

Chapel Lane, Thorrington – Implementation of an Experimental One-Way Restriction.

Forward Plan reference number: N/A

Report title: Chapel Lane, Thorrington – Implementation of an Experimental One-Way Restriction.	
Report to: Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	
Report author: Andrew Cook, Director for Highways and Transportation	
Date: 21 March 2019	For: Decision
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County Divisions affected: Brightlingsea	

**1. Purpose of report**

- 1.1. For the Cabinet Member for Infrastructure to consider whether to proceed with the progression of an experimental one-way restriction on Chapel Lane, Thorrington.

**2. Recommendations**

- 2.1 To agree not to proceed with the progression of an experimental one-way restriction on Chapel Lane, Thorrington.

**3. Summary of Issue**

- 3.1. Thorrington Parish Council together with the support of County Councillor Goggin had raised concerns over visibility issues at the junction of Chapel Lane and Clacton Road in Thorrington. This was due to the junction being identified by the residents of Thorrington within the Village Appraisal of 2008 as being the area of most concern to them in respect to turning right onto Clacton Road. Following on from the appraisal, a number of residents approached the Parish Council and County Member to establish whether it would be possible to implement a one-way restriction on Chapel Lane.
- 3.2. Clacton Road (B1027) is a Priority 2 route, which serves as one of two main routes that run through the village of Thorrington with the other road being the B1029, both of which are subject to a speed limit of 30mph. Church Road and Chapel Lane are both local routes. Clacton Road is predominantly residential, with driveway accesses fronting the properties. Chapel Lane itself is also a residential lane, with the majority of properties located on the western side of the road. A high number of properties on Chapel Lane do not have driveways, and therefore the residents park on the carriageway.

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- 3.3. The roads form a natural triangle involving Church Road, Chapel Lane and Clacton Road, with a playing field which is situated in the middle, as seen in the image below. The playing field has a general recreational usage, with no parking facilities.



- 3.4 At the request of the County Member, with the full support of the Tendring Local Highways Panel, a feasibility report was commissioned and undertaken in April 2018. At the time of the site visit, it was observed that vehicles park on the west and northern side of Chapel Lane and Church Road respectively, leaving less available space for moving vehicles, which was measured at approximately 2.5m. The photos seen in Appendix 1 show the site conditions at the two junctions of Chapel Lane.
- 3.5 Chapel Lane is a narrow road, at approximately 4.4m wide. There is a village shop based at the junction with Clacton Road with a large layby which passing traffic use to stop in, thus restricting the visibility for users wanting to exit Chapel Lane onto the B1027. Church Road is also a narrow road at approximately 4.3m wide, with the exit onto Clacton Road evidencing restricted visibility due to the wider junction layout.
- 3.6 The feasibility Report concluded that the implementation of a one-way system was not viable for the following reasons:
- Nature of scheme location – If a one-way system was to be implemented, there are concerns that residents who maintain familiarity with the current road layout will not adhere to restricted movements.
  - Possible increase in vehicle speed – If Chapel Lane was to be made one way, it would likely increase vehicle speeds, due to drivers gaining confidence that they will not meet opposing traffic, thus increase the likelihood of collisions involving children who wish to access the playing field which runs alongside Chapel Lane.
  - Concerns over the fact that road users may abuse the one-way system for convenience in order to access the B1027 rather than using Church Road.

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- Concerns of increased traffic flows for vehicles at the junction of Church Road and Clacton Road which may lead to localised congestion.
  - No clear statistical reason to justify Chapel Lane becoming a one-way road.
- 3.7 It would not be suitable to direct additional traffic to use the junction between Church Road and Clacton Road, which would become the alternative route, if a one-way scheme was introduced on Chapel Lane, due to the narrow width on Church Road and poor visibility at the junction itself.
- 3.8 Over the last five years there has been one serious injury collision on Clacton Road, however this was approximately 265m west of the junction with Chapel Lane. This collision cannot therefore be attributable to visibility issues at the Chapel Lane junction. There are no recorded serious injury collisions at either the Chapel Lane/Church Road or Chapel Lane/Clacton Road junctions.
- 3.9 ECC have also been advised by the Parish Council of other collisions, which did not result in personal injury at these locations. The cause of these incidents are where cars are required to edge forward onto the Clacton Road due to poor visibility arising from vehicles parking in the layby outside the shops, in order to see the approaching traffic (especially coming from Alresford).
- 3.10 A speed and volume survey was undertaken between 8<sup>th</sup> January to 14<sup>th</sup> January 2019 to identify the current usage of Chapel Lane. The data showed good speed compliance in both directions, averaging 21.2mph. The information also indicates an average of 408 vehicles per day using the lane. Although this does not indicate high levels of usage, it would mean that the traffic currently travelling southbound would instead be directed via the Church Road junction in order to access the B1027 which is referenced above. The layout of this junction would not be able to cope with the large volumes of redirected traffic turning onto Clacton Road, and would present a risk to drivers going forward.
- 3.11 Having regard to the findings in the feasibility report and the investigations carried out on site, converting Chapel Lane into a way one road would not be recommended for the reasons laid out in this report. The outcome of the feasibility study has been fed back to Thorrington Parish Council and County Councillor Goggin, who are still keen to see the one way system progress despite the reservations which have been identified by officers.

## 4. Options

### **Option 1: Agree to the implementation of a one-way restriction on Chapel Lane on a trial basis only.**

- 4.1 Consideration has been given to whether it would be possible to implement the one-way restriction on Chapel Lane for a fixed period. This would enable ECC to assess the impact of the restriction on the surrounding roads, before a decision is brought forward to either return Chapel Road to a two-way road, or make the restriction permanent. However, a trial period, would not satisfy the

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concerns raised within the feasibility report and site investigations. Therefore, there would remain concern over the safety along Chapel Lane to both pedestrians accessing the playing fields, and car users navigating to the junction, and also those car users having to navigate the Clacton Road/Church Road junction.

### **Option 2: Do nothing, and remove the scheme from the Tendring Potential Schemes List.**

- 4.2 Having regard to the information set out within this report, this is the recommended option. There are concerns over the suitability of the restriction on Chapel Lane and its impact on the surrounding area and junctions. Therefore, it is recommended that there are no changes made to Chapel Lane at this time.

## **5 Issues for consideration**

### **5.1. Financial Implications**

- 5.1.1 If option 1 was implemented the cost of a Temporary Traffic Regulation Order (TTRO), traffic management and maintenance will be approximately £20,000. This cost estimate may increase with the need to regularly monitor the site to ensure that the temporary measures are legally compliant, with further costs being incurred if a decision was brought forward to make the restriction permanent. There would also be costs for returning the road back to a two-way road if the trial was unsuccessful.
- 5.1.2 There are no associated costs with the recommendation set out in this report.

### **5.2. Legal Implications**

- 5.2.1 ECC has the power to install the One-Way restriction, however, there is no duty on ECC to do so. This is a matter for the Cabinet Member for Infrastructure to exercise discretion, having regard to the investigations carried out on site, and as set out in this report.

## **6 Equality and Diversity implications**

- 6.1 The public sector equality duty applies to the council when it makes decisions and this is covered by the equality impact assessment dated 19<sup>th</sup> December 2018.

The duty requires us to have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

- 6.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that ‘marriage and civil partnership’ is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 6.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic. This improvement scheme is in line with local and national policies which have already been subject to EqlA and no equality and diversity issues have been identified.

## **7. List of appendices**

- 7.1 Appendix 1 – Site Photos  
7.2 Appendix 2 - EqlA.

## **8. List of Background papers –**

- 8.1 Scheme Request Forms and pertaining documentary evidence,  
8.2 Validation Reports,  
8.3 Proposal Scheme Lists

I approve the above recommendations set out above for the reasons set out in the report.	Date
Councillor Kevin Bentley, Cabinet Member for Infrastructure	29/05/19

In consultation with:

Role	Date
Essex Highways Head of Design  Vicky Presland	07/02/2019
Essex Highways Head of Network Safety & Traffic Manager  Liz Burr	17/04/2019
ECC Director for Highways and Transportation  Andrew Cook	18/04/2019

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ECC Executive Director for Corporate and Customer Services (S151 Officer)  Margaret Lee	N/A
ECC Director, Legal and Assurance (Monitoring Officer)  Kim Cole on behalf of Paul Turner	15/04/2019