

# Southend-on-Sea City Council

Agenda  
Item No.

Report of Executive Director  
(Neighbourhoods and Environment)

To

Traffic Regulation Working Party & Cabinet Committee  
on

Monday 20th February 2023

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Engineering

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## Prittle Brook Greenway TRO (Traffic Regulation Order)

Place Scrutiny Committee

Cabinet Member: Councillor Steven Wakefield – Cabinet Member for Highways,  
Transport & Parking  
Part 1 (Public Agenda Item)

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### 1. Purpose of Report

- 1.1 To advise members of the proposals for conversion of existing pedestrian only footway to shared use cycle track in various locations as described below to improve the continuity of Prittle Brook Greenway cycle track.
- 1.2 For members of the Traffic Regulation Working Party to discuss the proposals and approve the advertising of the draft traffic regulation orders.

### 2. Recommendations

- 2.1 The conversion of existing pedestrian only footway areas, to shared use cycle track suitable for pedestrians and cyclist and,
- 2.2 Where there are no objections delegate authority to the Head of Service to make the appropriate traffic regulation order to facilitate the implementation of the restrictions on site

### 3. Background

- 3.1 The Traffic Regulations Working Party and Cabinet Committee at its January 2022 meeting considered the submission of a public consultation/survey results to the Department For Transport, to continue the work to encourage active transport and implementation of the Tranche 2 project for creation of permanent projects; following the cabinets approval of the construction of temporary interventions to create an environment that is safe for walking and cycling during the Covid-19 pandemic and the period directly after (Tranche 1).
- 3.2 The Cabinet Committee agreed to endorse the bid awarded to Southend by the DfT on 20 November 2020 for Tranche 2 funding from the Active Travel Fund. The Prittle Brook Greenway is part of Tranche 2, and is a strategic active travel

link well used by pedestrians and cyclists owing to its close proximity to schools, residential and retail areas, parks, and the hospital.

### **Scheme Details**

- 3.3 The proposal is to convert and or widen areas of the existing pedestrian only footway to shared use cycle track as **detailed on the plan in the Appendix of this report**. Certain short sections of the existing route will not allow for off road or quiet road use, so in these sections, a shared a use cycle track provision is needed to allow safe and efficient travel. To provide this facility safely, it is intended that the existing footway is widen in certain places; there by allowing an increased width for shared space to reduce the risk of conflicts between cyclists and pedestrians. It is proposed that once widened, the footway status will be removed pursuant to S66(4) of the Highways Act 1980 and simultaneously replaced with a cycle track per S65(1) of the same Act.

The section locations are as follows:

(Must be read in conjunction with plan in the Appendix of this report):

- Prittlewell Chase - Both footways and central verge
- Gainsborough Drive - Both sides
- Highfield Crescent - Both sides of the carriageway and both arms
- Springfield Drive - Both sides
- Westbourne Grove - Both sides
- Southbourne Grove – Both sides
- Eastwood Boulevard - Both sides
- Manchester Drive - South side – From the junction with Eastwood Boulevard to a point 175 metres west
- Darlinghurst Grove - Both sides
- Pavillion Drive - Both sides
- Manchester Drive - Both sides
- Blenheim Crescent - Both sides
- Elmsleigh Drive - Both sides
- Station Road / Manchester Drive - Both sides – From the junction with Station Road westwards to the junction with Tankerville Drive
- Tankerville Drive - Both sides
- Flemming Avenue - Both sides
- Eastwood Drive - Both sides

## **4. Consultation**

- 4.1 A 6-week survey was conducted on the YourSay Southend online platform, to consult with those who work, live, and visit Southend on active travel options in the Borough. The consultation conclude that the public are in favour of introducing a more connected and active City. Participants expressed a strong desire for the Council to introduce the right measures towards helping Southend-On-Sea to facilitate more active travel options, with an emphasis on cycling and walking.
- 4.2 Consultation with Ward Members has taken place to agree the location and extent of the shared use cycle track that are shown on the drawings in the Appendices.

## **5. Reasons for Recommendations**

To supply active travel improvements that further encourage increased walking and cycling activity in the borough.

## **6. Corporate Implications**

### **6.1 Contribution to the Southend 2050 Road Map**

6.1.1 Safe & Well - This scheme contributes to the Council's visions, particularly in terms of moving towards a safer borough by improving walking and cycling infrastructure that supplies active travel improvements; that further encourage increased walking and cycling activity in the borough. In line with the Policy 21, taken from the councils Local Transport Plan (which highlights the need to "tackle health and inequalities by increasing the number of adults and children who walk and cycle for work, education and leisure"); and Policy 2 which, "encourage and facilitate the use of sustainable modes and public transport for travel".

6.1.2 Active & Involved – By improving safety, the ambition of the scheme is to encourage our residents to use active and sustainable transport options. This will be achieved by improving the perceived safety for pedestrians, who would be more inclined to use active travel options if it were their belief that these options were safe enough for use by both adults and children. This is in line with the councils Green City Action Plan sub-priority 2.4, which highlights the need to enable sustainable transport within the city and the actions that can be taken to achieve this

### **6.2 Financial Implications**

6.2.1 DfT funding from Active Travel Fund Tranche 2.

### **6.3 Legal Implications**

6.3.1 The scheme would require a Traffic Order.

### **6.4 People Implications**

No people implications have been identified at this time

### **6.5 Property Implications**

6.5.1 None

### **6.6 Consultation**

6.6.1 For results of the consultation refer Department for Transport (DfT) Tranche 2 - Active Travel Fund Report 26/01/2022.

### **6.7 Equalities and Diversity Implications**

6.7.1 No EIA needed at this time

6.9 Community Safety Implications

None

**7. Appendices**

7.1 General arrangement drawings Sheets 1, 2.