



**MEETING OF THE SOUTH ESSEX PARKING PARTNERSHIP  
SUB COMMITTEE FOR SIGNS AND LINES MAINTENANCE AND NEW TRO  
FUNDING.**

7 MARCH 2019

MARCONI ROOM, CIVIC CENTRE, CHELMSFORD  
CITY COUNCIL

Commencing after the Joint Committee Meeting which starts at 2pm and is  
expected to finish at 3pm

**AGENDA**

1. Welcome by Chairman of the Sub Committee
2. Apologies for absence
3. Minutes of last meeting
4. Consideration of funding for new schemes requiring a TRO (Nick Binder)
5. Any other business

## MINUTES

of the

### **SOUTH ESSEX PARKING PARTNERSHIP (SIGNS AND LINES) SUB- COMMITTEE**

**on 6 September 2018 at 3.15pm**

Present:

Councillor Michael Steptoe (Chairman)	Rochford District Council
Councillor Jon Cloke	Brentwood Borough Council
Councillor Paul Varker	Castle Point District Council

In attendance:

Nick Binder	Chelmsford City Council
Brian Mayfield	Chelmsford City Council

1. **Welcome**

The Chairman welcomed all those present to the Sub-Committee meeting.

2. **Apologies/Substitutions/Minutes**

Apologies for absence were received from Trudie Bragg (Castle Point), Marcus Hotten (Rochford) and Tracey Lilley (Brentwood).

The minutes of the meeting on 8 March 2018 were confirmed as a correct record and signed by the Chairman.

3. **Funding Agreed for Batch 14 Sign and Line Maintenance Work Across each Partnership Area**

The Sub-Committee considered a report on the latest areas (Batch 15) for sign and line maintenance work which had been approved by the SEPP Manager in consultation with the SEPP Chairman and Vice-Chairman. The schemes were for roads where the maintenance of signs and lines was required to address known enforcement problems. The proposed funding for Batch 15 schemes, as outlined in Appendix A of the report before the Sub-Committee, amounted to £76,967. It was noted that if this batch were to be approved in full, the total remaining funding available for the financial year 2018/19 would be £167,310.

**AGREED** that the schemes submitted at Appendix A of the report before the Sub-Committee to deal with signs and lines maintenance be noted.

4. **Consideration of Funding for Schemes which require a Traffic Regulation Order**

Requests had been received for a number of new parking restrictions in areas where a continuing parking problem was felt to exist. The 26 schemes in Appendix A to the report to the meeting were considered to be essential and had been agreed locally with the Lead Officer and the relevant Joint Committee member. Formal approval to prepare the traffic regulation orders (TROs) associated with the schemes was sought.

The Sub-Committee was advised that, if approved, the funding needed for these TRO schemes was approximately £90,500. If this funding were to be allocated in full, the total amount of funding available for future schemes for the remainder of the year would be £76,810.

**AGREED** that the schemes in Appendix A of the report before the Sub-Committee which had been agreed at local level be approved for funding.

The meeting closed at 3.20pm

Chairman

## SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

**7 March 2019**

### AGENDA ITEM 4

<b>Subject</b>	Consideration of funding for schemes which require a TRO.
<b>Report by</b>	South Essex Parking Partnership Manager

**Enquiries contact:** Nick Binder, 01245 606303, [nick.binder@chelmsford.gov.uk](mailto:nick.binder@chelmsford.gov.uk)

#### **Purpose**

To enable the Sub Committee to consider funding for each individual request for a new TRO, which has been agreed at a local level

#### **Options**

To consider each scheme and approve or reject the request for funding for the scheme.

#### **Recommendation(s)**

1. Sub Committee approves funding for all the schemes agreed at a local level.

#### **Consultees**

Lead officers from each of the Local Authorities within the South Essex Parking Partnership (SEPP)

1.	<u>Introduction</u>
1.1	The Traffic Order Regulation Team receives new requests for parking restrictions where it is considered that an ongoing parking problem exists. These requests are assessed against the SEPP document for implementing new schemes. Once an assessment has been made a report with recommendations will be presented and discussed with the Lead Officer and Joint Committee Member for the respective area.
1.2	Appendix A provides a list of schemes which are considered essential at a local level and have been measured against the SEPP Traffic Regulation Order (TRO) criteria. These schemes have been agreed locally with the Lead Officer and Joint Committee Member.

2	<u>New schemes requiring a TRO</u>
2.1	Appendix A provides a list of schemes for Joint Committee discussion, consideration and approval. Each scheme provides a brief overview of the type of restriction required and is measured against the policy criteria.
2.2	The total amount of funding required, if all TRO schemes are approved is estimated to be in the region of £46,000. Currently there is £76,810. funding still available for 2018/19. If the Joint Committee agrees to allocate this funding, the total amount of funding available, for the remainder of the financial year, will be £30,810.
3.	<u>Conclusion</u>
3.1	The new schemes listed in Appendix A have been assessed and agreed at a local level. They are considered both essential and cost beneficial to the Parking Partnership. The Joint Committee is recommended to approve all the schemes in Appendix A.
<u>List of Appendices</u>	
Appendix A New and Existing Schemes Requiring a TRO	
<u>Background Papers</u>	
Document setting out how the Partnership will deal with requests for new parking restrictions and TROs	

## Appendix A: Funding for new Traffic Regulation Orders

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available becomes limited it is the intention of the policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be considered, agreed and progressed by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

KEY: DYL = Double yellow line SYL = Single yellow line RP = Resident permit

Item	Road	Town	District	Restriction	Estimated cost
1	Lakeside	Billericay	Basildon	DYL – Junction protection	£1,000
2	Radford Court	Billericay	Basildon	Amend times of SYL	£1,000
3	High Street	Billericay	Basildon	Amend times of taxi rank	£1,000
4	Perry Street	Billericay	Basildon	SYL & DYL	£4,000
5	Powell Road	Laindon	Basildon	DYL – Junction protection	£2,000
6	Eastley & Rantree Fold	Basildon	Basildon	RP scheme & DYL junction protection	£2,500
7	Radwinter Avenue	Wickford	Basildon	Extend DYL to protect junction	£1,000
8	Burnt Mills Road & Wood Green	Basildon	Basildon	DYL – Junction protection	£1,000
<b>TOTAL FOR BASILDON - £13,500</b>					
9	Rayleigh Road	Hutton	Brentwood	Amend SYL to DYL	£4,000
10	Margaret Avenue	Shenfield	Brentwood	Amend SYL to DYL	£2,000
11	Brook Street	Brentwood	Brentwood	DYL	£3,500
12	Wigley Bush Lane	South Weald	Brentwood	DYL	£4,500
13	Copperfield Gardens & Sycamore Drive	Brentwood	Brentwood	DYL – Junction protection	£1,000
14	Copperfield Gardens	Brentwood	Brentwood	DYL on bend by shops	£1,000
15	Doddinghurst Road	Brentwood	Brentwood	DYL and SYL	£4,500
16	High Street	Ingatstone	Brentwood	Remove DYL	£1,000
<b>TOTAL FOR BRENTWOOD - £21,000</b>					
17	Arcadian Gardens	Hadleigh	Castle Point	RP scheme	£3,000
18	Avondale Road	Benfleet	Castle Point	DYL – Junction protection	£1,500
<b>TOTAL FOR CASTLE POINT - £4,500</b>					

19	Helena Road, Rydal Close, Graysons Close & Millfield Close	Rayleigh	Rochford	RP scheme	£2,500
<b>TOTAL FOR ROCHFORD - £2,500</b>					
20	Granger Avenue, St Peters Avenue & Wentworth Meadows	Maldon	Maldon	RP scheme	£4,000
<b>TOTAL FOR CASTLE POINT - £4,000</b>					
<b>OVERALL TOTAL - £46,000</b>					

### **Item 1**

#### **Lakeside, Billericay, Basildon.**

On 13<sup>th</sup> November 2017, the SEPP received a completed application form from a resident requesting a resident permit scheme and double yellow lines at its junction with Perry Street. The request was supported by Cllr Hedley and a petition with 20 signatures. The application for a permit scheme was declined after the Technician had carried several site visits which demonstrated that it did not meet SEPP criteria for a permit scheme. However, it was agreed that the junction required restrictions as vehicles on occasions are parking too close to the junction, which can cause conflict when vehicles are entering and approaching the junction.

There have been no recorded accidents in the last 3 years. Lakeside is a cul-de-sac approximately 185 metres in length.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.

#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.



## Item 2

### Radford Court, Billericay, Basildon.

On 3<sup>rd</sup> April 2018, the SEPP received a completed application form requesting that the times of the single yellow line in Radford Court be reduced by one hour from Mon-Sat 8am-6pm to Mon-Sat 9am-6pm. This is to allow residents a greater chance of moving their parked vehicle before the restriction commences. The application contained a 39-signature petition from residents of Radford Court.

An informal consultation was carried out in June/July 2018 with the residents who were offered the reduction in the times of the SYL or a Resident Permit scheme. Although the response rate was 40% all the responses were in favour of changing the existing restriction. The results showed that the majority were in favour of reducing the times of the SYL to Mon-Sat 9am-6pm. The limited waiting bay would remain. The Lead Councillor and Lead Officer agreed that although the response rate was 40% it was clear that many residents wanted a change to the current restriction.

INFORMAL CONSULTATION FOR RESIDENT PERMIT SCHEME								
RADFORD COURT, BILLERICAY								
	Amount of Properties consulted	Responded	Did not Respond	Those who responded who were in favour of a Permit scheme	Those who responded who were not in favour of a Permit scheme	Mon-Sat 9am-6pm	Mon-Sat 10-11am	Those who responded who were in favour of reducing the start time of the SYL from 8am to 9am
TOTAL	42	17 (40%)	25 (60%)	10 (59%)	5 (29%)	10 (100%)	0 (0%)	17 (100%)

There have been no recorded accidents in the last 3 years. Radford Court is a small cul-de-sac.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to amend the times of the taxi rank. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.

### SEPP Policy – 1.6

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if



met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

### **SEPP Policy – 7.1**

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### **Item 3**

#### **High Street, Billericay, Basildon.**

On 3<sup>rd</sup> October 2018, the SEPP received a completed application form from Basildon Borough Council, Licensing Department, requesting that the taxi rank outside the Red Lion operated at all times as opposed to the current times of 8am-6.30pm. This would allow taxis to use the rank during the night which would provide amenities to night-time visitors to the High Street and would be the same restriction and times as per the taxi rank outside Waitrose further along the High Street.

The length of the taxi rank is 10 metres and will not impact parking for visitors during the night to the High Street as there are plenty of alternatives in the area.

### **7.10 Taxi Ranks**

7.10.1 Requests for taxi rank provision will be considered on their individual merits and will need to complement the wider aims and interests of:

- \_ Local transport development plans.
- \_ Planning criteria and new development (s106 funding).
- \_ Maintain the safe free flow of traffic.
- \_ Taxi associations.

7.10.2 Overall the SEPP will prioritise the requests according to need and will rely highly on local input from Lead Officers and Member representatives.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to amend the times of the taxi rank. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.

### **Item 4**

#### **Perry Street, Billericay, Basildon.**

On 2<sup>nd</sup> January 2019, the SEPP received a completed application form requesting either a Resident Permit scheme or a No Waiting restriction (SYL) Mon to Fri 11am-12pm along Perry Street in order to prevent vehicles from obstructing the footway and sightlines from driveways. Perry Street is currently restricted from its junction with the Radford Way/Mountnessing Roundabout up to No. 26 by 'No Waiting Mon-Sat 8am-6pm', the remaining is unrestricted apart from the junctions with Crescent Road, Wick Glen, Atridge Chase and Knightbridge Walk.

The Technician does not agree with the suggestion from the applicant for either a Resident Permit scheme or a one-hour SYL. The request is to prevent vehicles causing obstruction to the carriageway and footway and SEPP has also received a complaint of a disabled person unable to pass the parked vehicles without using the grass verge. The proposed restriction should be Mon-Sat 8am-6pm as per the

current SYL from the roundabout as Perry Street is a PR2 Route. Therefore, it is important to maintain free flowing traffic movement due to its function within the network. The Technician recommends extending the existing 'No Waiting Mon-Sat 8am-6pm' restriction on both sides up to Upland Road. This restriction should deter parking on Perry Street, especially by commuters and local workers during peak times, when Perry Street is at its busiest and ensure that the footway and carriageway is clear during these times.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to extend the single yellow line with the same time of Mon-Sat 8am-6pm. It is estimated at £4,000.



#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 5**

##### **Powell Road, Laindon, Basildon.**

On 19<sup>th</sup> October 2017, the SEPP received a completed application form from a resident of Powell Road requesting double yellow lines on all junctions with Powell Road. The application form contained a petition signed by 23 other residents and is supported by Cllr Jeff Henry.

On-street parking issues are caused by residents, probably in the evening, and any proposal would likely be met by objections. 10 metres of DYL on junctions would enforce rule 243 of the Highway Code and provide better sight lines for vehicles and pedestrians. Any proposal to provide parking restrictions in

the location would rely mostly on the restriction being respected by residents as most of the issues occur outside core enforcement hours.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to propose a resident permit parking scheme for Bakers Mews. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.

### SEPP Policy – 1.6

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### SEPP Policy – 7.1

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## Item 6

### Eastley & Rantree Fold, Basildon.

On 5<sup>th</sup> June 2018, the SEPP received a completed application form from Cllr Kerry Smith for a Resident Permit scheme to deter all-day non-resident parking.

Although site visits proved a little inconclusive in gauging whether the on-street parking was residents or non-residents an informal consultation was carried out to establish residents' views.

On 26<sup>th</sup> October 2018, the SEPP carried out an informal consultation with residents of Eastley and Rantree Fold (No's. 1-39 & 2-40) to seek their views on consideration to provide a permit parking scheme. The results were -

INFORMAL CONSULTATION FOR RESIDENT PERMIT SCHEME									
EASTLEY & RANTREE FOLD, BASILDON									
	Amount of Properties consulted	Responded	Did not Respond	Those who responded who were in favour of a Permit scheme	Those who responded who were not in favour of a Permit scheme	Mon-Sat 9am-5pm	Mon-Sat 11am-Noon	In favour of DYL on junctions	Not in favour of DYL on junctions
Rantree Fold	40	29 (72%)	11 (28%)	21 (72%)	8 (28%)	20 (95%)	1 (5%)	8 (29%)	20 (71%)
Eastley	57	27 (47%)	30 (53%)	19 (70%)	8 (30%)	18 (95%)	1 (5%)	21 (78%)	6 (22%)
<b>TOTAL</b>	<b>97</b>	<b>56 (58%)</b>	<b>41 (42%)</b>	<b>40 (71%)</b>	<b>16 (29%)</b>	<b>38 (95%)</b>	<b>2 (5%)</b>	<b>29 (47%)</b>	<b>33 (53%)</b>

The majority of respondents opted for a Monday to Saturday, 9am to 5pm resident permit parking scheme. Although there were slightly more in favour of not including junction protection it is felt that

there is enough support for this to be included and would ensure sight lines and maintain access for larger vehicles, such as the refuse lorry.

As the consultation met the response rate and there was good support for parking restrictions it has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2,500.

#### **SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)**

- \* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met for most roads.
- \* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.
- \* The majority of residents have no off-street parking facilities available to them – not met.
- \* The majority of residents are in favour of such a scheme – met
- \* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to unrestricted roads.
- \* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.

#### **Item 7**

##### **Radwinter Avenue, Wickford, Basildon.**

On 30<sup>th</sup> November 2018, the SEPP received a completed application form requesting the double yellow lines in Radwinter Avenue are extended past the junction with Radwinter Place to prevent vehicles from obscuring sight lines at the junction.

The Technician recommends extending the current double yellow lines to extend 20 metres past the junction with Radwinter Place to improve sight lines as this is a road safety issue for any vehicle exiting the junction. Commuters park in this location each day.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.



### **SEPP Policy – 1.6**

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### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 8**

#### **Wood Green & Burnt Mills Road, Basildon.**

On 24<sup>th</sup> January 2019, the SEPP received a completed application form requesting double yellow lines on the junction of Wood Green and Burnt Mills Road to prevent vehicles from obscuring sight lines at the junction.

Vehicles often cause obstruction and reduce sight lines. Although there does not appear to be an issue during the day with vehicles parking on the junction it is during the evening and weekends when the residents of the flats are at home.

There is a block of flats on the junction where the residents would rather park on the junction than use the car park at the rear of the flats. If DYL are implemented this should encourage them to either use the car park or park further along Burnt Mills Road where sight lines are not affected.

On-street parking issues are caused by residents, probably in the evening, and any proposal would likely be met by objections. 10 metres of DYL on junctions would enforce rule 243 of the Highway Code and



provide better sight lines for vehicles and pedestrians. Any proposal to provide parking restrictions in the location would rely mostly on the restriction being respected by residents as most of the issues occur outside core enforcement hours.



### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

### **SEPP Policy – 7.1**

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### **Item 9**

#### **Rayleigh Road, Hutton, Brentwood.**

On 30<sup>th</sup> January 2019, the SEPP received a completed application form from a resident of Rayleigh Road and signed by 63 people requesting that the existing single yellow line, No Waiting Monday to Friday 10am-11am restriction is amended to double yellow lines. The application is supported by Cllr McKinlay. Numerous requests have been received previously however the level of on-street parking has now increased.

The request states that vehicles are parking on the pavement between Triggs Garage up to Great Oaks after 11am and are left for the majority of the day. It is also stated that these parked vehicles obstruct

the footway for pedestrians, reduces road width and obstructs the visibility of residents accessing and existing driveways.

As Rayleigh Road is a PR1 Route within Essex County Councils Network Hierarchy, it is important to maintain free flowing traffic movement due to its function within the network. Therefore, the Technician recommends amending the existing restrictions to double yellow lines from Alexander Lane to Poplar Drive in order to prevent parking at all times.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £4,000.

#### **SEPP Policy – 1.6**

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#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 10**

##### **Margaret Avenue, Shenfield, Brentwood.**

On 21<sup>st</sup> October 2018, the SEPP received a completed application form from Cllr Rowlands requesting parking restrictions to deter irresponsible parking which causes obstruction for larger vehicles. The application is also supported by Cllr Cloke. A period of monitoring identified issues with vehicles parking on both sides of the road which then causes access issues for larger vehicles, such as delivery vans/lorries and emergency vehicles.

To prevent this practice the Technician has recommended DYL on one side of the road to ensure that access is maintained for larger vehicles. On the opposite side of the road the current restriction can

remain, and residential driveways can act as passing places. The junction with Shorter Avenue should also be protected with DYL.



It has been agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2000.

### **SEPP Policy – 1.6**

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#### **Item 11**

#### **Brook Street, Brentwood.**

On 3<sup>rd</sup> September 2018, the SEPP received a completed application form from a resident requesting double yellow lines, limited waiting for visitors to the convenience store and 2 bus stops. The request is supported by Cllr Tom McLaren and Essex County Council as Brook Street is a PR1 Route.

Vehicles that park in this location can cause sight line issues for vehicles exiting private driveways or businesses. It can also cause congestion issues especially at peak times. As Brook Street is the main route to the west of Brentwood and connects to Junction 28 of the M25 the carriageway should be clear of any parked vehicles. The provision of a limited waiting bay outside the convenience shop would not cause congestion, access or obstruction issues as the carriageway is wider in this location.





It has been agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £3,500.

#### **SEPP Policy – 1.6**

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#### **Item 12.**

##### **Wigley Bush Lane, South Weald, Brentwood.**

On 18<sup>th</sup> September 2017, the SEPP received a completed application form from the Head Teacher, St Peter's Primary School, for double yellow lines to act as passing places, especially at school drop off and pick up times. The request is supported by Cllr Wagland, Cllr Cloke, Cllr Russell and Cllr Coe as well as petition with 66 signatures.

The technician carried out a site visit, along with Claire Harris (Project Engagement Officer, 3PR), Cllr Cloke and Cllr Wagland. It is acknowledged that there are issues with parking in Wigley Bush Lane and that passing places could help alleviate congestion and conflict issues on this PR2 Route.

The technician would suggest DYL on the western side from the existing DYL to the entrance, at least, of French's Farm. On the eastern side it is suggested that longer sections of DYL than requested by the

school is provided as larger or multiple vehicles would require this length to pull in and allow on-coming traffic to pass.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order for double yellow lines and a 'School Keep Clear' marking outside the school to assist parents and children in crossing the road and accessing the entrance. It is estimated at £4,500.

#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 13.**

**Copperfield Gardens and Sycamore Drive, Brentwood.**

On 22<sup>nd</sup> October 2018, the SEPP received a completed application form from Cllr Slade, for double yellow lines at the Sycamore Drive and Copperfield Gardens junction to retain sight lines. The request is supported by Cllr Cloke.

Each site visit conducted provided evidence of footway and obstructive parking at the Sycamore Drive and Copperfield Gardens junction. Therefore, the Technician has recommended that double yellow lines are implemented at this junction to retain sightlines and access.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order for double yellow lines. It is estimated at £1,000.

#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 14.**

##### **Copperfield Gardens, Brentwood.**

On 22<sup>nd</sup> October 2018, the SEPP received a completed application form from Cllr Slade, for double yellow lines in Copperfield Gardens outside and opposite the convenience store. The request is supported by Cllr Cloke and a petition.

It is stated that vehicles park on both sides of Copperfield Gardens on the bend, immediately outside the shop and up to the garages. This prevents emergency vehicles and larger vehicles from access and

severely affects sight lines. The pavement can also become completely blocked most of the day opposite the shop. A petition was signed by 29 residents.

The site visits provided evidence of pavement parking on both sides of the road around the bend and at the garage areas, restricting sightlines. Therefore, the Technician recommends that 'No Waiting at Any Time' restrictions (double yellow lines) are introduced at the bend and at the spurs leading to the garage areas to retain sightlines.



It has been agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.

### **SEPP Policy – 1.6**

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considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

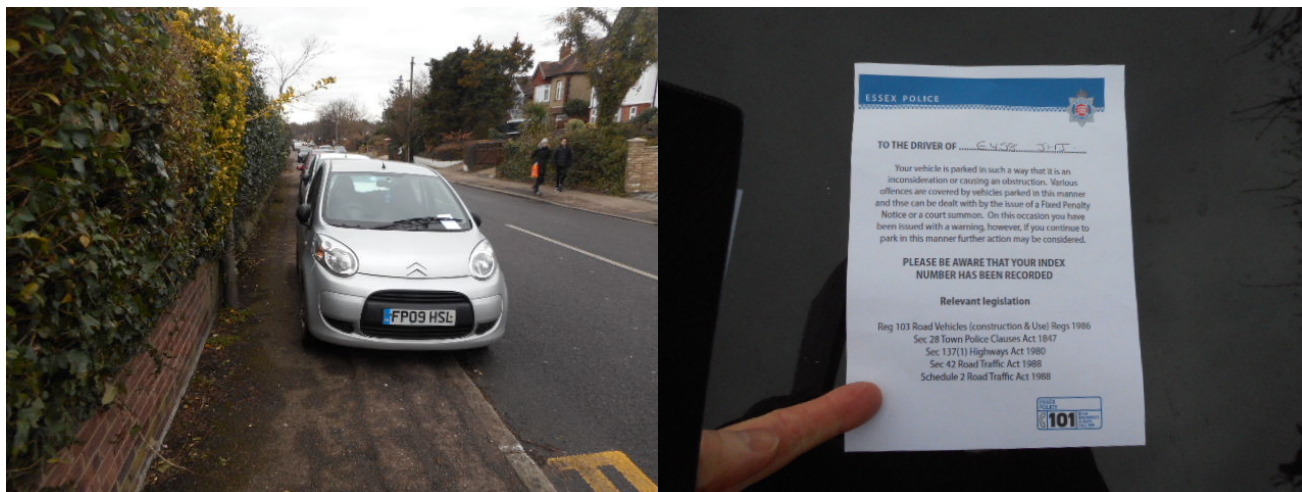
#### **Item 15.**

#### **Doddinghurst Road, Brentwood.**

On 5<sup>th</sup> July 2018, the SEPP received a completed application form from Cllr Fulcher requesting parking restrictions to deter commuter and local worker parking. The application is supported by Cllr Cloke.

Doddinghurst Road is a PR2 Route and a bus route. Vehicles that park each day obstruct the footway and can cause congestion. This practice has been occurring for many years. The Police have left warning notices previously, but the issue continues.

If new proposals are only included the area currently affected it would only push the problem, further along the road. Therefore, restrictions would need to extend up to the junction with St Kilda's Road. As Saturday's are affected too any restriction should cover this too. The Technician would recommend the extending of the DYL by approximately 60 metres, where the carriageway is slightly narrower, then continuing with a tidal SYL which would allow residents some flexibility if they have tradesmen or visitors. The proposal would also include DYL on the junction with St Kilda's Road and bus stops outside the church and between Kimpton Avenue and St Kilda's Road.





It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £4,500.

#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 16.**

##### **High Street, Ingatestone.**

On 9<sup>th</sup> June 2016, the SEPP received a completed application form from Cllr Cloke, for the removal of double yellow lines in High Street, Ingatestone between Station Lane and Tor Bryan. The reason was to allow some on-street parking to act as traffic calming. The request is supported by Cllr Hones and Cllr Bridge. ECC did not approve, at the time of the application, the removal of DYL.

This section of Ingatestone High Street currently has double yellow lines on both sides of the carriageway. The Parish Council objected at the time these restrictions were implemented as they believed it was prudent to leave some short lengths of the road where vehicles could park and would act as traffic calming.

Recently a speed survey was undertaken by ECC which showed the 85<sup>th</sup> percentile speed was 38mph. The speed limit is 30mph.

The Technician agrees that some on-street parking could act as traffic calming. The DYL in some places could be removed or replaced with a SYL. However, any parking provided on-street must be carefully considered so as not to affect sight lines at junctions and private driveways.

The request does not meet SEPP criteria however the scheme could be taken forward for funding approval and subject to approval from ECC who are now reviewing the request.

#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 17.**

##### **Arcadian Gardens, Hadleigh, Castle Point.**

On 17<sup>th</sup> July 2018, the SEPP received a completed application form from a resident of Arcadian Gardens and petition signed by 35 properties. This request is for a resident permit parking scheme to deter parking by non-residents, allegedly local workers. The request is supported by Cllr Reeves and the bus depot management.

An informal consultation was undertaken with residents for a permit parking scheme on the agreed operating time of Monday – Friday, 9.30 – 10.30am and 15.45 – 16.45pm with the following results:

40 OF 60 (67%) RESPONDED, 20 OF 60 (33%) DID NOT RESPOND  
23 OF 40 (58%) RESPONSES IN FAVOUR OF A RP SCHEME  
17 OF 40 (42%) RESPONSES AGAINST A RP SCHEME

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Castle Point to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £3,000.

#### **SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)**

- \* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.
- \* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.

- \* The majority of residents have no off-street parking facilities available to them – not met.
- \* The majority of residents are in favour of such a scheme – met
- \* The introduction of a scheme would not cause unacceptable problems in adjacent roads – met in part, most nearby roads already have permit parking.
- \* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.

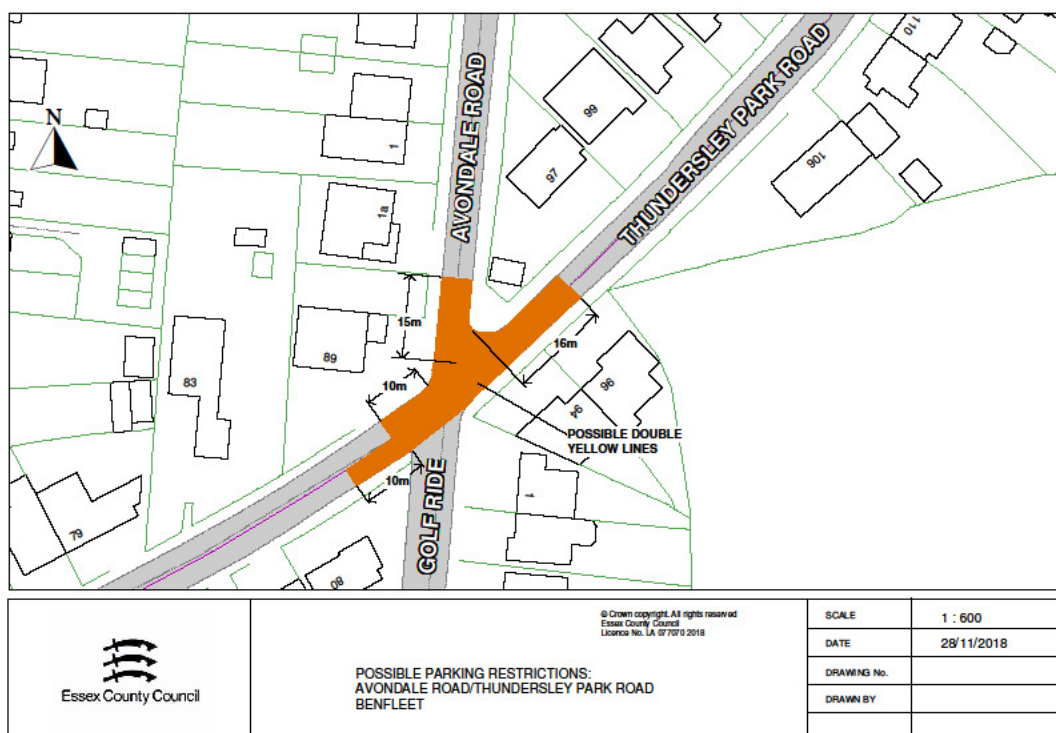
#### **Item 18.**

##### **Avondale Road, Benfleet, Castle Point.**

On 28<sup>th</sup> September 2018, the SEPP received a completed application form from a resident of Arcadian Gardens and petition signed by 28 properties. This request, supported by Cllr Johnson, is for double yellow lines on the junction of Avondale Road and Thundersley Park Road to prevent parking that obscures the view of passing traffic for drivers exiting Avondale Road.

It is considered that given the acute angle of this junction and consequent difficulty for motorists to view Thundersley Park Road eastwards, it would benefit from the implementation of 'No Waiting at Any Time' (double yellow lines) parking restrictions to improve the sight lines, and therefore safety, of motorists at this junction.

Below is a plan of possible parking restrictions which also includes the junction of Golf Ride and Thundersley Park Road.





It has been agreed with the Lead Councillor and Lead Officer for parking matters for Castle Point to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £1,500.

#### **SEPP Policy – 1.6**

It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.

#### **SEPP Policy – 7.1**

The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.

#### **Item 19.**

##### **Helena Road, Rayleigh.**

On 1<sup>st</sup> June 2018, the SEPP received a completed application form from a resident of Helena Road and petition signed by 40 properties and is supported by Cllr Dray.

The request is for a resident permit parking scheme in Rydal Close, Graysons Close, Millfield Close and Helena Road from its j/w Louise Road to its j/w Derwent Avenue. The reason stated is:

*'Increasing numbers of non-resident vehicles are being parked in the road for up to 10 hours a day. These belong to staff at Rayleigh businesses, commuters travelling from Rayleigh station and Fitzwimark sixth form students. In addition, parents of school children are using the road as a pick-up and drop-off zone parking in a dangerous manner. As a result, there are no spaces or limited spaces for the guests, cares and trades people visiting residents, also access issues and vehicles parking across driveways.*

The request is for permit parking or single yellow line restrictions operating Monday - Friday 8am -10am and 2pm – 4pm.

SEPP policy is that we cannot introduce restrictions to prevent parking for schools, therefore the residents we informally consulted on a permit parking scheme operating Monday to Friday, 10 – 11am and 2 – 3pm with the following results (Helena Road, southern end, Rydall Close, Graysons Close & Millfield Close:

45 of 71 (63%) responded, 26 of 71 (37%) did not respond  
32 of 45 (71%) were in favour  
13 of 45 (29%) were against a scheme

Given the level of support it is recommended that a scheme be put forward for funding, site visits have found that there is a degree of non-resident parking which precludes some parking by residents and exacerbates the parking issues at school start and finish times.

#### **SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)**

- \* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.
- \* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.
- \* The majority of residents have no off-street parking facilities available to them – not met.
- \* The majority of residents are in favour of such a scheme – met
- \* The introduction of a scheme would not cause unacceptable problems in adjacent roads – met in part, most nearby roads already have permit parking.
- \* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area

#### **Item 20.**

#### **Granger Avenue, St Peters Avenue & Wentworth Meadows**

On 17<sup>th</sup> January 2018, the SEPP received a completed application form from a resident of Granger Avenue requesting parking restrictions to deter commuter and local worker parking.

On 27<sup>th</sup> September 2018, the SEPP carried out an informal consultation with residents of Granger Avenue, St Peters Avenue & Wentworth Meadows to seek their views on consideration to provide a permit parking scheme. The results were -

	Amount of properties	Responded	Did not respond	Those who were in favour of a parking scheme	Not in favour of parking scheme
Granger Avenue	65	45 (69%)	20 (31%)	28 (62%)	17 (38%)
St Peters Avenue	75	31 (53%)	28 (47%)	20 (65%)	11 (35%)
Wentworth Meadows	75	47 (63%)	28 (37%)	27 (57%)	40 (43%)
<b>Total</b>	<b>199</b>	<b>123 (62%)</b>	<b>76 (38%)</b>	<b>75 (61%)</b>	<b>48 (39%)</b>

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Chelmsford to cost a scheme, to provide the necessary Traffic Regulation Order to provide a Resident Permit scheme. It is estimated at £4,000.

#### **SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)**

- \* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.
- \* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.
- \* The majority of residents have no off-street parking facilities available to them – not met.

- \* The majority of residents are in favour of such a scheme – met
- \* The introduction of a scheme would not cause unacceptable problems in adjacent roads – met, most roads in the surrounding area already have a permit scheme.
- \* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.