1		1	
19	114	1				1	
19	115	1				1	
19	116	1				1	
19	117			1		1	
20	118			1		1	
21	119			1		1	
21	120		1	1		1	
21	121	1				1	
22	122		1			1	
22	123			1		1	
22	124	1				1	
23	125	1				1	
23	126	1				1	
23	127	1				1	
24	128			1	1		Agrees there is a speeding issue but does not support one road being treated which will push traffic on to other roads. Would like to know why all of Western Road has not been included. Thinks the whole of the Marine estate should have measure installed eg. 20mph or cameras.
24	129		1	1		1	
24	130			1	1		Agrees there is a speeding issue but does not support one road being treated which will push traffic on to other roads. Would like to know why all of Western Road has not been included. Thinks the whole of the Marine estate should have measure installed eg. 20mph or cameras.
24	131	1				1	

24	132			1		1	Suggests the cushions at the London Road end are not needed as little opportunity to speed there. Suggests starting them further along.
24	133			1		1	
24	134	1				1	
25	135			1		1	
25	136	1				1	
25	137	1	1			1	
25	138			1		1	
25	139	1	1			1	
25	140			1		1	
25	141			1		1	
25	142	1					Agrees speeding has got worse but concerned about vibration & possible structural damage from the proposed measures. Would ask other measures are considered such as Siemens Safe Zone speed control cameras.
25	143					1	Concerned the humps will push traffic elsewhere. Agrees something needs to be done in Hadleigh Road but humps are not the answer.
25	144			1	1		She owns a small car and says small cars are unable to sustain many speed bumps, it will break the car. Says humps will spoil the road and disagrees with them.
25	145					1	
26	146						They felt there is a need for traffic calming but object to number of proposed humps/cushions. Hadleigh Road is a distributor road used by large vehicles and buses and with the number of humps/cushions proposed would create pollution. They fully support the proposed zebra crossing on a raised table by the school.
27	147	1				1	Concerned we are proposing to excavate near a tree when they were turned down for a pvx by the same tree due to the root protection zone. The tree has a TPO on it too. They are also concerned about having a zebra crossing outside their house as it will only be used at school times and unlikely to be used other than that. Loss of parking for visitors.
27	148			1	1		Against the proposed zebra crossing
27	149					1	Against the proposed zebra crossing
27	150			1	1		Against the proposed zebra crossing
27	151			1	1		Against the proposed zebra crossing
27	152			1	1		Against the proposed zebra crossing
27	153			1	1		Against the proposed zebra crossing
27	154			1	1		Against the proposed zebra crossing

27	155	1			1		Against the proposed zebra crossing
27	156	1			1		Against the proposed zebra crossing
27	157			1	1		Against the proposed zebra crossing
27	158			1	1		Against the proposed zebra crossing
27	159			1	1		Against the proposed zebra crossing
27	160			1	1		Against the proposed zebra crossing
27	161			1	1		Against the proposed zebra crossing
27	162			1	1		Against the proposed zebra crossing
27	163			1	1		Against the proposed zebra crossing
27	164			1	1		Against the proposed zebra crossing
27	165			1	1		Against the proposed zebra crossing
27	166			1	1		Against the proposed zebra crossing
27	167			1	1		Against the proposed zebra crossing
27	168			1	1		Against the proposed zebra crossing
27	169			1	1		Against the proposed zebra crossing
27	170			1	1		Against the proposed zebra crossing
28	171	1				1	
		73	32	61	33	126	