

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

5 SEPTEMBER 2019

COUNCIL CHAMBER, CIVIC CENTRE, CHELMSFORD
CITY COUNCIL

Commencing after the TRO Objections Sub Committee Meeting which starts at
15.00 and is expected to end at 15.40

AGENDA

1. Welcome by Chairman of the Sub Committee
2. Apologies for absence
3. Funding approved for Batch 16 sign and line maintenance schemes (Nick Binder)
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 7 March 2019 at 3.35pm

Present:

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

In attendance:

Nick Binder	Chelmsford City Council
William Butcher	Chelmsford City Council
Trudie Bragg	Castle Point Borough Council
Jonathan Desmond	Rochford District Council
Brian Mayfield	Chelmsford City Council

1. **Welcome**

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

2. **Apologies**

There were no apologies for absence.

3. **Minutes**

The minutes of the meeting on 6 September 2018 were confirmed as a correct record.

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 20 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 £46,000. 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 £30,810.

AGREED that, with the exception of scheme 17, Arcadian Gardens, Hadleigh, which had been withdrawn, the schemes in Appendix A of the report before the Sub-Committee which had been agreed at local level be approved for funding.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 3.44pm

Chairman

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

5 September 2019

AGENDA ITEM 3

Subject	Funding agreed for Batch 16 sign and line maintenance work across each partnership area
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, 01245 606303, nick.binder@chelmsford.gov.uk

Purpose

To update the Sub Committee on the agreed funding for Batch 16 essential signs and lines maintenance across the South Essex Parking Partnership area.

Options

This report is for information.

Recommendation(s)

That the Joint Committee notes this report

Consultees	Lead officers from each of the Local Authorities within the South Essex Parking Partnership
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1.	<u>Introduction</u>
1.1	<p>At its meeting on 9 June 2016 the Joint Committee agreed to delegate the funding approval of the signs and lines maintenance to the South Essex Parking Partnership (SEPP) Manager in consultation with the Chairman and Vice Chairman of the SEPP Joint Committee. It was also agreed that any decisions taken under this delegated authority by the SEPP Manager will be reported to the next available Sub Committee (Signs and Lines Maintenance and Traffic Regulation Orders) meeting.</p> <p>This report is to notify the SEPP Sub Committee of the decisions made under this delegation.</p>

2	<u>Works to be funded</u>
2.1	The amount of available 2019/20 funding for sign and line maintenance and new Traffic Regulations Orders is £230,810 (£200,000 allocated for 2019/20 plus £30,810 carried over from the previous financial year).
2.2	The SEPP Traffic Regulation Order Team has worked closely with the front-line Enforcement Team to identify a further list of areas (Batch 16) where enforcement is proving difficult due to discrepancies with the signs and lines.
2.2	Appendix A shows the Batch 16 list of maintenance funding requirements, which were considered and approved by the SEPP Manager and the Chairman and Vice Chairman of the SEPP Joint Committee in July 2019. The total funding required for these schemes is estimated to be in the region of £84,430. These schemes have now been scheduled into the program of works for completion.
2.3	The funding available for financial year 2019/20 is now £146,380
3.	<u>Conclusion</u>
	<p>The Batch 16 list of essential sign and line maintenance schemes has been approved by the SEPP Manager in consultation with the SEPP Chairman and Vice Chairman under the approved delegation.</p> <p>The decisions made under this delegation are reported back to the Sub Committee.</p>
<u>List of Appendices</u>	
Appendix A – Batch 16 approved schemes	
<u>Background Papers</u>	
<p>South Essex Parking Partnership Joint Committee Agreement March 2011</p> <p>Terms of reference for the Sign and Line Maintenance and TRO funding Sub Committee.</p>	

Appendix A Lines & Signs Maintenance

Batch 16 - for funding approval

High Street, Billericay (taxi ranks etc)	Basildon	£3,500
Stock Road, Billericay	Basildon	£1,000
Cherrydown West, Basildon	Basildon	£2,000
Radwinter Avenue, Wickford	Basildon	£1,750
Southend Road, Wickford	Basildon	£2,000
Guernsey Gardens, Wickford	Basildon	£2,000
High Street, Wickford	Basildon	£1,000
Market Road, Wickford	Basildon	£2,500
Burghstead Close, Billericay	Basildon	£250
High Meadow, Billericay	Basildon	£500
North Crescent, Wickford	Basildon	£1,500
Hyde Way, Wickford	Basildon	£1,000
Cranes Close, Basildon	Basildon	£1,000
	TOTAL	£20,000

Sawyers Hall Lane, Brentwood	Brentwood	£2,500
Sawyers Grove, Brentwood	Brentwood	£2,000
Highland Avenue, Brentwood	Brentwood	£750
Burland Road, Brentwood	Brentwood	£750
Wingway, Brentwood	Brentwood	£750
Doddinghurst Road, Brentwood	Brentwood	£1,000
Seven Arches Road, Brentwood	Brentwood	£1,500
North Road, Brentwood	Brentwood	£1,000
Brook Street, Brentwood	Brentwood	£1,500
Prospect Way, Hutton	Brentwood	£1,000
Bakers Lane, Ingatestone	Brentwood	£750
St Johns Avenue, Warley	Brentwood	£750
Tilbury Road, West Horndon	Brentwood	£1,500
	TOTAL	£15,785

High Road, Benfleet (ltd wait bay, p & p) o/s Spa supermarket	Castle Point	£180
Manor Road, Benfleet	Castle Point	£350
Sylvan Close, Canvey Island	Castle Point	£350
Rayleigh Road, Daws Heath	Castle Point	£550
Shipwrights Drive, Thundersley	Castle Point	£55
Church Road, Thundersley	Castle Point	£350
New Road, Hadleigh	Castle Point	£700
The Rowlands, Benfleet	Castle Point	£35
Woodside View, Benfleet	Castle Point	£400
Hadleigh Park Avenue, Hadleigh	Castle Point	£120
Hilton Road, Canvey Island	Castle Point	£390
Benfleet Road, Hadleigh	Castle Point	£200
A13 London Road, Hadleigh	Castle Point	£450
High Street/Point Road, Canvey Island	Castle Point	£6,500
Furtherwick Road, Canvey Island	Castle Point	£1,800
Goirle Avenue, Canvey Island	Castle Point	£300
Waarden Road, Canvey Island	Castle Point	£100
Korndyk Avenue, Canvey Island	Castle Point	£300

Brook Road, Benfleet	Castle Point	£300
Eversley Road, Benfleet	Castle Point	£200
Highcliffe Road, Benfleet	Castle Point	£200
Raymond's Drive, Benfleet	Castle Point	£400
Rushbottom Lane, Benfleet	Castle Point	£500
Soft Water Lane, Hadleigh	Castle Point	£400
The Dale, Benfleet	Castle Point	£450
Tarpots, Benfleet	Castle Point	£200
Link Road, Canvey Island	Castle Point	£400
Third Avenue, Canvey Island	Castle Point	£1,500
Central wall Road, Canvey Island	Castle Point	£150
High Street, Benfleet	Castle Point	£275
Church Road, Hadleigh	Castle Point	£150
Hall Crescent, Hadleigh	Castle Point	£450
Rectory Road, Hadleigh	Castle Point	£350
Oak Road South, Hadleigh	Castle Point	£500
Charfleets Ind. Estate, Canvey Island	Castle Point	£450
Hawkesbury Road, Canvey Island	Castle Point	£150
Maple Way, Canvey Island	Castle Point	£150
Dyke Crescent, Canvey Island	Castle Point	£100
Woodside Avenue, Benfleet	Castle Point	£350
Hermitage Avenue, Thundersley	Castle Point	£120
Roseberry Avenue, Benfleet	Castle Point	£165
Constitution Hill, Benfleet	Castle Point	£200
Richmond Avenue	Castle Point	£250
	TOTAL	£21,490

Riverside / Meadows - Lines/Bays Faded	Chelmsford	£950
Waterloo Lane - Refresh Lines	Chelmsford	£1,500
Drovers Way, Springfield - Refresh DYL	Chelmsford	£300
Navigation Road - Refresh lines	Chelmsford	£500
Friars Walk - Refresh DYL	Chelmsford	£600
Trinity Road - Sign Clean or Replacement	Chelmsford	£120
St Johns Road - Rosebery to Mildmay (Permit Bays)	Chelmsford	£1,200
The Leys - Refresh DYL	Chelmsford	£100
Coppins Close - Refresh Lines	Chelmsford	£500
Kingston Crescent & Avenue - Refresh Lines	Chelmsford	£2,000
Gainsborough Crescent - Refresh Lines	Chelmsford	£600
Burnham Road - Refresh Lines	Chelmsford	£500
Humber Road - Refresh Lines	Chelmsford	£2,500
Norton Road - Sign Post and Plate's Removal	Chelmsford	£200
Market Road - Disabled Bay Lines and Sign	Chelmsford	£800
Goldlay Road - Faded Signs	Chelmsford	£450
Mews Court - Damaged Sign Replacement	Chelmsford	£150
Sandford Road - Signs and Lines	Chelmsford	£1,500
Corporation Road (No.12) - H-Bar	Chelmsford	£35
Marconi Road - Permit Bays	Chelmsford	£800
St Mildreds Road - Sign Tighten Up	Chelmsford	£100
Brook Street - Limited Waiting Lines	Chelmsford	£250
Widford Road - Signs	Chelmsford	£500
Writtle Road & Waterhouse Lane Junction - Refresh Lines	Chelmsford	£250
Duke Street & Broomfield Road, KB's (Lines possibly) (West Side)	Chelmsford	£500
Relocate SYL New London Road	Chelmsford	£200
Trinity Road (No. 18 & 22) - H-Bar Refresh	Chelmsford	£35
Hill road (No. 44) - H-Bar	Chelmsford	£35
Kingston Crescent - Permit Signs & Lines	Chelmsford	£1,500

Marconi Road (No. 82) - H-Bar	Chelmsford	£35
Baddow Road - Restricted Zone Entry Sign	Chelmsford	£400
Hanbury Road - Refresh lines	Chelmsford	£500
Southborough Road/York Road – Replace signs and post	Chelmsford	£850
Hill Road ABM x14 and RP signs	Chelmsford	£1,100
Hill Crescent – refresh bays	Chelmsford	£200
	TOTAL	£21,760

Hall Lane - Refresh SYL & TP Replacement	Maldon	£600
Station Lane - Permit Sign Replacement	Maldon	£150
Pembroke Avenue & Washington Road Junction - Refresh DYL	Maldon	£150
Albert Road, Burnham-On-Crouch - Refresh Keep Clear	Maldon	£130
Woodrolfe Road, Tollesbury - Refresh SYL	Maldon	£900
North Street & Orchard Avenue Junction - Refresh DYL	Maldon	£200
Basin Road, Heybridge - Replace Signs and Post	Maldon	£850
49 Wantz Road, Maldon (H-bar)	Maldon	£35
Walden House Road, Gt Totham (H-bars & SKC signs)	Maldon	£700
	TOTAL	£3,715

Rayleigh Avenue, Eastwood	Rochford	£350
Golden Cross Parade, Rochford	Rochford	£300
East Street, Rochford	Rochford	£50
Common Road, Great Wakering	Rochford	£250
Chevening Gardens, Hockley	Rochford	£200
Hawkwell Road & Gladstone Road, Hockley	Rochford	£80
Rochford Hall Close, Rochford	Rochford	£450
	TOTAL	£1,680

Total £84,430.00

Submitted: 1st May 2019

Approved: 18 July 2019

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

5 September 2019

AGENDA ITEM 4

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

Enquiries contact: Nick Binder, 01245 606303, 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)
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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 £40,000. Currently there is £146,380 funding still available for 2019/20. If the Joint Committee agrees to allocate this funding, the total amount of funding available, for the remainder of the financial year, will be £106,380.
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 – Thursday 5 September 2019

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	Somerset Road, Suffolk Drive, Kent Close, Surrey Way, Essex Close & Sussex Close	Laindon	Basildon	RP scheme & DYL junction protection	£6,000
2	Earl Mountbatten Drive, Pavilion Place & Carpenter Close	Billericay	Basildon	RP scheme & DYL junction protection	£2,000
TOTAL FOR BASILDON - £8,000					
3	Selwood Road/Brook Road	Brentwood	Brentwood	DYL – Junction protection	£1,000
4	Bradwell Green	Hutton	Brentwood	DYL – Junction protection and passing places	£2,000
5	St Johns Avenue	Warley	Brentwood	RP scheme	£2,000
6	Mountney Close	Mountnessing	Brentwood	DYL	£1,000
7	Roman Road	Brentwood	Brentwood	Extend DYL on junction	£1,000
8	The Furlongs	Brentwood	Brentwood	DYL on junctions	£2,000
9	Hatch Road	Brentwood	Brentwood	DYL – Junction protection	£1,000
10	Sawyers Hall Lane	Ingatstone	Brentwood	SKC's	£1,000
TOTAL FOR BRENTWOOD - £11,000					
11	Roxwell Avenue & Roxwell Road	Chelmsford	Chelmsford	DYL – Junction protection	£1,000
12	Darrell Close	Chelmsford	Chelmsford	RP scheme, DYL and SYL	£3,000
13	Dixon Avenue	Chelmsford	Chelmsford	RP scheme	£2,000
14	Maltese Road	Chelmsford	Chelmsford	Extend hours of permit scheme	£2,000
15	Waterson Vale	Chelmsford	Chelmsford	DYL	£3,000

16	Hillary Close	Chelmsford	Chelmsford	RP Scheme	£3,000
TOTAL FOR CHELMSFORD - £14,000					
17	Sweyne Avenue & Rectory Road	Hawkwell	Rochford	DYL – Junction protection	£1,000
18	Grove Road, Brocksford Avenue & Albany Road	Rayleigh	Rochford	DYL – Junction protection	£1,000
19	Mornington Avenue & Rocheway	Rochford	Rochford	Amend timing for RP scheme	£2,000
TOTAL FOR ROCHFORD - £4,000					
20	Woodcroft Close	Hadleigh	Castle Point	DYL	£1,000
21	St Johns Road & Chapel Lane	Hadleigh	Castle Point	DYL – Junction protection	£1,000
22	Olive Avenue	Leigh on Sea	Castle Point	DYL	£1,000
TOTAL FOR CASTLE POINT - £3,000					
OVERALL TOTAL - £40,000					

Item 1

Somerset Road, Suffolk Drive, Kent Close, Surrey Way, Essex Close & Sussex Close, Laindon

On 30 October 2018, the SEPP received a completed application form from a resident requesting a resident permit scheme. The request was supported with a petition with 40 signatures.

An informal consultation was carried out between 08/04/2019-02/05/2019 with the residents of: Essex Close, Somerset Road, Suffolk Drive, Surrey Way, Sussex Close, Kent Close and Ferndale Close. The consultation proposed a parking permit zone, with operational times that coincide with nearby parking schemes, Monday-Friday 10am-2pm. This proposal would also junction protection markings (double yellow lines) at all junctions for 10 metres, as per the Highway Code.

The results of the consultation gave evidence that the majority of residents were in favour of a Permit Zone. Out of all 193 properties consulted, 128 responded (66%). Out of those that responded 91% agreed with the proposal to introduce double yellow lines at junctions and 79% were in favour of a parking permit scheme.

Only 14% of properties in Ferndale Close responded the consultation. Additionally, Sussex Close only received a response rate of 45% percent, out of which only 40% were in favour of permit scheme.



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 £6,000.

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 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 – partially 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 2

Earl Mountbatten Drive, Pavilion Place & Carpenter Close, Billericay

A request was received regarding the introduction of a resident permit parking scheme for Earl Mountbatten Drive, Carpenter Close, Pavilion Place) to deter non-resident parking. The request was supported by a 48-signature petition. It is stated by the applicant that since restrictions have been introduced in the surrounding areas, the problem has moved into the estate. The applicant reports that non-resident vehicles are blocking driveways and obstructing sightlines at bends and junctions.

In March 2018, the technician recommended not to proceed but to keep on file due to possible displacement of parking from Crescent Road which may increase the number of parked vehicles in this area to an unacceptable level. It was stated that if this occurred, SEPP could then undertake an informal consultation with residents to seek their views on providing a resident permit parking scheme.

Since the recommendation to decline the request, SEPP received complaints from residents regarding an increase of non-residents parking in Earl Mountbatten drive, possibly due to the displacement of parking from Crescent Road. Therefore, following a number of site visits to monitor this, it was decided to conduct an informal consultation with residents regarding the introduction of a parking permit zone alongside junction protection markings.

The consultation was carried out between 11/03/2019 – 05/04/2019 where all properties of Earl Mountbatten Drive, Pavilion Place and Carpenter Close were invited to comment. Residents were given two proposed operational times, Monday to Friday 9am-5pm or Monday to Friday 10-11am.

Out of 82 properties (all roads), 49 (60%) responded to the consultation. Out of those that responded, 34 (69%) were in favour of junction protection and 42 (85%) were in favour of a permit scheme. Out of those in favour of a permit scheme, 29 (69%) were in favour of operational times of Monday to Friday 9am-5pm.

Carpenter Close was the only road not to receive a 50% response rate. Only 15 (38%) responded, however despite this, out of those that responded 11 (73%) were in favour.

Following the above results, the Technician recommends that the request for a parking permit zone in Earl Mountbatten, Pavilion Place and Carpenter Close (with operational times of Monday to Friday 9am-5pm), is accepted and is put forward for funding at the next meeting. It is recommended that junction protection markings are also included as part of this scheme.



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 £2,000.

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 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 – partially 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 3

Brook Road, Selwood Road and Wansford Close, Brentwood

A completed application form has been received (22/10/2018) requesting junction protection markings (double yellow lines) at the Selwood Road / Brook Road junction and a single yellow line restriction, Monday to Friday 8am-5pm on Brook Road. The application form has been submitted by Councillor Jon Cloke on behalf of a local resident at No. 7 Selwood Road.

The applicant stated that employees of Academy Place and surrounding estates are parking at junctions on Brook Road, obstructing sightlines and parking on both sides of the road which narrows the carriageway width, prohibiting larger vehicles from passing.

On a couple of occasions, 1 or 2 vehicles were parking within 10 metres of junctions, restricting sightlines. The Technician therefore recommends 10 metres junction projection markings, as per the Highway Code, to retain sightlines.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood 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

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 4

Bradwell Green, Poplar Drive, Birdbrook Close, Clavering Gardens, Wenham Gardens, Broxted Mews, Horksley Gardens, Waltham Close, Halstead Way, Thaxted Green, Ashdon Close, Langford Green, Felstead Close, Beaumont Gardens, Barnston Way, Bannister Drive and Roxwell Gardens, Hutton

A completed application has been received requesting 'No Waiting at Any Time' (double yellow lines) opposite the driveway of 1 Bradwell Green. It is stated by the applicant that vehicles park opposite their driveway, preventing them access to their property.

On the site visits conducted, it was observed that during school drop off and pickup times, vehicles park in Poplar Drive and Bannister Drive. During these times, it is very difficult to pass the parked vehicles. Therefore, it is recommended that parking is reviewed in order to incorporate junction protection and passing places throughout the Hutton Poplar estate in order to improve the flow of traffic and retain sight lines at junctions.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood 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

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

St Johns Avenue, Warley

An application form was received 09/11/2018 requesting a Resident Parking Permit Scheme Monday-Friday 1pm-2pm in St. John's Avenue, Warley. The applicant states that commuters and local office works are parking all day in St Johns Avenue, resulting in residents, carers, delivery drivers and visitors being unable to park. Additionally, it is stated that due to the lack of parking, vehicles are increasing parking on grass verges. It is also stated that large vehicles struggle to drive through due to the number of vehicles narrowing the carriageway.

During the site visits conducted, the number of vehicles parking in St. Johns Avenue ranged from 19-27. On several occasions, it was observed that the carriageway width was reduced to an insufficient width for larger vehicles due the locations of other parked vehicles. On occasion. Most parking spaces on St John's Avenue were taken.

As it is difficult to determine which vehicles are commuters and residents, it was decided to undertake an informal consultation. It was decided to include Thorndales also to determine whether residents would also benefit from such a scheme.

An informal consultation was carried out between 11/03/2019 and 05/04/2019 proposing a permit parking scheme with two proposed operational times of Monday to Friday 11am-noon or Monday to Friday 9am-5pm.

The results of the consultation concluded that the majority of Thorndales residents did not want a permit zone. Out of 15 properties, 57 (77%) responded. Out of those that responded 10 (67%) did not want a permit scheme.

On the other hand, for St Johns Avenue, out of 59 properties consulted, 45 (76%) responded. Out of those who responded, 39 (87%) were in favour of a permit scheme. Out of those in favour, 31 (89%) showed a preference for operational times of Monday to Friday 10-11am.

Following the above results, the Technician recommends that the request for a parking permit zone in **St John's Avenue only** (with operational times of Monday to Friday 10-11am), is accepted and is put forward for funding at the next meeting.



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 Brentwood 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 6

Mountney Close, Mountnessing

An application form was received (21/10/2018) requesting 'No Waiting at Any Time' restrictions (double yellow lines) on Mountney Close, Mountnessing.

The applicant stated that residents park on both sides of the road, preventing emergency access. Therefore, the applicant suggests installing double yellow lines on one side of the road (closest to the river and railway), excluding the laybys but including the entrances to the BBC parking area.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood 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

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 7

Roman Road, Ingatestone

A completed application form has been received (22/10/2018) requesting that the existing double yellow lines on Roman Road should be extended to cover an area approximately 30 metres north of the northern entrance to Harebridge Crescent to at least 50 metres south of the southern entrance to Harebridge Crescent. The application was provided by Councillor Thomas Bridge, on behalf of residents on Harebridge Road and Roman Road (north).

Both junctions of Harebridge Crescent / Roman Road are currently restricted by approximately 15 metres of junction protection markings (DYL). The applicant states that this is insufficient due to Roman Road being 40mph and heavy traffic flow.

During the site visits conducted, it was observed that sightlines were partially restricted due to parked vehicles around both junctions of Harebridge Crescent / Roman Road.

Therefore, the Technician recommends that due to the 40mph speed limit, that the existing markings on Roman Road are extended by approximately 5 metres (depending on location of driveways), north and south of both junctions of Harebridge Crescent in order to retain sight lines.



It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood 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

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.

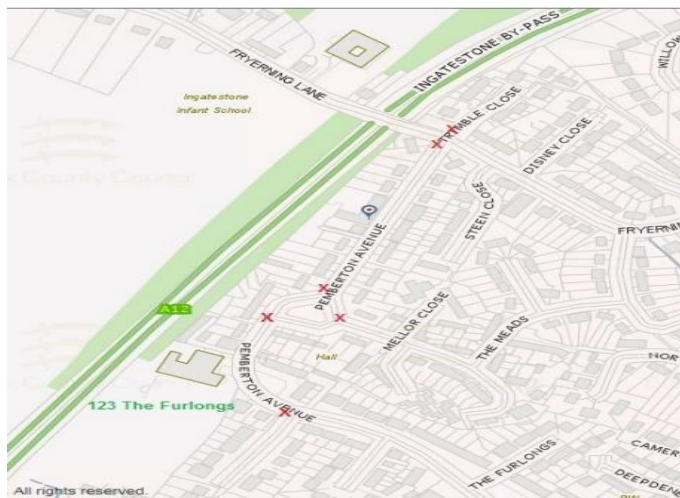
Item 8

The Furlongs, Ingatestone

A completed application form has been received (20/01/2019) requesting junction protection markings at various junctions in order to prevent parking during school drop off and pick up times. These junctions are close to The Ingatestone & Fryerning Church of England Junior School. The applicant states that currently, parents are parking at the junctions, restricting sightlines, which would cause potential collisions.

The technician conducted site visits at the following junctions:

- (1) Northern-most arm of The Furlongs (near No. 117 The Furlongs)
- (2) Pemberton Avenue (Southern Arm) with roundabout
- (3) Pemberton Avenue (Eastern Arm) with roundabout.
- (4) Pemberton Avenue (Northern Arm) with roundabout
- (5) Pemberton Avenue junction with Fryerning Lane
- (6) Trimble Close junction with Fryerning Lane



Site visits were mostly conducted around school drop off and pick up times as these were specifically mentioned within the application. During the visits conducted, vehicles were observed parking at all junctions highlighted by the applicant, vehicles obstructing sightlines and restricting the movement of traffic at the junctions.



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 £2,000.

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 9

Hatch Road, Pilgrims Hatch

The request does not meet Essex County Council safety and congestion criteria. There are no recorded accidents at this location, however SEPP were informed that a non-injury collision took place (the Police were not called to the scene).

A completed application form has been received (10/12/2018) requesting junction protection restrictions on Hatch Road / Daffodil Avenue in order to retain sight lines for road users. The applicant states that vehicles are parking on the grass verges, blocking sight lines for other road users. It is stated that this was the case when the incident occurred (mentioned above).

During the site visits conducted, no vehicles were observed parking on the grass verges, as mentioned in the application. On occasion however, vehicles were seen parking within 10 metres of the Hatch Road / Daffodil Avenue.

It is likely that most parking issues occur at evenings and weekends when most residents are home. Therefore, the Technician recommends accepting the request to install junction protection markings for 10 metres, as per the Highway Code in order to retain sightlines at all times.



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.

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 10

Sawyers Hall Lane, Brentwood.

Beckett Keys School has recently built a new sixth form block and created a new entrance opposite St Thomas School.

The creation of a new entrance has encouraged parents to drop off and pick up across the entrance. This causes various issues with safety with sight lines obscured and pedestrian and vehicle conflict. Pupils are crossing the front of the entrance as this is the desired line and because of the lack of footway on the southern side. This also brings pedestrians into conflict with vehicles accessing Grove House School and Faces Childcare. Vehicles exiting the entrance have sight lines obscured and are frequently blocked from exiting with parents dropping off/picking up across the entrance.

The current restrictions are double yellow lines. However, as this allows vehicles to set down and pick up passengers the restriction is ineffective in preventing this. A 'No Stopping' restriction would be more effective and easier to enforce. Any scheme should also include the northern entrance to Beckett Keys School for the same reasons.



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 School 'Keep Clear' markings outside the school to assist parents and children in crossing the road, maintaining access and egress and improving safety by reducing pedestrian/vehicle conflict. 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 11

Roxwell Avenue and Roxwell Road, Chelmsford

This request is supported by Cllr Robinson and a 38-property petition.

A number of site visits have been undertaken and parking consistently observed near to the junction with Roxwell Road.

Additionally, a technician often goes past Roxwell Avenue in the early morning or mid-afternoon on the way back to work and consistently witnesses vehicles parking within ten metres of the junction.

Despite this request not meeting SEPP policy criteria, given that parking near the junction appears to be a regular occurrence it is suggested that 10 – 15 metres of No Waiting At Any Time (double yellow line) parking restrictions be considered to enforce the Highway Code and improve sight lines/access for motorists at this location.



It has been agreed with the Lead Councillor for parking matters for Chelmsford to cost a scheme to provide the necessary Traffic Regulation Order. 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 12

Darrell Close, Chelmsford

Darrell Close is opposite Greenways where a resident permit parking scheme was introduced in 2017. It is likely there is some displaced commuter / student parking occurring. The plan below shows Darrell Close to the north west of Greenways.

Following receipt of the application form the SEPP carried out an informal consultation with all residents of Darrell Close to seek their view on consideration to provide a resident permit parking scheme. The informal consultation ran from 22 June to 3 August.

The results are:

Number of properties = 29 Number of responses = 14 (48% response rate)

Number of respondents in favour of a permit scheme = 8

Number of respondents not in favour of a permit parking scheme = 6

The results of the informal consultation (48% response rate) do not meet the SEPP criteria to progress the request. It is therefore recommended the request is declined at this time.

However, as the property on the corner of Darrell Close and Broomfield Road is now set to become a nursery Essex County Council is proposing a scheme for double yellow lines on the junction and in Broomfield Road. It was therefore agreed to carry out another informal consultation with all residents in Darrell Close taking into account this new development.

During the informal consultation 20 out of 29 responded (69%), of which 18 (62%) were in favour of a permit parking scheme. Out of those in favour, 14 (78%) showed a preference for operation times of Monday to Friday 8am-6pm.

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 Chelmsford 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 – partially 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.

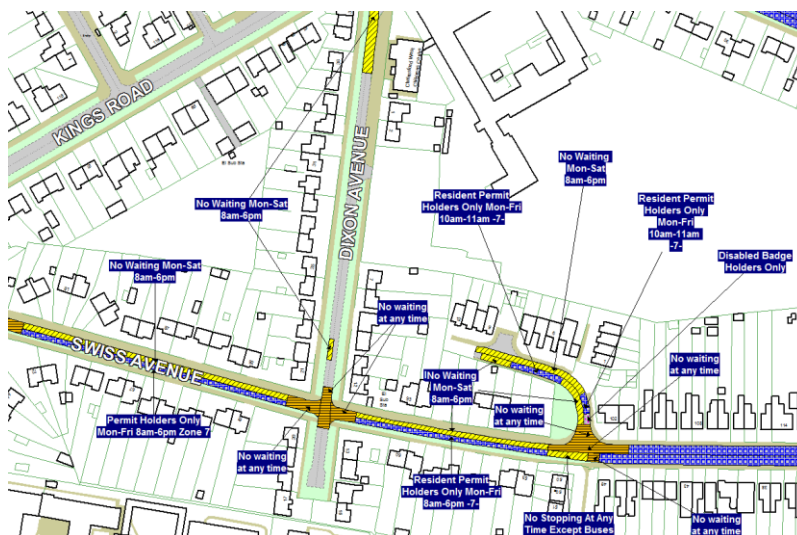
Item 13

Dixon Avenue, Chelmsford

Dixon Avenue has thirty-five houses and is unrestricted for approximately one hundred and forty-six metres; along the eastern side of the road there is the entry to Kings Road Primary School.

A Resident Permit scheme was implemented in Swiss Avenue in March 2018 which has displaced parking into Dixon Avenue. There are also other roads in the area that already have permit schemes in operation. Therefore, a proposed permit scheme for Dixon Avenue would be consistent with other roads in the area.

After consulting with the residents of Dixon Avenue and reviewing the road including the surrounding the Technician recommended that the application was progressed for funding to formally advertise a Resident Permit scheme in the entire length of the road.



During the informal consultation, which was carried out in September/October 2018, 21 out of 35 responded (60%), of which 20 (57%) were in favour of a permit parking scheme. Out of those in favour, 18 (90%) showed a preference for operation times of Monday to Friday 10-11am & 2-3pm.

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 Chelmsford to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £5,500.



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.

- * 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 – 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 14

Maltese Road, Chelmsford

The majority of the existing permit parking bays in Maltese Road operates from Monday to Friday between the hours of 10am to 11am, to deter commuter parking. This parking restriction has been in place for many years.

The parking complaints have escalated since Maltese Road Primary School opened. The number of parents dropping off and collecting their children has increased, whereas previously when the school was the Columbus school and college there was a number of mini-buses used.

Complaints report parents are parking across resident's driveways on a regular basis, but the school is also part of the 3PR scheme which helps to prevent this. However, residents have requested the restriction is extended from 8am to 6pm.

The main parking complaint is parents parking inconsiderately and without thought to residents. Any consideration to prohibit parents from parking at peak school times will be met with objections. After a number of site visits we could not confirm that parent parking presented an issue to the residents as no inconsiderate parking was witnessed on any occasion and in fact most parents seemed to walk to and from the school.

8 site visits have been conducted at various times and found that most vehicles during these visits were parked outside the stretch of road from house no. 29 through to house no. 51. Minimal parking was witnessed on the stretch of road from house no. 57 through to house no. 81 (the stretch of road opposite the school) where the complaints have stated there is a problem. A site visit during the school and university holidays showed less vehicles parked within the road. However, due to this visit being conducted at 10:50am this would indicate that the parking was by residents themselves or their visitors.

Increased parking after 11am witnessed during other site visits indicate that the road maybe used by university students or commuters.

Based on our findings we can conclude that parking does occur after 11am after the restriction ends however, we did not find that school parking presented an issue to residents. However, we did find that the parking issue would appear to be presented by university students as they can walk through the cut-through to Westfield and carry on towards the university. This parking issue could also be caused by commuters that start later on in the day as well.

Even with students or commuters parking within Maltese Road after 11am the issue does not meet the SEPP policy criteria as most properties have off street parking available and room still remained for visitor parking should residents require this. The SEPP policy criteria states that we will not introduce restrictions to prevent short term parking as this is difficult to enforce.

However, consideration could be given to add a 2pm to 3pm restriction or a continuing 10am to 2pm restriction to help prevent long term parking by students or commuters. This would result in more space being available for school parking which would enable them to park with more consideration and have less impact on the residents.

It has been agreed with the Lead Councillor for parking matters for Chelmsford to cost a scheme to provide the necessary Traffic Regulation Order to amend the operational times of the permit scheme to Monday to Friday 10am-2pm. 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.
- * 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 – partially 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 15

Waterson Vale, Chelmsford

This request is for parking restrictions in Waterson Vale to eliminate the parking that currently prevents the eastbound buses from pulling in and aligning with the Kassel kerbs for the safe boarding and alighting of passengers. Additionally, restrictions are requested to prevent vehicles parking at the junction with Moulsham Chase which causes sightline issues.

The bus cage markings on the north side of the carriageway are only 11 metres long (they are normally 19 metres) which precludes a bus from pulling in if there are vehicles parked on the western side of it. Due to the location of the Kassel kerbs and a pram crossing it would be impossible to amend the existing cage. Anecdotally short buses were once used on this route which may explain the short cage length.

The problem was amply demonstrated on one site visit;



Parking at this location appears to be weekdays only, during the day, and frequently along the entire section between the junctions with Princes Road and Moulsham Chase (north side) and to the south of the junction with Moulsham Chase (east side) between the bends. There are no double yellow lines on Waterson Vale at the junction with Moulsham Chase allowing vehicles to park right up to the junction on either side which has been observed. See separate site visit plans.

It has been suggested that the vehicles that park here belong to students of the near-by college and indeed what appeared to be students have been observed leaving a vehicle and heading that way. However, we have also observed people parking at this location, walking across the road and catching a bus to town. It may be that local workers also park here and do the same thing (or walk), it would be cheaper than using town centre car parks.

One serious collision has been recorded in the past 3 years at the j/w Burghley Way on 21/07/2017.

Due to the positioning of the bus stop Kassel kerbs and pram crossing it is not possible to amend the bus cage, however it is suggested that some No waiting At Any Time restrictions are implemented (see attached plan) to enable satisfactory passage and parking of buses and enable the safe movement of delivery and other vehicles to the adjacent retail park and remainder of the housing estate.

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. It is estimated at £3,000.

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 16

Hillary Close Chelmsford

Background

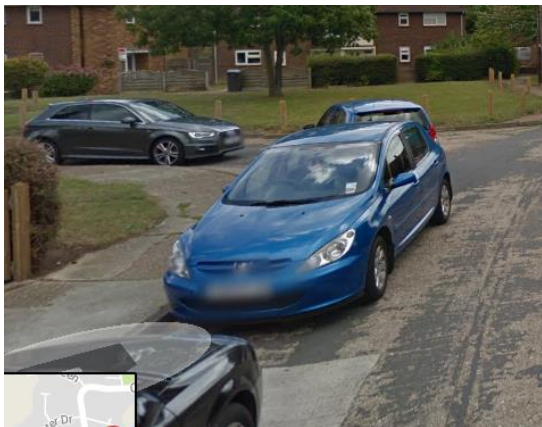
In 2014, the SEPP carried out an informal consultation with all residents of Hillary Close to seek their view on consideration to provide a resident permit parking scheme, similar to nearby roads. The results of the informal consultation at that time was:

Number of properties = 52 Number of responses = 25 (48% response rate)

Number of respondents in favour of permit parking = 21 (84% of respondents)

Number not in favour = 3 (One respondent did not tick any box)

Hillary Close is full of parked vehicles during the day and it one of the few unrestrited roads in the area. Parking is likley to be a mixture of residents and commuters.



Following receipt of the recent application form, the SEPP carried out another informal consultation with all residents of Hillary Close. The informal consultation was from 29.06.18 to 10.08.18. A FREEPOST envelope was provided. The results are:

Number of properties = 52

Number of responses = 25 (48% response rate)

Number of respondents in favour of permit parking = 20 (80% of respondents in favour)

Number not in favour = 5

It was highlighted to the Parking Partnership that several properties in Hillary Close are unoccupied which can have an effect on the response rate figures, on further investigation the unoccupied properties have been taken into account which reflects the appropriate response rate required and therefore the Lead Officer and Joint Committee Member for Chelmsford have requested the scheme be progressed.

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 – 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 17

Sweyne Avenue and Rectory Road, Hawkwell

This request is for No Waiting at Any Time (double yellow line) parking restrictions for the entire length of Sweyne Avenue on one side and 25 metres of No Waiting at Any Time (double yellow line) restrictions on the other. This is to prevent obstructive parking near the junction with Rectory Road and further along its length. The application is supported by councillors Gooding and Cutmore and a 20-property petition (12 Sweyne Avenue; 6 St Clements Court; 2 Rectory Road).

6 site visits have been carried out at various times including an early morning to check overnight parking. Whilst some parking was witnessed 8 metres from the junction with Rectory Road it was always confined to the west side only. See site visit plans supplied.

Parking further along the road was on occasion partially opposite other vehicles, these vehicles were parked half on the footway. This parking would be by the residents themselves but was always such that

it didn't impede the flow of traffic (which in any case is minimal at this location) or passage of larger vehicles. The residents could move their vehicles should it be necessary. It is highly unlikely that a proposal to install double yellow lines along the whole of one side would be supported by the residents

It was noted that the entrance to Clements Hall Fitness Centre has now been closed (using large concrete blocks).

This request does not meet SEPP policy criteria and there have been no recorded accidents at this location in the past 3 years.

Although this request does not meet SEPP policy criteria, 15 metres of No Waiting at Any Time (double yellow line) parking restrictions could be considered on both sides of Sweyne Avenue from its junction with Rectory Road, with 10 metres each side of the junction on the north side of Rectory Road.



It has been agreed with the Lead Councillor for parking matters for Rochford 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

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 18

Grove Road, Brocksford Avenue and Albany Road, Rayleigh

This request is for double yellow line junction protection markings on the junctions of Grove Road with Albany Road and Brocksford Avenue. This is to prevent parents parking too close to the junctions at school closing time which presents both sight line issues and danger for children crossing the roads.

A number of site visits have been undertaken outside of school opening and closing times with no issues noted, however during the drop-off and pick-up times it is acknowledged that the situation will be very different.

This request does not meet SEPP policy criteria particularly with the difficulties of enforcement during this short-term invasion period. There have been no recorded accidents at this location within the past 3 years.

Despite the above it is considered that 10 metres of junction protection on each junction may be beneficial given their proximity to the school.

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Rochford 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.

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Item 19

Mornington Avenue and Rocheway, Rochford

This request is for a change in the resident permit parking times from 10am – 12pm & 2pm - 4pm to 10am – 11am & 2pm – 3pm as it is considered a burden for residents and would be easier for visitors and residents who finish work mid-afternoon. The request is supported by a 40-property (out of 57) petition from Mornington Avenue only and Cllrs Steptoe, Lucas-Gill and Williams.

Although the permit parking zone covers both Mornington Avenue and Rocheway, only Mornington Avenue residents have signed the petition.

An informal consultation was carried out in May 2019 with the residents of both Mornington Avenue and Rocheway to seek their views on reducing the permit parking times as requested above.

The results were as follows:

Mornington Avenue:

38 of 57 (67%) responded, 19 of 57 (33%) did not respond

31 of 38 (82%) were in favour of a change in timing

7 of 38 (18%) were against a change in timing

Rocheway:

17 of 21 (74%) responded, 6 of 23 (26%) did not respond

8 of 17 (47%) were in favour of a change in timing

9 of 17 (53%) were against a change in timing

Overall:

55 of 80 (69%) responded, 25 of 80 (31%) did not respond

39 of 55 (71%) were in favour of a change in timing

16 of 55 (29%) were against a change in timing

As can be seen the majority of Mornington Avenue residents who responded were in favour of a change whereas the views of the Rocheway residents were relatively evenly split, however the overall result shows a majority in favour.

Having 2 x 2 hour timings is unusual, 2 x 1 hour is most commonly used and is effective in preventing all-day, non-resident, parking. The history of these two roads is that following an informal consultation in 2013 the majority of residents wanted a permit scheme that operated at all times, on all days. Following formal consultation in 2014 objections were received to the all times/all days proposal and the subsequent SEPP objection committee took the decision to reduce the operating times to Monday to Friday between the hours of 10am to Noon and 2pm to 4pm which was the scheme that was implemented.

Given that both roads are part of one zone and that having different timings for each would both make signing difficult and cause possible confusion to motorists it is suggested that either the request is declined or funding sought for a TRO to amend the timing for the whole zone (both roads).

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Rochford to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2,500.

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 20

Woodcroft Close, Hadleigh, Castle Point

This request is for restrictions to prevent parking by non-residents that cause obstruction and restrictions to prevent obstructive parking in the access road.

From the site visits undertaken, at various times, it would appear that from the nature of parking that the majority of vehicles in the main body of Woodcroft Close belong to residents of the close, in fact one vehicle seems to be permanently parked under cover on the highway. Those vehicles parked in the access road are most likely to belong to non-residents. Given the spaces that were often noted and nature of this road it is thought unlikely that local workers are parking here.

At no time were vehicles noted to be parked on both sides of the access road and the technician passes this road frequently and has not seen this at other times, however it is acknowledged that parking on both sides may occur on occasions. This section of carriageway is only 4 metres wide which prevents parking both sides other than on the footway.

This request does not meet SEPP policy criteria and there have been no recorded accidents at this location in the past three years.

It is recommended that due to the nature of Woodcroft Close, the access road has double yellow line (No waiting at Any Time) restrictions implemented on both sides to ensure unobstructed access for such as emergency vehicles but no other restrictions be considered, resident permit parking should be unnecessary at this location if the access section is restricted which is where likely non-resident parking would occur.



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 £1,000.

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 21

St Johns Road and Chapel Lane, Hadleigh, Castle Point

This application, endorsed by Cllr Reeves but not accompanied by a petition or the support of affected residents, is for double yellow line (No Waiting at Any Time) parking restrictions on the junction of St Johns Road and Chapel Lane to prevent obstructive parking.

Out of 13 site visits on various days only twice have vehicles been observed to be parked near the junction and these were not causing a significant obstruction to the passage of traffic (see accompanying plans).

It is acknowledged that Chapel Lane may have a greater traffic flow and generate some extra parking when some events take place at the country park.

There have been no recorded accidents at this location within the past 3 years.

Given the narrow nature of the roads at this location, the potential for vehicles to be parked near to the junction and that on occasion these roads can be very busy it is recommended that 10 metres of double yellow line, junction protection be considered on the west side of Chapel Lane and both sides of St Johns Road at this junction.



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 £1,000.

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 22

Olive Avenue, Leigh-on-Sea, Castle Point

Double yellow line (No Waiting at Any Time) parking restrictions are requested on the bend of Olive Avenue (between property Nos. 124 and 132). An application form has been received with a petition signed by 13 properties in Olive Avenue (and 3 other non-related) requesting the restrictions to prevent congestion, obstruction and improve sightlines.

Significantly none of the affected properties have signed the petition.

Olive Avenue is used as a cut-through at peak traffic times by motorists avoiding the queues on the A13 London Road.

This area is well known to the technician and any vehicle parked on the bend does present sightline issues with regard to on-coming traffic. However parked vehicles are rarely observed at this location and will be those of either the residents or their visitors, usually only one vehicle has been noted on the outside of the bend, half on a driveway.

Coupled with the fact that there are other parked vehicles in the road and that the vast majority of road users will know the narrowness and severity of the of the bend, speeds at this location are generally low.

This request does not meet ECC or SEPP policy criteria and there have been no recorded accidents at this location within the past 3 years.

It is acknowledged that double yellow lines would be desirable at this location and that the Highway Code advises against parking on a bend, however this road is typical of those in this residential area and restrictions are unlikely to be supported by the affected residents.

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 £1,000.

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.