

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulation Working Party
and Cabinet Committee**

on

24th February 2020

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

**Petition Report – Eastern Esplanade Southend-on-Sea –
Request for the provision of further pedestrian crossings and the
extension of the average speed monitoring scheme and the
installation of additional speed monitoring cameras**

**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 a petition which was presented via Councillor Woodley at Council on 24th October 2019. The petition which contains 701 signatures requesting the Council to provide further pedestrian crossings and the extension of the average speed monitoring scheme and the installation of additional speed monitoring cameras Eastern Esplanade Southend-on-Sea.

2. Recommendation

2.1 That the Traffic Regulation Working Party consider the request and

- a) **Thank the petitioner for taking the time to compile the petition, and;**
- b) **Take no further action; the street is not considered appropriate for priority action based on data that has been obtained**

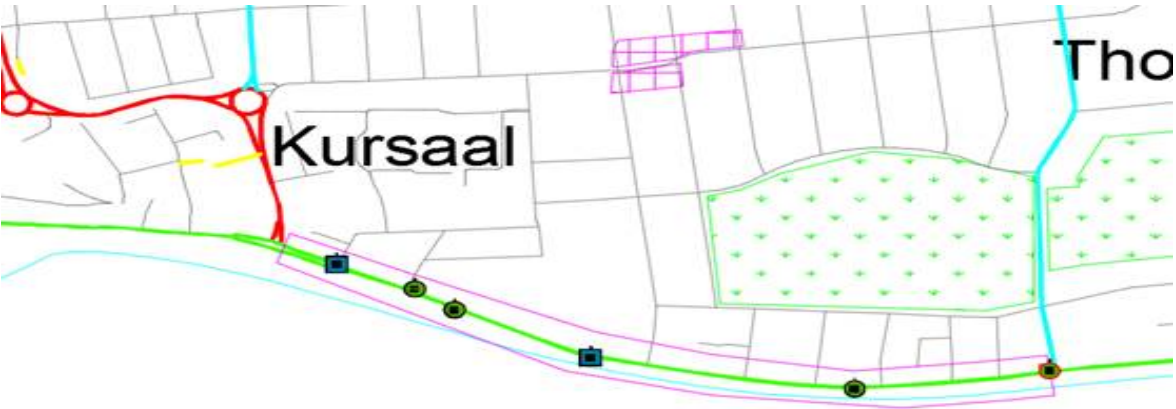
3. Background

- 3.1 Requests for pedestrian crossings are assessed using the numbers of vehicles travelling on the road along with numbers of pedestrians crossing at or near to the requested location.

- 3.2 These volumes are assessed over a 12 hour period, generally 7am to 7pm with any requests being collated and programmed for an assessment twice yearly.
- 3.3 As the request relates to a location which is regularly used especially during the summer months/school holiday periods, any assessment must be undertaken within this period. The current volume of works will not allow for assessments to be undertaken, adequate time for the results to be analysed and for a report to be presented to the next scheduled meeting of this Committee in June. As such, the assessments will be undertaken in during the summer holiday period and reported to the next available meeting.
- 3.4 Speeds on the street were measured at two positions in October 2018. The equipment was installed for 8 days and recorded all traffic speeds, the results are detailed below:

Location	Vehicle Movements	Movements Eastbound	Movements Westbound	Average vehicle movements per day	Average Speeds
Opposite Ocean Beach	159,295	81,436	77,859	17699	24mph 2.3% of vehicles exceeding 30mph
Outside Brewers Fayre	122,628	63,787	58,841	13,625	24mph 3.8% of vehicles exceeding 30mph

- 3.5 Collision data does not indicate any collisions directly attributed to speed, the details of all collisions resulting in personal injury, along with the contributory factors (as determined by the attending Police Officer) are below along with a plan showing the collision locations.



Injury	Date	Vehicles Involved	Detail	Contributory Factor
Serious	May17	Pedal cycle - car	Car turned left across path of Pedal cycle	Poor turn or manoeuvre, Failed to look properly
Slight	Jun17	Car – Pedal cycle	Car door opened in front of oncoming cyclist	Vehicle door opened or closed negligently
Slight	Apr19	Car – P2W	Car performs U-turn without seeing motorcycle	Failed to look properly
Slight	May19	Car - car	Car performs U-turn without seeing other car	Failed to look properly
Slight	Jul19	Bus – Pedestrian (jogger)	Pedestrian running towards a zebra crossing, but quickly run across the road before the crossing into the path of bus.	Failed to look properly (Pedestrian)
Serious	Jul19	Car - car	Driver claimed a wasp/hornet flew through the window and scared her	Swerved, Distraction in vehicle (Driver/Rider - Impairment)

3.6 As the average vehicle speeds indicate the majority of vehicles are travelling under the speed limit and the collision history indicates that collisions have occurred but are generally caused by driver error, the street is not considered appropriate for priority action. As Members of the Committee are aware, we have produced a list of the top fifty streets where excess speed is occurring and given the results detailed above, this street would not be included within this list.

3.7 As the results of the speed monitoring indicate average speeds of 24mph and the collision history does not indicate speed is a factor in collisions, no further action is recommended.

5. Reasons for Recommendations

5.1 Data gathered does not support the implementation of a crossing and is within the two year timescale that monitoring is undertaken.

6. Corporate Implications

6.1 *Contribution to Council's Vision & Corporate Priorities.*

Assessing requests related to highway safety ensures any measures are provided on an evidenced need contributing to a Safe and Excellent Southend.

6.2 *Financial Implications*

None.

6.3 *Legal Implications*

None.

6.4 *People Implications*

Existing resources will be used to undertake assessments.

6.5 *Property Implications*

None.

6.6 *Consultation*

None.

6.7 *Equalities and Diversity Implications*

None.

6.8 *Risk Assessment*

Assessments form the basis for any risk assessments and if progressed for future works, Road Safety Audits are undertaken using independent auditors at the design and implementation stages.

6.9 *Value for Money*

Assessing requests to obtain data ensures the limited resources are focussed at locations where improvements are likely to result from any works. Any resulting works are undertaken by term contractors procured competitively demonstrating values for money.

6.10 *Community Safety Implications*

The request relate to general safety concerns and will be assessed to determine if any changes to the existing road layout is required.

6.11 *Environmental Impact*

None.

7. Background Papers

None.

8. Appendices

None.