

Proposed Implementation of a No Entry and a Right Turn Prohibition, A13 London Road and Morrisons Entry and Exit Junction, Hadleigh

Forward Plan reference number: Not applicable

Report title: Proposed implementation of a No Entry and a Right Turn Prohibition on the A13 London Road and Morrison's entry and exit junction, Hadleigh in the Borough of Castle Point	
Report to: Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	
Report author: Andrew Cook Director for Highways and Transport	
Date: 3 December 2019	For: Decision
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County Divisions affected: Hadleigh	

1. Purpose of Report

- 1.1 Essex County Council (the Council) has formally advertised its intention to implement a no entry and a prohibition of right hand turn on the newly constructed southbound Morrison's entry and exit junction with A13 London Road (the Proposal). As objections have been received to the Proposal, the Cabinet Member is now asked to decide whether the Proposal should be implemented.

2. Recommendations

- 2.1 To approve the implementation of the no entry and prohibition of right turn on A13 London Road and Morrison's entry and exit junction, Hadleigh in the Borough of Castle Point, as advertised and set out in Appendix 1.

3. Summary of issue

- 3.1 Planning permission has recently been granted by Castle Point Borough Council, to approve works scheduled to make traffic improvements to the existing Morrison's access entrance lane, from A13 London Road, Hadleigh. The existing entrance lane adjacent to A13 London will be reshaped and repositioned, to allow for a separate exit lane to be constructed adjacent to the current entrance lane.
- 3.2 Currently vehicles exiting the Morrison's car park exit via a one way private road located at the rear of the car park on to New Road. Vehicles turning left on to New Road then have the option to turn left at the signalised junction on to the A13 London Road eastbound towards Leigh on Sea or right on to the A13 London Road westbound towards Benfleet. There is often high

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volumes of traffic at these traffic lights causing congestion on New Road. This can be viewed in more detail in Appendix 2.

- 3.3 The A13 London Road at this location is a dual carriageway with vehicles being permitted to travel in an easterly direction only towards Leigh on Sea and eventually entering the Borough of Southend. Vehicles on the A13 London Road outside Morrison's who want to travel in a westerly direction must continue to travel east in the right hand lane on the A13 London Road and then follow the one way around St James Church back on to the A13 High Street heading westbound toward Benfleet.
- 3.4 The A13 London Road splits in to three lanes approximately 37 metres east from the eastern kerbline of the existing Morrison's entrance lane with a dedicated bus lane located in the nearside lane. The bus lane is operational Mon-Fri, 7am-9.30am and 4pm-6.30pm with permitted users being buses, taxis, motorcycles and pedal cycles.
- 3.5 The A13 London Road is classified as a PR1 road with No Waiting at Any Time restrictions as well as some designated Disabled Badge holder only bays, taxi rank and small section of Limited Waiting Mon-Sat 8am-7pm 1hr no return within 4hrs. The restrictions are required to prevent obstructions to the main carriageway, providing designated places to park and ensuring the free-flow of traffic on this major route in to the Borough of Southend.
- 3.6 Implementation of the proposal will ensure vehicles using the newly constructed exit lane from Morrison's car park perform the correct manoeuvre when entering the A13 London Road dual carriageway. It will therefore support the current layout of the road network in Hadleigh and ensure the safety for road users. It will also help to prevent congestion on New Road which currently builds up due to vehicles exiting Morrison's from the current exit located at the rear of the car park.
- 3.7 A collection of site photos can be found under Appendix 3 to show existing road layout at proposed location of new exit slip.

Consultation

- 3.7 From the 20 June 2019 to 12 July 2019, Essex Highways formally advertised the Proposal.
- 3.8 The Proposal was advertised on the Essex Highways website and the Castle Point, Rayleigh and Rochford Standard. Public notices were also displayed along A13 London Road outside Morrison's on various lamp columns and a letter drop was carried out to nearby properties. The letter explained the proposed changes, justification for the proposals, and a drawing of the proposal (as shown in Appendix 4)
- 3.9 During the consultation period, an email of support was provided from Essex Police and Cllr Jillian Reeves the County Member for Hadleigh Division.

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However, two objections from local residents were also received during this consultation.

- 3.10 The first objection (objector 1) requested that as part of the scheme that a cycle lane was implemented across the entrance to Morrison's carpark to link up with the bus lane further east which also permits pedal cycles.
- 3.11 Essex Highways responded, informing the objector that a cycle lane was outside the scope of the current proposal and directed the objector to their County Member to raise their concerns to the Local Highways Panel for Castle Point.
- 3.12 The second objection (objector 2) felt this proposal would exacerbate existing safety and congestion issues within Hadleigh which they believe are caused by vehicles having to manoeuvre around parked HGV's, buses that exit the various bus stops and cars entering the library and local fire station car park. They felt that cars pulling out of the exit lane from Morrison's on to the A13 London Road would cause further delays to vehicles already travelling on the A13 London Road and potentially cause further road traffic accidents.
- 3.13 The objector also made comments in relation to the existing exit road where vehicles exit from Morrison's carpark on to New Road. They advised that vehicles mistakenly believe this exit road is two way. Looking at the exit road (see photos in Appendix 3) the road does appear to be wide enough for two way traffic and there looks to only be one terminal sign in relation to the no entry. Investigative works will be undertaken in relation to this as part of the scheme to look for measures that could be introduced to minimise the confusion in relation to this.
- 3.14 Essex Highways responded, informing the objector that Planning permission was granted from Castle Point Borough Council for the construction of a new exit lane from Morrison's carpark to filter vehicles away from New Road where congestion often builds at the traffic lights and directing it on to the A13 London Road. It was explained that the A13 London Road at the location of the proposed exit lane is a dual carriageway with vehicles travelling in an easterly direction and therefore the proposed prohibition of right hand turn will further support the existing flow of traffic and prevent vehicles turning right from the new exit lane on to the A13 London Road in to oncoming traffic. It was further explained that the proposed no entry on the new exit slip will prevent vehicles that are travelling eastbound on the A13 London Road turning left in to oncoming traffic using the new exit lane.

The objector was also informed further investigations will be made in relation to the existing one way exit lane which is located on New Road to ascertain why this is occurring and whether additional measures can be made to prevent this in future. With the construction of the new exit lane, it is however believed that this will reduce the volume of vehicles using the existing exit road.

- 3.5 The Essex Highways Engineer managing this development has contacted the developer who has agreed to install a second 'no entry' terminal sign at the

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existing exit road on New Road to further support the restriction and prevent vehicles confusing this as a two way road.

3.16 A full objection report can be found under Appendix 5.

4. Options

4.1 Option A – Continue with the scheme as advertised (Recommended Option)

This option would allow for the new exit lane from Morrison's to be constructed in line with the recently granted planning permission and ensure the safety of the vehicles using the new exit lane are doing so in accordance with the existing dual carriageway thereby preventing them from turning right in to oncoming traffic. It will also prevent vehicles travelling on the A13 London Road from entering the new exit lane from Morrison's which is to be one way thereby prevent a potential collision. However this option would not satisfy either objector 1 who disagreed with the proposal altogether or objector 2 who requests the proposal includes the implementation of a cycle lane.

4.2 Option B – Abandon the scheme

This option would please objector 2 who feels the scheme will exacerbate congestion problems in Hadleigh and has the potential to cause further Road Traffic Collisions. This option would partly please objector 1 who feels the proposal should include a cycle lane however it would not fully please the objector as a cycle lane is not being proposed at this location at the current time. This option would go against the planning permission which has been granted by Castle Point Borough Council to implement the new exit lane and would leave this new exit unrestricted with a high risk of public safety. It would also not please the Councillor Jillian Reeves the County Member for Hadleigh Division or Essex Police who both supported the proposal.

5. Issues for consideration

5.1 Financial implications

5.1.1 This scheme is developer funded and therefore all advertising costs and associated works will be funded by a third party.

5.2 Legal implications

5.2.1 The Road Traffic Regulation Act 1984 gives the Council a statutory duty to exercise its traffic functions to secure the expeditious, convenient and safe movement of traffic of all kinds, including pedestrians and to provide suitable and adequate parking facilities. So far as practical the council is also required to have regard to:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected so as to preserve or improve the amenities of the areas through which the roads run;

(c) the importance of facilitating the passage of buses and their passengers.

6. Equality and Diversity implications

6.1 The Public Sector Equality Duty applies to the Council when it makes decisions. 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. The Equality Impact Assessment can be found in Appendix 6.

7. List of appendices

- 7.1 Appendix 1 – Drawing
- 7.2 Appendix 2 – Location Plan
- 7.3 Appendix 3 – Site photos
- 7.4 Appendix 4 – Consultation letter
- 7.5 Appendix 5 – Objection report
- 7.6 Appendix 6 – Equality Impact Assessment (EQIA)

8. List of Background papers

- 8.1 Full Consultation Responses
- 8.2 Planning permission from Castle Point Borough Council

I approve the above recommendations set out above for the reasons set out in the report.	Date
Councillor Kevin Bentley, Cabinet Member for Infrastructure	08/01/2020

In consultation with:

Role	Date
Director Highways and Transportation	

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Andrew Cook	24/12/2019
S151 Officer	Consent not needed
Nicole Wood	
Director, Legal and Assurance (Monitoring Officer)	04/12/2019
Laura Edwards on behalf of Paul Turner, Monitoring Officer	
Head of Network and Safety/Traffic Manager	28/11/2019
Liz Burr	
Head of Design	26/11/2019
Vicky Presland	