

Report to the Council

Subject: Motion - Nazeing

Date: 26 June 2008

Councillor: Mrs A Cooper

Item: 8

In response to the Traffic Management Act 2004 Essex County Council adopted The Traffic Management Strategy on 15 March 2005. This included County routes. With the benefit of hindsight we need to address the lessons learned to date.

The Department for Transport in its Circular 02/2007 - Planning and the Strategic Road Network; item 7 states "The successful delivery of growth and regeneration objectives in any development plan relies on the provision of infrastructure"

Item 17 - "The Agency will continue to treat safety on the network as a paramount concern". Item 22 - "its foremost concern will be safety on the strategic road network".

In the section The use of available capacity items 34 to 37. Maybe the surveys were acceptable then, however, the situation has deteriorated.

Following the concerns raised by residents in 2006, a Focus Day was held on 10 March 2007 and a report issued on 25 June 2007. It sets out residents' concerns and illustrates the damage and problems affecting the local roads. Since then automatic speed signs have been erected in Dobbs Weir Road and St Leonard Road. Residents have tried monitoring speeding vehicles. Trading Standards have also attended and the police have conducted speed surveillance exercises all, of which have failed to have any significant impact.

The recommended traffic survey was conducted on 7 March 2007, the findings and reports were issued in January and May 2008. Apparently there were errors in the calculations hence two reports. This I feel makes the statistical findings unsafe. The reports confirm "The volumes of HGV traffic using Dobbs Weir Road and Nazeing Road appear to exceed expected levels considering the weight restrictions currently in place".

There is little or no mention of the number of Vehicle Operating Licenses issues for Lorry Parks. These operator licenses have been granted for sites down single track lanes which also serve as public foot paths, opposite the entrance to a park, on junctions deemed to be dangerous by both Essex County Council Highways and this Council before responsibility for highways was returned to the County.

It is incredibly difficult to understand the rationale here. Nazeing is predominately a mixed agricultural, horticultural, green belt and residential area with a history of suffering from a decline in the tradition nursery business. This has led to inappropriate development. At the smaller scale level Nazeing can and does wish to support its established local businesses. What it is struggling with is the new demands of

expansion that requires an infrastructure that simply does not exist or there is sufficient suitable land for it.

Nazeing is a village and one which will no doubt grow. Clear lines of separation are needed, we cannot simply exist where everything is being thrown into the pot and left for the fittest to survive.

Nazeing has not remained so rural by design its geographical location, marshes and lakes and large areas of gravel based reserves have contributed significantly. With gravel extraction coming to an end in some parts of the Valley, Nazeing is looking forward to the legacy of the land becoming part of the Lee Valley Regional Park for Leisure and Recreational use.

Nazeing's location is ideal as a village, we have the by-passes and additional capacity now needs be found outside the Village environs and ensure quality of life for its residents. Decisions need to be made, by consulting with the residents. Is Nazeing to become a huge industrial site with residential properties mixed in or a residential village with provision for employment on allocated and well sited areas?