

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

**TUESDAY 1<sup>ST</sup> NOVEMBER 2022 – 10.30AM**

**AGENDA ITEM 11**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*</b>
	Relating to Ongar Road, Victoria Road and Back Road Access, Writtle
<b>Report by</b>	South Essex Parking Partnership Manager

**Enquiries Contact**  
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**Purpose**  
 To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.29) Order 202\*

**Options**  
 The Joint Committee has the following options available:

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

**Recommendation(s)**

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

<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.

<b>1.</b>	<b><u>Background</u></b> The purpose of this proposed Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
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1.1	On 4 <sup>th</sup> November 2019, the SEPP received a completed application form from a local resident requesting ‘No Waiting at Any Time’ restrictions (Double Yellow Lines) on the junction of Ongar Road, Victoria Road and Back Road. The request is to prevent obstructive parking and maintain access and visibility on the junction. The application was supported by Cllr Watson, Cllr Roper & Cllr Aldridge as well as support from 15 local residents.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted, it was noted that vehicles parked near or on the junction causing access/egress problems. The maximum number of vehicles that were noted to be parked on or near the junction was 2. However, the addition of these few cars significantly impacted the safe movement of vehicles.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme to propose ‘No Waiting at Any Time’ restrictions on the junction as per the diagram below. The cost of the scheme is estimated at £1,500 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
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1.5	The request was placed before the South Essex Parking Partnership Joint Committee on 4 <sup>h</sup> March 2021 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.6	The Order was originally published in the Essex Chronicle and on site on 18 <sup>th</sup> August 2022, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 18 <sup>th</sup> August 2022 a 21-day period of formal public consultation commenced.
<b>2</b>	<b><u>Comments</u></b>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>3</b>	<b><u>Conclusion</u></b>

3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
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**List of Appendices**

Appendix 1 – List of people making representations


Appendix 2 – Summary of objections or support and Technicians comments

**APPENDIX 1**

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1.</b>	Email from resident of Ongar Road dated 30/08/2022.	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 18<sup>th</sup> AUGUST – 9<sup>th</sup> SEPTEMBER 2022

<b>Representations &amp; Responses relating to Ongar Road, Victoria Road and Back Road Access, Writtle</b>		
<b>Ref</b>	<b>Representation</b>	<b>Technician Response</b>
1.	<p>Dear Sir/Madam</p> <p>Proposed no waiting on Ongar Road ,Victoria Road and Back Road Writtle I wish to raise an objection to the above planning application on the following grounds.</p> <p>1. Cost. At a time of council financial problems to spend money on unnecessary road furniture is ridiculous because no one ever parks on the section of Back Road included in the proposal as it is only one car's width.</p> <p>2. Safety. Ongar Road is already somewhat of a rat run and to clear it of cars by using double yellow lines will encourage more speeding. This applies to Victoria Road as well which at the Ongar Road end is more than three cars wide. There has never been an accident at this junction in forty years. Your measures are likely to change this.</p> <p>3. Convenience. A lot of the houses here do not have any parking area. These measures will mean people will have to drop off and then move their cars elsewhere increasing traffic and pollution. The bus service is likely to be disrupted more frequently too.</p> <p>It's an unnecessary measure that will make matters worse.</p> 	<p>Objection noted.</p> <p>Ongar Road is a busy PR2 route, Victoria Road is a residential road and Back Road is an access road. The bell mouth on Ongar Road is relatively wide, however, the angle that Victoria Road meets it and the addition of Back Road creates an already hazardous junction without the added factor of parked vehicles. There has been 1 recorded accident within the last 3 years between 2 vehicles and a pedestrian which resulted in 1 casualty. During the site visits conducted, it was noted that vehicles parked near or on the junction (including Back Road) causing access/egress problems. The maximum number of vehicles that were noted to be parked on or near the junction was 2. However, the addition of these few cars significantly impacted the safe movement of vehicles.</p>

		<p>It is acknowledged that the presence of parked vehicles does have the effect of some traffic calming. However, this scheme has been proposed in line with Rule 243 of the Highway Code which states '<b>DO NOT</b> stop or park... opposite or within 10 metres (32 feet) of a junction'. The SEPP reserves the right to implement a scheme when it is deemed essential. The scheme will be monitored for its effectiveness.</p> <p>It should also be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. It is acknowledged that if the proposal goes ahead, it will limit parking for residents, however, the SEPP has to balance the needs of all highway users while at the same time maintaining the function of the highway network.</p> <p>It is not felt that the introduction of these restrictions will have an impact on the bus network.</p>
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