

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

TUESDAY 1ST NOVEMBER 2022 – 10.30AM

AGENDA ITEM 7

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*
	Relating to Kelvedon Close and Patching Hall Lane, Chelmsford
Report by	South Essex Parking Partnership Manager

Enquiries Contact
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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.29) 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
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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 proposed 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:
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1.1	On 1 st October 2020, the SEPP received a completed application form from a local resident requesting a Resident Permit Scheme on Kelvedon Close to deter school parking. The application was supported via a petition with 26 signatures and also support from Cllr Chris Davidson.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted, it was noted that vehicles were parked on and near to the junction of Kelvedon Close and Patching Hall Lane. Vehicle's parking in this location create problematic and unsafe movement of vehicles as well as access and egress problems. Vehicles were also sporadically parked throughout Kelvedon Close with a slightly higher concentration on the section near Patching Hall Lane during school pick/drop off. On each site visit conducted spaces were still available in Kelvedon Close.
1.3	The SEPP will avoid introducing parking restrictions to combat short term invasion parking i.e. parking for the purpose of dropping off and picking up passengers or goods at a known organization such as a school or convenience store and will only be for short periods of time. The enforcement of any restriction that is introduced to tackle a short-term parking issue requires a concentrated enforcement presence and is therefore not practical or cost effective. The SEPP currently have a Driveway Scheme in place in Kelvedon Close which allows residents to register their property and then for CEOs to issue PCNs during their patrols to vehicles that are obstructing driveways. The scheme has proven effective at reducing driveway obstruction particularly during school drop off/pick up times and will continue to be place for the foreseeable future.
1.4	However, to prevent dangerous parking on the junction of Kelvedon Close and Patching Hall Lane it has been agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose that 15 metres of 'No Waiting at Any Time' restrictions be introduced on the junction. 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.
1.5	The request was placed before the South Essex Parking Partnership Joint Committee on 13 th December 2021 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 18 th August 2022, 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 18 th August 2022 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 Kelvedon Close dated 19/08/2022.	Objection
2.	Email from resident of Patching Hall Lane dated 21/08/2022.	Objection
3.	Email dated 05/09/2022.	Objection

APPENDIX 2

REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 18th AUGUST – 9th SEPTEMBER 2022

Representations & Responses relating to Kelvedon Close and Patching Hall Lane, Chelmsford		
Ref	Representation	Technician Response
1	<p><u>Email 1:</u></p> <p>Good Morning</p> <p>I am in receipt of your leaflet "Kelvedon Close parking issues".</p> <p>For some perspective I live at [REDACTED] and we suffer greatly from car parking (rogue and otherwise) all school term AND beyond.</p> <p>Your double yellow lines will probably stop one parent parking on the corner (down hill only) at afternoon pick up time plus I doubt there will be a traffic warden there each day. This proposal does little to stem the ever increasing problem we are suffering from.</p> <p>During term time we suffer from -</p> <p>1) Mass incoming parking through the year as the students get their driving licences. Their cars are parked for the whole school day nose to tail up beyond my house and randomly along the dead legs either side. They park on corners despite being informed that they should not. Should any resident leave early and come back after (say) 9am then their street parking place has gone and with a number of older residents this can prove problematic.</p> <p>2) The amount of street rubbish from takeaways and local shops increases very greatly. If we see the person dropping it they are challenged and may comply with a request to pick it up. Mostly it is after they have driven away we find the debris hidden under their cars.</p> <p>3) The parent drop off is relatively staggered and much is done directly on Patching Hall Lane. However, the pick up process is horrendous. They park all the way up, double stack, sit with engines idling, stop often across driveways (yes we know about the SEPP scheme but how quick can you respond), a</p>	<p>Objection noted.</p> <p>The SEPP will avoid introducing unnecessary parking restrictions to combat minor short stay invasion parking problems or to address a preferred parking situation. The proposed scheme will improve sight lines for all road users at the junction, better facilitate the passage of traffic and enforce Rule 243 of the Highway Code. Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are.</p> <p>On each site visit conducted parking spaces were still available in Kelvedon Close.</p> <p>Concerns regarding anti-social behaviour is a matter for the police.</p> <p>The driveway scheme has proven effective at reducing driveway obstruction particularly</p>

number are very rude and do not consider locals trying to get to their house. Many times have they been challenged by neighbours, who shift work, due to radio noise (this applies to students as well between classes).

4) Also this past school year we have seen more adults parking here and walking across to both St John Payne AND towards Columbus School on Oliver Way.

All of the time -

5) We are beginning to see workers parking along the side of our house who are picked up by van to be driven to work elsewhere. Usually between 6am and 7am returning to drive away late afternoon. Recently there were up to three cars but as word gets out I am sure this may increase.

If the Yellow Lines were to part of a progressive parking restriction then I would certainly support it wholeheartedly but it just appears to be an ill considered sticking plaster that will have no effect.

Finally - What criteria are in place to allow for Residents Parking Restrictions (as in other local streets) as I would be interested in knowing why we didn't comply.

Regards



Email 2:

Dear TRO Technician

My point was the proposal will do NOTHING to improve the ongoing year to year growing problem.

I do note you did not answer my last point -

"Finally - What criteria are in place to allow for Residents Parking Restrictions (as in other local streets) as I would be interested in knowing why we didn't comply."

during school drop off/pick up times and will continue to be place for the foreseeable future. Comments regarding enforcement have been passed to our enforcement team.

Kelvedon Close is public highway which is not for the exclusive use of the adjacent residents.

Respondee advised all requests for parking restrictions must meet SEPP Policy. A copy of

	<p>Email 2:</p> <p>Hi there,</p> <p>Thanks so much for explaining further. We do still object to them in their current form as we believe they are unnecessarily restrictive and they will also make things harder for us based on where our house/garden is located in relation to the double yellows.</p> <p>We understand if a car parks right on the very corner on Kelvedon Close that this could potentially obstruct the view down Patching Hall Lane when pulling out (although personally we don't think it usually does in any significant way). However we don't think the yellows need to extend so far down Kelvedon Close or onto Patching Hall Lane itself to achieve an improvement in visibility - they could just be a car's length on the very corner which would then leave most of the road by our boundary fence free for access. Our house is 1920s and we have lots of mature trees so we have to do a fair amount of routine maintenance throughout the year and applying for a permit each time will add additional complexity and expense to this which we would really like to avoid.</p> <p>Thank you ██████████</p>	<p>It is not felt that the proposed scheme will have an adverse effect on parking within the area, however, the scheme will be monitored for effectiveness.</p> <p>The SEPP can grant dispensation permits to allow tradespeople to park on certain restrictions while they are working at an address. The SEPP reserves the right to implement a scheme when it is deemed essential.</p>
3	<p>I object to the Traffic Regulation Order to bring in double yellow lines at the junction of Kelvedon Close and Patching Hall Lane. SEPP is simple moving the problem from one area to another without providing a long term solution. Another waste of money as shown by councils waste with the one way system down Duke St, New St and Victoria Road which was take out within three weeks of installation. Also the Broomfield Road cycle lanes. None of these three systems help as they only create a health and safety issue also traffic delays cause pollution.</p> <p>If the Council ensured that no buses park over cycle lanes in PHL then perhaps a smaller problem if any would exist. The school has plenty of space behind the main building already marked with parking bays but apparently the school does not want to allow students or others to use this area. Residents in KC are finding teachers, assistants and school visitors are parking in KC to the detriment of residents. If the car belonging to ██████████ is struck again by a driver who leaves without exchanging details then whoever is parked illegally on the corner will be claimed against and if they name the Council as co-defendants then that will be bad for the Council. I believe a councillor once lived in KC and is perhaps aware that a resident was the liability manager for a major insurance company.</p>	<p>Objection noted.</p> <p>It is not felt that the proposed scheme will have an adverse effect on parking within the area, however, the scheme will be monitored for effectiveness.</p> <p>The SEPP deal only with on-street parking, for queries relating to other highway schemes please contact Essex Highways - the highway authority.</p>

	<p>38 meter stretch is excessive but it seems this is becoming the norm for SEPP. Councillors, county and city, need seriously rethink their attitude towards expenditure and health and safety issues.</p> <p>Finally no approach to myself was ever made regarding consultation as was indicated would happen in communication from the Council. This is simply a way of getting restrictions in KC as tried about twenty years ago and in that time all we have seen is yellow lines and permit parking slowly being brought in from Westfield Avenue to Sunrise Avenue and the Avenues.</p>	<p>Kelvedon Close is public highway which is not for the exclusive use of the adjacent residents. On each site visit conducted parking spaces were still available in Kelvedon Close.</p> <p>Concerns regarding anti-social behaviour is a matter for the police.</p> <p>The proposed scheme will improve sight lines for all road users at the junction, better facilitate the passage of traffic and enforce Rule 243 of the Highway Code.</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 made by the Committee.</p>
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