

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)

to

Traffic Regulations Working Party
and Cabinet Committee

on

5 January 2021

Report prepared by: Sharon Harrington
Head of Traffic and Highways

Petition Wren 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 Petition (appendix 1) submitted to Council in September 2020 on behalf of residents

2. Recommendation

- 2.1 The current 20mph zone meets the criteria in 01/2013 Setting Speed Limits and accident stats are low; therefore due to higher demanding locations for speed and safety the service recommends no further action at this time on this location

3. Background

- 3.1. In September 2020 a petition was submitted full Council on behalf of Ms. Elaine Ventura and 19 residents of Wren Avenue, Sairard Gardens, Close and Anstey Close which states:

Would it be possible to lower the speed limit and Wren Avenue One Way road? The Speed bumps laid down in 2009 have no impact on motorists slowing down. This road is becoming unsafe and there have been many accidents already."

- 3.2. A safety review has been undertaken by ATKINS who are independent on the Council in December 2020.

4. Conclusion

- 4.1 The current 20mph zone meets the criteria in 01/2013 Setting Speed Limits. The condition of the existing speed-reducing features vary from fair to good. The average speeds obtained appear in-line for what might be expected for the design and spacing's of the speed cushions installed.

- 4.2 To achieve lower speeds would require changes such as additional features such as ore frequent speed cushions or changes to the horizontal deflection with build outs or priority-working systems. To achieve lower speeds on the untreated section of Wren Avenue / Tudor Close would require additional infrastructure.
- 4.3 Although the number of accidents before and after the 20 mph zone were low, there has been a reduction of 84% in accidents in the area. However; it would be difficult to justify further measures based purely on current accident numbers.
- 4.4 Further speed-reducing features within the 20 mph zone and on the untreated section of Wren Avenue / Tudor Close would have to be justified on other grounds and subject to the required consultation and feasibility in terms of site constraints.

5. Financial Implications

- 5.2.1 If Cabinet want to pursue further infrastructure in this location a feasibility report and plan of changes will be required/
- 5.2.2 This location does not meet the criteria for further measures to be implemented therefore if the scheme is to be pursued a further report outlining the financial impact will need to be presented to Capital Investment board once a scheme has been designed.

5.3 Legal Implications

- 5.3.1 N/A

5.4 People Implications

- 5.4.1 N/A

5.5 Property Implications

- 5.5.1 None

5.6 Equalities and Diversity Implications

- 5.6.1 There are no implications as a result of this recommendation.

5.7 Risk Assessment

- 5.7.1 A full risk assessment will be included in the feasibility report.

5.8 Value for Money

- 5.8.1 There are financial implications relating to value for money.

5.9 Community Safety Implications

- 5.9.1 Community safety implications will be included in the feasibility report.

5.11 Environmental Impact

5.11.1 Environmental impact will be included in the feasibility report.

5. Background papers

None

6. Appendices

Appendix 1: Petition