

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

**WEDNESDAY 14<sup>TH</sup> FEBRUARY 2024 – 3.15PM**

**AGENDA ITEM 4**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202*</b>  Relating to Mill Lane, Broomfield
<b>Report by</b>	South Essex Parking Partnership Manager

**Enquiries Contact**

Nick Binder - South Essex Parking Partnership Manager  
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**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.56) Order 202\*

**Options**

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised.
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) Consolidation Order 2019 as set out below:

1.1	The SEPP received a completed application form on 26 April 2022 from a local resident requesting 'No Waiting at Any Time' restrictions on the junction of Mill Lane and Main Road (B1008). The request is to prevent vehicles parking close to the junction which then creates visibility issues when accessing and egressing from Mill Lane. The application contained a petition with signatures from 17 properties and also the support of Cllr Wendy Daden.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted vehicles were not observed to be parking within 10m of the junction. It is acknowledged, however, there may be times when vehicles do park near to the pedestrian island which will reduce visibility to a certain extent and cause possible conflict for vehicles travelling in opposite directions. However, on three occasions a vehicle was parked on the footway adjacent to the junction. Any vehicle that does park on the footway is committing the offence of driving across a footway without gaining lawful access and potentially causing conflict with pedestrians.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to cost a scheme to propose 20 metres of 'No Waiting at Any Time' restrictions on Mill Lane from its junction with Main Road (B1008). 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 28 July 2022 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.5	<p>SEPP Policy - 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p> <p>SEPP Policy - 7.1</p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>
1.6	The Order was originally published in the Essex Chronicle and on site on 5 <sup>th</sup> October 2023, 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.
1.7	When the Order was published on 5 <sup>th</sup> October 2023 a 21-day period of formal public consultation commenced.
<b>2</b>	<b><u>Comments</u></b>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>3</b>	<b><u>Conclusion</u></b>

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.
<b><u>List of Appendices</u></b> Appendix 1 – List of people making representations  Appendix 2 – Summary of objections or support and Technicians comments	

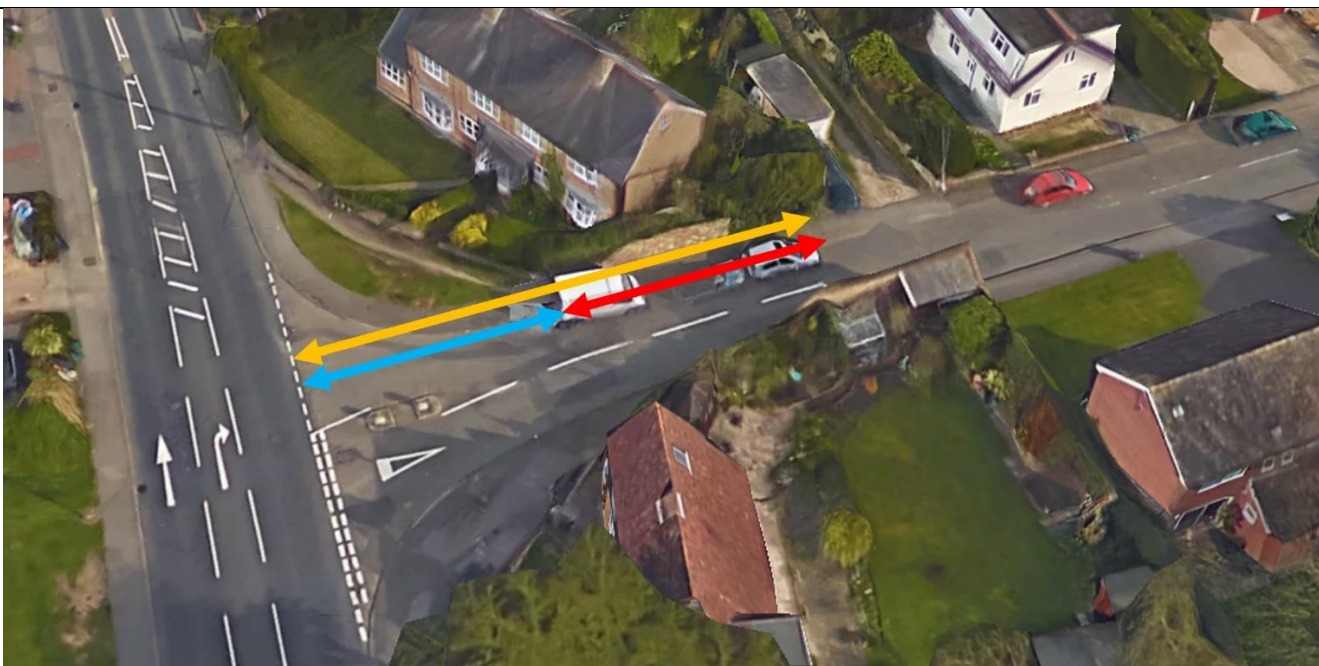
## **APPENDIX 1**

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from resident of Main Road dated 03/10/2023.	Objection
<b>2</b>	Email dated 04/10/2023.	Objection
<b>3</b>	Email dated 05/10/2023.	Objection
<b>4</b>	Email dated 06/10/2023.	Objection
<b>5</b>	Email from resident of Mill Lane dated 13/10/2023.	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 05 OCTOBER 2023 – 27 OCTOBER 2023

Representations & Responses relating to Mill Lane, Broomfield		
Ref	Representation	Technician Response
1	<p><b>Email 1:</b> Good Afternoon,</p> <p>I am writing to formally notify my objection to the 20 metre “No Waiting at Any Time” proposed for Mill Lane Broomfield as indicated on the notice reference ‘TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2’</p> <p>There are a number of nearby properties that rely solely on the on street parking, the proposal for 20 metres of no waiting zone is unnecessary, will make the road more dangerous and will waste existing parking space for 2 vehicles that is much needed by local residents.</p> <p>Rule 243 of the highway code states:</p> <p><i>“DO NOT stop or park:</i></p> <ul style="list-style-type: none"> <li><i>• Opposite or within 10 metres (32 feet of a junction except in unauthorised parking space”</i></li> </ul> <p>Therefore the proposed 20 metre no waiting zone is double the distance required by the highway code which is underpinned by significant research into the matter. I agree that a 10 meter no waiting zone is sufficient as nobody should be parked within 10 metres from a junction as indicated in the highway code however I can’t see why 20 metres would create any benefit other than to stop public cars parking outside the adjoining property which obviously isn’t a suitable reason to remove on street parking which has been in place since the roads construction decades ago prior to the construction of adjoining properties. Please see illustration below to clarify the point:</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>The SEPP cannot comment on matters pertaining to planning, or the such like, as it is outside their remit. However, it should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists.</p>



Orange Line = Proposed no waiting zone  
 Blue Line = Area that highway code does not permit parking in  
 Red Line = Existing parking that is proposed to be removed unnecessarily

The 20 metre no waiting zone proposal has the following detrimental effects unnecessarily:

- Reduces the capacity for net dwelling density as detailed in PPS3 (Planning Policy Statement 3)
- Contravenes section 51 of PPS3 as it doesn't account for expected or current levels of car ownership
- Contravenes table 5.1 Residential Car Parking Standards (standard spaces per dwelling) of the Chelmsford council April 2022 Parking Strategy and Standards Duty
- Reduces the local parking capacity so that local properties no longer have the amount of parking spaces shown in table 1 section 2 of the Chelmsford City Council Interim Residential Parking Guidance February 2015

Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations.

It should be noted that the drawings shown on the aerial image are incorrect and is not what has been proposed under Chelmsford Amd 56. The proposed restrictions extend to approx. the front of the white van as shown in the aerial image.

The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve

<p>I understand why the southern side of the road would benefit from being a no waiting zone to ensure the road is always clear however to ignore the highway code and other points listed above by adding 20m of no waiting zone to the northern side of the road is unnecessary and will serve no purpose other than to deteriorate public parking/amenity in the area. If the intention of the no waiting zone is to stop the road being blocked on one side the proposal will not affect this as from 20 metres onwards on street parking remains.</p> <p>Furthermore, as far as I'm aware there have been zero safety incidents or issues at this particular junction therefore I'd be keen to see the evidence substantiating the proposal.</p> <p>As a local resident who relies on the nearby parking and regularly cross this junction with young children I would much prefer that vehicles continue to be allowed to park within the area shown in red on the illustration as we fear that local traffic speed would increase in the area if road users knew there were no vehicles parked here which would inadvertently increase the road safety hazard risk which would also contravene local planning requirements listed above. Approaching on the south side of Mill Lane to Main Road has a natural speed reduction as it's joining a road however on the north side traffic leaving Main Road to join Mill Lane could be driving at increased speeds with no reason to slow if they feel that the first ~20 metres of road are usually clear. If the proposal for a no waiting zone is based on safety then it will be counter productive and safety would be increased instead by installing a proper crossing on the junction as opposed to removing parking and increasing traffic speed on a residential road.</p> <p>Please contact me with any further correspondence or clarification on the following details:</p> <p>[REDACTED] [REDACTED] [REDACTED]</p> <p>Kind Regards,</p> <p>[REDACTED]</p> <p><b>Email 2:</b> Hello, Thanks for taking the time to digest my email and the clarification. Whilst your drawing is certainly better than my initial presumption it appears that the whole parking space of the white van in my markup would still be lost unnecessarily so unfortunately the objection will still need to remain.</p>	<p>sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p> <p>Requests relating to pedestrian crossings should be directed to Essex Highways – the highway authority.</p>
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If the proposal in your drawing was ~3 metres shorter on Mill Lane then it would still be within Highway Code and I would happily remove my objection.

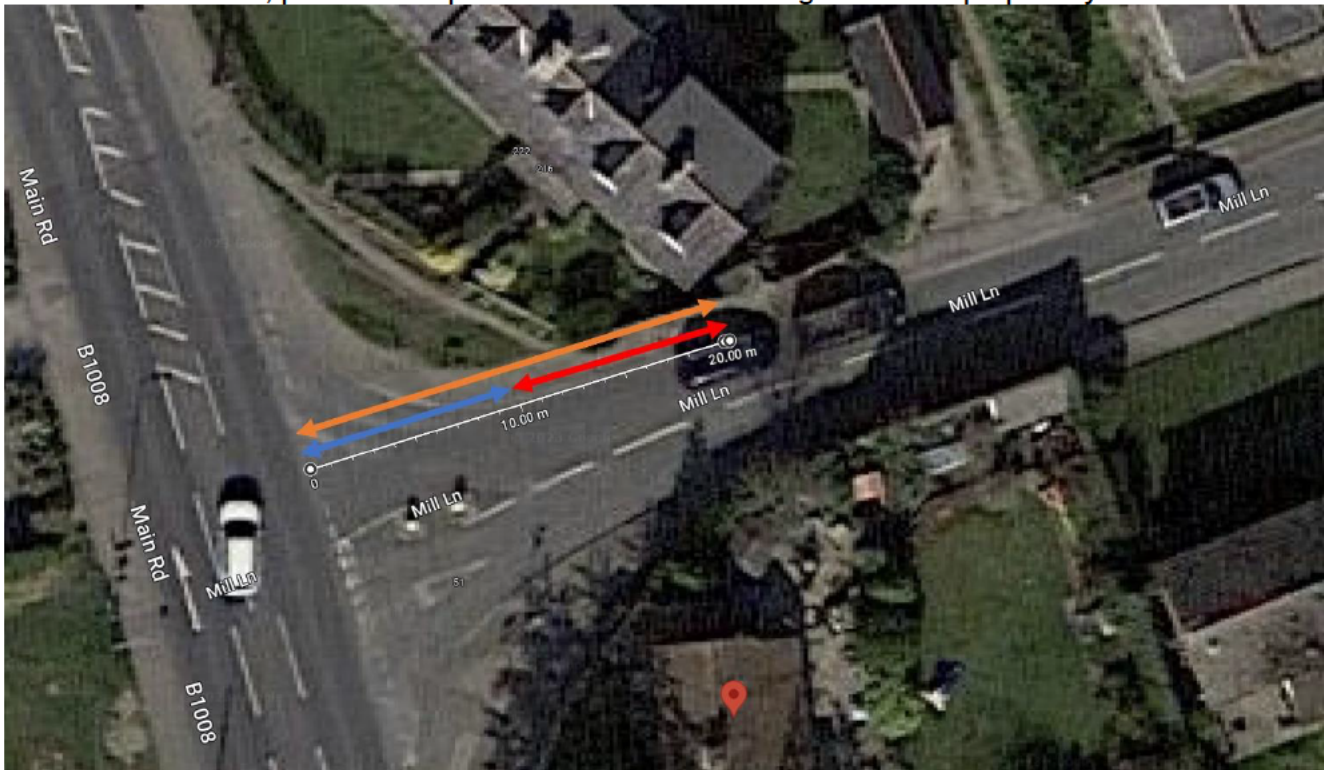
Thanks,



**Email 3:**

Hello,

Further to the below, please see updated schematic which aligns with the proposal you clarified:




Orange Line = Proposed no waiting zone

Blue Line = Area that highway code does not permit parking in

Red Line = Existing parking that is proposed to be removed unnecessarily



	<p>As you can see in the screenshot, there is a car that is parked without issue/obstruction that would be parked illegally under the new scheme unnecessarily. By removing a superfluous 3-4 metres from your proposal the amount of parking spaces available would double without any impact on the surrounding area and the "No waiting" zone would still be 60-70% greater than required by the highway code.</p> <p>Please do consider my proposal as a lot of unnecessary meetings and consultation could be avoided quite easily.</p> <p>Kind Regards,</p> <p></p>	
2	<p>To whom it may concern,</p> <p>I am writing in objection to the above notice reference 'TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2' which details the proposal to extend the no parking/waiting zone in Mill Lane Broomfield, from the required 10m to an unnecessary 20m.</p> <p>As a grandparent who regularly visits family living nearby, the loss of more parking spaces would be detrimental to myself and other visitors/trades such as delivery vehicles/dust carts etc as well as those living in the road, who need the parking spaces for their homes. With the statutory rules already in place, forbidding parking within 10m of a junction (Rule 243 of the Highway Code), I see no reason to introduce further restrictions which will make life more difficult for those needing the parking spaces. The 10m rule ensures the safety of those using the road adequately. The enforcement of parking restrictions at the top of the road will surely only move traffic further down Mill Lane, causing problems for residents there, or worse still onto Broomfield Road, which is already very busy and needs to be kept clear for ambulances/emergency vehicles for the hospital.</p> <p>Parking is already very restricted in this area, especially with parents needing to use the road for parking for the nearby school. The parking of vehicles after 10m acts as a visual speed reduction barrier. I worry that should cars not be able to park in the proposed area, vehicle speed will increase when joining from Broomfield Road, giving rise to increased accidents involving pedestrians, especially parents with children.</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>It should be noted that the highway is intended for the purposes of passing and re-</p>

	<p>I have lived in Chelmsford all my life (and in Broomfield itself for 25 years) and have never known the junction of Broomfield Road with Mill Lane to be a problematic traffic area, please do not allow it to become one now.</p> <p>Kind regards</p> <p>██████████</p>	<p>passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely residents and/or their visitors will park their cars on Main Road.</p> <p>The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent</p>
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		conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.
3	<p>To whom it may concern,</p> <p>I am writing to formally object to the 20 metre 'No Waiting at Any Time' zone proposed for Mill Lane, Broomfield as indicated on the notice reference 'TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2'.</p> <p>Rule 243 of the highway code states <i>"DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space"</i>. This seems an acceptable and perfectly adequate distance to me.</p> <p>I therefore consider any 'No waiting at any time' zone greater than 10 metres from a junction excessive. Furthermore, in this particular instance, the increase to 20 meters would result in the unnecessary removal of 10 metres of on-street parking which has the potential to result in the following:</p> <ul style="list-style-type: none"> <li>-Reduced public amenity for nearby properties that rely on the on-street parking</li> <li>-Relocation of parked vehicles further down Mill Lane which already suffers with inadequate on-street parking</li> <li>-Relocation of parked vehicles onto Main Road which is a busy route for traffic, buses and emergency services to the hospital</li> <li>-Increased speed of vehicles joining Mill Lane from Main Road due to the lack of parked vehicles acting as a visual and physical speed reduction cue (which would in turn increase the risk to pedestrians crossing Mill Lane which is a popular route to the nearby schools)</li> </ul> <p>I regularly drive on Mill Lane and cannot see any reason for the "No Waiting at Any Time" zone to be greater than 10 metres therefore I oppose the proposed 20 metre zone.</p> <p>Thank you for your consideration and please do not hesitate to contact me should you require more information.</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking</p>

	<p>Best regards,</p> <p>██████████</p>	<p>can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely residents and/or their visitors will park their cars on Main Road.</p> <p>The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
4	Good Afternoon,	Objection noted.

<p>I am writing to formally notify my objection to the 20 metre 'No Waiting at Any Time' zone proposed for Mill Lane, Broomfield as indicated on the notice reference 'TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2'.</p> <p>Rule 243 of the highway code states "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space" therefore any 'No waiting at any time' zone greater than 10 metres from a junction is excessive and in this particular instance would result in the unnecessary removal of 10 metres of on street parking which would in turn result in the following:</p> <ul style="list-style-type: none"> <li>-Reduced public amenity for nearby properties that rely on the on-street parking</li> <li>-Relocation of parked vehicles further down Mill Lane which already suffers with inadequate on street parking</li> <li>-Relocation of parked vehicles onto Main Road which is a busy route for traffic and emergency services to the hospital</li> <li>-Increased speed of vehicles joining Mill Lane from Main Road due to the lack of parked vehicles acting as a visual and physical speed reduction cue (which would in turn increase the risk to pedestrians crossing Mill Lane which is a popular route to the nearby schools)</li> </ul> <p>I regularly drive on Mill Lane and cannot see any adequate reason for the "No Waiting at Any Time" zone to be greater than 10 metres therefore I oppose the proposed 20 metre zone.</p> <p>Regards,</p> <p>██████████</p>	<p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely</p>
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		<p>residents and/or their visitors will park their cars on Main Road.</p> <p>The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
5	<p>To whom it may concern</p> <p>I see you have reacted to the suggestion of double yellow lines in Mill Lane Broomfield the proposed length originally was 10 metres now according to the notices displayed in Mill Lane the proposed length has been changed to '20' metres? which we strongly object to as it deprives residents of two parking spaces.</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems.</p>





		<p>usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
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