

December 2021		ITEM dem services to add number
Delegated Decision Report		
3 Villages Consultation (Horndon-on-the-Hill, Bulphan and Orsett)- The Orsett Ward		
Wards and communities affected: Orsett Ward	Key Decision: No	
Portfolio Holder: Councillor B Maney – Environment & Highways		
Accountable Assistant Director: Leigh Nicholson, Assistant Director of Planning, Transportation and Public Protection		
Accountable Director: Julie Rogers, Corporate Director of Public Realm		
This report is Public		

Executive Summary

As part of the 2020/21 Capital Programme, consultation with residents to understand the main transport issues within the villages of Bulphan, Horndon-On-The-Hill and Orsett made. Due to consultation restrictions, this was undertaken between May and July 2021.

This report seeks direction in whether funding is allocated under the 2022/23 Capital Programme for further investigation work based on the engagement exercise undertaken.

1. Recommendations

- 1.1 Following a review of the consultation results, there is a strong public support for intervention within the 3 villages to deal with rat-running, speeding and heavy good vehicle issues.

Recommendation A: That funding of £200,000 is identified within the 2022/23 Capital programme for development and implementation of schemes under the AIP programme for the 3 villages. This decision would be included in the ITB report for Cabinet approval of the programme and identified as being outside the current approved policy process.

Recommendation B: That funding of £50,000 is identified within the 2022/23 Capital programme for development of schemes under the AIP

programme for the 3 villages. Delivery of any viable schemes would be subject to further funding. This decision would be included in the ITB report for Cabinet approval of the programme and identified as being outside the current approved policy process.

Recommendation C: That funding is not identified based on the AIP Policy position as agreed by Cabinet.

It is also recommended that the Ward Councillors and the Community Forums are updated on the decision.

2. Introduction and Background

- 2.1 During the A13 widening project, several complaints have been made to the authority based on concerns over rat-running, speeding and HGV access into the 3 villages. It has been evidenced that whilst the A13 works have exasperated the situation, this is a long-standing issue; particularly when the Major Road Network is congested.
- 2.2 Through discussions with the A13 team, it was clear that limited mitigation would be provided for residents, based on the evidence of these issue occurring before the project. As such, the Transport Development Team were tasked with understanding what the issue are. A consultation was scheduled as part of the 2020/21 capital programme.
- 2.3 The consultation was undertaken in May 2021 and completed on July 2021. The highways authority wrote to a total of 1971 properties, within the 3 villages of Bulphan, Horndon-On-The-Hill and Orsett, advising of the consultation. The letter detailed how to participate in the consultation. Included with the letter was a response slip with below questionnaire.

In Your Road

Which of the following traffic movement issues are affecting your street. Please rate each one for their severity between 1 & 5, with 5 being the high and 1 being low

- *Speeding*
- *Cut-through driving (rat running)*
- *Heavy good vehicles*
- *Any other issues please state.....*

In Your Village

With regards to the traffic movements affecting your village, would you support?

- 1) *Traffic Calming with no reduction in the existing speed limit* Y / N
 - 2) *Traffic Calming with a reduction in the existing speed limit (eg 30mph to 20mph)* Y / N
 - 3) *Closure of access routes into your village to prevent rat running* Y / N
 - 4) *Significant deterrent to reduce rat running* Y / N
 - 5) *No change* Y / N
 - 6) *Any other highways issues or improvement suggestions?*
-

2.4 Table 1.1, below is the breakdown of the consultation:

<i>Area</i>	<i>Consulted</i>	<i>Response</i>	<i>Response rate (%)</i>
Bulphan	290	73	32
Horndon-On-Hill	857	272	32
Orsett	824	190	23
Total	1971	535	27

2.5 In terms of boundary points, these area as follows:

Bulphan – West of A128, east of Dunnings Land, north of Elms Lane
 Horndon-On-The-Hill – West of B1007, east of A128, north of A13
 Orsett (including Baker Street) – West of A128, north of A13, south of Conways Road

3. Issues, Options and Analysis of Options

3.1 In order to understand each village and their issues, the results are broken down accordingly.

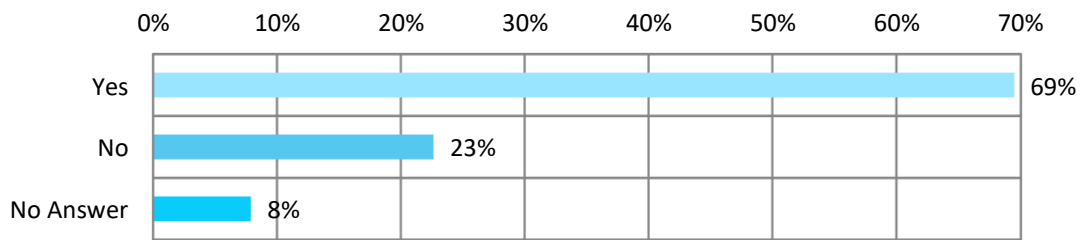
3.2 Orsett Village

3.2.1 The consultation asked which of the traffic movement issues are affecting your street, the response was:

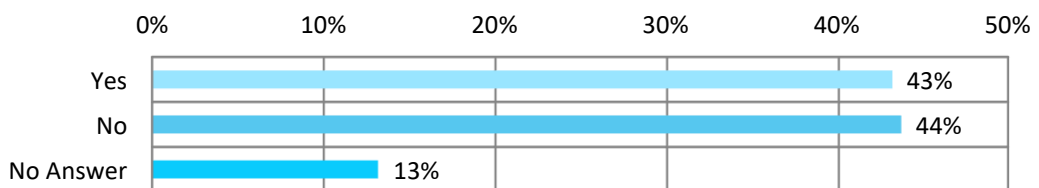
119 comments -speeding,
 108 comments -rat-running,
 54 comments -HGVs passing through area.

3.2.2 Turning to the specific questions around level of intervention for vehicle speeding, of those that responded the majority would approve Traffic calming with reduction in the existing speed limit. However, there was no majority approval for traffic calming without speed reduction. The graphs below show the percentage of responses.

Traffic Calming with a reduction in the existing speed limit (eg 30mph to 20mph)

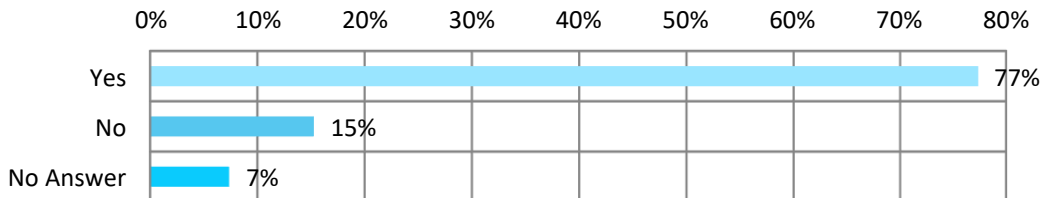


Traffic Calming with no reduction in the existing speed limit

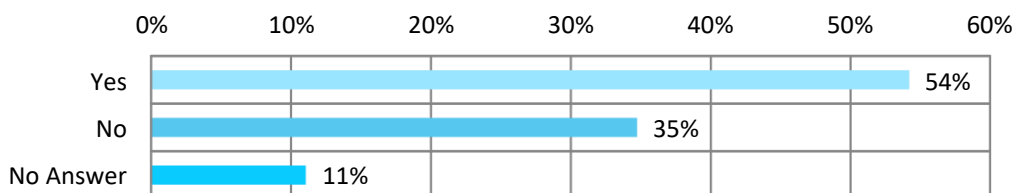


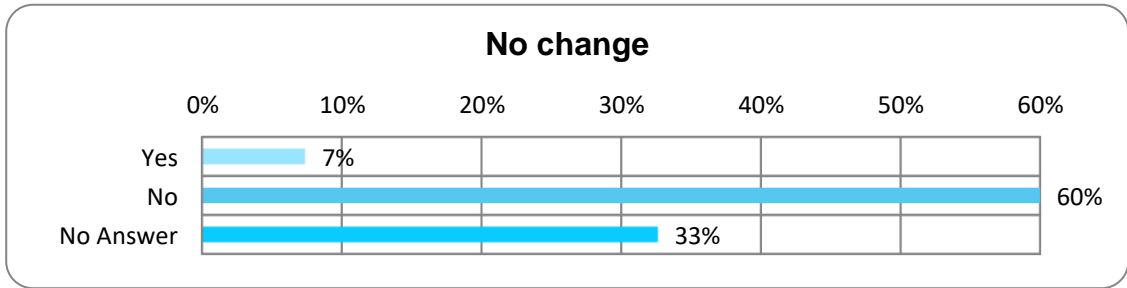
3.2.3 With respect to the rat-running and HGV issue identified, specific questions about level of intervention were made. Of those that responded the majority would also approve significant deterrent to reduce cut-through driving and HGV movement. The graph below shows the percentage of responses.

Significant deterrent to reduce rat running



Closure of access routes into your village to prevent rat running





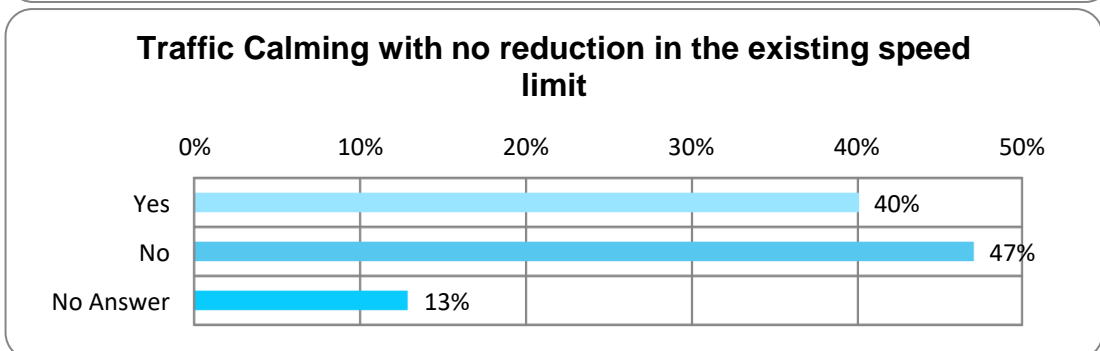
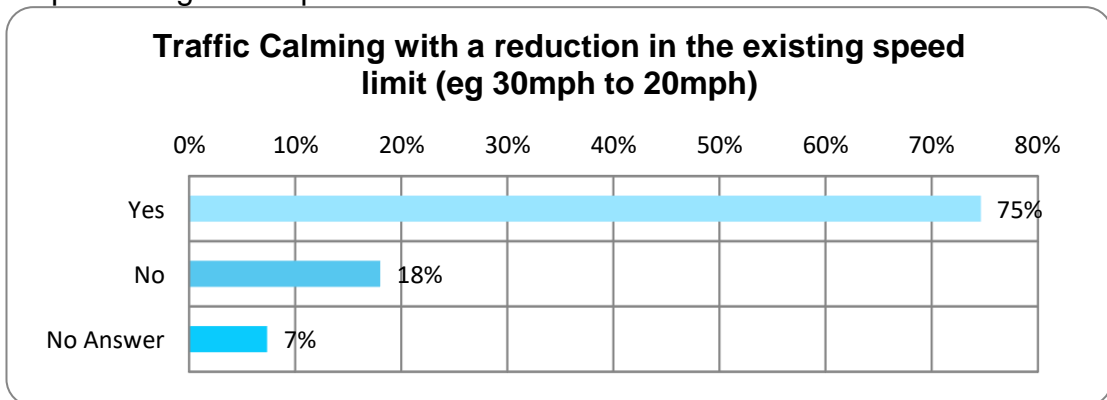
3.2.4 It is clear from this part of the consultation that the respondents wish for intervention for both vehicle speed issues and for rat-running/HGV access. What is not clear is the level of intervention that may change how residents use the network in their area. As a result, further investigations are required to identify likely interventions and engage with residents on them.

3.5 Horndon-on-the-Hill Village

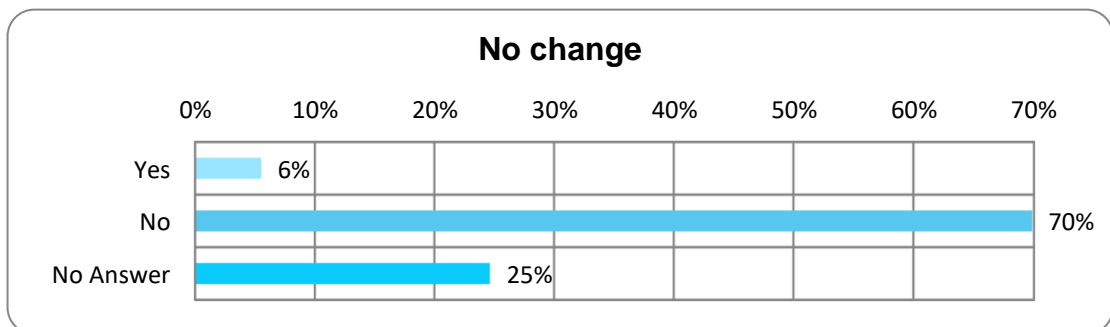
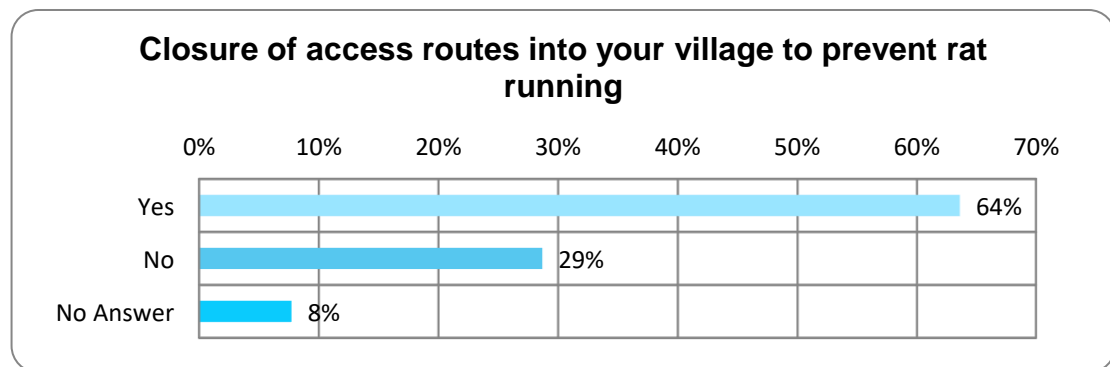
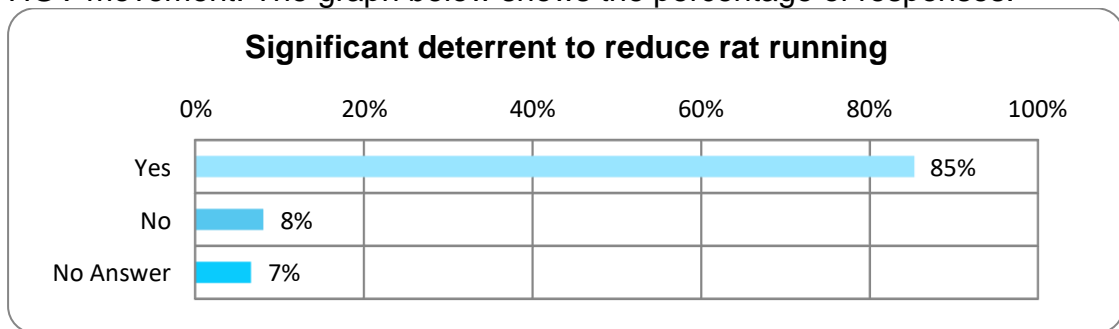
3.3.1 The consultation asked which of the traffic movement issues are affecting your street, the response was:

164 comments -speeding,
 166 comments -rat-running,
 91 comments -HGVs passing through area.

3.3.2 Turning to the specific questions around level of intervention for vehicle speeding, of those that responded the majority would approve Traffic calming with reduction in the existing speed limit. However, there was no majority approval for traffic calming without speed reduction. The graphs below show the percentage of responses



3.3.3 With respect to the rat-running and HGV issue identified, specific questions about level of intervention were made. Of those that responded the majority would also approve significant deterrent to reduce cut-through driving and HGV movement. The graph below shows the percentage of responses.



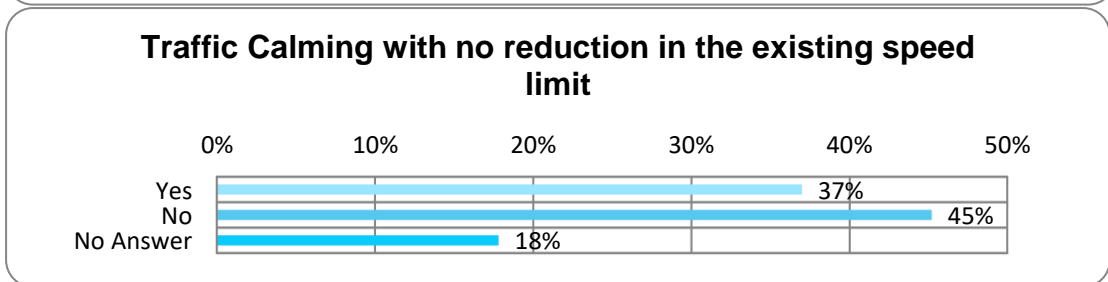
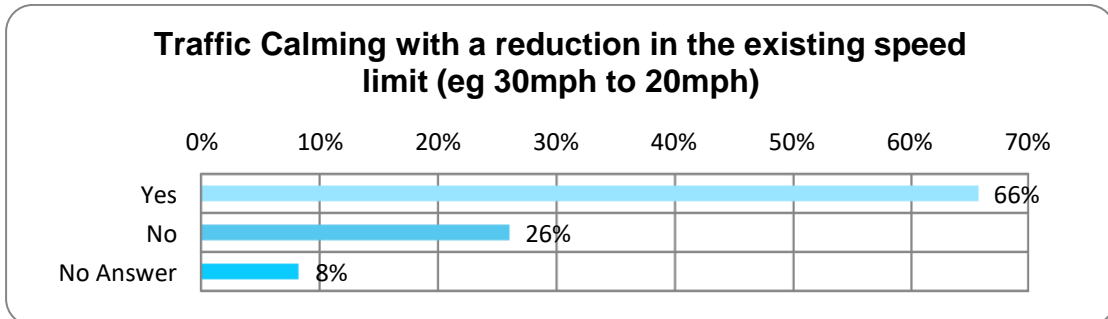
3.3.4 It is clear from this part of the consultation that the respondents wish for intervention for both vehicle speed issues and for rat-running/HGV access. What is not clear is the level of intervention that may change how residents use the network in their area. As a result, further investigations are required to identify likely interventions and engage with residents on them.

3.4 Bulphan Village

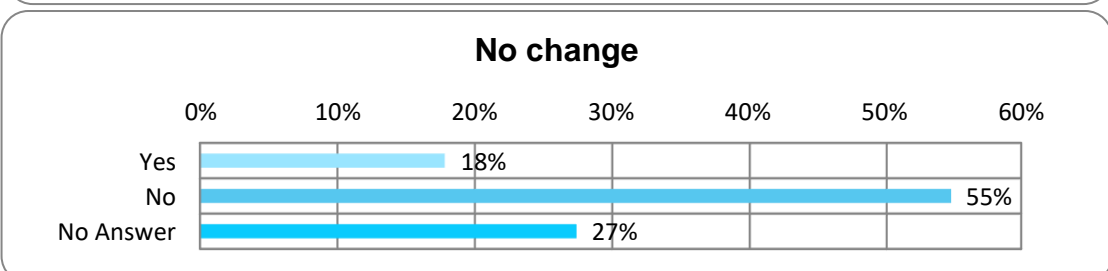
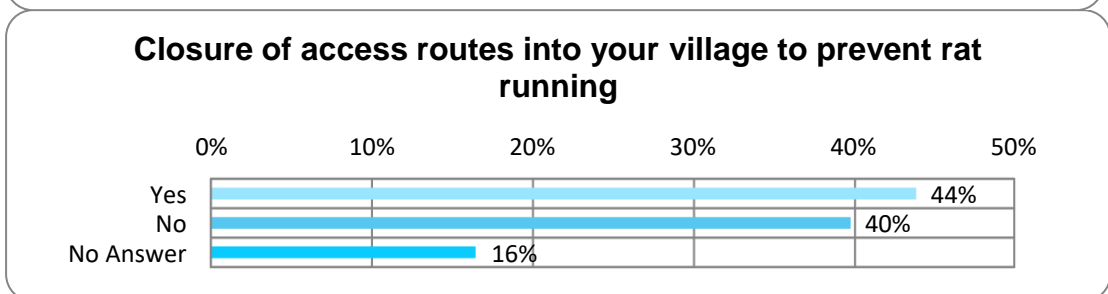
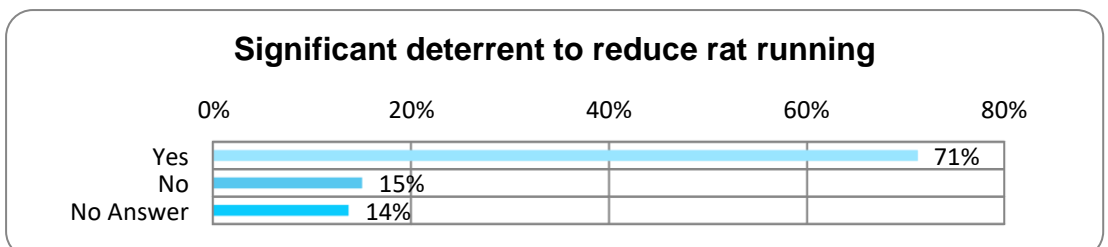
3.4.1 The consultation asked which of the traffic movement issues are affecting your street, the response was:

37 comments -speeding,
 39 comments -rat-running,
 29 comments -HGVs passing through area.

3.4.2 Turning to the specific questions around level of intervention for vehicle speeding, of those that responded the majority would approve Traffic calming with reduction in the existing speed limit. However, there was no majority approval for traffic calming without speed reduction. The graphs below show the percentage of responses



3.4.3 With respect to the rat-running and HGV issue identified, specific questions about level of intervention were made. Of those that responded the majority would also approve significant deterrent to reduce cut-through driving and HGV movement. The graph below shows the percentage of responses.



- 3.4.4 It is clear from this part of the consultation that the respondents wish for intervention for both vehicle speed issues and for rat-running/HGV access. What is not clear is the level of intervention that may change how residents use the network in their area. As a result, further investigations are required to identify likely interventions and engage with residents on them.
- 3.5 There is a common theme across all of the responses made, in that the responses all identify that residents wish to see change on the network. What is unclear is to what level any intervention would be positively received. This is likely to require identified schemes and further engagement with residents.
- 3.6 It should also be noted that each village area is covered under the Council's TDP3 – Area Intervention Programme (AIP) This policy aims to treat local areas that do not meet the criteria under TCP1 and TDP2 policies. Currently the 3 villages are not identified as priority under the policy, being within the bottom half of the table of 28 areas. It is likely that the revision to the data for next year's programme will result in a similar ranking and therefore not at intervention level.

4. Reasons for Recommendation

- 4.1 The below recommendations have been put forward on the basis that there is a strong appetite in each area for measures to address vehicle speeds and rat-running/HGV issues. Further investigation into these schemes will identify key improvements for further engagement before delivery. There are three recommendations based on this evidence:

Recommendation A – investigation, development and consultation on key measures for each area and implementation of small to medium measures during the programme year.

Recommendation B – investigation, development and consultation on key measures for each area with schemes with estimated costs being put forward for funding opportunities for future implementation.

Recommendation C – no further work to be undertaken until the areas meet intervention level in accordance with the AIP policy

- 4.2 On the basis of the evidence, it is recommended that either A or B is advanced to continue the development of schemes. This would be beneficial in understanding the issues for each area, develop schemes for any future funding opportunities and develop schemes to be included in the Council's Infrastructure Requirement List for Development Management. This would give clear understanding and evidence base as a result

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

- 5.1 The scheme falls within Orsett Ward and members from this ward Councillor Barry Johnson, and Councillor Susan Little have been consulted on this DDR. Their responses are as follows:

Cllr Barry Johnson – *Looks like A is a no brainer for me*

Cllr Sue Little - *I go for option A please*

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

Recommendation A will require a budget of £200k to be proposed within the ITB programme. This funding is provided by the DfT Block Allocation for the Council. This will reallocate the AIP programme budget of £250k from a policy compliant approach and leave only £50k within the AIP programme for intervention level schemes.

Recommendation B will require a budget of £50k to be proposed within the ITB programme. This funding is provided by the DfT Block Allocation for the Council. This will reallocate the AIP programme budget of £250k from a policy compliant approach and leave £200k within the AIP programme for intervention level schemes.

Implications verified by: Mark Terry
Telephone and email: FinancialImplication@thurrock.gov.uk

7.2 Legal

The implications are limited, subject to knowing the scheme details. Should any scheme put forward require Traffic Regulation Order, this will need to follow the Statutory guidelines set by Legislation.

Implications verified by: Caroline Robins
Telephone and email: ThurrockLegalImplications@thurrocklegal.org.uk

7.3 Diversity and Equality

The implications are limited until scheme details are known. Any design work needs to ensure that correct legislation is followed for equality and diversity requirements and a Community Equalities Impact Assessment (CEIA) will be completed for these schemes once details are known.

Implications verified by: Roxanne Scanlon
Email: 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

. Appendices to the report

- Questionnaire
- Consultation summary results

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