

**MEETING OF THE SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**



**THURSDAY 4 MARCH 2021
HELD THROUGH MICROSOFT TEAMS
DUE TO SOCIAL DISTANCING MEASURES
COMMENCING AT 3.15PM**

AGENDA

1. Welcome by Chairman of the Sub Committee.
2. Apologies for absence.
3. Matters arising
4. Consider representations against proposed TRO relating to Leigh Road, Canvey Island.
5. Consider representations against proposed TRO relating to Woodcroft Close, Hadleigh.
6. Consider representations against proposed TRO relating to Rocheway and Mornington Avenue, Rochford.
7. Consider representations against proposed TRO relating to Ridgeway, Rayleigh.
8. Consider representations against proposed TRO relating to Sandford Road, Chelmsford.
9. Consider representations against proposed TRO relating to Cedar Avenue, Chelmsford.
10. Consider representations against proposed TRO for Linnet Drive, Osprey Way & Robin Way, Chelmsford.
11. Consider representations against proposed TRO relating to Lawn Lane, Chelmsford.
12. Consider representations against proposed TRO relating to Old Court Road, Chelmsford.
13. Consider representations against proposed TRO relating to Runwell Gardens & Church End Lane, Runwell, Chelmsford.
14. Consider representations against proposed TRO relating to Nash Drive & Constance Close, Chelmsford.
15. Consider representations against proposed TRO relating to Sunrise Avenue, Chelmsford.
16. Consider representations against proposed TRO relating to Chelmsford Road, Shenfield, Brentwood.
17. Consider representations against proposed TRO relating to various junctions, Shenfield, Chelmsford.
18. Consider representations against proposed TRO relating to Cranes Lane and Sandpiper Lane, Basildon.
19. Any other business.

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE
3.15PM THURSDAY 4 MARCH 2021
AGENDA ITEM 4

Subject	THE ESSEX COUNTY COUNCIL (CASTLE POINT BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 4) ORDER 202* Relating to Leigh Road, Canvey Island
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

Purpose	To report the receipt of representations made on part of the Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading and Stopping) & (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202*
Options	The Joint Committee has the following options available: <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised; or 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or 3. to agree that the proposed Order should not be made.
Recommendation(s)	<ol style="list-style-type: none"> 1. The Order is not made as advertised (section to remain unrestricted); and 2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u>
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1.1	The purpose of this Order is to vary The Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 set out below:
1.2	In June 2019 an application form was received accompanied by a 21-property petition with support by a local Councillor requesting No Waiting At Any Time (double yellow line) parking restrictions on the currently unrestricted section of Leigh Road (between the boundary of property Nos. 6/8 & 36/38) to prevent parking on the verge and partially blocking driveways and causing problems for other road users and residents.
1.3	Following receipt of the application, SEPP, with the agreement of the lead Councillor and Lead Officer, carried out an informal consultation with the affected residents of Leigh Road for a less restrictive No Waiting 8am – 8pm, Good Friday – 30 September parking restriction. This restriction being the same as on the remainder of Leigh Road and those nearby.
1.4	The informal consultation was carried in January 2020 with the following results: 22 of 31 (71%) properties responded, 9 of 31 (29%) properties did not respond 17 of 22 (77%) responses in favour of a seasonal SYL 5 of 22 (23%) responses against a seasonal SYL
1.5	It was agreed with the Lead Councillor and Lead Officer for parking matters for Castle Point to cost a scheme to propose to prohibit parking 8am – 8pm Good Friday – 30 September. This cost will be reduced if incorporated with other roads in Castle Point, to publish one Traffic Regulation Order.
1.6	The scheme was costed at £2,500 and placed before the South Essex Parking Partnership Sub Committee on 7 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.7	The Order was originally published in the Echo and on site on 12 November 2020, and copies of the draft Order were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.8	When the Order was published on 12 November 2020 a 21-day period of formal public consultation commenced.

1.9	<p>Copy of letter sent to residents on 9 November 2020 –</p> <p>Dear Resident,</p> <p><u>Re: The Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202*</u>, relating to Leigh Road, Canvey Island.</p> <p>The South Essex Parking Partnership will shortly be publishing a proposal to extend the existing No Waiting 9am – 8pm Good Friday – 30 September (single yellow line) parking restriction on both sides of Leigh Road, from a point in line with the boundary between property Nos. 6 & 8 Leigh Road westwards to a point in line with the boundary between property Nos. 36 & 38 Leigh Road.</p> <p>The proposal will be published in The Echo on 12 November 2020 and site notices will also be placed. Further information on the proposed Traffic Regulation Order can also be found on the Council's website from 12 November 2020: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/view-current-and-proposed-parking-restrictions/castle-point-parking-restrictions/</p> <p>When the proposal is published it will commence a 21-day formal consultation period whereby any person may write objecting to the proposal or write in support.</p> <p>If there are unresolved objections the matter will be reported to the South Essex Parking Partnership Joint Committee for a decision. The Committee can agree to proceed as published and bring the Order into effect, amend the proposal or withdraw it in its entirety.</p> <p>If you wish to make any comments on or after 12 November 2020 you can email or write to the above. All comments must be received by 03 December 2020.</p> <p><u>Please note that any previous comments received cannot be taken into account. Therefore, it is essential for you to formally respond, either objecting to or supporting the proposal during the statutory period stated above.</u></p> <p>I hope this information is useful.</p>
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	There was initial support for a new parking restriction but when the formal consultation was undertaken there was very little support for pursuing the Order as proposed, either in whole or in part. The SEPP Joint Committee Member, Lead Officer and Technicians consider that in view of the number of objections and comments received this section of Leigh Road should remain unrestricted.
<p><u>List of Appendices</u></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p>	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from a resident of Leigh Road	Objection
2	Letter from a resident of Leigh Road	Objection
3	Email from a resident of Leigh Road	Objection
4	Email from a resident of Leigh Road	Objection
5	Letter from a resident of Leigh Road	Support
6	Letter from a resident of Leigh Road	Support
7	Email from a resident of Leigh Road	Objection
8	Email from a resident of Leigh Road	Objection
9	Email from a resident of Leigh Road	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 12 NOVEMBER TO 3 DECEMBER 2020

Representations & responses relating to Leigh Road		
Ref	Representation -	Technician response -
1	<p>I'm against the proposal of the parking restrictions on Leigh Road for the following reasons:</p> <p>I have a large family and not all our cars fit on our drive, as many of our neighbours have the same problem. By putting these parking restrictions in place, it will only cause problems by residents parking their vehicles in the shop car park at the end of Leigh Road (furtherwick road). Which will not only cause a nuisance for the shop owners/customers. But would also increase car theft and vandalism/breakins to vehicles.</p> <p>As a large family we all work, so some of our family have work vans which contain tools. Having to park elsewhere will cause great problems also an increase to our insurance premiums. Why not consider permit parking? Paying for this service wouldn't be a problem for us.</p> <p>We shouldn't have to argue/protest about parking outside our own homes which we have bought and paid for. Our house has been in our family for over ■ years and never have we had a problem with parking, so I don't quite understand why this has come about now.</p> <p>If any restrictions should be put in place it should be speed humps or an emergency gate erected halfway down the road, the speed some people drive down our road is ridiculous, it's also used as a short cut and for drug deals. We've already had a fatality, around 18 months ago. This would most certainly get our vote.</p>	<p>Objection noted.</p> <p>The initial application (supported by 21 properties) was for 'No Waiting at Any Time' restrictions. This was felt to be inappropriate and the seasonal restriction was what was consulted on, the majority being in favour. SEPP would not normally introduce a permit parking scheme on a short section of road and what is proposed is in keeping with the area which has the same restriction.</p> <p>Permit parking may not be of assistance in this case as it is limited to four permits per household.</p> <p>Any physical measures to slow traffic would be the responsibility of Essex County Council.</p>
2	<p>I am objecting and concerned that the continuous yellow line Good Friday to 30th September will not be of any extra benefit to residents. Placing these lines will only make it easier for vehicles to speed down the road as it is a quick cut thru from Furtherwick Rd to the Thorney Bay area. The residents of Thorp Leas will be affected by vehicles trying to park in their road. We have carers attend daily and this will cause problems for them.</p> <p>A lot of the properties have reasonable of street parking but there are some that do not.</p>	<p>Objection noted.</p> <p>It is acknowledged that the presence of parked vehicles does have the effect of some traffic calming.</p> <p>Parking during the daytime is light, carers may find parking in Thorp Leas.</p>

	I have also been told that other seafront roads have had lines removed.	Some seafront roads have had short sections of seasonal parking restrictions removed.
3	I'm against the proposal for the yellow lines parking restrictions on both sides of Leigh road as we have a small drive way and a very large family we pay our rates same as every other roads do , we have 2 work vans which have work tools and parking them else where will increase the risk of theft , we have never had a parking problem down Leigh road I'm sure our neighbours will agree if you feel like action need to take place I wouldn't mind suggesting to add laybuys or parking permits as we wouldn't mind paying for them to park outside our own home which we have paid for	<p>Objection noted.</p> <p>The initial application (supported by 21 properties) was for 'No Waiting at Any Time' restrictions. This was felt to be inappropriate and the seasonal restriction was what was consulted on, the majority being in favour. SEPP would not normally introduce a permit parking scheme on a short section of road and what is proposed is in keeping with the area which has the same restriction.</p> <p>Essex County Council are responsible for any changes to the road formation.</p>
4	I am writing regarding the parking restrictions due to take place down Leigh road canvey, I am writing against this decision, we have a small driveway with a big family so we have limited space already, Some of our household members are required to use work vans filled up with tools which we wouldn't feel comfortable not leaving outside the house where we have cameras, the only option would be to park at the top of the road near the row of shops or down different roads which just wouldn't be convenient for us nor help with our insurance premiums, We have never had a problem with parking down our road and I'm Sure our neighbours would agree, having parked cars down the road actually do help to slow down the speeding drivers that use our road for a short cut. Maybe you should look further into speed bumps which would be more helpful rather than making it more difficult for working members to park the vans.	<p>Objection noted.</p> <p>The initial application (supported by 21 properties) was for 'No Waiting at Any Time' restrictions. This was felt to be inappropriate and the seasonal restriction was what was consulted on, the majority being in favour. This is in keeping with the area which has the same restriction.</p> <p>It is acknowledged that the presence of parked vehicles does have the effect of some traffic calming.</p> <p>Essex County Council are responsible for any changes to the road formation.</p>
5	I am contacting you in relation to the letter dated 09/11/2020 regarding the proposed single yellow lines down Leigh Road, Canvey Island. We are in full support of this proposal, we have lived down Leigh road for over 40 years and have seen the parking situation get progressively worse over the last few	<p>Support noted.</p> <p>The Police were consulted regarding the fatal accident alluded to and we were informed that</p>

	years. At times it is hard to leave your drive way safely due to the number of cars/van parked along the road blocking your view to do so. After last years fatal accident outside our property we feel it's time something needs to be done, If no parking restriction are not put into place further accidents will occur.	parking was not a factor.
6	Thank you for your letter dated 9 th November. My Wife and I would be very pleased to see yellow lines outside our property. So we are all for yellow lines.	Support noted.
7	<p>I wish to object to the proposed parking restrictions in Leigh Road, Canvey on at least the following grounds:-</p> <p>1. The stated reason for the introduction of the restrictions is that residents have complained of vehicles parking across their drive ways. From a straw poll which I have conducted I can not find anyone who is prepared to acknowledge having made such a complaint. Will the Council please publish the number and dates of complaints? Further more will the Council publish the number of objections received to the scheme and in the event that the objections out number the complaints will the Council then abandon the proposed scheme?</p> <p>2. I and other residence of Leigh Road have expressed concerns to our local Councilors about speeding traffic in Leigh Road. The matter is being taken up by Councilor David Blackwell. If we have a situation where there are no parked vehicles in Leigh Road there will be even greater opportunity for vehicles to speed and cause even greater danger to residents.</p> <p>3. Where is it envisaged that Leigh Road residents will park thier vehicles if the restrictions are introduced? I believe there is a strong possibility that they will attempt to park in Thorp Leas which already has a parking congestion problem. Any attempt for more vehicles to park there will cause major issues. In addition there is a grass verge on the corner of Leigh Road and Thorp Leas and on occasions vehicles park on the verge which is unsightly and causes damage to the verge. Restrictions in Leigh Road will almost certainly cause more vehicles to park on the verge.</p> <p>If, despite objections the Council elect to proceed with this scheme will they also consider the following:-</p>	<p>Objection noted.</p> <p>The initial application (supported by 21 properties) was for 'No Waiting at Any Time' restrictions. This was felt to be inappropriate and the seasonal restriction was what was consulted on, the majority being in favour. This is in keeping with the area which has the same restriction.</p> <p>It is acknowledged that the presence of parked vehicles acts as natural traffic calming.</p> <p>The restrictions that have been proposed are the same as those on the remainder of the road and those adjacent, Residents have off-street parking. There may be some displacement to Thorp Leas.</p>

	<p>1. Extending the restrictions in to part of Thorp Leas for say the first 20 metres. This I beleive will discourage people parking as they will have to drive right in to the road which will be congested and so people will then have to find alternative locations.</p> <p>2. Making avaiable to Leigh Road residents free parking in local public car parks whilst the restrinctions are in operation?</p> <p>3. Installing bollards or planting trees / shrubs on the verge at the corner of Leigh Road and Thorp Leas to prevent vehicles from parking on the verge?</p> <p>As an alternative to the proposed scheme will the Council consider introducing a residents only parking scheme for Leigh Road and Thorp Leas? If not what are the Council's objections to such an alternative scheme?</p> <p>It is not clear from your publications as to how my objections will be cosidered and if or not I will be made aware of the conclusions and the basis of such conclusions. Documentation actually states "results may be made availblle". May I formally request that I am afforded to opportunity of being notified of the conclusions and the grouds for such decisions.</p>	<p>The residents of Thorp Leas have not requested parking restrictions.</p> <p>This would be a decision made by Castle Point Borough Council.</p> <p>This is ECC responsibility.</p> <p>SEPP would not normally introduce a permit parking scheme on a short section of road and what is proposed is in keeping with the area which has the same restriction.</p> <p>Resident updated on the procedure.</p>
<p>8</p>	<p>I am writing to object to the proposed single yellow line parking restriction. This is not because I wish to park my car on the road as I have ample parking off road. This is because I held the young man dying in my arms outside my neighbours house in 2019. He died not because there were parked cars but because his friend was speeding. Our road is long, straight and open at both ends, how do you propose to reduce the speed of the traffic? It is also a known drug pickup point as has easy access to get away quickly at either end,I have witnessed many drug deals outside my home. After the fatal accident the residents petitioned for speed bumps/ sleeping policemen or to block the road halfway down. Having parked vehicles actually makes the through traffic have to slow down. There are many small children and pets living here and I fear another fatal accident will be inevitable. If your proposal goes ahead I would like to know how you intend to police this problem?</p>	<p>Objection noted.</p> <p>Essex County Council would be responsible for traffic calming measures.</p> <p>It is acknowledged that parked vehicles act as natural traffic calming.</p> <p>The Police are responsible for enforcing speeding issues, SEPP CEO's would include this section within their patrol of the greater area.</p>

<p>9</p>	<p>We strongly objected to the proposal of the yellow lines down Leigh Road Canvey Island.</p> <p>This road is used as a cut through from either Furtherwick Road and Thorne Bay Road and is treated like a race track night and day. We have already suffered a very traumatic incident outside our home in which we were the first to attend the death of a young lad and his friend, this was due to speeding. The speeding is an every day occurrence. Vehicles that are parked in the road outside residents homes do make some difference to cars having to slow down as the parked cars are staggered. This hopefully will avoid yet another fatality.</p> <p>There are families that need numerous carers to attend during the course of the day and late evening, where are they now going to park. Where are our friends and family going to park when visiting.</p> <p>We as residents have not been given any reason as to why this is being forced upon us. So why exactly are you imposing this on the residents that do not have the yellow lines outside their houses. There is no mention of speed curbing measures if the lines go ahead. No members of the Council have been seen asking residents about the excessive speeding and heavy use of the road.</p> <p>Single yellow lines are already implemented at the end of the road and it does not prevent cars from parking on them at the junction and turning from Thorney Bay Road into Leigh Road because the car park is not fully opened or they do not want to pay.</p>	<p>Objection noted.</p> <p>It is acknowledged that the presence of parked vehicles does act as natural traffic calming.</p> <p>Noted.</p> <p>The original application was supported by a 21-property petition & an informal consultation was undertaken – the majority of properties that responded being in favour of restrictions. Essex County Council are responsible for speed reduction measures.</p> <p>Noted.</p>
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SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

3.15pm THURSDAY 4 MARCH 2021

AGENDA ITEM 5

Subject	THE ESSEX COUNTY COUNCIL (CASTLE POINT BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 4) ORDER 202* Relating to Woodcroft Close, Hadleigh
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

Purpose

To report the receipt of representations made on part of the Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading & Stopping) & (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202*

Options

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be amended by reducing the extent of the No Waiting at Any Time' restrictions; and
2. The people making representations be advised accordingly.

Consulters

South Essex Parking Partnership

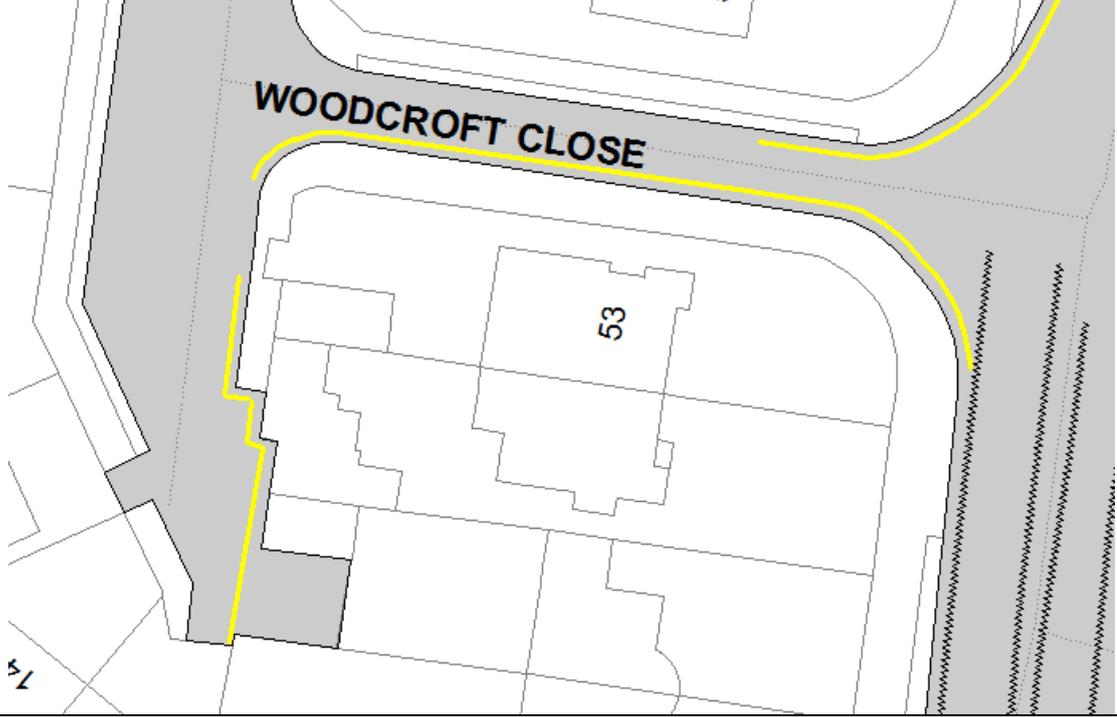
Policies and Strategies

The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1. Background

1.1	The purpose of this Order is to vary The Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 set out below:
1.2	In March 2019 an application form was received accompanied by a 9-property petition with support by two local Councillors requesting parking restrictions to prevent non-residents parking in Woodcroft Close and No Waiting At Any Time parking restrictions on one side of the access Road to improve access and prevent parking on the footway.
1.3	Following receipt of the application the SEPP carried out a number of site visits and compiled a report with a recommendation for No Waiting At Any Time (double yellow lines) on both sides of the access road to Woodcroft Close only for the SEPP Joint Committee Member and Lead Officer for Castle Point for a local decision.
1.4	Subsequent to the report being submitted representations were received from some residents who indicated that they wanted No Waiting at Any Time Parking Restrictions to go further. A proposal was drawn up to extend the restrictions on both sides of the access road to include the whole of the eastern side of Woodcroft Close (across garage entrances of Rayleigh Road residents) and include these restrictions across all driveways in Woodcroft Close to maintain some areas of parking. This appeared to meet the approval of these residents.
1.5	It was agreed with the SEPP Joint Committee Member and Lead Officer for Castle Point to cost a scheme to propose to prohibit parking at all times. This cost will be reduced if incorporated with other roads in Castle Point, to publish one Traffic Regulation Order.
1.6	The scheme was costed at £1,000 and placed before the South Essex Parking Partnership Sub Committee on 5 September 2019 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.7	The Order was originally published in the Echo and on site on 12 November 2020, and copies of the draft Order were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.8	When the Order was published on 12 November 2020 a 21-day period of formal public consultation commenced.

1.9	<p>Copy of letter sent to residents of Woodcroft Close and Nos. 49, 51, 53, 59, 61 & 63 Rayleigh Road on 9 November 2020 –</p> <p>Dear Resident,</p> <p><u>Re: The Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202*</u>, relating to Woodcroft Close, Hadleigh.</p> <p>The South Essex Parking Partnership will shortly be publishing a proposal to introduce No Waiting at Any Time (double yellow line) parking restrictions in Woodcroft Close as follows:</p> <p>NORTH & EAST SIDES: From a point 15 metres west of its junction with Rayleigh Road westwards then northwards for the remainder of its length. SOUTH & EAST SIDES: From a point 15 metres west of its junction with Rayleigh Road westwards then southwards for the remainder of its length. SOUTH & WEST SIDE: From a point in line with the eastern boundary of property No. 12 westwards then north westwards to a point 5 metres southwest of the boundary between property Nos. 15 & 16. WEST SIDE: From a point 1.5 metres north west of the boundary between property Nos. 15 & 16 northwards to a point 4 metres south of the boundary between property Nos 17 & 18. WEST SIDE: From a point 4.5 metres north of the boundary between property Nos. 17 & 18 northwards to a point 4.5 metres south of the boundary between property Nos 19 & 20. WEST SIDE: From a point 3.5 metres north of the boundary between property Nos. 19 & 20 northwards to a point 1.5 metres southwest of the boundary between property Nos 21 & 22. NORTH & WEST SIDE: From a point in line with the eastern boundary of property No. 23 westwards then south westwards to a point 4 metres northeast of the boundary between property Nos. 21 & 22.</p> <p>The proposal will be published in The Echo on 12 November 2020 and site notices will also be placed. Further information on the proposed Traffic Regulation Order can also be found on the Council's website from 12 November 2020: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/view-current-and-proposed-parking-restrictions/castle-point-parking-restrictions/</p> <p>When the proposal is published it will commence a 21-day formal consultation period whereby any person may write objecting to the proposal, or write in support.</p> <p>If there are unresolved objections the matter will be reported to the South Essex Parking Partnership Joint Committee for a decision. The Committee can agree to proceed as published and bring the Order into effect, amend the proposal or withdraw it in its entirety.</p> <p>If you wish to make any comments on or after 12 November 2020 you can email or write to the above. All comments must be received by 03 December 2020.</p> <p><u>Please note that any previous comments received cannot be taken into account. Therefore, it is essential for you to formally respond, either objecting to or supporting the proposal during the statutory period stated above.</u></p> <p>I hope this information is useful.</p>
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2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	<p>Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that the extent of the 'No Waiting at Any Time' restrictions should be reduced to the whole length of the southern side of the access road and eastern side (southern section) from a point 5.5 metres south of the northern boundary of No. 53 Rayleigh Road southwards for the remainder of its length:</p>  <p>The image is a site plan showing a residential area. A road labeled 'WOODCROFT CLOSE' runs along the top and right sides of a property. The property is labeled '53'. A yellow line highlights a specific area along the southern side of Woodcroft Close and the eastern side of the property, indicating the proposed reduction in 'No Waiting at Any Time' restrictions. The highlighted area starts from a point 5.5 metres south of the northern boundary of No. 53 Rayleigh Road and extends southwards. The plan also shows other buildings, a hatched area, and a north arrow.</p>
<p><u>List of Appendices</u></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p>	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from a resident of Woodcroft Close	Objection
2	Email from a resident of Rayleigh Road	Objection
3	Letter from a resident of Rayleigh Road	Objection
4	Email from a local Councillor	Objection
5	Email from a resident of Rayleigh Road	Objection
6	Letter from a non-resident	Objection
7	Email from a resident of Woodcroft Close	Objection
8	Email from a resident of Woodcroft Close	Objection
9	Email from a resident of Rayleigh Road	Objection
10	Letter from a non-resident	Objection
11	Email from a local Councillor	Objection
12	Email from a resident of Woodcroft Close	Support
13	Email from a resident of Woodcroft Close	Objection
14	Email from a resident of Woodcroft Close	Objection
15	Email from a resident of Woodcroft Close	Objection
16	Email from a resident of Woodcroft Close	Support
17	Email from a resident of Woodcroft Close	Support
18	Email from a resident of Woodcroft Close	Objection
19	Email from residents of Rayleigh Road	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 12 NOVEMBER TO 3 DECEMBER 2020

Representations & responses relating to Woodcroft Close, Hadleigh		
Ref	Representation -	Technician response -
1	<p>I wish to express my personal views in relation to the proposed changes. These comments broadly align to the definition of amendment.</p> <p>My views are based on safety and emergency vehicle access. We need to retain more on-street parking- a balance is needed.</p> <ul style="list-style-type: none"> • I believe that there should be double yellow lines down both sides of the access road, that include the corners • The double yellow lines in front of shared driveways is not required as access is never restricted • Double yellow lines that continue northwards around the north side access road are not required because the road is much wider than the south side and access is never restricted. I appreciate the image may infer the road is symmetrical, but it is not because the bungalow in the north of the close has a very wide frontage and there is indented off street parking for the two houses <p>The image shared should be self-explanatory. A red cross means I am objecting. A green tick means I support the proposal. Please see Figure 1:</p>	<p>Objection noted.</p> <p>The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close. This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles. The presence of No waiting at Any Time' Restrictions, as advertised, would ensure that access was also maintained for garages and driveways.</p> <p>This is a formal consultation to seek the views of residents all of which will be taken into account before a final decision is taken as to whether to amend or withdraw the scheme.</p>

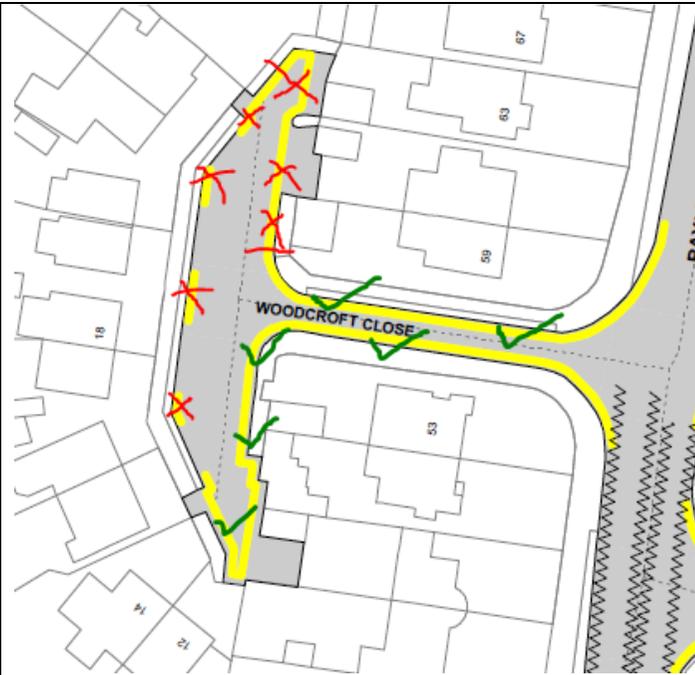


Figure 1.

2 I live at [redacted] Rayleigh Road in Hadleigh and received a letter yesterday regarding a proposal for a no waiting permit relating to Woodcroft close in Hadleigh. I wonder if you are able to send me over a map showing exactly what restrictions are being proposed as my garage and drive are in Woodcroft close.

Please find the attached plan as requested and a copy of the notice that is on site, which you may find helpful.

Thank you for your quick response, this new proposal prevents me from having deliveries to the rear of my property and access to my garage doors?

You would still be able to have deliveries as motorists are allowed to park on double yellow lines for the purposes of loading and unloading (or for setting down and picking up passengers). Access to your garage doors would not be impeded as vehicles would not be

Objection noted.

The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close. This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern

	<p>garage. This is surely not correct when I need access to my garage for removing my vehicle and maintenance which must be done in front of the garage for room to work safely. I would have thought parking my 2nd car over my garage does not impede anyone. I even wonder if it is slightly against my civil liberty to park over my own garage in front of a specific Drop kerb correctly installed by the Council.</p> <p>2. To my knowledge no Emergency Vehicles have ever encountered a problem and I'm sure if they had, the council would have advised Residents by letter, Which we have never been issued with, meaning that it is clearly not a major problem, indeed we have had very recent instances of Ambulances entering the Close with no problems at all I believe.</p> <p>3. One point I would make is that the kerb-Wood croft Close entrance from Rayleigh Road on the southern side is very wide (abnormally) could this not be reduced thus making the Road wider and thus enable cars to park on the other side and still maintain sufficient road access for Emergency services etc. It would also prevent visitors who cannot park from parking on the kerb on the southern side this blocking the entrance.</p> <p>4. This leads me to my next point in so much that when people visit the only available places to park are generally the Entrance from Rayleigh Road and on the south east side. I would suggest this valuable parking availability as the people in the close do not seem to use their garages for Vehicles.</p> <p>5. I would seem very unfair that all the Residence of Woodcroft close would have double yellow lines over their driveways and I get Double yellow lines over my garage access which is where I park a second car which doesn't impact on anyone in Woodcroft close. Particularly as I use my garage for parking a vehicle in. Perhaps the residents of Wood croft close could do the same and use their Garages and driveways, which the vast majority do not, to help alleviate the "so called parking issues".</p> <p>6. Where does the Council expect people to park whose garages back onto Woodcroft Close and they have a 2nd vehicle to park, which is not uncommon these days. This</p>	<p>Access for larger vehicles was one of the reasons stated in the application.</p> <p>This is something that Essex County Council would be responsible for.</p> <p>Noted.</p> <p>Noted.</p> <p>It is acknowledged that multiple car ownership is an increasing problem</p>
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	<p>will just create further problems and cause a problem that I believe has never been a problem.</p> <p>7. I would like to request evidence of Concerns raised by people in Woodcroft Close as I for one have never had a problem with the parking, until now when under the proposed details I would appear to be being unfairly treated. I would also like to request if all properties in Woodcroft Close have raised the concerns over parking. As I and my family are being discriminated against, I feel I have the right to enquire.</p> <p>8. The close just a few yards uphill is Woodend Close. It has got double yellow lines like Woodcroft close at present, and there seems to be no issue with that Cul-de-sac and no proposed parking Restrictions being imposed. The access to that cul-de-sac is somewhat narrower than Woodcroft close and I would think Emergency vehicles would struggle there. Mind you there will probably be issues in the future when people cannot park in Woodcroft close will naturally park there instead.</p> <p>9. We purchased ■■■ Rayleigh road ■■■ years ago and one of the advantages was being able to park near our property, this proposal takes that away and I would further suggest that it is not only unfair, but undemocratic and unreasonable. When the residence of Wood croft would seem to have ample parking outside their properties.</p> <p>10. COVID 19 has impacted parking as more people are staying at home, where normally people drive to work everyday. I for one cannot do my job from home and I have worked all through the Pandemic and the last thing I want to be doing is struggling to Park when I get home at night. As if we do not have enough problems with COVID-19. I feel the Councils proposal are or extreme bad timing, untactful and unfair to the residence that have rear access to their property in Woodcroft close, who have not been formally consulted or spoken to by any residence in Woodcroft close.</p> <p>11. What plans to the Council propose for residence that have building works etc carried</p>	<p>particularly on older roads that were not designed for them, there is unrestricted parking available in more suitable roads nearby and some space would still be available in Woodcroft Close.</p> <p>The parking issues were raised on an application that was supported by 9 of the 12 properties and 2 local councillors.</p> <p>No application for parking restrictions has been raised from these residents.</p> <p>Noted.</p> <p>The formal consultation is that which is being commented upon, the purpose of which is to gain the opinion of all highway users.</p> <p>The original application was received in March 2019 and has already been delayed, the current circumstances may endure for a long time yet.</p>
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	<p>out as there will be nowhere for them to park. Its interesting that some residents of Woodcroft close appear to have had their Building work completed fairly recently and were quite happy for their Builders to park in the entrance to Wood croft close or over any of the other parking areas.</p> <p>12. This proposed scheme may even force more Vehicles to park on the Rayleigh Road (no restrictions at present) outside their properties (59-63) which in turn would lead to more issues especially at night when the street lights are turned off and also given the speed which some vehicles are driven off the Vic House Roundabout down Rayleigh Road.</p> <p>In conclusion I feel my residence and other Residences that back onto and have garage access in Woodcroft Close are being completely Discriminated against. The proposed scheme is not only unfair but will destroy any neighbourly feelings that have existed to my knowledge for at least [REDACTED] years in my case. Thank you for looking at this objection in a fair and balanced manner I look forward to your reply.</p>	<p>A dispensation can be requested by building companies in order to park on restrictions. However, there would still be parking space available in Woodcroft Close.</p> <p>Acknowledged, however it is the responsibility of motorists to park and drive in accordance with the Highway Code and local conditions.</p>
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<p>4</p>	<p>On behalf of my constituents who live in the Rayleigh Road who have rear access/ entrances in Woodcroft Close, I wish to object strongly to the <u>current</u> proposals to install DYLS along <i>both</i> sides of the road coming in off the Rayleigh Road and <u>all the way round</u> the "T" part of Woodcroft. There are either seven or eight houses I believe, who have garages at the rear of their properties. Firstly, if DYLS are installed "as proposed", my residents will be unable to park anywhere, not even outside the entrance to their garages because the DYLS will go across the entrances, secondly, could consideration be given that DYLS be installed on only one side of the road coming in from Rayleigh Road.</p> <p>Drivers wanting to park in Woodcroft Close would not park in front of garage right of ways unless it belonged to them or they knew the owners. Indeed, I have received representations from two residents living in the Rayleigh Road who have rear garage access in Woodcroft and they both tell me that there has never been a problem with parking at the rear (I presume on the east side of Woodcroft).</p> <p>The last thing that I want is for residents to feel that they have no alternative but to park on the Rayleigh Road, which is an extremely busy road and a potential danger for anyone egressing from their cars.</p> <p>I hope you will reconsider this proposal because the <u>current plan</u> is not in the best interests of my constituents.</p>	<p>Objection noted.</p> <p>The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p>
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<p>5</p>	<p>I wish to, in the strongest terms possible, register my total opposition to the proposed “No Waiting at any time” restrictions in Woodcroft Close, Hadleigh. I have listed below some reasons, though not exhaustive, to highlight my opposition.</p> <ol style="list-style-type: none"> 1. There have never been any instances of resident’s access being impeded to their driveway. 2. Large and/or emergency vehicles have also never been impeded in access. This point was proved this calendar year when, unfortunately, we needed an ambulance to arrive to assist a neighbour who had a stroke, but sadly died. There were never any issue with access <p>The points 1 & 2 specifically address the two concerns made in your statement of reasons, which do not truly state the facts. If this was ever a problem this would have been logged and the authorities would have contacted all residents about this formally in writing. No such document exists or ever has.</p> <ol style="list-style-type: none"> 3. Where do you expect currently owned and legally parked vehicles to park on the basis of this proposal? If you ban parking here, then vehicles will just be forced to park in adjacent roads nearby and thereby starting and creating a problem where other streets residents will complain that cars are parking in “their” streets. Thus creating an issue where one didn’t exist. (Although any car taxed, insured and MOT valid can park in any street or road in the country where there are no parking restrictions). 4. Directly outside my garage, due to the geography of the street, we can park a vehicle across the front of it. This has no impact on the street whatsoever and this space is used by us for our 2nd car, (and what households these days have just the one!) This area cannot be used by anyone else as they would block access to my garage. A car here does not affect or impede anybody else for access and I feel banning this would be a gross act of unfairness. Especially as, on your proposed map, the properties numbers 15 to 22 get to have parking areas allowed outside these addresses. Even though they all have driveways and off road parking they do not fully, if at all, use. 	<p>Objection noted.</p> <p>The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close. This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side.</p> <p>There will still be some parking space in Woodcroft Close and unrestricted parking is also available in more suitable roads nearby.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p>
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<p>5. The close just a few yards uphill is Woodend Close. It has just got double yellow lines on the entrance, but not within the close, thus allowing parking and I ask what would make that road so different from ours. I say "ours" because even though my postal address states ■■■■ Rayleigh Road, I have rear access to my property via Woodcroft Close. And therefor also had the availability of off street parking for over ■■■■ years directly outside my garage door and it affects nobody</p> <p>6. This property was bought with the attraction and allowance of off street parking, as well as private parking, and this was an obvious choice and advantage to allow for natural family growth and with it multiple car ownership with the availability of reasonable parking facilities nearby. Yes I know that no one "owns" the spaces outside their houses. But there is a common decency and an unwritten rule as to where we all try to respect this in a neighbourly fashion.</p> <p>7. Due to the covid restrictions put in place this year and people working from home, its obvious more vehicles will not be away from the area like usual and therefor people will be under the impression that there are more vehicles in the close due to this, but we have always managed. And again I direct you to points 1 and 2 that there have never been any access issues due to volume of vehicles.</p> <p>8. What do you expect to happen for properties to have building work, maintenance work, deliveries or entertaining visitors etc, if this proposal goes ahead? The vehicles used by these people would be forced to park in other streets and carry their tools and plant for a distance? Visitors who are elderly be forced to walk when unable or unsteady, or just be forced not to visit at all?</p> <p>9. Due to the position of the Beresford Gardens junction with Rayleigh Road, which is directly opposite my house, the pedestrian crossing, and water and electrical services under the pathway running across the front of my property, I am not allowed to have any driveway at the front of my house. Therefore totally giving me no opportunity to park off road in front of my house.</p> <p>10. A normal domestic garage is not big enough, nor is it designed to be, of the size to allow you to make general and regular cleaning, servicing and maintenance on a car. Simple and non-invasive work requires the vehicle to be outside. More space around the vehicle is</p>	<p>SEPP have not received a request for parking restrictions from the residents of Woodend Close.</p> <p>Woodcroft Close is public highway which is not for the exclusive use of the adjacent residents.</p> <p>This request was received in March 2019, supported by 9 of the 12 residents of Woodcroft Close as well as 2 local Councillors. The SEPP investigation was completed before the pandemic.</p> <p>A dispensation can be requested by building companies in order to park on restrictions. However, there would still be parking space available in Woodcroft Close.</p> <p>Noted.</p> <p>There will still be some parking space available in Woodcroft Close. The</p>
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	<p>required, but near enough to be able to access tools, power, water and other items required. If we are banned from parking outside our garage then we are not going to be able to do these this. It would then be unfairly forced upon us to incur unnecessary costs, as we would then have to go to car repair merchants, or car wash sites, to undertake work we are currently able to do ourselves costing us only our time and parts.</p> <p>11. If parking space becomes seriously limited in Woodcroft Close, then the second somebody vacates a space, someone else will immediately go get their car and park in it. <i>(Your proposed map of yellow lines clearly shows that space for approximately 6 cars will remain.)</i> This will, I fear, very rapidly open up another can of worms and escalate into a whole new level of disputes and resentment in the Close. People will be arguing that “their” spot is being parked in. Lots of bad feeling and resentment will fester and this will in turn lead to a rapid breakdown of community spirit.</p> <p>12. This very proposal has already had a detrimental effect, and will have irreparably changed the dynamics of Woodcroft Close now for many years to come.</p> <p>We feel that this proposal is a very unfair discrimination against this, and other similarly affected properties, with respect to car ownership and parking of vehicles. To reiterate we are totally and utterly opposed and object to it in the strongest terms possible.</p> <p>Thank you for looking at this objection to the proposal in a fair and balanced manner.</p>	<p>purpose of this formal consultation is to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p> <p>Noted, this situation is similar to many older roads that were built before mass car ownership.</p> <p>The request came from residents of Woodcroft Close, SEPP do not implement restrictions without a request from residents.</p>
6	<p>I write with reference to your correspondence dated 09 November 2020 regarding The Essex County Council (Castle Point Borough)(Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202, relating to Woodcroft Close, Hadleigh. I confirm I strongly oppose the proposal as listed within the above-mentioned correspondence.</p> <p>In relation to this proposal, I am a relative of the residents of ■■■ Rayleigh Road, Benfleet, ■■■.</p> <p>In response to your statement of reasons, I will take each of these in turn. It is noted that concerns have been raised by residents which the parking of vehicles impedes the access of residents accessing their driveways. I have been a visitor of ■■■ Rayleigh Road on many</p>	<p>Objection noted.</p> <p>The parking issues were raised on an application in March 2019 that was supported by 9 of the 12 properties and 2</p>

occasions since February 2018. At no point have I ever been approached by any resident raising concern about parking in the road. I have visited the road on a number of occasions without any issue. Furthermore, when parking my own vehicle, I have never blocked the access of anyones driveway nor seen any vehicle parked which has impeded any access to any of the driveways within the location. The parking within this location, from my own observations, is largely from the residents of the location itself. They are all very considerate of each other and the spaces around each property.

It is noted there is concern with access of emergency and other large vehicles accessing the close itself. I would disagree with this assumption. I am aware of an occasion where, unfortunately, an ambulance had to be called for a resident of the close who had fallen unwell. The resident was located to the west of the close, at a house in one of the corners- arguably one of the most difficult driveways to get to when it is considered in the terms of the complaints posed. This ambulance was able to attend to this home with ease and without any trouble with any parked vehicles or otherwise. The ambulance attended in the evening which would arguably be when the majority of vehicles would be parked. This situation clearly opposes the arguments raised in the access of large and emergency vehicles being unable to access the area.

As advised, I am a relative of the residents of [REDACTED] Rayleigh Road. Within this household, there are [REDACTED] Adults with [REDACTED] vehicles. It is noted the average UK household now has 1.2 vehicles, which therefore means each property requires parking facilities for more than 1 vehicle. The location of the property on Rayleigh Road means a driveway at the front of the property is not possible and a garage, suitable for 1 vehicle, has therefore been created on the rear of the property with access from Woodcroft Close. Within the household, the vehicle parked in the garage is used regularly for work purposes as one occupier works as a [REDACTED]. The second vehicle is used regularly again for work purposes is a [REDACTED]. The vehicle is parked in front of the entry to the garage, which has to be moved forwards and back each time to use the garage. The occupiers use this method of parking to ensure they are taking up as little space as possible in order to ensure it is fair and reasonable for all residents. The third vehicle is used for work purposes in sales and is used regularly. This vehicle is parked next to the vehicle parked next to the garage to ensure that it is causing as

local councillors. The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close.

This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side. The presence of No waiting at Any Time' Restrictions, as advertised, would ensure that access was also maintained for garages and driveways.

It is acknowledged that multiple car ownership is an increasing problem particularly on older roads that were not designed for them, there will still be some parking space in Woodcroft Close and unrestricted parking is also available in more suitable roads nearby.

	<p>little disruption as possible. With these vehicles parked in this deliberate position it is possible to have any large vehicle, including emergency vehicles, to pass without any obstruction.</p> <p>The proposed regulations, when considering Tile Reference: TQ800 875, will mean any access in front of this garage which was utilised will now not be accessible. These vehicles will have to be parked in alternative locations within the close or on the neighbouring roads, causing further congestion and issues with this regard. The proposals are not practical and will cause increased aggregation and is likely to cause the same issues with neighbouring roads, leading to further impact and proposals for the Council to have to consider. It should also be noted that a member of the household has taken the deliberate decision to cycle to work in all weathers to avoid a further car being required within this location.</p> <p>It is also important to take into consideration the global pandemic and the impact this has caused. During these unprecedented times, the Government's advice has been that you must stay at home and work from home. Given this, this has led to an increase in vehicles being parked in this area which may not have been present previously. The jobs outlined above, a cleaner, cabin crew and sales all involve travelling on a daily basis. As the residents have been unable to undertake their occupations during this time, and as such unable to travel, it has led to an increase in vehicles being present in this area. This has seemingly caused the increased tension as complained about in the nature of this proposal.</p> <p>I consider it unusual that no alternative measures have been considered before resulting in this proposal for a complete restriction. Alternative proposals or options should be given consideration before implementing any yellow lines as this may help ease the concerns raised by some residents without causing significant disruption to all residents of the close.</p> <p>The introduction of the yellow lines is going to cause the residents of Woodcroft close undue stress, conflict and hardship in an already challenging time. As such, I strongly oppose The Essex County Council (Castle Point Borough)(Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202, relating to Woodcroft Close, Hadleigh.</p>	<p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p> <p>Following receipt of an application an assessment is carried out and a report submitted to the SEPP Joint Committee Member & Lead Officer for parking matters in Castle Point who make a local decision based on the report and their knowledge of the area. In this case there was also dialog with the residents of Woodcroft Close.</p>
7	I wish to state that an amendment is needed to the proposed restrictions. I feel that the	Objection noted.

	<p>double yellow lines are only required on the south side of the access road. These lines need to continue around the corner of the road and continue to the bottom (south) tip of the close. This will prevent people parking on the foot path, south corner and behind the Rayleigh road houses that block access to the properties of Woodcroft close.</p>	<p>The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close. This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side.</p>
<p>8</p>	<p>I'm emailing you in response to the letter received regarding parking restriction to Woodcroft Close:</p> <p>The Essex County Council (Castle Point Borough) (Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202*, relating to Woodcroft Close, Hadleigh.</p> <p>I welcome the introduction of parking restriction measures to Woodcroft Close, to address the access and safety issues faced by residents of the Close.</p> <p>For too long emergency services and delivery vehicles have had difficulty accessing the close, particularly to residents on the southern half of the close. Non-residents (those who live on the main road) who park in the close don't have to worry if their home is on fire or if a loved one requires an ambulance, as the emergency services won't have problems accessing their property - they'll pull up directly outside the front of their property. This is something residents of the southern half of the close are worried about but it seems non-residents ignore this inconvenient truth.</p> <p>My understanding from other residents, is that turning right/north into the close isn't as difficult as turning left/south, so I would accept no yellow lines on that corner, which would provide two parking positions.</p>	<p>Objection noted.</p> <p>Noted.</p> <p>The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to</p>

With yellow lines on the connecting road between the Close and the main road, could additional measures be put in place to prevent parking on the wide pavement on the south side of the connecting road, as this will be an inevitable consequence of the restrictions.

Yellow lines over Woodcroft Close residents' driveways are unnecessary and unsightly - please reconsider this.

Finally, if objectors to this scheme claim a 'right to park' - their 'right to park' must outweigh residents' right to access and safety - I can't see how this can be successfully argued.

Please see attached pictures, showing the issues faced by residents.



the residents of Woodcroft Close.

If 'No Waiting at Any Time' restrictions were introduced they would apply from the centre of the carriageway to the rear of the footway

The proposal is to ensure that driveways remain unobstructed.

Noted.



9 I wish to object to the proposed parking restrictions in Woodcroft Close Hadleigh. The reason for my objection is

- The majority of cars parked in the close belong to residents therefore introducing no

Objection noted.

There will still be some parking space in

	<p>parking zones would create more havoc, disruption and disharmony amongst the neighbours. It would also have a detrimental effect on visiting family and friends</p> <ul style="list-style-type: none"> • I live on Rayleigh Road but have a driveway at the back of my house which is on Woodcroft Close. This driveway has been created by reducing the garden and moving the fence. I believe residents who can no longer park due to yellow lines will think this is a public area and use or block the driveway. (Land Registry plans can be provide to prove this is private property) • Current parking does not affect emergency service or refuse collections <p>I believe a residents permit system would work more effectively than no parking. If the yellow lines go ahead please ensure they are not painted within my land boundaries.</p> <p>I look forward to hearing from you.</p>	<p>Woodcroft Close and unrestricted parking is also available in more suitable roads nearby.</p> <p>The proposal was designed specifically to prevent obstruction of the access, driveways and garages.</p> <p>The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close. This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side.</p> <p>The parking is, as stated, mostly by residents themselves therefore it would not meet SEPP policy for the introduction of such a scheme.</p>
<p>10</p>	<p>I write with reference to your correspondence dated 09 November 2020 regarding The Essex County Council (Castle Point Borough)(Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202, relating to Woodcroft Close, Hadleigh. I confirm I strongly oppose the proposal as listed within the above-mentioned correspondence.</p>	<p>Objection noted.</p>

<p>In relation to this proposal, my Parents and siblings reside at [REDACTED] Rayleigh Road, Benfleet, [REDACTED].</p> <p>In response to your statement of reasons, I will reply to each one sequentially. It states that concerns have been raised by residents which the parking of vehicles impedes the access of residents accessing their driveways. I lived permanently at [REDACTED] Rayleigh Road from 1996 to 2015, and have returned regularly to the family home since March 2015 to present. At no point have I ever been approached by any resident raising concern about parking in the Close which my parents' driveway, at the rear of the property, leads to. I have returned and parked on the road on countless occasions without any issue when visiting my Parents home during my leave.</p> <p>Furthermore, when parking my own vehicle, I have never blocked the access of anyone's driveway nor seen any vehicle parked which has impeded any access to any of the driveways within the location. The parking within this location, from my own observations, is largely from the residents of the location itself. They are all very considerate of each other and the spaces around each property.</p> <p>It is stated that there is concern with access of emergency and other large vehicles accessing the close itself. I would disagree with this assumption. I am aware of an occasion where, unfortunately, an ambulance had to be called for a resident and neighbour of the close who had fallen unwell. The resident was located to the west of the close, at a house in one of the corners- arguably one of the most difficult driveways to get to when it is considered in the terms of the complaints posed. This ambulance was able to attend to this home with ease and without any trouble with any parked vehicles or otherwise. The ambulance attended in the evening which would arguably be when the majority of vehicles would be parked. This situation clearly opposes the arguments raised in the access of large and emergency vehicles being unable to access the area.</p> <p>No notice or evidence was ever sent to the residents of the close stating there had been an issue where parking had impeded access for an emergency and therefore large vehicle. One thing that was commendable of all residents of the close is that parking has always been</p>	<p>The parking issues were raised on an application in March 2019 that was supported by 9 of the 12 properties and 2 local councillors. The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close.</p> <p>Noted.</p> <p>This an overall narrow road which was not designed for modern parking, the width of access road is such that with vehicles parked on one side (always north side), larger vehicles may have to mount the southern footway in order to pass. On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side. The presence of 'No Waiting at Any Time' Restrictions, as advertised, would ensure that access was also maintained for garages and driveways.</p> <p>On occasion vehicles have also been noted to park on the southern footway,</p>
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<p>considerate for emergency vehicles and this time was put to the test. This therefore debunks this concern.</p> <p>As advised, my Parents and siblings reside ■■■ Rayleigh Road. Within this household, there are ■ Adults with ■ vehicles. It is noted the average UK household now has 1.2 vehicles, which therefore means each property requires parking facilities for more than 1 vehicle. The location of the property on Rayleigh Road means a driveway at the front of the property is not possible being opposite a junction. A garage, suitable for 1 vehicle, has therefore been created on the rear of the property with access from Woodcroft Close, where the proposed Double Yellow Lines (DYL) will be.</p> <p>Within the household, the vehicle parked in the garage is used regularly for work purposes. The second vehicle is used regularly again for work purposes. This vehicle, when not in use, is regularly parked in front of the entry to the garage, which has to be moved forwards and back each time to use the garage. The occupiers use this method of parking to ensure they are taking up as little space as possible in order to ensure it is fair and reasonable for all residents.</p> <p>The third vehicle is used for work purposes and is used regularly (outside of the current global pandemic). This vehicle is parked next to the vehicle parked next to the garage to ensure that it is causing as little disruption as possible. With these vehicles parked in this deliberate position it is possible to have any large vehicle, including emergency vehicles, to pass without any obstruction. Every care and consideration taken by these vehicles is just one case of all the efforts made by all residents of the close. Again, hence the unimpeded and easy access that was utilised by the ambulance crew.</p> <p>It should also be noted that a member of the household has taken the deliberate decision to cycle to work in all weathers to avoid a further car being required within this location.</p> <p>The proposed regulations, when considering Tile Reference: TQ800 875, will mean any access in front of this garage, which is regularly utilised, will now not be accessible if the proposals are allowed. These vehicles will have to be parked in alternative locations within the close or on the neighbouring roads, causing further congestion and issues with this regard. The proposals are not practical and will cause increased aggravation and is likely to cause the same issues with neighbouring roads, leading to further impact and proposals for the Council to have to consider.</p>	<p>which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side.</p> <p>It is acknowledged that multiple car ownership is an increasing problem particularly on older roads that were not designed for them, there will still be some parking space in Woodcroft Close and unrestricted parking is also available in more suitable roads nearby.</p> <p>The proposal was designed specifically to prevent obstruction of the access, garages and the driveways of other residents.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p> <p>Noted.</p> <p>It is acknowledged that multiple car ownership is an increasing problem particularly on older roads that were not designed for them, there will still be some</p>
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	<p>It is also important to take into consideration the global pandemic and the impact this has caused. During these unprecedented times, the Government’s advice has been that you must stay at home and work from home. Given this, this has led to an increase in vehicles being parked in this area which may not have been present previously. The jobs outlined above, all involve travelling on a daily basis. As the residents have been unable to undertake their occupations during this time, and as such unable to travel, it has led to an increase in vehicles being present in this area. This has seemingly caused the increased tension as complained about in the nature of this proposal.</p> <p>From the proposal diagrams for where the DYL will be, the only person to benefit from the current plans and proposed layout of DYL are the residents that proposed them, to the detriment of all the other residents of Woodcroft Close. <u>This is neither fair to the other 15+ properties and households that utilise the Close. Neither is it an effective spend of the Councils time and money to benefit a single properties aesthetics in simply preventing cars from being parked in view of their house.</u></p> <p>I consider it unusual that no alternative measures have been considered before resulting in this proposal for a complete restriction. Alternative proposals or options should be given consideration before implementing any yellow lines as this may help ease the concerns raised by some residents without causing significant disruption to all residents of the close. I would be more than happy to provide correspondence in this matter and have provided my contact details accordingly.</p> <p>The introduction of the yellow lines is going to cause the residents of Woodcroft close undue stress, conflict and hardship in an already challenging time. As such, I strongly oppose The Essex County Council (Castle Point Borough)(Prohibition of Waiting, Loading and Stopping) And (On-street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202, relating to Woodcroft Close, Hadleigh.</p>	<p>parking space in Woodcroft Close and unrestricted parking is also available in more suitable roads nearby.</p> <p>The parking issues were raised on an application in March 2019 that was supported by 9 of the 12 properties and 2 local councillors.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p> <p>Following receipt of an application an assessment is carried out and a report submitted to the Lead Councillor & Lead Officer for parking matters in Castle Point who make a local decision based on the report and their knowledge of the area. In this case there was also dialog with the residents of Woodcroft Close.</p>
11	I had a meeting with residents of Woodcroft Close to discuss the posted notice of double	Objection noted.

	<p>Yellow lines and would like less restrictions as laid out in the attached photo. There is an issue with Rayleigh road residents parking in Woodcroft Close outside their garages restricting access to close residents, the proposed changes minimise the restrictions but retains access for residents and emergency services .</p> 	<p>The proposal was designed specifically to prevent obstruction of the access, garages and the driveways of other residents.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to implement, amend or withdraw the scheme.</p>
<p>12</p>	<p>I would like to add that the south and west side of the Close you mention ie. numbers 12, 14 and 15 narrows sharply and it is extremely difficult to turn into our property with the number of vehicles parked frequently in the Close. All three of the mentioned properties have paved their front gardens to ease access which now seems pointless with the number of non residents who use the Close as a car park.</p> <p>I am supporting the proposal for yellow lines.</p>	<p>Support noted.</p>
<p>13</p>	<p>I fully support all the proposed parking restrictions to Woodcroft Close as stated in your letter dated 09 November 2020.</p>	<p>Support noted.</p>
<p>14</p>	<p>We are writing to object to the proposed parking restrictions surrounding Woodcroft Close, Benfleet, Essex, SS7 8VL Order 2019: Amendment No.4 Order 202</p>	<p>Objection noted.</p>

	<p>We object on the grounds that there is no reason for these restrictions to be placed. Parking is not an issue and there is full access for all residents on the road at all times. Not only this, but the number of cars down this road will not change, therefore, if you put these restrictions into place, it will mean as working residents who leave early and return late, we will have the strong possibility that we will be unable to park down our own road. As car users, who pay road tax, it seems very unfair that we will be unable to park near our house. We have a young child and very elderly family members and the reduction in parking will have a huge impact on our lives.</p> <p>There is very little in the way of alternative car parking, in close proximity to our road. Our drive is a shared drive and therefore, we have only one car parking space with two cars owned. We have attached a photograph which shows cars parked to the edge of the curb. As it stands, only one car parks to the left which makes our drive usable. If the restrictions are put in place, two cars will park to the left and leave our drive completely unusable. This is our property and your parking restrictions will inhibit the use of it therefore causing residents parking issues. As it stands there are no difficulties to any residents being able to park or access their properties. However, if you are to implement this, you will leave us and our neighbour without use of our drives.</p> <p>These proposals are extremely confusing, given only residents and visitors to residents' park down our road, consequently, the proposals just move the problem further away to the surrounding area and inhibit residents' parking.</p> <p>I urge you to stop these proposed restrictions.</p>	<p>The parking issues were raised on an application in March 2019 that was supported by 9 of the 12 properties and 2 local councillors. The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p> <p>There will still be some parking space in Woodcroft Close and unrestricted parking is also available in more suitable roads nearby.</p> <p>The proposal seeks to address the access issues raised by residents.</p>
<p>15</p>	<p>I wish to register my total opposition to the proposed "No Waiting at any time" restrictions in Woodcroft Close and the detrimental effect this will have on the residents and indeed my own family.</p> <p>It is stated that there have been concerns raised by residents about vehicles parking along the access road and in the close, which impedes emergency vehicles.</p> <p>I understand that earlier in the year a petition was put forward by a property owner in the</p>	<p>Objection noted.</p> <p>The parking issues were raised on an application in March 2019 that was supported by 9 of the 12 properties and 2 local councillors. The scheme as</p>

	<p>close who does not live in the close but rents out the said property. I find this unbelievable that this person who has had no experience of parking on a daily basis over a period of time in the close feels the need to take control of the parking of residents of this close.</p> <p>I have lived at the above address for some ■ years and have never experienced parking problems or indeed access problems. In this time not once has the councils waste services experienced problems accessing the close (all three collection services)</p> <p>To my knowledge no emergency vehicles have ever encountered a problem and I am sure if they had, the council would have notified residents by letter, which we have never been issued with. We have had a number of recent instances of the ambulance services entering the Close, one of which was for myself with no problems whatsoever.</p> <p>At present I am on the South end hospital waiting list for a hip replacement and should this proposal be passed this could ultimately create a problem for me with there being reduced parking in the close.</p> <p>I am astounded that the council can bring the proposal at a time when the world is facing a pandemic of the like never seen. The stresses, anxiety and uncertainty being faced are difficult with out the added pressures of where one will park when you arrive home from work.</p>	<p>advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close.</p> <p>On occasion vehicles have also been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side.</p> <p>Noted.</p> <p>The parking issues were originally raised on an application in March 2019 & funding agreed in September 2019.</p>
<p>16</p>	<p>Thank you for your letter of 9th November 2020. I am in full agreement with the proposed parking restrictions to Woodcroft Close and its approach road. The yellow lines in front of driveways will give much needed protection. It is said that a picture is worth a thousand words, so I hope that the following photos will give a better insight to the numerous parking problems found at this very small Close. The main concern is one of establishing accessibility for PSV's and a much higher degree of safety. It also provides reliable driveway access for the residents of Woodcroft Close.</p>	<p>Support noted.</p>

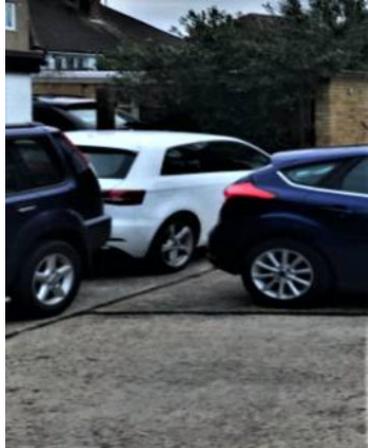


The parking of cars and commercial vehicles in the approach road to Woodcroft Close denies easy access to public service vehicles, especially the fire and ambulance services. The road is narrow and with the additional parking that takes place on the pavement, denies

any large vehicles access to the Close. The use of the public footpath is also denied.

With such inconsiderate and thoughtless parking at the T-junction with the approach road, entry and exit to and from the southern end of the Close is made very difficult, especially for the larger vehicles making deliveries.

In order to enter and exit the shared driveway we need a certain amount of space to manoeuvre our cars in and out. This is made extremely difficult, and sometimes impossible when cars are parked on the opposite side of the road. All of the vehicles parked in the Close along the front of the entrances to the garages belonging to the residents of Rayleigh Road in the southern end, present considerable problems for house No's. 12, 14, 15, 16 and 17 entering and exiting their driveways.



Cars parked across the driveway and causing unnecessary aggravation.



After dark brings about a further deepening of a 'care free attitude'!





The amount of space between vehicles restricts access into the southern end of the close. The car in the road is pointing outwards, this helps no one, and in the dark it is a hazard.

I hope that this information will help bring about a satisfactory outcome for the proposed parking restrictions to Woodcroft Close.

17 I am very pleased you are giving time to consider the serious problem we have with parking in Woodcroft Close

It is of serious concern that **emergency services**, refuse vehicles and delivery vans when

Support noted.

	<p>turning left/south cannot get anywhere near the properties in the close, especially at the top end, where the road becomes narrow and they then ended up parking in the middle of the road and then nobody else can get in or out until they leave.</p> <p>A couple of months ago the fire brigade were called out to my Property and three of the fireman walked to my house as the engine was unable to get anywhere near my property fortunately it was not serious matter, but it is a frightening to think what could have happened and the damage that could have been caused to life and property</p> <p>When people park on the left/south side of the close where there is no pavement and the close narrows they give no consideration to emergency services which is a very serious situation and the offenders do not even live in the close, and it seems they do not wish to open there front gardens for parking like many people do to solve there parking situation</p> <p>When cars are leaving from the south end of the close this parking problem also creates restricted vision to the entrance of the close especially when it is a van parked on the corner</p>	
18	<p>Having reviewed this, I wish to strongly register opposition to these proposals and see no reason for them to be put in place.</p> <p>Please provide justification for these proposals as this is not outlined at all in your letter.</p> <ul style="list-style-type: none"> • Access/ Egress? – We have lived at ■ Woodcroft Close for ■ years and there has never been any reported issue with either Bin Lorry or Emergency Service access to the cul-de-sac. Many of the proposed restrictions would also not provide any benefit to Access or Egress for any residents or service vehicles and so fail to see this as being a valid reason. • Safety? - Again, in the entire time we have resided at Woodcroft Close there has never been any reported traffic collisions or incidents within the small cul-de-sac. The road layout and the fact that only low vehicle speeds are achievable in such small space (well below the 30mph speed limit) also means there is low risk of any future accidents under the existing conditions. If safety concerns are the reasoning, we would we would expect that a Road Safety audit has been carried out concluding as such, which outlines all the 	<p>Objection noted.</p> <p>On occasion vehicles have been noted to park on the southern footway, which is wide, but would impede the flow of larger vehicles if parking was already on the opposite side. The remainder of the road is narrow, restrictions as advertised would ensure access to all properties.</p> <p>Road safety was not a factor in the application or the proposed TRO.</p>

	<p>proposed restrictions as necessary. We would also expect to see a copy of this.</p> <p>The only other reasoning I can see behind the restrictions is as a result of a neighbouring house owner (that doesn't reside in the cul-de-sac) raising a petition for resident only parking permits. Although this doesn't correlate at all with proposals for restricting parking for all users.</p> <p>The available parking provisions are already extremely limited for the number of houses. It must therefore be understood that these or any parking restrictions will be nothing but extremely detrimental to the residents of the cul-de-sac, many of which only have shared driveways, are elderly and have no nearby alternative parking in surrounding streets.</p> <p>Furthermore, none of the proposed restrictions provide benefit to any individual resident of the cul-de-sac i.e. in aiding access to properties otherwise constantly blocked by vehicles without such enforcement.</p> <p>For all the reasons I have outlined, I find it extremely confusing and frustrating that the proposed parking restrictions even be considered.</p>	<p>The parking issues were raised on an application in March 2019 that was supported by 9 of the 12 properties and 2 local councillors. The scheme as advertised was based on a proposal, following email exchanges, that SEPP understood was acceptable to the residents of Woodcroft Close.</p> <p>The proposal seeks to ensure that access to driveways will be maintained. Some parking provision will remain in Woodcroft Close and there is available parking in near-by roads which may be more suitable.</p> <p>Noted.</p>
<p>19</p>	<p>I am writing to you regarding a petition that my household and others living around the close (Rayleigh Road) were unaware of.</p> <p>As a household living ■■■, the double yellow lines will also effect us. We have a back drive within the close that we constantly use as we are a household of ■■■. We have recently been informed that double yellow lines will be going across our back drive, and therefore resulting in our private parking being disturbed. The lack of awareness towards these changes is unfair and disruptive.</p> <p>We would appreciate our concerns and confusion to be taken into consideration</p>	<p>Objection noted.</p> <p>All affected properties, including this one, were sent a letter just prior to the scheme being formally advertised via notices on site and in the press.</p> <p>The proposal was such that, as well as keeping the access road clear for the passage of large vehicles, all driveways/entrances would also be unobstructed.</p>

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 6

Subject	THE ESSEX COUNTY COUNCIL (ROCHFORD DISTRICT) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 3) ORDER 202*
	Relating to Rocheway & Mornington Avenue, Rochford.
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

Purpose	To report the receipt of representations made on part of the Essex County Council (Rochford District) (Prohibition of Waiting, Loading & Stopping) & (On-street Parking Places) (Civil Enforcement Area) (Amendment No. 3) Order 202*
Options	The Joint Committee has the following options available: <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised; or 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or 3. to agree that the proposed Order should not be made.
Recommendation(s)	<ol style="list-style-type: none"> 1. The Order be made as advertised; and 2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u>
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1.1	The purpose of this Order is to amend The Essex County Council (Rochford District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below: -
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Mornington Avenue and Roachway, Rochford.
1.3	On 14 January 2019, the SEPP received a completed application form from a resident of Mornington Avenue requesting that the operational hours of the existing Residents permit scheme (Monday – Friday 10am – Noon and 2 – 4pm) be amended to one hour morning and afternoon (Monday – Friday 10 – 11am and 2 – 3pm). The reason being that it is felt that the current restriction times are too onerous for residents. The application is supported by 40 of the 57 residents of Mornington Avenue along with 3 Ward Councillors.
1.4	An informal consultation has been undertaken with the affected residents of Mornington Avenue, along with those of the adjoining Rocheway which forms part of the zone, on the proposal to amend the operational times of the permit parking scheme as above, with the following results: 55 of 80 (69%) responded, 25 of 80 (31%) did not respond. 39 of 55 (71%) were in favour of amending the operational times 26 of 55 (29%) were against amending the operational times. The results meet the SEPP criteria from progression.
1.5	The request to amend the parking restrictions was discussed with the SEPP Joint Committee Member and Lead Officer for Rochford and it was agreed to proceed for funding.
1.6	The scheme was costed at £1,800 and placed before the South Essex Parking Partnership Sub Committee on 05 September 2019 for funding. It was agreed at the meeting to proceed with the necessary traffic regulation order.
1.7	The Order was originally published in The Echo and on site on 17 September 2020, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.8	When the Order was published on 17 September 2020 a 21-day period of formal public consultation commenced.

1.9	<p><i>Copy of letter sent to residents of Mornington Avenue & Rocheway on 14 September 2020, prior to publication -</i></p> <p>Re: The Essex County Council (Rochford District) (Prohibition of Waiting Loading and Stopping) and (On-street Parking Places) (Civil Enforcement Area) (Amendment No.3) Order 202*;</p> <p>The South Essex Parking Partnership will shortly be publishing a proposal for Mornington Avenue and Rocheway to amend the timing of the existing permit parking scheme to operate Monday – Friday, excluding Bank Holidays, 10 - 11am & 2 - 3pm.</p> <p>The proposal will be published in The Echo and site notices will also be placed. Further information on the proposed Traffic Regulation Order can also be found on the Council's website from 17 September 2020: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/view-current-and-proposed-parking-restrictions/rochford-parking-restrictions/</p> <p>When the proposal is published it will commence a 21-day formal consultation period whereby any person may write objecting to the proposal, or write in support.</p> <p>If there are unresolved objections the matter will be reported to the South Essex Parking Partnership Joint Committee for a decision. The Committee can agree to proceed as published and bring the Order into effect, amend the proposal or withdraw it in its entirety.</p> <p>If you wish to make any comments on or after the 17 September 2020 you can email or write to the above. All comments must be received by 8 October 2020.</p> <p><u>Please note that any previous comments received cannot be taken into account. Therefore, it is essential for you to formally respond, either objecting to or supporting the proposal during the statutory period stated above.</u></p>
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondent has made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u> Appendix 1 – List of people making representations Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from resident of Mornington Avenue dated 24 September 2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 17 SEPTEMBER to 8 OCTOBER 2020

Representations & responses relating to Mornington Avenue & Rocheway		
Ref	Representation -	Technician response -
1	<p>1st response: We already have a parking restriction in the road which work well, why bother to change it to the new 1 hour in the morning and 1 hour in the afternoon which will cost money to change plus the time for work persons. Seems silly to me. Thanks for your time.</p> <p>2nd response: I still don't think that changing this will be for the better, but thank you again for responding.</p> <p>3rd response: I am objecting to this proposal.</p>	<p>The reduction in the operational hours was requested by a number of residents as they felt that the 2 hours was too restrictive. This was subsequently borne out by an informal consultation with residents carried out by ourselves. The actual costs of the amendment will be relatively low as the scheme is being advertised with others in the area and the amended times on the signs can be changed using overlays to save the cost of new signage.</p> <p>In our recent experience just a one-hour restriction in the morning or afternoon is enough to deter all-day, non-resident parking, however when this scheme was originally proposed the majority of residents wanted the two-hour restriction which is what was implemented.</p> <p>Please could you advise if you are formally objecting to, or supporting the proposal?</p> <p>Objection noted.</p>

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 7

Subject	THE ESSEX COUNTY COUNCIL (ROCHFORD DISTRICT) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 3) ORDER 202* Relating to Ridgeway, Rayleigh.
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

Purpose

To report the receipt of representations made on part of the Essex County Council (Rochford District) (Prohibition of Waiting, Loading & Stopping) & (On-street Parking Places) (Civil Enforcement Area) (Amendment No. 3) Order 202*

Options

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised; and
2. The people making representations be advised accordingly.

Consulters

South Essex Parking Partnership

Policies and Strategies

The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

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| 1. | <u>Background</u> |
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1.1	The purpose of this Order is to amend The Essex County Council (Rochford District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Ridgeway, Rayleigh.
1.3	<p>On 22 October 2019, the SEPP received a completed application form from a Ward Councillor on behalf of residents of Ridgeway requesting that the existing parking restrictions (operating Monday – Friday, 11am - Noon) between the junctions of High Road and Burrows Way be amended to a No Waiting At Any Time (double yellow line) restriction on both sides of the carriageway. The reason stated is ‘Ridgeway bends significantly to the left as it leaves its junction with High Road. This results in what is in effect a ‘blind corner’. Residents have complained that due to the parking on the single yellow line stretch, this forces vehicles onto the wrong side of the road whilst going around a left-hand blind bend resulting in near frontal collisions on frequent occasions. The only way to prevent this is to make the entire stretch on that bend double yellow lines, thereby preventing any parking whatsoever and enabling the free flow of traffic.</p> <p>All residents in this road park on their driveways. Every house has one. The vehicles parking causing the obstruction are traffic for the town centre to avoid paying parking fees.</p> <p>The application was not supported by a petition of residents but did receive the support of one other Ward Councillor.</p>
1.4	No accidents have been recorded on Traffweb at this location within the past 3 years.
1.5	An informal consultation has been undertaken with the affected residents of Ridgeway on the proposal to amend the existing parking restrictions (operating Monday – Friday, 11am - Noon) between the junctions of High Road and Burrows Way to a No Waiting At Any Time (double yellow line) restriction on both sides of the carriageway, with the following results:
1.6	<p>9 of 10 (90%) properties responded, 1 of 10 (10%) did not 3 of 9 (34%) of properties were in favour of amending the existing SYL to DYL on both sides 6 of 9 (66%) of properties were against amending the existing SYL to DYL on both sides</p> <p>As can be seen, the majority of responses were against the proposal however 3 of those who were against intimated that they would be in favour of amending the single yellow line restriction to a double yellow line restriction on the northern side of the carriageway only.</p>
1.7	The request to amend the parking restrictions was discussed with SEPP Joint Committee Member and Lead Officer for Rochford and, based on the responses received from the informal consultation, it was agreed to proceed for funding with the scheme amending single yellow line restrictions on the northern side to double yellow lines between the junctions of High Road and Burrows Way and including a section of double yellow lines across the access road on the southern side which would also act as passing place.
1.8	The scheme was costed at £3,000 and placed before the South Essex Parking Partnership Sub Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary traffic regulation order.

1.9	The Order was originally published in The Echo and on site on 17 September 2020, and copies of the draft Order were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.10	When the Order was published on 17 September 2020 a 21-day period of formal public consultation commenced.
1.11	<p><i>Copy of letter sent to residents of Ridgeway on 14 September 2020, prior to publication -</i></p> <p>Re: The Essex County Council (Rochford District) (Prohibition of Waiting Loading and Stopping) and (On-street Parking Places) (Civil Enforcement Area) (Amendment No.3) Order 202*.</p> <p>The South Essex Parking Partnership will shortly be publishing a proposal for the introduction of Double Yellow Line (No Waiting at Any Time) parking restrictions on the northern side of Ridgeway between the junctions of High Road and Burrows Way with 12 metres on the southern side across the entrance to the rear of properties in High Road.</p> <p>The proposal will be published in The Echo and site notices will also be placed. Further information on the proposed Traffic Regulation Order can also be found on the Council's website from 14 September 2020: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/view-current-and-proposed-parking-restrictions/rochford-parking-restrictions/</p> <p>When the proposal is published it will commence a 21-day formal consultation period whereby any person may write objecting to the proposal or write in support.</p> <p>If there are unresolved objections the matter will be reported to the South Essex Parking Partnership Joint Committee for a decision. The Committee can agree to proceed as published and bring the Order into effect, amend the proposal or withdraw it in its entirety.</p> <p>If you wish to make any comments on or after the 17 September 2020 you can email or write to the above. All comments must be received by 8 October 2020.</p> <p><u>Please note that any previous comments received cannot be taken into account. Therefore, it is essential for you to formally respond, either objecting to or supporting the proposal during the statutory period stated above.</u></p>
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondent has made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

APPENDIX 1

Ref	List of people making representations	Type
1	Email from resident of Ridgeway dated 6 October 2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 17 SEPTEMBER TO 8 OCTOBER 2020

Representations & responses relating to Ridgeway		
Ref	Representation -	Technician response -
1	<p>I write following the Notice posted in Ridgeway regarding the proposed changes to Parking restrictions and OBJECT to the proposal in its present form.</p> <ul style="list-style-type: none"> • When the residents of Ridgeway were originally consulted I wrote suggesting that consideration be given to Residents Parking. I was subsequently informed this was not viable yet there are Residents Parking schemes in operation in Rayleigh and - on the notice posted in Ridgeway - there is such a scheme proposed at a different location. Why not for Ridgeway as I feel this would be preferable • Perhaps you might advise why, if in Great Wheatley double yellow lines are in place on both sides of the road, such a solution is not viable for the Ridgeway scheme? <p>May I request that this proposal be reconsidered.</p>	<p>Objection noted.</p> <p>As all residents have adequate off-street parking available, a resident permit parking scheme between junctions of High Road and Burrows Way would not meet SEPP policy criteria (section 7.4) and could be seen as preferred parking. It is also likely that residents of High Road who do not have off-street parking provision may also require to park at this location and would therefore be discriminated against. There is only provision for 9 parking spaces.</p> <p>It is not necessary to have double yellow lines on both sides of the carriageway as it is wide enough (6 metres) to accommodate parking on one side. This does offer provision for residents and visitors etc to park , outside of the one-hour restriction, including those of High Road as mentioned above.</p>

**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 8

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202* Relating to Sandford Road, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact

Nick Binder - South Essex Parking Partnership Manager
01245 606303 / nick.binder@chelmsford.gov.uk

Purpose

To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters

South Essex Parking Partnership

Policies and Strategies

The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1. Background

The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:

1.1	<p>On 9 April 2019 the SEPP received a completed application form, containing a petition signed by 129 local residents, from a local councillor on behalf of residents requesting the following:</p> <ul style="list-style-type: none"> • Double yellow lines on the north side of Sanford Road between St Margaret’s Road and Chelmer Road. <p>AND</p> <ul style="list-style-type: none"> • No Waiting Monday to Friday 11am-Noon and 2pm-3pm on the south side of Sandford Road between Springfield Park Lane and Chelmer Road and on the north side of Sandford Road between St Margaret’s Road and Springfield Park Lane. <p>Following receipt of the application form the SEPP carried out an informal consultation with affected residents to seek their view on the following proposed parking restrictions:</p> <ul style="list-style-type: none"> • Double yellow lines on the north side of Sanford Road between Springfield Park Lane and Chelmer Road and on the south side of Sanford Road between no. 92 and 102. <p>AND</p> <ul style="list-style-type: none"> • No Waiting Mon – Fri, 8am – 6pm on the south side of Sandford Road in the remaining areas. 								
1.2	<p>The results are:</p> <table border="1" data-bbox="268 873 1420 974"> <thead> <tr> <th>No. of properties</th> <th>No. of responses</th> <th>No. in favour</th> <th>No. not in favour</th> </tr> </thead> <tbody> <tr> <td>44</td> <td>34 (77%)</td> <td>30 (88%)</td> <td>4 (12%)</td> </tr> </tbody> </table>	No. of properties	No. of responses	No. in favour	No. not in favour	44	34 (77%)	30 (88%)	4 (12%)
No. of properties	No. of responses	No. in favour	No. not in favour						
44	34 (77%)	30 (88%)	4 (12%)						
1.3	<p>It has been agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose ‘No Waiting at Any Time’ and ‘No Waiting Monday to Friday 8am to 6pm’. The cost of the scheme is estimated at £4,000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.</p>								
1.4	<p>The request was placed before the South Essex Parking Partnership Joint Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.</p>								
1.5	<p>The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.</p>								
1.6	<p>When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.</p>								
2	<u>Comments</u>								
2.1	<p>The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>								
3	<u>Conclusion</u>								
3.1	<p>Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.</p>								
<p><u>List of Appendices</u> Appendix 1 – List of people making representations Appendix 2 – Summary of objections or support and Technicians comments</p>									

APPENDIX 1

Ref	List of people making representations	Type
1	Email from a resident of Sandford Road dated 25/11/2020	Objection
2	Email from a resident of Sandford Road dated 26/11/2020	Support
3	Email from a resident of Sandford Road dated 26/11/2020	Support
4	Email from a resident of Sandford Road dated 27/11/2020	Support
5	Email from a resident of Kingston Avenue dated 30/11/2020	Objection
6	Email from a resident of Sandford Road dated 01/12/2020	Support
7	Email from a resident of Sandford Road dated 02/12/2020	Support
8	Email from a resident of Sandford Road dated 06/12/2020	Support
9	Letter from a resident of Sandford Road dated 08/12/2020	Support
10	Email dated 14/12/2020	Support

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 26 NOVEMBER 2020 – 18 DECEMBER 2020

Representations & Responses relating to Sandford Road		
Ref	Representation	Technician Response
1	<p>If this is what is called the Formal Public Consultation, it does seem that minds are already made up and that any objections may fall on stony ground, however I would still like to put my objection to the scheme on record. I did respond to your questionnaire dated 03/06/20 with my objections then, but as there has been no further contact until now, and the plan has not changed, my objection is obviously not deemed worthy of a response?</p> <p>You are proposing to put double yellow lines, on the north side of Sandford Road to run from Kingston Crescent to St Margaret's Rd, i.e. directly in front of houses 105 -117, where no restrictions currently apply.</p> <p>I have the smallest off street frontage [REDACTED] and this will cause me significant problems.</p> <p>Whilst others may be able to accommodate 3 or more parked vehicles I cannot. I have 2 vehicles currently both parked on this frontage and there is room only for 2)</p> <p>Under those circumstances and if there is no parking in the road would you please explain what arrangements I can be expected to make for the following -</p> <ol style="list-style-type: none"> a. service or maintenance vehicles (Gas, Electric, Telecoms, Building works etc.) b. Overnight visitors friends and family etc. <p>Please bear in mind that there will be no other parking in the vicinity of my house or surrounding streets that is uncontrolled – its all permit parking for which I cannot get a permit, or no parking.</p> <p>I think the arrangements will impact our quality of life and will introduce an element of stress, as we will constantly have to worry about parking whereas now we do not have to. If there are to be restrictions we would prefer residents permit parking only in that stretch. It would be more convenient for myself, my family (childcare), and other residents and would provide some revenue. If they meant to benefit the residents the proposals are not an improvement, certainly not in my case.</p> <p>I do not really understand why it is felt there is a need to change or to put parking restrictions in place, anyway.</p> <p>Generally speaking parking between Kingston Crescent and St Margaret's Rd only becomes an issue because there is not enough onsite parking provided for -</p>	<p>Objection noted</p> <p>Update letter sent to residents on 03/06/2020 in response to the outcome of the informal consultation which ran between 19/02/2020 to 13/03/2020. The comments made at the informal consultation stage cannot be used for the legal formal consultation which was stated in the letter sent to residents just prior to the formal consultation taking place. This is a formal consultation to seek the views of residents all of which will be taken into account before a final decision is taken as to whether to implement, amend or withdraw the scheme.</p> <p>Frontage is in proportion to neighbours. However, properties with parking of 1 vehicle or less will be eligible to buy a maximum of two resident permits per property which can be used within Zone 5.</p>

	<p>a. The Police Headquarters and associated buildings. b. Chelmsford Prison employees.</p> <p>I would say however there is usually consideration shown to the residents by those forced to park in the road, and it usually isn't too disruptive. Even the location of the Nisa Store does not really cause a problem as shoppers to the store either park on the store frontage or on the existing double yellow lines and there doesn't seem to be any enforcement on these short stays.</p> <p>Historically Sandford Road was a relatively quiet residential road however because of poor planning and development over the years it has been allowed to become a 'rat run' Even so as a resident I have been managing for the [REDACTED], with sometimes 2 sometimes 3 vehicles, without any issues. I think that in truth most residents are more concerned about the volume and speed of traffic entering and leaving Sandford Road, than with parking. Traffic calming measures might be more appropriate than introducing unnecessary parking restrictions.</p>	<p>Properties which are not eligible for resident permits will be eligible to purchase visitor tickets which can be used within Zone 5. All properties will be eligible to purchase a dispensation which allows works and maintenance vehicles to park within Zone 5 for limited periods of time.</p> <p>Requests for traffic calming should be directed to Essex County Council, who are the Highway Authority. The SEPP implement, maintain and enforce on-street parking restrictions, it has no other function.</p>
2	Reference your letter dated 23rd November I write to confirm that I am in favour of the proposals as shown.	Support noted
3	<p>I am writing re the above consultation and would like to give it my full support.</p> <p>The proposed parking restrictions will greatly enhance pedestrian safety which is currently compromised by all-day on-pavement parking and reduced visibility on bends and busy areas such as close to Castle Stores</p> <p>The proposed parking restrictions in conjunction with adequate speed enforcement will also improve traffic flow down Sandford Road, reducing noise and pollution emitted by stop-start congested vehicles.</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Support noted

	p.s. Your email address on the letter you sent out is not clear due to underlining suggest you accept email responses from 'trafficreg' and 'trafficreg'	
4	<p>Email 1: Please be aware [REDACTED] the attached petition of over a hundred and sixty signatures agreeing for the yellow lines to be put down so they all agreed that these parking restrictions be made</p> <p>Technician response: Thank you for your email - we will add this to our files.</p> <p>Please can you confirm in writing if you support or object to the scheme in Sandford Road?</p> <p>It is important to note that representations (objections and supports) can only be made on your own behalf.</p> <p>Email 2: I can confirm that I wholeheartedly support the scheme proposed in Sandford Road as do the other 159 people who signed [REDACTED] petition and are all affected by the inconsiderate parking in our road.</p>	<p>Upon receipt of Email 1, clarification was requested to determine whether the resident supported the scheme.</p> <p>Support noted</p>
5	<p>As a resident of Kingston Avenue who regularly walks and drives along Sandford Road I feel compelled to write and add my personal views on the matter of restricted parking in that road</p> <p>Sandford Road is a busy route allowing access from the A138 Chelmer Road and Springfield Road . It is also a pedestrian route for people walking to and from the retail park , and parents walking to and from the schools located in Chelmer Village .</p> <p>The footpath along this stretch on the Northern side of the road is very narrow at best of times , and it is sad to say that it has become common practice , even now with limited resources using the Police HQ to park illegally on the footpaths causing obstructions .I even had an officer once try to tell me that this was not an offence .</p> <p>The situation has been exacerbated by the fact that HQ is now the location for many departments that used to be housed in Police Stations , now closed and sold . That with the increased recruiting has led to a complete disregard for parking in the area , sadly much of it by officers and staff at the Police HQ .</p> <p>An overflow car park was created but was /is clearly not fit for purpose and is often shut in inclement weather , because of the ridiculous refusal to allow a tarmac lady car park completely out of view of anyone on Police land at the back of the training school . meaning it is a honeycomb plastic affair which gets covered in mud when driven on in the wet .</p>	<p>Objection noted</p> <p>Concerns have been raised by local residents regarding obstructive parking on Sandford Road, resulting in blocked driveways, grass and footway damage and the obstruction of traffic flow. It is acknowledged that the presence of parked vehicles does have the effect of some traffic calming. However the proposed restrictions are designed to improve safety and sight lines.</p>

	<p>Even with the current situation meaning there are less vehicles using the HQ car park , still there are selfish people who think its fine to park and obstruct the footpath , I am content people don't complain with the attitude that 'its the Police they arent going to do anything about their own ' sad to say that i do feel there are elements of that which are true .</p> <p>In my humble opinion i think that is the issue that needs to be addressed , and in my view hasnt been despite numerous mails to senior officer right up to The Chief Constable , and local councillors .</p> <p>If vehicles are parked on the highway correctly they do act as a natural speed inhibitor and with the speed of some of the traffic that rounds that slight bend when coming from Springfield Road , it is actually of benefit to have vehicles there .</p> <p>I appreciate that at times it would create problems such as the rush hours , and to the limited bus services that run along that road , so if there were to be restrictions , it is my belief that they should be limited to address those peak hours .</p> <p>As most of the 'offenders ' in ripest of the appalling parking have been and are in the main , Police Staff , with some incidents of them being Prison staff , any targeted restrictions would be of most benefit for short periods in the morning and then afternoon .</p> <p>I firmly believe that would tackle the problem without depriving sensible and reasonable motorists from being able to park lawfully on the highway , and at the same time act as the speed inhibitors I spoke of. Purely as personal view I would not want to see the whole of Chelmsford a sea of ' yellow lines</p>	
6	<p>As one of the local residents who raised concerns regarding obstructive parking in Sandford Road, resulting in blocked driveways, grass and footway damage and the obstruction of traffic flow, I am writing in support of the proposed parking restrictions.</p> <p>I welcome the proposals to introduce 'No Waiting at Any Time' restrictions on the north side of Sanford Road between Gainsborough Crescent and Chelmer Road and on the south side of Sanford Road between no. 92 and 102.</p> <p>I also support the proposal to introduce 'No Waiting Monday to Friday 8am-6pm' in the remaining sections of unrestricted road on the south side of Sanford Road between Chelmer Road and Springfield Park Lane to improve sight lines for all road users at the junction, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>I do hope these proposals are supported by local residents and look forward to the scheme being introduced</p>	Support noted
7	As residents who live at [REDACTED] Sandford Road, Chelmsford, [REDACTED] we would wish to support the proposal as published.	Support noted
8	We wish to comment on the proposals for Sandford Road.	Support noted

	<p>We moved to [redacted] Sandford Rd in [redacted] and have found the parking outside our house very difficult at times. Cars parked obscure the road and leaving the drive can be dangerous. The current ability to park cars outside 91 and 93 Sandford Road also blocks the approach to the bus stop outside numbers 95 and 97. This can prevent the ability to park a bus fully alongside the kerb, which in turn creates further traffic congestion.</p> <p>We strongly support the proposals for parking restrictions on the road. We believe it will relieve congestion at peak times and make the road much safer.</p>	
9	<p>Letter 1: My view is that the proposal should go ahead but would suggest to consider the possibility of fitting speed cameras as this is already a problem and could increase as a result of this work. [redacted] [redacted] Note I did send this to your email address but it was returned address unknown.</p> <p>Email 1: To the Technician, thank you for your letter dated 7 December 2020. I am confirming my support for the proposed parking restrictions.-----[redacted].-----Note my original email failed due to misreading the G for a Q !</p>	<p>Support noted</p> <p>Upon receipt of Email 1, clarification was requested to determine whether the resident fully supported the scheme.</p> <p>Requests for traffic calming should be directed to Essex County Council, who are the Highway Authority. Any speeding issues should be reported to the Police.</p>
10	I am writing in support of the proposed parking restrictions to be placed at Sandford Road.	Support noted

**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 9

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202*
	Relating to Cedar Avenue, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact
 Nick Binder - South Essex Parking Partnership Manager
 01245 606303 / nick.binder@chelmsford.gov.uk

Purpose
 To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options
 The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:
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1.1	On 22 July 2019, the SEPP received a completed application form from a local resident to extend the existing permit parking bays and additional parking restrictions. The request is to prevent obstructive parking by non-residents (outside of the current operational hours) and occupying spaces to the detriment of residents, their visitors or tradespeople. The application form contained a petition signed by 8 residents.
1.2	During site visits, vehicles were seen to be parked on the SYL outside its operational hours. No evidence of obstruction to driveways were observed. On occasion 1-2 vehicles were parked in the turning head, however the ability turn was still possible. During the evenings and weekends, it would appear that all residents and P&D bays are full. There are 7 active resident permits within Cedar Avenue which exceed the 4 available permit parking spaces. Therefore, residents may struggle to find available parking spaces especially at evenings and weekends.
1.3	Considering the above points, the Technician recommends that the Permit Bay operational hours are extended to 8am-11pm every day. Additionally, the P&D bays could be converted into a shared use bay, whereby after 6pm, it converts to residents permit parking from 6pm until 11pm and Sunday 8am-11pm. As there are several dropped kerbs along Cedar Avenue, DYL could be proposed across most of these. It is recommended that some SYL remains outside the Church. The Technician also notes that there is scope to extend one of the P&D bays.
1.4	It was agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose that the Permit Bay operational hours are extended to 8am - 11pm every day. Additionally, the P&D bays be converted into a shared use bay, whereby after 6pm, it converts to residents permit parking from 6pm until 11pm and Sunday 8am - 11pm. As there are several dropped kerbs along Cedar Avenue, DYL are proposed across most of these. The cost of the scheme is estimated at £2,500 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.5	The request was placed before the South Essex Parking Partnership Joint Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.6	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.7	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

APPENDIX 1

Ref	List of people making representations	Type
1	Email from resident of Old Court Road dated 01/12/2020	Support
2	Email from resident of Old Court Road dated 12/12/2020	Objection

APPENDIX 2

**REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT
26 NOVEMBER 2020 – 18 DECEMBER 2020**

Representations & Responses relating to Cedar Avenue, Chelmsford		
Ref	Representation	Technician Response
1	<p>Email 1: Many thanks for your recent letter noting the amendments to the parking in Cedar Avenue, it comes with great support from several of the houses I have spoken to.</p> <p>I would however request that there is a minor amendment in that the payment parking section could be extended from Mon 8am through until 11pm instead of 6pm for resident permit holders. At present and certainly during lockdown it is increasingly difficult to park in the Z2 bay which only has space for 4 cars. There are 3 cars from [REDACTED] that use the bay, along with the two cars from [REDACTED] cedar Avenue (none of which have drives, [REDACTED] and use one spot as their drive is full and recently [REDACTED] have been using the bay [REDACTED] so that's 8 cars into 4 spots without people having visitors.</p> <p>Even if it's not formally sign posted, would it be possible that we're allowed to use it as an overflow spot like we're able to at present and this is communicated with residents? One other option would be to extend the zone 2 bay a metre or so to enable another car to fit in.</p> <p>Any help with the above would be greatly appreciated.</p> <p>Technician response: As the proposal has already been advertised we would not be able to amend it without re-advertising it.</p> <p>However, we are happy to have a local arrangement which allows for residents with a valid permit to park within the Pay & Display Bays during the restricted times.</p> <p>With this in please confirm if you support the proposed restrictions?</p> <p>Email 2: That would be perfect, thank you.</p>	<p>Support Noted</p> <p>Upon receipt of Email 1, clarification was requested to determine whether the resident fully supported the scheme.</p> <p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p> <p>There will be a local arrangement which will allow for residents with a valid permit to park within the Pay & Display Bays during the restricted times.</p>

<p>2</p>	<p>Unfortunately I have to strongly object to the proposal for redesigning the parking restrictions in Cedar Avenue.</p> <p>As far as I can tell, [REDACTED] are the only addresses in the street which do not have their own off-street parking. The 'residents only' bay outside [REDACTED] is big enough for four cars, which in theory is plenty. However, many of our neighbours choose to park in these bays, despite having their own off-street parking. This means that frequently there are no spaces available for [REDACTED] to use. I should point out that both [REDACTED] are single car households, whereas many households in the street have two or even three cars.</p> <p>At the moment there is an informal arrangement whereby, if necessary, we can use the 'pay and display' bays outside French Court. However, the new plan will restrict our use of these bays to 6pm-11pm, Monday-Saturday. Which begs the question: if the 'residents only' bay is full in the daytime, then what are we to do with our cars?</p> <p>I would suggest that there are three possible solutions to the problems encountered by [REDACTED]:</p> <ul style="list-style-type: none"> (a) make more 'residents only' parking available (b) allow residents to use the 'pay and display' bays at any time (c) provide parking spaces specifically allocated for the use of [REDACTED] <p>Please let me know your thoughts regarding the above comments.</p>	<p>Objection Noted - no further response was received from the resident.</p> <p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p> <p>There will be a local arrangement which will allow for residents with a valid permit to park within the Pay & Display Bays during the restricted times.</p> <p>It is not possible to have designated bays for specific households on the public highway.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 10

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202*
	Relating to Linnet Drive, Osprey Way & Robin Way, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact
 Nick Binder - South Essex Parking Partnership Manager
 01245 606303 / nick.binder@chelmsford.gov.uk

Purpose
 To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options
 The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:
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1.1 On 18 January 2019, the SEPP received a completed application form from a local resident for restrictions to prevent obstructive parking on Linnet Drive between the junctions of Galleywood Road and Robin Way. The application form contained a petition signed by 12 residents and 2 local Councillors.

1.2 Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted, vehicles were observed parking along Linnet Drive but typically not within 10m of the said junctions. However, given how Linnet Drive bends around passing Osprey Way and Robin Way and the fact that Linnet Drive is a bus route these vehicles still pose a problem. For example, on one visit a bus was observed attempting to turn into Linnet Drive from Galleywood Road and was forced to stop on the junction due to a vehicle being parked on Linnet Drive approx. 30m from the junction. Along with this it was observed that vehicles were parking on Robin Way within 10m of its junction with Linnet Drive obstructing sightlines. Although vehicles were not observed parking on Osprey Way within 10m of its junction with Linnet Drive consideration should be taken to the fact that this is part of a bus route and the free flow of traffic must be ensured at all times.



Therefore, a report was compiled with a recommendation for two options for the SEPP Joint Committee Member and Lead Officer for Chelmsford for a local decision:

1.4 1. Double yellow lines from and including the junction of Galleywood Road and Linnet Drive up to and including the junction of Robin Way and Linnet Drive, incorporating the junction of Osprey Way and Linnet Drive.

OR

1.5 2. Double yellow lines from and including the junction of Galleywood Road and Linnet Drive up to and including the junction of Robin Way and Linnet Drive, incorporating the junction of Osprey Way and Linnet Drive. However, some single yellow line restrictions could be introduced along Linnet Drive to prevent obstructive parking during the day when the bus operates and allow overnight parking for residents.

1.6	Nb. In either scenario a length of approximately 70m of double yellow line restrictions would need to be implemented on Linnet Drive from and including the junction of Galleywood Road to be effective and stop any potential hazards to road users.
1.7	It was agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose 'No Waiting At Any Time' restrictions from and including the junction of Galleywood Road and Linnet Drive up to and including the junction of Robin Way and Linnet Drive, incorporating the junction of Osprey Way and Linnet Drive. The cost of the scheme is estimated at £3,000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.8	The request was placed before the South Essex Parking Partnership Joint Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.9	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations: Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.10	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from resident of Galleywood Road dated 25/11/2020	Withdrawn objection
2	Email from resident of Linnet Drive dated 01/12/2020	Objection
3	Email from resident of Osprey Way dated 04/12/2020	Objection
4	Email from resident of Linnet Drive dated 07/12/2020	Objection
5	Email from resident of Linnet Drive dated 15/12/2020	Support
6	Email from resident of Linnet Drive dated 16/12/2020	Support
7	Email from resident of Linnet Drive dated 18/12/2020	Objection
8	Email from resident of Linnet Drive dated 21/12/2020	Support

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 26 NOVEMBER 2020 – 18 DECEMBER 2020

Representations & Responses relating to Linnet Drive		
Ref	Representation	Technician Response
1	<p>Email 1: I wish to object to the introduction of 'no waiting at anytime' on Galleywood Road, Chelmsford. East side - from point 15 meters northwest of its junction with Linnet Drive south-eastwards for 37 meters. For the following reasons -</p> <ol style="list-style-type: none">1. No valid reasons have been stated for this change2. Any proposed benefits have not been communicated3. It will lead to a large number of vehicles trying to park in the same area of road4. The length of the no waiting area seems excessively long (on the south-eastwards side)5. If we have visitors there will be nowhere for them to park as our driveway can only holds our two cars and we have elderly relatives who can't walk far6. If we were having work done to our house and was unable to park on our driveway where would we park? <p>Please can you acknowledge our objections as we are extremely unhappy and concerned about these proposed changes.</p> <p>Technician response: Thank you for your email below.</p> <p>I believe that you have misunderstood the notice regarding the proposed restrictions in Galleywood Road.</p>	<p>Withdrawn objection</p> <p>Upon receipt of Email 1, further information was provided regarding the extent of the proposal and as a result the objection was withdrawn.</p>

	<p>It is standard practice when implementing 'No Waiting at Any Time' (double yellow line) parking restrictions to include junctions to prevent vehicles parking right on those junctions thus preventing sightline and access issues, in this case approximately 15 metres on Galleywood Road on either side of the junction with Linnet Drive. This will approximately cover the radius of the junction on either side.</p> <p>I have attached a copy of the plan which should clarify what the proposal is for and the extent of the lines.</p> <p>When you have looked at the details please could you advise if your objection still stands?</p> <p>Email 2: Thank you for your reply and attachment. This picture makes it a lot clearer for us and we therefore no longer have an objection</p>	
2	<p>I write in response to your letter dated 23-11-2020, that informs us of a Chelmsford Parking Review. I have a question and comments.</p> <p>My question is why? For what purpose is a restriction? A double yellow line is going to benefit the residents of this street?</p> <p>Hasn't the city council got a responsibility to enhance, improve the life-style of it's residents. How does this restriction do this?</p> <p>This will only make our lives more stressful. I have lived in this house, [REDACTED]. We have never had a Parking problem.</p> <p>Sometimes parents park further up the road and in Robin Way, when they are doing the school run. They only stay for about 15 minutes or so.</p> <p>This whole strategy smacks of revenue collecting. You wish to screw the public for money for no obvious reason.</p> <p>WE DO NOT HAVE A PARKING PROBLEM.</p>	<p>Objection noted</p> <p>Concerns have been raised by local residents regarding obstructive parking on Linnet Drive between the junctions of Galleywood Road and Robin Way. The application form contained a petition signed by 12 residents and 2 local Councillors.</p> <p>The proposed 'No Waiting at Any Time' restrictions will improve sight lines for all road users at the junctions, better facilitate the passage of traffic on which is a bus route and help enforce the Highway Code.</p>
3	<p>Having seen a copy of your letter to Linnet Drive residents regarding the proposed No Waiting at Any Time area from Galleywood Road to Robin Way along Linnet Drive, I agree this is an area that needs to be resolved as congestion of parked vehicles along the first 50 metres of Linnet Drive north side cause unnecessary traffic hold ups, however I feel that your parking proposal needs revising to include No</p>	<p>Objection noted</p> <p>Concerns have been raised by local residents regarding</p>

	<p>Waiting at Any Time along Osprey Way as the congested area of Linnet Drive will move into Osprey Way and cause further problems along this busy bus route.</p>	<p>obstructive parking on Linnet Drive between the junctions of Galleywood Road and Robin Way.</p> <p>The proposed restrictions are from and including the junction of Galleywood Road and Linnet Drive up to and including the junction of Robin Way and Linnet Drive. The proposed restrictions also incorporate the junction of Osprey Way and Linnet Drive.</p> <p>It is acknowledged that should the parking restrictions be implemented there may be some displacement of parking as with any new scheme and this will be monitored.</p>
<p>4</p>	<p>Email 1:</p> <ol style="list-style-type: none"> 1. Where will signs be positioned along Linnet Drive. 2. What markings will be put on the roads. 3. Why are the parking constrictions continuing so far along Linnet Drive when the bus route turns into Osprey Way and does not travel along Linnet Drive. The only real congestion experienced in this area is for the bus drivers from Osprey Way turning into Linnet Drive towards Galleywood Road and vice versa from Galleywood Road into Linnet Drive. <p>Technician response: Thank you for your email regarding the proposed parking restrictions in Linnet Drive, Chelmsford.</p> <p>Concerns have been raised by local residents regarding obstructive parking on Linnet Drive between the junctions of Galleywood Road and Robin Way. Therefore 'No Waiting at Any Time' (Double Yellow Lines)</p>	<p>Objection noted</p> <p>Upon receipt of Email 1, further information was provided regarding the type of restriction proposed (double yellow lines).</p> <p>Concerns have been raised by local residents regarding obstructive parking on Linnet Drive between the junctions of Galleywood Road and Robin Way. The application form contained a petition signed by</p>

<p>restrictions have been proposed from and including the junction of Galleywood Road and Linnet Drive up to and including the junction of Robin Way and Linnet Drive, incorporating the junction of Osprey Way and Linnet Drive. This will improve sight lines for all road users at the junctions, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>I have attached a plan which should clarify the extent of the double yellow lines. Please note there would be no signage just Double Yellow Line markings.</p> <p>Please advise if you object to or support the proposed restrictions?</p> <p>Email 2: Thank you for your reply. I still object most strongly to the proposed road markings along Linnet Drive. The most inconvenience caused is for bus drivers during the start of school in the mornings and at the close of school in the afternoon. This is just due to volume of traffic which only lasts for a short while.</p> <p>There does not seem to be much of a problem with parked vehicles during the day. In fact there is very little parking along Linnet Drive which looks to be inconvenient for the residents.</p> <p>Email 3: Further to recent emails on the above subject.</p> <p>I wish to summarise my objections to the proposed no parking system outside of our property.</p> <p>The most inconvenience caused in Linnet drive appears to be for bus operators twice a day when parents are on the school run due to sheer volume of traffic. This only continues for a very short period of time.</p> <p>There does not appear to be a problem with parked cars along Linnet Drive during the day. There are often a couple of cars parked just off Galleywood Road where it would warrant no parking restrictions. I have noticed there is little or no parking along linnet drive during the day that would inconvenience residents.</p>	<p>12 residents and 2 local Councillors.</p> <p>The proposed 'No Waiting at Any Time' restrictions will improve sight lines for all road users at the junctions, better facilitate the passage of traffic on which is a bus route and help enforce the Highway Code.</p> <p>It is noted that properties within this section of Linnet Drive have adequate off-street parking.</p>
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	<p>* Cars are also irresponsibility doing three point turns close to the bend, this is an accident just waiting to happen.</p> <p>* We like many neighbours find it very difficult & on occasion dangerous, to reverse off from our driveway when cars park right up to the edge, some part way across the drive making it impossible to see the traffic coming at speed round the bend. Often we are required to pull out past the offending vehicles, which vary in size from small saloon cars to range rovers & vans with tinted window, in order to have any possibility of even seeing if any other vehicle is coming.(this affects mainly the properties on the even numbers on Linnet Drive, between the junctions of Robin Way & Osprey Way)</p> <p>* It has also become increasingly difficult to cross the road at this part of Linnet Drive safely due to the speed of traffic, & a number of residents are in the older age group of [REDACTED].</p> <p>These proposed restrictions should improve the safety for residents, pedestrians, & road users using Linnet Drive which has now become a very busy thoroughfare, & I sincerely hope that as rate payer further improvements such a better road marking & speed restrictions & road calming measures will also be implemented in the future.</p> <p>Improving the pavements that have suffered severe damage from this off road parking would also be beneficial.</p>	<p>traffic calming measures should be directed to Essex County Council, who are the Highway Authority.</p>
<p>6</p>	<p>With reference to your letter dated 23 November 2020 outlining proposals for “No Waiting at Any Time” - Re Linnet Drive.</p> <p>The irresponsible parking of the public outside our house impairs our ability to see fast moving traffic approaching around a tight bend thus making it dangerous to safely reverse off our drive. This situation is made worse when large or high sided vehicles with tinted glass park on the edge of our drive making it impossible to see any motor cycle or vehicle coming round the tight bend.</p> <p>Often they continue to drive round the back of my vehicle on the wrong side of the road while I am still trying to reverse out.</p> <p>Some members of the public park half in the road and half on the pavement parallel to a street lamp post out side our house and therefore we often have people with wide pushchairs or mobility vehicle’s knocking on our door [some times aggressively] complaining they cannot get through the gap.</p>	<p>Support noted</p> <p>The Highway Code recommends reversing onto a driveway which then enables a driver to drive out with more ease.</p> <p>Obstructive or dangerously parked vehicles can be reported to Essex Police who have the authority to remove a vehicle or issue a Fixed Penalty Notice, if it is deemed to have parked dangerously or causes obstruction to other highway users.</p>

	<p>In addition people often leave their cars parked outside whilst they get the local Bus into town, also large commercial vehicles are left at the entrance to Linnet Drive between Galleywood Road and Osprey Road causing obstruction and congestion for large vehicles and Buses entering the estate at busy times.</p> <p>During the years we have lived at this address the volume and speed off the traffic has increased considerably and we have encountered several cars that have lost control and ended up in our front garden on the unforgiving tight bend, when the road surface has been wet or icy and with a road camber that slopes towards the house. On one occasion the Avon Lady who was delivering to our address had her car hit up the back on a wet day. Thankfully on each occasion there were no pedestrians involved.</p> <p>These proposed Parking Restrictions will certainly improve the safety for residents and pedestrians alike especially at School and rush hour times.</p> <p>In addition to the “No Waiting at any Time Proposal” that I FULLY SUPPORT could you also please consider a speed limit of 20 MPH or road calming to reduce the additional risks I have included.</p>	<p>It is the responsibility of motorists to park and drive in accordance with the Highway Code and local conditions. Any speeding issues should be reported to the Police.</p> <p>The SEPP are self-funded and deal only with on-street parking restrictions. Any requests relating traffic calming measures should be directed to Essex County Council.</p>
7	<p>I am hereby submitting my objection to your letter dated 23rd Nov 2021 of Chelmsford Parking Review re Linnet Drive and associated Side Roads.</p> <p>I have lived in Linnet Drive for [REDACTED] and have never encountered problems entering or leaving Linnet Drive at any time.</p> <p>The proposed parking restriction will undoubtedly present problems for All the residents and may thus instigate local disputes amongst neighbours plus the stress of having an action that will no doubt greatly reduce the value of our property.</p> <p>We (residence of Linnet Drive) have lived amicably together all these years but the said proposals will cause friction between residents. The estate was developed with walkways and few small access roads that will only accomodate only one small car per household and thus this will cause disruption if parking on Linnet Drive was restricted. Linnet Drive, Robin Way & Osprey Way also helps with the overflow residence parking needs plus a place for visitors to park.</p> <p>This review does not reflect the real situation because the current Covid 19 has caused an increase in daytime parking, therefore South Essex Parking Partnership should consider postponing the review until the country is back to normal, WE DO NOT HAVE A PARKING ISSUE.</p>	<p>Objection noted</p> <p>Concerns have been raised by local residents regarding obstructive parking on Linnet Drive between the junctions of Galleywood Road and Robin Way. The application form contained a petition signed by 12 residents and 2 local Councillors. The application was received in January 2019 and the SEPP investigation was completed before the pandemic.</p> <p>The proposed ‘No Waiting at Any Time’ restrictions will improve sight lines for all road users at the junctions, better facilitate the passage of traffic</p>

		on which is a bus route and help enforce the Highway Code.
8	<p>Email 1: In response to the proposed 'No Waiting at Any Time' parking restrictions for Linnet Drive, Chelmsford. I would like to raise a concern with regard to the likely impact on parking in Osprey Way.</p> <p>My home is [REDACTED]. I already frequently experience problems exiting both driveways for my home [REDACTED].</p> <p>If parking is restricted on Linnet Drive to improve traffic flow there is a significant risk that this will immediately shift the problem in to Osprey Way. This road already has issues with parking, especially towards the junction with Linnet Drive. Eg: Buses are often unable to turn and residents can find their driveways blocked or restricted.</p> <p>I have no objection to the Linnet Drive control measures, however I think this should be expanded into Osprey Way to ensure that the problems are solved and not just 'moved around the corner'.</p> <p>Technician response: Thank you for your email regarding the proposed parking restrictions in Linnet Drive, Chelmsford.</p> <p>Please note that responses suggesting additional restrictions must be taken as an objection. This is because the proposal has already been advertised and we would not be able to amend it without re-advertising it.</p> <p>Therefore, please confirm if you fully support the proposed restrictions or wish to object with the suggestion mentioned in your email below?</p> <p>Email 2: Good afternoon. I can confirm that I fully support the proposed restrictions.</p>	<p>Support noted</p> <p>Clarification was requested as to whether the proposed restrictions were fully supported. Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p>

**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 11

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202* Relating to Lawn Lane, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact

Nick Binder - South Essex Parking Partnership Manager
01245 606303 / nick.binder@chelmsford.gov.uk

Purpose

To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be amended to accommodate parent parking at school drop-off and pick-up times which would otherwise be displaced elsewhere. The SEPP Joint Committee Member, Lead Officer and Technicians recommend that the 'Permit Parking Area' operate between the times of 'Monday to Friday 10-11am and 2-3pm'. The advertised operational time was 'Monday to Friday 8am-6pm'.
2. The people making representations be advised accordingly.

Consulters

South Essex Parking Partnership

Policies and Strategies

The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<p><u>Background</u></p> <p>The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:</p>
1.1	<p>On 15 November 2018, the SEPP received a completed application form from a local councillor on behalf of residents requesting a resident permit parking scheme to prevent obstructive parking on the service road of Lawn Lane outside property Nos. 14 – 48 (16 properties). The application form contained a petition signed by 15 residents.</p>
1.2	<p>Site visits indicated that non-residents were parking in this part of Lawn Lane for different periods of the day with some all-day parking.</p>
1.3	<p>Vehicles parking within the road could cause inconvenience to residents as well as taking away the facility for visitors to park and deliveries to take place. The Technician recommended that any possible future scheme should include double yellow lines on junctions to provide adequate sight lines and ensure access, especially for larger vehicles.</p>
1.4	
1.5	<p>It was agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose a resident permit parking scheme including junction protection. The cost of the scheme is estimated at £2,500 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.</p>
1.6	<p>The request was placed before the South Essex Parking Partnership Joint Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.</p>

1.7	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations: Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.8	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made. However, to accommodate parent parking at school drop-off and pick-up times which would otherwise be displaced elsewhere the SEPP Joint Committee Member, Lead Officer and Technicians recommend that the 'Permit Parking Area' operate between the times of 'Monday to Friday 10-11am and 2-3pm'. The advertised operational time was 'Monday to Friday 8am-6pm'.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from a resident of Lawn Lane dated 26/11/20	Support
2	Email from a resident of Lawn Lane dated 26/11/20	Support
3	Email from a resident of Lawn Lane dated 01/12/20	Objection
4	Email from a resident of Lawn Lane dated 03/12/20	Support
5	Email dated 05/12/20	Objection
6	Email from a resident of Lawn Lane dated 06/12/20	Support
7	Email from a resident of Lawn Lane dated 08/12/20	Support

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 26 NOVEMBER 2020 – 18 DECEMBER 2020

Representations & Responses relating to Lawn Lane		
Ref	Representation	Technician Response
1	I support the proposed parking restrictions in Lawn Lane , Chelmsford Ref: On-Street Parking Consolidation Order 2019: Amendment No. 20	Support noted
2	<p>I most strongly support the plans for these proposed permit parking restrictions.</p> <p>I understand things are difficult at the moment with covid 19 and the area is a bit quieter, but as we try and get back to some sort of normality so the parking situation will return to being dangerous for school children and other pedestrians. We are not able to park outside our own houses and find it awkward pulling on to and especially difficult getting off our own driveways. Motorists on a regular basis park slightly over the edge or very tight to our driveways. The road is a little narrow and so you must do a few shunts back and forth to get off or on our driveways. Some residents in extreme cases must drive partly onto the grass swath opposite their driveways just to get access and this makes it very difficult for elderly residents with mobility issues.</p> <p>In school time parents park dangerously, right on the junction of the Lawn Lane access road and Paignton Avenue, making it very dangerous for parents and children to cross the junction. Sometimes cars are parked on the pavement making it difficult for parents with pushchairs who sometimes must go into the road to navigate their way around. I have witnessed this [REDACTED], and it is a surprise that no one has been injured.</p> <p>The other end of the access road at the junction with Bodmin Road is a particularly tight turn and commuters park their cars there all day, five days of the week and walk into town or to the university and make it very awkward for residents and especially utility vehicles to turn into.</p> <p>So, I most strongly support the plans for these proposed permit parking restrictions.</p> <p>I have got some video and still photos of some of the dangerous and hazardous parking over the last few years [REDACTED]. This covers the junction of Lawn Lane and Paignton Avenue.</p>	<p>Support noted</p> <p>The Highway Code recommends reversing onto a driveway which then enables a driver to drive out with more ease.</p>

<p>3</p>	<p>██████████ currently reside in a property on the affected section of road and have some objections to the proposed parking restrictions.</p> <p>1. By preventing persons from parking in our Lawn Lane service road set out above, if there is a problem, we would simply be moving it to other nearby roads. This would potentially be unpopular with the residents of these other roads, which may not be suitable or safe for parking on. Having spoken with some of the parents which currently use our road for school drop-offs for nearby Perryfields and Boswells, they have made clear that they intend to use the surrounding roads should restrictions be placed on Lawn Lane.</p> <p>2. We have seen a significant reduction in day parking as a consequence of the COVID impact. While I appreciate that this reduction will be to an extent temporary, it is likely that we will see a reduction in day worker use of local roads for parking, as more people are being offered the ongoing opportunity to work from home in perpetuity. So perhaps this is and will continue to be less of a problem than when originally flagged to you.</p> <p>3. Many of the properties along the road section are family occupied residences, which brings with it frequent visits from friends and family members. It would be onerous administratively and, to an extent financially, to have to manage the purchase of visitor permits. Under non lockdown conditions we have sufficient visitors that it would actually amount to a considerable expense for us to pay for visitors to park. This is not limited to our household and the likely mitigation is that guests will park for free in other nearby roads, which is not a desirable outcome for anyone.</p> <p>4. Putting aside the objective arguments against this proposal, this is not something that ██████████ want for our road. We appreciate that we have to share the road with other non-local people, but in return enjoy the freedom for us and our guests to park on our road without restriction or cost.</p> <p>If you have any follow up questions on any of the above points, let me know. I should add that the parking restrictions proposed around the junctions (Lawn Lane/Bodmin Road and Lawn Lane/Paignton Avenue) seem perfectly sensible from a safety perspective. Also, I appreciate that some of my neighbours may be experiencing greater problems than we are with parking on our road so, if this proposal should unfortunately progress, could we discuss possible less aggressive alternatives to address their issues (i.e. parking restrictions limited to 1 hour in the middle of the day)?</p>	<p>Objection noted</p> <p>It is acknowledged that should the parking restrictions be implemented on this section of Lawn Lane there may be some displacement of parking as with any new scheme.</p> <p>Point noted.</p> <p>The cost of resident permits and visitor tickets covers the enforcement and administration of the scheme.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to amend or withdraw the scheme.</p> <p>Suggestion noted.</p>
<p>4</p>	<p>What Fantastic news re Parking restrictions for Lawn Lane. i have been on Mike Mackrorys case for a few years now, so very pleased to read this will hopefully come into force soon.</p>	<p>Support noted</p>

	<p>We have people parking and walking into town to catch the train to London, some park and work at the college etc etc all day 8am until 6pm. Either end of the lawn lane has become restricted for Dustcarts turning or emergency vehicles as well as blocking the view for parents and children crossing the road on school trips due to inconsiderate parking, i read this as being double yellow lined in the plans, a sensible much needed proposal.</p> <p>Some home residents appear to have 3 cars on the road and none on their drive, i presume this is to stop other people from parking outside their house. May i suggest one parking permit per household to encourage them to use their driveways.</p> <p>i do hope the new restrictions will be patrolled and tickets issued to those that continue to take the chance for free parking.</p>	<p>Residents will be able to buy a maximum of two permits per property. However, we recommend that residents use their off-street parking to maintain as much access as possible.</p> <p>SEPP CEO's would include this section within their patrol of the greater area.</p>
5	<p>I would like to register my objection for proposed permit parking on Lawn Lane.</p> <p>I have read your review and challenge the following:</p> <p>- 'All day local workers and commuter parking' - what local based businesses are in the immediate vicinity of this road? Commuter parking? Commuting to where exactly? What proof is there of commuters using this road in order to then make their way to the town centre?</p> <p>' taking up on-street parking spaces so that residents, visitors and tradespeople cannot always park' - every house down this road has off street parking, most with room for at least 2 cars. There is also a section of this road where no houses are located (small set back green area).</p> <p>'It will also improve sight lines for all road users and pedestrians at the junctions' - all cars park can only park on one side of the road. You can see all the way down the road.</p> <p>██████████ I often drive past lawn lane a various times throughout the day and I have never noticed an excessive amount of vehicles parked. I would advise you to view this road on street finder, it clearly shows minimal cars parked. On the occasions when it has been busy, it was actually due to road maintenance that were being carried out in a nearby road.</p> <p>There are families that use this road to park and take their children to school (Boswell and Perryfields). There are no roads to park on elsewhere, so taking this road parking away would mean families would have to potentially park even further away.</p>	<p>Objection noted</p> <p>The application was submitted by a local councillor on behalf of residents for permit parking restrictions to prevent obstructive parking by non-residents on the service road of Lawn Lane outside property Nos. 14 - 48. The application was supported by 13 of the 16 properties affected and 1 local councillor. The SEPP investigation was completed before the pandemic.</p> <p>'No Waiting at Any Time' restrictions have been proposed on all junctions. This is designed to maintain sightlines and access as the Highway Code states.</p>

	<p>There are also restrictions in place at the nearby doctors on Humber Road. Again lawn lane provides a place to park in order to then visit the doctors, which helps everyone in the community.</p> <p>As a counter proposal, given the concern for commuter and local workers parking on this road, could a no parking between 11am-12pm be considered? This would also help those that need to park for the school runs (am & pm)</p>	<p>It is acknowledged that should the parking restrictions be implemented on this section of Lawn Lane there may be some displacement of parking as with any new scheme.</p> <p>This is a formal consultation to seek the views of residents and indeed all highway users, all of which will be considered before a final decision is taken as to whether to implement, amend or withdraw the scheme.</p>
6	<p>As a resident at [REDACTED] I completely agree with this being permit parking as I am frustrated at watching people park there cars for the day in this road, some of whom get collapsible bikes from the boots of there cars returning later in the day.</p> <p>This does cause problems in the road for dustmen, deliveries drivers and residents as when they park so close to our drives we have mount the grass area opposite our drives to be able to turn out onto the road, this is because it is a service road and is not as wide as a regular road.</p>	<p>Support noted</p> <p>The Highway Code recommends reversing onto a driveway which then enables a driver to drive out with more ease.</p>
7	<p>I wholeheartedly support the above proposal. There have been many occasions when delivery drivers have been unable to stop outside our house, one particular time was the delivery of a double wardrobe. At the expected delivery time I put garden bins in road to allow ease for my delivery, within minutes my bins had been moved to the pavement and two cars had parked in their place! The wardrobe had to be carried at least 150 metres to my door by my delivery team. Many cars park too close to my driveway making it difficult to enter or exit the drive, at times having to drive over the grass on the opposite verge. This is not a proper road and does not have the width to allow safe entry/exit to driveways.</p>	<p>Support noted</p> <p>The Highway Code recommends reversing onto a driveway which then enables a driver to drive out with more ease.</p>

**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 12

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202*
	Relating to Old Court Road, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact
 Nick Binder - South Essex Parking Partnership Manager
 01245 606303 / nick.binder@chelmsford.gov.uk

Purpose
 To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options
 The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:
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1.1	On 7 August 2020, the SEPP received a completed application form from a local business owner to prevent obstructive parking to the access to the rear of 239 Springfield Road. A 'H-bar' had been installed but proved ineffective in this location due to its close proximity to the prison and limited parking in the area. Along with this it has been noted that the current restrictions allow vehicles to park both sides of the road which would obstruct the carriageway and/or footway.
1.2	It is therefore proposed to replace the current 'No Waiting Mon-Sat 8am-6pm' on the south-west side of Old Court Road and the permit bay fronting the access to the rear of 239 Springfield Road with 'No Waiting at Any Time'. It is also proposed that the remaining section of permit bay be converted into shared use bays, whereby Mon-Sat 9am-10am it is 'Permit Holders Only' and Mon-Sat 10am-6pm it is 'Limited Waiting 30mins No Return Within 1hr'. This will improve sight lines for all road users at the junctions, better facilitate the passage of traffic and enforce the Highway Code.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to proceed with the necessary Traffic Regulation Order.
1.4	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.5	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from resident of Old Court Road dated 01/12/2020	Support
2	Email from resident of Old Court Road (received via Cllr Bracken) dated 18/12/2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 26 NOVEMBER 2020 – 18 DECEMBER 2020

Representations & Responses relating to Old Court Road, Chelmsford		
Ref	Representation	Technician Response
1	<p>I am writing to support the redesigning of parking restrictions in Old Court Road.</p> <p>As a resident of this street, parking can be very difficult. Even though we park on our driveway there are always huge problems getting up and down our street.</p> <p>I would like to request that traffic wardens visit our road more often, as even though these changes are hopefully going to be made, members of the public will still park on our street without permits.</p> <p>I look forward to the changes being made.</p>	<p>Support noted</p> <p>It is noted that not all residents have sufficient off-street parking.</p> <p>Old Court Road is enforced as part of a rota within the Chelmsford area. However the Enforcement Operations Manager was notified of the issues here and subsequent visits were made with PCN's issued. Any further issues can be reported on the Chelmsford City Council website.</p>
2	<p>Email 1: [REDACTED] would like to comment as the Parking Partnership is changing the restrictions on the two parking places in Old Court Road from "No Parking between 9.00am and 10.00am" to "No parking for longer than 30 minutes". Would the parking partnership consider either the removal or one or both the parking spaces completely given the real difficulty residents of Old Court Road have in leaving the exit in a car onto Springfield Road in a safe manner? [REDACTED] is quite happy to have one parking space there as this would help the businesses on each side of Old Court Road.</p> <p>Email 2: I have spoken [REDACTED] wishes for you to take this email as confirmation that [REDACTED] wishes [REDACTED] comments to be taken as an objection the changes.</p>	<p>Objection noted</p> <p>Upon receipt of Email 1, clarification was requested to determine whether the resident fully supported the scheme or objected based on the comments provided.</p> <p>It is noted that the 'No Waiting at Any Time' restrictions on the Northeast side of Old Court Road from its junction with</p>

		<p>Springfield Road runs north-westwards for 6m.</p> <p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 13

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202* Relating to Runwell Gardens & Church End Lane, Runwell, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact

Nick Binder - South Essex Parking Partnership Manager
01245 606303 / nick.binder@chelmsford.gov.uk

Purpose

To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters

South Essex Parking Partnership

Policies and Strategies

The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.

Background

The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:

1.1	On 18 June 2019 the SEPP received a completed application form from Runwell Parish Council for restrictions to prevent obstructive parking by non-residents, particularly at the beginning and end of the school day, on Runwell Gardens and at its junction with Church End Lane. The application form was supported by 3 local Councillors.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted, vehicles were observed parking within 10 metres on the junction of Runwell Gardens and Church End Lane, obstructing sightlines. Vehicles were also seen to be parking within Runwell Gardens, including its turning head, which made manoeuvring and turning in the cul-de-sac very difficult. Therefore, a report was compiled with a recommendation for 'No Waiting at Any Time' (on the junction and in the turning head) for the SEPP Joint Committee Member and Lead Officer for Chelmsford for a local decision.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose 'No Waiting At Any Time' restrictions at the junction of Runwell Gardens and Church End Lane and also in the turning head of Runwell Gardens only. The cost of the scheme is estimated at £2,000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.4	The request was placed before the South Essex Parking Partnership Joint Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.5	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations: Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.6	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1	Email dated 03/12/2020	Objection
2	Email dated 03/12/2020	Objection
3	Email dated 06/12/2020	Objection
4	Email dated 06/12/2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 26 NOVEMBER 2020 – 18 DECEMBER 2020

Representations & Responses relating to Runwell Gardens		
Ref	Representation	Technician Response
1	<p>We agree with Proposed double yellow lines at the top and bottom of Runwell gardens but could this not be permanent and be only around school drop-off and pick-up times please?</p> <p>Having permanent restrictions at hammer head will impact parents using it for scouts drop-off and pick up.</p>	<p>Objection noted</p> <p>Following receipt of the application an assessment was carried out. It was observed that vehicles were parking within 10 metres on the junction of Runwell Gardens/ Church End Lane, obstructing sightlines. Vehicles were also seen to be parking within the turning head in Runwell Gardens, which made manoeuvring and turning in the cul-de-sac very difficult.</p> <p>The proposed 'No Waiting at Any Time' restrictions will improve sight lines for all road users at the junction, ensure that vehicles are able to turn around at all times of the day in the turning head, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>Drivers are still able to drop off and pick up passengers on</p>

		<p>double yellow lines however they prevent waiting which would cause issues with obstruction in what is a turning head.</p>
<p>2</p>	<p>Ref: Turning head in Runwell Gardens, Runwell</p> <p>Could the no waiting for the turning head in Runwell Gardens be only for school time, as the Scouts meet at the Scout hut in Runwell gardens in the evenings and this makes it difficult for the parents to drop off and collect their children, aged between 6-17.</p> <p>I fully support the no waiting on the corners of Runwell Gardens and Church End Lane as I have seen many parents at school time parking dangerously on those corners. I have have even stopped and spoken to some when I used to walk my children to school.</p>	<p>Objection noted</p> <p>Following receipt of the application an assessment was carried out. It was observed that vehicles were parking within 10 metres on the junction of Runwell Gardens/ Church End Lane, obstructing sightlines. Vehicles were also seen to be parking within the turning head in Runwell Gardens, which made manoeuvring and turning in the cul-de-sac very difficult.</p> <p>The proposed 'No Waiting at Any Time' restrictions will improve sight lines for all road users at the junction, ensure that vehicles are able to turn around at all times of the day in the turning head, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>Drivers are still able to drop off and pick up passengers on double yellow lines however they prevent waiting which would cause issues with</p>

		obstruction in what is a turning head.
3	<p>I would like to support the double yellow lines proposed at the top (main road) and corners of runwell gardens.</p> <p>However I would like to object to the hammerhead of runwell gardens being no parking at all times. This should be during school times only. Otherwise there is no where for parents to park for explorers in the evenings. Many of the houses have dropped curbs and there is limited provision for parking in the area.</p> <p>Given this is a district provision [REDACTED] we have no option but to drive our daughter to explorers.</p>	<p>Objection Noted</p> <p>Following receipt of the application an assessment was carried out. It was observed that vehicles were parking within 10 metres on the junction of Runwell Gardens/ Church End Lane, obstructing sightlines. Vehicles were also seen to be parking within the turning head in Runwell Gardens, which made manoeuvring and turning in the cul-de-sac very difficult.</p> <p>The proposed 'No Waiting at Any Time' restrictions will improve sight lines for all road users at the junction, ensure that vehicles are able to turn around at all times of the day in the turning head, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>Drivers are still able to drop off and pick up passengers on double yellow lines however they prevent waiting which would cause issues with obstruction in what is a turning head.</p>
4	I am a regular user of the scout hall located at Runwell Gardens in Wickford.	Objection noted

	<p>I support the proposed changes to the street corners, however I object to the changes at the hammerhead as it would hamper the ability of those using the scout hut to park there to drop off/ pick up their young people. There would be little to no clash between scout times and school times so having the restrictions only in place during school hours would solve both issues.</p> <p>1st Runwell is a thriving, busy scout group providing skills for life for many young people in Billericay and Wickford and the proposed changes would severely impede on their ability to keep doing this due to problems at pick up/ drop off times.</p>	<p>Following receipt of the application an assessment was carried out. It was observed that vehicles were parking within 10 metres on the junction of Runwell Gardens/ Church End Lane, obstructing sightlines. Vehicles were also seen to be parking within the turning head in Runwell Gardens, which made manoeuvring and turning in the cul-de-sac very difficult.</p> <p>The proposed 'No Waiting at Any Time' restrictions will improve sight lines for all road users at the junction, ensure that vehicles are able to turn around at all times of the day in the turning head, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>Drivers are still able to drop off and pick up passengers on double yellow lines however they prevent waiting which would cause issues with obstruction in what is a turning head.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 14

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202*
	Relating to Nash Drive & Constance Close, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact
 Nick Binder - South Essex Parking Partnership Manager
 01245 606303 / nick.binder@chelmsford.gov.uk

Purpose
 To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options
 The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:
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1.1	On 1 October 2019, the SEPP received a completed application from a local resident to amend the existing tidal 'No Waiting' restrictions to a resident permit parking scheme to prevent obstructive parking by non-residents (outside the operational hours of the No Waiting restrictions) and occupying spaces to the detriment of residents, their visitors or tradespeople. The application form is supported by a local councillor and also contained a petition signed by 58 residents.																								
1.2	Following receipt of the application form the SEPP carried out an informal consultation with affected residents to seek their view on a proposed resident permit parking scheme. The results are:																								
1.3	<table border="1"> <thead> <tr> <th>Road</th> <th>No. of Properties</th> <th>No. of Responses</th> <th>No. in favour of permit parking M-F 9-5</th> <th>No. in favour of permit parking M-F 10-11 & 2-3</th> <th>Not in favour of permit parking</th> </tr> </thead> <tbody> <tr> <td>Nash Drive</td> <td>80</td> <td>38 (48%)</td> <td>36 (95%)</td> <td>0</td> <td>2 (5%)</td> </tr> <tr> <td>Constance Close</td> <td>19</td> <td>6 (32%)</td> <td>6 (100%)</td> <td>0</td> <td>0</td> </tr> <tr> <td>Overall</td> <td>99</td> <td>44 (45%)</td> <td>42 (95%)</td> <td>0</td> <td>2 (5%)</td> </tr> </tbody> </table>	Road	No. of Properties	No. of Responses	No. in favour of permit parking M-F 9-5	No. in favour of permit parking M-F 10-11 & 2-3	Not in favour of permit parking	Nash Drive	80	38 (48%)	36 (95%)	0	2 (5%)	Constance Close	19	6 (32%)	6 (100%)	0	0	Overall	99	44 (45%)	42 (95%)	0	2 (5%)
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1.4	The results did not initially meet the SEPP criteria for progression. However, the SEPP Joint Committee Member and Lead Officer for Chelmsford decided that despite the majority of residents opting for a permit parking scheme operating Monday to Friday between the hours of 9am to 5pm, a scheme should be costed to propose a resident permit parking scheme, operating Monday to Friday between the hours of 10am to 11am and 2pm to 3pm in line with other roads nearby. It will also accommodate parent parking at school drop-off and pick-up times which would otherwise be displaced elsewhere. The cost of the scheme is estimated at £4,000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.																								
1.5	The request was placed before the South Essex Parking Partnership Joint Committee on 2 July 2020 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.																								
1.6	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.																								
1.7	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.																								
2	<u>Comments</u>																								
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.																								
3	<u>Conclusion</u>																								
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.																								

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

APPENDIX 1

Ref	List of people making representations	Type
1	Email from a resident of Nash Drive dated 29/11/2020	Support
2	Email from a resident of Nash Drive dated 01/12/2020	Support
3	Email from a resident of Constance Close dated 01/12/2020	Objection
4	Email from a resident of Nash Drive dated 04/12/2020	Support
5	Email from a resident of Nash Drive dated 05/12/2020	Support
6	Email from a resident of Nash Drive dated 06/12/2020	Support
7	Email from a resident of Nash Drive dated 07/12/2020	Support
8	Email from a resident of Nash Drive dated 12/12/2020	Support
9	Email from a resident dated 13/12/2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 26 NOVEMBER 2020 – 18 DECEMBER 2020

Representations & Responses relating to Nash Drive & Constance Close		
Ref	Representation	Technician Response
1	Please accept this email as confirmation that we support the proposed parking restrictions for Nash Drive & Constance Close.	Support noted
2	Just to say I am totally in favour of the new parking restrictions and hope they make Nash Drive a safer place, which is more accessible for services, e.g. refuse lorries and delivery vans, and residents alike.	Support noted
3	<p>Email 1: We as a household of [REDACTED], would like to inform you that we object to the proposed parking permit plan, as previously stated.</p> <p>Technician response: Thank you for your email objecting to the proposed parking restrictions in Nash Drive and Constance Close, Chelmsford.</p> <p>Please can you confirm the reason/s for your objection? It will assist the objection committee if they know the grounds for your objection.</p> <p>Email 2: We are only objecting to Constance close as we feel the current restrictions in place are effective enough.</p>	<p>Objection noted</p> <p>Upon receipt of Email 1, further information was requested regarding the reason/s for the objection.</p> <p>The SEPP received a completed application from a local resident to amend the current restrictions to a resident permit parking scheme to prevent obstructive parking by non-residents (outside the operational hours of the No Waiting restrictions) and occupying spaces to the detriment of residents, their visitors or tradespeople. The application form is supported by a local councillor and also contained a petition signed by 58 residents.</p>

<p>4</p>	<p>Ah great ok, I would like to confirm that I 100% support the proposal and wish very much for it to go ahead.</p> <p>As a resident in Nash Drive, due to the current COVID environment [REDACTED] over the past 9 months, and have noticed 3 things throughout the day on a Monday to Friday;</p> <p>1 - Staff from the hospital such as Nurses and Admin staff park in the road just before 9am Monday to Friday each week and their cars are left parked until the end of the working day approx 5pm. I have even observed traffic wardens placing penalty notices on their cars but the next day they return and park again all day.</p> <p>2 Rather than pay for parking at Broomfield Hospital, I observe on a daily basis relatives/ friends park in Nash Drive and drop off the patient and they will then sit in their cars and wait for hours sometimes until the individuals appointment is over so that if a parking warden approaches them they can leave the road without a ticket.</p> <p>3. Parents of children who attend Chelmer Valley High School use Nash Drive to drop off their children, park for prolonged periods and use the road to turnaround, Monday to Friday. Often this results in the road becoming blocked and access is an issue for example for the bin men regularly struggle to reach the end of the road due to the amount of parked cars on the road.</p> <p>As such I fully support any increased parking restrictions in Nash Drive.</p>	<p>Support noted</p>
<p>5</p>	<p>With reference to the above, I 100% agree with these restrictions being imposed.</p> <p>It will make it far easier for residents to park where they live.</p>	<p>Support noted</p>
<p>6</p>	<p>Email 1: Further to your letter dated 23 November with regard to Parking Restrictions (Zone 14) Nash Drive and Constance Close.</p> <p>We are all in favour of Permit Parking for Nash Drive, we would however like these to have extended times - you propose 10am-11am and 2pm-3pm - and we would suggest 9am - 12 noon and 1pm to 4pm as Nash Drive does get blocked with parents picking up children from the nearby school along with patients for the hospital.</p> <p>Just last week on December 1 my wife had to call an ambulance as she had phoned the doctors and they said she should phone an ambulance immediately - the ambulance made it's way down Nash Drive (we live at the end of Nash Drive) and as this was 12.30pm the ambulance driver mentioned how difficult it was to get down Nash Drive because of the parking.</p>	<p>Support noted</p> <p>Upon receipt of Email 1 and 2, clarification was requested to determine whether the resident fully supported the scheme.</p> <p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p>

At least a 'Parking Permit' may help to restrict some parking - and we hope this suggestion gets support.

We would also welcome a Traffic Parking Attendant to ensure that the parking rules are kept to.

Technician response:

Thank you for your email objecting to the proposed parking restrictions in Nash Drive and Constance Close, Chelmsford.

Once the 21-day statutory formal consultation period has closed, all representations received (objections and supports) will be collated and discussed with the SEPP Joint Committee Member and Lead Officer for Chelmsford for a recommendation. Your comments have been noted and will be discussed. If there are unresolved objections and subject to the recommendation, a report will then be submitted to the South Essex Parking Partnership Sub Committee for a decision on the proposal.

When the committee meet they will decide if the proposal is to be implemented and the Order made, or it is to be withdrawn. Any person that submits a representation during the statutory period will receive a copy of the committee report and invited to the committee meeting where they will have the opportunity to speak to the committee members before they make their decision.

Email 2:

Please note we DO NOT object to the proposed parking restrictions in Nash Drive.....we only suggest they could be for longer - you propose 10am to 11am and 2pm to 3pm. We suggested 9am to 12 noon and 1pm to 4pm.

We support the parking restrictions that you suggest fully.

Technician response:

Apologies for misunderstanding your email, however, responses that suggest additional restrictions must be taken as an objection. As the proposal has already been advertised we would not be able to amend it without re-advertising it.

Therefore with that in mind please confirm if you support the proposed restrictions or wish to object with the suggestions below?

The South Essex Parking Partnership would not consider restrictions, apart from junction protection, that prevent school drop off/pick up as this would put pressure on other nearby areas. It is also difficult to enforce where short term invasions occur. SEPP Policy 7.5.

SEPP CEO's would include this section within their patrol of the greater area.

	<p>Email 3: We SUPPORT the proposal.</p>	
7	<p>I would like to register my support for the Parking Permit as stated below:</p> <p>To revoke 'No Waiting Mon to Fri 10am – 11am' and 'No Waiting Mon to Fri 2pm – 3pm' and replace with a 'Permit Parking Area Mon to Fri 10am – 11am and 2pm – 3pm Zone 14' on the following lengths of road in the City of Chelmsford</p> <p>4. To introduce 'No Waiting at Any Time' on the following lengths of roads in the City of Chelmsford Nash Drive, Broomfield Both sides – from a point 15 metres west of its junction with Court Road westwards for 14 metres. Both sides – from a point 56 metres southwest of its junction with Court Road to its termination</p>	Support noted
8	<p>Email 1: Thank you for your letter of 23 November 2020 advising of the proposed parking permit area at the above address.</p> <p>I am in agreement with the proposal to amend the existing parking restrictions with a parking permit system. I would prefer an all day parking restriction, but understand the results from the earlier consultation.</p> <p>Technician response: Thank you for your email.</p> <p>Please note that responses suggesting additional restrictions must be taken as an objection. This is because the proposal has already been advertised and we would not be able to amend it without re-advertising it.</p> <p>Therefore with that in mind please confirm if you fully support the proposed restrictions or wish to object with the suggestions below?</p> <p>Email 2: I am in agreement with the advertised proposal.</p>	<p>Support noted</p> <p>Upon receipt of Email 1, clarification was requested to determine whether the resident fully supported the scheme.</p> <p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p>
9	<p>We object to any change in parking restrictions. The current parking restrictions are sufficient. In addition any changes will involve residents to pay for parking on the road.</p>	<p>Objection noted</p> <p>The SEPP received a completed application from a local resident to amend the current restrictions</p>

		<p>to a resident permit parking scheme to prevent obstructive parking by non-residents (outside the operational hours of the No Waiting restrictions) and occupying spaces to the detriment of residents, their visitors or tradespeople. The application form is supported by a local councillor and also contained a petition signed by 58 residents.</p> <p>The permit cost covers the enforcement and administration of the scheme.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 15

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 20) ORDER 202*
	Relating to Sunrise Avenue, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact
 Nick Binder - South Essex Parking Partnership Manager
 01245 606303 / nick.binder@chelmsford.gov.uk

Purpose
 To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202*

Options
 The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised; or
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or
3. to agree that the proposed Order should not be made.

Recommendation(s)

1. The Order be made as advertised.
2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 20) Order 202* as set out below:
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1.1	On 21 May 2018, the SEPP received a completed application form from a local resident requesting a resident permit parking scheme to deter all-day non-resident parking. The application was supported by a local councillor and also contained a petition signed by 26 residents.										
1.2	Following receipt of the application form, the SEPP carried out an informal consultation with all residents of the above roads to seek their view on a proposed resident permit parking scheme. The results were:										
1.3	<table border="1"> <thead> <tr> <th>ROAD</th> <th>No. of properties</th> <th>No. of responses</th> <th>In favour</th> <th>Not in favour</th> </tr> </thead> <tbody> <tr> <td>Sunrise Avenue</td> <td>158</td> <td>85 (54%)</td> <td>68 (80%)</td> <td>17 (20%)</td> </tr> </tbody> </table>	ROAD	No. of properties	No. of responses	In favour	Not in favour	Sunrise Avenue	158	85 (54%)	68 (80%)	17 (20%)
ROAD	No. of properties	No. of responses	In favour	Not in favour							
Sunrise Avenue	158	85 (54%)	68 (80%)	17 (20%)							
1.4	As the results met the SEPP criteria it was agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose a resident permit parking scheme, operating from Monday to Friday between the hours of 10am to 11am and 2pm to 3pm. It was agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to proceed with the necessary Traffic Regulation Order and this scheme came into effect on 24 August 2020.										
1.5	However, since the implementation of the Permit Parking Area on Sunrise Avenue concerns have been raised by residents over some displacement whereby vehicles are parking on the northern arm of Sunrise Avenue which is currently unrestricted. The highway boundary was believed to end at the junction of Sunrise Avenue and its northern arm so was not included in the original proposal. Therefore, it is proposed that this section is brought in line with the rest of Sunrise Avenue making it a Permit Parking Area Mon-Fri 10-11am and 2-3pm and with 'No Waiting at Any Time' restrictions on the junction. This will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises. It will also improve sight lines for all road users and pedestrians at the junctions, better facilitate the passage of traffic and enforce the Highway Code.										
1.6	It has been agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to proceed with the necessary Traffic Regulation Order.										
1.7	The Order was originally published in the Essex Chronicle and on site on 26 November 2020, and copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.										
1.8	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.										
2	<u>Comments</u>										
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.										
3	<u>Conclusion</u>										
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.										

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

APPENDIX 1

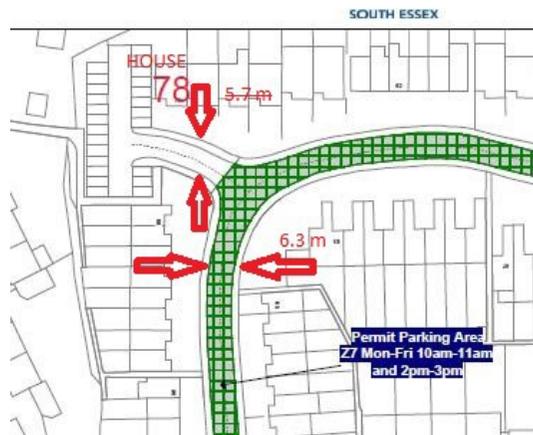
Ref	List of people making representations	Type
1	Email from resident of dated 15/12/2020	Objection

APPENDIX 2

**REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT
26 NOVEMBER 2020 – 18 DECEMBER 2020**

Representations & Responses relating to Sunrise Avenue		
Ref	Representation	Technician Response
1	<p><u> GROUNDS FOR OBJECTION </u></p> <p>Health & Safety</p> <p><u> SUMMARY OF THE OBJECTION </u></p> <p>The implementation of the current Parking Permit Scheme has displaced parked vehicles towards a narrower part of Sunrise Avenue namely [redacted] Sunrise Avenue and adjacent houses. (As noted in this proposal). This has resulted in impeding access to these properties and increased the risk of accident and injury in addition it has impeded fire brigade access to these properties and the adjacent garage block. This risk is magnified sharply during the start and finish time of St Pius School when activity in this area increases enormously.</p> <p>In my view the introduction of further double yellow lines in Sunrise Avenue is going to displace more parked vehicles and further exacerbate the situation adjacent to my property.</p> <p><u> SUGGESTED REMEDIES </u></p> <ol style="list-style-type: none"> 1. Extend the double yellow line up to the entrance of the garage block. 2. Change the Permit Parking hours in this area of Sunrise Avenue to 8:30 a.m to 9:30 a.m and 3;00 p.m. to 4 p.m, thus displacing parent parking more uniformly around the wider parts of Sunrise Avenue. 	<p>Objection noted</p> <p>It has been observed by the technician that when vehicles are parked on the northern arm of Sunrise Avenue; the carriageway width allows reasonable access for emergency vehicles and access to/from properties. It is also useful to note the carriageway width is similar to other cul-de-sacs on the Sunrise Avenue estate.</p> <p>The garage block is private property. Any issues regarding the parking in this area would need to be directed to the landowner.</p> <p>The Highway Code recommends reversing onto a driveway which then enables a driver to drive out with more ease.</p>

CURRENT PARKING



Diag 1

PROPOSED CHANGE



Diag 2

It is acknowledged that should the parking restrictions be implemented on this section of Sunrise Avenue there may be some displacement of parking. However, the proposed restrictions will displace vehicles from the junction/bend to a safer location.

Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.

The South Essex Parking Partnership would not consider restrictions, apart from junction protection, that prevent school drop off/pick up as this would put pressure on other nearby areas. It is also difficult to enforce where short term invasions occur - SEPP Policy 7.5.

It is acknowledged that the highway boundary was believed to end at the junction of Sunrise Avenue and its northern arm and was therefore not included in the original proposal. However, this proposal will bring this section of highway in line with the rest of Sunrise Avenue.

BACKGROUND

I emailed South Essex Parking Partnership on 24th Aug 20 expressing concerns regarding inconsiderate parking following changes to the parking on Sunrise Avenue to Permit Parking that was in force as of this date. I was informed that the parking layout had been planned following an erroneous review of the highway boundary limit. Following discussions and at the request of South Essex Parking Partnership I conducted a survey of my immediate neighbours resident in adjacent houses most impacted by parking. Out of four house surveyed three expressed the desire to have double yellow line parking from where the current Permit Parking Sign is situated up to the garage block, one wanted Permit Parking in this area. This result was conveyed to South Essex Parking Partnership. Thus the proposed changes only satisfies one out of four surveyed.

THE PROBLEM

Inconsiderate parking opposite my house where the road narrows from 6.3 metres wide down to 5.7 metres, (Diag 1) means that entering/exiting my property can be extremely difficult

Pic 1 ****Removed to shield identity****

The vehicles in Pic 1, (2:15 p.m. 4th October 2020) do not belong to the four houses that were surveyed and were parked all weekend without moving.

Pic 2 ****Removed to shield identity****

The vehicles in Pic 2, (5:51 p.m. 24th August 2020) do not belong to the four houses that were surveyed.

Pic 3 ****Removed to shield identity****

The vehicles in Pic 3, (3:08 p.m. 11th November) do not belong to the four houses that were surveyed, the white van is frequently left here.

Pic 4 ****Removed to shield identity****

The proposed restrictions will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises. It will also improve sight lines for all road users and pedestrians at the junctions, better facilitate the passage of traffic and enforce the Highway Code.

All affected properties, including this one, were sent a letter just prior to the scheme being formally advertised via notices on site and in the press.

Obstructive or dangerously parked vehicles can be reported to Essex Police who have the authority to remove a vehicle or issue a Fixed Penalty Notice, if it is deemed to have parked dangerously or causes obstruction to other highway users.

The vehicles in Pic 4, (8:53 a.m. 7th Dec 20) do not belong to the four houses that were surveyed, the white van is frequently left here. The two white vehicles belong to parents taking their children to St Pius school. Note that access to the garages has been blocked

Pic 5 ****Removed to shield identity****

The vehicles in Pic 5, (8:56 a.m. 27th November 2020) do not belong to the four houses that were surveyed, the white van is frequently left here. The cars belong to parents taking their children to St Pius school. The picture gives some idea as to the congestion and activity that occurs at this time.

Putting yellow lines down as per your proposal is likely to encourage the cars parked on the left to park on the right hand side in the garage block area increasing the congestion.

8:45 a.m. and 3:15 p.m. are extremely busy periods outside our properties with children, parents and vehicles milling about. I must stress to you that these are the times where an accident is most likely to happen. Putting yellow lines to cover the bend in the road is likely to displace cars into the narrower section of road.

scared to access our property during these periods, this is not a situation that should be happening.

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 16

Subject	THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.8) ORDER 202*
	Relating to Chelmsford Road, Shenfield.
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

<p>Purpose</p> <p>To report the receipt of representations made on part of The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 8) Order 202*</p>
<p>Options</p> <p>The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised; or 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or 3. to agree that the proposed Order should not be made.
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised; and 2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies

The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u>
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1.1	The purpose of this Order is to vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below: -
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Chelmsford Road, Shenfield.
1.3	Following serious concerns from local residents and after a number of requests and complaints had been received for Chelmsford Road it was decided to include it with the wider informal consultation in Shenfield as any possible displaced parking could potentially exacerbate the issues already raised.
1.4	Chelmsford Road is a PR1 Route, as defined by Essex County Council, who are the Highway Authority. In addition, there are a number of junctions, right filter lanes, centre hatching, bus stops and a high volume of traffic, which can be increased significantly when there is an incident on the A12.
1.5	Therefore, because of the above reasons, concerns and complaints, which are focused entirely on safety, the only option the SEPP could consider for Chelmsford Road, from the junction with Shorter Avenue to the speed limit signs northeast of Alexander Lane, was 'No Waiting at Any Time' (double yellow lines).
1.6	On 10 January 2020 the SEPP conducted an informal consultation with Chelmsford Road as well as Shorter Avenue, Margaret Avenue, Crossways, Hunter Avenue, Sebastian Avenue, Kilworth Avenue, Alwyne Avenue, Holmwood Avenue, Rochford Avenue, St Mary's Avenue, and Oliver Road and the shops/businesses in Hutton Road regarding parking matters. During this 6-week consultation residents of Chelmsford Road were given the option on whether they would like a 'No Waiting at Any Time' restriction implemented in the road to prevent dangerous and obstructive parking.
1.7	The majority of residents within Chelmsford Road who do not currently have restrictions indicated they were in favour of a 'No Waiting at Any Time' restriction to stop commuter parking. Several them also mentioned witnessing many "near misses" because drivers had to avoid dangerous and/or obstructive parking.
1.8	It was therefore agreed by the SEPP Joint Committee Member and Lead Officer for Brentwood to cost a scheme for a 'No Waiting at Any Time' restriction for Chelmsford Road due to safety concerns raised on what is a PR1 Route. A scheme was designed based on this report. The scheme was estimated at £8,000.
1.9	The Order was originally published in the Brentwood Gazette and with Notices on site on 26 November 2020. Copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.10	The Proposed Order is for double yellow lines.
1.11	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.

2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made in full.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
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APPENDIX 1

Ref	List of people making representations	Type
1	Email from Councillor 26 November 2020	Support
2	Email from resident of Chelmsford Road 28 November 2020	Support
3	Email from resident of Chelmsford Road 28 November 2020	Objection
4	Email from business of Chelmsford Road 12 December 2020	Objection
5	Email from resident of Chelmsford Road 8 December 2020 – 2 nd Email dated 17 December 2020	Objection
6	Email from resident of Chelmsford Road 12 December 2020 – 2 nd Email dated 14 December 2020	Support

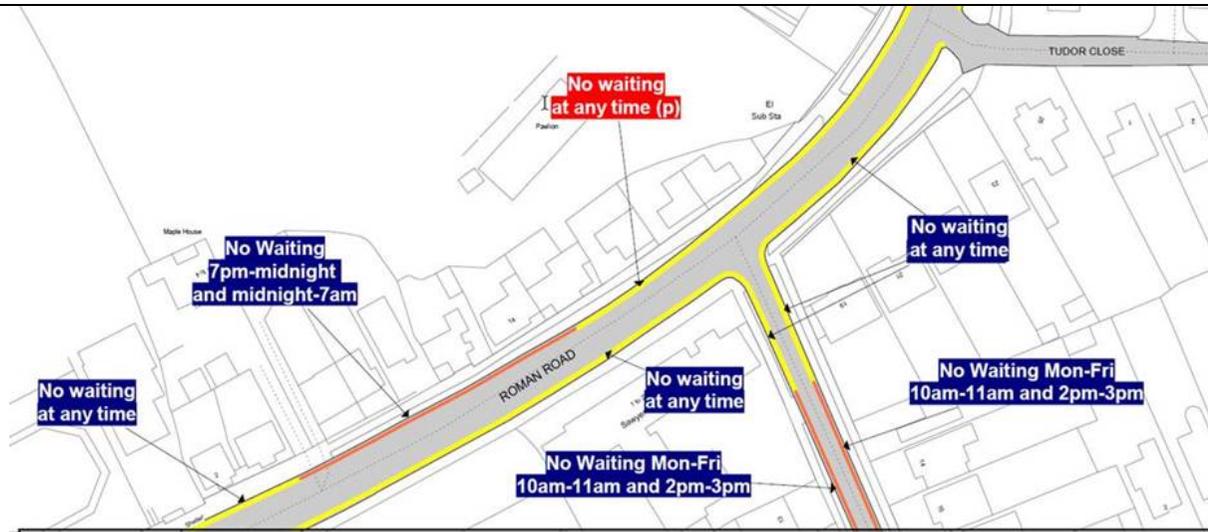
APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 26 NOVEMBER TO 18 DECEMBER 2020

Representations & responses relating to Chelmsford Road, Shenfield.		
Ref	Representation -	Technician response -
1	I personally am delighted along with the majority of residents who have contacted me on the proposals for Chelmsford Road to proceed. The sooner the better.	Support noted.
2	<p>We are emailing in support of the proposed order, in particular with relation to Chelmsford Road, Shenfield.</p> <p>There have already been too many accidents, and weekly if not daily near misses due to inconsiderate parking causing blind spots at junctions, it is very notable around Crossways. The parking also causes interference with Bus Stops, right turn lanes (to access Crossways), vehicles on the wrong sides of the road passing parked cars causing risks for those exiting from Crossways onto Chelmsford Road. In general the current parking of commuters and possibly workers of Shenfield premises significantly interferes with the general flow of traffic of a main A road.</p> <p>We strongly support the proposed order to introduce 'no waiting' to both sides of the Chelmsford Road from Alexander Lane to the intersections with Shorter Avenue and Tudor Close.</p>	Support noted.
3	<p>I wish to register our objection to the proposed parking restrictions to be imposed in Chelmsford Road Shenfield.</p> <p>Since people's working habits have changed to mainly working from home in the Shenfield area we have witnessed a marked drop in the number of cars being parked on Chelmsford Road and other roads nearby. This is not a short term Covid related change - it reflects a permanent change in the working habits of the commuting population.</p> <p>Yesterday I counted one non commercial car parked on the affected road strip at 11.00. This would be quite normal for any road in this area.</p> <p>In fact the lack of parked cars seems to have led to an increase in the average speed of traffic as they now view Chelmsford Road as a wide clearway road.</p>	Double yellow lines have been proposed as Chelmsford Road is a PR1 Route, has a number of bus stops, junctions and right filter lanes. Therefore, due to the number of complaints and that parking is continually occurring, including during the recent lockdown, at various locations on this section of Chelmsford Road this is the only solution to ensure the carriageway and

	<p>There is no need to impose these measures now. It is absurd to have the restriction between 7pm and 7am particularly. If we have visitors there will be nowhere for them to park. What are they to do? There is no suitable public car park nearby.</p> <p>I see the the council's reaction as overkill and unnecessary in the light of changed working habits that will impose severe inconvenience on local residents and will have the side effect of increasing the average traffic speed on Chelmsford Road</p> <p>A one or two hour daytime ban would be more acceptable. Please reconsider these unnecessary restrictions</p>	<p>verge is kept clear of parked vehicles. Any speeding issues should be reported to Essex Police.</p>
4	<p>With reference to changing of the road markings to double yellows down Chelmsford road-this will move the commuters and all day parkers up to the 7pm -7am parking zone</p> <p>Is it possible that instead of leaving the parking outside as nil between 7pm and 7 am it can be adjusted the same retrictions of say Shorter Avenue? , this would stop the commuters and all day parking,this is an issue we have always battled with .</p> <p>We are an Independant [redacted] established for over [redacted] years providing [redacted] to the residents of Shenfield and further afield. As well as our day to day running as a commercial buisness we work very closley with our [redacted]</p> <p>[redacted] It is important that [redacted] have easy access , as many are [redacted] and [redacted].</p> <p>During the past Covid year we have been open [redacted]</p> <p>I really do understand the massive issue of parking as it has got worse over many years and hope a fair common solution can be found.</p>	<p>Double yellow lines have been proposed as Chelmsford Road is a PR1 Route, has a number of bus stops, junctions and right filter lanes. Therefore, due to the number of complaints and that parking is continually occurring, including during the recent lockdown, at various locations on this section of Chelmsford Road this is the only solution to ensure the carriageway and verge is kept clear of parked vehicles.</p> <p>Any request for further restrictions in a location not covered by the current proposal will require an application form being completed.</p>
5	<p>1st Email Dear Sir,</p> <p>You have attached details of the above order to a post outside No. 20 Chelmsford Road. Shenfield. CM15</p>	<p>Double yellow lines have been proposed as Chelmsford Road is a PR1 Route, has a number of bus</p>

<p>8RQ.</p> <p>Item 1 says that you revoke no waiting between 7Pm and 7am which is good as it was never policed.</p> <p>No.2 can you confirm that the properties between NO 22 and No.4 Chelmsford Road are affected by ' No waiting at any time' which we have to assume is Double yellow lines, where does this actually start. From where does 35metrs start and relate to it as far as house No.' are concerned, IE does it go from say No. 22 to No.12? We don't have a tape measure that long, so have tried to step it out but it's not accurate.</p> <p>Can we remind you that there is a business At No. 14, Edward Watts the Optician, if you have a single yellow line from say No. 12 to No.4 where the existing double yellow lines end , this will be filled with the all day parkers you have stopped parking further down the Chelmsford Road.</p> <p>Because of this , parents will not be able to drop off and collect children from St. Mary's school .Stop people taking their children to Courage's Playing fields and in particular the play area built by Brentwood Borough Council at great expense within the last 2 years and lastly, you will kill the business of Edward Watts the optician, establishes for many years and used by people of all ages.</p> <p>Why will you not consider a 2 hour waiting period with a no return within 4 hours as you have done in Hutton Road, just round the corner?</p> <p>We would appreciate a acknowledgement of this objection please.</p> <p>Would our 2 Councillors give us some backing on this please?</p> <p>Technician response</p> <p>The extent of the proposal is for 35 metres southwest from the junction with Shorter Avenue. Please see plan below. As per the site meeting that was held not long ago it is not possible to have a 2 hour waiting period. The reasons for this were explained fully on the day. Could you please confirm if you would like to object to the proposal.</p>	<p>stops, junctions and right filter lanes. Therefore, due to the number of complaints and that parking is continually occurring, including during the recent lockdown, at various locations on this section of Chelmsford Road this is the only solution to ensure the carriageway and verge is kept clear of parked vehicles.</p> <p>Any request for further restrictions in a location not covered by the current proposal will require an application form being completed.</p>
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2nd Email

Thank you for sending the new map showing the new double yellow lines you have extended from Shorter Avenue to No. 16, something you didn't tell us when you visited us on 2nd September 2020.

We do wish to object to your plans, not to the double yellow lines up to No 16, which we can see are for safety reasons because they are close to the traffic island, but the 40/50 metres from No14 up to No.4.

We do not wish to be held to ransom by objecting to having the threat of having double yellow lines installed when there are alternatives available.

When you came and met the residents of No 6- 8-10 and the Opticians, you recommended that we DIDN'T object because the powers that be wouldn't take any notice and come and put down double yellow lines anyway. So we DIDN'T object.

Now that you have brought the double yellow lines up to no 16 we will have no alternative to object.

What we have now is that anyone can come and park ALL DAY between no14 and No4,, by doing this the ALL DAY PARKERS will block anyone else reaching the Opticians used by people of all ages but mostly the elderly, and subsequently kill their business, people who bring their children to use the facilities

on Courage's Playing fields, people dropping off and collecting their children from St. Mary's school and the same for the Scout hut. These ALL DAY PARKERS are often in place by 7.30am.

We do ask you and the people above you to be realistic and reconsider the remaining 40/50 metres and how they are dealt with.

Again we ask you to compare the 2 Hour restrictions, no return within 4 Hours that are applied in Hutton Road which works perfectly well.

We are going to contact Brentwood Borough Council regarding the fact of having spent thousands of pounds on building a play area on Courage's Playing fields for use by the people of Shenfield, Hutton and surrounding areas , that there is nowhere to park if the ALL DAY PARKERS are allowed to take up all the space.

Technician response

Thank you for your email objecting to the proposed parking restrictions for Chelmsford Road, Shenfield.

Once the 21-day statutory formal consultation period has closed, all representations received (objections and supports) will be collated and discussed with the SEPP Joint Committee Member and Lead Officer for Brentwood for a recommendation. Your comments have been noted and will be discussed. If there are unresolved objections and subject to the recommendation, a report will then be submitted to the South Essex Parking Partnership Sub Committee for a decision on the proposal.

When the committee meet, they will decide if the proposal is to be implemented and the Order made, or it is to be withdrawn. Any person that has submitted a representation during the statutory period will receive a copy of the committee report and invited to the committee meeting where they will have the opportunity to speak to the committee members before they make their decision.

It was stated at our meeting that any request to amend the restrictions outside the opticians would likely result in a recommendation of double yellow lines. This is because Essex County Council, who are the Highway Authority, would not reduce the second approach lane to the traffic signals and remove the centre hatching, which would then allow parking bays. Please note the current proposal addresses the requests and concerns that residents and councillors raised.

However, if you would like to request an amendment to the parking restrictions outside Edward Watts Opticians please complete the attached application form.

<p>6</p>	<p>Further to issue of the notice, I understand the requirement for increased parking restrictions for all day parking however I object to the stated proposals and believe that the limits are over excessive.</p> <ol style="list-style-type: none"> 1. The original 10-11am Monday – Friday parking restriction was acceptable but changing to anytime 7 days a week is excessive. Single line morning and afternoon 1 or 2 hour restricted slots Monday – Friday is more than adequate. 2. Houses with small or no driveways cannot accommodate visitors vehicles and mostly family visitors come at weekends therefore no parking at anytime is restricting residents rights to have visitors. 3. Commuter parking at Shenfield is limited and very expensive therefore people who use public rail transport and are on low incomes park as best they can with limited budgets. I would rather see local authority acting progressively and acting with Railtrack to create low cost parking to encourage commuters to stop parking on streets. Whatever happened to the “Park and Stride” in Alexander Lane ? <p>Stop attacking the motorists and using them as cash cows to be milked to boost Railtrack funding. Not everyone is going to get on a bike and risk death on the pathetic excuse for local bike paths.</p> <ol style="list-style-type: none"> 4. The number of planned parking restrictions in Oliver Road is a disaster waiting to happen with cars picking up and dropping off pupils for Shenfield High School. The peak times for pupils being dropped off only lasts at most for 20 minutes morning and afternoon. Making it more difficult for parent parking is ridiculous as the school has limited pickup space. The threat of parking wardens at these times will create aggression from parents. As the government is currently telling the public not to use public transport then car use is the only option for many. No need to make peoples lives more difficult is not acceptable to many. <p>2020 has been an awful year for everyone adding more restrictions making life in general awkward is unnecessary and demonstrates use of local authority excessive powers that the public don't need or want.</p> <p>“If it aint broke don't fix it !! “</p>	<p>Support noted for Chelmsford Road.</p>
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Technician response

Thank you for your email.

I believe you have misinterpreted the proposal and that only the junctions in the area that currently don't have double yellow lines are being proposed. On most junctions that would be 10 or 15 metres in each direction with the exception of the Crossways junction with Chelmsford Road which is 25 metres and Oliver Road junction with Chelmsford Road opposite Shenfield school where they are proposed to extend further to cover the electricity substation. The remaining restrictions will not change. The reason for the proposal is to keep the junctions clear of parked cars which will provide clear sight lines when exiting the junctions and access for larger vehicles when turning in or out of the junctions.

The reason for double yellow lines in Chelmsford Road is because concerns have been raised by residents that vehicles are parking too close to junctions and causing vehicles to come into conflict within the right filter lanes and centre hatching. In addition, Chelmsford Road is a PR1 Route, as defined by Essex County Council, who are the Highway Authority. There are a number of junctions, right filter lanes, centre hatching, bus stops and a high volume of traffic, which can be increased significantly when there is an incident on the A12. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users, keep right filter lanes and centre hatching clear and better facilitate the passage of traffic using the road and enforces the Highway Code.

Could you please confirm if you would still like to object to the proposal?

2nd Email

Hi

Many thanks for your reply.

I do understand the reasons for the works and basically agree in principle in regard to Chelmsford Rd.

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

3.15PM THURSDAY 4 MARCH 2021

AGENDA ITEM 17

Subject	THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.8) ORDER 202*
	Relating to Shorter Avenue, Margaret Avenue, Crossways, Sebastian Avenue, Kilworth Avenue, Alwyne Avenue, Holmwood Avenue, Rochford Avenue, St Mary's Avenue and Oliver Road, Shenfield.
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

Purpose	To report the receipt of representations made on part of The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No. 8) Order 202*
Options	The Joint Committee has the following options available: <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised; or 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or 3. to agree that the proposed Order should not be made.
Recommendation(s)	<ol style="list-style-type: none"> 1. The Order be made as advertised; and 2. The people making representations be advised accordingly.

Consulters	South Essex Parking Partnership
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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u>
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1.1	The purpose of this Order is to vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below: -
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review for Shorter Avenue, Margaret Avenue, Crossways, Sebastian Avenue, Kilworth Avenue, Alwyne Avenue, Holmwood Avenue, Rochford Avenue, St Mary's Avenue and Oliver Road, Shenfield.
1.3	After various application forms, requests and complaints had been received for Sebastian Avenue and Margaret Avenue an informal consultation was conducted with the residents of Shorter Avenue, Margaret Avenue, Crossways, Hunter Avenue, Sebastian Avenue, Kilworth Avenue, Alwyne Avenue, Holmwood Avenue, Rochford Avenue, St Mary's Avenue, and Oliver Road as an area wide scheme was deemed necessary for restrictions to be amended.
1.4	On 10 January 2020 the SEPP conducted a consultation with these roads regarding parking matters. During this 6-week consultation residents were asked if they would like a change to the existing parking restrictions due to reported issues in certain roads with cars parking on weekends to use the train to travel to London or park for the local High Street.
1.5	It was found that although there was not adequate support for a specific amendment to the current restrictions there was wide support for 'No Waiting at Any Time' (double yellow lines) restrictions to be implemented on junctions in the area that do not currently have this restriction. This would help maintain sight lines and access especially for larger and emergency vehicles.
1.6	It was agreed with the SEPP Joint Committee Member and Lead Officer for Brentwood to cost a scheme to propose 'No Waiting at Any Time' (double yellow lines) on these junctions. It was estimated at £5,000.
1.7	The Order was originally published in the Brentwood Gazette and with Notices on site on 26 November 2020. Copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.8	The Proposed Order is for 'No Waiting at Any Time' (double yellow lines) on junctions.
1.9	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made in full.

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

APPENDIX 1

Ref	List of people making representations	Type
1	Email from resident of Margaret Avenue 26/11/2020	Objection
2	Email from resident of Sebastian Avenue 29/11/2020 – 2 nd Email 01/12/2020	Support
3	Email from resident of Rochford Avenue 06/12/2020 – 2 nd Email 08/12/2020	Support
4	Email from resident of Rochford Avenue 13/12/2020	Objection
5	Email from resident of Chelmsford Road 25/11/2020 – 2 nd Email 16/12/2020	Support
6	Email from resident of Chelmsford Road 12/12/2020 – 2 nd Email 14/12/2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 26 NOVEMBER TO 18 DECEMBER 2020

Representations & responses relating to Shorter Avenue, Margaret Avenue, Crossways, Sebastian Avenue, Kilworth Avenue, Alwyne Avenue, Holmwood Avenue, Rochford Avenue, St Mary's Avenue and Oliver Road, Shenfield.		
Ref	Representation -	Technician response -
1	<p>I hereby give notice of my objection to Parking Order 202 Amendment No.8.</p> <p>In particular, the fact that no mention of the Margaret Avenue/ Crossways junction is made at all. This is by far the most dangerous junction and there should be no parking within at least 25 meters. This is a massive choke point as there is frequently nowhere for cars turning into Margaret Avenue to go. They are confronted with a queue of traffic trying to exit Margaret Avenue and parked cars on their side of the road.</p> <p>Also. there is no mention of Saturday parking restrictions, which were overwhelmingly voted for by the residents (85%)? I am all for local shoppers parking in the street but when DHL van drivers, people on weekend breaks and football fans from Spurs, West Ham and Arsenal games park badly in the street all weekend, it becomes more than inconvenient. It becomes dangerous, as access is severely limited. I feel that the parking amendment has failed to address the real parking problems in Shenfield.</p> <p>I realise that because of the impact of Covid the situation is currently different, but in 6 months time it will be back to normal if not worse.</p>	<p>The proposal is for the junctions in the area that currently have a single yellow line (SYL) to change to double yellow lines (DYL).</p> <p>The SEPP have not received a request for the existing DYL to be extended for the junction of Margaret Avenue and Crossways. The informal consultation to amend the restrictions in the area as a whole did not meet the SEPP criteria and therefore has not proceeded any further. Residents were updated of this decision in May 2020.</p>

<p>2</p>	<p>1st Email I am emailing wishing to add MY SUPPORT to the proposed scheme, 26 November 2020, to add DYL to junctions in Shenfield North.</p> <p>An excellent scheme to improve road safety.</p> <p>Oliver Road residents often park in Sebastian Avenue because it has less passing traffic but currently too close to the junction</p> <p>2nd Email Dear Manager,</p> <p>Is it permitted to change my earlier email in support of SEPP proposed scheme dated 26 November 2020?</p> <p>I failed to add a second reason for the support of the proposed change. I would wish the following to be used:-</p> <p>Dear Manager ,</p> <p>I am emailing to add MY SUPPORT to SEPP proposed scheme, 26 November 2020, to add DYL to road junctions in Shenfield North.</p> <p>An excellent scheme to improve road safety.</p> <ol style="list-style-type: none"> 1. Oliver Road residents often park in Sebastian Avenue, because it has less passing traffic, but often too close to the junction. 2. During Shenfield High School term times Oliver Road gets clogged up with parents waiting to collect thier children. Cars then overflow into St. Mary's and Kilworth Avenues parking far too close to Oliver Road with little if any thought to other road users. 	<p>Support noted.</p>
<p>3</p>	<p>1st Email I am writing to strongly object to your proposal to place our road (Rochford Avenue) and surrounding roads to all day no parking. I have lived in the road now for over ■ years. This is highly over reactive and unnecessary. We are 'residential' roads and should be allowed to live accordingly. Whilst I see (being a dog walker) there are certain patches that encounter parking issues for</p>	<p>Support noted.</p>

the station (or bars on the Broadway) the majority of the area doesn't and therefore a full area with no parking is excessive. COVID has brought about many home workers and therefore the issue of station parking has largely disappeared and from what I am lead to believe many London companies do not intend for their employees to return to everyday working for a long time if even at all.

As a residential area we should be allowed to have visitors to our homes and many homes don't have the luxury of more than one accessible parking space on their driveway with many of the older generation having driveways that are in very poor conditions and unusable. Some in our road have such bad cambers from the road it damages the cars if used. You will be alienating the elderly from enjoying company from those that may wish to call in for a coffee and chat with them, or the community buses from collecting them (the elderly don't manage to leave their homes quickly and mount the buses quickly so will you be issuing parking tickets to them?).

In respect of school parking the time people park is for a limited time, 15-20 mins. Yes there are some inconsiderate people out there who park inappropriately, sadly manners are not something we can enforce but to introduce all day no parking just punishes us and not the people who may cause the problem.

Builders I expect are the other cause of your concern but they deserve a living and making it difficult for them to work is not helping them. And what about the window cleaners?

I never agreed with the 10am-11am parking restriction but as I said I can see at certain places this maybe necessary. Just putting restrictions in certain hot spots will not have the knock on to push cars further along, surely Hunter Avenue and Long Ridings Avenue in Hutton restrictions showed that.

My other concerns are the leaner drivers we endure around our roads, there are LOTS of them, going left, right, up down and backwards, they have become a nuisance and this will only increase when the instructors hear they have nothing blocking their pathways.

Then there are the car races, given clear roads, of several, this will only allow them to drive the area in races!

I do agree that there should be some hour restrictions on Chelmsford Road but I do feel for those that work in our local shops who need something, where on earth do you expect them to park? They spend their lunch hours moving their cars when they should really should be taking a break. It costs £11 a day in the Shorter Avenue all day car park, the hairdressers and spa works, bar workers, Coop, Tesco workers are low earners as it is and they can't afford those costs.

I appeal to you to consider seriously your response to these proposals and not take such a complete brush of the area as you seem to be at the moment.

Technician Response
Thank you for your email.

	<p>I believe you have misinterpreted the proposal and that only the junctions in the area that currently don't have double yellow lines are being proposed. On most junctions that would be 10 or 15 metres in each direction with the exception of the Crossways junction with Chelmsford Road which is 25 metres and Oliver Road junction with Chelmsford Road opposite Shenfield school where they are proposed to extend further to cover the electricity substation. The remaining restrictions will not change. The reason for the proposal is to keep the junctions clear of parked cars which will provide clear sight lines when exiting the junctions and access for larger vehicles when turning in or out of the junctions.</p> <p>The reason for double yellow lines in Chelmsford Road is because concerns have been raised by residents that vehicles are parking too close to junctions and causing vehicles to come into conflict within the right filter lanes and centre hatching. In addition, Chelmsford Road is a PR1 Route, as defined by Essex County Council, who are the Highway Authority. There are a number of junctions, right filter lanes, centre hatching, bus stops and a high volume of traffic, which can be increased significantly when there is an incident on the A12. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users, keep right filter lanes and centre hatching clear and better facilitate the passage of traffic using the road and enforces the Highway Code.</p> <p>Could you please confirm if you would still like to object to the proposal?</p> <p>2nd Email Dear Sir/Madam, Yes you are correct, I have mis understood the brief given and agree with your proposals surrounding the junctions. I have witnessed several times the difficulties faced by school buses and lorries trying to turn, although I would add that when the areas roads were created that had only ever been for single decker buses and not as we now get the double deckers. Thank you for your clarification, I do not object.</p>	
4	<p>Dear Sir/Madam</p> <p>Please accept this email as my formal objection to the proposed changes to parking restrictions in Kilworth Avenue, Shenfield [REDACTED]. In particular opposite Rochford Avenue/Kilworth Avenue. I do appreciate that parking on some junctions is dangerous and should be addressed where required. Parking along the Chelmsford Road and trying to pull out of Crossways is very dangerous and an accident waiting to happen . This particular junction is not a busy junction and Kilworth Avenue is not a major bus route. The existing restrictions of 10:00 to 11:00 and 14.00 to 15:00 work very well and we do not have an issue with parking on that junction. Anyone that needed to park outside of the property for a short period of time would have to park further up the road outside someone else's property which can</p>	<p>The proposal is for the junctions in the area that currently have a single yellow line (SYL) to change to double yellow lines (DYL). Vehicles should not be parking on or near junctions as stated in the highway Code. The proposals will ensure sight lines are kept</p>

	<p>cause friction to other house owners and potentially make it difficult for them to access Kilworth Avenue from their driveways. I feel that this proposal is over kill for a problem that does not exist. We have to my knowledge of over █ years here never had any issues with neighbours and parking and I would like to ensure it stays that way.</p> <p>Thank you for providing the opportunity to “object” to these proposals.</p>	<p>clear and access for larger vehicles is possible without over running the kerb or verge.</p>
<p>5</p>	<p>1st Email Dear Chelmsford Council,</p> <p>One: This same question was raised a number of months ago and letters were sent out to each resident so that they would have the chance to voice their concerns, can you please confirm if letters have been sent out for this amendment and if not why not?</p> <p>Two: Whilst submitting this proposal, forgive me if I have missed it, but you don't seem to have informed us as to how we are meant to cater for more than 1 car load of guests visiting our homes once this restrictions are in place. Most driveways can only park 1 to 2 cars, so perish the thought that someone should have someone to stay or a birthday party, BBQ or funeral and more than one car arrive that cannot be parked on their own driveway, what exactly is the scenario the owner of the property has to undertake to avoid eagle eyed parking wardens from swooping in and lavishly handing out parking tickets to all and sundry? Or whenever a cleaner arrives or a tradesman turns up to fix a boiler, paint a room???</p> <p>Three: We live on the Chelmsford Road access road and what strikes me as being totally inconsistent is that we do not have off street parking at the front of our house, we are only able to park at the rear of our house and have to open and close and heavy gate every time we exit and return to our property. As you are probably aware crime is on the up around Shenfield, so we have no choice but to have a heavy tall gate at the rear of our home to prevent people from having easy access to our garden and garage, not to mention that we have a █ and █ year old to contain and keep safe from the passing public. Yet whilst every house on the access road does have a dropped kerb outside the front of their home with off street parking and you are in the process of removing any on street parking, we have had to spend £250 and waste 3 months to obtain planning permission for the right to have a dropped kerb and park outside our own home. We then have to apply to Essex highways for them to agree to sign off the dropping of the Kerb, another £300 and 3 months wasted, as they refuse to run the application alongside Brentwoods planning process...so this whole process takes 6 months and costs me over £550.</p>	<p>Support noted.</p>

	<p>Without the information outlined in paragraph Two, how are we able to make a decision in relation to the parking restrictions outside our own homes?</p> <p>I would be very grateful if you could shed some light on the above questions.</p> <p>Technician Response Thank you for your email.</p> <p>I think it might help if we discussed, either over the phone or a socially distanced site meeting, the proposals for Chelmsford Road.</p> <p>Could you please confirm if you would like to accept this offer. A member of the TRO Team can arrange this from tomorrow.</p> <p>2nd Email To whom it may concern,</p> <p>Having kindly been talked through the proposed changes to on street parking, specifically the addition of double yellow lines on the corners of street junctions, I have no reason to be concerned and back the proposal.</p>	
<p>6</p>	<p>Further to issue of the notice, I understand the requirement for increased parking restrictions for all day parking however I object to the stated proposals and believe that the limits are over excessive.</p> <ol style="list-style-type: none"> 1. The original 10-11am Monday – Friday parking restriction was acceptable but changing to anytime 7 days a week is excessive. Single line morning and afternoon 1 or 2 hour restricted slots Monday – Friday is more than adequate. 2. Houses with small or no driveways cannot accommodate visitors vehicles and mostly family visitors come at weekends therefore no parking at anytime is restricting residents rights to have visitors. 3. Commuter parking at Shenfield is limited and very expensive therefore people who use public rail transport and are on low incomes park as best they can with limited budgets. I would rather see local authority acting progressively and acting with Railtrack to create low cost parking to encourage commuters to stop parking on streets. Whatever happened to the “Park and Stride” in 	<p>The proposal is for the junctions in the area that currently have a single yellow line (SYL) to change to double yellow lines (DYL). Vehicles should not be parking on or near junctions as stated in the highway Code. The proposals will ensure sight lines are kept clear and access for larger vehicles is possible without over running the kerb or verge.</p>

Alexander Lane ?

Stop attacking the motorists and using them as cash cows to be milked to boost Railtrack funding. Not everyone is going to get on a bike and risk death on the pathetic excuse for local bike paths.

4. The number of planned parking restrictions in Oliver Road is a disaster waiting to happen with cars picking up and dropping off pupils for Shenfield High School. The peak times for pupils being dropped off only lasts at most for 20 minutes morning and afternoon. Making it more difficult for parent parking is ridiculous as the school has limited pickup space. The threat of parking wardens at these times will create aggression from parents. As the government is currently telling the public not to use public transport then car use is the only option for many. No need to make peoples lives more difficult is not acceptable to many.

2020 has been an awful year for everyone adding more restrictions making life in general awkward is unnecessary and demonstrates use of local authority excessive powers that the public don't need or want.

“If it aint broke don't fix it !! “

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I believe you have misinterpreted the proposal and that only the junctions in the area that currently don't have double yellow lines are being proposed. On most junctions that would be 10 or 15 metres in each direction with the exception of the Crossways junction with Chelmsford Road which is 25 metres and Oliver Road junction with Chelmsford Road opposite Shenfield school where they are proposed to extend further to cover the electricity substation. The remaining restrictions will not change. The reason for the proposal is to keep the junctions clear of parked cars which will provide clear sight lines when exiting the junctions and access for larger vehicles when turning in or out of the junctions.

The reason for double yellow lines in Chelmsford Road is because concerns have been raised by residents that vehicles are parking too close to junctions and causing vehicles to come into conflict within the right filter lanes and centre hatching. In addition, Chelmsford Road is a PR1 Route, as defined by Essex County Council, who are the Highway Authority. There are a number of junctions, right filter lanes,

<p>centre hatching, bus stops and a high volume of traffic, which can be increased significantly when there is an incident on the A12. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users, keep right filter lanes and centre hatching clear and better facilitate the passage of traffic using the road and enforces the Highway Code.</p> <p>Could you please confirm if you would still like to object to the proposal?</p> <p>2nd Email</p> <p>Hi Many thanks for your reply. I do understand the reasons for the works and basically agree in principle in regard to Chelmsford Rd.</p>	
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SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE
3.15PM THURSDAY 4 MARCH 2021
AGENDA ITEM 18

Subject	THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.4) ORDER 202*
	Relating to Cranes Lane and Sandpiper Lane, Basildon.
Report by	South Essex Parking Partnership Manager

Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk

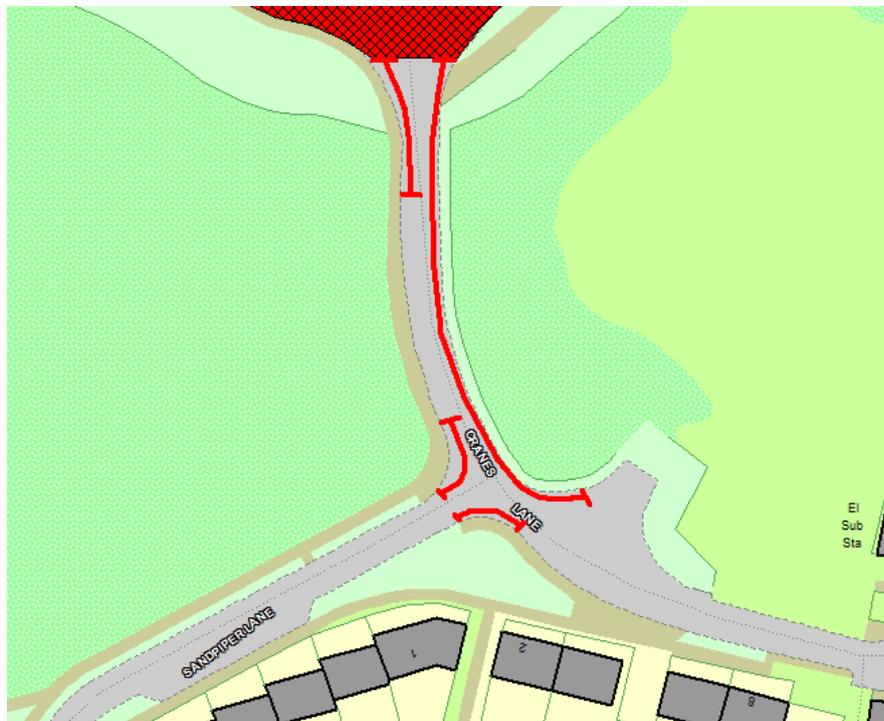
<p>Purpose To report the receipt of representations made on part of; THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.4) ORDER 202*</p>
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised; or 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or 3. to agree that the proposed Order should not be made.
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised; and 2. The people making representations be advised accordingly.

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Policies and Strategies
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

1.	<u>Background</u>
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- 1.1 The purpose of this Order is to vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.4) Order 202*
- 1.2 The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Cranes Lane and Sandpiper Lane, Basildon.
- 1.3 The SEPP received a request for DYL to be implemented in Cranes Lane at its junction with the roundabout on the A1235 (Cranes Farm Road). This was because vehicles were parking near to the junction making entering and exiting Cranes Lane difficult. Site visits have shown vehicles parked too close to the junction with the roundabout as well as the junction to Sandpiper Lane. The Technician also witnessed parking taking place in the turning head however it is still possible for vehicles to turn around and larger vehicles can use the junction to turn around.
- 1.4 The Technician recommended DYL on Cranes Lane from its junction with the roundabout with the A1235 (Cranes Farm Road) and DYL on the junction with Sandpiper Lane, as well as DYL on the eastern side of Cranes Lane up until the turning head to ensure vehicles are not parking on both sides of the road.
- 1.5 The recommendation will assist in keeping junctions and access clear whilst allowing safe parking for residents. We did notice that there is very little parking for residents within the area so by leaving part of the road unrestricted we can allow for safe parking that does not hinder road users or emergency services.
- 1.6 Below is a rough image illustrating where the recommended DYL's should extend.



1.7	The Order was originally published in the Basildon Echo and with Notices on site on 26 November 2020. Copies of the 'Notice of Proposal', Plans, 'Statement of Reasons' and 'Draft Order' were sent to the following organisations; Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Command Centre, Essex Fire & Rescue Water Section, Essex Ambulance Service, Essex Search and Rescue, ECC Asset Management, Road Haulage Association, Freight Transport Service, Agricultural Industries Confederation and the Chamber of Commerce and Industry.
1.8	The Proposed Order is for 'No Waiting at Any Time'.
1.9	When the Order was published on 26 November 2020 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1	Email from local resident 16 December 2020. 2 nd Email dated 17 December 2020	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 26 NOVEMBER TO 18 DECEMBER 2020

Representations & responses relating to Cranes Lane, Basildon		
Ref	Representation -	Technician response -
1	<p>1st Email</p> <p>To whom it may concern,</p> <p>I am sending an email, as directed per the attached PDF, in regards to the changes to the parking restrictions to be added to Cranes Lane Basildon, and surrounding roads.</p> <p>I would like to object to the proposed changes. Though I appreciate that the parking does cause difficulties for drivers, this is only when drivers park very close to the corners, which is actually already against traffic regulations. When drivers do this, their vehicles block the view for traffic exiting Sandpiper Lane. Vehicles that are parked further down the down, 5 metres from the junction, do not hinder this and traffic, which is minimal in the road due to it only servicing a small estate, can flow freely.</p> <p>What should not be allowed, however, is large vehicles, such as refrigerated vans, to use it as a "sleep over " stop. Frequently there are vans parked there, blocking the pavement, for overnight stops; often with international plates however this is by the by. There should be a sign that states that there is a weight limit for vehicles that park there or enter the estate (apart from for loading).</p> <p>Although not the responsibility of Basildon Council, there are already parking restrictions in Sandpiper Lane, and in fact the entire housing estate accessible via it. These parking restrictions are severe; as a household of 2 (and 2 vehicles) we are permitted to park one vehicle in the designated bay, and may allow 20 cars a year (a year!!!) to use the "guest" bays. As such we are forced, by the housing association in charge of the estate, to park in Cranes Lane; as we can't park anywhere else for more that 20 days (and that includes visitors). If we are unable to park in Cranes Lane it would be impossible for us to park the other car anywhere, and we could no longer have visitors (though obviously this isn't possible during COVID, that doesn't chaneg the fact that we look forward to having friends and family over again). I have</p>	<p>Objection noted</p> <p>The proposed scheme does still allow for parking in Cranes Lane. Concerns were raised by residents and Councillors that vehicles are parking too close to the junction of Cranes Lane & Sandpiper Lane, especially the roundabout where vehicles can leave the roundabout at speed and come into conflict with on-coming traffic due to parked vehicles. It is also not possible to park on both sides of Cranes Lane without causing obstruction and parking in this location creates sightline and access difficulties for all road users, this is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines.</p> <p>The SEPP on multiple visits have witnessed vehicles exiting the roundabout into Cranes Lane at speed and therefore feel the 30 metres of No Waiting at Anytime (Double Yellow Lines) is appropriate</p>

voiced these concerns to the Housing Association, and the company that "policies" the parking, and their suggestion was to use Cranes Lane. Perhaps the *real* problem is the severe enforcement on the estate and that if Basildon Council could come to an agreement with the enforcement company there wouldn't be a problem, as people could park, appropriately in the estate. Many estates provide a couple guest passes that don't expire, so can be reused indefinitely.

To summarise, I object the proposal. At most, there should be traffic restriction lines to remind drivers not to park within 5 metres of the junction, and signs to remind drivers to not block pedestrians on the pavement. A sign that disallowed vehicles over a certain wait, apart from for loading, into the estate would likely be ideal as well, as this stops the road being used by drivers for "sleep stops"; these are the real vehicles that cause difficulties.

I look forward to hearing from you.

Technician response:

Thank you for your email.

As you will see from the attached plans the proposal does still allow for some parking in Cranes Lane.

Concerns have been raised by residents and Councillors that vehicles are parking too close to the junction of Cranes Lane and Sandpiper Lane and especially the roundabout where vehicles can leave the roundabout at speed and be in conflict with on-coming traffic due to parked vehicles. It is also not possible to park on both sides of Cranes Lane without causing obstruction and

parking in this location creates sightline and access difficulties for all road users, this is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow

lines. The proposal will improve sight lines for all road users and better facilitate the passage of traffic using the road and enforces the Highway Code. Please see attached plan to see the extent of the proposed restrictions.

Could you please confirm whether you still wish to object to the proposal?

I would also like to advise you that with regard to the parking restrictions in Sandpiper Lane, we

to ensure road safety.

would recommend contacting the managing agent for the estate to see if any changes can be made with regards to parking to help assist the issues you have been having.

In regard to the weight restrictions of vehicles we would recommend contacting Essex County Council's Highways Department as they are the Highway authority, this is not something the South Essex Parking Partnership cover.

2nd Email

Many thanks for replying so quickly. My understanding the wording appears to be a little incorrect, for example interpreted the "East side" to be the area of the road on the East (in the file attaches this would be the area after Sandpiper Lane), not the "East side of the road".

This certainly does alleviate some of my concerns, though 30 metres from the junction on the East Side from the round about is probably a bit "too much." This likely leaves at most 25 metres of parking. I would say that I do not "object", however, would suggest there doesn't need to be as many restrictions at the entrance, if only by 5 metres.

In regards to the weight restrictions, do you have to appropriate contact details for Essex County Council's Highways Department? I'll then contact them separately, as I do (personally) feel that stopping large vehicles parking there would be a great help to avoid conflicts with on-coming traffic; these vehicles blocking line of sight far more really adds to the problem they cause, alongside blocking the pavement.

Many thanks again.