

Proposed 30mph Speed Limit, Various Roads, East Mersea, Colchester		
A formal consultation was carried out for this scheme between the 19 th of December 2019 and the 17 th of January 2020		
Comment Type	Comment	Response
Neutral?	<p>The commenter was in support of the 30mph speed limit at locations in which contained properties on East Road. However, they felt that the stretch of road containing no properties between Church Lane and Shop Lane should remain 40mph.</p> <p>Despite their support to the 30mph and its intention to create a more 'friendly' pedestrian environment, they felt that the only things that would make the road 'safer' would be considerate driving. It was stated that it is not so much the speed that is the issue but more so the way cars pass extremely close to pedestrians and cyclists that makes the roads hazardous.</p>	<p>The commenter was thanked for their correspondence.</p> <p>Unfortunately, it is not felt that such a short length of 40mph speed limit would be suitable at this location. This could cause noise pollution when entering the 40mph and existing where vehicles may attempt get up to 40mph and then need to slow down again so quickly to comply with the 30mph.</p> <p>Installing a 40mph for this small section would also require additional terminal signage for the entry and exit to the 30mph/40mphs, this would result in both a higher installation cost and maintenance cost which has not been approved at this point in time.</p>
Neutral?	<p>The commenter was in support of the 30mph on the majority of the roads included within the Proposal. The only exception was Bromans Lane, which they requested be made a 20mph Speed Limit as it would 'set a lower benchmark for those drivers who drive with no understanding or apparent concern about the potential dangers to other road users. They also showed concerned over how volumes of traffic have increased and how driver behaviour has deteriorated and felt that a 20mph would improve this for both drivers and non-drivers.</p>	<p>The commenter was thanked for their correspondence.</p> <p>A 20mph speed limit has not been considered at this time for any of the roads within the Proposal, as installing a 20mph speed limit in these locations could lead to non-compliance due to the nature of the road. Therefore, reducing it unnecessarily may cause enforcement issues.</p>
Objection	<p>The objector was against East Road becoming a 30mph and felt that efforts should be put into enforcing the existing 40mph. They also requested a copy of the report which required approval in order to advertise the Proposal.</p>	<p>The commenter was thanked for their correspondence and sent the relevant file as requested.</p> <p>The reasons behind the proposed 30mph speed limit are as follows:</p>

	<p>However, they were in favour of the 30mph speed limit being installed on the small carriageway roads included within the Proposal; Meeting Lane, Church Lane, Shop Lane and Bromans Lane.</p>	<p>'It is hoped that a lower speed limit will provide a more accommodating pedestrian environment as there are no pedestrian footpaths in the vicinity. In addition, there have been 3 incidents within the data set for the past 5 years, one of which was classed as serious at the Church Lane/East Road junction involving 2 vehicles in daylight. The 2 remaining incidents were registered as being slight in severity with the first involving 4 vehicles and a motorbike in daylight at the East Road/Rewsalls Farm access junction and the later involving 1 vehicle in darkness directly on East Road. And so, it is also hoped that the reduction in speed limit will help to prevent collisions.'</p>
Potential objection	<p>The commenter was in favour of the 30mph speed limit but questioned as to why this had not been extended to apply to West Mersea.</p> <p>They questioned how much the proposal would cost and suggested that the Council did not install 30mph repeater signage to save funds, only installing entry and exit signage to the 30mph. The suggestion was also made that the Council request Essex Police or Traffic Officers to visit site post implementation to issue speeding tickets where necessary to fund the proposal.</p> <p>In addition, the requested that the narrow lanes off of Mersea Road have 10mph speed limits installed as very few have no passing places which causes congestion issues.</p> <p>The commenter questioned as to why Rewsalls Lane had not been included within the proposal and that the increase in tourists were putting strain on the local highway infrastructure.</p>	<p>The commenter was thanked for their correspondence.</p> <p>West Mersea has not been included within this proposal as the scheme's request has come from East Mersea Parish Council. If West Mersea Parish Council decided they would like their speed limits changed they would be able to request this via the Local Highways Panel team as a separate scheme.</p> <p>If a road features a 30mph speed limit and does not have regular street lighting, legally we are required to install repeater signs. If this is not complied with the speed limit is not technically valid which can then cause problems in terms of enforcement, as a result, drivers may be able to exceed the speed limit without facing consequences.</p> <p>A speed limit of 10mph does not exist on the public highway unless it is approved by the Secretary of State. However, this would only be requested in exceptional circumstances and it is felt that the roads mentioned do not qualify for this due to their rural nature and low number of reported personal injury collisions in recent years.</p>

		<p>Rewsalls Lane has not been included within the proposal as it is not part of the public highway.</p> <p>Unfortunately, Essex Highways cannot make comment on decisions made by the Planning Authority under the Colchester District Council. Any queries regarding this would need to be sent to them direct.</p>
Objection	<p>Although they were in support of the 30mph they wished that some roads within the proposal were made a 20mph speed limit. Many roads off of East road are single track, because of this the objector requested they been made 20mph roads, especially Bromans Lane due to its higher traffic levels caused by people accessing Cudmore Grove Country Park. They stated that they had note of over 20 incidents in the past 18 months concerning traffic, and that many residents would be in favour of a 20mph speed limit.</p> <p>The objector reference multiple segments from the Department for Transport circular 2013: Traffic authorities are asked to:</p> <ul style="list-style-type: none"> - keep their speed limits under review with changing circumstances; - consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6. <p>Section 6 of national guidance the following is quoted: 83.Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of</p>	<p>The commenter was thanks for their correspondence.</p> <p>A 20mph speed limit has not been considered at this time for any of the roads within the Proposal, as installing a 20mph speed limit in these locations could lead to non-compliance due to the nature of the road. Therefore, reducing it unnecessarily may cause enforcement issues. In addition, installing a 20mph speed limit at this location is outside of national policy for 20mph speed.</p> <p>In addition, it is not possible to include a 20mph within the Proposal at this point in time as it would require extra funding approval for initial site assessments to determine as to whether a 20mph would be feasible. The Cabinet Member Action report will decide as to whether this funding is approved.</p>

	<p>healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment.</p> <p>84. Based on this positive effect on road safety, and a generally favourable reception from local residents, traffic authorities are able to use their power to introduce 20mph speed limits or zones on:</p> <ul style="list-style-type: none"> - Major streets where there are – or could be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic. <p>This is in addition to</p> <ul style="list-style-type: none"> - Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. <p>The objector felt that a 20mph would be of benefit to drivers, community and environment and questioned why the Council felt a 20mph at these locations would be outside of policy stating they thought it seemed to fit well within policy.</p>	
Potential objections	<p>The commenter was in support of the proposal, however, questioned as to why the 30mph was not proposed to</p>	<p>The roads you have mentioned that you would like to be included within the Proposal fall under the Parish of West Mersea. West</p>

	<p>cover East Mersea Road up to its junction with the Strood. They mentioned that there were several footways near to the Strood with many pedestrians and dog walkers. They also mentioned that there had been a recent incident in which a pedestrian was knocked over and injured.</p> <p>They felt that many vehicles travel above the 40mph speed limit and in areas where there are no pedestrian footways this is cause for concern as it can be extremely busy.</p>	<p>Mersea has not been included within this proposal as the scheme's request has come from East Mersea Parish Council. If West Mersea Parish Council decided they would like their speed limits changed they would be able to request this via the Local Highways Panel team as a separate scheme.</p>
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