

		AGENDA ITEM 7
		PSEG/12/18
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	17 May 2018	
CALL-IN: FP/136/04/18 PROPOSED 18-MONTH EXPERIMENTAL ORDER: PROHIBITION OF RIGHT-TURN – NOAK HILL/WASH ROAD (WEST), BASILDON		
Enquiries to:	Robert Fox, Scrutiny Officer Robert.Fox@essex.gov.uk	

The Committee is advised that Councillors Tony Ball and Malcolm Buckley called-in a decision reference: Call-In: FP/136/04/18 Proposed 18-Month Experimental Order: Prohibition Of Right-Turn – Noak Hill/Wash Road (West), Basildon.

An informal meeting was held on 3 May 2018 for Councillors Ball and Buckley to discuss their call-in with Councillor David Finch, Leader of the Council in Councillor Ian Grundy's, the Cabinet Member for Highways and Transportation, absence. As a result of the informal meeting Councillors Ball and Buckley confirmed they would withdraw the call in and so it would not have to be considered by this Committee.

The reasons for call-in and notes of the informal meeting follow.

Action required by the Committee:

The Committee note that no further action will be undertaken in respect of the call in of this particular decision.

Notification of Call-in

Decision title and reference number Proposed 18 Month Experimental Order: Prohibition of Right Turn – Noak Hill/Wash Road (West), Basildon - FP/136/04/18	
Cabinet Member responsible Cllr Ian Grundy	Date decision published 26 April 2018
Last day of call in period 1 May 2018	Last day of 10-day period to resolve the call-in 13 May 2018
Reasons for Making the Call in Reasons for call in: <ol style="list-style-type: none"> 1. Proposals are not supported by division members 2. Proposals were not supported by the LHP 3. Proposals are opposed by the Borough Councillors for the ward 4. Proposals are opposed by the Parish Council 5. There are numerous objections from residents 6. The plan does not resolve the traffic issues in the area 7. This junction has been the subject of discussion for at least 5 years and this is the only option proposed 	
Signed: Cllr Malcolm Buckley Cllr Tony Ball	Dated: 30 April 2018
For completion by the Senior Democratic Services	
Date call in Notice Received 30 April 2018	Date of informal meeting 3 May 2018
Date of Place Services and Economic Growth Scrutiny Committee Meeting (if applicable) 17 May 2018 (next scheduled meeting)	Date call in withdrawn/resolved 3 May 2018

CALL IN – PROPOSED 18-MONTH EXPERIMENTAL ORDER: PROHIBITION OF RIGHT-TURN – NOAK HILL/WASH ROAD (WEST), BASILDON

Informal meeting held on Thursday, 3 May 2018 at 12.30 p.m. in Committee Room 3

Present

Councillor David Finch (Leader of the Council), Councillor Tony Ball, Councillor Malcolm Buckley

Contributing Officers: Chloe Livingstone, Ian Henderson

Officers present: Katrina Davies, Robert Fox

Introduction

Councillor Finch explained he was substituting for Councillor Ian Grundy, Cabinet Member for Highways who was overseas presently, in order to get the matter resolved expeditiously.

Councillors Ball and Buckley outlined the reasons for the call-in. This Cabinet Member Action (CMA) FP/136/04/18 had been called in on Monday, 30 April 2018. Within the template the two Members raised the following seven issues:

1. Proposals are not supported by the division members;
2. Proposals were not supported by the Basildon LHP;
3. Proposals are opposed by the Borough Councillors for the ward;
4. Proposals are opposed by the Parish Council;
5. There are numerous objections from residents;
6. The plan does not resolve the traffic issues in the area;
7. This junction has been the subject of discussion for at least five years and this is the only option proposed.

In summary Councillors Ball and Buckley stated:

- The junction has been under review for in excess of five years and solutions have been previously proposed that have been rejected on the basis of costs or members have felt they were unacceptable. On several occasions a comprehensive solution has been requested; however, this has never been considered by Cabinet Members. This solution is a piecemeal resolution that is unlikely to resolve the issues in this locality

- A roundabout would be the favoured solution but this has been considered impracticable by officers. However, there are two roundabouts nearby and traffic-flow is not affected at these
- Residents in High Road North and Hornbeam Way have rejected these proposals
- Reservations were highlighted to the Cabinet Member for Highways in February 2018 and the understanding was that a temporary ban was being considered but that work on traffic-flows would be undertaken meaning it was likely to be some time before a CMA was issued. Therefore, it was a surprise to see this CMA so soon
- The LHP was not given a report on the basis that it would be rejected. Therefore, this looks like officers rather than Members are making this decision
- There is a concern on the impact on Dunton Road and the residents of Steeple View and Hornbeam Way.

General response by Councillor David Finch and contributing officers

In response to Councillors Ball and Buckley the following points were made:

- The proposal is an experimental order rather than an end solution
- The traffic volumes are moderate
- There have been 13 collisions, including a fatality in 2016; therefore, it is reasonable to see if a prohibition of a right-turn is an effective and safer solution
- The Parish Council which opposes the experiment is actually over the road from the location and there has been no formal objection received from it
- A consultation held between 8 May – 23 June 2017 received 75 responses from over 1,000 pieces of literature delivered. Of those 23 stated they believed a roundabout was a more suitable solution; 26 were concerned there would be more HGVs; and 30 felt the proposal would just move traffic problems elsewhere
- The engineering team responsible will be providing written notice to in excess of 1,000 residents to explain the process of experimental orders
- The 18 months order starts with a consultation period of six month which allows the scheme to bed-in and users to get used to it. The next 12 months is a period of further data collection and the monitoring of vehicle movements and any accidents. Following this it will either be made a permanent traffic regulation order or removed – either would require a further CMA

Councillor Buckley questioned whether an evaluation could be made after three months with the effective implementation period starting outside of school holidays, for example, between September and December? He also questioned what will happen when the traffic can no longer turn right and whether this would mean accidents would happen a further 50 metres up the road? Residents complain the route is used as a rat-run, so barriers or traffic islands are potentially better solutions than the right-turn prohibition; or a physical barrier in Noak Road could be used.

In response presenting officers stated Highways engineers have reviewed the collisions and estimate that traffic-flow will be 70 vehicles in the morning peak period, and a further 70 in the evening peak. It is estimated that traffic will remain on the A127 or, alternatively, travel onto High Road North, Willowfield and Hornbeam Way before eventually going on to the A176. Engineers have looked at barriers and a bolted solution will be used as a physical measure to stop right-turns. This will all be reviewed as part of the monitoring of the experimental order. Councillor Finch stated if there is an increase in accidents the order could be subject to a rethink and withdrawn. Alternatively, if the scheme is found to be working after, for example, 15 months of data collection the experimental order can be made permanent. At least six months data needs to be collected to take into account seasonal variations on traffic flow. It is expected that the scheme will be installed during the school summer holidays.

Therefore, in summary, Councillor Finch stated it is an experimental proposal which will validate whether the solution becomes permanent or not. It is a good step forward to help traffic-flow, reduce accidents and potential serious injury as there is the evidence of a significant number of accidents, including a fatality. There number of objections is small and there has been no formal objection from the Parish Council. So, the suggestion is that the experiment goes forward and is looked at by Councillors Ball and Buckley with the Cabinet Member for Highways in six months to look at the data collected from traffic monitoring, so far.

Outcome

Councillors Ball and Buckley stated the call-in was a necessary step but agreed to withdraw and meet in six-months with the Cabinet Member for Highways to look at the evidence from the initial data collection.

The call-in, was, therefore, **WITHDRAWN**.

Robert Fox
3 May 2018