

Statement of Reasons

THE SOUTHEND-ON-SEA CITY COUNCIL (VARIOUS ROADS) (MOVING TRAFFIC AND SPEED LIMIT) ORDER 2025

THE SOUTHEND-ON-SEA CITY COUNCIL (VARIOUS ROADS) (MOVING TRAFFIC AND SPEED LIMIT) AMENDMENT NO.1 ORDER 2026

Proposals

Southend-on-Sea City Council intend to make the following moving traffic restrictions:

- To introduce a Left Turn Only restriction in the northernmost lane of the eastbound carriageway of A127 Southend Arterial Road (Kent Elms Junction) into A1015 Rayleigh Road.
- To introduce a Right Turn Only restriction in the southernmost lane of the eastbound carriageway of A127 Southend Arterial Road (Kent Elms Junction) into Bridgwater Drive.

Reasons

On 26 February 2024, works to the eastbound carriageway at Kent Elms Junction were implemented under an Experimental Traffic Order (ETO).

The effect of the ETO included:

- a left turn only restriction in the northernmost lane of the eastbound A127;
- a right turn only restriction in the southernmost lane of the eastbound A127;
- installation of Greenwich WandOrca separators between lanes;
- 'Wicket' signs on the eastbound approach;
- a temporary kerb line west of the junction in the northernmost lane;
- an extension of the central island on Rayleigh Road;
- an extension of the central island at the right-turn lane into Bridgwater Drive.

The ETO will have been in effect for the maximum permitted period of 18 months by August 2025. Instead of converting the ETO into a permanent order, the Council has opted to undertake a full statutory public consultation for a new permanent Traffic Regulation Order (TRO). This approach was approved by Cabinet Committee on 14 July 2025. Any representations received as part of the consultation process to the proposed permanent order will be considered independently of the ETO to ensure a clear and transparent process.

Traffic data collected in November 2022 and December 2024 shows that:

- Average queue length in the northern and southern lanes increased significantly (up to 231% in the off-peak period);
- Queue length in the northernmost and southern most lanes have reduced.
- Traffic volumes have dropped by approximately 14%, suggesting diversion to local routes.

A validation of the junction in July 2024 identified potential improvements to the signal staging. Whilst the changes optimised junction operation, they reduced capacity on the eastbound carriageway.

The updated layout has resulted in fewer near misses and improved driver behaviour, despite longer queues.

One personal injury accident has occurred since the changes were made. A motorcyclist was seriously injured whilst attempting to avoid the 'WandOrca' bollards.

The installation of 54 metres of WandOrca and 'wicket' style signage has improved lane discipline and driver awareness. Kerb installations and island extensions have also helped increase compliance with traffic orders.

Legislation

The specific grounds with which the Council are using for the implementation of the proposals are encompassed in Sections 1(1), 2(1) to (3), 3, 4, 65(1), and 124 (and parts I, II and IV of Schedule 9) of Schedule 9 to the Road Traffic Regulation Act 1984.

In considering whether to make this Order, Southend-on-Sea City Council has had regard to all relevant matters including its responsibility pursuant to Section 122 of the Road Traffic Regulation Act 1984 (as amended), to secure so far as practicable the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway having regard to the matters specified in Section 122(2).

Equality Act 2010, Section 149

Consideration has been given to the equalities duty of Southend-on-Sea City Council.