

February 2011		ITEM
Delegated Decision Report		
FEENAN HIGHWAY, TILBURY - TRAFFIC CALMING		
Portfolio Holder: Cllr Yash Gupta – Environment		
Wards and communities affected: Tilbury St Chads	Key Decision: No	
Accountable Head of Service: Andrew Millard – Head of Planning and Transportation		
Accountable Director: Bill Newman - Corporate Director of Sustainable Communities		
This report is Public		
Purpose of Report: To consider an objection to a proposal to implement a set of Speed Cushions on Feenan Highway, Tilbury.		

EXECUTIVE SUMMARY

An objection was received by a resident to a proposal to implement a pair of speed cushions in close to proximity to their property as part of a larger traffic management scheme on Feenan Highway, Tilbury.

1. RECOMMENDATIONS:

- 1.1 Considering the information provided in paragraph 3.4, it is recommended that the objection is overruled and the speed cushions are implemented.
- 1.2 It is further recommended that the objector is notified accordingly.

2. INTRODUCTION AND BACKGROUND:

- 2.1 As part of the 2010/2011 Integrated Transport Programme, funding has been made available to implement a safety scheme in Feenan Highway, Tilbury.
- 2.2 Investigations were carried out following a review of collision data and vehicle speeds along this route. The scheme is aimed at addressing the high proportion of serious collisions, predominantly young motorcyclists, throughout its length by reducing the high average vehicle speeds.

- 2.3 It is the Council's intention to implement traffic calming in the form of a full-width speed hump, 4 no. sets of speed cushions a speed table and to reduce the long gaps between existing traffic calming features, in an effort to curtail vehicular speeds. To satisfy the parking demand, further parking lay-by facilities are proposed on the eastern side between Milton Gardens and Brennan Road.
- 2.4 The Public Notice advertising the Council's intention to implement the speed reducing features was advertised on 16/11/2010 and placed on site. During the 21 day statutory consultation period, one objection was received. Bus companies have been consulted on the proposal and raised no objections.
- 2.5 The objection was from a resident of Feenan Highway. The objection was raised on the grounds that the close proximity of the proposed set of speed cushions to the existing bus stop, immediately South of Gainsborough Avenue, could cause buses to straddle the cushions upon entering the bus-stop lay-by, giving rise to noise and vibrations being experienced.

3. ISSUES AND/OR OPTIONS:

- 3.1 The current scheme proposal is to position a set of speed cushions in close proximity to an existing bus stop, located on the eastern side of the carriageway of Feenan Highway, immediately South of Gainsborough Avenue. This location was considered most suitable as no vehicular crossovers would be affected.
- 3.2 Ten personal injury accidents occurred on Feenan Highway between 01/09/2005 and 31/08/2010. Two personal injury accidents have been recorded in the immediate vicinity of Gainsborough Avenue., one of which resulted in serious injury.
- 3.3 A speed survey has been carried out and the results indicated that vehicle speeds are regularly higher than the 30mph speed limit. Currently, there are no speed reducing features between the existing raised pedestrian crossings, located either side of Gainsborough Avenue. The proposed speed cushions in question would reduce this gap to conform to standards for effective speed reduction.
- 3.4 The appropriate remedial action to resolve the objector's concerns, is to remove this particular set of speed cushions from the scheme. However, the maximum recommended distance between speed reducing features would not be achieved and the high recorded vehicle speeds would continue on this section of Feenan Highway. Although removing the set of cushions from the scheme will not be detrimental to the effectiveness of the scheme as a whole, the existing accident rate on this short section will remain unaffected.
- 3.5 The cost of implementing the speed cushions with the additional works would cost approximately £38,000. There are sufficient funds available within the Integrated Transport Programme allocation (E1829 9881 T1011) to contribute to the cost of these works.

4. CONSULTATION (including Overview and Scrutiny, if applicable)

- 4.1 Ward Members were consulted on the content of this report between 3rd March 2011 and 10th March 2011.
- 4.2 Councillor Liddiard responded with a query about the collision history in close proximity to Gainsborough Avenue, and the cost implications for the set of cushions proposed at this location. This information was supplied to the councillor and in further correspondence; Cllr Liddiard gave his approval to proceed with the installation of the speed cushions.

5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

- 5.1 These actions accord with the Council priorities to create a safer environment.

6. IMPLICATIONS

6.1 Financial

Implications verified by: **Meinir Hall**
Telephone and email: **01375 652147**
mhall@thurrock.gov.uk

There are sufficient funds within the Integrated Transport Programme allocation (E1829 9881 T1011) totalling £55,000

6.2 Legal

Implications verified by: **Remi Aremu (Planning Solicitor)**
Telephone and email: 01375 652 994
raremu@thurrock.gov.uk

The 21-day statutory consultation to implement speed cushions began on 16th November 2011.

Where schemes are the subject of an official notice, a local authority has a legal obligation to give proper consideration to any objections received. This means that a report to the decision making body should at least list the objectors, summarise their objections, and make recommendations on whether the scheme should be confirmed, modified, or abandoned in the light of the objections, giving reasons for those recommendations. This report meets all the above requirements.

It should also be noted that failure to give proper consideration to any objections received could lead to a challenge on the legality of the council's procedure in this case.

6.3 **Diversity and Equality**

Implications verified by: **Samson DeAlyn**
Telephone and email: 01375 652472
sdealyn@thurrock.gov.uk

There are no diversity and equality implications arising out of this report.

6.4 **Other implications (where significant)** – i.e. **Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

None.

7. **CONCLUSION**

- 7.1 The scheme is aimed at addressing the high proportion of serious collisions, predominantly young motorcyclists, throughout its length, by reducing the high average vehicle speeds
- 7.2 A combination of traffic calming features at this location is considered the most appropriate treatment for the reasons given in paragraph 3.3.
- 7.3 It is therefore recommended that the objection is overruled and the speed cushions are implemented as proposed.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letter of objection

APPENDICES TO THIS REPORT:

- None

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