

Appendix 1 – Details of Objections with Officers Comments

Ref No.	No. Of Times Raised	Objection	Response
1	27	Humps will increase road noise.	The difference in speed at and mid way between the cushions will not increase noise significantly.
2	21	Very few children walk along Green Lane, as parents take their children to school by car.	The scheme is designed to reduce speed, improve road safety and assist encourage walking to school.
3	21	Reducing the width of Green Lane at Dandies Drive, will cause danger and noise.	The width constriction is intended to act as a gateway at the entry point to a 20mph zone.
4	21	Motorcycles will be able to travel past the speed cushions.	The speed cushions are designed to slow down cars, and it is acknowledged that there will not slow down motorists.
5	21	4x4's and vans will be able to bridge the speed cushions.	The speed cushions are designed to slow down cars, and not wider vehicles. Having the discomfort of driving over the cushions will act as a deterrent.
6	6	Parking restrictions should be for 1 hour twice a day during school terms	A restriction at school times only would require signs. Point taken, but this level of limited restrictions will not achieve the desired benefit.
7	6	Traffic will not be able to turn right from Sairard Gardens into MacMurdo Road, resulting in "U" turns, danger and chaos.	A northbound one way operation on MacMurdo Road would achieve an improvement with less adverse effects elsewhere.
8	4	One way on MacMurdo Road is unacceptable. The problem only exists twice a day.	A one way operation would ease traffic flow and improve safety outside the school, but not on a part time basis.

9	4	The school keep clears and other restrictions will need to be enforced.	The parking restrictions consulted upon, would be enforced if introduced.
10	4	20 mph speed limit and humps are unnecessary, as side roads are too short and other roads are too congested.	The double yellow lines will create passing places and improve traffic flow, which without humps & cushions would lead to higher speeds.
11	3	One way on MacMurdo Road will force all traffic into Sairard Gardens.	The extra in traffic on Sairard Gardens will not be detrimental to road users or residents.
12	3	The proposed extent of the lower speed limit will keep vehicles in the area longer, lead to increased pollution and noise.	The slightly longer time vehicles are in the area will not result in a significant increase in pollution or noise.
13	3	Speed cushions will make conditions on Wren Ave hazardous, at school times when drivers have to negotiate parked cars.	The cushions will help to keep speeds down and drivers alert, and thereby improve safety.
14	3	The speed reduction measures will create an obstacle course and result in vehicle damage	The current geometric standards of the tables, humps and cushions will not result in vehicle damage.
15	3	There is no need for speed humps on Green Lane, as there have been no accidents.	The scheme is being introduced to lower speeds, improve pedestrian safety and encourage walking.
16	3	There have never been accidents on Wren Ave involving pedestrians.	The scheme is being introduced to improve pedestrian safety and assist encourage walking.
17	3	The speed cushions will encourage drivers to speed up once they've negotiated the humps and increase emissions.	The difference in speed at and mid way between the cushions will not result in a significant increase in vehicle emissions.

18	2	The cushions will cause pain and discomfort to elderly car occupants.	If the humps are negotiated slowly, discomfort will be kept to a minimum.
19	2	The problems only occur at school times, but the measures will apply every day of the year.	The lower speeds will benefit not only school children, but all pedestrians at all times.
20	2	Speeding is not an issue. The installation of these obstacles will be a blight.	The speed reduction measures will improve safety and encourage walking.
21	2	Reduction measures are not justifiable, as speeds are already low.	The double yellow lines will create passing places and improve traffic flow, which without humps & cushions would lead to higher speeds.
22	2	The scheme is weighted in favour of parents. It is only required 39 weeks per year.	While the scheme is aimed at children walking to school, it will benefit pedestrian safety at all times.
23	2	There will only be one exit onto Wren Avenue if the proposed one way is introduced.	Noted.
24	2	Speeding vehicles crossing the humps will result in property damage	Vibration from cars negotiating the proposed humps will be insignificant.
25	2	The proposed humps may cause traffic to back up, making it more difficult for children to cross at problems sites.	The yellow lines will reduce congestion, and together with speed reduction measures will improve the safety of all pedestrians.
26	2	Outside school times, drivers who don't comply with a 30mph limit will not comply with 20mph limit.	The physical measures are designed to reduce speed, making an effective 20mph limit possible to achieve.

27	1	Children will be less likely to walk once a speed limit is in place.	Improving safety and achieving lower speeds will assist encourage walking.
28	1	The level and nature of the traffic is the problem and not the speed limit.	The scheme is designed to reduce volume of traffic and deter HGV's.
29	1	A permit holders scheme would be more acceptable than double yellow lines.	Double yellow lines may still be required at junctions within a permit holders' scheme for safety reasons.
30	1	Drivers, diverted from the MacMurdo Road one way, will require to negotiate Sairard Gdns.	The bend and narrower width of Sairard Gdns will help to keep speeds low.
31	1	The problem is outside the school, where speeds are limited during school hours due to parking.	The scheme is being introduced to improve pedestrian safety and encourage walking to school.
32	1	The double yellow lines will curtail our parking. We only have one space on our driveway.	These markings will discourage all drivers from parking at the junction adjacent to your home.
33	1	Parking will occur on top of the cushions, making them ineffective.	The cushions will be placed to ensure cars experience a slight vertical deflection.
34	1	To reduce noise, the table at Wren Ave / Bosworth Rd should be replaced with humps on the Wren Ave legs only of this junction.	The difference in speed at and mid way between the tables and cushions will not increase noise significantly.
35	1	No thought has been given to residents' concerns regarding parents' parking.	Parking will be discouraged in the vicinity of all road junctions around the school; benefitting all road users.
36	1	The southbound one way on MacMurdo Road will adversely affect the emergency services.	All the emergency services have been consulted, and none have made adverse comments on the proposals.

37	1	Parked cars will cause problems for goods vehicles on the one way section of MacMurdo Rd.	Problems for goods vehicles should be no worse than they are at present.
38	1	Cushions not required, because very few pupils walk along Wren Ave between Bosworth Rd and MacMurdo Rd.	There will still be pupils who come out of Wren Close and walk along and cross Wren Avenue.
39	1	The one way on MacMurdo Road will be chaotic, unless Sairard Gdns is also one way.	Noted but the situation at this location will be no different to any other.
40	1	If the southbound one way on MacMurdo Rd is introduced, all traffic will exit at a dangerous bend.	The traffic will exit Sairard Gdns at a point on Wren Ave bend, where visibility is good.
41	1	Elderly residents and their care visitors have not been considered.	Access for the elderly and their carers will not be impeded unnecessarily.
42	1	The location of speed humps outside my drive will damage my vehicle.	If the cushions are negotiated slowly, vehicles will not be damaged.
43	1	Parking on humps will obscure view & be more dangerous for children.	The humps and speed tables will be protected with parking restrictions.
44	1	Emergency services will take longer to reach residents due to the speed humps.	Ambulances and fire tenders will comfortably negotiate the humps' end ramps and straddle the speed cushions.
45	1	The proposed works aren't necessary for dealing with issues which only occur during school drop off & pick up times.	The scheme will have safety benefits for pedestrians at all times.

46	1	Parking in Sairard Gardens only occurs at school times.	Parking restrictions in Sairard Gardens are proposed at its end junctions only, to improve safety at all times.
47	1	The speed tables in Bosworth Rd, MacMurdo Rd and Wren Av will be treated like pedestrian crossings.	Vehicle speeds will be slower at these features and pedestrian safety will be improved at the immediate locality.

It should be noted that objection numbers 1, 2, 3, 4 and 5 above formed a part of the content of 21 No. individually signed copies of the same letter.

It may be better to treat these letters as a petition; in which case objection number 1 would still be the most frequently raised objection, while objection numbers 2,3,4 and 5 would be among the least frequently raised objections.

There have been no objections received from the statutory consultees listed below:

Divisional Commander
Essex Police HQ

Town Clerk
Leigh Town Council

Divisional Commander
Essex County Fire And Rescue

Divisional Commander
East Of England Ambulance NHS Trust

Chief Superintendant
Essex Police – South East Division

The Secretary
Freight Transport Association

Managing Director
Road Haulage Association Ltd

The Manager
Arriva Southern Counties (AS)

Managing Director
Stephenson's Of Essex

Emergency Planning Officer
Southend On Sea Borough Council

Highways Information Team Manager
Southend On Sea Borough Council

Station Commander
Essex County Fire & Rescue Service
Leigh

Essex Chief Fire Officer
County Fire & Rescue Service

Station Commander
Essex County Fire & Rescue Service
Shoebury

Regal Busways Ltd
Essex

Essex Police
Casualty Reduction Unit

First Essex Buses Ltd
Manager

Arriva Buses (Southend)
Hadleigh

Managing Director
First Essex Buses Ltd