

Appendix D – Consultation Report

Proposed 20mph Speed Limit, Various Roads, Wickford, Basildon		
A Consultation was carried out between the 2nd - 17th December 2021. 31 objections and 3 comments received as summarised as set out below		
Comment type	Comment	Response
Objection 1	<p>I have just had correspondence regarding proposed traffic measures to be put in place. Ref Number TRAF-7797</p> <p>I have just had correspondence regarding proposed traffic measures to be put in place.</p> <p>I am rather concerned and I don't like the fact that it looks like it is going to effect the corner side of Laburnum Ave. the parking for us is a nightmare at the best of times there is a very small lay-by for are cars and already it's so difficult to park. We have numerous amounts of elderly ladies that need carers daily and evenings, and they already can't park and there time is so pressing for their patients. I am happy and okay with the rest. Is there a small chance that Laburnum Ave corner could be erased from the proposed changes as I see no real benefit only misery?</p>	<p>Whilst some parking will be removed, the proposed double yellow lines only exceed at its furthest point 20m into the junction. It should be borne in mind that given vehicles should not park 10m within a junction as per the Highway Code, in actual fact very little parking is being taking away and it will improve the general safety and therefore benefit all road users.</p> <p>Complaints had been made regarding vehicles using the junction, vehicles were facing oncoming traffic due to using the middle of the road when entering/exiting the junction. They use the middle of the road due to the parked cars. The double yellow lines proposal is designed to deter people from parking here and enable the full width of road to be used.</p>
Objection 2	<p>Having received your notification today regarding the proposed traffic calming measures in the Nevendon Road area, I have the following queries:</p> <p>1. Although a blanket 20mph restriction on all the side roads, as shown, isn't unreasonable, the inclusion of the Nevendon Road itself, would seem to be. Despite the Golden Jubilee bypass road, Nevendon Road is still a well used thoroughfare, and a bus route. Reducing the speed to 20mph could lead to dangerous overtaking by frustrated drivers as well as possibly impacting bus timetables. I would honestly urge you to reconsider this change.</p> <p>2. Nothing is said about any changes to existing timing. I am the minister of the Wickford Evangelical Church in Nevendon Road. Currently the no parking restriction on the stretch of Nevendon Road at the front of our church does not apply on Sundays so, although we try and accommodate members' cars on our drive, we can benefit from an extra 2 spaces on the road. Can you confirm that 'no waiting at any time' continues to refer only to the timing currently on the signs?</p>	<p>The whole package of measures that are being proposed are to create a safer and more conducive environment for local residents and visitors to live and visit and one of the most effective means to achieve this is to reduce the speeds of motorised private vehicles. The position of Nevendon Road, with its pedestrian and cycle links, linking it to Wick residential areas makes the case for the introduction of a 20mph limit due to its proximity to the proposed Low Traffic Neighbourhood. There is also existing off-road cycle provision to Basildon along Nevendon Road, together with improved segregation and priority for pedestrians and cyclists along Browning Drive and Nevendon Road to the junction with A129 London Road. This area of Wickford will therefore be designated a Low Traffic Neighbourhood with 20 mph speed restrictions.</p> <p>As regards changes to existing waiting times, no changes are being made to the existing restrictions so where the signage says No Waiting Mon-Sat 8-6pm, people can still park there on a Sunday. However due to the consultation it is now prosed to reduce extent of double yellow lines.</p>
Objection 3	<p>The majority of the roads mentioned which you intend to implement a 20 mph speed restriction on</p>	<p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support</p>

	<p>already suffer with heavy congested traffic during rush hour.</p> <p>The intended changes will make it severely worse and will cause further disruption to already over crowded and congested roads in Wickford.</p> <p>Perhaps you should use the efforts and money to improve the roads for users coming in & out of Wickford via the Nevendon road from the a127/Basildon which are backed up daily due to the poor timings on the traffic lights at the a127/Basildon roundabout.</p>	<p>the new measures and so whilst ECC is sympathetic to the concerns and the scheme has been looked at again, designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling and walking in a safe way. Indeed, with an increase in the numbers walking and cycling and the corresponding decrease in the number of cars, congestion across the area and beyond should decrease.</p> <p>Even if ECC would like to spend the funding elsewhere, ECC is unable to divert this funding to any other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p>
Objection 4	<p>This is the owner of 8 Thackeray Row, I would like to know the reasons for the speed limits ? I don't think this is a good idea at all as there is already too much traffic in Wickford and this will make it worse. The money should be spent repairing paths and car parks instead. Our car park needs resurfacing and our paths are non-existent and just pure crumble.</p>	<p>Whilst this is not an objection the author of the email is concerned over displacement of traffic due to the proposed new schemes. The main outcome of the proposed measures is that with the overall package of measures in place to increase the modal share of travel to the sustainable forms, there should be less traffic overall and therefore less pressure on roads where any displaced traffic may have gone.</p> <p>Also, in regard to their second point, that of spending the money elsewhere, in their view more in priority, ECC is unable to divert this funding to other purpose, ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p>
Objection 5	<p>I have been looking at your proposals for the traffic calming on this road in Wickford and see there are proposals for a traffic island adjacent to number 76. I live at number 76 and would like reassurance that this will not impact on my ability to enter and exit my driveway. In particular exiting. When I reverse off of my drive currently this takes me across the whole of the road. If there is an island in mind with my driveway then I do not think I will be able to physically manoeuvre off of my driveway</p>	<p>The fear that the resident of 76 has been relayed to the designers of the scheme and have replaced the traffic island, as indeed may have caused a problem, red anti-skid patch alongside lining to create psychological feature of narrowing the carriageway instead. In this way any potential traffic island won't cause a problem with access or egress to the property in question.</p>
Objection 6	<p>I object to the above proposals on the following grounds:-</p> <ol style="list-style-type: none"> 1. The proposals will add to traffic on Hyde Way. 2. The proposals are not as cost-effective as they could be. <p>With regards to Objection 1) above, as you may know Hyde Way runs parallel to Nevendon Road for approximately $\frac{1}{3}$ of a mile north of the junction</p>	<p>The objector in this instance objects for two reasons, adding extra traffic to Hyde way and is concerned that the proposals are not cost effective.</p> <p>On the first issue, increasing the level of traffic on Hyde Way, due to the proposed new schemes, this will be mitigated with the increase modal share by walking, cycling and bus use, the main outcome of the proposed measures. This increase in the modal share of travel of sustainable forms, should result in less traffic overall and therefore less pressure on</p>

	<p>with Park Drive. Without similar 'Traffic Calming Measures' to those described in the proposals installed on Hyde Way, traffic on it will increase as drivers use it to avoid the raised tables proposed for Nevendon Road.</p> <p>There is already a 20MPH speed restriction in Hyde Way from just east of the junction with Nevendon Road to just north of the junction with Albany Road. I believe that the intention of this speed restriction is to slow traffic outside North Crescent School. Unfortunately, this speed restriction is largely ignored. I have witnessed cars come around the bend outside the school with all four tyres squealing. Some years ago the kerbside railings at the school entrance were damaged when a car collided with them. In another incident a car heading north along Hyde Way left the road at this bend and ended up in the garden of the bungalow at the junction with North Crescent.</p> <p>In addition to the proposals for Nevendon Road, Traffic Calming Measures should also be installed on Hyde Way to avoid it becoming a 'rat-run' used by drivers avoiding the proposed traffic calming.</p> <p>With regards to objection 2) above, construction of raised tables is expensive. They can affect drainage of surface water and need gaps at the kerbside so that cyclists do not have to ride over them. I suggest that similar traffic calming could be achieved by the installation of speed cushions, which are much cheaper to install than raised tables. These should be accompanied by the installation of mini-roundabouts at a number of the junctions on Nevendon Road, which again would be cheaper than raised tables. As in 1) above, these should also be installed along Hyde Way.</p> <p>I would be very happy to discuss these issues with your representatives, particularly as I was not included in the 'robust and meaningful' consultation on these proposals despite the fact that I will be detrimentally affected by them.</p>	<p>roads where any displaced traffic may have gone. The objector is correct in their assumption is to introduce a speed restriction to slow traffic outside North Crescent School.</p> <p>In response to the second objection, the cost effectiveness of the schemes. ECC doesn't agree and even if ECC would like to spend the funding elsewhere, ECC is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority. As regards the design of the raised tables and their effect on surface water drainage, they have been designed so that this doesn't happen, and all the designs have been through safety audits to ensure that they are safe for all road users. The use of mini roundabouts would be more expensive, and it is questionable as to whether they would be more effective, although they would be more expensive to install.</p>
Objection 7	<p>Instead of wasting money on 20mph signs on roads on an estate where I have lived for the past 47 years and have never witnessed any serious speeding why not turn your attention to the most dangerous junction in Wickford. The crossroads at Belmont Ave/Castledon Road with the London Road, at the Downham Arms.</p> <p>There have been several serious accidents here; the most recent only today 10th July.</p>	<p>Whilst the suggested action may be valid, they would have to be investigated and funded out of ECC Highways budgets.</p> <p>From consultations it has been found that there is a majority who do support the new measures and so whilst ECC is sympathetic to the concerns and the scheme has been looked at again, designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling and walking in a safe way.</p>

	<p>Vehicles approaching the junction from Castledon Road have been known to drive straight across because the signage is poor. Leaving Belmont Ave to turn right into London Road is always a lottery because of poor vision caused by a large hedge on the LH corner. At peak times it can be very dangerous.</p> <p>Money spent here on say Traffic Lights or a mini-roundabout would definitely aid safety and perhaps save someone's life.</p>	<p>ECC is unable to divert this funding to that purpose, ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. Within the Local Highway Programme, part of the current 22-23 programme, designs for improvements have been commissioned and are being programmed for the junction of Castledon Road & London Road. See https://essexhighways.org/basildon-lhp</p> <p>If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p>
Objection 8	<p>I am writing to your office in connection with the recent letter to residents, concerning the above reference. In this particular case, the proposal to make Azalea Avenue a 20-mph speed limit.</p> <p>I have lived in Azalea Avenue for more than 25 years, and in my opinion, it has always had a speed problem. If you look at the map you have provided with the proposal, you will see that it is one of the routes used by people to travel from London Road to Nevendon Road or visa versa. In many of these cases and in practice, traffic is travelling through Azalea Avenue at speed and in some volume at peak times.</p> <p>So, the point I would like to be noted in connection with the proposal please, is that whilst I welcome the proposal to lower the speed limit to 20mph, there is no physical way of enforcing any speed limit and i would like to request that the council considers "physical traffic calming measures" in addition to the speed limit, in a effort to try to reduce the actual speed of the vehicles travelling down this road.</p>	<p>The design of the scheme that is currently been proposed upon has been designed by experienced design engineers using the most up to date best practice and knowledge of design. The designs have been through safety audits to ensure that they are designed to high safety standards. Built into the designs are an element of self-enforcement so that the police are not required to enforce the scheme as their resources are stretched and finite. It must be noted that people do not like traffic calming being located outside their homes. That said there is no scope for additional measures at this time, and so any requests will have to go through the Local Highways Panel process.</p> <p>The aim is that the overall scheme/20mph will deter through traffic who would then use the A132 instead. The existing Satellite islands have not proved popular so have been removed from the scheme. Aim is that the overall scheme/20mph will deter through traffic who would then use the A132 instead</p> <p>However, once the scheme has been implemented, there will be after monitoring to gauge the success and effectiveness of the new schemes and if improvements could be made then consideration will be given, finance allowing, to undertake any improvements judged to be needed. This may also include physical measures.</p>
Objection 9	<p>Further to your letter dated 4 July regarding your proposed Traffic Calming Measures in and around Nevendon Road/London Road, Wickford, I have the following objection/concern:</p> <ul style="list-style-type: none"> We live in Kingsley Meadows in one of the four bed houses whose garden backs on to the A132 Golden Jubilee Way. When we moved in 14 years ago the traffic was nowhere near the volume that it is now, and it is having a huge effect on us being able to 	<p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the new measures and so whilst ECC is sympathetic to the concerns and the scheme has been looked at again, designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling and walking in a safe way.</p> <p>Addressing the objectors concerns over the volumes of traffic that have grown since they moved into their house, central to the outcome of the proposed ATF2</p>

	<p>use our garden and also being able to sell our house due to the horrendous constant noise. The constant traffic 24 hours a day and particularly the increase in the amount of motorbikes travelling at speed is unbearable. Our concern is that once people realise that they will have to travel at 20 mph in the proposed area, they will stop using that route and use Golden Jubilee Way to skirt around the area to access the High Street, London Road and Runwell. This will make living in Kingsley Meadows even more unbearable as far as traffic is concerned. As it currently stands there is far too much traffic passing through Golden Jubilee Way and there also needs to be some sort of speed restrictions/speed camera brought in on the side of the road coming into Wickford just after the M&S/BP roundabout. There is currently one on the way out of Wickford just before that roundabout.</p> <p>We don't have objections to asking people to drive sensibly and safely and within the relevant speed limit, but these proposals will definitely have a huge knock-on effect and increase the volume of traffic in Golden Jubilee Way and therefore we are objecting to the proposal.</p>	<p>schemes is the shift to more sustainable transport modes that the new cycle and walking links will bring, combined with lower 20mph speeds which have the benefit of making the roads safer to use for everybody. The outcome of all the schemes taken together is to encourage the increase in the numbers of people walking and cycling and to reduce the overall levels of traffic both across the areas where the schemes are implemented and across the town in general.</p> <p>As regards traffic cameras, these are limited in number and are operated by the Safer Essex Roads Partnership, bringing together the three local authority areas of Essex County Council, Southend-on-Sea Borough Council and Thurrock Council to provide a road safety service across 'Greater Essex'. Their role is to bring down speed related accidents and direct their resources where there is the greatest identified need and therefore will only introduce speed camera where this need has been identified.</p> <p>Finally, the aim is that the overall scheme/20mph will deter through traffic who would then use the A132 instead, a higher status road than Nevendon Road.</p>
Objection 10	<p>I have just received your letter about the proposed safer and greener measures, I have some concerns:-</p> <ol style="list-style-type: none"> 1. I don't not agree with all the 20mph speed limits being proposed I can understand on the school roads but Nevendon Road very long main access to a lot of houses and some of the small dead-end road I do not agree with. 2. How are these speed limits going to be policed as the police are stretched as it is, we have a lot of problems in Wickford that are not being resolved. 3. Why is this money not being used to fix the current roads with all the potholes? 4. This is not going to change the behaviour of people those that do school runs in the car will continue to do so, so in the long run it will be a waste of money. 5. Have you also looked into how many times Nevendon Road has been dug up recently, so these traffic calming measures you are going to put in 	<p>Whilst some of the roads in the area are indeed short cul-de-sacs, for completeness the ATF proposal is to make all roads in this area 20mph so as to avoid any confusion on the driver's part that they are travelling through a 20mph area. Because the limits are not being policed unless to address a particular concern that may arise, the scheme has been designed to be largely self-enforceable.</p> <p>ECC has a programme of pothole fixing along with other highways maintenance programmes that target funding where there is the greatest need. However, even if ECC wanted to divert this funding elsewhere, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p> <p>Taken together the ATF2 schemes and other longer term ECC policies and work are all aimed in changing people's attitudes and travel behaviour. Consultation has shown that there is a majority who do support</p>

	<p>with be dug up sooner than later, waste of money again.</p> <p>6. Wouldn't it be better to put in average speed checking cameras down Nevendon Road, save some money and it will enforce a speed limit.</p> <p>7. How many incidents have there been over the past year involving school kids to want such dramatic measures, I did school runs for years walking and was never concerned about the cars it's down to the parents to educate there kids on how to cross the road.</p> <p>8. Do any of the people that have decided on these measures actually live in the area to know what each road is like?</p>	<p>the new measures and so whilst ECC is sympathetic to the concerns and the scheme has been looked at again, designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling and walking in a safe way.</p> <p>As regards traffic cameras, these are limited in number and are operated by the Safer Essex Roads Partnership, bringing together the three local authority areas of Essex County Council, Southend-on-Sea Borough Council and Thurrock Council to provide a road safety service across 'Greater Essex'. Their role is to bring down speed related accidents and direct their resources where there is the greatest identified need and therefore will only introduce speed camera where this need has been identified. As part of the schemes and the selection of the roads that are now subject to the consultation, recorded accident levels as well as traffic speeds and volumes have all be taken into account.</p> <p>As said above, a majority of those consulted are in favour of the measures proposed and the designers and engineers involved in the development of these schemes are well aware of the nature of the areas that these proposals are to be implemented in.</p>
Objection 11	<p>I am the Fire Service Station Manager for Wickford, Billericay and Basildon.</p> <p>Could I please express my concerns regarding the proposed traffic management, speed restriction and speed humps that are proposed for Nevendon and the surrounding roads in Wickford.</p> <p>I would like to highlight that Wickford Fire Station is located in Nevendon Road, it is an On-Call Station and relies solely on the personnel working there being able to get to the station to respond to emergency calls. By law they must proceed at normal road speed using their own vehicles. Once at the station they will then proceed to the incident in the fire appliance on blue lights.</p> <p>To meet the Key Performance Indicators, they must be able to mobilise from the station in under six minutes, once the crew leave the station, they are expected to meet the attendance times of under ten minutes for potentially life-threatening calls and fifteen minutes for all other emergencies. Wickford Fire station has attended over 211 calls this year and on average they are booking out of the station in five minutes.</p> <p>The personnel live and work in close proximity to the station and the introduction of a twenty mile an hour speed restriction, traffic calming measures</p>	<p>Whilst the Fire Station Manager makes some very valid points in his response to the consultation, the overall benefit in terms of road safety and a conducive environment to encourage more walking and cycling, on balance outweighs the increase time that a crew can be mobilised. To counter any increase in the time it takes firemen to reach the fire station due to the proposed 20mph and accompanying traffic management, one of the main outcomes of the proposed scheme is to reduce the amount of motorised traffic on the roads which will reduce congestion that also delays the firemen when responding to a call. It is very much a balance between the safety of road users and the ability of the fire service to undertake their vital service and ECC hope that that balance is achieved.</p> <p>On reviewing the possible alternative routes to the fire station, it seems that if coming from the south to the fire station, a fireman could go around Golden Jubilee Way and enter Nevendon Road from the north. There is about 0.3miles in the difference.</p>

	<p>and speed humps will hinder mobilisation and attendance times, which may also have an impact on the outcomes of certain incident types. It will also affect support appliances attending the area. Due to the current weight of traffic at certain times of day, personnel have a challenge to meet the required KPI's. Having discussed the proposed measures with the crew at Billericay, they have concerns that this will add to the difficulties of mobilising.</p> <p>I have looked at the last five years of accident data and the rationale for the proposed plans is obvious. The Service position is always to be supportive of safer roads, however, I am looking to balance the needs of the community and the ability to provide fire cover that meets statutory requirements. Therefore, could consideration please be given to my points raised as part of your planning process and any subsequent decisions that are made.</p>	
Objection 12	<p>Hello, my young family live on the corner of Laburnum Ave (66 Nevendon Rd) and due to living on the corner we cannot obtain planning to put a driveway on our front garden.</p> <p>Additionally, outside our plot is a protected Oak tree which makes planning equally difficult.</p> <p>Due to our dilemma, we are concerned that we will find parking very difficult as these new proposals take effect.</p> <p>Can you confirm if its Essex Highways intention to put yellow lines all down Laburnum Avenue too?</p> <p>Is it possible for a further parking bay to be created providing more spaces for parking.</p> <p>I regularly have to park in the road behind (Farnes Avenue) but I understand that this is soon to be a resident permit area also.</p> <p>Any further information and consideration to our parking concern will be much appreciated.</p>	<p>ECC will always be amenable to resident's concerns with parking and will look to provide safely what it can. In this instance a residential permit scheme in Keats Way & Farnes Avenue, which is off of Laburnum Avenue was proposed and have now been implemented; operational as of the 25 July 2022.</p> <p>However, ECC is not proposing to introduce any more resident parking schemes under the ATF2 programme.</p> <p>As regards the double yellow lines being laid all down Laburnum Avenue, this is not the intention, and it is only planned that they will only run to 20m into the junction. Given vehicles should not park 10m within a junction as per the Highway Code. This proposal is in response to complaints being made regarding vehicles using the junction. Vehicles were facing oncoming traffic due to using the middle of the road when entering/exiting the junction. They use the middle of the road due to the parked cars. The Double Yellow Line proposal was to deter people from parking here and enable the full width of road to be used.</p> <p>By introducing the proposed 20mph speed limits and other measures to improve walking and cycling, the objective of the new schemes is to improve the safety of all road users and to reduce the levels of the general traffic, therefore relieving pressure on roadside parking in general.</p>
Objection 13	<p>In reference to your communication ref ATF-WIC-01-0100-001 dated 4.7.22 rec'd yesterday, I wish to voice my objection to the new 20mph speed limits and speed bumps/cushions.</p>	<p>All schemes that have been proposed to be introduced as part of ECC's successful bid to central government to introduce these schemes, a national initiative that many other Highways Authorities have</p>

	<p>Is this really a sensible use of public funding/resources? I certainly do not see these plans making much of a dent in the so-called target expectations.</p> <p>Your communication suggests these proposals make it safer, greener and healthier (for residents to walk and cycle), but I would suggest that the existing speed humps and the inadequate road markings, coupled with extremely poor resident parking have made it unsafe for walkers and cyclists for years. A new 20mph limit will, I have little doubt, merely increase the councils' coffers from penalty fines (as I've no doubt they will be spending more on enforcement).</p> <p>I remain bemused that there is still no roundabout at the junction of Belmont Rd/Castledon Rd/London Rd - which has been a recipe for disaster for drivers, cyclists and pedestrians for years (it wasn't too long ago that there was a spate of quite nasty car accidents at this junction within the space of a few days) - but is this part of your plans, NO!</p> <p>And, what about cycle lanes - perhaps investing more on one-ways and providing designated cycle lanes would be far more useful and productive, but I would guess this costs a bit more and would forecast less revenue.</p> <p>I'm sorry, but I do not agree with the speed limit restriction and speed bumps/cushions. Were any residents even consulted or allowed to contribute in any way? I suspect not, or if they were, they were ignored.</p> <p>NB - Notwithstanding the above, the double yellow lines and bus stop on Nevendon Rd, will, however, probably be an improvement for all.</p>	<p>benefitted from and in turn to many people who walk and cycle for many reasons. There have been many residents who support what ECC is proposing to do with a majority of those consulted are in favour of the measures proposed. However, where issues have been highlighted then ECC's designers and engineers involved in the development of these schemes have made amendments to the original designs to correct adverse effects.</p> <p>The funding of these new proposed schemes is very strictly laid down by the Government when it is awarded. To divert the funding even if ECC wanted to divert this funding elsewhere, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p> <p>As regards any possible funding stream that ECC may benefit from, ECC in fact does not gain any income from speed limit infringements, all speed limits are enforced by the police, Highways Authorities don't have enforcement powers. Also 20mph speed limits are not usually enforced by the police however they can be requested to do so by ECC if ECC sees a need for enforcement. For those reasons, the design of the 20mphs is such that they should be relatively self-enforceable. The schemes are also designed to indicate to a driver entering the area that they are entering an area where they should be slowing down in order to allow other road users to travel around safely, particularly those on cycles.</p>
Objection 14	<p>With reference to the above proposed orders and traffic calming measures in the Nevendon area I would like to make the following observations/objections.</p> <ol style="list-style-type: none"> 1. The speed tables and speed humps will only increase noise pollution and exhaust emissions as vehicles constantly slow down and speed up after each obstruction. All it needs is a simple Zebra crossing at the proposed sites so that traffic only stops when someone needs to cross. 2. Busses bouncing over these humps will give a very uncomfortable ride to the occupants. 	<p>The objector has a number of valid points but we have taken these into account and made a number of changes to address these points. In consulting public transport ECC's designers have modified the tables with shallower gradients in order to make bus journeys more comfortable to drivers and passengers alike. This should also result in less noise and pollution. Also this will address the potential of slowing down emergency services in order that they are not adversely affected.</p> <p>It is certainly true that normally 20mph speed limits are not enforced by the police but in fact they can be requested to do so by ECC if ECC sees a need for enforcement. For those reasons, the design of the</p>

	<p>3. Emergency vehicles will be severely delayed by the tables.</p> <p>4 A blanket 20mph speed limit is pointless when vehicles currently exceed the 30mph limit already in place. The speed humps in Elder avenue do nothing as they can be straddled, unless parked cars are adjacent.</p> <p>5. Instead of parking restrictions/permit parking to deter commuter/worker parking give town centre workers a permit for free parking in the town centre car parks and force Network Rail to give free parking to commuters with train tickets, instead of paying bonuses to shareholders and directors. The Local residents shouldn't be penalised for the profits of commercial businesses.</p> <p>6. I understand the reason for the above works is encourage walking and cycling. Has anyone actually checked to see who walks or cycles to school, shops etc. Certainly the state of Elder Avenue, Cross Avenue, Farnes Avenue, Keats Way road surface prevents any form of safe cycling. Perhaps the money proposed for this waste of time scheme could be better spent on resurfacing the existing roads footpaths and dropped curbs at junctions.</p> <p>If speed is really the issue then install averaging cameras along Nevendon Road like they have done on Southend Road Corringham.</p> <p>This is far more effective in reducing speed and means a constant speed can be maintained thereby reducing pollution.</p>	<p>20mphs is such that they should be relatively self-enforceable. The schemes are also designed to indicate to a driver entering the area that they are entering an area where they should be slowing down in order to allow other road users to travel around safely, particularly those on cycles.</p> <p>Unfortunately, it is not within the powers of ECC to force Network Rail to give free parking to commuters with train tickets, instead of paying bonuses to shareholders and directors. The introduction of parking restrictions/permit parking to deter commuter/worker parking give town centre is a very effective way of reducing the impact of non-residential parking which is left unchecked would cause many problems for residents of the town centre.</p> <p>As part of the process of selecting which schemes were to be included in ECC's bid to the Government for the ATF2 funding, surveys were carried out and existing data reviewed, to understand the existing travel patterns and demands for new cycling and walking infrastructure. These formed the basis of the designs and routes that have been consulted.</p> <p>The funding of these new proposed schemes is very strictly laid down by the Government when it is awarded. To divert the funding even if ECC wanted to divert this funding elsewhere, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p> <p>Finally, as regards traffic cameras, these are limited in number and are operated by the Safer Essex Roads Partnership, bringing together the three local authority areas of Essex County Council, Southend-on-Sea Borough Council and Thurrock Council to provide a road safety service across 'Greater Essex'. Their role is to bring down speed related accidents and direct their resources where there is the greatest identified need and therefore will only introduce speed camera where this need has been identified.</p>
Objection 15	<p>I have no doubt what I say here will make no difference whatsoever as you probably have rubber stamped the proposal already.</p> <p>It is a crazy decision to introduce 20MPH Speed Limit on all of the streets indicated on your map / ref ATF-WIC-01-0100-001 .. it will create bottlenecks / increase poor air pollution and cause</p>	<p>All schemes that have been proposed to be introduced as part of ECC's successful bid to central government to introduce these schemes, a national initiative that many other Highways Authorities have benefitted from and in turn to many people who walk and cycle for many reasons. There have been many residents who support what ECC is proposing to do with a majority of those consulted are in favour of the measures proposed. However, where issues</p>

	<p>nothing but aggravation among all road users and residents</p> <p>As an example have you ever tried to drive down Elder Avenue, with its speed humps and potholes, at anything more than 20mph? Cars are parked on both sides of this road and cause traffic to stop at all times of the day and night</p> <p>If you insist on speed humps you must also have double yellow lines to the approach of the humps to stop parking</p> <p>Parked cars are the problem not speed ... parked cars and speed humps will just bring traffic to a halt</p> <p>My wife is disabled with damage to her spinal cord ... driving over these speed humps at anything faster than 15mph creates huge discomfort to her.</p> <p>We live in Ozonia Walk and use Bromfords Drive on every journey The proposed speed hump will cause my wife so much discomfort that in all likelihood she will stop going out (that is not an exaggeration) ... why can't you have a raised table in Bromfords ??</p> <p>In this scheme Bromfords Drive is the only place that you intend to put speed humps ... why??</p> <p>The views of disabled people are seldom listened to in deciding these schemes.</p> <p>(A few years ago, I tried to have the council owned path in the walkway leading to our house at 12 Ozonia Walk repaired as my wifes wheelchair kept getting stuck in the uneven surface ... the councils reply at the time was "we will wait until someone has an accident before repairing it "</p> <p>... we are still waiting .. nothing has been done</p> <p>You get my point ... disabled people are ignored)</p> <p>The only good thing in your 20MPH Speed Limit scheme is the yellow double lines on both sides of Nevendon Road outside the fire station.</p> <p>Just change the speed hump to a raised table in Bromfords Drive PLEASE !</p>	<p>have been highlighted then ECC's designers and engineers involved in the development of these schemes have made amendments to the original designs to correct adverse effects.</p> <p>Whilst there is no need for waiting restrictions to be introduced where the road humps are proposed to be sited, their very presence will make parking more difficult. As its within a 20mph limit, there is no requirement for waiting restrictions to be installed alongside the road humps. We sympathise with your wife's disability and the inconvenience of having to travel at no more than 15mph but given the 20mph speed limit, that is a top speed and it would be expected that drivers would be travelling at a slower speed therefore 15 or less should not be seen as unusual.</p> <p>All schemes that ECC implement are subject to Safety Audits and Equalities Assessment in order that the new schemes are safe and inclusive as practical. Unfortunately, there are sometimes road users and residents can be regrettably inconvenienced by new ECC schemes.</p>
Objection 16	<p>Regarding these traffic calming measures I have the following comments:</p> <p>There are already speed humps on Elder Avenue and you now propose to put them on Bromfords Drive, I was fully expecting to read that you are putting them on Grange Avenue as they are desperately needed.</p>	<p>All schemes that have been proposed to be introduced as part of ECC's successful bid to central government to introduce these schemes, a national initiative that many other Highways Authorities have benefitted from and in turn to many people who walk and cycle for many reasons. There have been many residents who support what ECC is proposing to do with a majority of those consulted are in favour</p>

	<p>Cars already use Grange as a cut through to avoid Elder because they don't want to navigate speed humps. Now that you are implementing further traffic calming measures on surrounding roads and junctions it will only push more traffic through Grange.</p> <p>As you are aware we have a school at the end of Grange and a sports facility. Traffic speeds down our road at rush hour, school run times, gym & fitness classes and football tournaments, the noise because of the joints in the road is unbearable. Bedrooms are in the front in these bungalows and it's impossible to sleep. The cars all speed up to beat cars coming the other way, it really is a nightmare for us residents.</p> <p>If you are trying to improve the quality of life for people living in the areas you mention it is only fair to do the same for people on Grange. I actually cannot go out or come home during the school pick up times because of the congestion. Please, I urge you to consider Grange and put calming measures in for us too.</p>	<p>of the measures proposed. However, where issues have been highlighted then ECC's designers and engineers involved in the development of these schemes have made amendments to the original designs to correct adverse effects.</p> <p>The design of the scheme that is currently been proposed upon has been designed by experienced design engineers using the most up to date best practice and knowledge of design. The designs have been through safety audits to ensure that they are designed to high safety standards. Built into the designs are an element of self-enforcement so that the police are not required to enforce the scheme as their resources are stretched and finite. It must be noted that people do not like traffic calming being located outside their homes.</p> <p>The budget that ECC has been working within does not allow any expansion of the scheme to other adjacent areas. That said there is no scope for additional measures at this time, and therefore any requests for further measures will have to go through the Local Highways Panel process.</p>
Objection 17	<p>I would like to make some comments regarding the proposed '20mph Speed Limit' for a large area of Wickford as described in TRAF/7797.</p> <p>Whilst I have no particular issues with the intended reasons for the wide scale 20mph speed limit, I do have concerns over what the actual effect will be. My wife and I frequently drive through the area of Raynes Park and Morden which has similar wide scale 20mph zones and we can confirm that very few motor vehicles actually comply with the speed limit.</p> <p>In the Morden area there are several automated radar speed detectors with displays and show the measured speed of vehicles as the approach and pass. We often see these indicating speeds in excess of 30mph let alone 20mph. Vehicles exceeding the 20mph speed limit include London Transport busses and bicycles!</p> <p>My wife and I are both qualified members of the Institute of Advanced Motorists, so we always do our best to obey speed limits. In the Morden area this results in us being followed by a queue of vehicles whose drivers often become agitated (e.g., tailgating and flashing lights). This in turn results in these drivers suddenly overtaking in what I would deem to be a high-risk manoeuvre to all. Of course, they then feel the need to speed off into the distance resulting in the display of over 35mph on</p>	<p>It is certainly true that normally 20mph speed limits are not enforced by the police but in fact they can be requested to do so by ECC if ECC sees a need for enforcement, but it cannot be guaranteed to be a significant police presence for at least the first 3 months after the introduction of the schemes. For those reasons, the design of the 20mphs is such that they should be relatively self-enforceable.</p> <p>The schemes are also designed to indicate to a driver entering the area that they are entering an area where they should be slowing down in order to allow other road users to travel around safely, particularly those on cycles.</p>

	<p>the radar detectors. I believe that speed compliant drivers result in more dangerous behaviour by the non-compliant drivers.</p> <p>For whatever reasons, all of which are incorrect, the majority of drivers have decided that they do not need comply with wide scale 20mph limits and have the expectation that others should also ignore the limit. Once the 20mph limit is ignored it appears that there isn't an unofficial definition of what speed is then a sensible one. Furthermore, the installation of expensive radar speed detectors and displays clearly have little effect when it comes to correcting the behaviour of these non-compliant drivers (including bus drivers!).</p> <p>Unless the 20mph limit is strictly enforced (e.g. fines and points on driving license) the majority of drivers will ignore the limit and the scheme will not achieve its intended objectives. As such, I object to the introduction of this wide scale 20mph zone unless there is to be a significant police presence for at least the first 3 months after introduction so that the speed limits are enforced and the 'public' learn how to respect them.</p>	
Objection 19	<p>Can it be noted that unless the "road tables" are completely across Nevendon road then it will be completely pointless.</p> <p>There are already road tables in the side roads and it doesn't slow people down at all.</p> <p>Site 1,2,3 and 6 would also be more effective across Nevendon road not on the junction from a side road.</p> <p>Apart from that in full support as there is some crazy speeds down that road.</p>	<p>The issues around "road tables" or "raised tables" has exercised officers minds throughout the whole programme of consultation and has resulted in some positive changes. In consulting public transport ECC's designers have modified the tables with shallower gradients in order to make bus journeys more comfortable to drivers and passengers alike. This should also result in less noise and pollution.</p> <p>Also, by modifying the tables it will address the potential of slowing down emergency services in order that they are not adversely affected.</p>
Objection 20	<p>I was not aware of any consultation and prior notification of the above, which is disappointing given I'm a resident who will be impacted by the above changes, and would have liked to be more involved in the decision.</p> <p>I have read the paperwork highlighted in the reports and have a few questions, where I couldn't find an answer to in the papers. In particular it is unclear how these proposals will lead to a safer, greener and healthy area, there are no measures in the report to explain how this will happen or targets that are expected to be achieved.</p> <p>Having lived here for over 11 years, I don't think the roads in the proposed area are unsafe. Yes the junction with Belmont Avenue and London Road is</p>	<p>As a result of the Covid19 Pandemic with travellers less inclined to use public transport and more of a willingness to walk and cycle, together with working from home; a unique opportunity for us to accelerate the planned transformation of our transport networks and to kick-start a strong recovery for the County focussed on five of our key urban areas including Wickford. Our aspiration extends much further, but we have prioritised these locations as key to driving behaviour change quickly and successfully.</p> <p>With the measures come improvements to linkages between the Basildon and Wickford via sustainable active modes therefore ensuring continued access levels for residents, workers and visitors to travel freely between them. The schemes proposed for the</p>

	<p>in need of safety improvements, with several serious accidents a year (there was another serious one less than 2 weeks ago) this proposal doesn't address that issue.</p> <p>Most of the roads are wide, and speeds are low by the need to pass parked vehicles. Whilst at school start and end time the roads are busier and parking can be a problem, in the immediate area, this is for a short period during the day. For the rest of the time roads are quite.</p> <p>I regular walk in the area, and it's not busy, I don't feel unsafe, and whilst not a bike rider, I don't think the roads in the area are unsafe for cyclists (except see below), given the slow speeds.</p> <p>I regular walk down the Nevendon Road, and there are few cars parked in the area that is to have parking restrictions applied. I don't see the need for this, and there's no explanation as why this is proposed. This will be inconvenient for those who live in the road and will probably result in people parking on the verges.</p> <p>I don't see how these proposals will make it easier and safer for residents to walk or cycle more. How has this been assessed, what are the benefits expected to be, and how to they compare against the cost of the work, the disruption in doing the work and disruption once in place, i.e. what are the cost benefits.</p> <p>Given the above I'm not sure the benefits of installing raised tables and speed bumps, these result in cars having to slow down to a walking pace and accelerate again, creating a higher level of pollution than if the car went at normal speed. Speed bumps in particular cause unnecessary wear and tear to the vehicles as well.</p> <p>Has the level of pollution been assessed in the area, to see whether these measures are needed to reduce the levels?</p> <p>It would be much better if the monies were used to improve the road surface, which are very poor in some areas, and in my opinion a much greater safety issue to cyclist than anything being addressed by the proposal. Also to ensure that all roads have decent drop down kerbs to allow people in buggies or wheelchairs to safely navigate around, some roads in the area are poorly served with these.</p>	<p>Nevendon Road area are part of that overall improvement.</p> <p>As regards spending the funding on other areas of the highways, even if ECC so wished, the funding of these new proposed schemes is very strictly laid down by the Government when it is awarded. To divert the funding even if ECC wanted to divert this funding elsewhere, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p> <p>The issues around "road tables" or "raised tables" has exercised officers minds throughout the whole programme of consultation and has resulted in some positive changes. In consulting public transport ECC's designers have modified the tables with shallower gradients in order to make bus journeys more comfortable to drivers and passengers alike. This should also result in less noise and pollution.</p>
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<p>Objection 21</p>	<p>TRAF-7797: Having lived at various addresses in Wickford for over 60 years can I say that I thoroughly approve of your proposals. However, dropping the speed limit to twenty mph is all very well but currently people hurtle past my house in Friern Gardens towards and away from Grange school well in excess of 40 and sometimes faster. If it is not going to be enforced, then it is irrelevant what you set the speed limit at. I am not sure that speed bumps are the answer but I would love to see cameras on all the side streets, particularly near the schools.</p> <p>Also isn't it about time people were prevented from parking on the pavement where they obstruct pedestrians or on dropped kerbs where they obstruct driveways?</p>	<p>The whole package of measures that are being proposed for the Nevendon Road area are to create a safer and more conducive environment for local residents and visitors to live and visit. It has been found that one of the most effective means to achieve this is to reduce the speeds of motorised private vehicles in general.</p> <p>20mph speed limits are not usually enforced by the police however they can be requested to do so by ECC if ECC sees a need for enforcement. For those reasons, the design of the 20mphs is such that they should be relatively self-enforceable. The schemes are also designed to indicate to a driver entering the area that they are entering an area where they should be slowing down in order to allow other road users to travel around safely, particularly those on cycles.</p> <p>Any parking obstructions are down to the police to enforce. Either they will fine those parked on some form of parking restriction or else if they see that any vehicle is causing an obstruction for a resident to access or leave their property the police have the powers to move on the offending parked vehicle, regardless of any restriction.</p>
<p>Objection 22</p>	<p>TRAF-7797: So on to your traffic calming suggestions. I am in favour of the 20 MPH speed limit, but I am against the raised sleeping policemen. They cause people to speed up then brake hard. They cause them to change to a lower gear and distract drivers. This causes more noise and pollution. But if random speed cameras and police hand held cameras were used to enforce the speed. No problem.</p>	<p>Because the overall package of measures are designed to reduce the overall numbers of vehicles on the roads in the area that was consulted upon, any slight increase in air or noise pollution, will be offset by fewer vehicles in general.</p> <p>As regards traffic cameras, these are limited in number and are operated by the Safer Essex Roads Partnership, bringing together the three local authority areas of Essex County Council, Southend-on-Sea Borough Council and Thurrock Council to provide a road safety service across 'Greater Essex'. Their role is to bring down speed related accidents and direct their resources where there is the greatest identified need and therefore will only introduce speed camera where this need has been identified.</p>
<p>Objection 23</p>	<p>TRAF-7797: I have a query regarding TRAFFIC-7797 can you explain why Laburnum Avenue has been missed out with calming measures ie Speed Humps/Cushions/ Raised Tables, as Laburnum Avenue is used as a cut through to London Road by speeding motorists and there is an issue with commuters parking there cars during the week on the pavement, of Nevendon Road and Laburnum Avenue I agree with the double yellow lines at that junction , I raised this issue several months ago with Counsellor Morris and suggested that it would help if we had a 1hr parking restriction like they have in Ethelred Gardens that cars would be</p>	<p>TRAF-7797 has been developed as an area wide scheme with different treatments planned and designed for the different streets in it and to a set budget. The funding was granted to ECC by the DfT after a successful bid to introduce the measures to support increased cycling and walking across Wickford and Essex in general. Therefore, what has been proposed for Laburnum Avenue is the best scheme that can be afforded within the available budgets.</p> <p>As regards the double yellow lines being laid all down Laburnum Avenue, this is not the intention, and it is</p>

	<p>unable to park and therefore would make Laburnum Avenue safer, the 20MPH is a good idea but how will this be monitored at the moment motorists continually drive at high speeds, I can be contacted on 07748403305. to discuss these issues or can meet with an official of Essex County Council.</p>	<p>only planned that they will only run to 20m into the junction. Given vehicles should not park 10m within a junction as per the Highway Code. This proposal is in response to complaints being made regarding vehicles using the junction. Vehicles were facing oncoming traffic due to using the middle of the road when entering/exiting the junction. They use the middle of the road due to the parked cars. The Double Yellow Line proposal was to deter people from parking here and enable the full width of road to be used.</p>
Objection 24	<p>I am a resident of Nevendon Road, in the section where the plans propose to introduce double yellow lines outside our house. This no waiting proposal will remove parking for us and any visitors. We have 3 adults in our residence, all working in different locations, so we need 3 vehicles. We have a drive but only one entrance and one of us is a carer for his disabled parents and must frequently go to them in an emergency at any time of day or night so they would always have to be at the front of the drive. If there are double yellow lines, it would also be incredibly difficult to switch cars over on the drive as we couldn't leave the cars parked on the road, so would require starting up all 3 cars and manoeuvring at the same time which isn't in keeping with trying to reduce pollution and foster a green space.</p> <p>Not being able to park outside our house, like we have done for the 30 years that we have lived here would be a severe inconvenience and we don't understand why this section of road requires these changes. In your statement of reason, it claims to 'create a new liveable neighbourhood' when in fact it will do the exact opposite for us. It also claims to be in support of walking and cycling. One of us frequently cycles to work in Basildon to reduce impact on the climate and for exercise, but the car must be left somewhere when they are cycling and would usually be parked on the street so the others in the household can access the driveway. We would all love to cycle to work but as a small business owner, one of us has a large amount of kit that has to be taken to jobs and 2 of us have to travel distances that are not easily accessible on public transport or feasible to cycle too safely.</p> <p>There is no alternative parking as all the surrounding side roads will be parking permit areas for the residents that live in those areas. And it seems that the rest of Nevendon Road will remain with a single white line, but those sections of the road are not wide enough for street parking and it</p>	<p>The whole package of measures that are being proposed for the Nevendon Road area are to create a safer and more conducive environment for local residents and visitors to live and visit. It has been found that one of the most effective means to achieve this is to reduce the speeds of motorised private vehicles in general.</p> <p>All the schemes that have been proposed to be introduced as part of ECC's successful bid to central government to introduce these schemes, a national initiative that many other Highways Authorities have benefitted from and in turn to many people who walk and cycle for many reasons. There have been many residents who support what ECC is proposing to do with a majority of those consulted are in favour of the measures proposed. However, where issues have been highlighted then ECC's designers and engineers involved in the development of these schemes have made amendments to the original designs to correct adverse effects. Also, where residents have Blue Badges then they have the benefit of being able to park on double yellow lines if they need to do so. If they still struggle, then ECC can investigate alternative measures to help in certain circumstances.</p> <p>The layout of the traffic management has been designed with a view to not hindering the movements of emergency vehicles. Instead of using road humps that lie across the entire width of a road, cushions are used so that emergency vehicles can straddle them and so not be slowed down or cause uncomfortable journeys.</p> <p>The issues around "road tables" or "raised tables" has exercised officers minds throughout the whole programme of consultation and has resulted in some positive changes. In consulting public transport ECC's designers have modified the tables with shallower gradients in order to make bus journeys more comfortable to drivers and passengers alike. This should also result in less noise and pollution,</p>

	<p>would be unsafe to leave a vehicle parked in those areas. It would also decrease our house value by removing on street parking outside the property. In the cabinet member action report, it states that the aims are to achieve “independence for all ages” but these changes would diminish my independence by making it substantially more difficult to own a vehicle which I rely on for independence and to earn a living.</p> <p>Furthermore, it seems unnecessary to make the entire area a 20mph zone, at all times. Could this speed restriction be for the few hours that the schools start and finish? I have concerns that those who would adhere to the 20mph speed limit would then be overtaken by impatient drivers, in the quieter times, which increases the likelihood of accidents. I also fail to see how this change would be adhered to when a high percentage of cars don’t adhere to 30mph along Nevendon Road. There is also little evidence of a 20mph zone improving air quality and with new crossings and speed humps, the need for breaking and acceleration is likely to be increased in the area. If the aim is to make this area a greener environment, perhaps there should be additional trees and plants to absorb the CO2 emissions.</p> <p>Another point to consider about the multiple speed bumps, pillows and tables, is that we have the Fire Station on the Nevendon Road and the Ambulance station on London Road, surely these roads shouldn’t have excessive speed control in the form of speed bumps to allow these emergency vehicles to respond to urgent situations. Emergency vehicles are of course exempt from speed limits but these speed bumps will reduce the speed of any vehicle using the road.</p> <p>Many local residents have also expressed concerns as to why money is being spent on these proposed plans before addressing the issues of the poor road conditions. Many roads in the proposed area have excessive and deep potholes which could have severe impacts on cyclists.</p>	<p>together with the overall reduction in traffic as more and more people walk and cycle as a result of the complete package of schemes being implemented.</p> <p>In regard to the last point, spending the funding on other areas of the highways, even if ECC so wished, the funding of these new proposed schemes is very strictly laid down by the Government when it is awarded. To divert the funding even if ECC wanted to divert this funding elsewhere, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT’s ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p>
Objection 25	<p>I have read the letter that was posted to me concerning 20mph speed limits in large parts of Wickford.</p> <p>It mentions greener and reducing traffic congestion. Well it is a fact that the slower a vehicle travels the lower gear is used so increasing engine speed and in turn more emissions and fuel waste, plus nose to tail driving.</p>	<p>The whole package of measures that are being proposed for the Nevendon Road area are to create a safer and more conducive environment for local residents and visitors to live and visit. It has been found that one of the most effective means to achieve this is to reduce the speeds of motorised private vehicles in general.</p> <p>Because the overall package of measures are designed to reduce the overall numbers of vehicles</p>

	<p>In Wickford Elder Ave (which already has speed humps) and Grange Ave are practically one-way streets because of parked cars and bad road surface, so speed is low anyway.</p> <p>With regards to safety, London Road and Castledon Road junction has seen many bad RTAs but can't recall other bad roads.</p> <p>It's a pity this money cannot be used to repair local road surfaces.</p>	<p>on the roads in the area that was consulted upon, any slight increase in air or noise pollution, will be offset by fewer vehicles in general.</p> <p>As regards spending the funding on other areas of the highways, even if ECC so wished, the funding of these new proposed schemes is very strictly laid down by the Government when it is awarded. To divert the funding even if ECC wanted to divert this funding elsewhere, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p>
Objection 26	<p>Regarding the above proposals, let me firstly say well done for trying to solve the many problems we have in the area with bad driving and particularly inconsiderate parking in and around schools.</p> <p>I do feel all your ideas will help somewhat but that you sadly fail to address the more pressing issues for people who live here. Namely, cars blocking roads and driving dangerously near schools, cars parking illegally near schools (on zig-zags, pavements and blind bends, crossings etc) and the more and more who are having their front lawns paved but then refusing to apply for dropped kerbs - there are loads of these in and around Castledon School, along Bromfords Drive and the side roads to it. Some now even put out their own rubber ramp to ensure no-one parks outside their house. Many back up and down the kerb, damaging it and causing decay. Please come by and take a look!</p> <p>We get MANY cars parked on pavements, making it impossible to get by at times. Quite a few drivers park their cars close to junctions, making it very scary to turn into them.</p> <p>My fear is your proposals do nothing, nothing at all to stop this. Even though it would affect me too, <u>I feel you should be double yellow lining the entire area BUT having regular patrols, too.</u> Expecting things to change if all you are effectively doing is putting up 20mph signs is quite optimistic.</p> <p>I do commute in towns with 20mph limits and they are highly dangerous as the locals know the limits are not enforced, so drive 2cm from my bumper or make aggressive overtakes. This could be</p>	<p>The whole package of measures that are being proposed are to create a safer and more conducive environment for local residents and visitors to live and visit. By introducing 20mph limits, ECC is introducing one of the most effective means to achieve this. The introduction of new pedestrian and cycle links together with the introduction of a 20mph limit will all reduce the amount of traffic and its accompanying parking. This will also contribute to the reduction in pollutants being released into the local atmosphere.</p> <p>Because there are a large number of private residences, to restrict all vehicles would make living in these streets very difficult indeed. The measures have been out to consultation and a majority do support what ECC is proposing. Where bad parking does occur, the police can take action and where necessary, ECC does have alternative funding that is for new waiting restrictions.</p>

	<p>absolutely disastrous if done in and around schools.</p> <p>Ergo why I believe you need cars off the roads at ALL times, not just pushed into finding other roads to block and put in danger.</p>	
Objection 27	<p>I have received the letter outlining the proposed Orders and Traffic Calming Measures in Wickford.</p> <p>I'm not sure how effective these will be and what the aim is? I would have thought there are more concerning things to address in Wickford. For example, the amount of accidents that occur at the junction of London Road / Belmont Avenue / Castledon Road.</p> <p>The Give Way signs are slightly obscured when approaching from Castledon Road and Belmont Avenue. The road markings also need to be repainted. If your objective is to reduce accidents and keep Wickford safer.... which I'm sure it is... then a few simple steps to make this junction safer would make a massive difference. Perhaps even some sort of speed cushion or table at the end of Castledon and Belmont where they meet London Road would be in order?</p> <p>Secondly the absolute horrific state of the roads around Wickford, especially along Elder Avenue, should be top of the list?</p> <p>Finally the parking along the High Street when there is ample parking behind the High Street. Stricter restrictions need to be put in place along here</p>	<p>The whole package of measures that are being proposed for the Nevendon Road area are to create a safer and more conducive environment for local residents and visitors to live and visit. It has been found that one of the most effective means to achieve this is to reduce the speeds of motorised private vehicles in general.</p> <p>Where accidents have been recorded, ECC has separate funding that is used to introduce road safety schemes and has done so over the years.</p> <p>As regards spending the funding on other areas of the highways, even if ECC so wished, the funding of these new proposed schemes is very strictly laid down by the Government when it is awarded. To divert the funding, even if ECC wanted to divert this funding to maintenance and repairing existing roads, it is unable to divert this funding to other purposes. ECC was granted specifically the funding to implement these schemes as part of the DfT's ATF programme. If indeed the issues identified are in need, then ECC will use other Highways budgets to deal with these if they can be proven to be of a high priority.</p>
Objection 28	<p>I would just like to confirm that I welcome these very much as especially along the Nevendon Road the traffic is definitely speeding more than 30 mph.</p> <p>I know 2 children that have been hit on the zebra crossing on the Nevendon Road opposite the parade of shops near the Co-op. Thankfully, not fatal.</p> <p>Also, the traffic is absolutely horrendous in Frien Gardens, where parents drop their children off to Grange Primary School.</p> <p>I have 3 children, who go to Bromfords and Grange and the parents dropping off/collecting their children have no patience whatsoever. I know cars are parked in the roads, but I have witnessed many cars driving on the footpath particularly in Frien Gardens as they cannot wait.</p>	<p>ECC It is certainly true that normally 20mph speed limits are not enforced by the police but in fact they can be requested to do so by ECC if ECC sees a need for enforcement, but it cannot be guaranteed to be a significant police presence for at least the first 3 months after the introduction of the schemes. For those reasons, the design of the 20mphs is such that they should be relatively self-enforceable.</p> <p>As regards traffic cameras, these are limited in number and are operated by the Safer Essex Roads Partnership, bringing together the three local authority areas of Essex County Council, Southend-on-Sea Borough Council and Thurrock Council to provide a road safety service across 'Greater Essex'. Their role is to bring down speed related accidents and direct their resources where there is the greatest identified need and therefore will only introduce speed camera where this need has been identified</p>

	Hopefully, these measures will slow traffic down but I feel that the only way to really stop the speeding and parking is by having cameras, especially on the Nevendon Road. I live in Brook Drive, Wickford and even down our road cars drive very fast and don't stop at my corner before turning they just fly around the corner on the wrong side.	
Objection 29	<p>I would like to object to the double yellow lines, no waiting at any time, proposals in your Active Travel Plan for Wickford. Extending the lines from the fire station to the Laburnham junction will make no difference to how people use the road, and will just push those selfish people parking for the station, abandoning their 2nd vehicles from their 1 parking space flats from London Road, and those on permit parking roads surrounding us, who leave their cars on a non-payment road until they want to use them at the weekend, further up Nevendon Road, to the busier school road junctions, and the bus stops used by the school kids by Elder and Grange Avenue. As a resident with a difficult to access driveway, as we have a BT pole and a lighting pillar on our verge, this will make our property very difficult to access. It would be far better to extend the lines to the Keats Way walkway entrance.</p> <p>I can understand the need to reduce the speed limit to 20mph, as people use the road as a race track, but how are you going to implement this, as no actions are taken now to catch the high speeding cars?</p> <p>All of these proposals are great ideas, and I did comment on your consultation last year, but the yellow lines were not in there. I wasn't aware of public meetings though. In those consultations, there were lots of plans to help calm traffic directly outside schools. These all seem to have gone for the current plans. I have checked a couple of School Travel Plans and there doesn't seem to be much in there either. It's crazy to think that we are being made to suffer, when we don't even live near a school. If you try to go to Basildon at 3pm after Bromfords has finished, you get stuck in loads of cars getting back to Basildon. I don't see any of these proposals stopping parents taking their kids to school (a lot of them outside of the school catchment area) by car.</p> <p>I understand that this work has already been scheduled to take place from 19th, August, and you probably won't take any notice of my comments. I am sure there is a better remedy to the double yellow lines.</p>	<p>ECC will always be amenable to resident's concerns with parking and will look to provide safely what it can. In this instance a residential permit scheme in Keats Way & Farnes Avenue, which is off of Laburnum Avenue was proposed and have now been implemented; operational as of the 25 July 2022.</p> <p>However, ECC is not proposing to introduce any more resident parking schemes under the ATF2 programme.</p> <p>As regards the double yellow lines being laid all down Laburnum Avenue, this is not the intention, and it is only planned that they will only run to 20m into the junction. Given vehicles should not park 10m within a junction as per the Highway Code. This proposal is in response to complaints being made regarding vehicles using the junction. Vehicles were facing oncoming traffic due to using the middle of the road when entering/exiting the junction. They use the middle of the road due to the parked cars. The Double Yellow Line proposal was to deter people from parking here and enable the full width of road to be used.</p> <p>By introducing the proposed 20mph speed limits and other measures to improve walking and cycling, the objective of the new schemes is to improve the safety of all road users and to reduce the levels of the general traffic, therefore relieving pressure on roadside parking in general.</p> <p>The whole package of measures that are being proposed for the Nevendon Road area are to create a safer and more conducive environment for local residents and visitors to live and visit. It has been found that one of the most effective means to achieve this is to reduce the speeds of motorised private vehicles in general.</p>

	Please can I point out the large dip in Nevendon Road outside number 37. When a bus or lorry goes over this, it makes the whole house shake. Please can this be repaired during the resurfacing.	
Objection 30	<p>I believe that the speed cushions, raised tables and speed humps to be effective measures to manage the speed along this road.</p> <p>However, I object to the satellite islands that are proposed. The Nevendon Road is quite a busy road, especially during school drop off and collection times. Often there is traffic and with the many recent road works, it is clear how quickly traffic can build up. The same applies with the bus stops causing considerable disruption to traffic flow when buses are stopped. Just in the time a bus is stopped, regularly 6 or 7 cars will build up and not have a suitable gap to go around the bus, which is the same principle as being stuck at a satellite island. I believe that the satellite islands will cause considerable traffic and will bring the road to a stand still. The road has a constant flow in both directions and therefore neither side will get a chance to go around their island. Non residents of this road will end up taking alternatives to avoid the congestion, instead making the side turnings busier (and most are already busy enough since cars park down an entire side). Residents will end up unable to get off of driveways because of traffic built up, and also will encounter issues just leaving the road they live in. Please consider other traffic calming measures, which do not restrict the flow of traffic.</p>	The concern that the resident has of the proposed satellite islands have been relayed to the designers of the scheme. In response these have been replaced the traffic island, as indeed may have cause a problem, red anti-skid patch alongside lining to create psychological feature of narrowing the carriageway instead. In this way any potential traffic island won't cause a problem with access or egress to the property in question.
Objection 31	<p>Hi, I would like to raise 2 questions/ concerns:</p> <p>1. Are the speed cushions at the junction with Wick Drive in addition to the existing zebra crossing?</p> <p>2. Nevendon Road is a busy access road for the A127 and Basildon. If traffic is slowed to 20mph there is a significant risk of congestion which will lead to more environmental impact from idling vehicles.</p>	<p>In regard of the first question, speed cushions are being installed on the east side of Nevendon Road (north), approximately 18 metres southwest of its junction with Wick Drive.</p> <p>Secondly, whilst not an objection, the concern that the measures will slow traffic and so lead to a significant risk of congestion. However, with the overall package of measures in place to increase the modal share of travel to the sustainable forms, there should be less traffic overall and therefore less pressure and congestion on the road as well as keeping air pollution down to a minimum. Also achieving a smoother flow of traffic will in itself reduce pollutants.</p>
Objection 32	No objections to the traffic calming measures however by implementing the suggested, I suspect this will encourage more road users to use Friern Gardens as a route to avoid the calming proposed.	Whilst not an objection, the concern that the measures will displace traffic elsewhere. However, with the overall

	<p>Therefore can Friern Gardens be added to the calming measures, my suggestion would be to use satellite islands as this would also discourage road users who currently speed down the road to avoid the traffic lights and the roundabout located of the A132.</p>	<p>package of measures in place to increase the modal share of travel to the sustainable forms, there should be less traffic overall and therefore less pressure on roads where any displaced traffic may have gone.</p>
Comment 33	<p>I've just received a letter regarding some proposed orders and traffic calming measures in Wickford. TRO ref- TRAF -7797</p> <p>I totally agree with all the changes proposed and am grateful something is being done, however as a resident on London Road I'd like to suggest something is done on London Road, especially near the Downham Arms pub and Castledon Road junction.</p> <p>We are currently experiencing accidents monthly. Thankfully no one yet has been seriously injured but it's only a matter of time. I understand that this junction isn't big enough for a round about but could the zebra crossing be raised to a speed hump so that it would at least slow the traffic down along this part? I'm just trying to think of sensible ways to slow cars around this area. Also I know we have a speed camera further down towards the town centre but could one be put in on the other side of the road Downham arms end? As people heading out of Wickford reach stupid speeds especially early in the morning and of a night. I lie in bed literally waiting for one day someone to crash.</p> <p>I think most residents of London Road & people in Wickford would be very grateful for something being done along this road. If further information or a petition is required I'm happy to do so.</p>	<p>Whilst this is not an objection, the author would like consideration to be given to do something is done on London Road, especially near the Downham Arms pub and Castledon Road junction. However, this has been identified as in need and it is now in the 22-23 Local Highway Programme, design is commissioned and being programmed for improvements as the junction of Castledon Road & London Road. See https://essexhighways.org/basildon-lhp</p> <p>As regards traffic cameras, these are limited in number and are operated by the Safer Essex Roads Partnership, bringing together the three local authority areas of Essex County Council, Southend-on-Sea Borough Council and Thurrock Council to provide a road safety service across 'Greater Essex'. Their role is to bring down speed related accidents and direct their resources where there is the greatest identified need and therefore will only introduce speed camera where this need has been identified.</p>
Comment 34	<p>Site 6 speed hump on Bromfords Drive</p> <p>I and a few neighbours think it would be a good idea to put double yellow lines at this junction at least up to the speed hump. This would stop vehicles parking there making it dangerous coming into Bromfords Drive and pedestrians crossing the road</p>	<p>Thank you for your comments and suggestions but the ATF2 programme is perhaps not the best avenue to deliver the request. It would be down to the Local Highway's Panel to assess the merits of this proposal and fund it, against all other requests for agreement and funding.</p>