

<b>September 2021</b>		<b>ITEM dem services to add number</b>
<b>Delegated Decision Report</b>		
<b>Location – London Road/Church Hill &amp; Butts Lane, Stanford Le Hope</b>		
<b>Wards and communities affected:</b> Stanford Le Hope West	<b>Key Decision:</b> No	
<b>Portfolio Holder:</b> Councillor B Maney – Environment & Highways		
<b>Accountable Assistant Director:</b> Leigh Nicholson, Assistant Director of Planning, Transportation and Public Protection		
<b>Accountable Director:</b> Julie Rogers, Corporate Director of Public Realm		
<b>This report is Public</b>		

## Executive Summary

In June 2020, DfT grant funding was provided to the Council under the Government's Active Travel Tranche 1 programme to help introduce schemes that would encourage Walking and Cycling as the Country came out of the national lockdown.

Thurrock used this funding to improve sustainable and healthy routes around 4 Travel Hubs (Train Stations) by introducing schemes which would slow vehicle movements in order to make it safer for pedestrians and cyclists. The four areas in Thurrock were:

- London Road Purfleet-On-Thames
- West Road in South Ockendon
- London Road/Church Hill & Butts Lane in Stanford-le-Hope
- Princess Margaret Road/ East Tilbury Road in East Tilbury

This report considers the results of the consultation and traffic surveys undertaken for the London Road/Church Hill & Butts Lane Scheme.

### 1. Recommendations

#### 1.1 Considering the comments made during the consultation period and the results of the speed surveys undertaken, the recommendation is that:

**a) The Council remove the temporary 20mph speed limit on London Road and Church Hill**

**b) Remove the traffic calming measures on London Road and Church Hill.**

**c) Retain the 20mph limit on Butts Lane.**

**d) Retain the traffic calming measures on Butts Lane**

## **2. Introduction and Background**

2.1 The purpose of the scheme in Stanford Le Hope was to create a safer environment for pedestrians and cyclists along London Road, Church Hill and Butts Lane; helping pedestrians on route to the Station, as well as pupils coming from the station to St. Cleres School located on Butts Lane. This was achieved by reducing the speed limit from 30mph to 20mph and installing traffic calming measures to reduce vehicle speed.

2.2 The speed limit was lowered along London Road from the junction with Stanford Road, past the station and into Church Hill to the junction with The Green. Similarly, the speed limit was also lowered along Butts Lane from London Road to roundabout junction with St Andrews Way (beyond the pedestrian entrance to St Cleres School). Speed cushions were installed along the full length of the affected roads to help support the speed reduction.

2.3 The scheme was introduced as an experimental Traffic Regulation Order which gave a minimum six-month public consultation on the scheme after it was implemented. The Statutory Consultation was carried out between 20<sup>th</sup> Oct 2020 to 30<sup>th</sup> June 2021

2.4 The consultation was carried out via the Council's online consultation portal. As part of the consultation, a number of questions were asked regarding perceived vehicle speeds and perception of feeling safe when walking or cycling in the area.

2.5 In total 31 residents responded to the questions that were asked, but not all expressed their objection or support to the scheme. After review it is noted that there were no direct objections to the scheme; however, there were more negative comments towards the temporary measures, than positive.

## **3. Issues, Options and Analysis of Options**

3.1 No direct objections for the scheme were received, however, there were 14 negative comments and 3 positive comments recorded, with the details below:-

<i>Positive 01</i>	Butts Lane - pending resident feedback being positive, we anticipate that the speed bumps will be welcome, certainly
--------------------	--

	in regard to restricting speeds around a school approach road (a long standing issue).
<i>Positive 02</i>	Lower speed limits and more cycling and pedestrian provision makes for a less hostile environment
<i>Positive 03</i>	The speed bumps are very good and have forced drivers to slow down
<i>Negative 01</i>	Speed humps are proven to cause far more pollution. In an over polluted area what a ridiculous scheme to put in place
<i>Negative 02</i>	Completely pointless. Congestion stops cars speeding and you're lucky to get above 20mph during rush hour.
<i>Negative 03</i>	The effects of the bumps are benign, and serve little purpose. We ask the council to only make permanent this area if there is overwhelming support from consultation with residents, and data which validates effectiveness.
<i>Negative 04</i>	The 20mph suggested limit is unrealistic to be achieved for London road
<i>Negative 05</i>	Any restrictions could create problems in the side roads. Eg Prospect Avenue
<i>Negative 06</i>	Speed bumps are a poor Choice in slowing traffic on london road
<i>Negative 07</i>	waste of money
<i>Negative 08</i>	Doesn't make sense to slow traffic to 20mph on what is the wider through road as drivers will use alternative roads nearby
<i>Negative 09</i>	Cars have to centralise themselves to go over mini speed humps, this causes them to drive near the curb leaving no room for cyclists (defeats the object).
<i>Negative 10</i>	These road humps are a pain. I would rather the money was spent on road repairs
<i>Negative 11</i>	One of the speed bumps is directly opposite my house. When heavy lorries go over the bump my house shakes. Traffic speed has not altered to any great extent since the bumps were added. This scheme is not needed
<i>Negative 12</i>	Vehicles swerving to fit over the speed bumps is dangerous for oncoming road users, cyclists and pedestrians.
<i>Negative 13</i>	All you have achieved is make Valmar Avenue a more congested rat-run than it was before, but involving more speeding cars
<i>Negative 14</i>	my concerns are about the two speed humps at the bottom of Church Hill in Stanford-le-hope, I will add that I have no problems with speed humps generally, however these humps are situated not only on the bend in the road but also on the incline of the hill, which could be very dangerous to motorcyclists or pedal cyclists which as a cyclist myself is my main concern, when the road is wet or frosty the humps could become very slippery

3.1 Speed surveys were carried out before the scheme was implemented and on three occasions during the consultation period.

The results of the speed surveys on London Road indicate that the 85%ile speed prior to the limit was 29.5mph and has subsequently reduced to 26.7mph

The results of the speed surveys on Butts Lane indicate that the 85%ile speed prior to the limit was 38.3mph and has subsequently reduced to 29.6mph

This indicates that drivers are ignoring the 20mph limit, but that the speed cushions may have helped reduce speeds; particularly on Butts Lane where the average speeds have seen nearly 10mph reduction.

#### **4. Reasons for Recommendation**

- 4.1 The speed survey data indicates that reducing the speed limit to 20mph cannot be justified on London Road and Church Hill, driver behaviour has not changed significantly. It is also clear that the traffic calming has had a negligible effect on speed reduction on these roads. Therefore, it is recommended that the 20mph speed limit is removed and the original 30mph limit is reinstated on London Road and Church Hill. The removal of the traffic calming measures is also recommended due to the high level of negative feedback received and the limited effect they have had on reducing vehicle speeds.
- 4.2 There were no negative comments received regarding the measures on Butts Lane. The speed surveys indicate that the traffic calming has had a significant effect on vehicle speed. Whilst speeds recorded are still in excess of the 20mph limit, as St Cleres School is located along this road and its pedestrian access is within the current zone, it is recommended that both the 20mph speed limit and traffic calming measures remain in place on Butts Lane. It is further recommended that this route is continues to be monitored under the Council's Safer Routes to School programme.

#### **5. Consultation (including Overview and Scrutiny, if applicable)**

##### 5.1 Ward Members:

Cllr T Piccolo & Cllr S Hebb

Ward members were consulted between 25<sup>th</sup> October and 1<sup>st</sup> November 2021.

Cllr Hebb

London Road – It is my view that the London Road speed cushions, and 20mph zone, should be reversed/removed from this area. Without doubt, this part of the Active Travel Scheme under Tranche 1 has drawn the most prevailing opposition; illustrated by feedback received from residents who use the roads, residents who live adjacent to the speed cushions, and infrequent visitors to Stanford-le-Hope who have raised similar issues. Up until the consultation, the main concerns raised were that the two changes are not effective in reducing speeds down London Road; that their position has led to some exaggerated driving manoeuvres which lend itself to vehicles driving toward pedestrian pathways; and the noise and vibration caused from bumps neighbouring properties has led to a loss of amenity in private living spaces. The data as presented in the DDR validates the lack of effectiveness raised by the community and the consultation. In my view, the data, and the local feedback, lend itself to the recommendation from officers to remove the 20mph zone and speed cushions down London Road, as per a) and b).

Butts Lane - It is my view that the Butts Lane speed cushions, and 20mph zone, should be made permanent; although I would present a thought that speed cushions and the 20mph

zone only need to start after Valmar Avenue (as if travelling from London Road). There have been long-term concerns over speeding vehicles down Butts Lane; a well-used pedestrian route for students and it was reasonably foreseeable that an accident may one day occur. The data presented in the DDR report validates the effectiveness of the ATS trial, through the clear evidence of reducing speeds down Butts Lane by nearly 10mph, and thus, reducing hazards down this well-used area. This is an achievement, and should be recognised as such. There has not been nearly any feedback (positive, negative or indifferent) from the local community that I am aware of. As such, I support the officer recommendations c) and d), with a request that further consideration is given to reducing the scheme distance to start from Valmar Avenue, leading up to St Clere's (if deemed proper, appropriate, and only if assessed as not compromising the potential 'smaller' scheme if introduced instead).

Cllr Piccolo

I am in agreement with Shane's comments other than starting the 20mph limit from Valmar Drive, I just feel that motorist having traveled at 30mph for a reasonably short distance are LES likely to slow down to 20mph.

Following Cllr Piccolo's response, Cllr Hebb has changed his opinion on a reduction in length of the humps and limit in Butts Lane.

## **6. Impact on corporate policies, priorities, performance and community impact**

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

## **7. Implications**

### **7.1 Financial**

As the temporary limit is to be made legal on Butts Lane, the only immediate cost in that area to the Authority would be the legal costs and publishing costs associated with making the Order legal.

As the scheme is to be fully removed on London Road and Church Hill, the financial implications would be the cost of removing the traffic calming and reinstating the carriageway and that of disconnection and removing the lit and unlit street signing

The cost of these works is estimated at being circa. £32,254.62 and is covered under the Active Travel scheme budget allocation.

There is sufficient funding available for this project.

Implications verified by: Mark Terry  
Email: [FinancialImplication@thurrock.gov.uk](mailto:FinancialImplication@thurrock.gov.uk)

### **7.2 Legal**

Regulation 22 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 enable experimental orders to be made, subject to the procedure in Schedule 5 to the Regulations. Regulation 19 permits an order to be made in part, provided the necessary notices to the public advertising the experimental order have been undertaken. A notice of the making of a modified order can then be made.

Implications verified by: Linda Saunders

Telephone and email: [LegalImplicationsRequests@thurrock.gov.uk](mailto:LegalImplicationsRequests@thurrock.gov.uk)

### 7.3 Diversity and Equality

London Road/Church Hill - the speed reduction scheme did not have a significant effect on vehicle speeds from those recorded before it was implemented, therefore, its removal will not have any detrimental effect on vulnerable road users. The speed reduction measured did not achieve the aim of reducing speeds down to 20mph. Therefore, the removal of the 20 limit will have no detrimental effect on vulnerable road users.

Butts Lane – The traffic calming features and reduced speed limit are to remain on this road. This will enhance safety for all road users and will continue to be monitored.

Implications verified by: Roxanne Scanlon

Telephone and email: [Diversity@thurrock.gov.uk](mailto:Diversity@thurrock.gov.uk)

### 7.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder, and Impact on Looked After Children

None

## 8. Background papers used in preparing the report

- Survey results
- emails of support
- emails against the proposal

## 9. Appendices to the report

- None

### Report Author:

**Name:** Neil Wakeling

**Telephone:** 01375 652214

**E-mail:** [NWakeling@thurrock.gov.uk](mailto:NWakeling@thurrock.gov.uk)