

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Corporate Director of Enterprise, Tourism & the  
Environment

to  
Traffic & Parking Working Party and  
Cabinet Committee

on  
6th January 2011

Report prepared by: Peter Holmes, Community Projects  
Coordinator

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**Road Safety Improvements in High Street, Leigh on Sea,  
Proposed Additional Traffic Calming  
(funded by Olympus KeyMed Ltd)  
Executive Councillor: Councillor Flewitt  
*A Part 1 Public Agenda Item***

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## 1. Purpose of Report

To consider the proposal to install an additional road hump (similar to those already in place) in High Street, Old Leigh, near the easterly boundary of the Peter Boat Public House, and to seek approval to advertise the necessary Statutory Notice.

## 2. Recommendation

2.1 That the following be supported:

- The detailed design for the road hump be progressed
- The Cabinet Committee resolves that the Chief Executive and Town Clerk be authorised to advertise the relevant Notice for the road hump, in conjunction with localised public consultations on the proposals
- That should no objections be received, the proposals be implemented

## 3. Background

In January 2008 a report was presented to the Traffic & Parking Working Party & Cabinet Committee proposing the introduction of a 20mph zone in High Street Old Leigh, supported by the construction of road humps to encourage drivers to respect the speed limit.

The traffic calming features, designed in consultation with local residents, businesses and Leigh Town Council, consisted of road humps 50mm high, constructed in granite sets to complement this conservation area.

The scheme was completed in the Summer of 2008 and has overall proved very effective in reducing vehicle speeds along this special street.

In the original scheme, however, the road humps were spaced at 40 to 50 metre intervals, in accordance with DfT recommendations on 20mph zones, but because of the presence of a chicane just to the east of the Peter Boat Public House, itself considered a traffic calming feature, the distance between adjacent humps was increase to 70 metres.

Concerns have been raised by the proprietor of a local business located adjacent to this point in the road, in relation to the speeds of vehicles passing her premises, the precise worry being that whilst motorists slow down at the humps, they seem to accelerate through the chicane.

Either side of this point in the street, there are two alleyways, one between the Peter Boat and Theobald's Cottages and the other south of the footbridge over the railway, both of which offer pedestrians poor visibility of oncoming vehicles at the point where they meet the High Street. The additional hump would reduce vehicle speeds at this location, making these two points of egress inherently safer.

If this scheme is supported for implementation and no objections are received to the advertised Statutory Notice, the hump could be installed before the Spring, when warmer weather attracts high levels of visitors to the street.

For details of the proposals, please see **Appendix 1**.

#### **4. Other Options**

None

#### **5. Reasons for Recommendations**

To improve road safety

#### **6. Corporate Implications**

##### **6.1 Contribution to Council's Vision & Corporate Priorities**

Implementation adds to customer satisfaction by addressing road safety issues. Implementation will also support the Council's priority to develop Community Safety through improved road safety.

##### **6.2 Financial Implications**

The resource implications of this report are limited to the ongoing revenue costs for maintenance. Olympus KeyMed is funding the consultation processes and project implementation.

##### **6.3 Legal Implications**

Implementation of the scheme will require Notices which follow a statutory legal process.

#### 6.4 People Implications

None

#### 6.5 Property Implications

None

#### 6.6 Consultation

If the proposals are supported for implementation, a period of formal consultation will follow with any objections to be presented at a future meeting of the T&PWP&CC.

If none are received, it is proposed that the scheme be implemented as soon as possible.

#### 6.7 Equalities and Diversity Implications

The proposal will not adversely affect those with certain limitations on physical mobility.

#### 6.8 Risk Assessment

The principal risks to the Council from the outcome of this report are a negative impact on Customer Satisfaction and failure to implement the project. Negative effects on customer satisfaction are mitigated through being able to respond to customer concerns in the first instance and subsequently consulting on the proposals. The likelihood of the project not being implemented is mitigated through the longstanding and trusted partnership between the Council and Olympus KeyMed.

#### 6.9 Value for Money

Value for money is implicit in the project being developed and implemented through Olympus KeyMed's sponsorship.

### 7. **Background Papers**

Report to Traffic & Parking Working Party & Cabinet Committee: High Street, Leigh on Sea Road Safety Scheme - Proposed Traffic Calming and 20mph Zone, 31 January 2008 DETE08/009.

### 8. **Appendices**

Appendix 1: Plan of the Proposals