

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate of Place
To
**Traffic & Parking Working Party & Cabinet
Committee**
On
14th September 2017

Report prepared by:
Peter Geraghty- Director of Planning and Transport

**Petition Regarding Amending Traffic Flow
Hadleigh Road (southern section) Leigh on Sea
Executive Councillor: Councillor Cox
A Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 To advise Members of a petition received from residents of Hadleigh Road with 24 signatories requesting the current two-way traffic flow in the section between Leigh Park Road to New Road be amended to one-way in a southerly direction.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- (i) **Note the petition and thank the residents for taking the time to compile the petition ; and,**
(ii) **Note officer's comments in paragraph 3.5 and agree to take no further action at this time.**

3. Background

- 3.1 This request was considered by this Committee on 2nd January 2014 and rejected by Members. The minute below refers to the decision;

That no further action be taken in respect of the introduction of the one-way traffic flow at this time but that residents be requested to identify the problems being experienced in this section of road and that Officers, in consultation with Ward Councillors, explore possible options and any appropriate measures to address their concerns.

- 3.2 No further information was received by ward Councillors and the petition presented provides no information as the rationale for the change since it was considered back in 2014. A ny benefit resulting from the change is not readily apparent.
- 3.3 The section of Hadleigh Road between Leigh Park Road and New Road (southern section) is mainly for residential traffic as this is currently subject to a through traffic vehicle prohibition. This type of restriction is generally designed to only allow access to premises such as residents, their visitors and service

vehicles. As it is a moving traffic restriction, the prohibition is currently only enforceable by the Police.

- 3.4 Officers have undertaken a number of investigations to examine the residents' requests and to see if there are any technical and justifiable reasons for changing the existing arrangements. The summary of our investigations is as follows:-
- a) The accident history of this section of road shows no personal injury accidents occurring in the preceding 10 years.
 - b) Surveys have been undertaken to monitor vehicle movement over an 8 day period. These show a total of 1754 vehicles comprising of 6 trucks, 27 cycles/motorcycles and 1715. This equates to an average vehicle flow of 219 vehicles per day, equating to approximately 9 vehicles per hour.
 - c) The current average speed travelled in both directions is 13mph with no vehicles exceeding the speed limit of 30mph.
 - d) There is currently junction protection marking.
 - e) The layout of the road particularly at the north end at its junction with Leigh Park Road is quite narrow and acts as a visible deterrent for any through traffic. This is reflected in the low level of traffic movements along this road.
 - f) Unrestricted parking is available on both sides of the street
- 3.5 Members are asked to note that Hadleigh Road is a residential street and based on the current level of traffic movements, (9 vehicles per hour), it can be said that this is substantially used for local access. Whilst a one-way system is an option, based on the outcome of investigations there is limited justification for any change particularly on road safety and traffic grounds.
- 3.6 A one way system may lead to inconvenience for residents travelling north who will have to negotiate New Road which will add to their journey. Members are also aware of the budgetary resources available for the work programme and due these limited resources, our focus is primarily on projects which have justifiable need based on statistical evidence in terms of impact on reducing accidents or improve the traffic network.
- 3.7 Although the petitioners have not given any details of their reasons for seeking this change, reports from Ward Councillors in relation to the petition presented relate to commuter parking concerns. Making a road one-way for this reason is only beneficial if, for example, the road is too narrow to accommodate vehicles while providing parking on both sides of the street.
- 3.8. As the road is not subject to parking restrictions, this rationale is not justified and given the low level of vehicle movements, very low average speeds and lack of accidents, no further action is recommended.
- 3.9 It is further recommended that if residents feel commuter parking is an issue, the local ward Councillors discuss a way forward in accordance with the agreed policy related to the introduction of parking controls on an area wide basis, noting the criteria that parking controls should not be introduced into isolated streets.

4. Other Options

- 4.1 Other options that may be considered are to agree to the petitioners' request. However as this report sets out, the benefits resulting from this proposal are minimal due to very limited traffic flows. There is no justification or rationale on road safety or traffic flow grounds for any change. The limited resources are prioritised on projects that reduce accidents, manage parking to maximise availability and improve traffic flow on the highway network.

5. Reasons for Recommendations

- 5.1 To reflect the outcome of the investigations and ensuring best use of limited resources on justifiable projects that lead to better return on investment.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 Local Transport and Implementation Plan, Safe and Prosperous.

6.2 Financial Implications

- 6.2.1 There are no financial implications if the recommendation is agreed.

6.3 Legal Implications

- 6.3.1 None.

6.4 People Implications

- 6.4.1 None.

6.5 Property Implications

- 6.5.1 None.

6.6 Consultation

- 6.6.1 None.

6.7 Equalities and Diversity Implications

- 6.7.1 The prioritisation of the Councils' Working Party's programme is on the basis of reducing accidents or improving traffic flows. The objectives of improving safety takes account of all users of the public highway including those with disabilities.

6.8 Risk Assessment

- 6.8.1 None.

6.9 *Value for Money*

6.9.1 N/A

6.10 *Community Safety Implications*

6.10.1 The prioritisation of the Councils' Working Party's programme is on the basis of reducing accidents or improving traffic flows and takes into account the implications for community safety.

6.11 *Environmental Impact*

6.11.1 None

7. Background Papers

None

8. Appendices

None