

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



**SOUTH ESSEX**

THURSDAY 3 OCTOBER 2019  
COUNCIL CHAMBER,  
CIVIC CENTRE,  
DUKE STREET,  
CHELMSFORD CITY COUNCIL,  
CHELMSFORD  
COMMENCING AT 2.00PM.

### **AGENDA**

1. Welcome by Chairman of the Sub Committee and minutes of the last meeting
2. Apologies for absence.
3. Matters arising
4. Consider representations against proposed TRO for Hammonds Lane, Warley.
5. Consider representations against proposed TRO for Woodman Road, Warley.
6. Consider representations against proposed TRO for Linden Rise, Conifer Drive, Blackthorn Way and Gifford Place, Warley.
7. Consider representations against proposed TRO for Britannia Road and Wellington Place, Warley.
8. Consider representations against proposed TRO for Canterbury Way, Ashbeam Close and Birchwood Close, Warley.
9. Consider representations against proposed TRO for Warley Hill, Warley.
10. Consider representations against proposed TRO for The Grove, Brentwood.
11. Consider representations against proposed TRO for Shenfield Green, Shenfield.
12. Consider representations against proposed TRO for Copperfield Gardens and Sycamore Drive, Brentwood.
13. Consider representations against proposed TRO for Copperfield Gardens, Brentwood
14. Consider representations against proposed TRO for Doddington Road, Brentwood.
15. Consider representations against proposed TRO for Margaret Avenue and Shorter Avenue, Shenfield.
16. Any other business.

## MINUTES

of the

### **SOUTH ESSEX PARKING PARTNERSHIP (TRAFFIC REGULATION ORDERS) SUB-COMMITTEE on 19 September 2019 at 2pm**

Present:

Councillor Michael Steptoe (Chairman)	Rochford District Borough Council
Councillor Jon Cloke	Brentwood Borough Council
Councillor David Harrison	Basildon Borough Council

In attendance:

Nick Binder	Chelmsford City Council
William Butcher	Chelmsford City Council
Andrew Clay	Chelmsford City Council
Brian Mayfield	Chelmsford City Council
Hugh Reynolds	Basildon Borough Council

1. **Welcome**

The Chairman welcomed those present.

2. **Apologies and Substitutions**

There were no apologies for absence.

3. **Minutes and Matters Arising**

The minutes of the meeting on 5 September 2019 were confirmed as a correct record. There were no matters arising.

4. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce a resident permit parking scheme in Brackendale Avenue, St Michaels Avenue and Mountfields, Pitsea, Basildon from Monday to Saturday between 9am and 5pm.

Thirty expressions of support and 44 objections had been received, leading to a recommendation that the Order be reduced in its extent and that it now apply from Monday to Friday, 11am to 12 noon. Eight members of the public attended the meeting to speak in favour of the introduction of residents parking, with some arguing for a scheme that would operate from Monday to Saturday between 11am and 12noon to deter parking associated

with football matches.

Whilst noting that the reason for the Monday to Friday recommendation was to make it consistent with the restrictions in other roads nearby, the Sub-Committee recognised the strength of the arguments for including Saturday.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\* insofar as it relates to Brackendale Avenue, St Michaels Avenue and Mountfields, Pitsea, Basildon be made as advertised but amended to the extent that it will apply from Monday to Saturday between 11am and 12 noon; and
2. those who made representations be advised accordingly.

*(2.05pm to 2.30pm)*

5. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce a residents parking scheme in Raven Lane (Nos 2-23), Raven Close, Raven Crescent, Ian Road, St Helens Walk, Pauline Gardens, Upland Road, Upland Close, Upland Drive, St Peters Walk and Hallam Court, Billericay, Basildon.

Nine objections and 59 expressions of support had been received following advertising of the proposed Order. Three local residents attended to speak in favour of the proposed introduction of a scheme. The officers reported that, having considered the representations received, it was now proposed that the scheme operate on Monday to Friday 9am to 5pm in all the roads except for Upland Road, Upland Close, Upland Drive and Hallam Court, where it would be 11am to 12noon Monday to Friday.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\* insofar as it relates to Raven Lane (Nos 2-23), Raven Close, Raven Crescent, Ian Road, St Helens Walk, Pauline Gardens, Upland Road, Upland Close, Upland Drive, St Peters Walk and Hallam Court, Billericay, Basildon be made as advertised, subject to the amendment that the Order will apply between 11am and 12noon Monday to Friday in Upland Road, Upland Close, Upland Drive and Hallam Court; and
2. those who made representations be advised accordingly.

*(2.30pm to 2.40pm)*

6. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce a residents parking scheme in Laurel Avenue, Lilac Avenue, St Peters Terrace, Almond Avenue and Laburnum Avenue, Wickford.

There has been 14 objections and 18 expressions of support for the proposal. Three local residents attended the meeting and spoke in favour of the scheme, although one recommended that it only operate from Monday to Friday. A further letter of representation was read out which also asked that Saturday not be included in the Order.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\* insofar as it relates to Laurel Avenue, Lilac Avenue, St Peters Terrace, Almond Avenue and Laburnum Avenue, Wickford be made as advertised; and
2. those who made representations be advised accordingly.

*(2.40pm to 2.45pm)*

7. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce a residents parking scheme in Eastley and Rantree Fold, Basildon which would operate from Monday to Saturday, 9am to 5pm.

There has been 12 objections and 10 expressions of support for the proposal. Four local people attended the meeting and expressed a variety of opinions about the proposed Order. A further letter of representation was also read out.

Officers were of the view that owing to the difficulty in accommodating the views of all residents the scheme should be withdrawn for further thought. The Sub-committee, however, was of the opinion that something needed to be done to address the parking problems in the area and favoured a Resident Parking scheme that would operate from Monday to Friday between 10am and 12noon. The members asked that its effect be closely monitored.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\* insofar as it relates to Eastley and Rantree Fold, Basildon be made as advertised, subject to the modification that the Resident Parking Scheme only operate from Monday to Friday, 10am to 12noon; and
2. those who made representations be advised accordingly.

*(2.45pm to 3.08pm)*

8. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to extend the No Waiting Monday to Saturday 8am to 6pm restriction on both sides of Perry Street, Billericay up to Uplands Road.

Five objections and 12 expressions of support for the proposal had been received.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\* insofar as it relates to Perry Street, Billericay be made as advertised; and
2. those who made representations be advised accordingly.

*(3.08pm to 3.12pm)*

9. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce a residents parking permit scheme in Wick Glen, Billericay which would operate from Monday to Friday, 9am to 5pm.

One objection and six expressions of support for the proposal had been received.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\* insofar as it relates to Wick Glen, Billericay be made as advertised; and
2. those who made representations be advised accordingly.

*(3.12pm to 3.14pm)*

10. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce double yellow lines restrictions in Stock Road and Oakwood Drive, Billericay.

One objection (which had subsequently been withdrawn) and five expressions of support for the proposal had been received.

**AGREED that:**

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\* insofar as it relates to Stock Road and Oakwood Drive, Billericay be made as advertised; and
2. those who made representations be advised accordingly.

*(3.14pm to 3.16pm)*

11. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce double yellow lines restrictions at the junction of Wood Green and Burnet Mills Road, Basildon.

Three objections to the proposal had been received following advertising of the Order. These had been considered but were not felt to be of sufficient weight not to make the Order.

**AGREED that:**

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 104 Order 201\* insofar as it relates to Wood Green and Burnt Mills Road, Basildon be made as advertised; and
2. those who made representations be advised accordingly.

*(3.16pm to 3.17pm)*

12. **The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 to introduce double yellow lines restrictions on the junction of Morris Avenue and Outwood Common Road, Billericay.

Three objections to the proposal had been received following advertising of the Order. These had been considered but were not felt to be of sufficient weight not to make the Order. A further written objection was read out, which expressed the opinion that the scheme would not solve the parking problems in the area.

**AGREED that:**

1. the South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No. 100 Order 201\* insofar as it relates to Morris Avenue and Outwood Common Road, Billericay be made as advertised; and

2. those who made representations be advised accordingly.

*(3.17pm to 3.20pm)*

The meeting closed at 3.20pm.

Chairman

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 4**

<b>Subject</b>	<b>THE SOUTH ESSEX PARKING PARTNERSHIP (BOROUGH OF BRENTWOOD) (WAITING, LOADING AND PARKING CONSOLIDATION) (VARIATION NO.39) ORDER 201*</b>  Relating to, Hammonds Lane, Warley.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (Waiting, Loading and Parking Consolidation) (Variation No.39) Order 201\*

**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 withdrawn in its entirety; 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 Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -


The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Hammonds Lane, Warley.

1.2

On 22 November 2017, the SEPP received a completed application form from a resident requesting a resident permit parking scheme to deter all-day non-resident parking. Five previous requests on file from other residents.

1.3





1.4

On 12 January 2018, the SEPP carried out an informal consultation with all residents of Hammonds Lane to seek their views on consideration to provide a permit parking scheme. The results were: -

Road	Number of properties	Number of responses	Response rate	In favour of permit parking	% respondents in favour	Not in favour of permit parking
Hammonds Lane	67	34	51%	31	91%	3

The majority of respondents opted for a Monday to Friday, 9am to 5pm resident permit parking scheme.

1.5

**Comment from Brentwood Borough Council**

From time to time we do have issues where we cannot access Hammonds Lane due to the cars on the bends and the crews have to go back later in the day to clear or we have to send a van and extra men to do the work.

1.6

It was agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2000. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.

1.7

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

\* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.

	<p>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</p> <p>* The majority of residents have no off-street parking facilities available to them – met.</p> <p>* The majority of residents are in favour of such a scheme – met</p> <p>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to unrestricted roads.</p> <p>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</p>
1.8	The Order was originally published in the Enquirer and on site on 24 January 2019, 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.
1.9	The Proposed Order is for a Resident Permit Parking Area Monday to Friday 9am to 5pm Zone F and to extend the existing double yellow lines on the northeast side to include the bend.
1.10	When the Order was published on 24 January 2019 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	Correspondents have made a number of points which lead them to believe the Order should not be pursued as advertised. The Lead Councillor, Lead Officer and Technician agree that the SEPP should not implement a scheme without double yellow lines as advertised. Currently, vehicles park on both sides of the bend. This has caused on occasions no access for the refuse lorry and has resulted in a smaller vehicle having to be sent later with more resources (Ref:1.5). This lack of access could also result in an emergency vehicle not gaining access. Therefore, the scheme that has been advertised is the only scheme that SEPP would advocate. Therefore, the recommendation is to withdraw the scheme in its entirety.
<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 Hammonds Lane dated 24 January 2019	Objection
2	Email from resident of Hammonds Lane dated 25 January 2019	Support
3	Email from resident of Hammonds Lane dated 24 January 2019	Objection
4	Email from resident of Hammonds Lane dated 25 January 2019	Objection
5	Email from resident of Hammonds Lane dated 29 January 2019	Objection
6	Email from resident of Hammonds Lane dated 30 January 2019	Objection
7	Email from resident of Hammonds Lane dated 4 February 2019	Objection
8	Email from resident of Hammonds Lane dated 4 February 2019	Objection
9	Email from resident of Hammonds Lane dated 4 February 2019	Objection
10	Letter from resident of Hammonds Lane dated 5 February 2019	Objection
11	Email from resident of Hammonds Lane dated 5 February 2019	Objection
12	Email from resident of Hammonds Lane dated 5 February 2019	Objection
13	Letter from resident of Hammonds Lane dated 6 <sup>t</sup> February 2019	Objection
14	Letter from resident of Hammonds Lane dated 6 February 2019	Objection
15	Letter from resident of Hammonds Lane dated 6 February 2019	Objection
16	Email from resident of Hammonds Lane dated 6 February 2019	Objection
17	Email from resident of Hammonds Lane dated 5 February 2019	Objection
18	Email from resident of Hammonds Lane dated 9 February 2019	Objection
19	Email from resident of Hammonds Lane dated 10 February 2019	Objection
20	Email from resident of Hammonds Lane dated 13 February 2019	Objection
21	Email from resident of Hammonds Lane dated 14 February 2019	Objection
22	Email from resident of Hammonds Lane dated 14 February 2019	Objection
23	Email from resident of Hammonds Lane dated 15 February 2019	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019

Representations & responses relating to Hammonds Lane, Warley.		
Ref	Representation -	Technician response -
1	<p>the residents voted for residents parking(myself included) to free up the few parking spaces in this culdesac for us to use rather than the commuters and local business park workers. However now ,following the proposed scheme put on notices in the road yesterday, we have been horrified to note that double yellow lines are to be extended round a not very sharp bend REDUCING the number of parking spaces by 4 for the residents during the day and night. Half the residents do not have drivesn and this will cause major hardship to them. I have lived here and there has never been an accident on the bend. Where access can be restricted is at the top of the bend only. There is an old resident who moans constantly about the parking on the bend(he has his own drive and garage) because they have trouble reversing their large van (which overhangs the pavement) out onto the road. He is the only one I am withdrawing my support for this scheme as it will reduce the parking spaces for half the 80 odd flats and terraced houses in the road. Strong objection - I do not have my own parking space!</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code.</p>
2	<p>I am writing to support the proposed parking scheme in Hammonds Lane. (Amendment No 39) Order 201*</p> <p>The extension of the double yellow lines are very much needed, we have had times when the refuse lorries couldn't get down &amp; in one incident an ambulance.</p> <p>I would like to ask if it was possible that there could be a H bar could be painted at the bottom of my drive, I have asked for this in the past &amp; was told that as there are no parking restrictions it couldn't be done, as there are now going to be restrictions I hope now it can could done please.</p> <p>We have endless problems with cars parking partly over our drive &amp; considering its one of a few that is legal down our road it still doesn't stop them.</p> <p>Will there be painted painting bays?</p> <p>At the bottom of our drive there is a small parking bay that would accommodate 2 cars unfortunately you get some selfish people that park right in the middle so only</p>	<p>Support Noted. Illegal driveways would need to be investigated by Essex County Council.</p>

	<p>1 car can park, it's very inconsiderate, painting bays would hopefully stop this. I am very fortunate to have a legal drive &amp; do feel for my neighbours that don't. However there now are a few illegal drives &amp; hope that this will also get sorted as its really not fair to other residents that cannot park in front of them, painting parking bays in front of these drives would also allow my neighbours more parking spaces. Or asking them to get a drop kerb done. In some other local boroughs it is illegal to drive over a kerb to park &amp; in some case people have been fined for this. Why is this not actioned in Brentwood? I look forward to hearing from you very soon.</p>	
3	<p>Proposed parking permit to Hammonds lane Cm13 3aq.</p> <p>As a resident of Hammonds lane i strongly object to the proposed double yellow lines on the north east side of the lane. This will reduce the parking spaces hugely and as a parent of a small child these spaces are vital.</p> <p>It is bad enough that I have to force myself into the road due to a very inconsiderate household who park their camper van on a drive which is too small for said vehicle and daily cannot see what is coming. I feel the cars there at the moment act as a caution to stop speeding, if they were no vehicles parked on the bend, cars would speed down the lane and could cause a serious accident to anyone having to move off the pavement because of the camper van.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
4	<p>I am pleased to learn that a proposal for a permit parking area in Hammonds Lane Warley is to be put forward.</p> <p>However, I most strongly object to the notion of extending the double yellow lines on the northeast side of the road. This idea is absolutely counter productive. Parking is difficult at any time, especially after 5pm when most residents are at home. We residents of Hammonds Lane requested permit parking in our road to enable us to park more easily. The proposal to extend prohibited parking would reduce the number of available parking spaces by, at least, four. This will be completely unhelpful as there is insufficient parking for all as things stand now! Please reconsider this aspect of the proposal.</p>	Objection Noted. DYL's implemented to enforce Highway Code.

5	<p>I am writing in <b>support</b> of the residents parking scheme that has been drafted for the vicinity of Hammonds Lane in Warley.</p> <p>Firstly I would like to thank you for acknowledging an issue this has plagued this road for numerous years now. I had already been in contact with our local councillors to seek support and advice prior to this scheme going ahead, so if there is any evidence or correspondence you would like me to forward on I can. The draft itself seems very appealing and the times work well for us as a community, although there is one part I am objecting too.</p> <p>The issue I have is with extending the "No waiting at any time" section on the North West side on the road down and around the corner. I completely understand the angle and why this is deemed as an area that needs to be actioned, but as I was one of the residents who got this application off the ground, canvassing house to house to drum up support, I feel I am quite well suited to speak for the community on why this may cause us a hindrance.</p> <p>Our main goal on achieving a residents scheme was to stop the business park employees using Hammonds lane as an extension of their car park, this left those of us without drives, vulnerable to regular parking interventions due to the lack of space down the road and no alternative road space to leave our cars for the duration of the day. Outside business hours, we have just about enough space for everyone to fit their cars on the road with a couple having to overspill out onto Warley Hill, this means that the road is in effect full, purely with residents (i.e. Sunday evening and overnight throughout the week). Come 08:30, people from Warley Hill business park, Wigget electrical contractors and the odd station commuter flood in and take up any freed space leaving the road full for the day. My point is that if we lose any of our current spaces for residents to park, the scheme becomes counter-productive.</p> <ul style="list-style-type: none"> <li>• Where your proposed extension of the double yellow lines traverses, withdraws at least 4 parking spaces from the road</li> <li>• I understand the safety angle but as far as I am aware, there has never been a collision, or RTA on that bend</li> <li>• The only cars who tend to park on there without due care and attention are non-residents who do not understand the logistics of the road, the rest of us know how and where to park to not cause infringement</li> <li>• The scheme itself would stop regular outsiders from parking there and</li> </ul>	Objection Noted. DYL's implemented to enforce Highway Code.
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	causing infringement, therefore fixing the problem without extending the lines	
6	<p>I have been reviewing your plans for parking changes to hammonds lane. After reviewing the plans I will have to object these plans.</p> <p>Yes parking is a problem down hammonds lane but not during the hours of 9-5pm!!!! During the hours of 9 -5 there are always plenty of spaces to park so this plan makes no sense at all. The issue is in the evening from 6pm onwards. Due to illegal driveways (that have never been challenged) evening parking is at a premium so your plans will have absolutely no effect. In fact by removing spaces you will be making the issue worse. To summarise your purposed plan will have zero positive effects and to make matters worse we will have to pay for the privilege of this new failing system. I find this completely unacceptable and a productive solution should be sort after. My suggestion would be to look at the illegal drive way situation and return the parking to how it legally should be.</p>	Objection Noted. DYL's implemented to enforce Highway Code. Illegal driveways would need to be investigated by Essex County Council.
7	I am withdrawing my request to support the resident parking permits unless the proposal of double yellow lines is removed from the proposal.	Objection Noted. DYL's implemented to enforce Highway Code.
8	In relation to your recent correspondence in regards to the proposed parking scheme on Hammonds Lane Brentwood. I wish to inform you of my objection to the added proposal of double yellow lines on the right hand side of the bend going down the street. This was not part of the original petition and will remove at least 3 parking spaces for residents. For those of us who do not have off street or garage parking it will make it extremely difficult. The whole idea was to free up parking space for residents as we go about our daily activities not to reduce the spaces available to us.	Objection Noted. DYL's implemented to enforce Highway Code.
9	<p>We residents of Hammonds Lane asked for a parking permit zone in Hammonds Lane to assist with the difficulty of parking in this road. The proposal to remove several spaces by the extension of double yellow lines is completely counter to what we hoped to achieve and will exacerbate the parking problem.</p> <p>Perhaps a couple of residents feel that the yellow lines will help them exit their hardstandings but it will disadvantage the majority who do not have the facility of off street parking.</p> <p>Do not proceed with this part of the proposal.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
10	I refer to a recent letter sent out to the residents of the above-mentioned location	Objection Noted. DYL's implemented to

	<p>my partner, have been a resident of Hammonds Lane. When proposals for a permit parking was going to be enjoried, we were so elated, but having read in your letter that the existing double yellow lines on the north east side could possibly be extended we know would be an absolute disaster to the situation. We would not be gaining anything and it would not be helping us at all, and parking there does not restrict anything! I am therefore asking you to please reconsider the prospect of extending the double yellow lines and leave things as they are, so we can for once have no further problems in parking. All residents I know, more than welcome a permit parking area but they also are opposed to the extension of the double yellow lines.</p>	enforce Highway Code.
11	<p>I am a resident in Hammonds Lane, CM13 3AH, and have been in approval of the permit parking scheme being enforced down our road.</p> <p>Unfortunately within the latest update you have given it has been included that you intend on extending the double yellow lines where the road bends between houses 15-17. I would like to object to this as it would be disastrous to lose these 3-4 spaces permanently.</p> <p>There are no issues with cars being double parked on the bend as everyone drives slowly around the bend and cars always park up on the kerb.</p> <p>Please can you remove the action of extending the double yellow lines otherwise I would like to withdraw my support of the new parking permit scheme.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
12	<p>As a resident of Hammonds Lane, Great Warley, Brentwood I am writing in reference to the planned parking changes.</p> <p>I was happy to support making the road resident permit parking only. I am aware that majority of spaces get taken up by commuters and office workers during the day meaning there are less spaces for residents.</p> <p>I am not, however in support of extending the double yellow lines. The extension of the double yellow lines will remove parking spaces so it seems contradictive to make us pay for parking spaces although you are taking spaces away.</p> <p>If the parking permits can go ahead without the double yellow lines then I am happy to support. If the double yellow lines will stay then I would rather no changes are made at all.</p>	Objection Noted. DYL's implemented to enforce Highway Code.



13	<p>Enclosed is a copy of the street plan, on which we have described our suggestions for alternative "no waiting areas". The main concern in the "hazardous zone" is the downhill approach to the bend in the vicinity of the sub-nation. In our opinion and having lived in the lane, if BOTH sides of the road, at this point, could be "no waiting at any time", the problems of the congestion, visibility, access (I.E allowing larger vehicles to have safe passage) would be solved. We are extremely concerned by the extension of the "no waiting section" running north from the sub-station, as are other residents in the lane. With the situation at present, there are no problems with this area, and more importantly, this "no waiting" will cause the resident to lose 4 precious parking spaces, Residents are opposed to losing parking spaces, as this was the prime reason that we applied for the "residents parking permits" to stop business people parking and taking up resident parking spaces. To lose 4 spaces really defeats the object. Where will resident park their cars? On Warley Hill, causing congestion there, in The Dell, annoying our neighbours in that road? Both of which already have parking restrictions in force. The simplest and best solution is to have just the two areas for "no waiting" in front of the sub-station and between nos: 14 and 16, and to approve residents parking permits.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
14	<p>Enclosed is a copy of the street plan, on which we have described our suggestions for alternative "no waiting areas". The main concern in the "hazardous zone" is the downhill approach to the bend in the vicinity of the sub-nation. In our opinion and having lived in the lane, if BOTH sides of the road, at this point, could be "no waiting at any time", the problems of the congestion, visibility, access (I.E allowing larger vehicles to have safe passage) would be solved. We are extremely concerned by the extension of the "no waiting section" running north from the sub-station, as are other residents in the lane. With the situation at present, there are no problems with this area, and more importantly, this "no waiting" will cause the resident to lose 4 precious parking spaces, Residents are opposed to losing parking spaces, as this was the prime reason that we applied for the "residents parking permits" to stop business people parking and taking up resident parking spaces. To lose 4 spaces really defeats the object. Where will resident park their cars? On Warley Hill, causing congestion there, in The Dell, annoying our neighbours in that road? Both of which already have parking restrictions in force. The simplest and best solution is to have just the two areas for "no waiting" in front of the sub-station and between nos: 14 and 16, and to approve residents parking permits.</p>	Objection Noted. DYL's implemented to enforce Highway Code.

15	<p>Enclosed is a copy of the street plan, on which we have described our suggestions for alternative "no waiting areas". The main concern in the "hazardous zone" is the downhill approach to the bend in the vicinity of the sub-station. In our opinion and having lived in the lane, if BOTH sides of the road, at this point, could be "no waiting at any time", the problems of the congestion, visibility, access (I.E allowing larger vehicles to have safe passage) would be solved. We are extremely concerned by the extension of the "no waiting section" running north from the sub-station, as are other residents in the lane. With the situation at present, there are no problems with this area, and more importantly, this "no waiting" will cause the resident to lose 4 precious parking spaces, Residents are opposed to losing parking spaces, as this was the prime reason that we applied for the "residents parking permits" to stop business people parking and taking up resident parking spaces. To lose 4 spaces really defeats the object. Where will resident park their cars? On Warley Hill, causing congestion there, in The Dell, annoying our neighbours in that road? Both of which already have parking restrictions in force. The simplest and best solution is to have just the two areas for "no waiting" in front of the sub-station and between nos: 14 and 16, and to approve residents parking permits.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
16	<p>The proposal to remove parking spaces outside nos. 15-17 Hammonds Lane will not be sensible in my view as I do not consider that the imposition of double yellow lines around the whole bend will improve safety in the road, as residents will be encouraged to double park further down thus narrowing the roadway and causing another hazard.</p> <p>Some residents have created parking spaces by filling in their gardens, but not created a drop kerb - before the scheme is implemented it would be wise to ensure what the legal position is as presumably someone maybe able to park across their access and block their exit quite legally - or is this not so ? It is an important point as residents need to know where they can park properly when the permit scheme is in force.</p>	Objection Noted. DYL's implemented to enforce Highway Code. Illegal driveways would need to be investigated by Essex County Council.
17	<p>To who this may concern</p> <p>I have moved in to Hammonds lane with no parking and have just found that double yellows are to be put at the bend of the road. This should be allocated parking for for the maisonettes with no driveways. This will be a nightmare for my life as I will have no where to park when I get in late from work with my children. Can you please not do this as it will badly affect and put massive strain on the residents in the</p>	Objection Noted. DYL's implemented to enforce Highway Code.

	maisonettes with no parking lives.	
18	<p>We are residents of Hammonds lane and we had originally voted for residents parking to increase the number of parking space in the road which are being taken by local workers and commuters during the week as well as at the weekend. We are hugely disappointed to now find out that there is a proposal for double yellow lines around the bend from number 15-17. This removes parking spaces for people who live down this road who do not have any off road parking spaces in front of their properties.</p> <p>The current proposals do not address the issues for parking at the weekends and to pay for parking permits where now there will be fewer available spaces seems counterintuitive. We do not see how this resolves any of the parking issues. In our time living here in 3 and half years we have never witnessed any accidents or seen issues with parking on this bend. This road is a cul de sac and never have we had problems with people driving wrecklessly down here .</p> <p>That should lead you to putting double yellow lines down on this part of the road Therefore we remove our support for the curent proposal of Residents Parking , this makes no sense what so ever.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
19	<p>Following the letter sent 21/01/19, I would like you to explain that by forcing us to buy a resident parking permit for £34 for a year, how is this going to guarantee us a parking space down Hammonds Lane? You are just looking to make money off us residents but can not give us a guarantee of a space, how do you justify doing that? We are having to park our car up on Warley hill most of the time, so what is this £34 going towards??</p> <p>I look forward to hearing your response</p>	Objection Noted. Permit schemes are self-funded. Permit's require charges for maintenance and enforcement.
20	<p>I am writing to you to object to part of the permit parking area scheme planned for Hammonds Lane, Warley (On-Street Parking and Waiting Restrictions) (Amendment no. 39) Order 201.</p> <p>The part I am objecting to is the extension of the double yellow lines on the north side of the lane from house no.15 to no.17. The reason for requiring a resident parking scheme was to stop the parking space being taken up by workers from the nearby business park, leaving nowhere for residents. The parking in Hammonds Lane in the evening when people are returning home from work is difficult at best and impossible at worst. This has been exacerbated by the recent influx of buy to rent landlords turning the front gardens into parking areas (with no dropped kerb) thus</p>	Objection Noted. DYL's implemented to enforce Highway Code.

	<p>leaving nowhere for the upstairs residents to park. An extension of the double yellow lines is going to remove 4 to 5 parking spaces, which means 4 to 5 more cars will have to park out on the main road over night, which I think would be more likely to cause an accident than being parked in Hammonds Lane. I have lived Hammonds Lane and have never known there to be an accident on that bend.</p> <p>I hope you will take my objections into consideration when deciding on the future of parking in Hammonds Lane.</p>	
21	<p>I am writing to you about this scheme, which was voted for in principle, in order to free up daytime parking spaces for its residents.</p> <p>I understand that there is an added proposal for double yellow lines around the bend in the road.</p> <p>I would like to voice my opinion that this is not a good idea as it would remove three to four spaces instead of increasing parking for its residents, therefore I would respectfully urge you to drop this proposal for any increase in double yellow lines.</p> <p>I would like to add that I have been resident for over thirty years and am not aware of any accident or other problems at this bend and those with a longer residence than I will also confirm this.</p> <p>If the proposed yellow lines is not dropped then unfortunately I will withdraw my support for this scheme.</p> <p>I would be grateful for your comments regarding this matter.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
22	<p><b>PERMIT PARKING AREA</b></p> <p>We would like to support the proposal for a permit parking area in Hammonds Lane as set out in your letter of 21st January 2019.</p> <p><b>ADDITIONAL PROPOSAL FOR THE EXTENSION OF DOUBLE YELLOW LINES</b></p> <p>In view of the demand for parking in Hammonds Lane, we do not support the extension of double yellow lines for the whole bend. As there is a layby on the other side, we feel that the yellow lines should not extend for the entire bend, but come to a stop once past the BT cover sited on the pavement.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
23	<p>Thank you for your letter of 6 February with regard to the above proposal for Hammonds Lane parking.</p> <p>There is certainly a line of sight problem on the bend in this road but an extension of double yellow lines as far as proposed would certainly, too, reduce the amount of parking space available. Perhaps the extension of the lines to just past the sub station would be acceptable? This would prevent the parking of a car on the</p>	Objection Noted. DYL's implemented to enforce Highway Code.

	<p>pavement which forces pedestrians to walk out into the road (often a mother with a pram) on the crown of the bend.</p> <p>There have been no accidents on the corner as far as I know. Perhaps the committee might take this into consideration.</p>	
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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Tuesday 3 October 2019 – 2.00PM**

**AGENDA ITEM 5**

<b>Subject</b>	<b>The South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201*</b>  Relating to Woodman Road, Warley.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201\*

**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; 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. | <u>Background</u> |
|----|-------------------|

1.1	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Woodman Road, Brentwood.</p>
1.2	<p>On 4 September 2017, the SEPP received a completed application form from a resident requesting the existing double yellow lines in Woodman Road, at its junction with The Chase be extended from the current 5 metres to 10 metres to improve sight lines when exiting The Chase. The request is supported by a 37-signature petition and two County Councillors.</p> <p>The request does not meet ECC safety and congestion criterion. There have been no recorded accidents in the last 3 years.</p> <p>It was agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to extend the current parking restrictions. It is estimated at £1500. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.3	<div data-bbox="437 893 1212 1341" data-label="Image"> <p>A photograph taken from the driver's perspective looking out the left side window of a vehicle. A black pickup truck is parked on the left side of the road. In the background, there are trees and a building. The side mirror of the vehicle is visible on the right edge of the frame.</p> </div> <p data-bbox="560 1341 1096 1375">View to the left when exiting The Chase</p> <div data-bbox="434 1408 1212 1836" data-label="Image"> <p>A photograph taken from the driver's perspective looking out the right side window of a vehicle. A black SUV is parked on the right side of the road. In the background, there are trees and buildings. A timestamp '13.10.2017 11:26' is visible in the bottom right corner of the image.</p> </div> <p data-bbox="550 1836 1106 1870">View to the right when exiting The Chase</p>

1.4	<p><b>SEPP Policy – 1.6</b></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>
1.5	<p><b>SEPP Policy – 7.1</b></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 Enquirer and on site on 24 January 2019, 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	The Proposed Order is to extend the current length of double yellow lines from 5 metres either side of the junction with The Chase to 10 metres either side.
1.8	When the Order was published on 24 January 2019 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 Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made as sight lines are currently inadequate.
<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 resident of Woodman Road dated 5 February 2019	Objection
2	Email from resident of Woodman Road dated 6 February 2019	Objection
3	Email from resident of Woodman Road dated 6 February 2019	Objection
4	Email from resident of Woodman Road dated 8 February 2019	Objection
5	Email from resident of Woodman Road dated 10 February 2019	Objection
6	Email from resident of Woodman Road dated 12 February 2019	Objection
7	Email from resident of Woodman Road dated 12 February 2019	Objection
8	Letter from resident of Woodman Road dated 12 February 2019	Objection
9	Letter from resident of Woodman Road dated 12 February 2019	Objection
10	Letter from resident of Woodman Road dated 12 February 2019	Objection
11	Letter from resident of Woodman Road dated 12 February 2019	Objection
12	Letter from resident of Woodman Road dated 12 February 2019	Objection
13	Letter from resident of Woodman Road dated 12 February 2019	Objection
14	Letter from resident of Woodman Road dated 12 February 2019	Objection
15	Letter from resident of Woodman Road dated 12 February 2019	Objection
16	Letter from resident of Woodman Road dated 12 February 2019	Objection
17	Letter from resident of Woodman Road dated 12 February 2019	Objection
18	Letter from resident of Woodman Road dated 12 February 2019	Objection
19	Letter from resident of Woodman Road dated 12 February 2019	Objection
20	Letter from resident of Woodman Road dated 12 February 2019	Objection
21	Letter from resident of Woodman Road dated 12 February 2019	Objection
22	Letter from resident of Woodman Road dated 12 February 2019	Objection
23	Letter from resident of Woodman Road dated 12 February 2019	Objection
24	Letter from resident of Woodman Road dated 12 February 2019	Objection
25	Letter from resident of Woodman Road dated 12 February 2019	Objection
26	Letter from resident of Woodman Road dated 12 February 2019	Objection
27	Letter from resident of Woodman Road dated 12 February 2019	Objection
28	Letter from resident of Woodman Road dated 12 February 2019	Objection
29	Letter from resident of Woodman Road dated 12 February 2019	Objection
30	Letter from resident of Woodman Road dated 12 February 2019	Objection
31	Letter from resident of Woodman Road dated 12 February 2019	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019

Representations & responses relating to <b>Woodman Road, Brentwood.</b>		
Ref	Representation -	Technician response -
1	<p>To whom it may concern,</p> <p>I am writing to you today to strongly object to the proposed order to <b>'introduce a 'No Waiting at Any Time' from a point 10 metres northeast of its junction with The Chase in a south-westerly direction to a point 10 metres southwest of its junction with The Chase.'</b></p> <p>This would take the current double yellow lines fully outside mine and my neighbour's house forcing us to find daily alternative parking outside other resident's homes where parking is already extremely competitive, without fair consideration of the livelihood of us as residents and creating future parking issues further along the road.</p> <p>It was noted that there has been 'concerns raised by residents', please can you confirm how many residents?</p> <p>You have noted that the necessary protection to the junction is 10 metres as per the Highway Code, but this is exempt 'in an authorised parking space' which ours are.</p> <p>Secondly if the council wish to use this argument, please can you confirm why this has not been imposed on the 13 other junctions on Woodman Road?</p> <p>I propose a fairer and more sensible solution to all residents involved would be to install a twin traffic mirror on the lamppost directly opposite the junction The Chase and / or speed bumps at both points prior to the junction would prove more effective at both reducing speed on approach and giving time for viewing by mirrors, which would solve the 'sight-line issue' without the huge negative impact on our daily lives and creation of safety concerns for our and neighbours children who will have to cross roads getting to and from their parents cars. This decision has the potential to cause more road traffic accidents in the area.</p> <p>Woodman road is unfortunately used as a cut through and traffic often exceeds the speed limit, surely this is the real issue.</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code. Authorised parking spaces are only marked by bays. Speeds bumps would be implemented by ECC.</p>
2	<p>I am contacting you to object to the proposed changes to parking restrictions adjacent to the Chase in Woodman Road, Warley.</p> <p>The proposed change from five metres to ten metres will have virtually no effect</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code.</p>

	<p>on vehicular access to and from the Chase. However it will result in the loss of more parking spaces forcing residents to park opposite to their houses causing more congestion and making access to the Chase more difficult.</p>	
3	<p>I have today become aware of a plan to extend the length of the double yellow lines on Woodman Road either side of Chase Road and wish to make an official objection to this. Residents of this part of Woodman Road, with no off street parking, already have minimal parking along Woodman Road and will be forced to park on the opposite side of the road creating a dangerous chicane effect on a road that suffers frequently with speeding cars. The parking is also exasperated by the Brave Nelson pub staff and customers parking in the road and is set to get worse with their approved plans to reduce the size of their own car park and build a 40 head restaurant - with no extra car parking more customers will be wanting to park along Woodman Road and will cause even more problems when combined with this proposition.</p> <p>This road also suffers with commuter parking as all roads closer to the railway station already have restrictions giving residents even less options.</p> <p>If this proposal goes ahead, I would be interested to know where you think i can safely park my car (and any visitors).</p> <p>The entrance to Chase Road has not changed, however I would not have purchased my property if there was no available street parking outside my house and lack of parking will certainly affect the value of the property.</p> <p>I feel the solution here is to properly control the speed of the traffic, install mirrors as is common for junctions with lower visibility and issue residents parking permits (as are in place on other parts of the road) - meaning pub customers and commuters will not cause extra congestion.</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code. Mirrors on junctions would be implemented by ECC with DfT approval.</p>
4	<p>This email is in response to the changes to the parking restrictions on Woodman Road on the junction with The Chase (Amendment No39 to Order 201).</p> <p>The visibility at the minor junction between The Chase and Woodman Road is already sufficient. And the change to double the length of the double yellow lines (from 5m each side) will not increase visibility in any material way, and will not increase the safety of road users in any way. This [The Chase to Woodman Road] is a minor junction with very few road users utilising this junction. Lanes such as this by their very nature have a limited view when pulling out onto more major roads, which will not be improved by the proposed changes.</p> <p>This is not an effective implementation of parking restrictions and does not meet the needs</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code. Speeds bumps would be implemented by ECC.</p>

	<p>of all road users, excessively and unnecessarily prioritising residents of The Chase (with a change that will offer no benefits to anyone) and negatively effecting residents of Woodman Road (excessive parking restrictions).</p> <p>These changes will not result in a better and safer environment for all, but will further reduce key car parking spaces on Woodman Road, resulting in an increase in "double parking" with the inherent dangers and congestion.</p> <p>A decision of this nature should be purely based on the facts. How many fatal accidents occur per annum at the junction between The Chase and Woodman Road? I suspect the incidence of fatal accidents is zero, and there is no objective reason for this change. This application is purely emotive, based on biased opinion, when it should be based purely on facts.</p> <p>Junctions by their very nature are where additional care needs to be taken when driving. With this proposed change the angle of sight will merely decrease from circa 19 degrees to circa 10 degrees. If residents of The Chase are struggling to see now, they will still struggle to see in the future. They will still have to pull out slowly and with due care, which is what they already have to do today. If you take the argument for this change to its logical conclusion then cars parked on the road (who have worse visibility when pulling out onto Woodman Road than The Chase) and cars pulling out of their driveways (who also have worse visibility when pulling out onto Woodman Road than The Chase) will need to leave 10m gaps between each other (to ensure they have equivalent visibility when pulling out from a car parking space and out of a driveway), which is clearly impractical and unworkable like this proposed change.</p> <p>There is already insufficient parking available on Woodman Road. we need to be able to park near our residence. Policy changes like this will force families to move away from Woodman Road.</p> <p>The council needs to take a more holistic approach to this problem: to reduce the speed of traffic; and to reduce the amount of traffic on Woodman Road. That is the real problem. Current changes are incoherent and are not providing a solution to the real problem. They will just make it impossible for residents to park on Woodman Road and will not help residents of The Chase.</p>	
5	<p>parking amendment I wish to object to the proposal to lengthen the no waiting restriction on Woodman Road either side of The Chase. It will make parking for residents significantly more difficult. On road parking is already very difficult on Woodman Road. I do not believe that this will improve safety. Decreasing the availability of on road parking may in fact worsen</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code.</p>

	safety as at present it helps to slow through traffic. I believe that the present 5 metres restriction either side of the junction is adequate and appropriate.	
6	<p>We would like to formerly register our objection to the proposed increase of the double yellow lines either side of The Chase/Woodman Road.</p> <p>For The following reasons;</p> <ul style="list-style-type: none"> <li>-There are in excess of 20 cottages that have no option other than to park on Woodman Road outside or near to their properties, they have no off street parking , this will mean a loss of available parking.</li> <li>-We already have to compete with daily commuters to London,visitors to residence,tradesman,customers visiting The Brave Nelson Public House for any available parking space.</li> <li>-The Brave Nelson rents out its car park daily to a bank for their employees to park which means customers for the pub park in Woodman Road.The pub has also been granted planning permission for a restaurant,which will increase the number of cars wanting to use an already inadequate car park therefore forcing them to park in Woodman Road.</li> <li>-There have been no road accidents at this junction - we have lived here for over 30 years. So what is the reason for this increase to the yellow lines.</li> <li>-Even by increasing the yellow lines the residence of The Chase angle of vision will no improve.</li> <li>-This alteration will force the residence of Woodman road to park on the opposite of the road causing even more of a hazard.</li> <li>-Woodman Road is part of the Community Speed Watch scheme such is the speed the cars travel the road.I'm a volunteer and have carried out a number of sessions over the last couple of years, with a speed gun,in effort to slow the traffic down</li> <li>-What needs to be addressed first is the speed at which the cars travel the road,even with speed humps,which are totally ineffectual, with a majority of cars are doing 40/50 mph and some even faster.</li> <li>-The cars parked in Woodman Road slow the speed of the traffic more than the speed humps but even then speeding cars mount the pavement rather than wait for the on coming traffic.</li> </ul>	<p>Objection Noted. DYL's implemented to enforce Highway Code. Permit parking allows only residents &amp; visitors to park within the zone. Speeds bumps &amp; road layout changes would be implemented by ECC.</p>

	<p>-Woodman Road is used as a cut through by cars who want to get to Warley Hill but don't want to use Devils Head Cross Roads and then Eagle Way and then the reverse.Over 2,000 cars use Woodman road daily,I know as I have counted them,including 40 foot lorries belonging to Wilkos and JD Sport.</p> <p>-There are a lot of pedestrians who use Woodman Road , children walking to the local schools,mothers with young children going to the local park,the elderly going about their normal daily life.</p> <p>-There is a huge program of proposed parking restrictions/residence parking in this area,where does he council think the residence are going to put there cars,they don't just disappear ,it will just cause a problem some where else.</p> <p>A solution which could resolve the parking/speeding and the volume of traffic in Woodman Road would be to close the road off at the junction with Harstwood Road then the cars wishing to get to Warley Hill would have to use The Devils Head Crossroads junction then Eagle way to get there.Then perhaps the council after years of talking and doing nothing could have a proper round about built at Devils Head Crossroads where there have been numerous accidents over the years we have lived here.The closing of Woodman Road at its junction with Harts wood Road was a proposal by the council some years ago so why not look at it again</p> <p>In summary its about time the council stopped using sticking plaster to try and resolve the issues in Woodman Road when we all know it needs surgery!!!!</p>	
7	<p>I am writing to you as the nominated delivery agent for the Woodman Road residents who have written objections to the proposed amendment 39/Order 201 at the junction of The Chase and Woodman Road. The individual objection letters are attached to this email but additionally the original copies of the objection letters are being delivered to the Chelmsford City Council offices.</p> <p>The objections to the proposed scheme have the full support of Councillor David Kendall (Essex) and Councillor Nigel Clarke (Warley) who have serious concerns with the proposed amendment and please feel free to contact them directly.</p> <p>Should you wish to contact the residents in respect of their objections letters you may do so by writing to them at the address provided or if permitted by replying to this email whereupon all correspondence will be delivered to the relevant party.</p>	Objection Noted.
8	I am writing to raise my objection to the proposed amendment to increase the no-waiting at	Objection Noted. DYL's

	<p>any time restriction at the junction of Woodman Road/ The chase from the current 5 metres to 10 metres. I contend that the safety aspects of the proposed amendment can be adequately and reasonably addressed by alternative measures that I will outline whilst the proposed amendment will increase and exacerbate the congestion and passing/re-passing of the public highway in Woodman Road. The safety aspect of "line of view" upon entry to Woodman Road at the junction can be easily addressed via mirrors placed on a council street lamp directly opposite the junction and if considered with speed control measures by seeking the backing of Essex Highways to locate additional speed ramps at the approach to the junction. This would further reduce speed and increase safety. In addition, I further contend that the proposed amendment will increase congestion and the passing and re-passing along this section of Woodman Road as residents seek to park on the opposite side of the road and into those areas of the road without parking restrictions which will only lead to further restrictions in an attempt to resolve, thus leading to yet further congestion – an unnecessary and self-defeating cycle. I further object on the basis that safety will be significantly decreased for those Woodman Road residents with children or the elderly and disabled/infirm due to the risk of accident and harm as residents would be required to cross the busy road to get to their cars. This is difficult enough in normal circumstances but with children this is potentially life changing. In the event the unthinkable were to occur the culpability and resultant liability due from the decision process is clear and I believe Essex County Council must rightly be concerned. Whilst I understand that residential parking is not a primary concern of the SEPP, I believe that to restrict parking by this amendment when the safety issues can be achieved by alternate means, without the potential for increasing congestion is unnecessarily damaging to the lives of Woodman Road residents and will not be beneficial to the area.</p>	<p>implemented to enforce Highway Code. Mirrors on junctions would be implemented by ECC with DfT approval. Speed bumps would also be introduced by ECC.</p>
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	<p>to 10 metres. I contend that the safety aspects of the proposed amendment can be adequately and reasonably addressed by alternative measures that I will outline whilst the proposed amendment will increase and exacerbate the congestion and passing/re-passing of the public highway in Woodman Road. The safety aspect of "line of view" upon entry to Woodman Road at the junction can be easily addressed via mirrors placed on a council street lamp directly opposite the junction and if considered with speed control measures by seeking the backing of Essex Highways to locate additional speed ramps at the approach to the junction. This would further reduce speed and increase safety. In addition, I further contend that the proposed amendment will increase congestion and the passing and re-passing along this section of Woodman Road as residents seek to park on the opposite side of the road and into those areas of the road without parking restrictions which will only lead to further restrictions in an attempt to resolve, thus leading to yet further congestion – an unnecessary and self-defeating cycle. I further object on the basis that safety will be significantly decreased for those Woodman Road residents with children or the elderly and disabled/infirm due to the risk of accident and harm as residents would be required to cross the busy road to get to their cars. This is difficult enough in normal circumstances but with children this is potentially life changing. In the event the unthinkable were to occur the culpability and resultant liability due from the decision process is clear and I believe Essex County Council must rightly be concerned. Whilst I understand that residential parking is not a primary concern of the SEPP, I believe that to restrict parking by this amendment when the safety issues can be achieved by alternate means, without the potential for increasing congestion is unnecessarily damaging to the lives of Woodman Road residents and will not be beneficial to the area.</p>	<p>Code. Mirrors on junctions would be implemented by ECC with DfT approval. Speed bumps would also be implemented by ECC.</p>
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	County Council must rightly be concerned. Whilst I understand that residential parking is not a primary concern of the SEPP, I believe that to restrict parking by this amendment when the safety issues can be achieved by alternate means, without the potential for increasing congestion is unnecessarily damaging to the lives of Woodman Road residents and will not be beneficial to the area.	
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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 6**

<b>Subject</b>	<b>THE SOUTH ESSEX PARKING PARTNERSHIP (BOROUGH OF BRENTWOOD) (WAITING, LOADING AND PARKING CONSOLIDATION) (VARIATION NO.39) ORDER 201*</b>  Relating to, Linden Rise, Conifer Drive, Blackthorn Way & Gifford Place, Warley.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (Waiting, Loading and Parking Consolidation) (Variation No.39) Order 201\*

**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 withdrawn in its entirety; 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 Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -

The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Linden Rise, Conifer Drive, Blackthorn Way & Gifford Place, Warley.

1.2


On 18 September 2017, the SEPP received a completed application form from a resident of Linden Rise requesting a resident permit parking scheme to deter all day non-resident parking. The application form contained a petition signed by 53 residents of Linden Rise, Blackthorn Way, Gifford Place and Conifer Drive, and the local Councillor.


On 12 January 2018, the carried out an informal consultation with all residents of the roads listed below. The results were: -

1.3

Road	Number of properties	Number of responses	Response rate	In favour of permit parking	% respondents in favour	Not in favour of permit parking
Linden Rise	25	15	60%	10	67%	5 (33%)
Conifer Drive	33	23	70%	16	70%	7 (30%)
Gifford Place	12	11	92%	4	36%	7 (64%)
Blackthorn Way	5	1	20%	1	100%	0

1.4





1.5

Gifford Place and Blackthorn Way did not meet the required response rate, or the majority of respondents are not in favour of a permit scheme. The majority of respondents for Linden Rise and Conifer Drive opted for a Monday to Friday, 10am to 11am resident permit parking scheme.

It has been agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme for Linden Rise and Conifer Drive only but to include double yellow lines on the roundabout and all junctions off the roundabout and provide the necessary Traffic Regulation Order. It is estimated at £2000. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.

1.6	<p><b>SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)</b></p> <p>* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.</p> <p>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</p> <p>* The majority of residents have no off-street parking facilities available to them – not met.</p> <p>* The majority of residents are in favour of such a scheme – met</p> <p>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to unrestricted roads.</p> <p>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</p>
1.7	The Order was originally published in the Enquirer and on site on 24 January 2019, 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	The Proposed Order is for a Resident Permit Parking Area Monday to Friday 10-11am Zone F and double yellow lines on the roundabout and junctions.
1.9	When the Order was published on 24 January 2019 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	Correspondents have made a number of points which lead them to believe the Order should not be pursued as advertised. The Lead Councillor, Lead Officer and Technician agree that the SEPP should not implement a scheme without double yellow lines as advertised. Currently, vehicles park on the roundabout. This has caused larger vehicles to overrun the roundabout and has resulted in damage. Therefore, the scheme that has been advertised is the only scheme that SEPP would advocate. Therefore, the recommendation is to withdraw the scheme in its entirety.
<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 resident of Conifer Drive dated 24 January 2019	Objection
2	Email from resident of Linden Rise dated 25 January 2019	Objection
3	Email from resident of Linden Rise dated 26 January 2019	Objection
4	Email from resident of Conifer Drive dated 26 January 2019	Objection
5	Email from resident of Linden Rise dated 26 January 2019	Objection
6	Email from resident of Conifer Drive dated 27 January 2019	Objection
7	Email from resident of Conifer Drive dated 27 January 2019	Objection
8	Email from resident of Linden Rise dated 28 January 2019	Objection
9	Email from resident of Conifer Drive dated 28 January 2019	Objection
10	Email from resident of Linden Rise dated 29 January 2019	Objection
11	Email from resident of Conifer Drive dated 29 January 2019	Objection
12	Email from resident of Linden Rise dated 30 January 2019	Objection
13	Email from resident of Conifer Drive dated 30 January 2019	Objection
14	Letter from resident of Conifer Drive dated 31 January 2019	Objection
15	Email from resident of Linden Rise dated 1 February 2019	Objection
16	Email from resident of Conifer Drive dated 1 February 2019	Objection
17	Email from resident of Conifer Drive dated 3 February 2019	Objection
18	Email from resident of Conifer Drive dated 3 February 2019	Objection
19	Email from resident of Linden Rise dated 5 February 2019	Objection
20	Email from resident of Linden Rise dated 5 February 2019	Objection
21	Email from resident of Conifer Drive dated 6 February 2019	Support
22	Email from resident of Linden Rise dated 8 February 2019	Support
23	Email from resident of Conifer Drive dated 7 February 2019	Objection
24	Email from resident of Linden Rise dated 9 February 2019	Objection
25	Email from resident of Linden Rise dated 10 February 2019	Objection
26	Email from resident of Conifer Drive dated 10 February 2019	Support
27	Email from resident of Conifer Drive dated 09 February 2019	Objection
28	Email from resident of Conifer Drive dated 11 February 2019	Support
29	Email from resident of Linden Rise dated 11 February 2019	Support
30	Email from resident of Gifford Place dated 11 February 2019	Objection
31	Email from resident of Gifford Place dated 12 February 2019	Objection
32	Email from resident of Gifford Place dated 13 February 2019	Objection
33	Email from resident of Gifford Place dated 13 February 2019	Objection
34	Email from resident of Gifford Place dated 13 February 2019	Objection
35	Email from resident dated 14 February 2019	Objection
36	Email from resident dated 14 February 2019	Objection
37	Email from resident dated 14 February 2019	Objection
38	Email from resident of Gifford Place dated 14 February 2019	Objection
39	Email from resident of Linden Rise dated 14 February 2019	Objection
40	Email from resident of Gifford Place dated 14 February 2019	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019

Representations & responses relating to Linden Rise, Conifer Drive, Blackthorn Way & Gifford Place, Warley		
Ref	Representation -	Technician response -
1	<p>Ref: SEPP/BRE/AMD39</p> <p>I am writing to object to the planed parking restrictions to Conifer Drive and surrounding roads as I personally feel that the residents have no issues with parking.</p> <ul style="list-style-type: none"> <li>- There are available parking spaces on the roundabout at the junctions of Blackthorn way, Conifer Drive and Linden Rise.</li> <li>- In Conifer Drive, there are currently no issues with resident parking, there are always spaces to park.</li> <li>- This will must be seen as a "cash opportunity" for the Council as there are currently no parking issues.</li> </ul> <p>There's opportunity for the Council to reduce the parking charges in the town's car parks that would encourage people to park there and not use local residential roads.</p>	<p>Objection Noted. Car park tariffs are down to Brentwood Council and are not something we manage. DYL's implemented to enforce Highway Code.</p>
2	<p>I would like to make an official objection to the proposed plans for this site and have listed below my reasons.</p> <p>1) At proposed time restriction of 10am-11am the parking or cars (residential or other wise) in Linden rise is none existent.(photo attached) The photo was taken 23/01/2019 at 10.37am</p> <p>2) The vote undertaken by yourselves seems to be flawed, with the relation of the percentages of households this effects. For example, Every household had the opportunity to vote. However 33% of the houses in Linden and Conifer, are outside the restricted zone.</p> <p>3) When the vote was originally put to the residents, I (and others after speaking to them) thought it was a whole estate or nothing. Was upset to see the estate would be broke up into bits.</p> <p>I can only imagine this is to get a foot hold onto this estate. Anyone who doesn't</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code.</p>

	<p>wish to buy a permit will simple park there car in the other roads.(Brackens, Blackthorn, Gifford)</p> <p>This will make it easier to take control of these roads at a later date, once these residents of these road are fed up with a new parking problems.</p> <p>4) The front of the property is in the restriction zone.However, the access to my drives are outside the restricted zone.</p> <p>I already have problems with my neighbours, restricting my access to these garages, by parking irresponsibly.</p> <p>I can see your plans potentially forcing more cars to park in this zone, causing me more stress.</p> <p>5) Last but not least, the yellow lines.Residents from all surrounding roads, use the roundabout as night time parking.</p> <p>Again, all that is going to happen is that these surrounding roads will become busier at night. (outside any restriction)</p> <p>We will also have yellow lines, when Woodman road has none to the right of the estate exit.(Blackthorn).</p> <p>That just doesn't make sense.</p> <p>In summery, parking on the estate is not perfect. However I feel that restricting parking is far from the answer.</p> <p>Superseding one set of problems with another set is crazy.Its non progressive!!</p> <p>Also Fords is relocating its Brentwood Headquarters to Dunton,Basildon. This in itself will reduce any rough parkers.</p> <p>I believe that any parking problems are caused by the residence and not commuter traffic.</p> <p>It is very difficult to truly get my true feelings across in an email.</p> <p>If you would like to discuss any of my points or need any clarification, please do not hesitate to contact me.</p> <p>I am open to a phone meeting or in person.</p> <p>I look forward to your continued assistants regards this matter.</p>	
3	<p>I am writing to object to the the proposed parking permit scheme for Linden Rise and Conifer Drive, also I strongly object to the proposal for double yellow lines to be installed on the roundabout. When we first were petitioned for parking restrictions for our road we never applied for yellow lines around the roundabout, so I do not understand why this is now part of the proposal? The roundabout is wide</p>	<p>Objection Noted. DYL's implemented to enforce Highway Code.</p>

	<p>enough to accommodate parking, and there is such limited parking within our estate that taking away these spaces will mean there will be no additional parking for visitors or families that have more than 1 car. If this is implemented I would have to move as we have 2 cars and our drive only fits one car, and our road, Linden Rise, is too narrow to safely park a car outside our house on a regular basis. I feel the roundabout only needs to have parking restrictions between 10-11am on weekdays.</p>	
4	<p>I am replying to your letter ref SEPP/BRE/AMD39 dated 21 January 2019, and <u>wish to record my opposition</u> to the proposed parking controls on the following basis:</p> <ul style="list-style-type: none"> <li>a) If double yellow lines are applied to the roundabout and junctions referred to, the vehicles currently parking there will in all likelihood be displaced into Conifer Drive and will, as was the case a few years ago, park in the street in such a way as to make access to and from my driveway impossible.</li> <li>b) This process to enact a TRO has taken some time to reach this stage, and as the volume of vehicles parking on the street in Conifer Drive appears to have reduced considerably in the last 18 months, I would request a deferral of the scheme until a new traffic survey or other analysis and consideration has been completed to prove that the restrictions proposed remain necessary, and are in fact in the best interests of residents.</li> </ul>	Objection Noted. DYL's implemented to enforce Highway Code.
5	<p>I have two comments:</p> <ol style="list-style-type: none"> <li>1. Double Yellow Lines at the Roundabout (junction of Linden Rise / Blackthorn Way / Gifford Place / Conifer Drive). The use of these will impinge on parking for visitors at weekend and outside of the restricted parking time. In addition it will cause a problem for overflow parking for people who have more than one car and can not park both outside their houses</li> <li>2. Company Supplied vehicles do not seem to be eligible for a permit as they will not be register to the users address. Again this will cause issues for us as we have such a vehicle.</li> </ol>	Objection Noted. DYL's implemented to enforce Highway Code.
6	<p>In reference to the above I am a resident on Conifer Drive and would like to register my objection.</p> <p>During the consultation period I opposed the parking restrictions proposal mainly due to disruption this would potentially caused to me, my visitors and my business. I am an Ofsted registered childminder with parents visiting, collecting/dropping off, attending my setting for both settling in periods and consultations. I need my parents with small children to be able to park within easy reach of my property,</p>	Objection Noted. DYL's implemented to enforce Highway Code.

	<p>without this my business is at risk of survival. The number of local childminders is already low, I am sure you understand and can appreciate that I provide an invaluable service to parents of small children within the local community. Therefore this further proposal of double yellow lines on the Blackthorn/Conifer/Gifford &amp; Linden and the no waiting restrictions is both impractical and detrimental to me. I would further like to add these proposals where not proposed during the initial consultation period.</p>	
7	<p>With regards to your letter dated <a href="#">21.01.2019</a> regarding the proposal for a permit parking area within Conifer Drive and Linden Rise, please note our objection to the proposal. The reasons for our objection are outlined below.</p> <p>A number of residents currently park on the roundabout at the entrance of Blackthorn Way. If this was to be made 'no parking at any time' then residents will be forced to park on Conifer Drive, Gifford Place and Linden Rise, in the permit only areas. This will cause issues as there is not enough parking space along these roads to accommodate the amount of residents cars. Many households within this residential area have at least 2 cars.</p> <p>We would be interested on your views of how it is intended to manage this issue, given the already limited parking space?</p> <p>We have lived on Conifer Drive and have never experienced any problems with our own, or anybody else's parking. If this proposal was to go ahead it would lead to lack of space for residents. The roads would become overly congested, making it difficult for large vehicles to manoeuvre, and for residents to enter and exit their driveways. There are also too many dropped curbs to facilitate adequate parking spaces, and with the further proposal of introducing visitors passes, our concern is that there is simply not enough room.</p> <p>Please can our objection be noted and considered, in light of the reasons set out above,</p>	Objection Noted. DYL's implemented to enforce Highway Code.
8	<p>Further to your letter dated 21st January 2019 my wife Sandra Farmer, my son Adam Farmer and I, all <b>object</b> to the proposed permit parking area which will form part of Zone F in Linden Rise and Conifer Drive Warley Brentwood.</p>	Objection Noted
9	<p>With reference to the above we have received correspondence from you. We are both against the double yellow lines proposed on the roundabout as this is used by residents and visitors and is definitely not needed. This was never spoken about by the council and residents and I really can't understand why this has been</p>	Objection Noted. DYL's implemented to enforce Highway Code.



	<p>proposed. We would be totally opposed to it.</p> <p>We would also be against the permit parking. A few months ago the parking was quite bad around here, hence the petition, but it has improved so I can't see what the point would be it is just another tax we would have to pay.</p>	
10	<p>I wish to formally object to the planned parking restrictions being proposed under reference SEPP/BRE/AMD39 order 201.</p> <p>The proposals outlined differ from the initial proposition to the residents at the outset. The roundabout off of which the 4 residential streets are accessed was never mentioned in the initial proposal but is now included and is flagged as being double yellow lined restricting parking on the roundabout at all times.</p> <p>Whilst I am in favour of some form of residential zoning I believe if the roundabout is to be reviewed as part of the proposal, then the proposed zoning should just be extended to cover the roundabout as well, as opposed to a complete ban on all parking at all times. The roundabout is wide enough to allow parking and traffic to use it at the same time and it offers essential parking for visitors to residents which is not always available on the 4 roads off of the roundabout. In addition, I believe that by removing the parking areas on the roundabout we will see an increase in the speed of vehicles as they travel round it due to the increase in space. This is an estate popular with families and I believe making this change will make the area less safe for children whilst outside playing.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
11	<p>The proposed no waiting yellow lines on the roundabout are not a viable solution to the parking issues in this area, the roundabout is used by residents and visitors as over flow parking mostly at weekends, by putting these restrictions in place it would penalise residents who in the main park sensibly, as a resident its never been an issue until commuters and office workers from countryside and Regus started parking here, parking over access ramps, on the pavements and on the corners of the junctions, i am in favor of resident parking only, perhaps marked bays on roundabout and yellow lines on the corners may be an alternative, the initial request from residents was only for resident parking, yellow line restrictions were never a consideration.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
12	<p>With regard to your letter date 21.1.19 regarding the above, I am writing to object strongly to the proposed Traffic Regulation Order including a proposal for a permit parking area and changes to parking restrictions in Zone F Linden Rise &amp; Conifer Driver.</p>	Objection Noted. DYL's implemented to enforce Highway Code.

	<p>I have lived at Linden Rise and have never encountered an issue with parking by other residents, visitors or commuters, either on the roundabout or in Linden Rise. As I understand it the person who first raised this issue is no longer resident in the area!! I have yet to meet a current resident who wants this scheme or any change to the current arrangements, as they work perfectly well. This scheme would therefore be a complete waste of tax payers money, in an area where there is not a problem. To put double yellow lines around the roundabout will effectively remove virtually all available parking for residents with more than one car and for their visitors. This scheme would mean, for example, that when my daughters visit with their young children, they will have to park out on Woodman Road in the permit area and carry bags and children all the way round to Linden Rise. They will then have to return to the car with their visitors permit. This is unacceptable and totally unnecessary. I, as a resident will be forced to pay for a residents permit and visitors permits, all for a scheme that I do not want.</p> <p>Why cause disruption and cost to residents who are perfectly happy with the way things are? It seems to me that this scheme which is supposed to be helping residents would, in fact cause them more cost, inconvenience and hardship. I would ask the Committee to withdraw this order in its entirety.</p>	
13	<p>Further to your letter dated 21 January and the parking restrictions mentioned therein. Firstly I do not understand why the proposal includes no waiting yellow lines on the roundabout and Blackthorn Way as this was never requested by the residents as this would not be a viable solution to the parking issues and would only penalise the residents. The whole issue was raised because of the inconsiderate parking of the commuters and surrounding office workers parking across access ramps, on pavements and on the corners of junctions.</p> <p>What I am in favour of is resident parking permits on all surrounding roads including the roundabout and Blackthorn Way.</p> <p>Please let me know of the time and date of any consultation meeting as I would like to attend.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
14	<p>I do not support the parking scheme proposal and I do not support yellow lines on roundabout. Everyone has hardly any front garden and would not be able to run ins for cars. The cars can't just go into mid-air.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
15	<p>I am contacting you today with reference to the "South Essex Parking Partnership, On Street Parking and Waiting Restrictions, Amendment No 39, Order 201"</p>	Objection Noted. DYL's implemented to enforce Highway Code.

<p><b>Background:</b>  I live at Linden Rise CM14 5UB.  residents have utilised a combination of parking facilities including: Their individual properties driveway Parking outside our own property (where access permits). On the nearby roundabout (Blackthorn Way).  This arrangement has worked extremely well for many years.  More recently, some <b>non</b>-residents have taken to parking on or around the roundabout (Blackthorn Way) and then walking to Brentwood station effectively using our area as a "commuter parking facility".  This has effectively reduced the amount of parking available for residents (which is already near full capacity).  Some months ago, some local residents started a petition to help stop non-residents parking here. All that was required was to implement a <b>simple</b> scheme which would allow residents the same facilities that have enjoyed for the past 30 odd years while restricting non-residents.</p> <p><b>Your Proposals for Blackthorn Way and surrounding roads.</b>  As I interpret the proposals made by SEPP there are 2 main restrictions being imposed/implemented: Resident Permit parking on some roads. - I don't particularly have a problem with this although I don't see it's required. A "No waiting at Any Time" on the roundabout.. <b>This I do have a real problem with</b>  All that was required was to stop non-residents parking here, but your proposal effectively removes approximately 12 parking spaces on the roundabout currently used by residents in an area where we are already at near capacity.  The effect of this will be that those residents who currently are quite happy parking on the roundabout will now be forced to spread out and park in the newly formed resident parking i.e outside my house !<b>The removal of parking from the roundabout will simply exacerbate the current problem.</b> I would politely suggest that either: Things are left exactly as they are right now. Simply extend the proposed resident parking to include the roundabout thereby allowing residents to continue as we have done for all these years. There has been much discussion among us residents (some polite, some not so much and some simply upset and disturbed) by the proposed plan, and at least 2 of my neighbours who have children at school and therefore require more than 1 vehicle say that without ample parking they will need to <b>sell their house and move</b> elsewhere. Surely this isn't what you want.</p>	
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	So, to conclude, I (and many of my neighbours who I understand are contacting you separately) simply request that a simple, equitable but above all <b>fair</b> outcome is achieved.	
16	I was initially in favour of a 1 hour parking restriction in Conifer Drive Brentwood but having seen the proposals I now object. If there are parking restrictions round the roundabout it will cause some residents a lot of problems. We all know there are too many cars but they have to go somewhere. I remain in favour of residents parking in Conifer Drive, with a one hour restriction.	Objection Noted. DYL's implemented to enforce Highway Code.
17	I would like to comment on the proposed permit coming in regarding blackthorn way roundabout I live at Conifer Drive and am totally against having double yellow lines on the roundabout, it will not work at all for local residents	Objection Noted. DYL's implemented to enforce Highway Code.
18	I am a resident at Conifer Drive Brentwood Essex. My property will be affected by the proposed parking restrictions and wish it be known that I object to this parking proposal I understand that an initial vote was taken for our whole estate where some residents in other areas were concerned about non resident parking. However only some of the roads are now subject to these parking restrictions and all this will do if there is an issue of non residents parking is move the problem to areas of the estate where no restrictions apply. The simple answer is to leave the parking as it currently is as in our road we have no issues with non residents parking Therefore please note that I object to this proposal	Objection Noted.
19	Further to your letter dated 21st January 2019, I object to the proposed permit parking area which will form part of Zone F in Linden Rise and Conifer Drive Warley Brentwood.	Objection Noted.
20	Further to the recent signage which has appeared on the Brackenswood estate detailing the proposed parking changes, I would like to register my opposition. Residents had asked for parking restrictions to be imposed to help with excessive commuter parking and to allow residents access to the limited parking that is available on this estate. I believe that the proposal to have resident only parking for an hour during the day is a good idea. By imposing this suggestion, it would reduce the numbers of commuters being able to park on this estate. However, the suggestion of putting double yellow lines on the roundabout would	Objection Noted. DYL's implemented to enforce Highway Code.

	<p>make the current parking issues, even worse. That combined with the suggested “no waiting” areas will just mean that the streets with no parking restrictions being imposed will be inundated with cars parking there (this includes Blackthorn Way, which as the only route into this part of the estate, will make coming and going onto the estate, even more hazardous).</p> <p>As far as I am aware, nobody had requested that the roundabout be completely free of cars and nobody had requested no waiting zones. The issue was concerned with commuters using the limited available parking on the estate rather than reducing the availability of resident’s parking.</p> <p>Finally, I believe that any proposal put in place should be undertaken on the whole estate rather than on a road by road basis. The estate is so small that by excluding one or more roads (due to lack of response or for any other reason) will worsen parking problems for any roads not included in any proposed change and this could have a detrimental effect to the entire estate.</p>	
21	<p>We write in support of the proposal to impose parking restrictions on Linden Rise and Conifer Drive (your reference SEPP/BRE/AMD39).</p> <p>Both the roundabout and Conifer Drive (including the turning point) tend to get blocked up with parked cars – this makes it difficult for all drivers, but in particular delivery vans, lorries and other large vehicles such as ambulances and utility vehicles. Consequently, the centre of the roundabout is damaged by large vehicles which have to mount the grass verge in order to be able get round. Often delivery vehicles use residents’ drives to turn around and some residents have difficulty getting out of their drives if cars are parked opposite. Furthermore, the pavement of Conifer Drive is increasingly unavailable to pedestrians, especially wheelchair and pushchair users, as cars are being parked fully on the pavement to mitigate the space issue in the road.</p> <p>We therefore strongly support a parking restriction of residents permits in Conifer Drive and double yellow lines on the roundabout.</p>	Support Noted
22	<p>I wish to confirm that I fully support the proposed scheme for Linden Rise. I do not wish to object to any part of the scheme as I believe this would delay the scheme. I would like to see the scheme implemented as soon as it is possible to do so.</p>	Support Noted
23	<p>Conifer Drive - I wish to register my objection to the proposal in its entirety. There is no problem whatsoever with parking on the estate during daytime hours and thus during the planned restriction time. Moreover, the plan to ban parking on the</p>	Objection Noted. DYL’s implemented to enforce Highway Code.

	<p>roundabout, not made known in the 'consultation' exercise last year means there will now be a dozen extra cars on the affected roads overnight and at weekends. There is already little room on the road during those times so you will be making the problem worse and charging for the privilege. As I understand it, I will not be eligible for a permit although apparently everybody else with a permit will be able to park in front of my house, and probably on the pavement. The bigger problem is residents parking on the pavements so the whole idea is total nonsense. Double yellow lines in Blackthorn Way between the roundabout and Woodman Road would be just as good though at least one of the residents on this stretch is a cause of the problems. As you do not plan to restrict parking in the narrow access to the estate which begs the problem as to why you are restricting everywhere other than the actual problem area. Generally, most people seem not to use their garages as they have bought cars which are too big or they are not capable of fitting them inside. Some have been converted for other use. Frankly the whole scheme looks like a money-raising plan that few people actually wanted. Moreover, restrictions on other roads are likely to have a knock-on effect on parking problems here. I find the allegation of complaints of non-residents parking in my road very suspicious, and it is more likely they have been prompted by certain people with a political axe to grind.</p>	
24	<p>I would like to object to the proposed parking restrictions for the brackenswood estate.</p> <p>We were not informed that there would be double yellow lines on the roundabout. I would not have agreed to the proposal if this had been made clear at the time.</p> <p>Also blackthorn way will not have any restrictions at all. Surely any proposed changes should apply to the estate as a whole rather than each individual road especially one so small.</p> <p>I believe these changes will not improve the parking problems on the estate and will actually make them worse.</p>	Objection Noted. DYL's implemented to enforce Highway Code.
25	<p>With reference to the above order regarding proposed parking restrictions in Linden Rise &amp; Conifer Drive Warley, this is totally unnecessary.</p> <p>I am writing to object strongly to the proposals as they are not needed.</p> <p>The intitial scheme was instigated by two people who had issues about a couple of</p>	Objection Noted. DYL's implemented to enforce Highway Code.

	<p>driveways. One of them has since moved away and the other does not live near the affected area and is not directly affected.</p> <p>The residents live in harmony around here and parking is not an issue. The idea of parking permits will cause residents unnecessary expense and inconvenience. The signage and policing would be a waste of tax payers money, in an area where there is not an issue!</p> <p>The estate roads are not wide enough for permit parking as per your proposal and could endanger life as the emergency vehicles would not be able to get up the road. For residents with disabilities, the scheme would make their lives more difficult. To have double yellow lines on the roundabout would severely restrict the parking spaces available for residents and their guests. At present there is not an issue with commuters parking and we all find safe places to park, without issues. Please leave well alone, because the way it is is fine, which will be backed up by the petition against the proposal which residents are currently signing.</p>	
26	<p>I am writing in response to your letter sent 21.01.2019, regarding REF: SEPP/BRE/AMD39 affecting Conifer Drive and Linden Rise, Brentwood.</p> <p>I am in favour of this amendment. The roundabout is very dangerous at present. It is permanently filled with parked cars, meaning you need to drive in the middle of the road to navigate safely around. Also, the rubbish trucks and other very large vehicles drive on the roundabout itself to avoid the parked cars, which in turn ruins the grass and has damaged the lit bollards situated on the roundabout. Double-yellow lines would eliminate this problem, making it much safer for everyone.</p> <p>I am also in favour of the timed parking restrictions for Conifer Drive and Linden Rise. These roads would receive displaced parking from the roundabout, if double-yellows are introduced, so it is essential the parking restrictions are added to these roads.</p> <p>Thank you for your consideration in this matter.</p>	Support Noted.
27	<p>I am writing to object to the proposed on street parking and waiting restrictions (amendment no. 39) Order 201, that are being proposed for my road and a number of the surrounding roads (Blackthorn Way, Conifer Drive, Linden Rise, Gifford Place). There are a number of reasons for my objection, but I have also carried out a petition in my local area where the majority of people have also said they do not want them. I attach a copy of the petition which you will see that the road with the</p>	Objection noted. DYL's implemented to enforce Highway Code.

<p>lowest percentage to object were still 73% against the restrictions being implemented.</p> <p>Whilst I was doing the petition a lot of people raised some very worrying issues:</p> <ul style="list-style-type: none"> <li>• Some people had felt pressured into voting for permit parking by their neighbour who was organising the original petition.</li> <li>• Some people felt they had to vote for permit parking because if they didn't they may have issues if other roads did go for it. Ultimately they did not want it.</li> <li>• A number of people who voted for it previously now no longer wanted it as they were not having any issues any more.</li> <li>• A number of people would rather not have the parking restrictions as it does not cover the whole area. They either want all or nothing.</li> <li>• Blackthorn Way voted against parking restrictions. The roundabout is Blackthorn Way and should not have any changes made to it.</li> <li>• At no point was there any mention of putting double yellow lines around the roundabout and 10m in on every junction. Highway code or not, there is limited parking on these roads and no solution is provided for where these cars will go.</li> <li>• When the local houses were built residents were asked if they wanted double yellow lines around the estate. Everyone said they did not. The majority of people still do not want them and everyone has not been asked since.</li> <li>• A number of people indicated that If you start putting in these restrictions, they will start doing other things like parking on the greens, in the centre of the roundabout or on the inside edge of the roundabout. This will cause a whole other host of issues.</li> <li>• The majority of people only voted for permit parking to stop commuters almost everyone did not want it to affect other residents.</li> <li>• Residents are angry that they have let local authorities in and it is the residents who are going to suffer.</li> </ul> <p>As previously mentioned I have also attached a copy of the most up to date petition. The petition was conducted in the same manner as SEPP's vote last year, which was one vote per household. This should make it easier for you to do a direct comparison. As you can see, based on the SEPP proposal, opinions have swung completely the other way and by a significant amount. Based on these figures, even</p>	
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	if all the remaining people were to vote for the restrictions, there would still not be enough support for the plans to go ahead. Myself and the majority of my neighbours ask that SEPP and the council accept and acknowledge our wishes for the proposed parking amendments to not be implemented.	
28	thanks very much for your speedy reply. Kindly note I do support the current proposal.	Support Noted.
29	<p>I fully support the whole scheme that is proposed for the following reasons;</p> <p>*Commuters use the roundabout and the roads leading off of it, most times commuters parallel park making it very difficult for emergency vehicles and services to reach roads.</p> <p>*Commuters parallel park down Linden and this means pedestrians, wheelchair users, buggies are forced to walk in the road making this very dangerous for all.</p> <p>*The dustbin waste lorries cannot always access linden rise due to parking on roundabout and the lorries have to drive over the roundabout.</p> <p>*In Linden Rise there is only one pavement on the side of the road, the pavement on this side of the road is constantly blocked by cars so pedestrians cannot access the pathway and are forced to walk in the road.</p>	Support Noted.
30	I wish to complain about the proposal to impose a No Waiting restriction on the Blackthorn Way roundabout adjacent to Woodman Road and Gifford place. This area has been used as overflow parking for residents for many years, since the area was built in 1984. The surrounding roads are so small that there is frequently not enough room for visitors, contractors or post men. This quite unnecessary restriction would therefore merely cause problems elsewhere In addition we were all asked to vote on a permit scheme last year and Blackthorn Way was one of those roads where the proposal was not supported. Indeed there was not even any suggestion of a permanent ban on parking so this proposal appear to be running roughshod over local opinion	Objection Noted.
31	I wish to formally object to the proposal to impose a No Waiting restriction on the Blackthorn Way roundabout adjacent to Woodman Road and Gifford place. This area has been used as overflow parking for residents for many years, since the area was built in 1984. The surrounding roads are so small that there is frequently not enough room for visitors, contractors or post men. This quite unnecessary restriction would therefore merely cause problems elsewhere	Objection Noted.

32	<p>I wish to complain about the proposed No Waiting restriction which is to be made on the roundabout at the junction of Blackthorn Way Gifford Place Linden Rise and Connifer Drive, Warley. When we first moved here we were contacted by the Local Authority and they asked residents if we wanted yellow bands to be painted on the roundabout to stop people from parking there. We along with our fellow residents replied that we did not want any parking restrictions to be placed there as it is a valuable place for people to park when they have for instance visitors or trades people calling who will otherwise have nowhere to legally park. In other words it is a useful parking overflow area. The Local Authority listened to the response they received and they took no further action so we have enjoyed free overflow parking on that roundabout ever since without any problems. I have to say however that the roundabout could have been made about 2 feet in diameter smaller just to make the surrounding roadway wider to better facilitate larger vehicles negotiating the roundabout without them having to mount the curb.</p> <p>It was brought to my attention by a neighbour recently that you were now reconsidering the issue again and instead of contacting those affected directly to seek residents views you left a note attached to a lamp post. The neighbour in fact raised a petition which I readily put my name to opposing your proposal on the basis that we do not have a problem with people parking at the roundabout and in fact from time to time find it a useful area to park as we always have. This petition was sent to you. I now understand that despite the expressed views of the local residents you intend to impose these restrictions anyway riding roughshod over the local resident's wishes. I wish to state that I am not happy with this course of action you plan to take. We do not live in a dictatorship and you have no right in my view to impose your will against the will of the people with all due respect to you. I believe you are exceeding your authority and what's more you will be wasting tax payers money installing signage to deter people from parking there at a time when we are cutting services to care for the sick and elderly in this country. I ask you to reconsider your action again and take into account the wishes of the residents and leave the roundabout alone so we can continue to park there when necessary. I also think that in future if you are considering actions which will adversely affect the local environment you could at least have the courtesy to write to those affected as the Local Authority always did rather than just leaving a crumpled note attached to lamp posts.</p>	<p>Objection Noted. Application received for new restrictions.</p>
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33	<p>I wish to register my objection to the proposed 'No Waiting' restriction on the Blackthorn Way roundabout, off of Woodman Road on the Bracken Wood Estate. The roundabout is used by residents and their visitors as additional parking over and above that available on driveways and on the adjacent roads. We live in a time when most members of the family own vehicles and children are leaving home later than in previous years, hence it is not unusual for one house to own 5 cars or more. Where will these cars be able to park if not on the roundabout? It will most likely move the problem elsewhere.</p> <p>As an aside, residents were asked to vote on a permit scheme and 'No Waiting' on the roundabout was not suggested.</p>	Objection noted. DYL's implemented to enforce Highway Code.
34	<p>Further to recent issue of public notice car parking order for the Brackenwood Estate, we wish to raise objection to the 'No Waiting at any time' restriction to the roundabout linking Blackthorn Way, Conifer Drive, Linden Rise &amp; Gifford Place.</p> <p><u>Reasons for objection:</u></p> <p>Denies residence in the linking roads (as above) the flexibility &amp; access to park their vehicles where there is limited off-street parking</p> <p>Denies residence visitors or trades-persons parking during week-days &amp; weekends</p> <p><u>Preferred solution:</u></p> <p>A parking scheme that specifically deters/denies parking to week-day commuters &amp; local office workers but permits residence availability to park on the roundabout - for example implementation of the parking voucher/permit holder Zone F scheme proposed for the other local roads.</p> <p>We trust that you will consider our objections and suggested proposals and await your response in due course.</p>	Objection noted. DYL's implemented to enforce Highway Code.
35	<p>I am writing to oppose the above restrictions as I believe residents should not be prevented or incur costs for parking their cars outside where they live especially as there is little alternative. We have been parking our cars outside our house and on the roundabout on Blackthorn Way for over two decades, it does not make sense that there is now a need for parking and waiting restrictions.</p> <p>I pay a considerable amount of council tax already and feel it is completely unreasonable to have to pay more money for permits to enable me to park where I already have been parking safely for many years.</p>	Objection Noted.
36	I am writing to oppose the above restrictions as I believe residents should not be	Objection Noted.

	<p>prevented or incur costs for parking their cars outside where they live especially as there is little alternative. We have been parking our cars outside our house and on the roundabout on Blackthorn Way for over two decades, it does not make sense that there is now a need for parking and waiting restrictions.</p> <p>My parents pay a considerable amount of council tax already and feel it is completely unreasonable to have to pay more money for permits to enable me to park where I already have been parking safely for many years.</p>	
37	<p>I am writing to oppose the above restrictions as I believe residents should not be prevented or incur costs for parking their cars outside where they live especially as there is little alternative. We have been parking our cars outside our house and on the roundabout on Blackthorn Way for over two decades, it does not make sense that there is now a need for parking and waiting restrictions.</p> <p>We pay a considerable amount of council tax already and feel it is completely unreasonable to have to pay more money for permits to enable me to park where I already have been parking safely for many years.</p>	Objection Noted.
38	<p>I just wanted to make my objection to any sort of parking scheme in these roads and point out that the whole situation is something akin to Brexit. The entire suggestion that the area was used by commuters was put about by one particular lady who was renting a house in the area. She would regularly put notes on people's cars telling them that commuters should not park there. From what I could make out, she targeted cars parked in the road outside her house, simply because she didn't like it. Most of the time, these were residents' cars or their visitors. She and a friend raised a petition leading everyone to believe that we were being overrun by commuters, when in fact this was not the case. This then led to the current situation, where we are now faced with having to pay to park our cars in our own roads. There has never been an issue with parking in the twenty years we have lived here. This lady has since moved away and left us all with this unwanted proposal. Please scrap the whole scheme</p>	Objection Noted.
39	<p>I am writing to oppose the above restrictions as I believe residents should not be prevented or incur costs for parking their cars outside where they live especially as there is little alternative. I have lived here, we have been parking our cars outside</p>	Objection Noted.

	<p>our house and on the roundabout on Blackthorn Way for over two decades, it does not make sense that there is now a need for parking and waiting restrictions. I pay a considerable amount of council tax already and feel it is completely unreasonable to have to pay more money for permits to enable me to park where I already have been parking safely for many years.</p>	
40	<p>Further to recent suggestions about a No Waiting restriction on the roundabout connecting Gifford Place, Lindon Rise, Blackthorn Way and Conifer Drive (and 10m into each of those roads) I would like to express my concerns about the proposal. At present, the roundabout is used as a form of "overflow parking" for the residents and delivery vehicles etc. and, as such, the system works well. We (and our visitors) all manage to park our vehicles in the current available space and are quite happy with the situation. Should the proposed restriction come into place those vehicles would have to re-locate somewhere else and clearly there would not be sufficient parking space for that. Please note that most houses have less "on-residence" parking spaces available than the potential number of vehicles owned by that family, hence the need for some on-street parking. There was an argument that some commuters use the roundabout - that may be true to some extent (though little or no evidence) but still the problem exists that there would be less legal space to park and the result to be a temptation to illegally park somewhere which obviously nobody wants.</p>	<p>Objection Noted.</p>

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 7**

<b>Subject</b>	<b>The South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201*</b>  Relating to Britannia Road & Wellington Place, Brentwood.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201\*

**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; 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> |
|----|-------------------|

1.1	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Britannia Road &amp; Wellington Place, Warley.</p>															
1.2	<p>On 18 September 2017 the SEPP received a completed application form from a resident of Wellington Place requesting a resident permit parking scheme, operating Monday to Friday between the hours of 10am to 11am, to deter all day non-resident parking. The application contained 39 supporting signatures from other residents of the road.</p> <p>Following receipt of the application form the SEPP carried out an informal consultation with all residents of Wellington Place and Britannia road to seek their views on consideration to provide a permit scheme. The results were: -</p>															
1.3	<table><tr><th>Road</th><th>Number of properties</th><th>Number of responses</th><th>In favour of permit parking</th><th>Not in favour</th></tr><tr><td>Wellington Place</td><td>48</td><td>34 (71%)</td><td>33 (97%)</td><td>1 (3%)</td></tr><tr><td>Britannia Road</td><td>62</td><td>28 (46%)</td><td>22 (79%)</td><td>6 (21%)</td></tr></table>	Road	Number of properties	Number of responses	In favour of permit parking	Not in favour	Wellington Place	48	34 (71%)	33 (97%)	1 (3%)	Britannia Road	62	28 (46%)	22 (79%)	6 (21%)
Road	Number of properties	Number of responses	In favour of permit parking	Not in favour												
Wellington Place	48	34 (71%)	33 (97%)	1 (3%)												
Britannia Road	62	28 (46%)	22 (79%)	6 (21%)												
1.4	<p>Although the response rate for Britannia Road falls below the required 50% response rate, it is recommended the road is included as part of the proposal and progress to formal consultation where it can be reviewed at a later date. In addition, the majority of respondents opted for a 10am to 11am scheme, rather than a 9am to 5pm scheme.</p> <p>It was agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to propose a resident permit parking scheme, operating from Monday to Friday between the hours of 10am to 11am. It was estimated at £2500. This cost could be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>															
1.5	<p><b>SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)</b></p> <ul style="list-style-type: none"><li>* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.</li><li>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</li><li>* The majority of residents have no off-street parking facilities available to them – not met.</li><li>* The majority of residents are in favour of such a scheme – met for Wellington Place.</li><li>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to nearby unrestricted roads.</li><li>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</li></ul>															

1.6	The Order was originally published in the Enquirer and on site on 24 January 2019, 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	The Proposed Order is for a Resident Permit Parking Area Monday to Friday 10-11am Zone F, except in signed bays.
1.8	When the Order was published on 24 January 2019 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 Lead Councillor, 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 Britannia Road dated 27 January 2019	Support
2	Email from resident of Wellington Place dated 29 January 2019	Support
3	Email from resident of Britannia Road dated 5 February 2019	Support
4	Email from resident of Wellington Place dated 6 February 2019	Support
5	Email from resident of Wellington Place dated 8 February 2019	Support
6	Email from resident of Wellington Place dated 10 February 2019	Objection
7	Letter from resident of Britannia Road dated 8 February 2019	Support
8	Email from resident of Britannia Road dated 14 February 2019	Support

## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019**

Representations & responses relating to Britannia Road & Wellington Place		
Ref	Representation -	Technician response -
1	<p>I am writing in support of the proposal for a permit parking area, to form part of Zone F in Britannia Road and Wellington Place, Warley.</p> <p>While I welcome the proposed scheme as a measure against the available parking space being abused by non-residents, I am concerned the proposed operating hours of 10am to 11am, Monday to Friday, does not extend far enough to tackle the root cause of the problem.</p> <p>The current status quo is that there a number of local businesses with inadequate parking for their employees. Subsequently, those same employees park their vehicles on our residential roads throughout the course of the day. In addition is a gym located on Chindits Lane, whereby inadequate parking compels users to leave their vehicles here, usually in the afternoon. The last factor to consider is proximity to the train station. Once again, we have people leaving their cars here and walking to the train station to avoid paying station parking costs.</p> <p>There is also the matter of 2 privately owned communal car parks in each road which I understand are not covered under this scheme. There is a very strong possibility that non-residents will simply move from the roads into these car parks. In fact, this is already the case and further exacerbates the issue. I will, of course, contact the service provider for the car parks to request their input into finding a solution.</p> <p>I would fully support a scheme whereby the operating hours are extended to cover office hours of 9am to 6pm. This would provide a full solution for residents.</p>	Support Noted.
2	<p>Re Britannia Road and Wellington Place CM14 5XD</p> <p>Proposal parking restriction 10am to 11am Mon to Friday</p> <p>I support this action</p>	Support Noted.
3	<p>I am writing to support the proposal for a permit parking area, to form part of Zone F in Britannia Road and Wellington Place, Brentwood.</p> <p>I live at Britannia Road and regularly have difficulty parking outside or near our house. I work from home a lot and it is very noticeable on weekday mornings that once most residents</p>	Support Noted.

	<p>have left for the day, the street then fills up again with cars – with people walking through to the nearby gym or the offices (Countryside, Regus etc) on The Drive. I don't think our street should serve as an overflow car park for those businesses. This problem is exacerbated by the fact that most other nearby streets have some kind of permit system.</p> <p>I understand from talking to neighbours, that some local residents reluctance to support such a proposal in the past is because they have more than 1 or 2 vehicles for their household and they worry about not getting permits for all of them. I think that SEPP should make it clear that if you are a resident you can apply for permits for all your vehicles.</p>	
4	I support the proposed permit parking zone F in Wellington Place Warley Brentwood.	Support Noted.
5	<p>In reply to your letter dated 21/1/19 in which you indicate the proposal of a 1hr parking restriction between 10am and 11am Monday to Friday Only.</p> <p>I am in support of this restriction and hope that this will proceed.</p> <p>It has become a strain during the week to be able to park because of all day Parker's looking for free parking and abusing the length of time they are parked up for. Residents return home from work and being unable to park in Wellington Place because all day Parker's have taken what small parking facilities there are and they are here until very late after arriving around 9am in the morning. This then displaces everyone who live in Wellington Place.</p> <p>I would like some clarification on Parking Permits for Pensioners, are you able to confirm that my husband who is 67 would qualify for a free parking permit and free visitors permits.</p>	Support Noted.
6	<p>Reference South Essex Parking Partnership - On Street Parking and Waiting Restrictions - Amendment No. 39 - Order 201</p> <p>I object to the above proposal for permit parking in Wellington Place.</p> <p>I see there is no valid reason to this proposal. I consider the reason why parking can be difficult during the evening and weekends is because the local residents all have cars and in some cases have 2 cars per household. During the day there is ample parking for all when residents are at work.</p> <p>I therefore object to this proposal as I see nothing can be gained.</p>	Objection Noted. Comments Noted.
7	<p>Responding to the letter you sent regarding residential parking I like to believe it will be passed, I for one voted for the 10am to 11am idea for it will stop those people parking all day who work at the business park in the Drive of Warley Hill and those who go to catch a train at Brentwood station also the holiday makers who leaves their car for weeks at a time I have a blue Vauxhall Corsa parked out my house right now that has not moved for over a week I know providing it's taxed it is entitled to park there I also know that it's an inconvenience to me nine times out of ten whatever time of day that I go out shopping I</p>	Support Noted.

	<p>have to park in the middle of the road with my hazard lights on to unload my car before driving round to my garage, If I had the chance to vote again I would go for the all day ban the reason for this is that I walk pass the D W Fitness Club in Chindits Lane every day mornings and afternoon and it's always packed with cars, drivers driving around in circles looking for a place to park and it won't take them long to find they will be able to park any time after 11am in Britannia Road and Wellington Place also I read in the local paper that the Primary School in Chindits Lane is going to have extra classrooms to take an extra one hundred and twenty children which will mean more parents looking for spaces when they pick their children up from school in the afternoon, I hope what I say will be taken in to consideration when making your final decision.</p>	
8	<p>I am writing in support of the proposal to introduce a 'Permit Parking Area Mon-Fri 10am-11am Zone F except in signed bays' on Britannia Road and Wellington Place in Warley, Brentwood.</p> <p>Local workers and commuters park all day, taking up on-street parking spaces so that residents, visitors and tradespeople cannot always park. This problem would be compounded if residents parking schemes were to be implemented in nearby streets, but not in Britannia Road &amp; Wellington Place.</p>	Support Noted.

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 8**

<b>Subject</b>	<b>The South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201*</b> Relating to Canterbury Way, Ashbeam Close & Birchwood Close, Brentwood.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201\*

**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; 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. | <u>Background</u> |
|----|-------------------|

1.1	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Canterbury Way, Ashbeam Close &amp; Birchwood Close, Brentwood.</p>																												
1.2	<p>On 8 September 2017, the SEPP received a completed application form from a resident of Birchwood Close requesting a resident permit parking scheme to deter all day non-resident parking. The application form contained a petition signed by 5 other residents and the local Councillor.</p> <p>On 12 January 2018, the SEPP carried out an informal consultation with all residents of the roads listed below. The results were: -</p>																												
1.3	<table><tr><th>Road</th><th>Number of properties</th><th>Number of responses</th><th>Response rate</th><th>In favour of permit parking</th><th>% respondents in favour</th><th>Not in favour of permit parking</th></tr><tr><td>Canterbury Way</td><td>34</td><td>1</td><td>3%</td><td>1</td><td>100%</td><td>0</td></tr><tr><td>Ashbeam Close</td><td>13</td><td>6</td><td>46%</td><td>4</td><td>67%</td><td>2 (33%)</td></tr><tr><td>Birchwood Close</td><td>6</td><td>5</td><td>83%</td><td>5</td><td>100%</td><td>0</td></tr></table>	Road	Number of properties	Number of responses	Response rate	In favour of permit parking	% respondents in favour	Not in favour of permit parking	Canterbury Way	34	1	3%	1	100%	0	Ashbeam Close	13	6	46%	4	67%	2 (33%)	Birchwood Close	6	5	83%	5	100%	0
Road	Number of properties	Number of responses	Response rate	In favour of permit parking	% respondents in favour	Not in favour of permit parking																							
Canterbury Way	34	1	3%	1	100%	0																							
Ashbeam Close	13	6	46%	4	67%	2 (33%)																							
Birchwood Close	6	5	83%	5	100%	0																							
1.4	<p>9 of the 10 respondents in favour opted for a Monday to Saturday, 9am to 5pm permit scheme. One opted for a Monday to Friday 10am to 11am scheme. Although Ashbeam Close and Canterbury Way does not meet the SEPP criteria, it is recommended that they are included in the formal consultation with Birchwood Close to negate any displaced parking which may occur.</p>																												
1.5	<p>It was agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2000. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>																												
1.6	<p><b>SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)</b></p> <ul style="list-style-type: none"><li>* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met for most roads.</li><li>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</li><li>* The majority of residents have no off-street parking facilities available to them – met.</li><li>* The majority of residents are in favour of such a scheme – met</li><li>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to unrestricted roads</li></ul>																												

	* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.
1.7	The Order was originally published in the Enquirer and on site on 24 January 2019, 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	The Proposed Order is to revoke a single yellow line (Monday to Friday 10-11am) and replace with a Resident Permit Parking Area Monday to Friday 9am-5pm Zone F.
1.9	When the Order was published on 24 January 2019 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 Lead Councillor, 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 Becketts Court dated 29 <sup>th</sup> January 2019	Objection



## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019**

Representations & responses relating to Canterbury Way, Ashbeam Close & Birchwood Close, Brentwood.		
Ref	Representation -	Technician response -
1	<p>With reference to the letter sent out on the 21st January, Parking permits for Canterbury way, Ashbeam Close,</p> <p>I live in Becketts Court and feel very strongly in having to pay to park in front of my own garage which is on private land belonging to Becketts Court which i now own along with the other residents in that block as we have all paid to buy our freehold at a expensive cost.</p> <p>I agree something needs to be done about the parking but most of the problem is because some of the flat holders have large vans along with a couple of cars per household, I also don't think visitor cards will work very well as i have my children come spend a week with me so that would work out expensive putting 2 visitor's permit per day in their vehicle , it will stop people having family and friends coming to stay.</p> <p>I think each flat should be allowed 1 free permit and long term visitors should be able to purchase a weekly permit at a discounted price</p>	<p>Objection Noted. Brentwood have a set permit scheme in place that must apply to all resident permit areas if a scheme is introduced.</p>

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 9**

<b>Subject</b>	<b>The South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201*</b>  Relating to Warley Hill, Warley.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201\*

**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 redesigned by reducing the length of double yellow lines which will still accommodate the proposed length of limited waiting and leave 5 metres of unrestricted parking and re-advertise; 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.	<u>Background</u>
1.1	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Warley Hill, Warley.</p>
1.2	<p>On 22 June 2018, the SEPP received a completed application form from a shopkeeper requesting the unrestricted parking outside the shops is made into a 'limited waiting' parking place to encourage a regular turnover of customers visiting the shop and to deter all-day parking. The application is supported by other shopkeepers. The length of road which is currently unrestricted is approximately 12 metres.</p>
1.3	
1.4	<p>It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2500. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.5	<p><b>7.6 Provision of customer on street parking for local shops and businesses.</b></p> <p>7.6.1 Designated areas of on street parking can be created to serve the needs of local businesses and the retail sector. To ensure these areas are not subjected to all day commuter parking the SEPP would consider introducing a limited waiting scheme or an on-street pay and display scheme.</p> <p>7.6.2 The Partnership's preferred method of traffic management for this type of request is a pay and display scheme. Enforcement of a pay and display scheme is more effective and ensures the necessary turn over of parking space for customer availability. The by product of a pay and display scheme is income which can help financially support the daily enforcement operation.</p> <p>7.6.3 An important of the criteria for assessing such a request would include the capital cost of implementing a pay and display scheme including revenue costs including cash collection and daily maintenance. Consultation with local traders and other local interest groups would also form part of the pre-feasibility work.</p>

1.6	A pay & display would not be cost effective at this location due to the number of parking spaces being provided (two/three) serving three shops.
1.7	The Order was originally published in the Enquirer and on site on 24 January 2019, 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	The Proposed Order is for Limited Waiting 2 hours No Return 4 hours 8am-8pm on the unrestricted length of road outside the shops near the junction with The Drive.
1.9	When the Order was published on 24 January 2019 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	The correspondent has made several points which leads them to believe the Order should not be pursued. The Lead Councillor, Lead Officer and Technicians consider that the Order should be withdrawn and redesigned by reducing the length of double yellow lines which would still allow for the original proposed length of Limited Waiting bays and also have 5 metres of unrestricted parking to allow for the resident to park near their property. Therefore, the scheme will need to be re-advertised.
<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 Warley Hill dated 26 January 2019	Objection

## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019**

Representations & responses relating to Warley Hill, Brentwood.		
Ref	Representation -	Technician response -
1	<p>I am writing to object to the proposed parking order to Warley Hill, southeast side by The Drive, which was notified on the 24th January 2019. only available parking nearby is the area that would be restricted.</p> <p>Our main reason behind this objection is that my partner is currently 20 weeks pregnant, and is starting to become more dependant on the car and will become even more dependant in the upcoming weeks/months. She will also continue to need the parking space outside the flat when the baby is born.</p> <p>The section of road along the proposed restriction currently houses both residential homes and small businesses. However, the proposed parking restriction is discriminatory to residents as it does not take into consideration their daily parking requirements - only the local business' customer use.</p> <p>However, we could accept the proposal if we were able to obtain a resident's parking permit which would allow us unlimited parking outside our home at any time. Or alternatively, if we could be allocated a parking space in the car park around the back of our flat, which we believe is currently for business use. Although we are unsure of the status of this car park as there is currently parking allocated there for the flat next door to ourselves.</p>	Objection Noted.

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 10**

<b>Subject</b>	<b>The South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201*</b>  Relating to The Grove, Brentwood.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201\*

**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; 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. | <u>Background</u> |
|----|-------------------|

1.1


The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -

The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of The Grove, Brentwood.

1.2

On 22 September 2017, the SEPP received a completed application form from a resident of The Grove requesting a prohibition of waiting (single yellow line) operating from Monday to Friday between the hours of 10am to 11am and 2pm to 3pm, to deter all day local worker parking. The request has19 supporting signatures from other residents and the local Councillor.

1.3



1.4

Following receipt of the application form, the SEPP carried out an informal consultation with all residents of The Grove and five properties in London Road, to seek their views on consideration to provide a permit parking scheme. The results were: -

Road	Number of properties	Number of responses	In favour of permit parking	Not in favour
The Grove	29	23 (79%)	20 (87%)	3 (13%)
London Road (115-123)	5	3 (60%)	2 (67%)	1 (33%)

The majority of respondents in favour of permit parking opted for a Mon-Fri 9am-5pm scheme.

The results meet the SEPP criteria for progression.

1.5

It was agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide a resident permit parking scheme. It is estimated at £2500. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.

1.6

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

\* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.

\* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.

\* The majority of residents have no off-street parking facilities available to them – not met.

2



	<p>* The majority of residents are in favour of such a scheme – met.</p> <p>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to nearby roads.</p> <p>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</p>
1.7	The Order was originally published in the Enquirer and on site on 24 January 2019, 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	The Proposed Order is to amend the current single yellow line to a Resident Permit Parking Area Monday to Friday 9am to 5pm Zone M and to include the remaining length, which is unrestricted in the scheme.
1.9	When the Order was published on 24 January 2019 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 Lead Councillor, 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 The Grove dated 4 February 2019	Objection
2	Email from resident of The Grove dated 6 February 2019	Objection
3	Email from resident of The Grove dated 11 February 2019	Support
4	Email from resident of The Grove dated 11 February 2019	Support
5	Email from resident of The Grove dated 11 February 2019	Support
6	Email from resident of The Grove dated 11 February 2019	Support
7	Email from resident of The Grove dated 11 February 2019	Support
8	Email from resident of The Grove dated 12 February 2019	Support
9	Email from resident of The Grove dated 12 February 2019	Support
10	Email from resident of The Grove dated 12 February 2019	Support
11	Email from resident of The Grove dated 12 February 2019	Support
12	Email from resident of The Grove dated 12 February 2019	Support
13	Email from resident of The Grove dated 13 February 2019	Support
14	Letter from resident of The Grove dated 14 February 2019	Support
15	Letter from resident of The Grove dated 14 February 2019	Support
16	Email from resident of The Grove dated 14 February 2019	Objection
17	Letter from resident of The Grove dated 15 February 2019	Support

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019

Representations & responses relating to The Grove, Brentwood.		
Ref	Representation -	Technician response -
1	I am formally objecting to this proposal	Objection Noted.
2	<p>I am emailing you to comment on your proposal which I voted against in favour of keeping the current single yellow line system.</p> <p>I am a resident of The Grove, CM14 5NS and have serious concerns regarding your plans. Looking at the map you have attached to a lamp post recently I can see that you intend to use my end of The Grove as a permit parking area.</p> <p>If this is the case then any parking in the area adjacent to my two drop kerbs will cause unacceptable obstruction for my access and egress.</p> <p>The road is narrow and difficult to negotiate as it is. The single yellow line system currently in place helps to prevent obstructive parking.</p> <p>Please can you reconsider this aspect of your plans.</p>	Objection Noted. Permit schemes would not permit vehicles to obstruct driveways.
3	I formally support the parking petition for permit only.	Support Noted.
4	Please be advised that we are in support of a permit parking area for the Grove.	Support Noted.
5	This is to confirm that Fully support the proposed parking restriction / permits subject of the above order.	Support Noted.
6	<p>Please accept this email as our formal support for the proposal for parking restrictions at The Grove.</p> <p>Our views have not changed and we look forward hopefully to the day when residents and their visitors are the only ones allowed to park and can do so with ease. Currently we still have the issue of local workers racing into the part of The Grove early in the morning where there isn't any yellow line, inconsiderately parking close to drop down kerbs and more importantly causing an obstruction to emergency vehicles and essential services. A large part of The Grove currently has a yellow line so the residents there do not suffer</p>	Support Noted.
7	I Support the proposal	Support Noted.
8	We agree to the proposal.	Support Noted.
9	I would like to formally support the proposals for a permit parking scheme in The Grove	Support Noted.

10	ARE IN AGREEMENT WITH THIS NEW SCHEME	Support Noted.
11	formally support the proposal of having a permit parking area for The Grove.	Support Noted.
12	With regard to letter dated 21 January 2019, we support the proposal to create permit parking in The Grove.	Support Noted.
13	I am in favour of the parking restrictions that have been proposed down 'The Grove, Brentwood.' The current parking can be quite problematic as the street sees people from the offices parking down the road making it congested at certain times of the day.	Support Noted.
14	I fully support the proposed parking restrictions 9am – 5pm in the Grove.	Support Noted.
15	To whom it may concern RE: SEPP/ BRE/AMD39. I agree to the proposal above.	Support Noted.
16	In regard to parking scheme under the above reference number, We are not in favour and object to the to the current parking proposal by the Chelmsford council. But I like to propose the following idea instead. most of the people have their curbs dropped including mine I do not like to pay an additional amount of £34 to the council to park in my own drive way. I personally believe the permit "M" scheme would <u>not be beneficial</u> for the properties starting from No10 up to No19 as these properties are situated in the circular area of the Cul-de-Sac. But it would be beneficial for the properties from No 5- No9 and the other side from No20 to No 25.	Objection Noted. Residents would not have to purchase a permit to park on their own driveway.
17	With reference to your letter dated 21-01-2019 RE. parking in The Grove, Brentwood. The proposed scheme, from Monday 9am to 5pm Friday for which I support.	Support Noted.

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 11**

<b>Subject</b>	<b>The South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201*</b>
	Relating to Shenfield Green, Shenfield
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No.39) Order 201\*

**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; 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	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p>
	<p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Shenfield Green, Shenfield.</p>
1.2	<p>On 10 July 2017, received a completed application form from a resident requesting the current parking restrictions, which prohibit parking from Monday to Friday between the hours of 10am to 11am and 2pm to 3pm, be extended to Monday to Saturday 9am to 6pm, to deter non-resident parking damaging the verges and restricting access to driveways. The initial request was declined because the only solution to stop damage to the verges etc. is to prohibit parking at all times.</p> <p>In April 2018, the SEPP carried out an informal consultation with all residents of Shenfield Green to seek their view on changing the single yellow line to a double yellow line to prevent parking at all times. The results show that all fourteen properties responded (100% response rate) of which 13 are in support of double yellow lines and one is not. (93% of respondents in favour).</p>
1.3	
1.4	<p>It has been agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £3000. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.5	<p><b>SEPP Policy – 1.6</b></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>

1.6	The Order was originally published in the Enquirer and on site on 24 January 2019, 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	The Proposed Order is to amend the current single yellow line (Monday to Friday 10-11am & 2-3pm) to double yellow lines.
1.8	When the Order was published on 24 January 2019 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 Lead Councillor, 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 Shenfield Green dated 27 January 2019	Support
2	Email from resident of Shenfield Green dated 29 January 2019	Support
3	Email from resident of Shenfield Green dated 29 January 2019	Support
4	Email from resident of Shenfield Green dated 30 January 2019	Support
5	Email from resident of Shenfield Green dated 31 January 2019	Support
6	Letter from resident of Shenfield Green dated 4 February 2019	Support
7	Email from resident of Shenfield Green dated 7 February 2019	Support
8	Email from resident of Glanmead dated 11 February 2019	Objection
9	Email from resident of Shenfield Green dated 13 February 2019	Support
10	Email from resident of Shenfield Green dated 14 February 2019	Support
11	Email from resident of Hogarth Avenue dated 15 February 2019	Objection



## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 24 January 2019

Representations & responses relating to Shenfield Green, Shenfield		
Ref	Representation -	Technician response -
1	Dear sirs , I am sending this email in full support of the proposal to insert double yellow lines around Shenfield Green. The road is very narrow , and many times traffic crosses onto the green to avoid parked vehicles , or vehicles park on the verges .please see attached photos.	Support Noted.
2	Please be advised that we fully support double yellow lines all the way around the Green. This initiative will go a long way to help reduce the damage to the Green that residents of the Green regularly have to repair and to enable us to enter and exit our driveways safely and without restriction by non-residents cars which are frequently parked thoughtlessly.	Support Noted.
3	We agree to have double yellow lines around the Green We find that the parking has increased greatly especially at weekends probably due to CrossRail. Drivers park on the grass verge damaging the council owned grass verge, breaking the paving stones and restricting access for wheel chairs and prams. Drivers of other cars drive onto the green, because of this obstruction, causing much damage to the edges which is costly to repair.	Support Noted.
4	We fully support the proposal to install double yellow lines around Shenfield Green. Indeed when you see the current state of The Green, which we have to pay to repair, a no right turn on leaving The Green would avoid people using Shenfield Green as a roundabout. It would also avoid crashes and near misses due to the danger of having to cross a busy main road.	Support Noted. No turning schemes would be implemented by the Highways Department at ECC.
5	We write to support the proposals to impose new parking restrictions on Shenfield Green. As residents of the Green, we have noticed a significant increase in the volume of traffic wanting to park on the road to access the shops and the train station. So we welcome further restrictions.	Support Noted.
6	I am writing to state my 100% support of the above order. I am a resident of Shenfield Green. It is a narrow road + was originally intended as an access road only but it is now used as a roundabout by the general traffic. Parked cars are the biggest problem as there is not enough room for longer cars to pass without going up on the Green. The stones are no protection as they have all been levelled to the road. I do hope you will soon give us double	Support Noted.

	yellow lines.	
7	<p>I am writing to fully support the provision of double yellow lines around Shenfield Green. We have been a resident of the Green and the current restrictions were in place then. Since that time work and social patterns have changed , vehicle numbers have significantly increased as have the size of vehicles.</p> <p>As a consequence Shenfield Green which is owned by the residents and recorded as such at the Land Registry office at Peterborough , is regularly being damaged and access to properties restricted.</p> <p>Shenfield Green is a feature of the area and we do our best to ensure it remains so.</p> <p>We would be most grateful for your support in this endeavour.</p>	Support Noted.
8	<p>I hereby object to the proposed amendment above, in respect of making the entire length of Shenfield Green, Shenfield, "No Waiting at any Time" as an excessive and unnecessary change. This area is useful for an off peak short term stop, and as a pick up or drop off point for those using Shenfield station, which does not cause any restriction to the main traffic flow along Hutton Road, and in all reasonableness the current restrictions should be retained and not amended as proposed. The councils apparent desire to "fleece the motorist" at every opportunity does not in my opinion constitute a good reason for the introduction of such an excessive and burdensome restriction, and therefore this segment (at least) of the proposed changes should be entirely rejected.</p>	Objection Noted.
9	<p>I am writing to confirm that I am fully supportive of the proposals concerning Shenfield Green.</p> <p>As a resident of the Green I believe the measures will be beneficial in numerous ways;</p> <p>i) Damage to the Green has become increasingly bad, given the fact that cars and lorries are larger and find it difficult to pass each other, especially on a Thursday when the refuse is collected.</p> <p>ii) Cars and vans are not mindful of their speed and take the opportunity to whizz around the Green, which is increasingly dangerous when cars are parked.</p> <p>iii) Cars are often parked for the entirety of the weekend, due to accessibility of Shenfield Station. They are not always respectfully parked and we have experienced many occasions when it is problematic accessing our own driveway.</p> <p>iv) The same can be said when Westham football club is playing at home. The Green is at capacity with poorly parked cars.</p>	Support Noted.

	<p>v) Access to The High Street means that cars are often parked for many hours.</p> <p>v) Nursery school drop off and collection are another bone of contention, when parents frequently park their cars to far from the kerb meaning The Green has to be mounted and hence damaged. Especially bad throughout the wet season when the grass is churned up and the road is left muddy and slippery.</p>	
10	<p>I am writing to give my full support for the application for parking restrictions on Shenfield Green. As a resident of the Green I continually suffer with people parking across my property either restricting or totally blocking the entrance or exit to my property. In addition, people parking inappropriately around the Green has led to constant damage to the Green itself caused by other vehicles (especially, refuse lorries, delivery vans etc.) constantly mounting the kerb due to the lack of space on the road to get past parked vehicles. Both these examples continue to increase with the amount of people using Shenfield Green for parking especially for the whole weekend, parking issues due to Crossrail and is further heightened when West Ham FC have home fixtures and people use Shenfield station to get to the match.</p>	Support Noted.
11	<p>Following on from the attached notice, I hereby object to the suggested amended to the Deed of Variation.</p> <p>I am writing on behalf of the parents of Friends House Playgroup. A playgroup which is open 9am-12pm Monday to Friday and provides care for pre-schoolers. This is a government approved preschool and has been servicing the area for over 30 years. The site is located on the High Street and has limited parking only to accommodate some of the staff. As a parent especially with two under minors under three year it has given me concerns along with the majority of parents who also have newborns / other children. It is very dangerous to park on the High Street and the use of Shenfield Green as a drop Off only (between 8.55 - 9.15 and 11.55-12.10) has been vital in maintaining the safety of the young children who attend the pre-school and their siblings. The High Street does not have adequate parking to service existing vicinities nor for those with with either disabled children or those who require buggy/pram transport. Some of the children who attend the pre-school live over 1.7 miles out of the vicinity, so walking is not a viable option particularly when the pre-school is only a morning session.</p> <p>I understand from residents that the concerns voiced have been targetted at commuters during the weekend who use Shenfield Green as a parking bay for the duration of the day mostly to watch the football from Stratford.</p>	Objection Noted. Comments Noted.

	<p>I therefore request that deep consideration by the board is made towards the amendment to this Order with a view to public safety especially those who are minors. There have been several incidents involving parents trying to safely deliver their children to school but having to park in an area which is highly trafficked and has become a safety issue which will only become more heightened should this Order be implemented. We understand that misuse of the green should be considered but may we suggest that parking can be available for 30 mins only between 8.45-9.15 and 11.45-12.15.</p> <p>I look forward to any comments or feedback and welcome any involvement or additional discussions myself or any of the other parents could have to discuss this forthcoming proposal.</p>	
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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Tuesday 3 October 2019 – 2.00PM**

**AGENDA ITEM 12**

<b>Subject</b>	<b>THE SOUTH ESSEX PARKING PARTNERSHIP (BOROUGH OF BRENTWOOD) (WAITING, LOADING AND PARKING CONSOLIDATION) (VARIATION NO.44) ORDER 201*</b>
	Relating to, Copperfield Gardens and Sycamore Drive, Brentwood.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (Waiting, Loading and Parking Consolidation) (Variation No.44) Order 201\*

**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; 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	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Copperfield Gardens and Sycamore Drive, Brentwood.</p>
1.2	<p>On 22 October 2018, the SEPP received a completed application form for double yellow lines at the Sycamore Drive and Copperfield Gardens junction to retain sight lines.</p> <p>Each site visit conducted provided evidence of footway and obstructive parking at the Sycamore Drive and Copperfield Gardens junction. Therefore, the Technician has recommended that double yellow lines are implemented at this junction to retain sightlines and access.</p>
1.3	
1.4	<p>It was agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order for double yellow lines. It is estimated at £1,000.</p>
1.5	<p><b>SEPP Policy – 1.6</b></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>
1.6	<p><b>SEPP Policy – 7.1</b></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>

1.7	The Order was originally published in the Enquirer and on site on 13 June 2019, 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	The Proposed Order is for double yellow lines on the junction of Copperfield Gardens and Sycamore Drive.
1.9	When the Order was published on 13 June 2019 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 Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order 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 Copperfield Gardens dated 3 July 2019	Objection
2	Email from resident of Copperfield Gardens dated 4 July 2019	Objection



## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 13 June 2019**

Representations & responses relating to Copperfield Gardens and Sycamore Drive, Brentwood.		
Ref	Representation -	Technician response -
1	<p>Please find attached my objection to this proposal.</p> <p>Can you advise:</p> <ul style="list-style-type: none"><li>a) when it will be considered by the council</li><li>b) when the decision will be announced</li><li>c) what the appeals procedure is if indeed there is one.</li></ul> <p>I object to this proposal for the following reasons.</p> <p>I think the council have failed to investigate this issue adequately or considered all the impacts for the following reasons:</p> <ol style="list-style-type: none"><li>1. The complaint was raised by a single resident and received 28 signatures.  Question: have the addresses of the people supporting the proposal been validated to see if they are indeed affected by the proposal?</li><li>2. The vehicles that park in the areas that are proposed to be declared No Parking Zones belong to residents and are not people who are parking here to then walk to the station or work in the high street. What consideration has the council given to the impact on these tenants e.g. where are these cars now are to be parked? There are no spare parking spaces for some considerable distance so has the council considered the possibility that they are just "moving" the problem? Does the council expect the residents to sell their vehicles? Is it not the role of the council to consider the impact of these changes on ALL affected residents?</li><li>3. Has the council considered WHY there are so many cars being parked in the</li></ol>	<p>Objection Noted.</p>

	<p>area? Have they not noticed that the properties in this area have four or five bedrooms and the design of them, being higher rather than wider, means that there is going to be a high demand for parking? Presumably Brentwood Council considered this when it gave planning approval for the estate.</p> <p>4. One solution that is already in use is to park additional cars across the existing drives. This already occurs on occasions and has the effect of restricting the pavement forcing people with pushchairs to go into the road and reducing road width which is not normally a problem but I do on occasions have concerns that if a fire engine had to get through it may be difficult. I notice this because I used to drive fire engines. These changes are, therefore, increasing some risks. Has any of these matters been considered?</p> <p>5. The cars that park near the shop do so for just a few minutes while they pop into the shop normally on their way home or on their way to work or school. The probability of there being a traffic warden on site to catch the odd car, parked for a few minutes is statistically very low. In time people will realise this and it is therefore highly likely that the parking restrictions will have little to no impact, they will just become ignored and, therefore, a waste of council money and effort.</p> <p>6. With respect enforcement, the council, in a reply to one of my requests stated: <i>"According to our patrol data Mayfield Gardens in 2019 has been patrolled 127 times resulting in 20 PCN's being issued. Copperfield Gardens is checked as part of that patrol."</i> The reality is of course that there are no parking restrictions in Copperfield Gardens so parking wardens do NOT inspect it. If they are supposed to, for whatever reason, I can confirm that in the 7 years I have lived here, working from home, I have never, ever, seen a parking warden in</p>	
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	<p>Copperfield Gardens.</p> <p>7. There are wider impacts to be considered. If people are prevented from stopping outside the local shop then what are they likely to do? Either drive to Sainsbury's or McColls in the Ongar Road because there are no other shops within walking distance. Either solution obviously increases fuel consumption and pollution. Has any thought been given to this by the council? If there is no parking spaces outside McColls then they will probably drive on to Marks and Spencers in the garage further down the Ongar Road – more fuel consumption and more pollution.</p> <p>8. What happens if the sales of the shop are affected to an extent that it is no longer viable? What happens then, what is the impact on the community who rely on that shop? Has any consideration been given to this possibility by the council? The following was published just last week in the Daily Express newspaper:</p> <p><b>One billion parking charges killing off our shops.</b>  <b>By MICHAEL KNOWLES</b>  <b>PUBLISHED: 15:00, Sat, Jun 29, 2019   UPDATED: 15:38, Sat, Jun 29, 2019</b></p> <p>SOARING car parking charges are crippling Britain's "dying" high streets, experts warn today.  Councils are this year set to rake in a record £1billion from parking fees and fines, research by the RAC Foundation has found. But analysts fear many town centres could go into "cardiac arrest" as local authorities hound motorists. Campaigners also warn that online retailers will be the only winners from overzealous parking attendants.</p>	
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	<p>We are not talking about a High Street here (although Brentwood is a great example of a dying High Street) but the effects and issues are equally applicable. Again I ask, has the council taken this into account? I would also ask if Chelmsford parking team have any knowledge or even interest in the viability of a community in Brentwood or have they just got here "parking goggles" on? Are Brentwood Councillors happy with their actions and the potential impacts on the community?</p> <p>9. The notification of this change is wholly inadequate. Whist I am sure that all recommendations and guidance has been followed 3 A4 pages attached to lampposts are not going to be seen by most residents, especially those who drive and are, therefore, most likely to be affected. The people most affected are likely to be going to their homes in a car and then leaving by car. They are not going to be walking past the notices. Most pedestrian traffic, and people who have parked outside the shop, will be going to or from the shop so an obvious place to put a notice would have been on the railings outside the shop where they couldn't miss it but nothing was posted in that area. Even the owners of the shop were unaware of the changes and how could they be? People walking past the signs are least likely to be affected by the content of the sign as they are least likely to own a car statistically - the wrong group have been targeted by the warning publication process and one must ask if this was deliberate. It certainly doesn't appear to support either councils alleged policies of being "open and transparent".</p> <p>10. There is virtually no risk. The road is a cul-de-sac which obviously limits the amount of traffic on the road which is low.</p> <p>Question: Have any surveys been done to determine the traffic flows and speed?</p> <p><b>Other Factors.</b></p>	
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	<p><b>Risks.</b></p> <p>11. Because of the layout of the road, two tight bends at my end of the road, vehicles are forced to travel slowly in both directions. Parking restrictions will not improve this but <b>there is the risk that, by reducing the number of cars parked, traffic speeds could increase due to the clearer roads. Has anybody thought of this possibility?</b></p> <p>12. In the 7 years I have lived here I have not seen one incident or even a “near miss”.</p> <p>13. In the summer children, including my 11 year old son and his friends, play outside and they would not be able to do this if there was any enhanced risk from traffic. If there were any such risk parents would keep their children in doors.</p> <p>14. There can be no doubt that by reducing the number of parked cars would reduce the risk of an accident or incident but by how much? There has to be a satisfactory risk assessment done and I can see no evidence that this is the case here. Somebody has complained, the parking and traffic authorities have got involved and developed a plan without any examination of the wider impacts of the community or, indeed, of the size of the risk. But <b>the council have confirmed that there have been no accidents or incidents recorded, i.e. according to the council’s data THERE IS NO APPARENT OR SIGNIFICANT RISK.</b></p> <p>15. The council is, we are continually told, short of funding. One must therefore ask what the ROI (Return On Investment) is for this proposed work. If a Risk Assessment had been done we would have an idea but it hasn’t so we do not,</p>	
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	<p>i.e. there is no data to assist in any decision making. Having said that, I think most people would agree that spending the £750 on repairing a couple of pot holes would provide a much greater return than some yellow lines (on a road where there have been no incidents) which will be hard if not impossible to enforce and for which no Risk Assessment has been completed. As a cyclist, I know that pot holes represent a serious risk of injury or worse to some road users.</p> <p>16. The proposal is being implemented with the same level of attention, analysis and consideration as the width restriction in Western Road. This was installed without full and proper analysis and the council are now continually spending money on repairing it. It has done nothing to reduce the speed of traffic but that is because there was never a speed issue anyway, it creates traffic jams every day during the rush hour due to its close proximity to the William Hunter Way roundabout and therefore increases fuel consumption and also pollution.</p> <p>In case here was any doubt, I object to this proposal.</p>	
2	<p>Please find attached my objection to this proposal. Can you advise:</p> <ul style="list-style-type: none"> <li>a) when it will be considered by the council</li> <li>b) when the decision will be announced</li> <li>c) what the appeals procedure is if indeed there is one.</li> </ul> <p>I object to this proposal for the following reasons.</p> <p>I think the council have failed to investigate this issue adequately or considered all the impacts for the following reasons:</p> <p>17. The complaint was raised by a single resident and received 28 signatures.</p> <p>Question: have the addresses of the people supporting the proposal been</p>	Objection Noted.

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By MICHAEL KNOWLES

PUBLISHED: 15:00, Sat, Jun 29, 2019 | UPDATED: 15:38, Sat, Jun 29, 2019

SOARING car parking charges are crippling Britain's "dying" high streets, experts warn today.

Councils are this year set to rake in a record £1billion from parking fees and fines, research by the RAC Foundation has found. But analysts fear many town centres could go into "cardiac arrest" as local authorities hound motorists. Campaigners also warn that online retailers will be the only winners from overzealous parking attendants.

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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 3 October 2019 – 2.00PM**

**AGENDA ITEM 13**

<b>Subject</b>	<b>THE SOUTH ESSEX PARKING PARTNERSHIP (BOROUGH OF BRENTWOOD) (WAITING, LOADING AND PARKING CONSOLIDATION) (VARIATION NO.44) ORDER 201*</b>  Relating to, Copperfield Gardens, Brentwood.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (Waiting, Loading and Parking Consolidation) (Variation No.44) Order 201\*

**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; and:
2. The people making representations be advised accordingly.

<b>Consulters</b>	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	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p>
	<p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Copperfield Gardens, Brentwood.</p>
1.2	<p>On 22 October 2018, the SEPP received a completed application form for double yellow lines in Copperfield Gardens outside and opposite the convenience store. The request is supported with a petition.</p>
	<p>It is stated that vehicles park on both sides of Copperfield Gardens on the bend, immediately outside the shop and up to the garages. This prevents emergency vehicles and larger vehicles from access and severely affects sight lines. The pavement can also become completely blocked most of the day opposite the shop. A petition was signed by 29 residents.</p>
	<p>The site visits provided evidence of pavement parking on both sides of the road around the bend and at the garage areas, restricting sightlines. Therefore, the Technician recommends that 'No Waiting at Any Time' restrictions (double yellow lines) are introduced at the bend and at the spurs leading to the garage areas to retain sightlines.</p>
1.3	
1.4	<p>It has been agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £1,000. This cost will be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.5	<p><b>SEPP Policy – 1.6</b></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><b>SEPP Policy – 7.1</b></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 Enquirer and on site on 13 June 2019, 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	The Proposed Order is for double yellow lines outside the shop as well as the double bend.
1.8	When the Order was published on 13 June 2019 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 Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order being made.
<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 resident of Copperfield Gardens dated 3 July 2019	Objection
2	Email from resident of Copperfield Gardens dated 4 July 2019	Objection



## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 13 June 2019

Representations & responses relating to <b>Copperfield Gardens, Brentwood.</b>		
Ref	Representation -	Technician response -
1	<p>Please find attached my objection to this proposal.</p> <p>Can you advise:</p> <ul style="list-style-type: none"> <li>a) when it will be considered by the council</li> <li>b) when the decision will be announced</li> <li>c) what the appeals procedure is if indeed there is one.</li> </ul> <p>I object to this proposal for the following reasons.</p> <p>I think the council have failed to investigate this issue adequately or considered all the impacts for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The complaint was raised by a single resident and received 28 signatures. <p>Question: have the addresses of the people supporting the proposal been validated to see if they are indeed affected by the proposal?</p> </li> <li>2. The vehicles that park in the areas that are proposed to be declared No Parking Zones belong to residents and are not people who are parking here to then walk to the station or work in the high street. What consideration has the council given to the impact on these tenants e.g. where are these cars now are to be parked? There are no spare parking spaces for some considerable distance so has the council considered the possibility that they are just "moving" the problem? Does the council expect the residents to sell their vehicles? Is it not the role of the council to consider the impact of these changes on ALL affected residents?</li> <li>3. Has the council considered WHY there are so many cars being parked in the</li> </ol>	<p>Objection Noted.</p>

	<p>area? Have they not noticed that the properties in this area have four or five bedrooms and the design of them, being higher rather than wider, means that there is going to be a high demand for parking? Presumably Brentwood Council considered this when it gave planning approval for the estate.</p> <p>4. One solution that is already in use is to park additional cars across the existing drives. This already occurs on occasions and has the effect of restricting the pavement forcing people with pushchairs to go into the road and reducing road width which is not normally a problem but I do on occasions have concerns that if a fire engine had to get through it may be difficult. I notice this because I used to drive fire engines. These changes are, therefore, increasing some risks. Has any of these matters been considered?</p> <p>5. The cars that park near the shop do so for just a few minutes while they pop into the shop normally on their way home or on their way to work or school. The probability of there being a traffic warden on site to catch the odd car, parked for a few minutes is statistically very low. In time people will realise this and it is therefore highly likely that the parking restrictions will have little to no impact, they will just become ignored and, therefore, a waste of council money and effort.</p> <p>6. With respect enforcement, the council, in a reply to one of my requests stated: <i>"According to our patrol data Mayfield Gardens in 2019 has been patrolled 127 times resulting in 20 PCN's being issued. Copperfield Gardens is checked as part of that patrol."</i> The reality is of course that there are no parking restrictions in Copperfield Gardens so parking wardens do NOT inspect it. If they are supposed to, for whatever reason, I can confirm that in the 7 years I have lived here, working from home, I have never, ever, seen a parking warden in</p>	
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	<p>Copperfield Gardens.</p> <p>7. There are wider impacts to be considered. If people are prevented from stopping outside the local shop then what are they likely to do? Either drive to Sainsbury's or McColls in the Ongar Road because there are no other shops within walking distance. Either solution obviously increases fuel consumption and pollution. Has any thought been given to this by the council? If there is no parking spaces outside McColls then they will probably drive on to Marks and Spencers in the garage further down the Ongar Road – more fuel consumption and more pollution.</p> <p>8. What happens if the sales of the shop are affected to an extent that it is no longer viable? What happens then, what is the impact on the community who rely on that shop? Has any consideration been given to this possibility by the council? The following was published just last week in the Daily Express newspaper:</p> <p><b>One billion parking charges killing off our shops.</b>  <b>By MICHAEL KNOWLES</b>  <b>PUBLISHED: 15:00, Sat, Jun 29, 2019   UPDATED: 15:38, Sat, Jun 29, 2019</b></p> <p>SOARING car parking charges are crippling Britain's "dying" high streets, experts warn today.</p> <p>Councils are this year set to rake in a record £1billion from parking fees and fines, research by the RAC Foundation has found. But analysts fear many town centres could go into "cardiac arrest" as local authorities hound motorists. Campaigners also warn that online retailers will be the only winners from overzealous parking attendants.</p>	
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	<p>sign as they are least likely to own a car statistically - the wrong group have been targeted by the warning publication process and one must ask if this was deliberate. It certainly doesn't appear to support either councils alleged policies of being "open and transparent".</p> <p>26. There is virtually no risk. The road is a cul-de-sac which obviously limits the amount of traffic on the road which is low.</p> <p>Question: Have any surveys been done to determine the traffic flows and speed?</p> <p><b>Other Factors.</b></p> <p><b>Risks.</b></p> <p>27. Because of the layout of the road, two tight bends at my end of the road, vehicles are forced to travel slowly in both directions. Parking restrictions will not improve this but <b>there is the risk that, by reducing the number of cars parked, traffic speeds could increase due to the clearer roads. Has anybody thought of this possibility?</b></p> <p>28. In the 7 years I have lived here I have not seen one incident or even a "near miss".</p> <p>29. In the summer children, including my 11 year old son and his friends, play outside and they would not be able to do this if there was any enhanced risk from traffic. If there were any such risk parents would keep their children in doors.</p> <p>30. There can be no doubt that by reducing the number of parked cars would</p>	
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	<p>reduce the risk of an accident or incident but by how much? There has to be a satisfactory risk assessment done and I can see no evidence that this is the case here. Somebody has complained, the parking and traffic authorities have got involved and developed a plan without any examination of the wider impacts of the community or, indeed, of the size of the risk. But <b>the council have confirmed that there have been no accidents or incidents recorded, i.e. according to the council's data THERE IS NO APPARENT OR SIGNIFICANT RISK.</b></p> <p>31. The council is, we are continually told, short of funding. One must therefore ask what the ROI (Return On Investment) is for this proposed work. If a Risk Assessment had been done we would have an idea but it hasn't so we do not, i.e. there is no data to assist in any decision making. Having said that, I think most people would agree that spending the £750 on repairing a couple of pot holes would provide a much greater return than some yellow lines (on a road where there have been no incidents) which will be hard if not impossible to enforce and for which no Risk Assessment has been completed. As a cyclist, I know that pot holes represent a serious risk of injury or worse to some road users.</p> <p>32. The proposal is being implemented with the same level of attention, analysis and consideration as the width restriction in Western Road. This was installed without full and proper analysis and the council are now continually spending money on repairing it. It has done nothing to reduce the speed of traffic but that is because there was never a speed issue anyway, it creates traffic jams every day during the rush hour due to its close proximity to the William Hunter Way roundabout and therefore increases fuel consumption and also pollution.</p> <p>In case here was any doubt, I object to this proposal.</p>	
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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Tuesday 3 October 2019 – 2.00PM**

**AGENDA ITEM 14**

<b>Subject</b>	<b>THE SOUTH ESSEX PARKING PARTNERSHIP (BOROUGH OF BRENTWOOD) (WAITING, LOADING AND PARKING CONSOLIDATION) (VARIATION NO.44) ORDER 201*</b>
	Relating to, Doddinghurst Road and St Kilda's Road, Brentwood.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (Waiting, Loading and Parking Consolidation) (Variation No.44) Order 201\*

**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; and
1. 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.	<u>Background</u>
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1.1 The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -

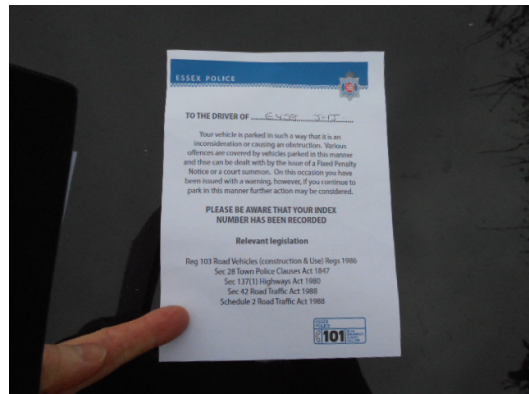
The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Doddington Road, Brentwood.

1.2 On 5 July 2018, the SEPP received a completed application form requesting parking restrictions to deter commuter and local worker parking.

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

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

1.3



1.4	It was agreed with the Lead Councillor and Lead Officer for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £4,500.
1.5	<p><b>SEPP Policy – 1.6</b></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><b>SEPP Policy – 7.1</b></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 Enquirer and on site on 13 June 2019, 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	The Proposed Order is to extend the current double yellow lines near the junction of Doddington Road and Robin Hood Road and tidal single yellow lines (Monday to Saturday 10-11am and Monday to Saturday 2-3pm) as well as including double yellow lines on the junction of Doddington Road and St Kilda's Road and bus stops in Doddington Road.
1.8	When the Order was published on 13 June 2019 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 Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order being made.
<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	Letter received from resident of Outings Lane dated 19 June 2019	Support
2	Email from resident of Doddinghurst Road dated 4 July 2019	Objection
3	Email from resident of St Kilda's Road dated 5 July 2019	Objection



## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 13 June 2019

Representations & responses relating to <b>Doddinghurst Road, Brentwood</b>		
Ref	Representation -	Technician response -
1	<p>We completely support the new order! It is totally excellent! For the following reasons. A) there is not adequate room for parked vehicles. B) Parked vehicles always along the Doddinghurst Road, Brentwood delay the local bus services and all other vehicles traveling on this road. C) it is very dangerous for pedestrians crossing the Doddinghurst Road, Brentwood. D) The motor vehicles parked on the Doddinghurst Road, Brentwood, often park on the pedestrian footway (pavement!) preventing pedestrians walking along this road from walking on the pedestrian foot walk (pavement) forcing pedestrians to walk into private property (front gardens) on one side or alternatively the road. This is particularly detrimental to wheelchair users (it often requires crossing to the other side of road) to get around the parked vehicle, which completely block the pedestrian footway (pavement) for wheelchair users. These pavement (pedestrian footway) parked on vehicles create a dreadful obstacle for blind and partially sighted pedestrians.</p>	Support Noted.
2	<p>I hereby object to the Doddinghurst Road proposals on the following grounds:</p> <ul style="list-style-type: none"> <li>• The statement of reason(s) does not reflect: The 'full day' parking and road traffic safety issues for residents.</li> <li>• The proposals if implemented will; Further deteriorate the current 'full day' pedestrian and road traffic safety issues.</li> <li>• Other more effective and comprehensive pavement parking controls are available – and would improve traffic management safety.</li> </ul>	Objection Noted. Parking restrictions proposed to improve traffic flow.
3	<p>I am strongly objecting to the proposed parking restrictions along the Doddinghurst Road and the surrounding roads, including St Kildas Rd.</p> <p>I am a resident down St Kildas, and am concerned that the these proposals are not only unnecessary and inconsiderate, they will have a negative knock on effect to other side roads. I can see that there are <b>many</b> other proposals throughout Brentwood, which are also restricting the times/places that people can park – <b>why is this necessary????</b></p>	Objection Noted. Parking restrictions proposed to improve traffic flow.

<p>I travel down the Doddinghurst Road every morning and evening, and the problem is not parked cars – this does not hold up my journey as there is room (on most occasions) for two way traffic, even with the parked cars. The problem is too many cars on one stretch of road/junction, which is not going to be improved by parking restrictions, or the addition of a supermarket or housing estates (coming onto the same road).</p> <p>People have cars, and many houses/flats do not have enough parking on their land, therefore people have no other option than to park in the road. I have a car which is essential for work, as public transport cannot get me to my office, or on my visits. My husband has a cab, so cannot do without a vehicle, and we have a daughter who also drives. These cars have to be parked somewhere – and If I could get public transport to work, the new parking restrictions would stop me being able to leave my car at home on the road.</p> <p>We live near the Brentwood Centre, and at times their parking overflows into our road – so what????? I don't mind, because I can usually find another place to park. If you bring in all of these restrictions, that may not be the case in future ..... and people have to park somewhere.</p> <p>Also - I have no objection to people who have to park their cars along the Doddinghurst Road (or my road) whilst working, or who choose to park there and walk the rest of the way to Brentwood to shop – <b><u>where else are they meant to park?</u></b> And why are you trying to make the normal working person's life more difficult by putting in place a 1 hour restriction on roads that are not even near a station.</p> <p>I understand there is a problem with too much traffic, but parking restrictions are not an answer to this problem.</p> <p>Why make our lives much more difficult and stressful than they already are? The only answer I can think of, is that this is to raise revenue. It is certainly not to benefit the residents of Brentwood.</p>	
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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Tuesday 3 October 2019 – 2.00PM**

**AGENDA ITEM 15**

<b>Subject</b>	<b>THE SOUTH ESSEX PARKING PARTNERSHIP (BOROUGH OF BRENTWOOD) (WAITING, LOADING AND PARKING CONSOLIDATION) (VARIATION NO.44) ORDER 201*</b>  Relating to, Margaret Avenue and Shorter Avenue, Shenfield.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of the South Essex Parking Partnership (Borough of Brentwood) (Waiting, Loading and Parking Consolidation) (Variation No.44) Order 201\*

**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 withdrawn in its entirety and be included in the upcoming informal consultation for roads north of Hutton Road.; and:
2. The people making representations be advised accordingly.

<b>Consulters</b>	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	<p>The purpose of this Order is to vary The Borough of Brentwood (On Street Parking and Waiting Restrictions) Order No.131 as set out below: -</p>
	<p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Margaret Avenue, Shenfield.</p>
1.2	<p>On 21 October 2018, the SEPP received a completed application form requesting parking restrictions to deter irresponsible parking which causes obstruction for larger vehicles. A period of monitoring identified issues with vehicles parking on both sides of the road which then causes access issues for larger vehicles, such as delivery vans/lorries and emergency vehicles.</p>
	<p>To prevent this practice the Technician has recommended DYL on one side of the road to ensure that access is maintained for larger vehicles. On the opposite side of the road the current restriction can remain, and residential driveways can act as passing places. The junction with Shorter Avenue should also be protected with DYL.</p>
1.3	
1.4	<p>It has been agreed with the Lead Councillor for parking matters for Brentwood to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2000.</p>
1.5	<p><b>SEPP Policy – 1.6</b></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.</p> <p>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.</p> <p>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>

1.6	<p><b>SEPP Policy – 7.1</b></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>
1.7	<p>The Order was originally published in the Enquirer and on site on 13 June 2019, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire &amp; Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.</p>
1.8	<p>The Proposed Order is to amend the current single yellow line (Monday to Friday 10-11am &amp; 2-4pm) to a double yellow line in Margaret Avenue and to amend the single yellow line (Monday to Friday 10-11am &amp; 2-3pm) to double yellow lines in Shorter Avenue on the junction with Margaret Avenue.</p>
1.9	<p>When the Order was published on 13 June 2019 a 21-day period of formal public consultation commenced.</p>
2	<p><u>Comments</u></p>
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	<p><u>Conclusion</u></p>
3.1	<p>Correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part. The Lead Councillor, Lead Officer and Technicians concur that this scheme should be withdrawn. Margaret Avenue and Shorter Avenue will now be included in the upcoming informal consultation for roads north of Hutton Road.</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 resident of Margaret Avenue dated 18 June 2019	Objection
2	Email from resident of Margaret Avenue dated 15 June 2019	Objection
3	Email from resident of Margaret Avenue dated 15 June 2019	Objection
4	Email from resident of Margaret Avenue dated 16 June 2019	Objection
5	Email from resident of Margaret Avenue dated 20 June 2019	Objection
6	Email from resident of Margaret Avenue dated 21 June 2019	Objection
7	Letter from resident of Margaret Avenue dated 25 June 2019	Objection
8	Email from resident of Margaret Avenue dated 25 June 2019	Objection
9	Email from resident of Margaret Avenue dated 2 July 2019	Support
10	Email from resident of Shorter Avenue dated 2 July 2019	Support
11	Email from resident of Hunter Avenue dated 4 July 2019	Objection
12	Email from resident of Sebastian Avenue dated 3 July 2019	Objection
13	Email from resident of Margaret Avenue dated 4 July 2019	Objection
14	Email from resident of Shorter Avenue dated 5 July 2019	Objection
15	Email from resident of Margaret Avenue dated 5 July 2019	Objection
16	Email from resident of Margaret Avenue dated 5 July 2019	Objection
17	Email from resident of Sebastian Avenue dated 5 July 2019	Support
18	Email from resident of Margaret Avenue dated 8 July 2019	Objection
19	Email from resident of Margaret Avenue dated 5 July 2019	Objection
20	Email from resident of Sebastian Avenue dated 11 July 2019	Objection

## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 13 June 2019**

Representations & responses relating to Margaret Avenue and Shorter Avenue, Shenfield.		
Ref	Representation -	Technician response -
1	To be very clear the objection is for the current proposal, I believe there are better alternatives that would address the issue without such a dramatic impact to residents while retaining temporary parking for people to use the high street. The main alternative is simply extending existing weekly restrictions to the weekend.	Objection Noted. Weekend restrictions will not prevent obstructive parking during the week.
2	<p>We note the proposal to change the parking restrictions in Margaret Avenue. The existing arrangements are unsatisfactory as they take no account of parking congestion at weekends which has long been a source of complaints from residents. If our understanding is correct, it is now proposed to prohibit parking on virtually the whole of the south side while permitting it on all but a few metres of the North. Double yellow lines on the south side would be welcome but it is ridiculous to allow unlimited parking on the other side of this narrow street which is a short walk from Shenfield station and shops. This will attract commuter parking during the working week precisely why the existing restrictions were introduced. It has not escaped notice that blanket bans are in place on various roads on Hutton Mount the same distance from shops and station and it is not understood why this cannot prevail on this side of the tracks. Furthermore, commercial vehicles regularly park in this road at weekends (DHL etc.) restricting sightlines and movement and this will do nothing to resolve this issue with the potential to make it worse.</p> <p>In short, we strongly object to this amendment and call for a consultation with the particular residents of those streets affected so that individual solutions can be found for those highways.</p>	Objection Noted.
3	<p>While I agree that parking in the street is dangerous and needs to be addressed, the current proposals will not solve the problems that we face.</p> <p>Having parking along one side of the street will create a one way road, however it is still two way traffic and the frequency of hearing cars beeping horns and getting</p>	Objection Noted.

	<p>irate because people don't give way, will still be an issue. I am concerned that by having the south side double yellow lines and many of the drives on the south side lowered it will cause cars to start to drive on the pavements and lowered drives, which with many residents with young children and a busy school walking route, is an accident waiting to happen.</p> <p>The residents in Margaret Avenue have requested on multiple occasions for the parking restrictions that cover Monday to Friday to be extended over the weekend as this will deter the commercial vehicles and people who park from Friday evening to Sunday evening and travel up to London for weekend breaks. We frequently have cars parked partly across our driveways and cause further issues of turning to get in/out of our driveways. These vehicles will then have to use pay parking such as Hunter Avenue, which will give the local council more revenue.</p> <p>We have to endure the endless noise on West Ham match days (evenings and weekends) and the noise they create coming back to pick up their vehicles. When West Ham play and the run up to Christmas with shoppers at Westfield - the street is unbearable and cannot cope with the traffic and amount of vehicles that park in what is a narrow residential street.</p> <p>We understand the need for local shops to have parking and the few hours of restrictions during weekends would not deter people who want to come for an hour or so, they would just come during the time they are able to park.</p> <p>I have not at any point been consulted by these changes, or being approach by the Council to consult on what the resident want or need to be able to be safe in their own streets.</p>	
4	<p>The proposed restriction of double yellow lines on one side of Margaret Ave and no restriction on the other side can lead to real problems for the residents . There are no restrictions at the weekend at the moment and it causes massive problems for the residents at the weekends as we frequently cannot get in or out of the road . The present restriction of 10-11 am and 2-4 pm Mon to Fri works well in the week , as it keeps the road clear of Parkers during the week -- it just needs to be continued through the weekend or even a Residents only Parking Scheme . The Council cannot use Margaret Ave as a Convenient Car Park . It means that anyone can park on this side of the road Day and Night without restriction , allowing accumulation of Rubbish beneath cars. security problems , and difficulty for large vehicles eg ambulances and Fire Engines no access. Margaret Ave is a small road --only 28</p>	Objection Noted.



	houses and only enough room for 2 cars side by side . Why have the Council not consulted with the Residents about what Parking Restrictions they would like instead of inflicting on us whatever restrictions are convenient for you . WE PAY HEAVY RATES , NOT TO BE USED AS A CAR PARK !!	
5	I respectfully suggest that you simply extend the current restrictions to week-ends. This would solve the main problem: people parking for hours, even overnight. Above all, consult the residents.	Objection Noted.
6	<p>1. We are writing to formally object on the current proposal in respect of parking in Margaret Avenue, Shenfield, Brentwood, Essex.</p> <p>2. There is no doubt that something needs to be done about parking in Margaret Avenue but the issue is <b>only a weekend issue</b>. During the week restrictions are in place from Monday to Friday 10-11am and 2-4pm. This prevents all day commuter parking and allows for local access to Shenfield Broadway shops and facilities. At the weekend the road turns into long stay parking for visitors using the train station and it is not uncommon for vehicles to be parked in the road from Friday evening to Sunday evening. Inconsiderate parking occurs on both sides of the road with vehicles squeezing into the smallest of spaces.</p> <p>3. Given that the restrictions work well from Monday-Friday my view is that the best parking solution is simply to extend these hours to Saturday and Sunday. This is a simple cost effective proven solution, which is also beneficial to local traders as it provides short term parking.</p> <p>4. We therefore object to the current proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>• The road already suffers with speeding vehicles who use it as a cut through. Using yellow lines to create parking down just one side of the road will only encourage drivers to race down the road.</li> <li>• Yellow lines will not assist residents on the north side of the road who will continue to have issues exiting their driveways</li> <li>• The yellow lines are detrimental to local traders as there will be a reduction in valuable parking spaces.</li> <li>• The road is two way and two cars wide. Parking down one side as a result of the yellow lines will restrict passing places resulting in the mounting of the</li> </ul>	Objection Noted.

	<p>curb/pavement. This is of particular issue on the Crossways end of the road.</p> <ul style="list-style-type: none"> <li>The proposal does not seek to extend the weekday parking restrictions to the side of the road without yellow lines at the weekend. Therefore this side the road will continue to have long stay inconsiderate parking by station users on a Saturday and Sunday. These spaces will not be available for local shopping/use of facilities in Shenfield Broadway.</li> </ul>	
7	Please find enclosed our objection to the above order. We feel a face to face consultation would be appreciated before anything is done.	Objection Noted.
8	<p>We would like to register our objection to the proposal of providing double yellow lines on the south side of Margaret Avenue, in effect leaving a one-way road system, but enabling cars to enter from both ends of the Avenue.</p> <p>At the moment, over the weekend, the Avenue is full of staggered parked cars, some being left for the whole weekend and others not parked responsibly causing problems to residents. The same will happen with your proposal except in a straight line along the whole of the north side thereby leaving just the south side for vehicle access at both ends. There will be traffic congestion causing chaos at either one or both ends by cars entering Margaret Avenue from Shorter Avenue or Crossways with nowhere to go because of oncoming vehicles. Cars will be backed up, waiting to enter the Avenue. This could lead to irritation and frustration, and even road rage, by drivers.</p> <p>We would like to suggest that the present, successful, week-day parking restrictions, be extended to Saturday and Sunday as well. This is a simple and cheap solution to the problem and will stop all day/overnight weekend parking and allow for vehicle access from both ends of the Avenue.</p> <p>We would be pleased if you would consider our recommendation and would be happy to attend a consultative meeting between you and the residents of Margaret Avenue.</p>	Objection Noted.
9	<p>Think is a great idea as is like a chicane of cars on Margaret.</p> <p>Also suggest you look at Chelmsford road, as seems an ever increasing number of people leaving cars. Won't be long before a major accident of someone coming out of crossways straight into someone going passed a parked car in Chelmsford road.</p> <p>Even seems to be someone regularly parking in the bus stop down near Chelmsford school!!!</p>	Support Noted.

1	I live in Shorter Avenue, Shenfield where there is a proposal to restrict parking to "no waiting at any time", I totally agree with this as parking is very bad some parts of the day with cars parked and no wardens to ticket them, perhaps a total ban might persuade people not to park.	Support Noted.
10	Although I think something needs to be done about the parking in Shenfield, especially the weekend parking. As a resident in Hunter Avenue I feel the proposed plans for Margaret Avenue and Shorter Avenue will just make the parking in Hunter Avenue far worse than it is now. Often at the weekend they will nearly park the full length of the road and on both sides, I do worry sometimes that an emergency vehicle would struggle getting through the road. As I'm sure you are aware this is a very busy road due to the station car park and the council car park being situated together at the top of the road, high street end.	Objection Noted.
11	The Shenfield Conservatives have just issued a flyer about "Local Parking Restrictions" mentioning Margaret Avenue, Shorter avenue and Hutton Road but it is far from clear exactly where the changes are under consideration. In any case, the elderly residents at this property in Sebastian Avenue are most unhappy with ANY CHANGES to the parking arrangements in Shenfield which would make it much more difficult for people wishing to shop in Shenfield. Our local shops would be adversely affected if shoppers were restricted from parking as close to shops as is presently possible. Surely it is already well known that "High Street Shops" are suffering from a reduction of clients, thus anything making local shopping more difficult would be most disadvantageous to the shopkeepers and elderly shoppers. We urge you to give greater consideration to this matter since it is bound to adversely affect local shopkeepers and those residents who rely on the local shops for their needs.	Objection Noted.
12	We are very pleased that the Chelmsford Council has acknowledged the huge parking problem we have on Margaret Avenue at the weekend. However we DO NOT believe that double yellow lines on the south side of the street will resolve the problem. Our main issue is the inconsiderate parking from commuters into London, people who leave their vehicles and vans (such as DHL) all weekend. Often our driveways are inaccessible by these vehicles which often remain over 24 hours. There is also considerable road rage as vehicles cannot get down the road. We have several elderly residents and if an ambulance needed access along	Objection Noted.

	<p>Margaret Avenue at times it would be impossible.  We are not a free commuter car park but a small residential street.  Commuter parking also prevents locals from parking to use the amenities in Shenfield.  We propose that the current weekday restrictions are applied at the weekends too.  <b>No parking from 10 to 11am and 2-4pm 7 days a week.</b>  This would mean families could park and visit residents and locals could park to use the shops.  It would also solve the problem of commuters blocking the road all weekend.  We hope you will consider our views and the majority of the residents on Margaret Avenue</p>	
13	<p>As a Margaret Avenue Shenfield resident, I would like to object to the proposed parking restriction alterations for my road.  I would only like to see an extension of weekday restrictions to include the weekends, or at the very least Saturday. With double yellow lines both sides just by the junctions with Crossways and Shorter Avenue.  Under your proposal, as a north side resident, I will still be unable to exit my driveway safely and this will now extend to the weekdays during the times parking restrictions aren't in place. While there is currently no issue during the week, your proposal will likely create one.  The one side parking will cause even more danger, as cars are likely to see a straight clear road and speed. Putting pedestrians, in particular the many young children who live on this road, at risk.  It will also provide less 'passing points' thus encouraging bottle necking, pavement mounting or more vehicles having to reverse down the road or onto driveways.  Weekend parkers, including large delivery vehicles who park all weekend will still be allowed to do so without restriction, on one side of the street. In turn this provides less parking for people using the high street facilities. This will also do nothing for the inconsiderate parking which is never witnessed on weekdays.  The proposal does nothing to address the concerns of local residents and also seems to me, to be the most costly solution.</p>	Objection Noted.
2	<p>This email is written to support part of the proposals but also to request an amendment as follows:  <b>We fully support the proposal to put in place double yellow lines on Shorter</b></p>	Objection Noted.

	<p><b>Avenue, at the junction with Margaret Avenue on both sides of the road (facing and adjacent to Margaret Avenue) as this will mitigate against the current dangerous parking within the vicinity of junction. We are asking that this amendment continues.</b></p> <p>However I would like to request that there is an amendment to the Order 201 as follows:</p> <p>That the current parking restrictions along the remainder of Shorter Avenue are extended to cover weekends. These are currently just Monday to Friday 10-11 and 2 to 3.</p> <p>With the plans to put double yellow lines down one side of Margaret Avenue, the current cars that are parking there will simply move to park along Shorter Avenue. Shorter Avenue has become a significant route connecting the 2 main roads - Chelmsford Road and Hutton Road. By allowing parking at the weekend means that smooth traffic flow is compromised.</p> <p>The main issue faced in the area is with people parking for prolonged periods of time on a Saturday or Sunday in these roads and leaving Shenfield via train. The expansion of the parking restrictions, will push these drivers to park in the station or pay car parks around Shenfield, leaving the roads clear. These drivers are not local residents, but we have noticed are parking to attend West Ham football matches. This is something that they will still do, but with revenue generation for local car parks.</p> <p>The extension of the current parking restrictions - from Monday to Friday 10-11 and 2-3, to Monday to Sunday 10-11 and 2-3, to the rest of Shorter Avenue will mitigate against this type of all-day parking, however local residents and shoppers will still be able to (if they chose), park in the road to visit Shenfield High Street which, as with any small high street, would welcome this footfall.</p>	
14	<p>We have reviewed the proposed amendments to the parking and waiting restrictions in Shenfield, in particular with respect to Margaret Avenue and Shorter Avenue.</p> <p>We have strong concerns that the new restrictions will simply displace and exacerbate the problem in streets nearby, such as Hunter Avenue. From 73 Hunter Avenue to the junction with Oliver Road, restrictions are currently limited to:</p>	Objection Noted.

	<p>Monday – Friday 10am to 11am, and 2pm to 3pm. A large number of vehicles park most of the day on Saturdays and we have also seen instances of cars left overnight. The problem is particularly acute each time there is a football match or other big event at Stratford Olympic park as train passengers prefer to park in Hunter Avenue and avoid paying the £5 car park fee. This results in access issues, makes reversing out of one's drive dangerous given the lack of visibility and difficult given the limited space to manoeuvre. The proposed new parking restrictions are bound to make the situation worse for nearby streets as drivers will just look for somewhere else close to the station in order to park for free.</p>	
15	<p>Thank you for your prompt response &amp; i understand the predicament you have in resolving the parking problem in Sebastian Avenue. Hopefully in time, a solution agreeable to all can be found.</p> <p>With regard to Margaret Avenue, i confirm that i am supporting the proposal offered.</p>	Support Noted.
16	<p>Regarding proposal for parking amendment (#44) on Margaret Avenue, Shenfield. I would like to register my <b>objection</b> to the proposal.</p> <p>Thank you for acknowledging the parking issues that Margaret Avenue has suffered since Westfield, Stratford opened some years ago, a solution is definitely required. The proposed amendment to parking on Margaret Avenue will affect everyone living on the street, I would therefore like to request that there is some form of consultation with residents to determine if there is a more agreeable alternative.</p> <p>Some of the major concerns with regards to 'south-side double yellow' proposal:</p> <ul style="list-style-type: none"> <li>• The road is not a one-way street, cars trying to enter from both ends and struggling to find places to pass will create bottlenecks, resulting in scenarios such as mounting pavements, road rage and the dangerous reversing onto driveways, Crossways or Shorter Avenue, to allow passage of oncoming vehicles.</li> <li>• Large vehicles delivering to residents (such as groceries, online orders, furniture) are likely to have to park on the south side, this will completely block the street or hinder sight-lines</li> <li>• Cars with a clear line of sight may excessively speed, putting children at risk when</li> </ul>	Objection Noted.

	<p>having to cross between parked cars from the north side</p> <ul style="list-style-type: none"> <li>• The north side of the street will continue to have issues exiting driveways</li> <li>• Reduction in short-term parking spaces for those wishing to use local amenities.</li> <li>• The parking issue will shift to Sebastian Avenue and Kilworth, which are already becoming equally as difficult on weekends at the west facing ends of those roads</li> </ul> <p>There are alternatives that could be considered, for example: extending the current parking restrictions to the weekend. At present, there are generally no issues during the week with the current restrictions in situ, extending them is a simple and cost-effective solution. This approach counters all the issues above and also address:</p> <ul style="list-style-type: none"> <li>• A growing percentage of vehicles parking on Margaret Avenue arrive late Friday/early Saturday and regularly remain overnight or all weekend as owners commute out of Shenfield (commercial vehicles) or travel into London. This type of parking reduces spaces for those wanting to use the shops or visit residents.</li> <li>• When the above vehicles are parked poorly, the resulting congestion will often last all day, increasing the risk of preventing access for emergency vehicles.</li> </ul> <p>I feel that the above reasons justify a proper consultation with residents and look forward to hearing back from you soon.</p>	
17	<p>Concerning the above, I feel it may be of more consequence to continue the Monday to Friday restrictions into the weekend rather than the proposed double yellow lines on the south side of the road. Having said that, the latter would be better than nothing at all. On some occasions, cars are parked so badly that if an ambulance or fire engine were to be called, they would not be able to access certain parts of the road.</p>	Objection Noted.
18	<p>Am definitely opposed to your idea for the roads in Shenfield Park Estate (those north of the railway line) in particular Margaret Avenue. I can see where you are coming from - it would provide a better traffic flow. However it will certainly increase traffic speeds in Margaret Avenue if cars are parked only on one side of the road. Increased speed WILL occur and hence more chance of an accident. There will certainly be 'head to head' confrontations probably with neither vehicle wishing to give way.</p> <p>Having said that I am reminded, when at the meeting with SEPP September 2018</p>	Objection Noted.

<p>Mr. Binder said it took 4 years for Hutton Mount to get their weekend restrictions because differing areas of the Estate wished different solutions; when in fact all roads had to have the same end result. I would therefore have to accept whatever was decided for any of Margaret, Shorter, Hunter, Sebastian &amp; Kilworth Avenues should apply for every one of them..</p> <p>The problem is caused by non-resident long term parking at weekends. The best example being the 'mainly orange', DHL van usually in Margaret but sometimes in Sebastian. It arrives early on Saturday and does not move at all until late Sunday/early Monday morning. It's not WHUFC supporters causing our troubles but they were the first to take advantage of <b>not having to pay to use the TWO Station Car Parks</b> which are largely empty at weekends.</p> <p><b>Our problem does NOT exist weekdays because of the restricted parking conditions. The only way to overcome our Saturday problem is to include it in with our weekdays. Having been told last September it is not policy to grant our weekday restrictions in future I would question the 'mind set' of whoever made that decision. I am not aware of a 'Law of the land' it would come under.</b></p> <p>When initially involved my MP Alex Burghart told me to down load the SEPP Application Form and complete it. <b>The only Cllr. involvement being to support it which he had asked them to do.</b> In the event none did but all 3 of my Cllrs. pointed out it was not Brentwood Council responsibility anymore but soley that of SEPP. I note you still only deal with a 'Lead Cllr. and Lead Officer for Brentwood'. WHY. Surely under the terms of your application Form SEPP ought to deal direct with a resident living in a road that has the problems.</p> <p>Last year Lead Cllr. for Brentwood was Jon Cloke Cllr. for Ingatestone. What direct interest would he have?. Shenfield Cllrs. Pound &amp; Tumbridge, living where they do, have no direct conflict with car parking issues. In fact since Tumbridge became a Shenfield Cllr. my information is he has moved to Hutton Mount. He did not deny when I made a point of saying why, having moved to The Mount, was he still standing as a Shenfield Cllr. <b>It's about time SEPP ignored Brentwood Council representatives and dealt direct with residents.</b></p> <p>When I was asking for names on my petition quite a few objected to include Saturday in with our current weekdays. They wished family/friends to visit &amp; they would not be able to, on Saturdays, park between 2 &amp; 3 pm. Since then with half our road filled up all day with non-residents their visitors are frozen out completely.</p>	
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