

**Proposed Prohibition of Right Turn (Proposal) – Wash Road (West) / Noak Hill Road, Basildon –
Summary of Consultation Objections**

An Informal Consultation was carried out between 8th May and 23rd June 2017. 75 Comments were received in total. These are summarised below:

| Objection/Comment | Number of Residents who raised the same point | Officer Comments |
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| 1. A roundabout would be a more suitable option. There are existing roundabouts already in the area. | 23 | <p>Studies have shown that there would be significant delays on Noak Hill Road (southbound) at AM peak times if a roundabout was implemented. A roundabout at this location may at times give priority to minor roads over major roads, subsequently causing increased delays. This is contrary to the Essex County Council Traffic Management Policy.</p> <p>Historical roundabouts would have been installed according to the guidance in place at that time. Any new proposals are in accordance with current guidelines.</p> |
| 2. The proposal would result in a higher number of vehicles, including HGVs, being re-directed onto other roads resulting in increased pressure on other junctions, congestion and pollution. This could also cause an increase in accidents. No changes or improvements have been proposed to cope with the new level of traffic to facilitate the prohibition. | 26 | Less than 4% of the traffic movements at the junction make the movement to turn right at Wash Road (West) and therefore would not cause significant congestion on the wider network should the movement be banned. A right turn ban would likely force around 70 vehicles in the AM and PM peaks to relocate to the A127. There may also be a small increase in the number of vehicles using High Road North as those living near the junction may use it to access the A127. |
| 3. The proposal would move current problems to the Dunton Road / High Road North junction as traffic would be forced to turn right. This junction only accommodates a maximum of two cars so all other traffic has to queue on Dunton Road. This junction is perceived to be dangerous as sight lines are poor due to a telephone cable junction box and overgrown vegetation. | 30 | <p>Recent collision data was checked for the Dunton Road/High Road North junction, showing no clear indication of any turning problem at this location.</p> <p>Although removing the BT Box would be difficult, it is possible to prune or remove the vegetation around it. Essex Highways maintenance team have been informed of the overgrown vegetation.</p> |
| 4. Houses are due to be built along Dunton Road which would further increase the traffic volume. | 3 | New developments would potentially increase traffic queues at the junction in question, therefore increasing waiting times and the potential for collisions. The Proposal would therefore restrict right turn movements, |

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| | | eliminating the potential for collisions as a result of vehicles turning right and increasing the capacity of the junction. |
| 5. A mini roundabout would be a more suitable option. | 16 | The Design Manual for Roads and Bridge Volume 6 Section 2 part 2 TD 54/07 states that 'Mini-roundabouts must only be used on roads with a speed limit of 30mph or less'. Reducing the speed limit at this location would contradict the Speed Management Strategy due to there being an insufficient number of properties in this area to fall within this policy. Furthermore, the use of Traffic Calming measures, would also contradict the Speed Management Strategy as the two roads at this location are classified as PR1 and PR2 roads, which should be restricted from having any Traffic Calming measures on them. |
| 6. Even if a prohibition is implemented, road users will still continue to turn right. The TMP Tuff Curbs will be knocked down by traffic. | 6 | <p>The Proposal includes the installation of a bolt down island that will deflect vehicles from turning right out of Noak Hill Road, in unison with bolt down highway cones along Noak Hill Road to enforce this manoeuvre. This will also be enforced by a temporary 'No Right Turn' Traffic Regulation Order with associated signage at the junction of Wash Road West and Noak Hill Road.</p> <p>Following a further review from the Design Team, the TMP Tuff Curbs are no longer being used as part of this design. However, it should be noted that these measures are only designed for the 18 month experimental order. Further designs will then be considered if it is decided that the scheme will become permanent.</p> |
| 7. Traffic Signals would be a more suitable option. | 22 | Studies have shown that installing signals at this junction with the nearby pedestrian crossing facility on Noak Hill Road, would significantly worsen the overall performance of the junction over capacity and cause delays in the AM peak. |
| 8. The consultation period was too short especially due to the number of elderly residents in the area that would need to request a written questionnaire | 1 | Due to this comment, the duration of Consultation was lengthened by a further 21 days and extended to include a further 213 residents. |
| 9. Where would traffic would be diverted to and what alternative routes would be available for residents. Have any potential problems been investigated with these routes. | 5 | A proposed diversion route can be found at Appendix 2. The Road Safety Team were consulted regarding this route and subsequently no potential issues were raised. The roads contained within the diversion route are of a similar or higher classification of road and have capacity for extra traffic as a result of the Proposal. |

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| <p>10. The prohibition may cause road users to try and complete a U-turn in the nearby bus layby or other dangerous locations.</p> | <p>7</p> | <p>The scheme has been assessed by Essex County Council Road Safety Team. Subsequently, U-Turns were not raised as a potential issue. With a proposed no right turn, drivers should seek a different route to their destination rather than attempting to turn around on Noak Hill Road.</p> |
| <p>11. The prohibition may force traffic through Little Burstead. Those taking this route would come out further along Noak Hill Road which is viewed as much more dangerous junction due to its proximity to the roundabout.</p> | <p>1</p> | <p>An advised diversion route can be found at Appendix 2.</p> |
| <p>12. The proposal would further promote the use of local roads as a 'rat run' due to further traffic along Dunton Road and Willowfields.</p> | <p>5</p> | <p>The Transport Planning Study 2015-2016 found that there was 'little quantitative evidence to support anecdotal evidence' to support that Dunton Road had undue high traffic flows and speeds. Less than 4% of the traffic movements at the junction make the movement to turn right at Wash Road (West), no significant congestion could be caused on the wider network should the movement be banned. A right turn ban would likely force around 70 vehicles in the AM and PM peaks to relocate to the A127, whilst there may also be a small increase in the number of vehicles using High Road North as those living near the junction may use it to access the A127.</p> |
| <p>13. Traffic is never horrendous at the junction in question.</p> | <p>2</p> | <p>Historical studies have indicated that there can be large numbers of motorists attempting to turn right out of Wash Road into A176 Noak Hill Road during peak periods. This often leads to traffic queues extending back from the junction as motorists on occasion have to wait for extended periods due to the high traffic flows along the A176 Noak Hill Road. These traffic queues may have contributed to the number of collisions recorded at this location.</p> |
| <p>14. The proposal would negatively impact traffic on the A127 and will not improve safety at this junction.</p> | <p>2</p> | <p>With the exception of the right hand ban, all other options tested were shown to worsen the levels of capacity and delay the junction particularly for the main road. Therefore, based on all the evidenced assessed, the recommendation of these studies were to implement a ban on the right turn movement out of Wash Road (West) in order to reduce the number of collisions at the junction.</p> |
| <p>15. Wash Road should be used for local residents as a point of access to and from Basildon. The proposal would hinder residents who would have to take a longer route. A quick trip to the local shops would be increased by at least 5 minutes, cause</p> | <p>6</p> | <p>Appendix 2 highlights a suggested diversion route and its approximate length. It is accepted that this proposal will cause some inconvenience for road users, however it is felt that the highway benefits of this scheme outweigh any negatives.</p> |

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| higher petrol consumption and times travelling to local businesses. | | |
| 16. The fatal collision in 2016 referred to, was turning left not right from Wash Road (West) into Noak Hill Road. | 1 | The Fatal Collision referred to in 2016 occurred from a vehicle turning right from Wash Road (West) onto Noak Hill Road. |
| 17. Widening the road, allowing vehicles to turn left and right simultaneously (left filter lane) would be a more suitable option. | 4 | <p>A signalised junction with a free flow left turn lane was considered within the Transport Planning Study 2015-2016.</p> <p>The issue is of vehicles turning right out of Wash Road (West) and onto Noak Hill Road. Implementing a left filter lane would not eliminate the right turn movement, meaning that the potential for collisions from vehicles making this movement would still remain.</p> |
| 18. Either High Road North at McDonalds or Wash Road should be blocked. This would stop High Road North being used as a 'Rat Run' for people in private and commercial vehicles. | 1 | <p>This does not fall within the remits of this scheme. This scheme is directly aimed at reducing injury collisions at the junction of Wash Road (west) and Noak Hill Road only, following a fatal collision and identified pattern of collisions at this location.</p> <p>Other requests or concerns should be directed to local councillors. Full consultation with residents affected would be required.</p> |
| 19. Vehicles on residential roads (Willowfield and Hornbeam Way) do not adhere to the speed limit and therefore needs to be addressed if the experimental order is implemented. These residents should be included in the consultation. | 1 | <p>It is outside the scope of these works to look at reducing speed in this area. The scheme is directly aimed at reducing collisions at the junction of Wash Road (west) and Noak Hill Road, after a collision pattern has been identified at this location. Any additional local concerns or requests for alterations to speed limits should be raised via the local County Member.</p> <p>Residents most likely to be affected in Hornbeam Way and Willowfield were invited to take part in the consultation.</p> |
| 20. Traffic should be stopped from turning right from the A176 travelling from Billericay onto Wash Road. It was stated that this option would make pulling out of Wash Road much easier. | 1 | The issue is of vehicles turning right out of Wash Road (West) and onto Noak Hill Road. Implementing a left filter lane would not eliminate the right turn movement, meaning that the potential for collisions from vehicles making this movement would still remain. |

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| <p>21. 13 accidents in 10 years is not enough to justify this Proposal.</p> | <p>2</p> | <p>The number of accidents at this junction alongside the cost, policy and traffic management implications of potential improvements led to a Casualty Reduction site investigation. There have been 13 recorded injury collisions at this site over the past 10 years (01/04/2006 to 31/03/2016). Nine (7 slight and 2 serious) of these collisions involved road users turning right out of Wash Road (west) into the path of northbound and southbound road users. A fatal collision on 25/03/2016 further underlined the urgent need for casualty reduction measures at this site.</p> |
| <p>22. The junction should be re-designed to allow a safe right turn movement.</p> | <p>1</p> | <p>If it is decided that the proposal should proceed as an 18 Month Experimental Order, the junction will be monitored and cross referenced with previous collision data at the location in order to determine whether there has been a reduction in collisions. If the scheme is proved unsuccessful or we cannot balance the conflicting interests of residents, then the scheme will be removed or revised.</p> |
| <p>23. Full ramps as well as a slow barrier should be installed on High Road North. Residents should have some input into slowing down local traffic.</p> | <p>1</p> | <p>Slow barriers or ramps do not fall within the remits of this scheme. Other requests or concerns should be directed to local councillors.</p> |
| <p>24. On occasions when the A127 is blocked, turning right at the junction in question this is one of the few routes available to keep the traffic moving by turning right at the junction in question.</p> | <p>1</p> | <p>Appendix 2 highlights a suggested diversion route and its approximate length. Increased traffic from road users trying to avoid congestion on the A127 results in increased waiting times and the potential for collisions at the junction in question. The Proposal would therefore restrict right turn movements, eliminating the potential for collisions as a result of vehicles turning right.</p> |
| <p>25. Wash Road could be completely sealed off from Noak Hill Road, as many nearby roads were when the A127 was built. The other side of Wash Road is sealed off, only allowing vehicles to turn left onto it from Noak Hill Road. This strategy could be applied to the south side also – left turn only from Basildon side of A127.</p> | <p>1</p> | <p>The issue is of vehicles turning right out of Wash Road (West) and onto Noak Hill Road, not all of that traffic goes onto Wash Road (East) so blocking Wash Road would not completely eliminate the traffic movements turning right onto Noak Hill Road.</p> |
| <p>26. The proposal would be a waste of public funds.</p> | <p>3</p> | <p>This location meets the criteria for a casualty reduction site. There have been 13 recorded injury collisions at this site over the past 10 years (01/04/2006 to 31/03/2016). Nine (7 slight and 2 serious) of these collisions involved road users turning right out of Wash Road (west) into the path of northbound and southbound road users. A fatal collision on 25/03/2016</p> |

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| | | further underlined the urgent need for casualty reduction measures at this site. |
| 27. If the proposal goes ahead, enforcement cameras must be installed as drivers will still attempt to turn right at the junction in question. | 1 | The prohibition would be facilitated by physical measures. If it is decided that the proposal should proceed as an 18 Month Experimental Order, the junction will be monitored. Trading Standards can assess whether a camera at this location is needed. |
| 28. There is no visual problem at the junction in question. | 2 | This location meets the criteria for a casualty reduction site. There have been 13 recorded injury collisions at this site over the past 10 years (01/04/2006 to 31/03/2016). Nine (7 slight and 2 serious) of these collisions involved road users turning right out of Wash Road (west) into the path of northbound and southbound road users. A fatal collision on 25/03/2016 further underlined the urgent need for casualty reduction measures at this site. |
| 29. If the Proposal is implemented Emergency Services would need to take a longer route through residential areas. | 1 | A proposed diversion route with approximate distances travelled can be found at Appendix 2. The emergency services would be consulted in regards to any proposal implemented. The Emergency Services would plan the fastest route, not necessarily the shortest. |
| 30. The Proposal will cause difficulties for some residents wanting to access their home due to increased traffic and diversion route. | 2 | Less than 4% of the traffic movements at the junction make the movement to turn right at Wash Road (West) and therefore it would not cause significant congestion on the wider network should the movement be banned. A right turn ban would likely force around 70 vehicles in the AM and PM peaks to relocate to the A127. A proposed diversion route can be located at Appendix 2. It is accepted that this proposal will cause some inconvenience for road users, however it is felt that the highway benefits of this scheme outweigh any negatives. |

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| 31. Speed reduction measures at this location would be welcomed. Speed cameras would be a good solution for the junction in question. | 1 | Installing a speed camera in this area is outside the scope of works. These sorts of requests/suggestions should be passed to the local County Member. |
| 32. There was no information at the location in question to advise people of the proposal. | 1 | It was decided that another informal consultation should be conducted with local residents. Therefore, letters were sent to residents most likely to be affected by the Proposal. |