

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director
(Neighbourhoods & Environment)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

22nd February 2021

Report prepared by Chris Read
Service Manager for Highways & Asset Management

Speeding Issues – Priority Ranking

**Traffic and Regulation Working Party - 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-

2. Recommendation

- 2.1 **The Working Party is requested to recommend to the Cabinet Committee its preferred option for the way forward in respect of a full review and action plan, in regard to speeding traffic within the Borough.**

3. Background

- 3.1 At its meeting on 8th 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.

4. Review

- 4.1. The original published top 50 speeding roads data set included results from data collected in 2018. We had originally proposed that a new data set was collected, as this data is nearly 3 years old. However, in the interim and to understand any potential issues, we have used this original data set for the purposes of this report.

- 4.2. We still have some concerns that the current pandemic 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 etc, may have naturally created a calming measure and actually reduced the levels of speed.
- 4.3. To help facilitate the understanding of the speed data, we have added additional data streams and prioritised the list. In accordance with current Codes of Practice for Highways Infrastructure; which requires the local authority to manage its network based on risk; we have added the 'Risk Score' for all the roads detailed that has been developed as part of our Asset Management improvements. The risk score is built up by applying any appropriate factors e.g. bus route, resilience network, location of schools/hospitals etc.
- 4.4. In addition, we now have skidding resistance data available for the classified network (A, B & C roads only) across the borough. By adding the recommended investigation levels to this data, we can ascertain any roads/sections which have deficient skidding resistance. With this data, we were able to calculate the percentage of the road where the skidding resistance is deficient (if it was available for that road).
- 4.5. We have then put these 3 elements of data together (speed/risk/deficient skidding resistance), graded each one 1 to 5 (with 5 being worst case), and developed a prioritised list of the original Top 50 schemes.
- 4.6. The prioritised list is enabled by the 'Total Risk Grade' being developed for each road with a maximum score of 15. The top 9 roads are now shown below in Priority order (please note - it was going to be the top 10 but the next 5 roads all share the same score).

ID	Road Name	% Vehicles Exceeding Speed Limit	Grade	Skidding Resistance - % Road Under Investigatory Level	Grade	Risk Score	Grade	Total Risk Grade
1	Elm Road Shoebury	80.00%	5	89%***	5	145	5	15
2	White House Road	84.60%	5	70%	4	85	3	12
3	Eastwood Road North	17.60%	1	94%***	5	140	5	11
4	Eastwoodbury Lane	70.30%	4	45%	3	110	4	11
5	Eastern/Thorpe Esplanade	55.40%	3	28%	2	155	5	10
6	Station Road Leigh	56.00%	3	Not Surveyed	2**	135	5	10
7	Green Lane	56.30%	3	Not Surveyed	2**	120	4	9
8	Station Road Westcliff	11.70%	1	53%	3	140	5	9
9	Western Approaches	52.20%	3	Not Surveyed	2**	130	4	9

*** Those sites with no available skidding resistance data have been graded 2 as the data is an unknown risk, rather than being graded as 1 - acceptable.*

**** Part of Elm Road and Eastwood Road North have been resurfaced since these surveys were undertaken but we are unsure of the extent of change on the skidding resistance data at this time.*

- 4.7. From this list, we undertook some initial site visits to develop potential options for the reduction of speed on the prioritised roads. Please refer to **Appendix 1** for details.

- 4.8. These options should only be considered as potential solutions at this time as no detailed analysis, safety review or impact assessment has been undertaken. Similarly, the cost estimates are only approximate costs to highlight the range of options that can be considered.
- 4.9. If we take the number 1 priority site currently – Elm Road, Shoebury - the potential options are as follows:
- Refresh road markings and add additional including parking bays, bus stops, to visually reduce the road width – approximate cost - £1,000 to £9,000
 - Additional Hatched road markings and central islands to reduce road width - £15,000
 - Addition of bus compliant speed ramps - £52,000
 - Speed camera - £30,000
 - Any works on this site should be linked to some remedial resurfacing, as the road condition is poor in places and particularly around the zebra crossings

Please note all these items are suggestions and should not be taken as confirmed works at these locations.

- 4.10. The proposal is that we develop these options further, including costs and a safety review, into a forward action plan to assist the reduction of any speeding issues highlighted in the borough on the priority sites and increase safety for the current road users. Please note, as highlighted previously, there is no current funding for this action plan and any potential options, so it would require an additional capital bid.
- 4.11. We further recommend that new speed data is collected across the borough to ensure we capture any new issues and ensure we have valid data before any confirmed actions are taken. This action would also require additional funding.

5. Next Steps

- 5.1 Once the Working Party agree the above methodology; the service will undertake detailed safety review and/or impact assessments of the top nine locations and present a costed action plan at a future meeting.
- 5.2 This methodology will then be used as a criteria for any future speeding issues that are raised within the service.

6. 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 any approved improvements, revised speed data or remedial works, would require additional capital funding that has yet to be requested for this project and agreed.

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 or any improvement actions 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

- 6.1.1 None

Elm Road (Bridge Garage – Vanguard Way)

Location plan;



Issues Raised

Speeding related Issues

Additional Information

Road speed 30mph

Bus route

Unrestricted on street parking

General road surface is ok deteriorating in places.

Some central hatching

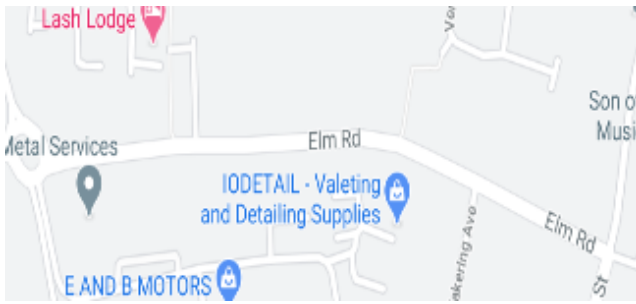
2 x zebra Crossings

Options Appraisal / Intervention

1. Refresh road markings. **£5,000**
2. Road mark bus stops (visually reduce road width) **£1,000**
3. Road mark on street parking bays (as above) **£3,000**
4. Check road surface at zebras, 68 PSV should be used
5. Installation of 3 x additional traffic islands within existing central hatching, (visually reducing road widths). **£15,000**
6. Installation of policy compliant 8 x speed cushions upgrade 2 x zebra crossing to raised tables **£52,000**

Options/ Intervention Estimate - £76,000

Elm Road (Vanguard Way – Shoebury High Street)



Road speed 30mph

Distributor Road

Double yellow lines northside up to The Woodlands then unrestricted on street parking to High Street

General road surface is ok

1 x zebra crossing

Options Appraisal / Intervention

1. Refresh road markings. **£5,000**
2. Road mark on-street parking bays (visually reduce road width) **£10,000**
3. Check road surface at zebras, 68 PSV should be used
4. Installation of policy compliant 8 x speed cushions upgrade 1 x zebra crossing to raised tables **£42,000**

Options/ Intervention Estimate

£57,000

Potential Scheme Total

£133,000

Full schedule of rates to be confirmed

White House Road

Location plan;



Issues Raised

Speeding related Issues

Additional Information

Road speed 30mph

Distributor road

Bus route

No on street parking

Heycroft School

General road surface is ok

Road markings faded.

No bus stop markings

Anti-skid surfacing defective

Deteriorating road surface

1x traffic island

2 x pedestrian traffic island crossing point

2 x zebra Crossings

Options Appraisal / Intervention

1. Refresh all road markings. **£8,000**
2. Provide bus stop markings (visually reduce road width) **£2,000**
3. Check road surface at zebras, 68 PSV should be used **£16,000**
4. Installation of additional 1x traffic island, Snake Lane Junction (reduce road widths). **£5,000**
5. Introduce 2 x speed table at zebra crossings 10 x speed cushions. **£60,000**

Options/ Intervention Estimate

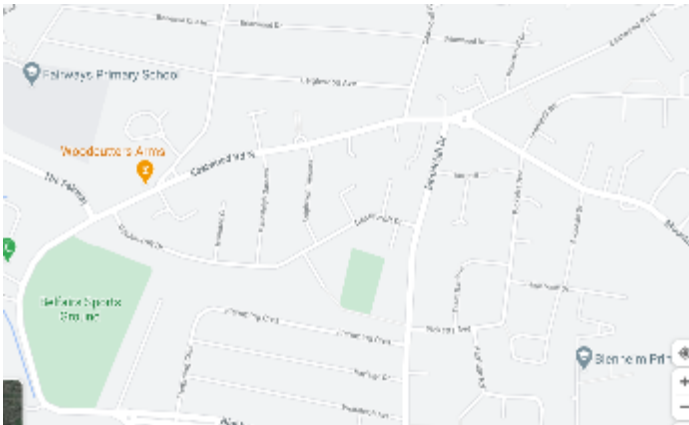
£91,000

Location Photos



Eastwood Road North

Location plan;



Issues Raised

Speeding related Issues

Additional Information (A127 – Elmsleigh Drive)

Road speed 30mph

Primary Route

Bus route

Unrestricted on street parking

Road surface excellent recently resurfaced (no line marking?)

Options Appraisal / Intervention

7. Refresh road markings. **£1,000**
8. Road mark bus stops (visually reduce road width) **£1,000**
9. Road mark on street parking bays (as above) **£3,000**
10. Installation of policy compliant 6 x speed cushions **£24,000**

Options/ Intervention Estimate

£29,000

Location photos



Additional Information (Elmsleigh Drive – Eastwood Road)

Road speed 30mph

Primary Route

Some central hatching

Unrestricted on-street parking up to Bellhouse Lane travelling west.

Double yellow lines eastside from The Fairway – Eastwood Road

On-street parking westside from The Fairway – Eastwood Road

2 x zebra crossings

2 x pedestrian island

1 x traffic island

General road surface is ok

Options Appraisal / Intervention

5. Refresh road markings. **£15,000**
6. Road mark on-street parking bays + bus stops (visually reduce road width) **£20,000**
7. Check road surface at zebras, 68 PSV should be used
8. Installation of 4 x additional traffic islands within central hatching (visually reduce road width) **£20,000**

Installation of policy compliant 18 x speed cushions upgrade 2 x zebra crossing to raised tables **£92,000**

Options/ Intervention Estimate

£147,000

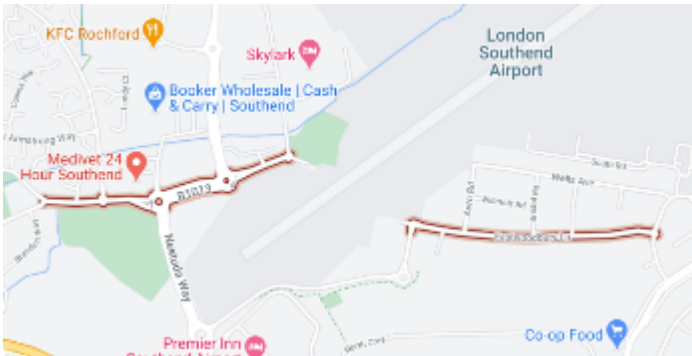
Location Photos



**Potential Scheme Total
£176,000**

Eastwoodbury Lane (1st Section East on below location plan)

Location plan;



Issues Raised

Speeding related Issues

Additional Information

Road speed 30mph

Bus route

Road narrows past No. 81

No kerblines, footway or drainage past No. 81 Westside (standing water)

On street parking

General road surface condition is fair. Showing signs of deterioration.

Road markings faded.

Flashing 30mph sign travelling east bound.

Options Appraisal / Intervention

1. Road mark on street parking bays on both sides of carriageway. (visually reducing road width) **£1,000**
2. Road mark bus stop bays (visually reducing road width)
Potential for central hatching from No.81 travelling south
Refresh all road markings **£10,000**
3. Installation of traffic island (not crossing point in wider section) **£5,000**
4. Installation of additional flashing 30mph travelling west bound. **£5,000**
5. Installation of policy compliant speed cushions x 9 **£36,000**

Options/ Intervention Estimate

£57,000

Location Photos



Additional Information

Eastwoodbury Lane (1st Section West - Snakes Lane to Nestuda Way)

Road speed 30mph

Bus route

1x zebra crossing

3x uncontrolled crossing

1x traffic island

No on street parking

Distributor road

General road surface condition is very poor. Heavily pot holed and deteriorating badly.

Central carriageway hatching

Road markings faded.

Anti-skid surfacing defective

Options Appraisal / Intervention

1. Refresh all road markings.
Road mark Bus Stops (visually reduce carriageway width) **£8,000**

2. Consider deep plane to prevent reflective surface depressions, resurface with 68psv material. **Check forward programme for cost estimate**
3. Introduce speed table at zebra crossing **£10,000**

This short section is unlikely to result in speeding vehicles due to the number of junctions and crossing points.

Options/ Intervention Estimate (without resurfacing cost)

£18,000

Location Photos



Additional Information

Eastwoodbury Lane (Nestuda Way to Church) Dual Carriageway Section

Road Speed 40mph
Bus Route
No on street parking
Primary road
General road surface condition fine.
Road markings clear

Options Appraisal / Intervention

No works required, No Location Photos

Additional Information, B1013 Roundabout to Aviation Way (church)

Road speed 30mph
No on street parking
Primary road (leads to Aviation Way Industrial Estate)
General road surface condition fair/deteriorating
Fading road markings

Options Appraisal

1. Refresh road markings **£1000**
2. Consider deeper plane when resurfacing (due to large articulated vehicles) **refer to resurfacing programme for cost estimate**

Options/ Intervention Estimate (without resurfacing cost)

£1,000

Location Photos



Potential Scheme Total (without resurfacing) £76,000

Eastern Esplanade (Southchurch Avenue – Warwick Road)

Location plan;



Issues Raised

Speeding related Issues

Additional Information

Road speed 30mph

Primary Route

Bus route

High volume tourist area

Pay & Display on street parking

General road surface is poor between Southchurch Av -Victoria Road Deteriorating badly.

Resurfacing appears to have been carried out between Victoria Road onwards

Road markings faded.

Central hatching from Southchurch Av – Plas Newydd

Anti-skid surfacing defective Puffin Crossing/Zebra (nr Sealife Centre)

8 x pedestrian traffic island crossing point

3 x zebra Crossings

Options Appraisal / Intervention

1. Resurface between Southchurch Av-Victoria Road **Refer to resurfacing programme for cost estimate**
2. Refresh all road markings. **£20,000**
3. Check road surface at zebras, 68 PSV should be used
4. Installation of up to 10x additional traffic islands within existing central hatching, (visually reducing road widths). **£50,000**
5. Provide average speed camera solution 20mph limit extension from city beach **£900,000 - £1,000,000** (13 side roads)

Options/ Intervention Estimate (without resurfacing cost)

£1,070,000

Potential Scheme Total

£1,070,000



Thorpe Esplanade (Warwick Road – Maplin Way)

Location plan;



Issues Raised

Speeding related Issues

Additional Information

Road speed 30mph

Primary Route

Bus route

High levels of tourist/footfall

Pay & Display on street parking

General road surface is fine recently resurfaced in places

Central hatching
8 x pedestrian traffic island crossing point
1 x traffic island
3 x zebra Crossings

Options Appraisal / Intervention

1. Refresh road markings. **£10,000**
2. Check road surface at zebras, 68 PSV should be used
3. Installation of up to 10x additional traffic islands within existing central hatching, (visually reducing road widths). **£50,000**
4. Provide average speed camera solution 20mph limit extension from Eastern Esplanade (Warwick Road) – Maplin Way city beach **£400,000 - £800,000** (6 side roads)

Options/ Intervention Estimate (without resurfacing cost)

£860,000

Potential Scheme Total

£860,000



Station Road, Leigh

Location plan;



Issues Raised

Speeding related Issues

Additional Information, Station Road, Leigh – A13

Road speed 30mph

Bus route

On street parking restrictions on westside, mostly unrestricted on eastside

Distributor road

General road surface condition fine.

Fading road markings in some places

Options Appraisal / Intervention

1. Refresh road markings **£1000**
2. Mark parking bays (visually reducing road width) **£1000**
3. Consider alternating the on-street parking, this will provide a chicane layout which may help reduce straight line speed (alter TRO). **£6000**
4. Introduce 4 policy compliant speed cushions **£16,000**

Options/ Intervention Estimate

£24,000

Location Photos



Station Road, Leigh, A13 – Manchester Drive

Road speed 30mph

Bus route

Double Yellow Lines on westside, mostly unrestricted on street parking on eastside

Distributor road

General road surface condition fine

Clear road markings

Options Appraisal / Intervention

1. Road mark parking bays (visually reducing road width) **£1000**
2. Consider alternating the on-street parking, this will provide a chicane layout which may help reduce straight line speed (TRO change) **£6000**
3. Replace chevron Sign (this to be raised with inspectors)
5. Introduce 4 policy compliant speed cushions **£16,000**

Options/ Intervention Estimate

£23,000

Location Photos

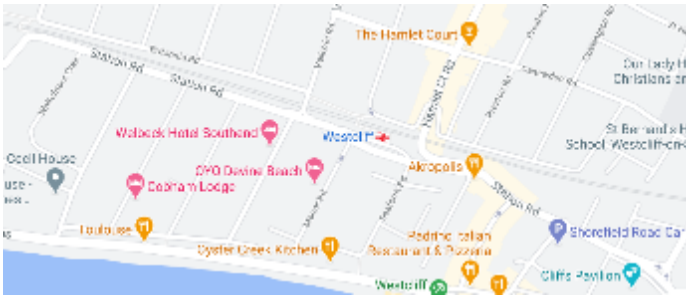


Potential Scheme Total

£47,000

Station Road, Westcliff

Location plan;



Issues Raised

Speeding related Issues

Additional Information Station Road (Cliff Pavilion – Akropolis Restaurant)

Road speed 30mph

Distributor road

Bus route

Double yellow lines from Cliffs Pavilion to mini roundabout

Time restricted on street parking south/north side after Shorefield Road mini roundabout travelling west to Akropolis mini roundabout.

Distributor road

General road surface is very poor deteriorating badly

Central hatching

Road markings faded

1x traffic island

1x pedestrian traffic island crossing point

1x zebra Crossing (check PSV but installed recently)

Options Appraisal / Intervention

1. Refresh all road markings. **£2000**
2. Implement build out to provide deflection on Shorefield Road roundabout. **£9,000**
3. Installation of 1x traffic island and 1x pedestrian crossing point (reducing carriageway width) from Shorefield Road mini roundabout to Akropolis mini roundabout **£15,000**
4. Resurface, deep plane (large vehicles bus, coach articulated etc) **Refer to surfacing programme for cost estimate**
5. Introduce policy compliant 1 x speed table and 3x speed cushions **£22,000**

Options/ Intervention Estimate (without resurfacing)

£48,000

Location Photos



Additional Information Station Road (Akropolis Restaurant – First Avenue)

Road speed 30mph

Distributor road

Bus route

Time restricted on street parking southside

Distributor road

General road surface is very poor between Akropolis and Westcliff Station after that in fair condition.

Road markings faded.

2x traffic islands (not crossing points)

2x zebra Crossing, anti-skid defective

Options Appraisal / Intervention

1. Refresh all road markings. **£3,000**
2. Road mark on street parking bays (visually reduce road width). **£1,000**
3. Resurface, deep plane Akropolis-Westcliff Station, including zebra. **Refer to resurfacing programme for cost estimate**
4. Resurface zebra crossing with 68 PSV (outside of Public House) **£8,000**
5. Install traffic island No.410 **£5,000**
6. Introduce 2 x speed table at zebra crossings 4 x speed cushions **£36,000**

Options/ Intervention Estimate (without resurfacing)

£53,000

Location Photos

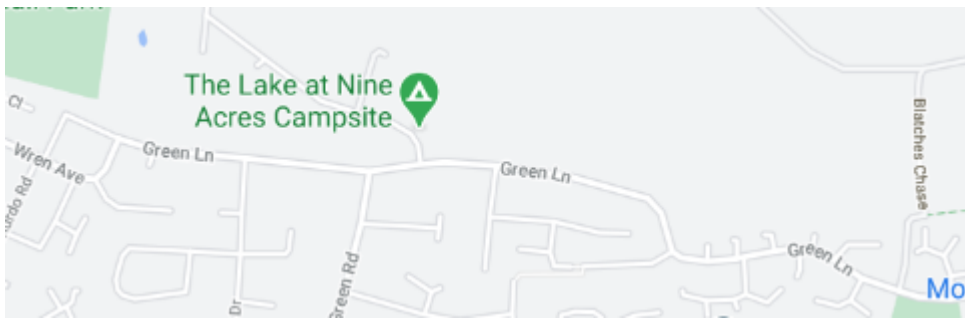


Potential Scheme Total (without resurfacing)

£101,000

Green Lane – from Blatches Close – Dandies Drive

Location plan;



Issues Raised

Speeding related Issues

Additional Information Green Lane

Road speed 30mph to Dandies Drive

Distributor road

Heycroft School Entrance (zig zags)

Bus route

On street parking (both sides of the road up to No. 232) then double yellow lines, Heycroft School zig zags, then on street parking from No.217 to No.197.

From No. 197 Unrestricted on street parking to Dandies Drive but not frequent due to large frontages that accommodate off street parking

Distributor road

General road surface is excellent, recently resurfaced from Byefield – 162 Green Lane.

After this general condition is fine to Dandies Drive

From No.162 travelling north road condition fair, road markings faded

Central carriageway hatching

Flashing warning signs

Options Appraisal / intervention

1. Refresh all road markings (outside of new surfacing) **£10,000**
2. Road mark Bus Stops (visually reduce road width) **£2,000**
3. Installation of 3 traffic islands from travelling north from Green Lane bends up to No. 123 (to reduce road width) **£15,000**
4. Introduce policy compliant speed cushions x15 **£60,000**

Options/ Intervention Estimate

£87,000

Location Photos

New Surfacing



Possible Traffic Islands



Additional Information

Green Lane – from Dandies Drive – Wren Avenue

Dandies Drive – Wren Avenue 20mph (Edwards Hall school zone)

Distributor road

Unrestricted on street parking

Distributor road

Speed cushions

General road surface is fine, road surface changes to concrete from Wren Avenue

Options Appraisal / Intervention

Adequate speed reducing features

Location Photos



Potential Scheme Total

£87,000

Western Approaches – Blatches Chase

Location plan;



Issues Raised

Speeding related Issues

Additional Information Western Approaches – Blatches Close

Road speed 30mph

Distributor road

Bus route

On street parking (mostly eastside) up to Rockall then double yellows until 198 Western Approaches)

Distributor road

General road surface is fair (Bus tracking in places)

Central carriageway hatching

Road markings faded.

1x zebra Crossing (anti-skid surfacing defective)

3x pedestrian traffic islands

Options Appraisal / intervention

1. Refresh all road markings. **£15,000**
2. Road mark out Bus Stop Bays (visually reduce carriageway width) **£5,000**
3. Resurface zebra crossing, 68 PSV should be used **£8,000**
4. Installation of 3 additional pedestrian traffic island (reduce road widths and provide crossing points). From Snakes Lane to Rockall North of Lundy Close (1 existing pram crossing), 2 x North & South of Biscay **£30,000**
5. Remove advertising A boards and relocate Litter bin to improve pedestrian visibility splay. Inspector / Enforcement Action
6. Replace existing zebra with speed table 12 x speed cushions **£58,000**

Options / Intervention Estimate

£116,000

Location Photos



Potential Scheme Total

£116,000

Full schedule of rates to be confirmed formally should a scheme come forward.