

Meeting: Traffic Regulation Working Party & Cabinet Committee
Date: 26 September 2024
Classification: Part 1
Key Decision: No
Title of Report: 20mph Speed Limits, Leigh-on-Sea

Executive Director: Alan Richards - Executive Director For Environment and Place

Report Author/s: Ed Brown - Senior Engineer, Highways & Coastal & Rachel Murphy – Traffic Regulation Order Co-Ordinator, Traffic and Highways

Executive Councillor: Councillor Daniel Cowan – Cabinet Member for Infrastructure and Corporate Strategy and Leader of the Council

1. Executive Summary

- 1.1. The purpose of this report is to request permission from the Traffic Regulation Working Party and Cabinet Committee to approve the implementation of the Traffic Regulation Order (TRO) for the introduction of a 20mph Speed Limit in Leigh-on-Sea.
- 1.2. In order to implement the permanent Traffic Regulation Order for the 20mph Speed Limit in Leigh-on-Sea, the previously approved Experimental Traffic Regulation Order (ETRO) must be revoked; therefore, this report also requests approval to revoke the ETRO.

2. Recommendations

- 2.1. It is recommended that the Traffic Regulation Working Party and Cabinet Committee approve the implementation of the permanent Traffic Regulation Order for the 20mph Speed Limit in Leigh-on-Sea.
- 2.2. It is also recommended that the Traffic Regulation Working Party and Cabinet Committee approve the revocation of the Experimental Traffic Regulation Order for the 20mph Speed Limits in Leigh-on-Sea.

3. Background

- 3.1. At the Cabinet meeting on the 22 February 2022, Cabinet approved the implementation and the associated statutory / public consultation for the Traffic Regulation Order for a pilot 20mph speed limit in Leigh-on-Sea, affecting both Leigh and West Leigh wards. A drawing showing the extents of the pilot location is included in **Appendix B of this report**.

- 3.2. In September 2023 implementation of the following measures commenced and were completed in February 2023:
 - Bespoke '20 is plenty' carriageway markings on all entry points.
 - Raised tables on all entry points to the area and across 3 junctions on Glendale Gardens.
- 3.3. In January 2024, following a challenge to the use of an experimental traffic regulation order for speed limits, the council was required to consult on a permanent TRO and subject to the outcome of the statutory consultation, implement the permanent TRO to underpin the 20mph speed limit.
- 3.4. The statutory public consultation for the permanent TRO was carried out from the 21 February 2024 until the 13 of March 2024. There were no comments received throughout the consultation period.
- 3.5. The following roads will be subject to 20mph speed limits if the traffic regulation order is sealed:
 - Salisbury Road between Hadleigh Road and London Road
 - Entire length of Southsea Avenue north and south of Glendale Gardens
 - Entire Length of Lymington Avenue north and south of Glendale Gardens
 - Entire Length of Leighville Grove
 - Entire Length of Grange Road
 - Entire Length of Glendale Gardens

The scheme design drawings are included in **Appendix A** of this report

4. Reasons for Decisions

- 4.1 The implementation of the scheme, and original Experimental TRO were approved at the Cabinet Meeting on 22 February 2022; to enact the Cabinet decision to legally implement the scheme a permanent TRO is required to be made.

5. Other Options

- 5.1 None

6. Financial Implications

- 6.1. The costs for the advertising and implementation of the Orders and measures will be met from the LTP capital funding for Traffic Safety Schemes.
- 6.2. The estimated cost for this scheme is approximately £350K.

7. Legal Implications

- 7.1. The amended Order will have the following title; The Southend-on-Sea City Council (Various Roads) (Consolidation of Moving Traffic and Sped Limit) Order 2006 (As Amended) (Amendment No.*) Order 2024 Once the implementation has been approved the order will be required to be sealed by the Councils legal team.
- 7.2. The changes will amend the following Order; The Southend-on-Sea City Council (Various Roads) (Consolidation of Moving Traffic and Speed Limit) Order 2006 (As Amended).

7.3. The statutory consultation process for the consultation of a Traffic Regulation Order 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. This has been followed to date and will continue to be followed if the implementation of the Traffic Regulation Order is approved.

8. Policy Context

8.1 None

9. Carbon Impact

9.1. Studies in London suggest that 20mph speed limits do not appear to diminish air quality as a motorist's driving style becomes smoother with less acceleration and deceleration, in turn resulting in less emissions.

9.2. Air quality monitoring will be undertaken following installation of the signage (as the remainder of the scheme has already been constructed) and post completion so a comparison can be made as to the effectiveness of the scheme in reducing vehicle emissions.

9.3. The higher the speed a vehicle travels, the greater the likelihood of serious injury or death if there is a crash. The risk of injury increases exponentially with impact speed. A crash at 30mph involves a lot more energy and destructive potential than a crash at 20mph. Therefore, the reduced speeds will reduce the likelihood of road danger, not only by reducing the severity of incidents but also reduce the frequency. Schemes like this can also encourage more active forms of travel particularly for local journeys. More active travel reduces the number of vehicle trips, leading to a reduction in congestion and emissions.

10. Equalities

10.1. Southend-on-Sea City Council has a duty to give 'due regard to' the three aims of the public sector equality duty (section 149 of the Equality Act 2010) during the development of the policy. This was included within the public deposit document and available on the Councils website and at the Civic Centre throughout the statutory public consultation period. A copy of the Due Regard Equality Act 2010 for this Traffic Regulation Order has been provided in **Appendix D** of this report.

11. Consultation

11.1. An informal public consultation with the residents of the affected roads was conducted in the summer of 2023 which indicated that the majority of respondents supported the proposals. The feedback from this consultation is summarised in **Appendix C** of this report.

12. Appendices

12.1. The appendices list is below: individual appendices will be at the end of this report.

- Appendix A - Proposed Design Drawings for 20 mph limits and associated traffic calming measures.
- Appendix B - Leigh 20 mph Speed Limit Scheme Extents

- Appendix C - Consultation Feedback
- Appendix D - Due Regard Equalities Act 2010

13. Report Authorisation

This report has been approved for publication by:		
	Name:	Date:
S151 Officer	Joe Chesterton	17 Sept 2024
Monitoring Officer	Colin Gamble (on behalf of Susan Zeiss)	15 Sept 2024
Executive Director(s)	Alan Richards	13 Sept 2024
Relevant Cabinet Member(s)	Cllr Daniel Cowan	18 Sept 2024

Appendix A



SCCC10513-102-SCC
-L20-C-0102.pdf



SCCC10513-102-SCC
-L20-C-0103.pdf



SCCC10513-102-SCC
-L20-C-1201 Rev C.pdf



SCCC10513-102-SCC
-L20-C-1202 Rev B.pdf

Appendix B



SCCC10513-102-SCC
-L20-C-0101.pdf

Appendix C



Leigh 20mph Plot
Analysis DRAFT 2022

Appendix D

Due Regard for Traffic Orders and Notices

The Southend on Sea City Council has a duty to give 'due regard to' the following three aims of the public sector equality duty (section 149 of the Equality Act 2010) during the development of the policy.

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by the ACT:
- Advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Foster good relations between people who share a protected characteristic

An initial assessment against each of the protected groups is provided below – any issues highlighted through the consultation process will be considered and reported at the end of the consultation period.

Proposal	Introduction of 20 mph speed limit, Various Streets, Leigh on Sea. Including traffic calming features (Speed tables).
Notice/ Traffic Order Title	CITY OF SOUTHEND-ON-SEA (VARIOUS ROADS) (CONSOLIDATION OF MOVING TRAFFIC AND SPEED LIMIT) ORDER 2006 (AS AMENDED) (AMENDMENT NO. *) ORDER 2024

Protected group	Challenge or opportunity considered and what we did
Age(A)	The scheme will have a positive impact on school children and elderly persons utilising the numerous crossing points within the residential area. Lower speeds may increase confidence to use more active travel modes amongst the young and elderly. The introduction of speed tables will have a positive impact on this group as the elderly and children will be able to cross the road more easily and safely, due to step free access and a self-enforcing speed limit.
Disability (D)	The scheme will have a positive impact on Disabled people utilising the numerous crossing points within the residential area. Lower speeds may increase confidence in those with disabilities to cross the road. The introduction of speed tables will have a positive impact on this group as those less mobile members of the public will be able to cross the road more easily and safely. The speed tables will be the same height as the adjacent footway which will make it

	<p>easier for wheelchair users and less mobile members of the public to cross the road, allowing a step- free route. The presence of tactile paving can be beneficial to those with visual impairments.</p> <p>Negative impacts for this group include some disabled people with mobility issues or those who utilise specialist equipment to aid them may find it more difficult to negotiate tactile paving.</p>
Sex (S)	No negative or positive impact on this group has been identified at this time.
Race (including Gypsy & Traveller) (R))	No negative or positive impact on this group has been identified at this time.
Gender reassignment (GR)	No negative or positive impact on this group has been identified at this time.
Marriage & civil partnership (MCP)	No negative or positive impact on this group has been identified at this time.
Pregnancy & maternity (PM)	No negative or positive impact on this group has been identified at this time.
Religion and/or Belief (RAOB)	No negative or positive impact on this group has been identified at this time.
Sexual Orientation (SO)	No negative or positive impact on this group has been identified at this time.

Name: R Lumley

Dated:

Signed:

Director of Infrastructure & Environment

Monitoring and Review

Please identify any aspects that require reconsideration following the TMO consultation process, identify any amendments made in relation to due regard and give reasoning.

Name: R Lumley

Dated:

Signed:

Director of Infrastructure & Environment