

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Corporate Director for Place  
To  
**Traffic & Parking Working Party & Cabinet  
Committee**  
On  
**2<sup>nd</sup> January 2014**

Report prepared by:  
Cheryl Hindle-Terry - Team Leader, Parking, Traffic  
Management and Road Safety Team

---

**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 officers comments in para 3.5 and agree to take no further action at this time.**

**3. Background**

- 3.1 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.
- 3.3 Although the petitioners have not given any details of their reasons for seeking this change, it is understood from Ward Councillors that their concerns relate to the difficulties that the vehicular traffic has in passing along this section when meeting traffic coming from the opposite direction because of the restriction in width.
- 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 a 7 day period. These show a total of 1525 vehicles comprising of 3 trucks, 38 cycles/motorcycles and 1484 cars. This equates to an average vehicle flow of 217 vehicles per day, equating to approximately 9 vehicles per hour.
- c) There is currently junction protection marking there.
- d) 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.

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. 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. Because there are very limited resources they are allocated to projects which have justifiable need based on statistical evidence in terms of impact on reducing accidents or improve the traffic network. As such, based on these factors, it is recommended that no further action is taken at present.

#### **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 or 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**

7.1 None

**8. Appendices**

8.1 None