

## Proposed 'No Entry' – Lower Road, Loughton

An informal consultation was carried out from the 18th June to 9th July 2018. Comments as per the below:

Consultee	Objection / Comment	Officer Comments
<p><b>Resident of Seymours</b></p> <p><b>Support and DYL Suggestion</b></p>	<p>Although in support of the changes, there are still concerns that this may cause issues for delivery vehicles, including refuse collection lorries, due to the access from the southern end of Lower Road and lack of room for vehicles to turn in Lower Road.</p> <p>Parking restrictions were suggested at the Lower Road/Englands and at the Lower Road/Seymours junction in order to keep these accesses clear, allowing vehicles to turn.</p>	<p>Lower Road is marginally wider at its southern end, there is no footway at its northern and southern end.</p> <p>There should be no need for vehicles to turn in Lower Road, as they will still be able to exit the road at both ends.</p> <p>The Ward Councillors at district/town council and County level met with residents and proposed this option that was then looked at in the feasibility study. The LHP decided on this option to be taken forward as it was considered the best option to resolve the issue with concerns with the junction with Goldings Hill.</p> <p>Parking restrictions can be considered but not at this stage but perhaps as another scheme.</p>
<p><b>Resident of Lower Road</b></p> <p><b>Objection</b></p>	<p>This was not an option put to the residents. This appears to be an opportunity to comment on what appears to be a decision already taken.</p> <p>As a resident I am very aware that vehicles speed up Lower Road as fast as they speed down it.</p>	<p>This option was put forward whilst the resident's consultation was underway. It is not a decision already taken, but was considered to be the best option of the 3 which were investigated in the feasibility study. The concerns raised by the Epping LHP were that of traffic wanting to turn from the A121 Goldings Hill into Lower Road, has to cut across junction of Goldings Hill and Goldings Road. This creates potential conflict between vehicles at this junction, and pedestrians on Lower Road which has no footway on its top section. This ultimately is what this proposal aims to resolve.</p> <p>Speed data recorded on 28 November 2017 revealed that almost 4 times as many vehicles were travelling southbound than northbound, and average daily speeds were 16mph in</p>

	<p>This plan will reduce the traffic flow from the north but the problem of vehicles speeding up Lower Road to avoid the queue to turn right onto Goldings Hill at the junction closer to Rectory Lane will remain the same.</p>	<p>each direction. This scheme aims to reduce the number of vehicles travelling south on Lower Road, crossing the junction with Goldings Road from A121 Goldings Hill- concerns for which were raised previously. The matter raised here is a separate issue, and cannot be investigated at this time.</p>
<p><b>Resident of Goldings Road</b></p> <p><b>Objection</b></p>	<p>There have been several near misses, because of cars using the Southbound exit and then trying to cut in to get an opportunity onto the A121.</p> <p>I understood that Lower Road would be closed at the Southbound end and was quite relieved as I know how dangerous that exit is, and regularly hear tyres skid to avoid accidents.</p> <p>It was queried whether a temporary camera in the area would not demonstrate the reality.</p>	<p>This situation is not connected with the scheme currently being consulted, and cannot be addressed at this time.</p> <p>Lower Road will remain a two way road, and vehicles will be able to enter and exit the road at its southern end. Entry into the road will only be permissible from the south.</p> <p>It will not be possible to consider this request at this time.</p>
<p><b>Resident of Seymours</b></p> <p><b>Objection and DYL Suggestion</b></p>	<p>The proposed closure to have the top of Lower Road as exit only cannot be considered as safe. Exiting Lower Road from the top on to fast and busy incoming traffic is too dangerous.</p> <p>The proposed entry to Lower Road via Englands Lane only is also a danger when coming down from Goldings Hill and having to take a very wide left hand turn into a very narrow Lower Road.</p> <p>It is suggested to leave the Road entry/exit as it and make no changes.</p> <p>The residents of The Seymours propose to have double yellow lines to restrict parking on Lower Road /Seymours junction. Parking vehicles at this location currently restricts visibility.</p>	<p>Leaving the site as is and abandoning the scheme would not address the concerns that have been raised about drivers entering Lower Road from A121 Goldings Hill and Goldings Road.</p> <p>Although Essex Highways can confirm that there have been 3 reported collisions within the past 5 years, if the Proposal is implemented there will be less vehicle movements approaching the junction. This will then reduce the amount drivers need to be aware of, providing benefits when negotiating the junction and potentially reduce risk of collision. This it is not connected with the scheme we are proposing.</p> <p>A decision has yet to be made on what the final outcome will be, this will be done once the consultation period has ended, and all responses have been considered.</p> <p>Parking restrictions can be considered but not as this stage but perhaps as another scheme.</p>

<p><b>Councillor Bob Jennings</b></p> <p><b>Support</b></p> <p><b>and DYL Suggestion</b></p>	<p>Although in support, several residents of Seymours mentioned that vehicles were continually being parked on both corners of the Seymours and Lower Road junction, making it very difficult to safely exit Seymours. It was queried whether double yellow lines could be provided as part of this scheme.</p>	<p>Parking restrictions can be considered but not as this stage but perhaps as another scheme.</p>
<p><b>Resident of Lower Road</b></p> <p><b>Support</b></p>	<p>Although in support of the scheme, concerned is still expressed about the traffic that will be coming up the road from England's Lane end.</p> <p>It was queried whether there was a way to slow traffic down as it comes into Lower Road.</p>	<p>Vehicle speed data collected on Lower Road at a point 50 metres south of its junction with Seymours, revealed the average daily speeds for northbound and southbound traffic to be 16mph. Volumes were 387 and 1,534 , northbound and southbound. Traffic with the greater volume shall be reduced by this scheme, there are no plans to reduce northbound traffic speeds at this time, however residents can report their findings after this scheme is installed, should it reach fruition.</p>
<p><b>Resident of Seymours</b></p> <p><b>Objection</b></p>	<p>Closing the road from Goldings Hill, would cause traffic to constantly turn round in the seymours.</p> <p>There is a turning circle in the seymours but it appears over the years that people have claimed it for parking.</p> <p>Emergency vehicles and refuse lorries would struggle to come up and turn from the bottom of lower road.</p> <p>Once a big vehicle is in the seymours it has to reverse out or turn on someone's drive as the turning circle is always blocked.</p>	<p>Lower Road will remain a two way road, and vehicles will be able to enter and exit the road at its southern end. Entry into the road will only be permissible from the south. It will not be closed at its junction with Goldings Hill.</p> <p>Furthermore, it is proposed that Emergency vehicles would be exempt from the 'No Entry'.</p> <p>Parking restrictions can be considered but not as this stage but perhaps as another scheme.</p>
<p><b>Resident of Seymours</b></p>	<p>The proposal is a positive suggestion, however, most residents of the Seymours feel that this does not go far enough.</p> <p>The following points should all be incorporated into an alternate scheme in order to make the Goldings Hill/Goldings Road junction safer, reduce speeding traffic, make exiting</p>	

	<p>The Seymours safer and still allow acceptable access for emergency services and residents.</p> <ol style="list-style-type: none"> <li>1. No Entry - at the Lower Road junction with Goldings Road /Goldings Hill (Southbound)</li> <li>2. No Vehicles Except for Access - at the Lower Road junction with Englands Lane (Northbound)</li> <li>3. Retain two way flow of traffic along all of Lower Road.</li> <li>4. Introduce Double Yellow Lines - opposite and at the mouth of The Seymours</li> </ol> <p>An annotated consultation drawing outlining the alternative proposal was attached.</p>	<ol style="list-style-type: none"> <li>1. This proposal is currently being consulted.</li> <li>2. Lower Road is public highway and remains a through route. It would not be feasible to correct to erect a sign stating 'Access Only'.</li> <li>3. Lower Road will retain two way traffic flow along its length.</li> <li>4. Parking restrictions can be considered but not as this stage but perhaps as another scheme.</li> </ol>
<p><b>A formal consultation was carried out from the 31<sup>st</sup> of January to the 22<sup>nd</sup> of February 2019</b>  <b>The following comments were received:</b></p>		
<p><b>Councillor Louise Mead</b></p> <p><b>Withdrawn objection</b></p>	<p>I write with regards to the above and wonder if all the issues have been considered? As a previous resident of Lower Road, a current resident of Goldings Road and a current District Councillor in Loughton, I feel in a qualified position to comment on this proposal.</p> <p>I am not sure where the idea came from in the first place, as I do not remember any issues with regards traffic coming down Lower Road when I lived there until 2016 but mostly dangers with traffic coming up the road which this arrangement does not rectify. Traffic coming up the road is extremely dangerous due to the Goldings Road junction. I have witnessed many near misses (living near the junction of A121/Goldings Road) and accidents because a car could be turning right on to the busy A121 where cars are coming down a hill at speed, or turning left at which point a car has to come right out on to both lanes to be able to swing round from a tight turn or even more dangerous many cars turn right into Goldings Road where unfortunately the double yellow lines do not go far enough into Goldings Road so where cars/vans are parked there is no way to see if a car is approaching the A121 when a car is turning into Goldings Road from Lower Road.</p>	<p>Thank you for your comments in relation to this scheme.</p> <p>The request came from the Parish Council, following concerns regarding traffic wanting to turn off Goldings Hill down Lower Road, having to cross Goldings Road. There is no pedestrian footpath at this point, and insufficient space for vehicles to pass on this narrow road.</p> <p>Vehicle speed and volume data was recorded on Lower Road at a point 50 metres south of Goldings Road, between 28 November 2017 and 4 December 2017. The total number of vehicles recorded southbound and northbound were 1,534 and 387 respectively. The average speeds recorded were 16mph for both southbound and northbound traffic.</p> <p>Parking in this road is a separate issue, and these proposals do not intend to address any concerns here. This can be examined separately as a safety scheme, or by the North Essex Parking Partnership (NEPP). Reducing the number of vehicle movements on Lower Road, has to benefit both pedestrians and motorists where safety is concerned. There will always be the temptation for some drivers to access Lower Road from Goldings Hill, especially</p>

	<p>Furthermore as the pavement does not join pedestrians who are also at that corner walking up Lower Road cannot be seen and even further still, trying to cross the A121 from the Goldings Road junction is even more dangerous for pedestrians as you are not only looking out for cars coming out of Goldings Road and both was on the A121 but also cars coming up Lower Road turning right and tight left when they cannot be seen because of the verge. Whereas pedestrians can see cars coming down Lower Road so is not such a danger.</p> <p>If safety is the priority then losing access into Lower Road from the top is not solving these safety issues connected with Lower Road.</p> <p>The other issue is the temptation for residents to nip down Lower Road when the traffic is bad on the A121 will possibly be too much making it even more dangerous if you are walking down lulled into a false sense of security that no cars will be coming own that road. I don't believe that residents will want to live in a road that takes so much extra time to get home when coming from the main route of the A121 and it could even devalue their properties.</p> <p>If there is a problem of anyone using Lower Road to drive down if traffic is bad on the A121 then it is is the mini roundabout on the A121 approaching Rectory Lane that needs to be changed. I don't see that people would drive down Lower Road to avoid this traffic unless they lived there anyway as it is quite a detour if you are going back on to the A121 and Englands Lane would also be jammed. Also Lower Road is not a road you would know unless you lived locally.</p> <p>This diversion means that residents EVERY TIME will have to go further down the A121, possibly with extra traffic, turn a dangerous turn left into Englands Lane (which at busy times can be dangerous or impossible to get the swing to get into the road depending how cars are parked). I can't see them putting up with it for long. It also does not solve the safety issue which is much worse with the cars coming up Lower</p>	<p>when traffic is backed up. It also has to be said that no restriction can ensure 100% compliance, however for every driver who does comply, it brings about a more accommodating environment for all concerned.</p> <p>Looking at the summary of comments from residents, none appeared to raise concern that it may take longer to reach their properties or that house prices could be affected. Reducing traffic volumes, and promoting a more accommodating environment for those travelling on lower road, could actually have a positive effect upon the desirability of homes in this road.</p> <p>I appreciate that traffic volumes are high in the area, and that any alteration in traffic flow or direction could have a knock of effect elsewhere.</p> <p>This should not however deter from attempting to address concerns about the particular issue which has been raised, and it may just be that other issues need to be examined as well as those which we are attempting to address.</p>
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<p><b>Local Resident</b></p> <p><b>Neutral</b></p>	<p>The proposed no-entry at the Goldings Road end of Lower Road Loughton will prevent its use north to south as a rat-run into Englands Lane.</p> <p>However, through traffic in the other direction is also fast and dangerous to pedestrians. I suggest traffic calming bumps and a 10mph speed limit.</p> <p>May I ask how respect for the no-entry sign is to be enforced?</p>	<p>Thank you for your correspondence in relation to this scheme.</p> <p>Unfortunately, as the purpose of this scheme and its consultation is purely focused on the no entry restriction we cannot include changes to speed as part of this scheme.</p> <p>Additionally, the lowest speed limit we are legally able to implement and enforce is a 20mph. If you would like this to be considered I would recommend contacting your local Councillor. Your Councillor can then take forward this suggestion to the Local Highways Panel for consideration and possible implementation.</p> <p>In regards to enforcement, as with all restrictions we would expect drivers to abide by them and adjust their driving accordingly.</p>

<p><b>Local Resident</b></p> <p><b>Withdrawn Suggestion</b></p>	<p>I have just seen the application for making Lower Road no entry at the northern end and totally agree that this should be a one way road. However I feel that the no entry should be the southern end as cars exiting at the northern end face a very difficult turn across both Goldings Road and then onto Goldings Hill with a “hairpin” turn should they wish to drive back into Loughton. It may well be that the plan is not to make Lower Road fully one way but it is a very difficult road to turn round in and only entering at the bottom will leave cars facing towards the northern end.</p> <p>May I suggest this should be reconsidered?</p>	<p>Thank you for your comments in relation to this scheme.</p> <p>The scheme proposed does not include a one way, although the northern end of Lower Road would be no entry, vehicles would still be able to travel northbound and southbound when on Lower Road.</p> <p>As a result of the road still being two way it is more feasible for the northern end to be no entry due to the southern end being wider and having more capacity for vehicles travelling in both directions.</p>
<p><b>Local Resident</b></p> <p><b>Withdrawn Suggestion</b></p>	<p>Regarding the above I have a concern as a frequent user of the junction at Goldings Hill/Goldings Road and Lower Road. My observations are that traffic tailbacks sometimes occur from the southern end of Goldings Hill up to and beyond the junction with Goldings Road and Lower Road. Therefore under the proposed arrangements vehicles travelling South on the A121 and wishing to visit Lower Road or Seymours are likely to be held up in a queue of traffic before being able to enter Lower Road at its Southern end (itself a potentially tricky manoeuvre depending on traffic conditions). Therefore my concern is mainly one of the impact on air quality while traffic for Lower Road and Seymours is forced to take this detour and is detained in slow moving or stationary traffic and no doubt to the frustration of the drivers of these vehicle who are now denied this quicker route to their destination.</p> <p>Perhaps a sign saying access to “Lower Road and Seymours only” could be added to the “No Entry” sign?</p>	<p>Thank you for your comments regarding this proposal.</p> <p>Whilst we appreciate the points you have made with regards to pollution, unfortunately Essex Highways do not have any way of monitoring this or assessing the impact of schemes on air quality. Officers have also witnessed traffic tailbacks when investigating this area, and agree that there is the possibility of some delay at peak times, however compared to the volumes of traffic using the A121 is it not expected to cause significant impact on congestion in this area. We appreciate that there is the potential for negative implications from this proposal, however this has been balanced against the potential gain in reductions experienced in conflicts currently experienced at this junction, and improvements to the pedestrian environment as a result. This is following the request from Epping Forest Local Highways Panel, whereby a feasibility study was conducted by Essex Highways engineers to determine the most suitable solution to the problems currently experienced at this junction.</p> <p>Unfortunately, due to restrictions on the design of traffic signs, it is not possible to include a sub-plate with access to Lower Road and Seymores only.</p>