

APPENDIX 3 - OBJECTION REPORT

No. of Objectors with Same Comment	Summarised Objection	Officer Response
4	Many drivers are Performing U Turns	A temporary prohibition of U-turn has been introduced on A176 Noak Hill Road, following initial comments and review of camera surveys. It is our recommendation that if the prohibition of right turn is permanently introduced, a statutory consultation process should be undertaken to determine if the prohibition of U-turns should also be permanently introduced.
5	Lack of signage advising of No Right Turn Ahead, lack of prior warning and lack of diversion signs	Stage 3 Road Safety Audit, was undertaken after the scheme installation, which raised no concerns for the signage installed on site. There are advance warning signs on Dunton Road, High Road North and the A127 notifying drivers of the new road layout and prohibition of right turn out of Wash Road (west).
2	The Junction at Dunton Road/High Road North is dangerous. The Vegetation by the Dunton Road junction has not been pruned back yet	This vegetation removal has now been undertaken.
1	Vehicles still turning right through a gap. Although a temporary barrier is now in place to stop this	Temporary water filled barriers in place to prevent this, and jision poles have been extended up to the island
2	The junction is worse/more dangerous than before	Collision data has highlighted no injury collisions since the scheme installation. The site will continue to be monitored.
1	Would prefer no traffic to exit from Wash Road (west) onto A176 Noak Hill Road at all	This was not considered as an option under the modelling study, however this would have significant capacity implications on the highway network due to the lengthy diversion that would be required.
1	Feels the road layout is disruptive to local residents	The traffic modelling study has indicated that the change in volume flow of traffic as a result of this scheme will be negligible.
1	Alternative junction layouts have not been properly assessed and should be reconsidered i.e. roundabout, traffic signals, mini roundabout	These will potentially be reassessed as part of the transport assessment in association with the Lower Dunton Road development, taking into account current/predicted traffic flows.
1	The collision data does not warrant works at this junction, collision data from ten years has been used, when data from a three year period is appropriate, therefore the number of relevant collisions could be considered as zero	Collision data was used from a ten year period from the fatal collision that occurred in 2016, this is Essex Highways policy in relation to the Fatal Collision Investigation process. This was following a report from Essex Police notifying Essex Highways that a fatal collision had occurred at this junction.
1	Regardless of the impact on congestion, importance must be placed on highway safety at the junction	There has been no collisions since the installation of the scheme, this will continue to be monitored. The historic collision data did indicate a collision pattern from the right turn manoeuvre at this junction, so it was necessary to address this with remedial measures according to the results from the previous transport assessment undertaken. These will potentially be reassessed as part of the transport assessment in association with the Lower Dunton Road development, taking into account current/predicted traffic flows.