

Leigh Traffic Calming Pilot Consultation Analysis. – draft

Report prepared by D Skinner

Summary

A total of 1,300 people accessed the campaign which ran from 5th September to 7th October 2022 of that 141 responded online, the rest were aware, informed but chose not to comment on the survey, at the peak of the consultation it got over 265 visits per day. Leigh Town Council responded to the consultation and we also received 8 emails/letters about the consultation and 3 send back questionnaires via post. The consultation included a survey with questions about the pilot providing a choice of options along with free text boxes asking for further comments.

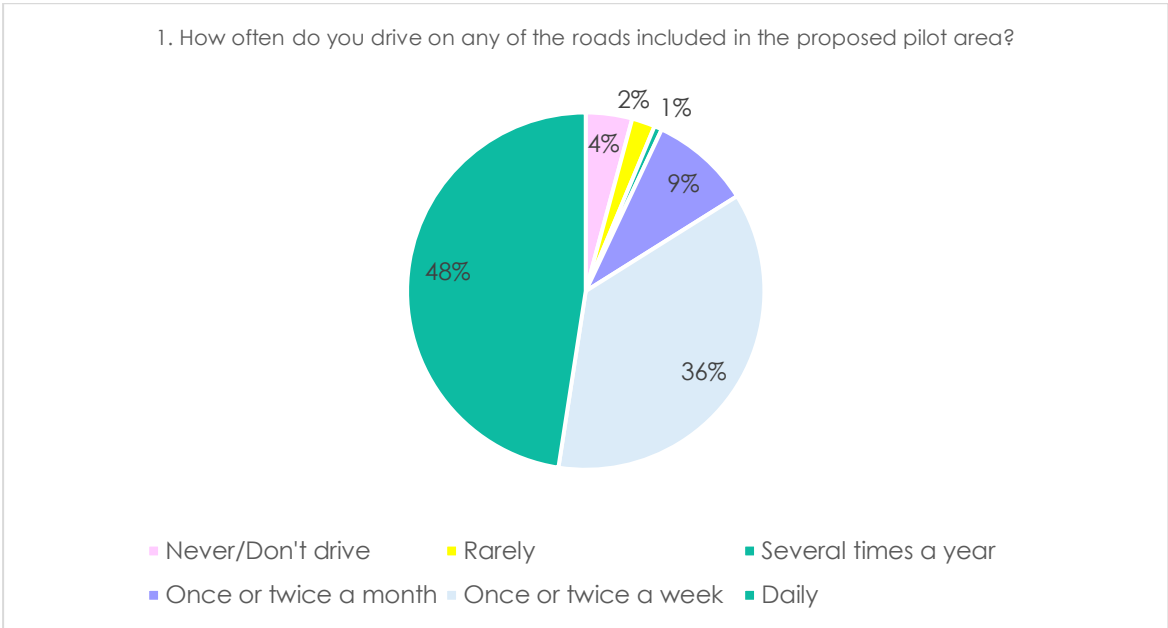
The consultation was promoted across social media and was available on the Councils interactive consultation portal <https://yoursay.southend.gov.uk/> it was also made available in a hardcopy format if requested and we sent out 10 from these requests. Letters were directly sent to all properties within the area at the start of the consultation.

The overall consensus from those responding was that they understood what the Council is trying to achieve in considering this 20mph Traffic Calming Pilot Area in Leigh to assist with the traffic issues.

Some of the individual comments received identified that additional parking measures and stricter enforcement is required to improve the area.

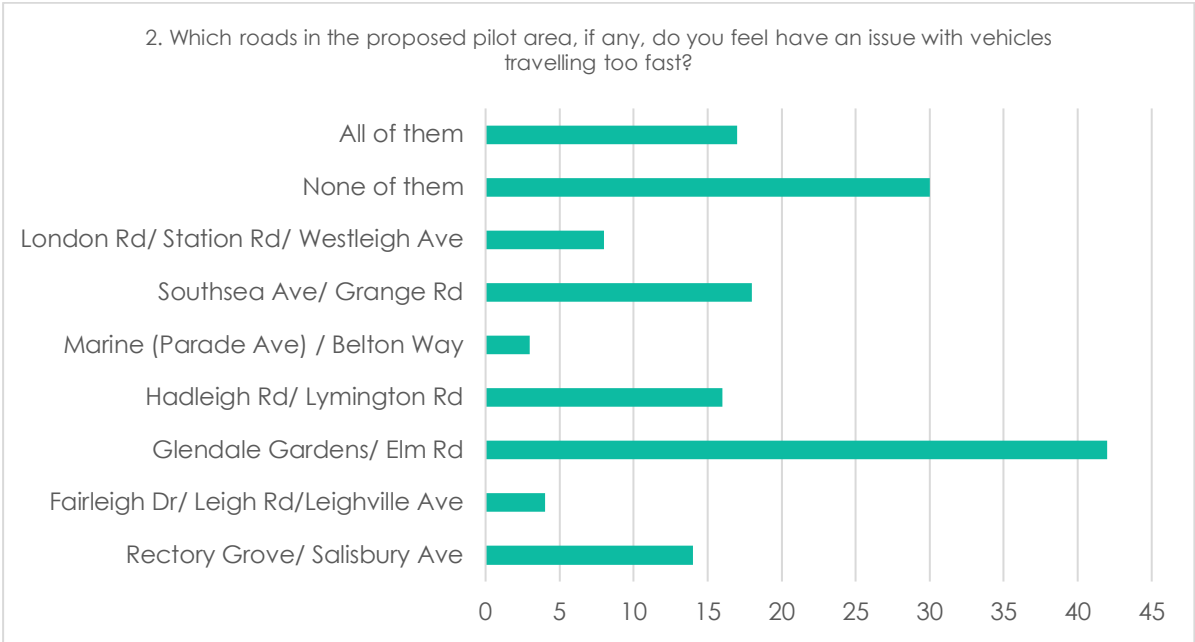
Full Breakdown of questions

1. How often do you drive on any of the roads included in the proposed pilot area?



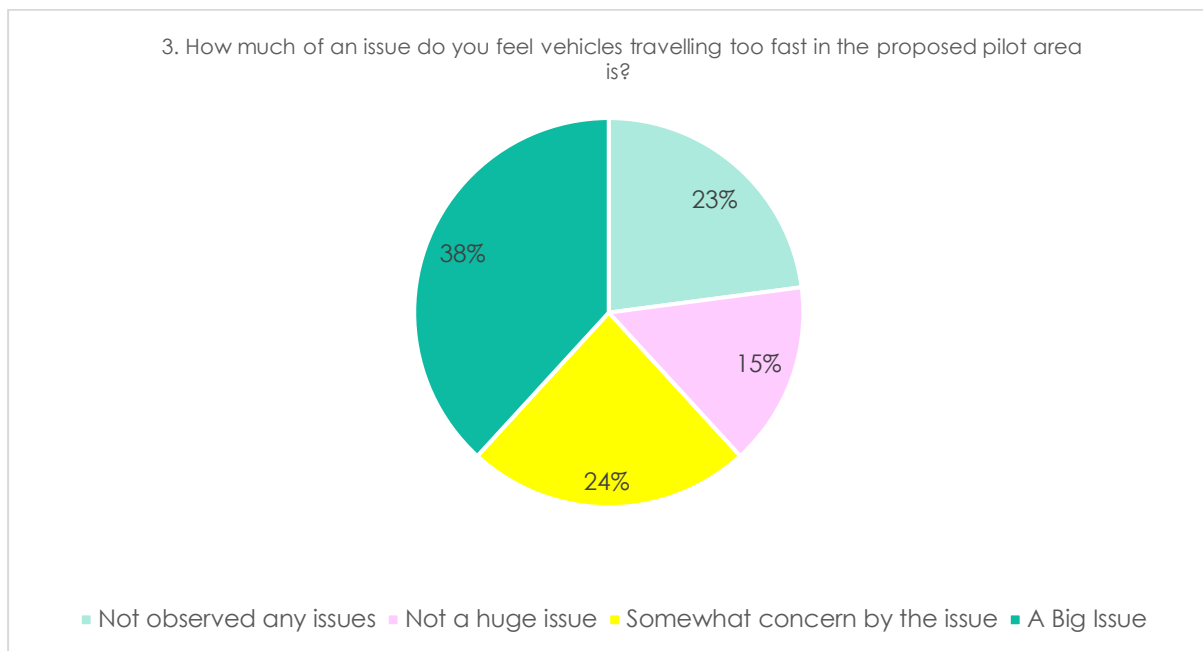
This was a single response question with 48% of those responding identifying that they drove through the proposed pilot area daily with 36% doing so once or twice a week.

2. Which roads in the proposed pilot area, if any, do you feel have an issue with vehicles travelling too fast*?



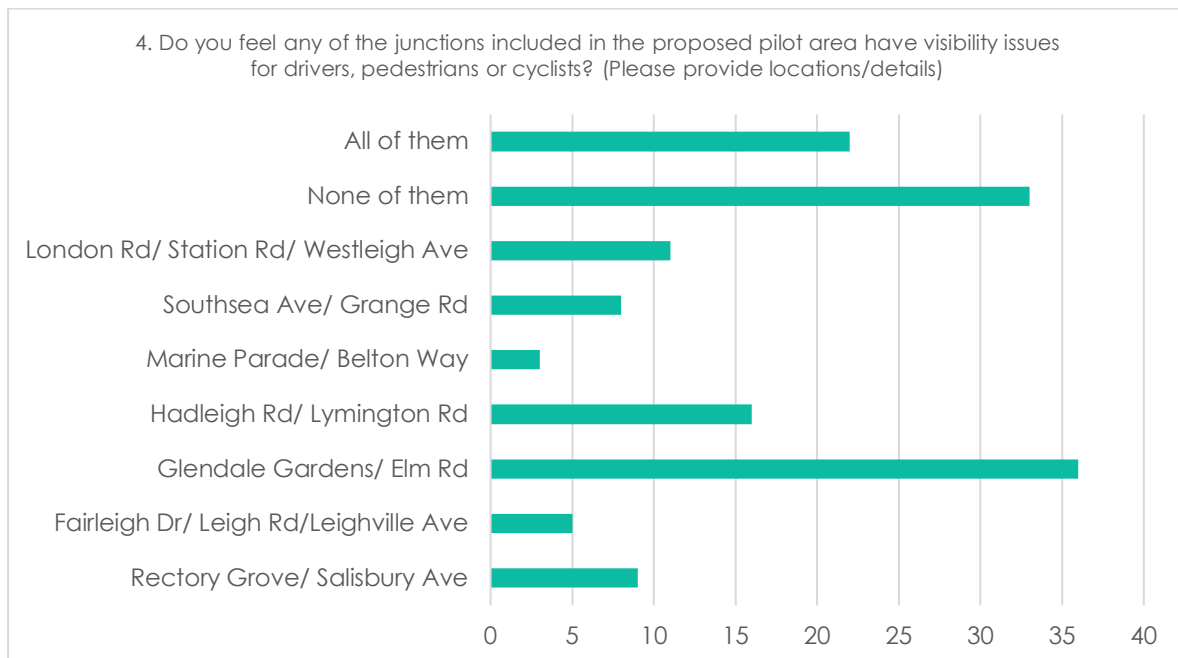
This was an open response question which 129 people completed, these have been grouped together by the roads from the comments received. Glendale Gardens was identified as having an issue of vehicles travelling too fast. 20% of those responding actually felt there was no issue within the proposed pilot area. **The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

3. How much of an issue do you feel vehicles travelling too fast in the proposed pilot area is?



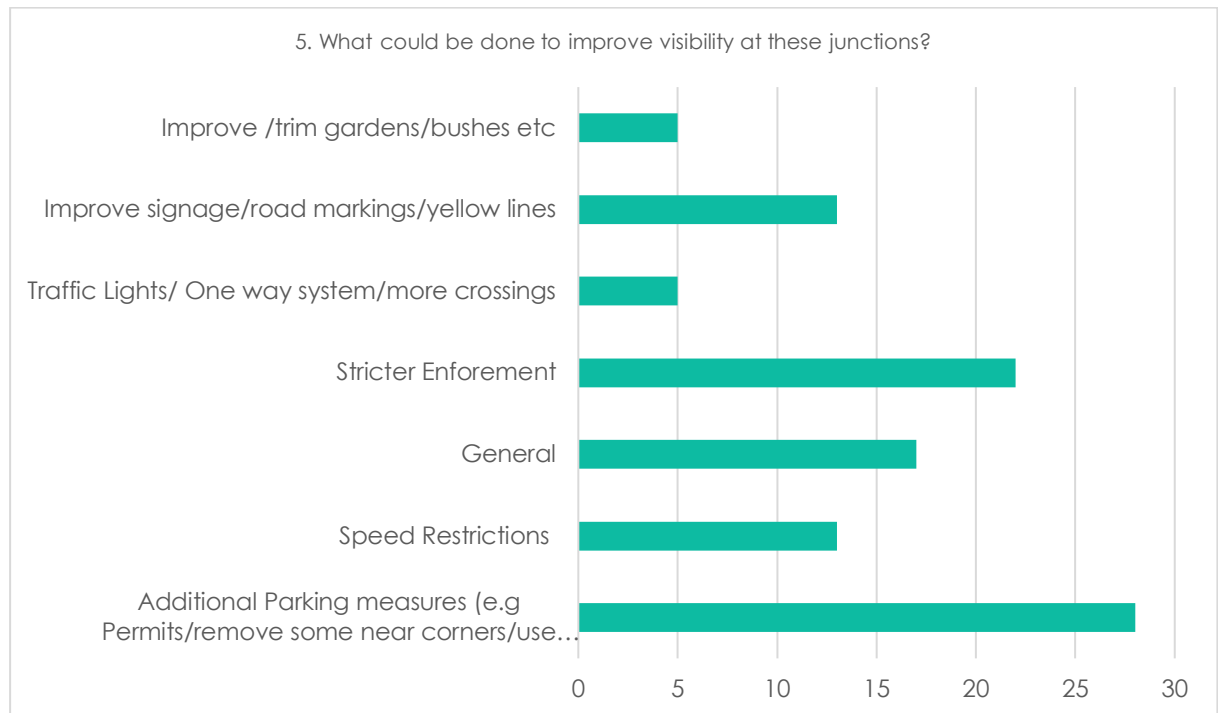
This was a single response question with 62% stating that it is a big issue or they were somewhat concern by the issue within the area of vehicles going too fast, with 38% collectively identifying they had not observed any issues or it wasn't a huge issue of vehicles travelling too fast within the pilot area.

4. Do you feel any of the junctions included in the proposed pilot area have visibility issues for drivers, pedestrians*



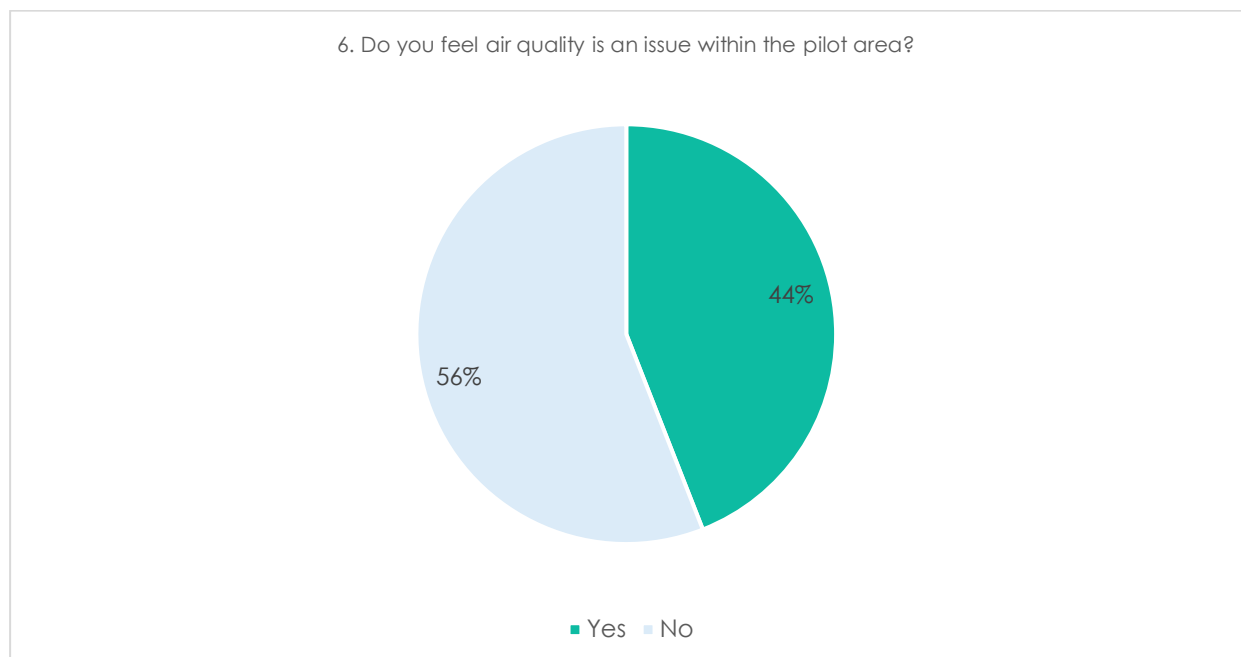
This was a free text question with 110 people responding these have been grouped together by the roads from the comments received, Glendale Gardens was identified as having a visibility issue for all. However, 23% of those responding actually felt there was no issue within the proposed pilot area. **The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

5. What could be done to improve visibility at these junctions*?



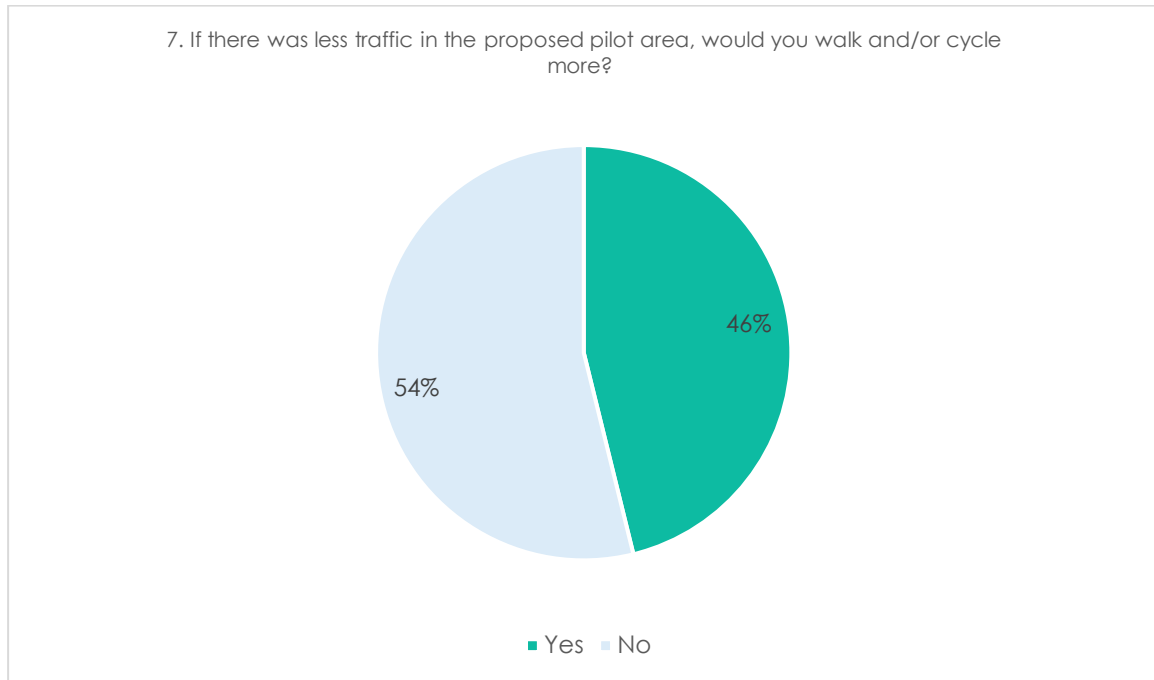
This was a free text question with 105 individuals commenting, these have been grouped together by theme, 27% identified that additional parking measures were required with suggestions of parking permits, or removing parking near corner/junctions or adopted parking alternate sides of road. 21% stated that stricter enforcement was required in the area. **The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

6. Do you feel air quality is an issue within the pilot area?



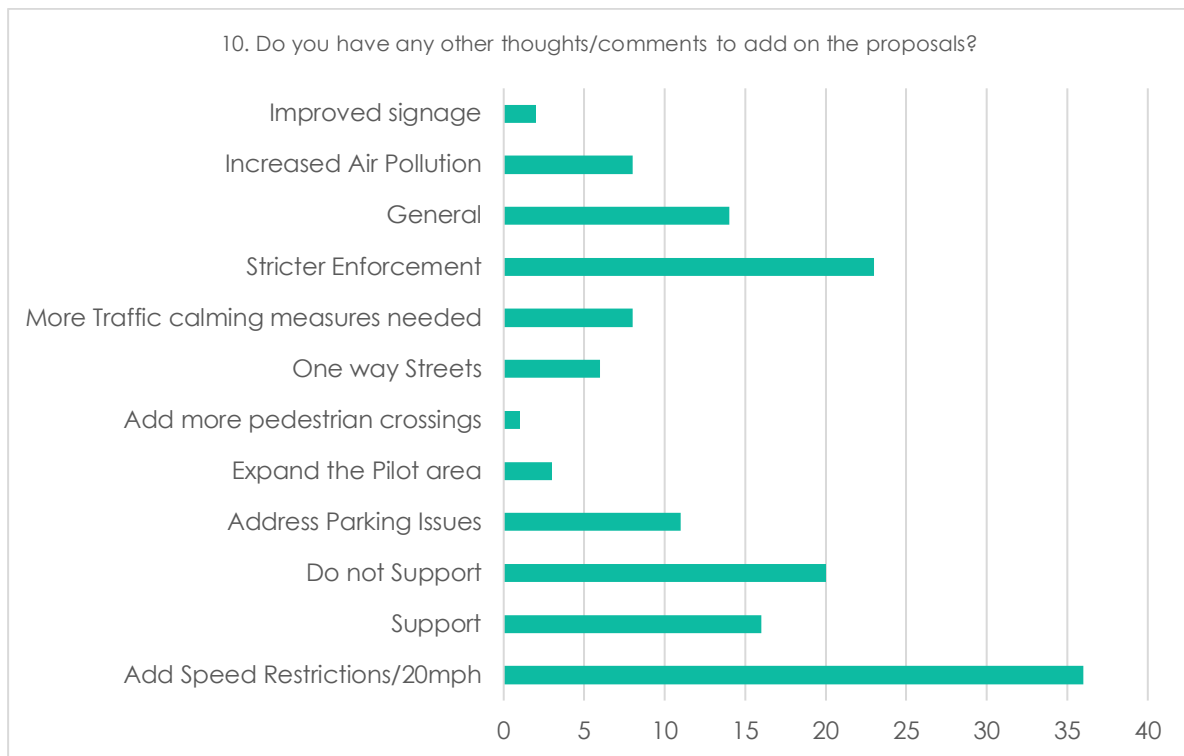
56% of those responding felt there was no air quality issue within the pilot area.

7. What could be done to improve visibility at these junctions?



Of those responding 46% said if there was less traffic they would walk or cycle more.

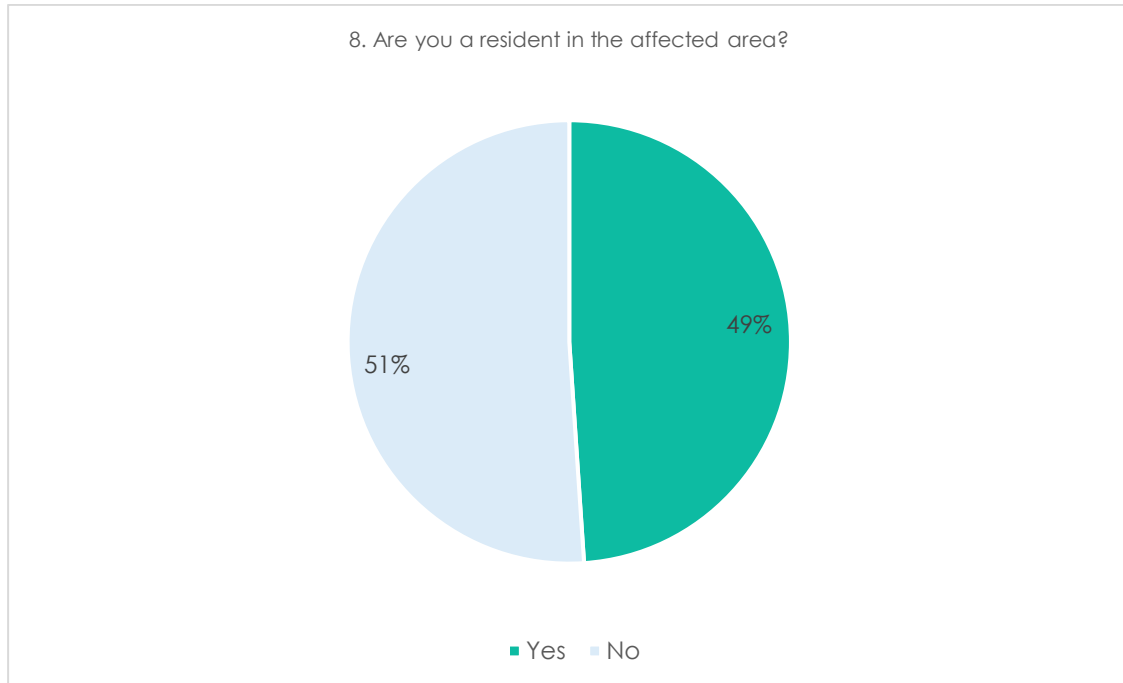
8. Do you have any other thoughts/comments to add on the proposals?



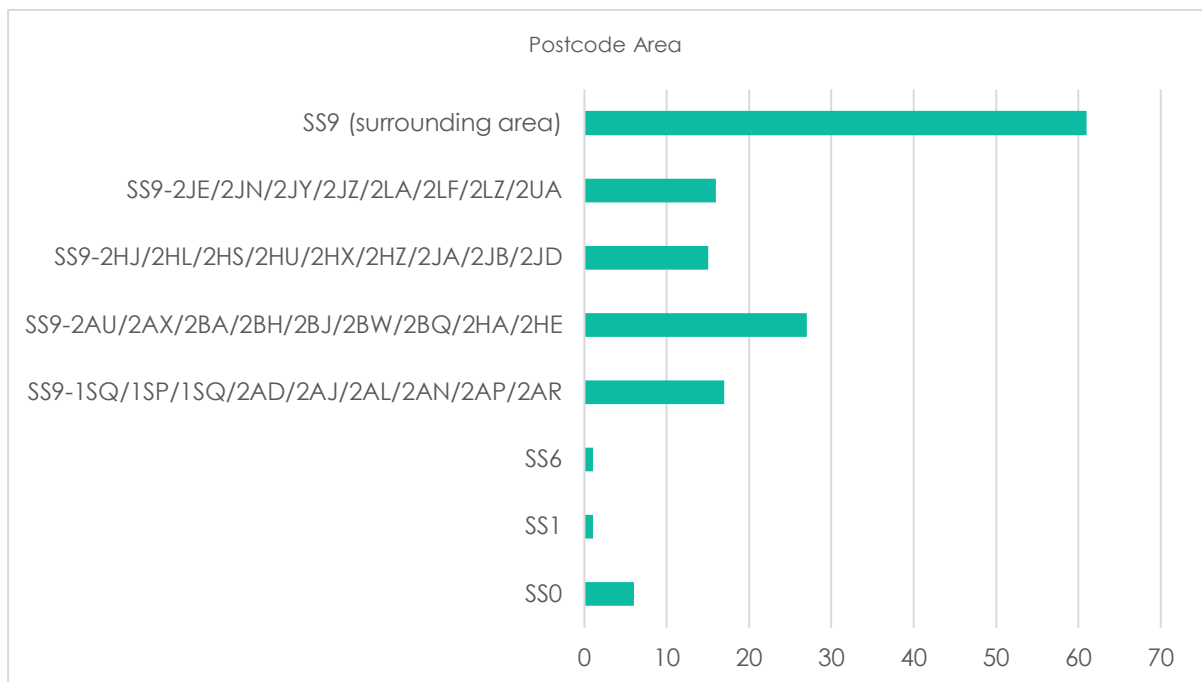
This was a free text response with 127 individuals responding, these comments have also been grouped together by theme and 24% highlighted more speed restrictions was required, closely followed by the area having stricter enforcement of speed limits and parking issues at 16%. There were 14% highlighting they did not support the pilot area as it was a waste of money, or it is not a huge issue in the area, many of those comments also stated that speed humps were not the answer and caused damage to vehicles, were a trip hazard and more speed up between humps that slow down. There was also a concern about the maintenance of the measures that maybe introduced. Of the 11% that said they

supported the scheme, identified that it was overdue with the amount of traffic using the area, some felt that the measures did not go far enough and they are worried about the possibility of a huge accident around certain road junctions. **The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

9. Are you a resident in the affected area?



10. Postcode



Postcodes break down as follows

- Postcodes within the pilot area
- SS9 (general)
- Other postcodes

Postcodes of roads within the identified pilot area, these all have a prefix of SS9 and have been grouped together (please note postcode areas that received no responses have not been included in the above table). Within the pilot area 19% responded from the following SS9 2AU, SS9 2AX SS9 2BA, SS9 2BH, SS9 2BJ, SS9 2BW, SS9 2BQ, SS9 2HA, SS9 2HE postcodes. A further 42% came from the SS9 postcode area outside the of the pilot area.

Hard copy response from Leigh Town Council

Leigh Town Council would like to comment on the consultation as follows:

Whilst we are appreciative that only raised entry tables will be installed, we do feel there will be a large impact on residential areas using this approach with very little gain. This is because regardless elsewhere and in between the tables, drivers will speed, evoking a slow and speed syndrome which ultimately could lead to noise and air pollution. We feel it would be better to have average speed checks throughout a larger area so a consistent 20mph limit would be adhered to in and beyond the proposed area.

We note the height of the raised entry tables is relatively low but this will still cause wear and tear on both cars, trade vehicles and the roads, and often discomfort for disabled drivers and cyclists.

As this is a pilot scheme, we would be interested to know how Southend City Council will monitor the effectiveness.

Comments sent in Emails/letters Comments

1.	<p>However I am apposed to the proposal on the basis that within Leigh ward : there are already 'sleeping policemen' road humps in roads (eg Leigh Rd, Pall Mall) there are one-way streets in operation in the ward. at peak times, the volume of traffic makes even 20mph ambitious reducing free flowing traffic at current 30mph, would cause traffic to become more bunched and hazardous the expense to carry out the pilot scheme would be better employed , in refurbishing the uneven pavements along Rectory Grove (south side 25-51 etc)</p>
2.	<p>It's just regarding the Leigh ward with the 20 mile an hour limit, what you need to do or may sounds presumptuous, but the road called Rectory Grove needs to be speed bumped I know you are going to try and put speed bump at the top of roads like Southsea and Leamington etc. But what you need to do is cut down the boy racers that come along Rectory Grove. So there we are, that's a local neighbour putting forward a reason as to why there should be implications put in. Put in speed bumps along the Rectory Grove from Leamington Ave to Elm Rd.</p>
3.	<p>Good Morning, As a resident in favour of the introduction of a lower speed limit and further proposed changes listed, also would recommend even further restrictions to ease near constant parking problems in our road. This being a situation deteriorating daily due to cars parked indiscriminately, often obstructing residents' driveways while escorting children to Leigh Primary school then left in position until the end of the school day. May a survey now be circulated generally along the area to gauge opinion on this particular subject?</p>
4.	<p>I live in the current 20mph area around Westleigh Schools. In my opinion the scheme will only work if policed and people are prosecuted.</p>

	<p>The current situation allows people to disregard the limits and randomly park on double yellow lines and across peoples driveways, often not leaving enough room for an ambulance to have access.</p> <p>Get your finger out Leigh Council</p>
5.	<p>As your rationale behind proposing a 20mph limit is based on vehicle noise becoming less prevalent, I would say raised entry tables would bring additional noise disturbance, not less, as vehicles would accelerate after the raised level.</p> <p>The installation of speed limit signage and road markings is welcome.</p> <p>Any additional encouragement for cyclists would also be welcome.</p>
6.	<p>I fully support the proposed 20mph scheme for Leigh Ward.</p>
7.	<p>I think it would be safer for a 20mph limit to be imposed, for pedestrians especially the very young and the elderly.</p>
8.	<p>With reference to the above, I enclose completed Questionnaire and make the following comments:-</p> <ol style="list-style-type: none"> 1. we have not experienced speeding in our part of the road, although traffic is continually mounting and driving along the pavement, particularly when certain businesses are operating. Some sort of pavement bollards would be a good option. 2. some years ago the Council changed the parking from alternate months, each side to a 'chicane' type layout. This was to prevent vehicles speeding, as you cannot drive along Glendale Gardens in a straight line - giving way along most of the road. 3. apart from the fact that speed tables and ramps are ugly, they are dangerous to vehicles and cyclists. But we do agree with a 20 mile an hour blanket limit. 4. who is paying the cost of speed ramps and signing in the specified places on the map? 5. We feel that money would be better spent on repairing the pavements in this area. the suggestion that residents would walk or use a cycle instead of driving a vehicle in this part of Leigh does not take into account, residents (like myself) who have difficulty in walking and cannot cycle~ 6. the air quality will not be improved, as a lot of traffic in this road is slowing down to find a parking space. 7. I do not think it will be a Pilot for 1 year, as when these speed tables, ramps and signposts are put in, the cost of removing them would be prohibitive and therefore, will probably be left in place.