

Meeting:

Cabinet

Date:

Tuesday 4 March 2024

Classification:

Part 1

Key Decision:

No

Title of Report:

Notice of Motion – Cuckoo Corner and Flytipping Enforcement

Executive Director:

Alan Richards – Executive Director for Environment & Place

Report Authors:

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Executive Councillor:

Cllr Kevin Buck, Cllr Meg Davidson

1. Executive Summary

1.1. This report responds to a Notice of Motion presented to the Council on 14 December 2023 relating to concerns about traffic flow at Cuckoo Corner roundabout on the A127. Currently the data does not support major intervention in the design of this junction.

1.2. The Notice of Motion states:

improving Cuckoo Corner

Traffic congestion is a major issue in our city, exacerbated by many bottlenecks and areas of high traffic pressure. The Cuckoo Corner roundabout is one such area with regular traffic jams tailing back in multiple directions having a knock-on effect to traffic congestion across the city.

This junction is a vital gateway to the East of the city for buses and motorists. When clogged, tailbacks can reach the city centre, Kent Elms corner, Sutton Road roundabout, and beyond Warner's Bridge into Rochford.

Natural traffic flow is impeded by concerns about the an unsuitable layout that includes partial traffic signalling at the roundabout, traffic-controlled pedestrian crossings too close to the junction, and merges in-turn that are too short. Planned large-scale developments in the city will add significant volumes of traffic including large vehicles for delivery, causing further congestion.

This junction falls between the two Air Quality Management Areas (AQMAs) of Southend, and the air quality here is not currently sufficiently monitored.

On recent walkabouts with ward councillors, members of the senior leadership team found it difficult to breathe after a few short minutes at the junction.

Therefore, this Council resolves to:

1) *Publish existing data around current traffic congestion and any monitoring undertaken at this junction. Where this data does not exist, Council will monitor the following for a period of at least 3 months:*

- a) Volume of traffic, given on an hourly basis to identify peak periods of pressure;*
- b) Distribution of these vehicle movements at each entry/ exit;*
- c) Use of pedestrian crossings, to be cross-referenced with peak traffic periods.*

2) *Model alternative layouts and arrangements for Cuckoo Corner junction, including:*

- a) Box junctions;*
- b) Relocation of the pedestrian crossings;*
- c) Relining options;*
- d) Improved provisions for cyclists;*
- e) Improved provision for buses;*
- f) Phasing of traffic lights;*
- g) Full traffic signalling on all exits/ entrances, or;*
- h) Removal of traffic signals to aid traffic flow.*

3) *Conduct a focused assessment of air quality at the Cuckoo Corner junction, to include:*

- a) Live monitoring of air quality over a minimum 6-month period;*
- b) Particulate monitoring (PM2.5 and PM5).*

4) *Liaise with local bus companies to understand the pressures caused by congestion at this junction on achieving a punctual service.'*

1.3 This report responds to a further Notice of Motion on Flytipping Enforcement also presented in December 14th (Appendix 1) which seeks to issue fixed penalty notices (FPNs) where appropriate. Officers are currently reviewing options to tender a contract which will address low level fly tipping, dog fouling and littering as set out in the council's budget.

2. Recommendations

It is recommended that:

- 2.1. The junction is continued to be monitored and that a scheme is designed at the point where the data supports an intervention.
- 2.2. Officers continue to review options with the aim of tendering a contract to address low level fly tipping, dog fouling and littering by spring/summer 2024

3. Background: Cuckoo Corner

- 3.1. The current Cuckoo Corner layout was completed in March 2011 as part of a £5m regional funding allocation bid to central government.
- 3.2. The junction is controlled by MOVA (Microprocessor Optimised Vehicle Actuation), which assesses the traffic flows on each arm of the junction and then calculates which arm should be allocated what green time. The aim is to



- 4.5. The monitors provide detailed air quality measurements in real-time to help identify pollution hotspots at a localised level such as busy road junctions. Data obtained from this monitor since November 2022 has been analysed and there has been no exceedance of the hourly mean for NO₂.

5. Traffic Flow

- 5.1. Traffic flow at Cuckoo Corner is collected periodically and primarily used to update the multi-modal model. The latest figures were collected on 29 November 2022. This indicates that a total of 36,020 vehicles used the junction between 07:00 and 19:00 with the am peak of 3887/hr and the pm peak of 3935/hr.
- 5.2. Given the large volumes of traffic flow data the council holds for a significant number of junctions which is not in an accessible format it is not routinely published on our website. However, this data is subject to freedom of information requests but the council does not receive many requests per year which suggests demand is low.

6. Pedestrian Crossing

- 6.1. The existing pedestrian crossing adjacent to the Aldi store is well used. A total of 464 pedestrians (Tuesday 29 Nov 2022) crossed with the highest figure being between 15:00 and 16:00 (66 pedestrians). The Puffin crossing is configured on Vehicle Actuation so when the push button is pressed it starts the count down to the pedestrian phase which is set at 40 secs between 07.30 to 09.15 and 16.00 to 18.15 at all other times 35 secs. Recent work has been carried out to upgrade and improve the vehicle and pedestrian detection system which was faulty and this has resulted in decreasing the delays to vehicles.

7. Aldi Junction

- 7.1. The Priory Crescent/Aldi junction has an effect on the traffic flow at Cuckoo Corner. This junction has 2617/hr vehicles at the PM peak (Tuesday 29 Nov

2022). This junction would need to be factored when considering alternative Cuckoo Corner layouts.

8. `Alternative Layouts

- 8.1. A feasibility study to look at alternative layouts could be added to the capital programme. This would require an initial baseline data capture exercise to ensure consistency. This data capture would require an initial capital allocation of £150k to gather full, current counts, topographical survey, ecological and arboriculture survey and a combined statutory utilities plan of the area. A budget allocation for a mixture of in-house (where available) and external consultant resource would be needed to consider alternative layouts and evaluate against the existing situation.

X Background: Flytipping Enforcement

- X.1 Southend-on-Sea City Council follows the approach set out in central government's 'Enforcement Concordat' (Appendix 2) a non-statutory code which sets out how enforcement officers 'enforce'. The concordat establishes that officers go through three steps, engagement, education, awareness before action is escalated (enforced) depending on the offence. Further, all enforcement has to be both proportionate and evidence based. The council's Corporate Enforcement Policy and services with an enforcement function within the organisation aligns with the Enforcement Concordat
- X.2 Current process and procedures relating to the management of the city's street scene are being revised corporately and the tender will underpin this wider piece of work. The impact of fly tipping on the city is understood and the detail set out in the Notice of Motion will underpin scope of the procurement process.

9. Reasons for Decisions

- 9.1. Cuckoo Corner: The data does not currently support a major intervention at this junction.
- 9.2. Flytipping Enforcement. Officers are currently reviewing options to tender a contract which will address low level fly tipping, dog fouling and littering as set out in the council's budget.

10. Other Options

- 10.1. Cuckoo Corner: None.
- 10.2. Flytipping Enforcement Stop the current review and proposed tender process.

11. Financial Implications

11.1. Cuckoo Corner: None. However, should a scheme be brought forward the design and construction money would need to be added to the capital programme.

11.2. Flytipping Enforcement: It is anticipated that the proposed tender process will result in full cost recovery.

12. Legal Implications

12.1. Cuckoo Corner: None. However, should a scheme be brought forward then there may be a requirement to draft traffic regulation orders.

12.2. Flytipping Enforcement: All proposed activity will accord with the requirements of Sections 33 and 34 of the Environmental Protection Act 1990 – Flytipping and Householder Duty of Care.

13. Policy Context

13.1 Cuckoo Corner: LTP3 Policy 16 – Road Safety Engineering

13.2 Flytipping Enforcement: Corporate Enforcement Policy

14. Carbon Impact

14.1. None

15. Equalities

15.1. There are no equalities issues in relation to the recommendations.

16. Consultation

16.1. N/A.

17. Appendices

17.1. Appendix 1 – Flytipping Notice of Motion
Appendix 2 – [Enforcement Concordat](#)

18. Report Authorisation

This report has been approved for publication by:		
	Name:	Date:
S151 Officer	Joe Chesterton	
Monitoring Officer	Kim Sawyer	
Executive Director(s)	Alan Richard	
Relevant Cabinet Member(s)	Kevin Buck	

	Meg Davidson	
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