

Latest Update on 20 MPH

Dear Resident,

The Road Safety Neighbourhood Schemes for Thorpe Ward are now finalised, with options for consultation being managed by Council Officers.

It is a shame that the Conservatives published on social media discussion documents/cabinet papers and plans that were not finalised. This deliberate scaremongering caused concerns for many residents; these documents clearly demonstrated that they were

“Work in Progress” and “Preliminary”.

However, for political purposes, Conservative activists failed to state this. Their only objective was to try and get local people to destroy and undermine BERA, the residents' association, that has been part of Thorpe for 32 years. We must not allow any political party to interfere with or undermine our local democracy in Thorpe Ward.

When you see the final plans, for the Burges Estate, around the golf course and Southchurch Park, all residents will be able to decide and make comments on exactly what design they want, a 20mph zone or a 20mph limit. It is very clear that most respondents want safer streets and want a 20-mph limit of some description. Please remember whatever scheme you decide the police will not enforce any speed limits; they have to be self-enforcing in residential streets.

Hopefully, you appreciate that as your local Councillor, we would never, never, allow anything to disrupt and destroy the area we live in and which has benefitted from the previous years, when our former Councillors failed us.

Please remember, the funding from the safer neighbourhood's schemes is from the government and will only be used for that purpose. This is an opportunity to make Thorpe safer, please do not let Councillors from other wards take that away.

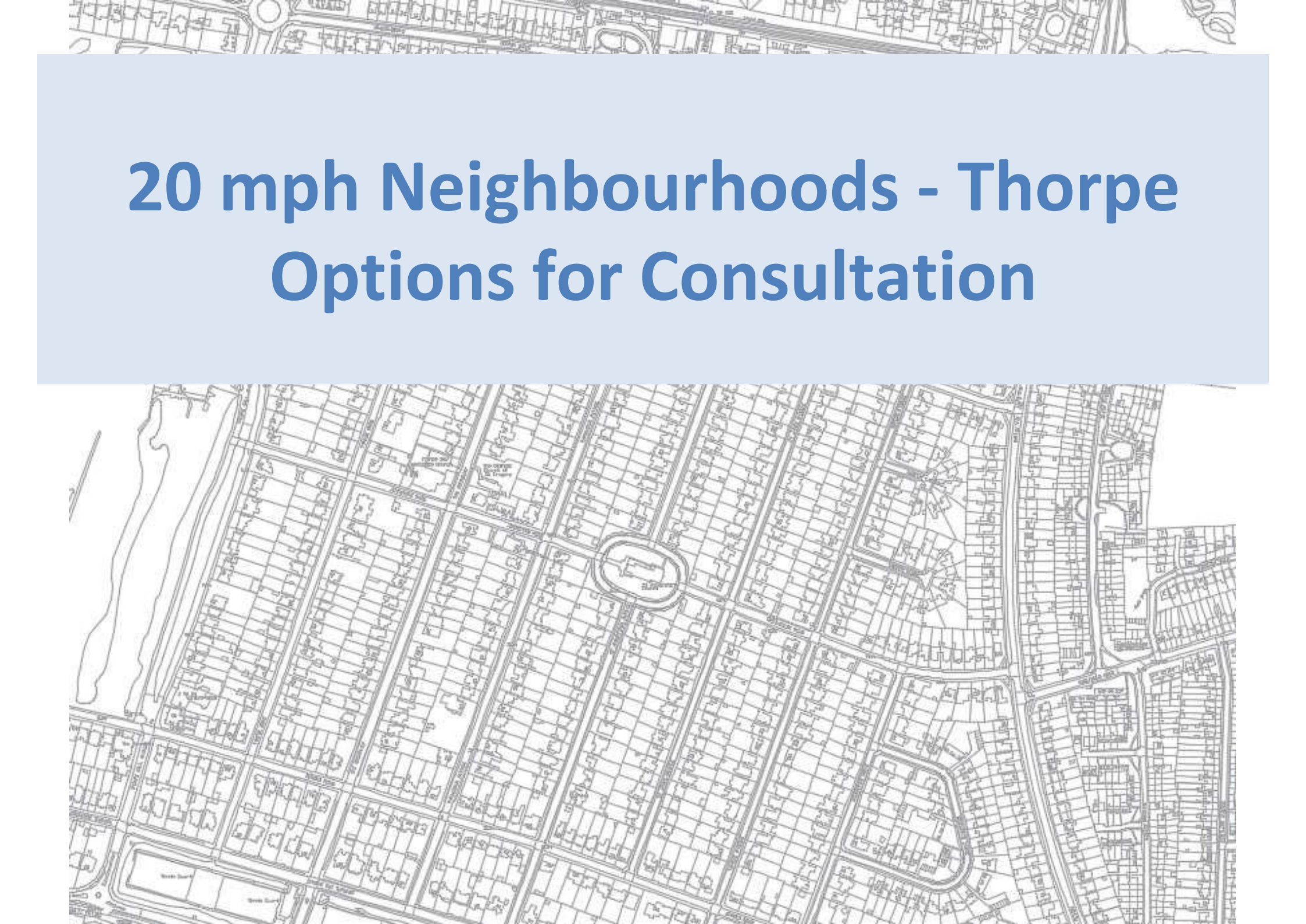
The documents and plans can also be found on our web-site www.bera.co.uk.

Please consider all of the options detailed in this document and give the council your feedback by completing the questionnaire, which you can find by visiting www.bettersouthend.co.uk by the 24th March 2022. Please ensure everyone in the household who can vote, votes.

If you would like this information in another language or format, please contact bettersouthend@southend.gov.uk or call the council on 01702 215408.

Regards

Ron Woodley, Chair BERA
Mike Stafford, Treasurer BERA

A detailed topographic map of a residential area, showing a grid of streets, building footprints, and a central oval-shaped feature. The map is rendered in a light blue and grey color scheme. The top portion of the map is partially obscured by a light blue banner containing the title text.

20 mph Neighbourhoods - Thorpe Options for Consultation



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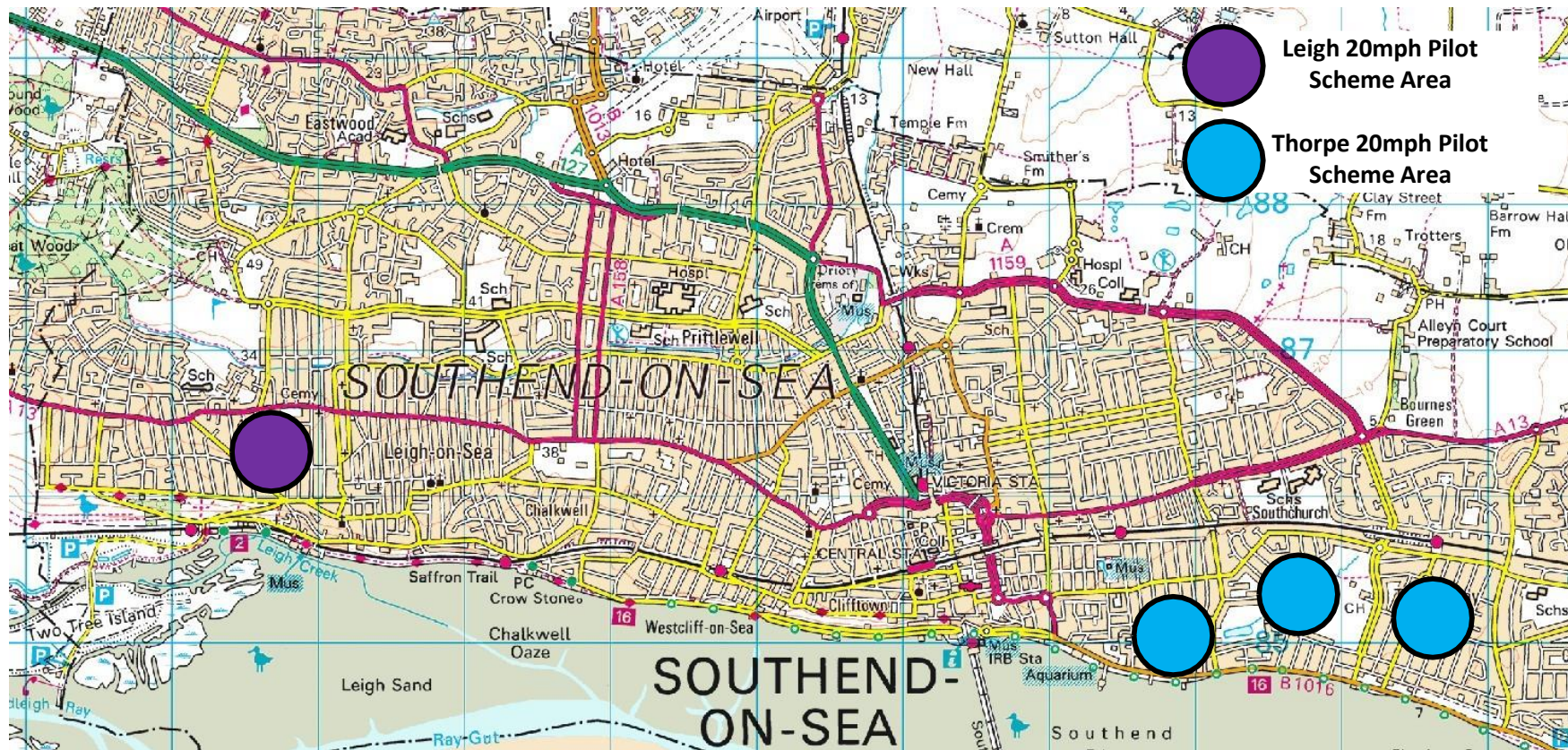
Have Your Say



Section 1 – Why?



Pilot Areas



This 20 mph Neighbourhoods pilot scheme is being trialled in the wards of Thorpe, Leigh West and Leigh, as there is already the support of members for a scheme of this nature in these areas. The outcome of this pilot scheme will aid in the development of similar schemes across the borough in the future.

The primary objective of the 20 mph Neighbourhoods scheme is to reduce average vehicle speeds, thereby improving the safety for road users, pedestrians and residents.

Justification for the scheme

Following the publication of the councils most recent Local Transport Plan in 2015 (Southend-on-Sea Borough Council, 2015), an improvement to the existing network and traffic management schemes was identified.

In line with the Road Traffic Act (1988), local authorities are required to implement measures to improve and promote road safety for all road users.

Whilst accident monitoring on the existing highways network can identify specific areas of concern and create datasets that can be used as justification for future works, this is not a useful tool to monitor speeding.

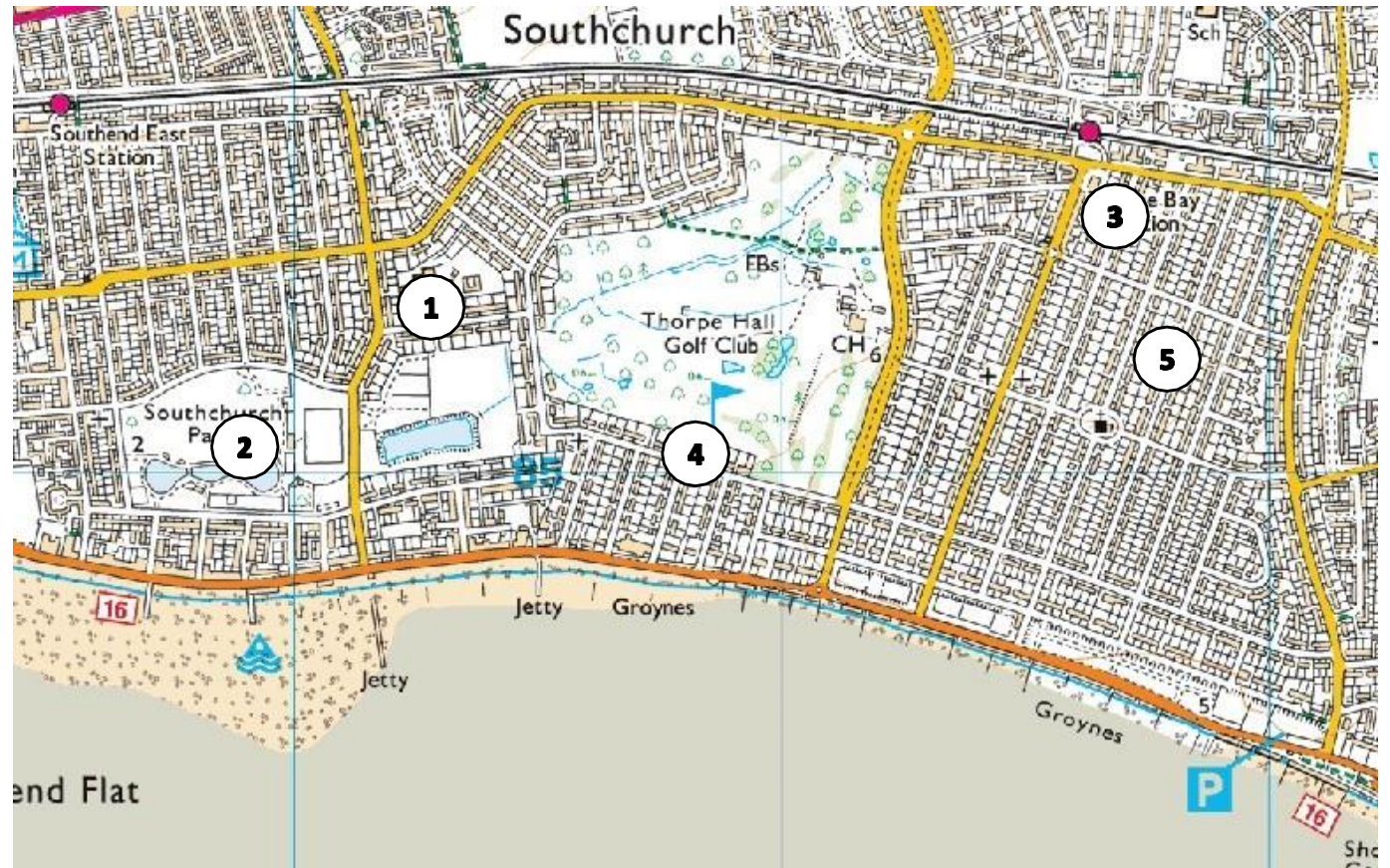
Community safety was also highlighted as being of paramount importance. One documented method to improve such safety is by reducing speeds in residential areas to 20 mph.

Road closures, average/safety cameras and better enforcement were also discussed, but these options do not provide a physical obstacle to reducing vehicle speeds, and instead only act as a deterrent to speeding. The use of safety cameras would also require approval from the Safer Essex Roads Partnership (SERP), which may prolong installation and require additional financial considerations to be made to cover these installation and monitoring costs.

Thorpe Ward - Constraints

Constraints

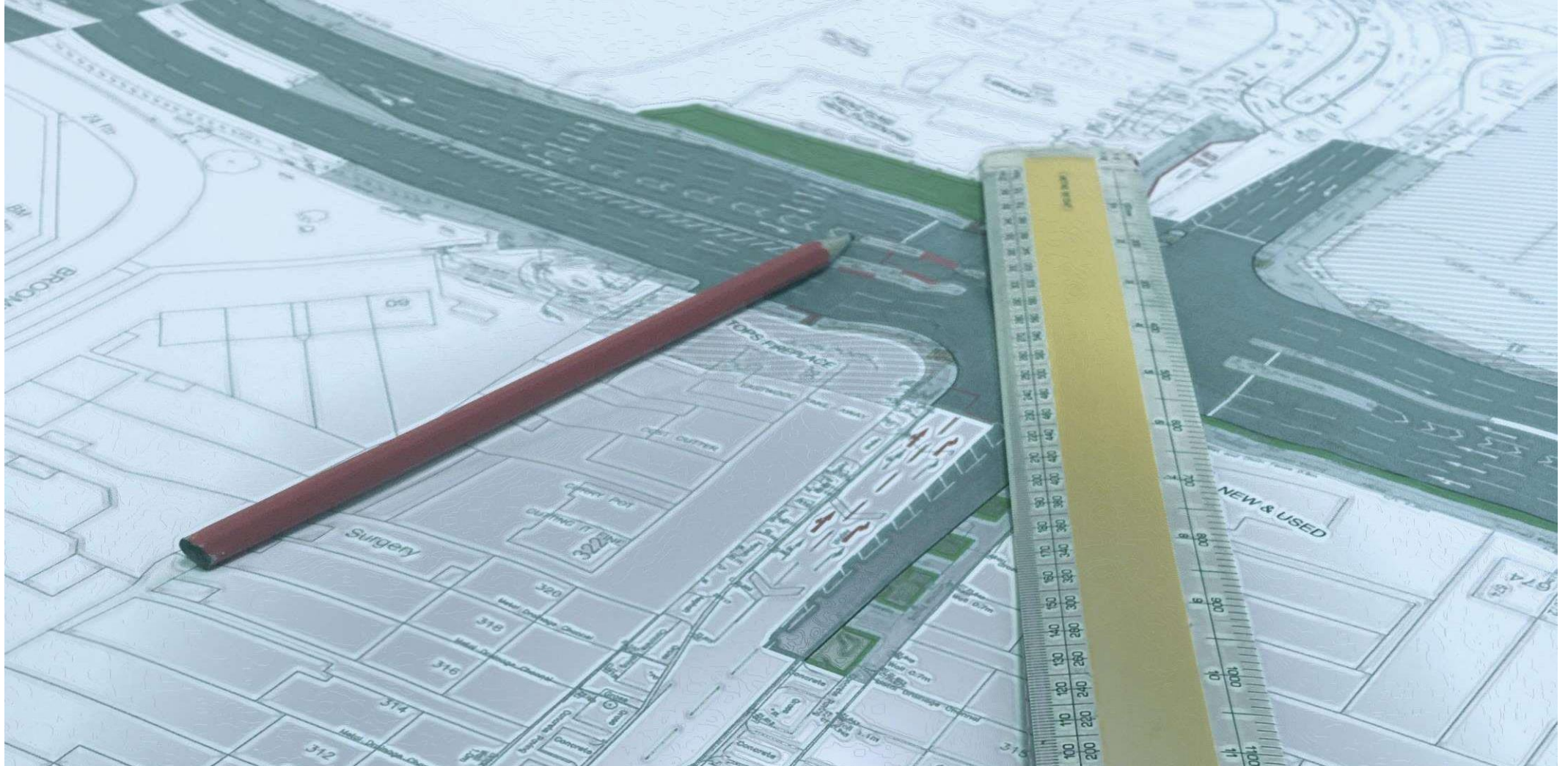
1. The area has a junior school present within it which is situated on an active school street and is already subject to a 20mph limit. We will need to ensure that this school street operates throughout the works period.
2. Southchurch Park will be open to members of the public for the duration of the works so we will need to ensure works do not impact on people utilising the park.
3. Works taking place in the Thorpe Bay shopping district will need to cause minimal disruption to members of the public.
4. Where off street parking is not available, vehicles frequently park on carriageway. These vehicles will need to park elsewhere whilst works are taking place.
5. We must maintain access to all residential properties for the duration of the works.
6. We must deliver on budget and on time.



Scheme Objectives

Objectives

1. Reduce average vehicle speeds, thereby improving the safety for road users, pedestrians and residents.
2. Encourage residents to use active and sustainable transport options by prioritising non-motorised vehicle travel ahead of private car use by improving the perceived safety for pedestrians.



Section 2 – Highway Options



Physical Traffic Calming Measures

Round Top Speed Humps

Covering the entire width of the carriageway and creating a gentle rocking sensation as the vehicle passes over it, speed humps force drivers to slow down on the approach and whilst going over the hump.

These will be similar in design to those installed on Thorpe Bay Gardens in 2020.

Speed humps will be constructed to a maximum height of 75mm.



Speed Tables

Speed tables are a raised section of road, with a ramp on both sides. The ramps are painted with white arrows to make them more obvious to motor vehicle drivers.

The aim of the speed table is to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast.

Speed tables will be constructed to a maximum height of 75mm, and will vary in length across the three areas.

Non-Physical Traffic Calming Measures

20 mph Signage

20 mph signage will be used on the entrances to the 20 mph areas to notify drivers of the change in speed limit, as well as in the traffic calming area through the use of repeater signage which will be situated on posts and lamp posts.

Signage will be positioned so as to ensure maximum visibility to oncoming vehicles and installed at appropriate intervals to aid compliance.



20 mph Painted Roundels

Carriageway roundels are hardwearing markings that indicate the speed limit on the carriageway. The marking is varied to show the speed limit in force and elongated in the direction of travel to compensate for the foreshortening effect.

Thorpe Bay

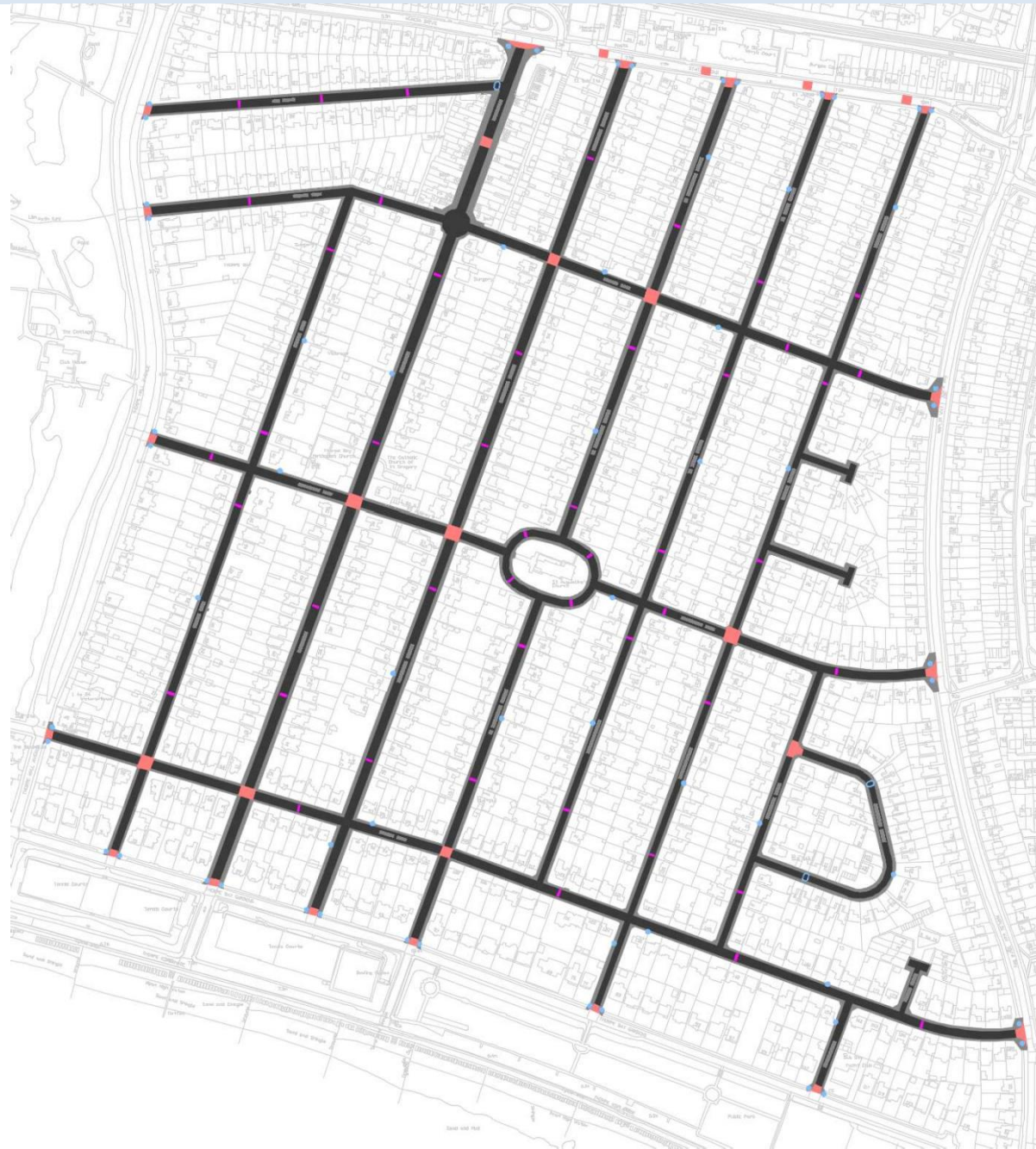
The measures proposed to be adopted in the Thorpe Bay area see both physical and non-physical measures to be used across both options. The area involved for both options is bordered by Station Road to the North, Maplin Way to the East, Thorpe Bay Gardens to the South and Thorpe Hall Avenue to the South.

Option A uses a combination of all traffic calming measures, both physical and non-physical, as part of a 20 mph zone. Vehicles must always be within 50 metres of a traffic calming measure whilst in the zone. In order for the traffic calming measures within the zone to be effective, two non-physical traffic calming measures are not be used within 50 metres of each another on the same road.

Option B adopts a 20 mph speed limit across the same area. The speed limit will be self enforced using 20 mph repeater signage to enforce the speed limit. Speed tables would also form part of the traffic calming measures for the 20 mph speed limit, with additional speed tables to be installed on Burges Road for the 20 mph speed limit option.

Although not part of the 20 mph area, 4 no. speed tables have been included as part of this scheme on Station Road, to the North of the affected area, to control vehicle speeds along this stretch of carriageway. Both options also see a speed table installed in the shopping district of The Broadway, which will sit flush to the existing footway, thereby providing a safe means for the disabled and partially sighted to cross the carriageway.

Thorpe Bay Option A



Key

Physical Measures:

— Speed Hump

■ Raised Table

Non-Physical Measures:

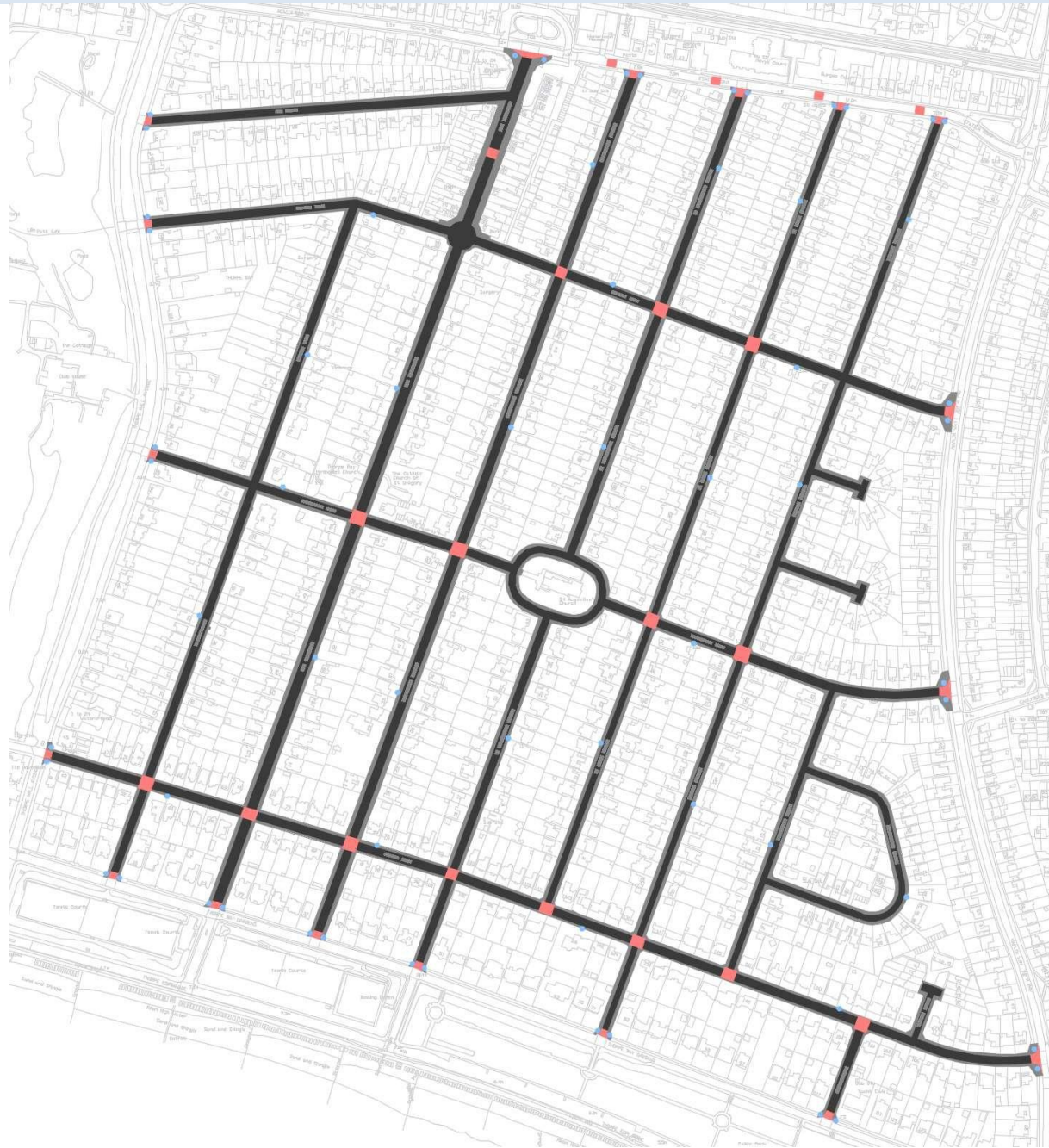
● 20 mph Signage

○ 20 mph Painted Roundels

■ Affected Carriageway

■ Affected Footway

Thorpe Bay Option B



Key

Physical Measures:

- Raised Table

Non-Physical Measures:

- 20 mph Signage

■ Affected Carriageway

■ Affected Footway

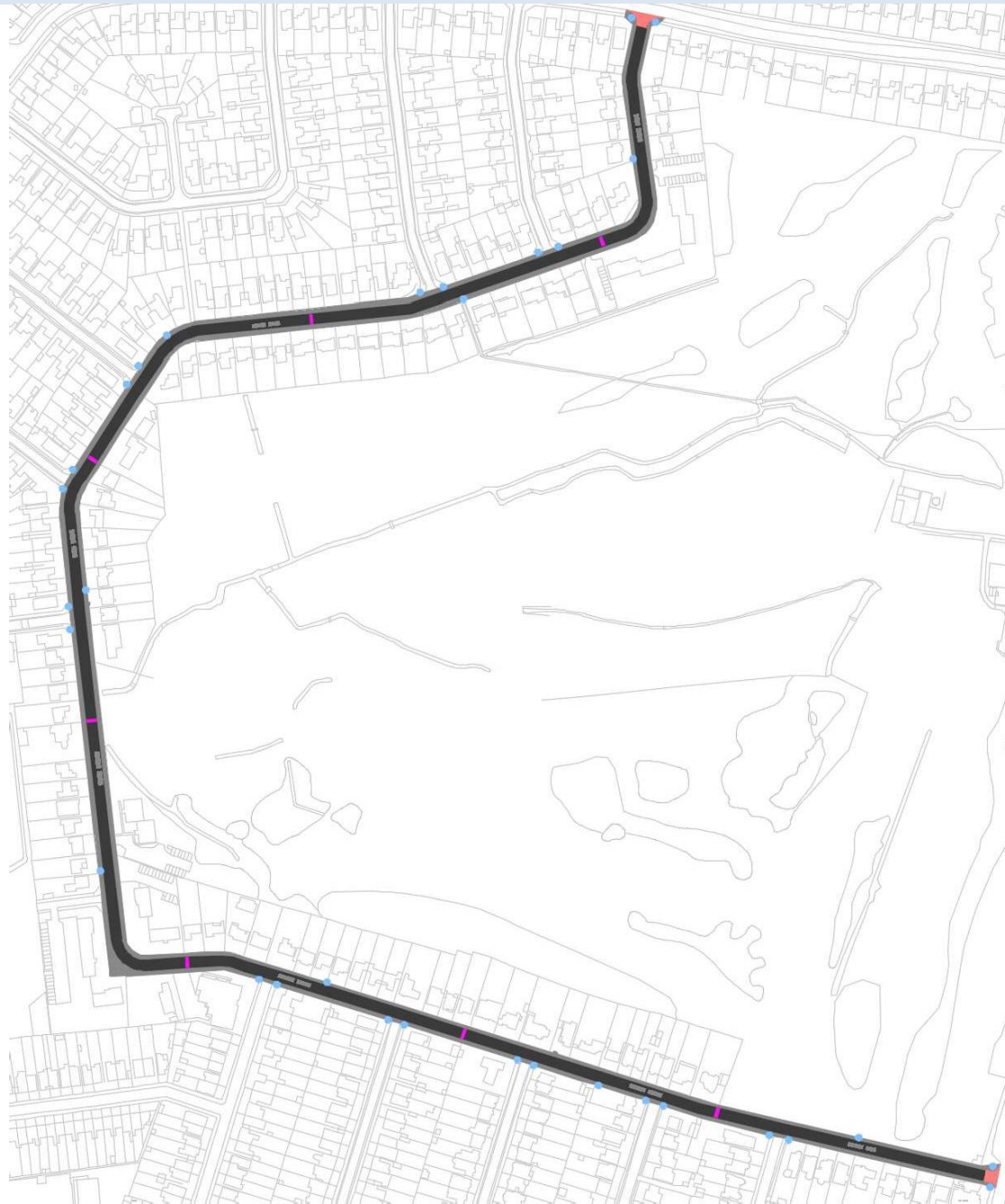
Thorpe Hall Golf Club

The measures proposed to be adopted in the Thorpe Hall Golf Club area see both physical and non-physical measures to be used across both options. The area involved for both options is Burges Road (to the West of Thorpe Hall Avenue), Colbert Avenue and Wyatts Drive.

Option A uses the physical measures of speed tables and speed humps, as well as 20 mph repeater signage, to regulate vehicle speeds as part of a 20 mph zone. Vehicles must always be within 50 metres of a traffic calming measure whilst in the zone. In order for the traffic calming measures within the zone to be effective, two non-physical traffic calming measures are not be used within 50 metres of each another on the same road.

Option B adopts a 20 mph speed limit across the same area. The speed limit will be self enforced using 20 mph repeater signage to enforce the speed limit. A speed table has also been added to this option at the junction of Greenways, Colbert Avenue and Wyatts Drive. This physical traffic calming measure has been added to improve the safety of school children and parents exiting Greenways.

Thorpe Hall Golf Club Option A



Key

Physical Measures:

- Speed Hump
- Raised Table

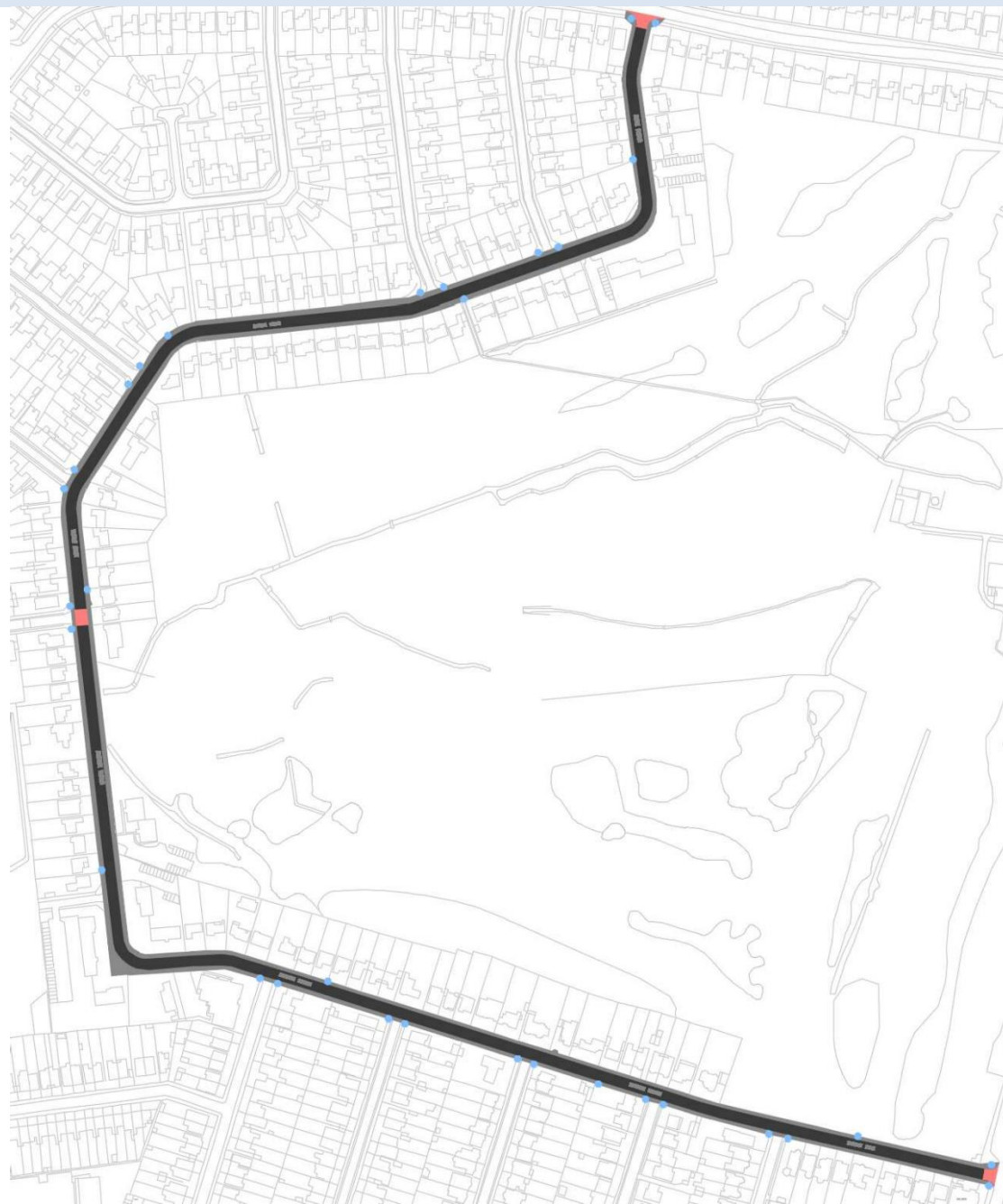
Non-Physical Measures:

- 20 mph Signage

Affected Carriageway

Affected Footway

Thorpe Hall Golf Club Option B



Key

Physical Measures:

- Raised Table

Non-Physical Measures:

- 20 mph Signage

■ Affected Carriageway

■ Affected Footway

Southchurch Park

The measures proposed to be adopted in the Southchurch Park area see both physical and non-physical measures to be used across both options. The area involved for both options is Shaftesbury Avenue (West), Kensington Road (South) and Northumberland Crescent.

Option A uses the physical measures of speed tables and speed humps, but also uses 20 mph roundels as an additional non-physical measure, to regulate vehicle speeds as part of a 20 mph zone. Vehicles must always be within 50 metres of a traffic calming measure whilst in the zone. In order for the traffic calming measures within the zone to be effective, two non-physical traffic calming measures are not be used within 50 metres of each another on the same road.

Option B adopts a 20 mph speed limit across the same three roads. The speed limit will be self enforced using 20 mph repeater signage to enforce the speed limit. The speed tables at the entrances to the affected area have been kept so as to provide a visual prompt to vehicles that they are entering an area with a 20 mph speed limit.

Although not part of the 20 mph area, 2 no. speed humps have been included as part of this scheme on Lifstan Way, to the East of the affected area, to control vehicle speeds around the existing zebra crossing on Lifstan Way around the junction of Greenways and Lifstan Way, where school children and parents exit onto Lifstan Way and make their way West towards Southchurch Park and the proposed 20 mph area.

Southchurch Park Option A

Key

Physical Measures:

- Speed Hump
- Raised Table

Non-Physical Measures:

- 20 mph Signage
- 20 mph Painted Roundels

Affected Carriageway

Affected Footway



Southchurch Park Option B

Key

Physical Measures:

- Speed Hump
- Raised Table

Non-Physical Measures:

- 20 mph Signage

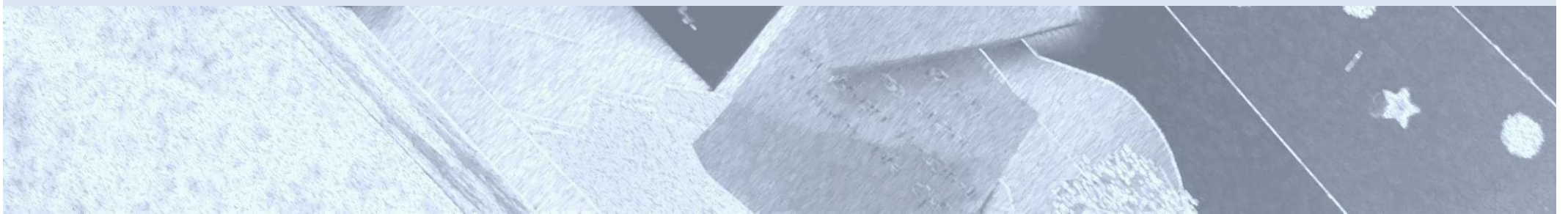
Affected Carriageway

Affected Footway





Section 3 – Have Your Say



Have Your Say

Having taken into account the existing conditions, the nature of the problems at the junction and the needs and plans for the area, the Council is proposing a scheme which best fits the objectives and balances the need of road users, the community, the environment and businesses.

Through this consultation, the Council is inviting you to provide your views and comments on the proposals. Your views will be taken into consideration before a final decision is made.

Please consider all of the options detailed in this document and give us your feedback by completing the questionnaire, which you can find by visiting www.bettersouthend.co.uk.

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