

Meeting: Traffic Regulations Working Party
Cabinet Committee

Date: 26 October 2023

Classification: Part 1

Key Decision: No

Title of Report: **Southend-on-Sea High Street – Traffic Regulation Order (TRO)**

Executive Director: Alan Richards – Executive Director (Environment and Place)

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Executive Councillor: Councillor Kevin Buck, Cabinet Member for Highways, Transport and Parking

1. Purpose of Report

- 1.1 To inform the Traffic Regulation Working Party and Cabinet Committee of the proposed commencement of the statutory consultation of the Moving Traffic Regulation Order in respect of Southend-on-Sea High Street; and implementation of the scheme should the Traffic Regulation Order (TRO) be made.
- 1.2 The scheme has been brought to the Traffic Regulation Working Party and Cabinet Committee, as it crosses multiple wards.
- 1.3 This is a capially funded scheme, funded by the security measures budget.

2. Recommendations

- 2.1 **The Traffic Regulation Working Party and Cabinet Committee agree to progress the TRO for Southend-on-Sea High Street to statutory consultation.**
- 2.2 **If during the statutory consultation there are no objections to the scheme; the TRO be made.**
- 2.3 **If during the statutory consultation there are objections to the scheme, that cannot be resolved, the scheme will be referred back to Traffic Regulations Working Party to review the objections and for determination.**

3. Background

- 3.1 Following Central Government's production of the National Security Policy Framework there is a need to protect public areas (where reasonably practical) where large numbers of people may congregate. In response to this Policy Framework the City Council commissioned DJ Goode Associates to undertake a security review of the High Street and Seafront in the vicinity of Marine Parade, which included the identification of suitable security measures.
- 3.2 Working in partnership with Essex Police, hostile vehicle mitigation (HVM) measures have been designed and installed in Southend city centre. These measures include vehicle access control (VAC) measures consisting of closed-circuit television (CCTV) signage and security rated automatic drop-down bollards. The design of these measures effectively ring-fences the central core of the City Centre.
- 3.3 This scheme will provide the necessary Moving Traffic Regulation Order (TRO) to operate the security measures in the High Street area in order to protect members of the public and manage the day to day operation of the city centre.

4. Scheme Details

- 4.1 The scheme will formalise the Pedestrian Zone in Southend-on-Sea High Street which will restrict vehicular movements. The scheme design/area can be found in appendix 1 of this report.
- 4.2 The following arrangements are to be considered as part of the TRO:
 - 4.2.1 Between the hours of 7am-7pm Monday to Sunday, vehicular access will be restricted to emergency vehicles and pre-arranged vehicles only.
 - 4.2.2 At all other times, delivery vehicles will be permitted if deemed safe to do so (e.g. No events taking place in the High Street etc.), but businesses are advised to avoid all access to Southend-on-Sea High Street where possible, and to use rear service roads.
 - 4.2.3 The Order will restrict vehicular weight to 7.5 tons unless prior agreement is made.
- 4.3 Signage will be installed at access points, as shown in Item 7, Appendix 2 of this report, to advise vehicles of the restrictions.
- 4.4 The TRO will be enforced by Automatic Bollards, controlled at various locations along Southend-on-Sea High Street by CCTV operatives at the Tickfield Centre.
- 4.5 There is significant interest from members of the public / Council Members / town centre businesses (BID) to address access into Southend-on-Sea High

Street. Essex Police are also keen for this to be pursued and support the use of this TRO to formalise the arrangements.

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map:

Safe & Well

This scheme contributes to the Council's vision, particularly in terms of moving towards a safer City by improving safety for pedestrians whilst ensuring residents feel safe and secure in their neighbourhoods. This is in line with Policy 16, taken from the Councils Local Transport Plan, which highlights the need to "carry out a programme of measures designed to improve road safety and to promote road safety for all road users."

5.2 Financial Implications

The costs for the advertising of the Orders and implementation of the measures will be met from the capital funding which was agreed for the project. This is a protective measure around increasing safety and there is not anticipated to be any ongoing significant financial impact other than routine maintenance which will be managed via the council's highway budget as per other highway assets.

5.3 Legal Implications

That the statutory consultation process for the advertising and, if no objections received, making of traffic regulation orders is set out in primary legislation under the Road Traffic Regulation Act 1984 and regulation under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; the relevant legislation will be followed.

5.4 People Implications

Works required to implement and operate the agreed scheme will be undertaken by existing staff resources.

5.5 Property Implications

None

5.6 Consultation

The statutory consultation process for Traffic Regulation Orders will be followed. Any objections received will be responded to by the service area. Ward members will be included in the circulation of the deposit document, including the final designs, Notice of Proposal, Draft Order, and Statement of Reasons (SOR) and any comments received will be considered in the consultation process.

5.7 Equalities and Diversity Implications

Any implications have been taken into account during the design stage of the scheme.

5.8 Risk Assessment

A security review has been undertaken by DJ Goode & Associates (Appendix 3) which identified the required security measures, which were installed as part of the High Street HVM project.

This scheme will provide the necessary TRO to legally operate the security measures installed in the High Street area in order to protect members of the public, thus reducing risk to those users.

5.9 Value for Money

Works associated with the scheme design (Appendix 1), 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

The proposals (Appendix 1), and scheme details provided in Item 3 of this report – if implemented, will lead to improved community safety. The scheme reflects the commitment between Southend-on-Sea City Council, Essex Police and other stakeholders to protect the general public from potential hostile acts.

5.11 Environmental Impact

The proposals (Appendix 1) and scheme details provided in Item 3 of this report, if implemented, are likely to lead to improved air quality.

6. Background Papers

None

7. Appendices

Appendix 1 – Southend-on-Sea High Street – Pedestrian Zone Extents

Appendix 2 – Southend-on-Sea High Street – Pedestrian Zone Signage

Appendix 3 – Southend Town Centre - Hostile Vehicle Mitigation Measures – Vehicle Dynamic Assessment (Friday 3rd April 2020)