

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulation Working Party
and Cabinet Committee

on

5th January 2021

Report prepared by Chris Read
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Highways Network

Top 50 List of Speeding Roads

Place Scrutiny Committee - Cabinet Member: Councillor Woodley
Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and the Cabinet Committee of the review around the issues of speeding traffic within the borough and to seek agreement on the way forward for all existing speed reduction schemes and future requests to ensure fairness and consistency on agreement and implementation.

2. Recommendation

- 2.1 The Working Party is requested to recommend to the Cabinet Committee this full review as its preferred option for the way forward, and to enable the development of an action plan to try and address the issue of speeding within the borough.

3. Background

- 3.1 At its meeting on 6th January 2020, the Working Party and Cabinet Committee considered a report regarding issues with traffic flows and speeding vehicles in Oakwood Avenue and as part of this report a list of the top 50 roads in borough for speeding was detailed.
- 3.2 There was a recommendation that no further action was required at this location, however, the issue of speeding is still evident in other locations but due to the current issues around the Covid-19 pandemic this item has not been taken forward.
- 3.3 Therefore, now with the availability of additional data streams, we are proposing a new way forward to ensure an effective review and implementation of an action plan.
- 3.4 The service receives multiple requests for speed measures to be put in place and in the past some have been implemented without having the right criteria in place. Not only has this had an impact on the limited budget available but has also meant that

the service has been unable to defend its position when questioned on the priority of implementation.

4. Review

- 4.1 The original top 50 speeding roads data set included results from data collected in 2018. We propose a new data set is collected, which would include the original list, so that a comparison can be made and establish if the issues have worsened. In addition, in consultation with Ward members, we would revise/increase the list to include any new areas where there are concerns from residents or councillors.
- 4.2 In addition, we will also include any key areas where speeding issues have been previously identified, including Eastern Avenue and Burges Road.
- 4.3 We have been unable to progress this work recently as the current Covid19 restrictions and subsequent lockdowns may not give a true reflection on 'normal' traffic behaviour. In addition, the increased levels of parking, while people have been working from home, may have naturally created a calming measure and reduced the levels of speed.
- 4.4 In addition to the revised survey data and in accordance with current Codes of Practice for Highways Infrastructure; which requires the local authority to manage its network based on risk; the Highways team have produced a Risk Matrix which has been incorporated into our Asset Management system and allows the detailed construction of a 'Risk Score' for all roads and assets in the borough. The Risk Score is numbered from 1 to 7, with 1 being at the highest risk. An example of how this score is constructed and the elements involved is shown in Appendix 1. In the future all inspections and repairs will be based on this risk matrix.
- 4.5 Finally, we have now available, skid resistance data for the classified network (A, B & C roads) across the borough. By adding the recommended investigation levels to this data, we can ascertain any roads which have deficient skidding resistance and either require surface treatment or other speed reduction measures to manage their risk in association with any available collision data.
- 4.6 We propose to put all this information together to give an informed report for cabinet that will not only detail those roads where speeding is an issue but also give a priority ranked order of sites that will require some form of intervention to reduce the speed and the associated risks. We will also detail what those potential intervention levels could be, along with any associated costs for installation.
- 4.7 This report will form the basis for a forward action plan to help alleviate some of the speeding issues in the borough and increase safety for the current road users.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map.

- 5.1.1 Ensuring that driver behaviour is improved, and speed and collisions reduced, will be consistent with the Council's 2050 Vision of Safe & Well and that people in all parts of the borough feel safe and secure at all times.

5.2 Financial Implications

- 5.2.1 Costs for implementation of this review and development of the associated action plan, if approved, would need to be met from the capital funding that has yet to be requested for this project.

5.3 Legal Implications

- 5.3.1 The statutory consultative process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area.

5.4 People Implications

- 5.4.1 Works required to implement the review will be undertaken by existing staff resources.

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 Any implications have been taken into account in designing the review.

5.8 Risk Assessment

- 5.8.1 The proposals are designed to improve highway safety and as such, is likely to have a positive impact.

5.9 Value for Money

- 5.9.1 Works associated with any proposed findings 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 review and subsequent action plan, if implemented, will lead to improved community safety.

5.11 Environmental Impact

5.11.1 The potential environmental impact is not known at this stage, but it is envisaged that there could be a potential improvement in air quality if driver behaviours can be positively adjusted.

6. Background Papers

6.1 None

7. Appendices

7.1 Appendix 1 – Risk Matrix

Table 1

NSGREF	ADDRESS	Ward	CLASS	Shape length	Resilience Network	Bus Route	Gritting Route	Public Buildings on Street	In Flood Zone	Accidents on Street	In Conservation Area	FW Claims or Incidents	CW Claims or Incidents	Total Risk Score	Overall Priority
37100054	AVEBURY ROAD	Victoria	U	69.47										25	5
37100055	AVENUE ROAD	Leigh	U	194.21							Yes			65	4
37100056	AVENUE ROAD	Milton	U	498.17			Yes	Yes			Yes			60	4
37100057	AVENUE TERRACE	Milton	U	156.94							Yes			45	4
37100058	AVIATION WAY	St. Laurence	U	120.82	Yes	Yes	Yes	Yes	Yes				Yes	100	2
37100059	AVON WAY	West Shoebury	U	197.76				Yes	Yes					70	4
37100060	AVONDALE DRIVE	Blenheim Park	U	202.24				Yes						40	5
37100061	AVRO ROAD	St. Laurence	U	190.33								Yes		35	5
37100062	AYLESBEARE	West Shoebury	U	908.36										25	5
37100063	BADGERS CLOSE	Prittlewell	U	54.14										35	5
37100064	BAILEY ROAD	West Leigh	U	289.43										10	6
37100065	BALMORAL ROAD	Milton	U	415.93						Yes		Yes		65	4
37100066	BALTIC AVENUE	Milton	U	138.00			Yes							35	5
37100069	BARNARD ROAD	West Leigh	U	184.82										35	5
37100070	BARNSTAPLE CLOSE	Southchurch	U	71.85					Yes					35	5
37100071	BARNSTAPLE ROAD	Southchurch	U	1336.63					Yes	Yes		Yes		65	4
37100072	BARRINGTON CLOSE	Shoeburyness	U	65.56										25	5
37100074	BAXTER AVENUE	Victoria	U	627.46			Yes	Yes				Yes		75	3
37100075	BEACH AVENUE	Chalkwell	U	531.12									Yes	55	4