

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**THURSDAY 14 DECEMBER 2023**

**AGENDA ITEM 4**

<b>Subject</b>	<b>The Essex County Council (Rochford District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.11) Order 202*</b>  Relating to <b>Woodlands Avenue, Woodlands Close and Daws Heath Road, Rayleigh</b>
<b>Report by</b>	South Essex Parking Partnership Manager

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**Purpose:**

To report the receipt of representations made on part of The Essex County Council (Rochford District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.11) 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.
3. to agree that the proposed Order be withdrawn in its entirety.

**Recommendation(s)**

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

**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

<b>1.</b>	<b>Background</b>
<b>1.1</b>	The purpose of this Order is to amend The Essex County Council (Rochford District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
<b>1.2</b>	Several application forms and other correspondence were received between May – October 2022 regarding parking on Woodlands Avenue and Woodlands Close, Rayleigh. One applicant requested ‘No Waiting at Any Time’ restrictions (Double Yellow Lines) on the junction and bend of Woodlands Avenue. A list of 36 names were provided in support of the restrictions, from 20 properties in the area. The applicant stated that vehicles park on the junction Woodlands Avenue and Daws Heath Road, obstructing sightlines and causing vehicles to drive on the wrong side of the road to access Woodlands Avenue. Additionally, it was added that parked vehicles also block access to the dropped kerb for pedestrians crossing Woodlands Avenue to walk along Daws Heath Road.
<b>1.4</b>	Another applicant requested double yellow lines on the junctions of Woodlands Avenue/Daws Heath Road and Woodlands Avenue/Woodlands Close. Additionally, a single yellow line/permit parking scheme was requested Monday – Friday 10-11am and 2-3pm in this area. A list of 22 names were provided in support of the restrictions, from 13 properties in the area. The applicant stated that commuters from the nearby Industrial Estate park on Woodlands Avenue and Woodlands Close. Therefore, restrictions were requested in order to minimise commuter parking and to maintain access and sightlines for road users.
<b>1.5</b>	During the site visits conducted, up to 30 vehicles were observed parking in Woodlands Avenue and Woodlands Close. Vehicles were observed parking on the junctions in the area, within 10 metres. During the week, most road space was taken up by parked vehicles on Woodlands Avenue and Woodlands Close. During the weekend, it was observed that less vehicles were parking on Woodlands Close. Therefore, it is likely that vehicles parking near the junction of Woodlands Avenue/Woodlands Close belong to commuters. It was observed that vehicles park in the turning heads on these roads, however it is likely that these belong to residents not local workers. On most occasions, one vehicle was observed parking on the bend in question. No obstruction or access issues were observed on any of the site visits. It was observed however that there is limited visibility when traveling round the bend.
<b>1.6</b>	Additionally, during the site visits the narrow carriageway in Woodlands Close was noted. In parts, Woodlands Close is approximately 4.7 metres wide. It is good practice to allow 3 metres running lane for vehicles to pass and at least a 1.2 metre gap on the footway for wheelchair/pushchair users. Additionally, turning heads/circles should be kept clear. Therefore, it was felt that Woodlands Close is not suitable for parking due to its narrow carriageway and footway.
<b>1.7</b>	The relevant department at Rochford District Council was also consulted to discover any access issues for waste/recycling collections. It was stated by the department that because the roads are so narrow, especially Woodlands Close, in the past they have had to reverse up the road and have had problems turning around at the end of Woodlands Avenue.
<b>1.8</b>	Following the assessment, several options were discussed with the SEPP Joint Committee Member and Lead Officer for Rochford whereby it was decided that the SEPP should conduct a Parking Review with residents.

2.	Parking Review				
2.1	SEPP Technicians designed two options for residents. Option 1 included Double Yellow Lines on the junctions of Woodlands Avenue and Woodlands Close and the bend. Option 2 included 'Permit Parking Area Monday to Friday 10-11am and 2-3pm' with Double Yellow Lines on the junctions, bend, turning head of Woodlands Avenue and all of Woodlands Close.				
2.2	Residents were invited to take part in the Parking Review from 25th November – 23rd December 2022. The results were as follows:				
	No. of Properties	No. of Responses	No. in favour of introducing restrictions	No. in favour of Option 1	No. in favour of Option 2
	54	42 (78%)	36 (86%)	8 (22%)	28 (78%)
2.3	In consideration of the results and the comments received during the Parking Review, it was decided by the SEPP Joint Committee Member and Lead Officer for Rochford to proceed with Option 2 to introduce a 'Permit Parking Area Monday to Friday 10-11am and 2-3pm' with Double Yellow Lines on the junctions, bend, turning head of Woodlands Avenue and all of Woodlands Close ('the Proposal').				
2.3	The purpose of 'the Proposal' is to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. It would also improve the amenity of the area which the road runs and the desirability of securing and maintaining reasonable access to premises.				
2.4	Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £5,000. This cost could be reduced if incorporated with other roads in Rochford to publish one Traffic Regulation Order.				

<b>3.</b>	<b>Relevant excerpts from SEPP Policy (Version 6 December 2020)</b>
<b>3.1</b>	<p>SEPP Policy 7.4 - 'The criteria for prioritising requests for restrictions in residential areas is as follows:'</p> <ul style="list-style-type: none"> <li>• <i>'The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents.'</i> – Met. Based on the site visits conducted, during the week the majority of road space is taken up by parked vehicles.</li> <li>• <i>'The majority of residents have no off-street parking facilities available to them.'</i> – Not met. The majority of properties do have some form of off-street parking.</li> <li>• <i>'The majority of residents are in favour of such a scheme.'</i> - Met. 78% of properties responded to the Parking Review. Out of those that responded, 86% were in favour of introducing restrictions. Out of those in favour, 78% voted for option 2.</li> <li>• <i>'The introduction of a scheme would not cause unacceptable problems in adjacent roads'.</i> – Met in part – It is acknowledged that vehicles may displace in adjacent roads. Should a new scheme be introduced, its effect can be monitored.</li> <li>• <i>'The Partnership is satisfied that a reasonable level of enforcement can be maintained.'</i> – Met. There are existing restrictions in the area. For example, Wyburns Avenue is subject to a Permit Parking Area Monday to Friday 9am-11am and 1pm-3pm (excluding Bank Holidays).</li> </ul>
<b>3.2</b>	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
<b>4</b>	<b>Traffic Regulation Order</b>
<b>4.1</b>	<p>The proposed Order was published in the Basildon and Southend Echo on 17th August 2023. Additionally, public notices were erected on the affected roads. Residents of Woodlands Avenue and Woodlands Close were written to informing them of 'the Proposal'. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, 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>
<b>4.2</b>	<p>When the Order was published on 17th August 2023, a 21-day period of formal public consultation commenced.</p>

<b>5</b>	<b>Comments</b>
<b>5.1</b>	During the consultation 19 objections were received. 15 comments were received in support.
<b>5.2</b>	<p>Some of the concerns raised regarding 'the Proposal' included:</p> <ul style="list-style-type: none"> <li>• It does not provide enough road space for residents and visitors to park.</li> <li>• It would prohibit some residents from parking outside their properties.</li> <li>• It would negatively affect the value of properties.</li> <li>• The severity of 'the Proposal' is not justified.</li> <li>• Local workers may still park in the roads.</li> <li>• Vehicles may displace onto Daws Heath Road</li> <li>• Requests for 'the Proposal' to be re-designed.</li> </ul> <p>The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
<b>5.3</b>	
<b>6</b>	<b>Conclusion</b>
<b>6.1</b>	Some correspondents have made several points which lead them to believe 'the Proposal' should not be pursued in whole or part. However, the SEPP Joint Committee Member and Lead Officer for Rochford, and SEPP Technicians recommend proposed Order be made as advertised.
<b>List of Appendices</b>  Appendix 1 – List of people making representations  Appendix 2 – Summary of objections or support and Technicians comments  Appendix 3 – Photos	

## **APPENDIX 1**

<b>Ref.</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from residents of Woodlands Avenue dated 17/08/2023	Support
<b>2</b>	Email from residents of Woodlands Avenue dated 17/08/2023	Objection
<b>3</b>	Email from resident of Woodlands Avenue dated 18/08/2023	Objection
<b>4</b>	Letter from resident of Woodlands Close dated 18/08/2023	Objection
<b>5</b>	Letter from resident of Woodlands Close dated 18/08/2023	Objection
<b>6</b>	Email from local resident sent 18/08/2023	Objection
<b>7</b>	Emails from resident of Woodlands Close dated 18/08/2023 – 04/09/2023	Support
<b>8</b>	Email sent 19/08/2023	Support
<b>9</b>	Email from residents of Woodlands Avenue dated 19/08/2023	Support
<b>10</b>	Email from resident of Woodlands Avenue dated 22/08/2023	Objection
<b>11</b>	Email from resident of Woodlands Close dated 22/08/2023	Support
<b>12</b>	Email from resident of Woodlands Close dated 22/08/2023	Support
<b>13</b>	Email from resident of Woodlands Avenue dated 24/08/2023	Support
<b>14</b>	Letter from resident of Woodlands Close dated 24/08/2023	Objection
<b>15</b>	Email from resident of Woodlands Avenue dated 24/08/2023	Objection
<b>16</b>	Email from residents of Woodlands Close dated 27/08/2023	Objection
<b>17</b>	Email from residents of Woodlands Avenue dated 28/08/2023	Support
<b>18</b>	Email from resident of Woodlands Avenue dated 29/08/2023	Support
<b>19</b>	Emails from resident of Daws Heath Road dated 29/08/2023 – 05/09/2023	Objection
<b>20</b>	Email from resident of Woodlands Close dated 30/08/2023	Support
<b>21</b>	Email from residents of Woodlands Close dated 31/08/2023	Objection
<b>22</b>	Email from resident of Woodlands Avenue dated 01/09/2023	Objection
<b>23</b>	Email from resident of Woodlands Avenue dated 03/09/2023	Objection
<b>24</b>	Email from resident of Woodlands Avenue dated 03/09/2023	Support
<b>25</b>	Email from resident of Woodlands Avenue dated 04/09/2023	Support
<b>26</b>	Letter from resident of Woodlands Avenue dated 23/08/2023	Support
<b>27</b>	Email from resident of Woodlands Close dated 04/09/2023	Objection
<b>28</b>	Email from resident of Woodlands Close dated 05/09/2023	Objection
<b>29</b>	Email from resident of Woodlands Close dated 05/09/2023	Objection
<b>30</b>	Email from residents of Woodlands Avenue dated 05/09/2023	Objection
<b>31</b>	Email from residents of Woodlands Avenue dated 06/09/2023	Objection
<b>32</b>	Email from resident of Woodlands Avenue dated 06/09/2023	Support
<b>33</b>	Email from resident of Woodlands Avenue dated 07/09/2023	Objection
<b>34</b>	Email from resident of Woodlands Close dated 07/09/2023	Support

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 17th August 2023 – 8th September 2023

Representations & responses relating to Woodlands Avenue, Woodlands Close and Daws Heath Road, Rayleigh		
Ref	Representation -	Technician response -
1	<p>We would like to formally approve the plans as set out in the above referenced proposed scheme. We are residents of Woodlands Avenue Rayleigh therefore are currently daily affected by the constant parking by non residents/industrial estate employees in our road.</p>	<p>Support noted.</p> <p>The purpose of 'the Proposal' is to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. This proposal would also improve the amenity of the area which the road runs and the desirability of securing and maintaining reasonable access to premises.</p>
2	<p>Following the letter we have received today. We would like to object to the double yellows lines part of this parking review.</p> <p>We understand that there needs to be restrictions put in place but are concerned that there will only be two areas of the road that won't be double yellow lines, one of which is the area outside our house. My husband and I both use our cars to get to work and will not be able to park our cars when we get back if these are the only spaces that residents can use along woodlands avenue and close.</p> <p>Our view is that double yellow lines at the top of woodlands avenue and then permit parking along the rest of woodlands avenue and woodlands close would be the best solution. This would also mirror wyburns avenue.</p> <p>I have cc'ed in our landlord, who agreed with my request.</p>	<p>Objection noted.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed</p>

		<p>where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however this would require another 21-day formal consultation.</p>
<b>3</b>	<p>Further to your letter 14th August regarding the Parking restrictions in Woodlands Avenue REF:AMEND-11-Woodlands.</p> <p>I would firstly like agree %100 with the parking permits and the times proposed and documented in your letter for Woodlands Avenue. This is what the majority of residents in this street have agreed to support.</p> <p>However I do Object with the extent of the double yellow lines being proposed for Woodlands Avenue. Parking in the Avenue is difficult at the best of times for the residents, many of who rely heavily on being able to park outside their house. The proposed Yellow lines in Woodlands Avenue will further compound the problematic parking problems for all of residence in the street.</p> <p>I would prefer to see Yellow Lines on the junction of Woodlands Avenue and Daws Heath road as proposed in your plans. In addition I would like to see Yellow Lines on the corner of Woodlands Avenue replacing the White 'T' Bar by the foot path. Currently many drivers do not understand what the White 'T' bar means and continue to park across it and block the footpath.</p> <p>I do not agree with yellow lines proposed in the turning area or those proposed outside Numbers 5 through to 13, numbers 10, 12 and 14.</p>	<p>Objection noted.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however this would require another 21-day formal consultation.</p>
<b>4</b>	<p>I am writing today in relation to ref: AMEND11-WOODLANDS. Specifically, I would like to object to the introduction of double</p>	<p>Objection noted.</p>



<p>yellow lines through the entirety of Woodlands Close, a street I have lived on for 30 years and never encountered the parking issues you are attempting to solve.</p> <p>Whilst I appreciate the junction of the road can become busy, the rest of the street remains unscathed and therefore double yellow lines on the entire street is a complete overreaction. The cost of installing the double yellow lines, maintenance and the enforcement of said lines will be an ongoing cost to the council and I think it truly unjustified considering that for the past 68 years and counting, parking is not an issue on the majority of the street.</p> <p>I would like to request the details of the survey you undertook when assessing the options open to Woodlands Close. Including when it took place, what time of day, and what results were yielded along with what evidence is being used to justify the need. What alternative options have been considered and why were they deemed an inappropriate solution?</p> <p>On a personal level, I am deeply concerned about the double yellow lines impacting the value and/or sale of my property, should I ever wish to do so. From my investigations, houses are less favorable to the majority when double yellow lines are installed. In order for me to maintain my current quality of life and sustain the family visitors, carers and service people who regularly attend my property I would need to have a larger driveway installed. Not only am I not in the position to afford to have such work done (and I'm not sure where the builders would park in order to carry out the work!) It is also incredibly damaging for the environment. The impact would be far reaching should every resident of this street have to result in these measures. If the residents of Woodlands Close should be forced into making adjustments to driveways, I would be keen to learn what support the council would offer, considering the cause for the work would lie with yourselves.</p>	<p>In 2022, several application forms were received for parking restrictions in Woodlands Avenue, one for double yellow lines on the bend of Woodlands Avenue and one for a permit scheme in the area. SEPP completed assessments of the parking in Woodlands Avenue and Woodlands Close. At least 5 site visits were conducted in Woodlands Close between 02/08/2022 and 10/09/2022. These included 4 weekday visits and one weekend visit at various times. During the site visits, the narrow carriageway in Woodlands Close was noted. In parts, Woodlands Close is approximately 4.7 metres wide. It is good practice to allow 3 metres running lane for vehicles to pass and at least a 1.2 metre gap on the footway for wheelchair/pushchair users. Additionally, turning heads/circles should be kept clear. Therefore, it was felt that Woodlands Close is not suitable for parking due to its narrow carriageway and footway.</p> <p>Following the parking assessments, it was decided to conduct a Parking Review with residents in November/December 2022, whereby two options were given. Based on the results of the Parking Review, the SEPP would proceed with Option 2, which was formally advertised.</p> <p>The SEPP cannot comment on how 'the Proposal' may affect property values.</p> <p>The SEPP does not have the funding available to assist local residents with driveway improvements. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Residents and visitors of Woodlands Close would be eligible to apply for a Permit to park in Woodlands Avenue if the scheme was to proceed.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however this would require another 21-day formal consultation.</p>
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	<p>Due to the impossible situation the residents and visitors of Woodlands Close would find themselves in should the double yellow lines be installed, would there be a consideration to allow Woodlands Close residents to obtain permits for Woodlands Avenue if these are introduced?</p> <p>I would be most grateful if you could consider my concerns when making your decision, and also respond to my queries.</p>	
5	<p>I am writing to object to the installation of double yellow lines on all of Woodlands Close. I do not think such extreme measures are justifiable considering the real issue is inconsiderate parking on the junction and does not extend to the remainder of the street.</p> <p>Having double yellow lines installed on the entire street will make it very difficult for me when it comes to having visitors and when parking my work and personal vehicle.</p> <p>Please consider my concerns when making your decision.</p>	<p>Objection noted.</p> <p>‘The Proposal’ has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon ‘the Proposal’. The Committee can also decide whether to re-design the Proposal; however this would require another 21-day formal consultation.</p>
6	<p>Following on from notices on the lamp posts for woodlands avenue, Rayleigh. I would like to oppose the double yellow on the roundabout and midway outside residents home at the top end of the road. After consulting with residents, we all feel that the double yellows down the rd and on the roundabout will then leave many residents without parking as we are sure we will still get others parking in the rd. The junctions of each rd is</p>	<p>Objection noted.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to</p>

	<p>ideal and on the bend but I do not feel it's needed elsewhere. It will make it difficult for some residents and could cause more issues with residents blocking each others driveways due to the yellow lines,</p>	<p>try and balance the needs of road users.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>If 'the Proposal' proceeds, it would be incorporated into a route undertaken by SEPP Civil Enforcement Officers (CEOs).</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however this would require another 21-day formal consultation.</p>
7	<p><b>Email 1</b></p> <p>I live at number [REDACTED] Woodlands Close Rayleigh. We have been subjected to the parking from people who work in the factories in Brook Road. They all park on the right hand side of the road the side which I live on. The left hand side residents are all against the yellow lines but they do not have anyone park on their side. We cannot drive in and out of Woodlands Avenue or Woodlands Close without some sort of hassle. Always someone wanting to turn in and it can get dangerous on Daws Heath Road with all the weaving in and out. I welcome the yellow lines and parking restrictions. Hope it happens soon. Also the refuse lorries have difficulty on Tuesday trying to get down our road. It is a nightmare.</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles.</p> <p>The image mentioned is included in Appendix 3 of this report.</p>

	<p><b>Email 2</b></p> <p>I am sending this photo to show the right hand side of Woodlands Close where I live on a daily basis. This was taken on a good day with less people using our road as a free car park. Note the left hand side is car free and they do not want yellow lines.</p>	
8	We would like to agree to the proposed restrictions in WOODLANDS AVENUE.	Support noted.
9	<p>We are in receipt of your letter with regards to publishing the above proposal.</p> <p>We are 100% in favour of the No Waiting at any time proposed for the junction of Woodlands Avenue and Daws Heath Rd. Cars and vans continually park right on the corner on the left hand side of the road making it impossible to see into Woodlands Avenue when you are turning left into the street and having to utilise the opposite side of the road. There has also been an increasing number of vehicles parking directly opposite the junction recently, again making entry onto and exiting from the street difficult and increasing the need to utilise the wrong side of the road to do so.</p> <p>The significant number of cars parked at the top of the road also make it very difficult to observe oncoming traffic when exiting our driveway or for road users to see us. We live at No.1 Woodlands Avenue.</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles.</p>
10	<p>Further to the receipt of your letter dated 14th Aug ref above, the content of which explains what appears to be an update from the original proposals, with the inclusion of Permit parking for time specified parking,</p> <p>Our local Councilor has picked up on the fact some details aren't that clear, and to be honest the map that outlines the proposal is on the periphery of the viewable area.</p> <p>I and various neighbours at the top end of the avenue have concerns that the proposal do not take into account adequate</p>	<p>Objection noted.</p> <p>Following the parking assessments, it was decided to conduct a Parking Review with residents in November/December 2022, whereby two options were given. Based on the results of the Parking Review, the SEPP would proceed with Option 2, which was formally advertised.</p> <p>The associated Map Tiles for 'the Proposal' extended over 3 tiles. SEPP have no control over the positioning of the grid system.</p>

	<p>consideration for family and friends parking and the Double yellow line are not real required other than the Junction of Woodlands and Dawes Heath as proposed, Woodland Close as proposed, woodland ave Bend adjacent to field area. Looking at the local maps outlining proposals and those that are already in force I dont see why we aren't just opting for Mon-Friday Permit parking full stop the same as as they have in Wyburns Ave, who were subjected to the same trading estate parking as we are in Woodlands Avenue.</p> <p>There seems no logical reason to impose restrictions that are as inconvenient for the residents as they are the Trading estate parkers, and to be fair a 1hr restriction in the morning and afternoon is hardly a deterrent, given the added inconvenience to the residents.</p> <p>We would urge a rethink on these proposals to incorporate "permit parking" all down Woodlands Ave to no5, in the same manner as the above mentioned "Wyburns ave" with Double yellow lines as outlined on junctions and bends.</p>	<p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
11	<p>I'm writing in full support of the letter/proposal I received dated 14th August 2023.</p> <p>parking of non resident in Woodlands Close has not improved with passage of time, it has increased, pedestrian access in particular has worsened due to the volume of non-resident parking.</p> <p>exiting Woodlands Close is dangerous at times as cars park close to the end of the Close leading to Woodlands Avenue thus making it near impossible to avoid being on the wrong side of the road, I can only hope this proposal is successful, before an accident will occur</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles.</p>

12	<p>i am writing in full support of the letter/proposal i received (14.08.22).</p> <p>non-resident parking in Woodlands Close has not improved with the passing of time, non-resident vehicles have been known to park on the footpath blocking pedestrian access &amp; on at least one occasion the dust cart/lorry was unable to gain access to the road due to the non-resident parking blocking the road, Woodlands Close is a very narrow carriageway which only makes matters worse!</p> <p>exiting Woodlands Close is dangerous as non-resident parking clog up the road &amp; the sight line is obscured.</p> <p>when entering Woodlands Ave from Daws Heath Road vehicle are then forced to use the opposite direction lane because of the non-resident parking &amp; that is the same as entering Woodlands Close vehicles exiting are forced to use the opposite direction side of the road.</p> <p>i only hope that this proposal is successful the sooner the better as it's becoming more &amp; more dangerous.</p> <p>i feel the residents of Woodlands Close would enjoy the benefit immediately</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles.</p>
13	<p>I am in total agreement with the parking plans as this road has become a nightmare and dangerous. We live on the turning circle of Woodlands ave Rayleigh and for the last 2.5yrs I've had cars parked outside our house, mounted half on the pavement damage to the curb and the roundabout grass churned up day after day as no vehicle can pass. The fire brigade and refuse lorries have a nightmare to get round because of residents selfish parking.</p> <p>I look forward to seeing the scheme in place and wholly support it.</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p>
14	<p>Dear Sirs,</p> <p>I write with respect to your latest communication regarding the parking restriction proposal for <u>Daws Heath Road, Woodlands Avenue and Woodlands Close, Rayleigh</u>. I previously responded to your survey with regard to this matter, and I now</p>	<p>Objection noted.</p> <p>The background of 'the Proposal' is outlined at the outset of this report.</p>

<p>wish to clarify and question why such harsh restrictions are proposed that will have most impact on the residents of Woodlands Close and their respective families, services and visitors.</p> <p>Personally, and upon speaking with the vast majority of respective neighbours, from Woodlands Close to be adversely affected by the current proposal, I would like to see:</p> <p>Double Yellow lines placed on the corners of Daws Heath Road leading into Woodlands Avenue;</p> <p>Double Yellow lines on the corners of Woodlands Avenue into Woodlands Close;</p> <p>Double Yellow lines on both sides of the road bend of Woodlands Close facing the Greenbelt area of Brook Road Industrial Estate (<i>reinforcing Highway code 248</i>).</p> <p>Double Yellow lines along the straight of the road facing the Junction of Woodlands Avenue (on Daws Heath Road) and Woodlands Close (on Woodlands Avenue).</p> <p>As residents, we all face daily navigational challenges of hazardous driving conditions due to inconsiderate drivers, and more generally, workers from the high street avoiding parking payments and of Brook Road Industrial Estate. As a sign of respect and curtesy, and following the Highway Code, residents do not park close to the junctions nor inconvenience each other by parking our cars without due diligence (I have been a resident for 37 years and this issue has been increasing in more recent years).</p> <p>It is noticed, by myself and other residents, that, more specifically, workers arrive from approximately 8am, sometimes on masse, walk down to the industrial park through the alley way, and not return until approximately 5pm. While we all understand that this may be convenient, it is becoming an increasingly dangerous issue as the position in which these drivers park their cars, results in severe blind spots entering Woodlands Avenue and Woodlands Close, where upon many occasions force an opposing vehicle to reverse a substantial distance in order to give way – sometimes this means backing</p>	<p>‘The Proposal’ has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon ‘the Proposal’. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that ‘the Proposal’ would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>Residents and visitors of Woodlands Close would be eligible to apply for a Permit to park in Woodlands Avenue. Residents that require regular visits by a carer, doctor or nurse can request a Carers Permit online if they need to park in a Permit Area. Residents that require work done to their properties would need to supply all vehicles parked with visitor tickets. Alternatively, they may be able to buy dispensation permits for these vehicles to park in a restricted area:  <a href="https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/apply-for-a-dispensation-permit/">https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/apply-for-a-dispensation-permit/</a></p> <p>It is acknowledged that displacement of vehicles may occur, however</p>
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<p>out on to Daws Heath Road, where heavier traffic passes at an increased speed to that of the side roads.</p> <p>At the top of the junctions facing Woodlands Avenue and Woodlands Close, numerous cars park along the road and therefore restrict turning into junctions which is exacerbated further with the cars parked closer to the corner than the rule of 10m the Highway Code states. Anyone having particular deliveries or service providers with larger vehicles are not only restricted on access, but they then struggle to exit the road (deliveries made or not) as contact with drivers of the offending vehicles is not even available as there is a higher chance that these are not residents. Rochford District Council dustcarts face twice weekly navigational challenges accessing Woodlands Close predominantly, to empty our dustbins due to such inconsiderate parking. Rochford District Council waste collection persons are highly commended on their cautious, tenacious and vigilant skill when fulfilling this unbelievable challenge! Let alone how they do this around the Avenue mini-roundabout area. Additional to this challenge are the winter hazards of black ice. Woodlands Close's road surface and pathways remain hazardously frozen for the whole day during the bleak winter months, leaving most residents to face the treacherous, and nerve-wracking manoeuvre of accessing or exiting the road with our cars possibly sliding into other vehicles on this unsafe corner due to parking disrespect.</p> <p>I am highly concerned about the impact Double Yellow Lines will have on my family, friends and service provider access beyond the current accommodation I can make on my frontage. If Double Yellow Lines are placed in the entirety of Woodlands Close and permits required in Woodlands Avenue, visitors will be forced to park beyond these roads (including nurses/carers). Beyond this, there will no longer be further parking facilities outside of the Woodlands Close as plans to enforce both permits and further lines extending to Daws Heath Road excessively disadvantages those with disabilities not covered by blue badge holders or to work people, service persons or</p>	<p>it is difficult to determine where this would be. As with any new parking scheme, its effect would be monitored.</p> <p>The SEPP cannot comment on how 'the Proposal' may affect property values.</p> <p>In the Rochford District, residents are allocated a maximum of two permits per individual property. Possession of a permit/ticket does not guarantee residents a space or the unrestricted right to a space.</p> <p>Waiting restrictions indicated by yellow lines apply to the carriageway, pavement and verge. You may stop to load or unload (unless there are also loading restrictions) or while passengers board or alight.</p>
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<p>nurses/carers.</p> <p>Consequences of the above will increase the current difficulties in seeing beyond the blind summit of Daws Heath Road. This vanishing point, when cars are parked continuously along Daws Heath Road, creates increased accident risks which visitors of Woodlands Close and Woodlands Avenue will be forced to exacerbate. You are simply moving one problem to the next road, merely waiting for these residents to then complain about parking hazards.</p> <p>Please can you provide statistical data that will reassure myself, and my fellow neighbours, that the value of my/our property will not be adversely affected by continuous Double Yellow Lines directly outside my/our house. What are the financial implications with regard to house values with Double Yellow Lines? Could you please offer reassurance that my property value will not be affected by double yellow lines as I have been a resident in Woodlands Close for 37 years and therefore do not appreciate this devaluation of my residence.</p> <p>With regard to parking permit allocation, if residents of Woodlands Close were to apply for permits within Woodlands Avenue, how will this be allocated fairly? Respectively, there will not be enough permit spaces for the number of properties, and therefore vehicles, that would be expected to apply or even park in these bays. First come, first served, will result in vehicles remaining parked in these bays for extended periods to 'claim' parking almost as unfairly as British tourists claiming sunbeds!</p> <p>Can you clarify what permissions myself, and other residents, will have following the highway code regarding work persons/service providers accessing a property that is along a Double Yellow Line zone?</p> <p>Highway Code states: Rule 246 Goods vehicles. Vehicles with a maximum laden weight of over 7.5 tonnes (including any trailer) MUST NOT be parked on a verge, pavement or any land situated between carriageways, without police permission. The only exception is when parking is essential for loading and</p>	
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	<p>unloading, in which case the vehicle MUST NOT be left unattended.)</p> <p>And</p> <p>Highway Code states: Rule 238 You MUST NOT wait or park on yellow lines during the times of operation shown on nearby time plates (or zone entry signs if in a Controlled Parking Zone) – see <a href="#">‘Traffic signs’</a> and <a href="#">‘Road markings’</a>. Double yellow lines indicate a prohibition of waiting at any time even if there are no upright signs.</p> <p>Therefore, how will I in the future: enable nurses/carers to access my property if they cannot park in front or even near my house (due to having to park beyond the Avenue) with Double Yellow line restriction – they do not have Blue Badge entitlements; enable builders, plumbers or service providers space to work on my house? With respect to nurse/carer access, you are impacting a vital service whereby these people are already stretched with their time, Rochford District Council will be stretching this even further by making them walk 5 minutes round the corner – fine for the one off patient, but we are all aware that during a single day nurses/nurse/carers will visit multiple properties and Woodlands Close would not be alone in having Double Yellow Line restrictions.</p> <p>I am personally opposed to the current proposal of Rochford District Council. I do not want Double Yellow Lines along the entirety of Woodlands Close, nor do I want to be adversely affected by placing the proposed restrictions in Woodlands Avenue as the issues of parking will be pushed into Woodlands Close. Please revert to my initial suggestions of Double Yellow Lines at the start of my response, this would alleviate the hazards that are currently the issue.</p>	
15	<p>I am writing as resident and on behalf of my family of 12 Woodlands Ave . Firstly I would like to reiterate the dreadful parking which continues along the Ave and Close . Parking on bends and junctions, parking over driveways , parking on pavements meaning a pedestrian has to walk in the road,</p>	<p>Objection noted.</p> <p>Following the parking assessments, it was decided to conduct a Parking Review with residents in November/December 2022, whereby two options were given. Based on the results of the Parking Review,</p>

	<p>verbal abuse when challenged !</p> <p>Neither of the 2 options , were agreeable to our household but I was under the impression that there would be a residents meeting that we could raise our concerns . I have heard nothing to date .</p> <p>For our household (no12 ) , having double yellow lines outside our house , which is not on a bend , is totally unacceptable . We would willingly pay for parking permits as I think most people in our stretch of the road would too.</p> <p>Surely double yellow lines on junctions and bends would be a better option ( maybe option 3 ) with permit parking everywhere else !</p> <p>We are a household of 4 cars with at least 3 other cars visiting on a regular basis with very young children an never had a problem. I fully understand that this is of no concern to you as a Council but I seriously believe I feels like we are being penalised because a company has been told to park in our road as it will be "easier for them " ! !</p> <p>We have lived in our house for 24 years , parking outside, and there has never been any problems at all. Now because of inconsiderate people , we are all just waiting for an accident to happen</p>	<p>the SEPP would proceed with Option 2, which was formally advertised. During this 21-day period, residents and all road users were able to provide their comments for consideration.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p>
16	<p>Whilst we agree that there is a trend to dangerous parking close to junctions and people who work on the local industrial estate using the residential area for parking, we feel that the proposal is an overreaction.</p> <p>We previously agreed that double yellow lines at the junctions was a good idea for safety, however, the prohibition of parking in the Close disadvantages all the residents and doesn't</p>	<p>Objection noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p>

<p>actually solve the underlying problem. The introduction of permits will still put pressure on parking in Woodlands Avenue as residents in the Close, who need to, will have to apply for permits and park in the Avenue, as there will not be the option to park in the Close. In recent days, since the notification has been posted we have personally observed the people from the industrial estate parking now in Daws Heath Road, ie just pushing the problem onto another more busy thoroughfare. Notably, one car is regularly parked directly opposite the entrance to Woodlands Avenue by one of these people and increases the risk of an accident at this junction. There has been no information about how the underlying problem is being addressed, ie the lack of parking in the industrial estate.</p> <p>Our comments are as follows:</p> <ol style="list-style-type: none"> <li>1. We agree with double yellow lines at the junctions as the present road users clearly do not know or follow the rules about parking. Highway Code: Rule 242, do not stop or park.... opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</li> <li>2. A simple one hour restriction in parking on Woodlands Ave and Close would prevent people parking all day.</li> <li>3. As we previously suggested, convert the Close to a shared space, levelling out the kerbs thus overcoming the issue of it being narrow. This could allow parking on one side and still have better access for lorries/refuse collection etc. This would also increase the parking availability for permit parking if it were introduced.</li> <li>4. Review the travel plans for the businesses in the industrial estate and place conditions upon them to ensure that their staff do not cause a nuisance. (Anecdotally - we are told that the staff are actively encouraged to park in the residential streets to avoid having to drive into the estate via Rayleigh Weir)</li> </ol>	<p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this would be. As with any new parking scheme, its effect would be monitored.</p> <p>The SEPP is responsible for implementing, maintaining and enforcing on-street parking restrictions within South Essex. Any other Highway improvements fall within the remit of the Highway Authority, Essex County Council (Essex Highways). Requests for Highway improvements should be directed to Local Councillors who can present requests to the Rochford Local Highways Panel.</p>
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	<p>5. We strongly object to double yellow lines throughout the Close. This gives us no benefit and significant disadvantages. The Close has always been narrow and if that is a problem it should be addressed first.</p>	
17	<p><b>Email 1</b> Following receipt of your letter dated 14th August 2023 with regards to parking permits/double yellow lines in Woodlands Avenue we have some comment to make.</p> <p>Firstly we support the proposal for permit parking and double yellow lines. Having spoken to the Norse team who collect our waste each week, they too have raised concerns with Norse and Rochford Council with regards to access to Woodlands Avenue and Woodlands Close which impacts them each week. Cars park on bends, opposite junctions and around the roundabout.</p> <p>These cars impact pedestrians and residents also as we cannot walk on the pavements, this includes myself with a toddler and newborn using a pram.</p> <p>We would like to make you aware that employees and visitors to the industrial estate still use Woodlands Avenue and Woodlands Close to park their vehicles at weekends and bank holidays. The number of cars are fewer than during the week but thought it important that you are aware that this still impacts residents, trade persons, delivery drivers and emergency vehicles.</p> <p>The fire service has been called to Woodlands Avenue twice in the last couple of months, both times having trouble accessing the road and roundabout due to parked cars. The driver had no option but to go over the roundabout due to cars being parked around the roundabout. These cars also impact pedestrians as we cannot walk on the pavement, as noted above, this includes myself with a toddler and newborn using a pram.</p>	<p>Support noted.</p> <p>‘The Proposal’ has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>As with any new parking scheme, if implemented, its effect would be monitored.</p>

	<p>We are aware that double yellow lines are proposed on Daws Heath Road at the junction of Woodlands Avenue, however, cars park opposite the Woodlands Avenue junction on Daws Heath Road which greatly impacts everyone who is trying to enter and exit Woodlands Avenue. We would like to suggest that double yellow lines are added to Daws Heath Road opposite the junction of Woodlands Avenue.</p> <p><b>Email 2</b></p> <p>I do not want to make any objection as it's already taken 15 months to get to this point.</p> <p>As a note, our bin was not collected today due to the parking around the roundabout with 4 cars blocking access for the Norse team.</p>	
18	Re Double Yellow Lines in Woodland Ave . Rayleigh . Yes please, we agree to the Double Yellow Lines in our Road .	Support noted.
19	<p><b>Email 1</b></p> <p>Dear sir /madam I am a resident who has lived in daws Heath road for 30 years happily a letter has been put up saying you are putting double yellow lines down woodlands avenue and daws Heath road WHY? As far as I know most of the people I speak to round here don't want it .the few spaces at the start of woodlands avenue help out with visiting friends and relatives a place to park with out causing any problem as there are no drive ways opposite , it could do with a small length of double lines just in the corner to stop silly people parking to near the corner of daws Heath road . We have noticed a few people have started parking in the area and walk to work but if there was a restriction(no parking between 10-11am) this would be much preferable than double lines . If you put double lines on these roads more people will park in our all ready busy road please consider the residents feelings. Also when I phoned you before and asked about double lines being put on the corner of White House road and daws Heath rd as a child neally got run over I was told you couldn't unless residents in</p>	<p>Objection noted.</p> <p>The background of 'the Proposal' is outlined at the outset of this report.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this would be. As with any new parking scheme, its effect would be monitored.</p>

	<p>the area were consulted well we have not been consulted and this would affect us lots</p> <p><b>Email 2</b></p> <p>Thank you for your reply I presume no residents on daws Heath will be able to get permits .The house on the corner of woodlands and daws Heath has 4 cars parked on the road , with permits will they still be able to do this as it's un fair they have a drive and a garage ? until they parked them all there visitors from around here parked short term in them spaces so if it's permit we won't be able to park there ?? With restrictions only we would ? I expect all this will do is move the problem to daws Heath road so then will we all get permits or restrictions ? But still no double yellow lines in the most important place on the corner of White House and daws Heath do we have to wait till a child gets hurt cars park right up to the corner not leaving enough room for a car to pull over and children cross there for school</p>	<p>In 2022, several application forms were received for parking restrictions in Woodlands Avenue, one for double yellow lines on the bend of Woodlands Avenue and one for a permit scheme in the area. Petitions were included from some affected residents.</p> <p>Following the parking assessments, it was decided to conduct a Parking Review with residents of Woodlands Avenue and Woodlands Close in November/December 2022, whereby two options were given. Based on the results of the Parking Review, the SEPP would proceed with Option 2, which was formally advertised. During this 21-day period, residents and all road users were able to provide their comments for consideration.</p> <p>The aim of a permit parking scheme is not to penalise residents. Therefore, other nearby properties on adjacent roads without adequate off-street parking would be considered on a case by case basis.</p> <p>It is outside the remit of 'the Proposal to include restrictions on nearby junctions, however, residents can request a parking restriction via the link below:  <a href="https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/request-a-new-parking-restriction/">https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/request-a-new-parking-restriction/</a></p>
20	<p>I am writing in support of the proposal for double yellow lines in Woodlands Close.</p> <p>It is a great pity that this was the only option available. What was requested was restricted parking; this was offered in an earlier proposal from yourselves. Double yellows has polarised the Woodlands Close community; whereas, there was massive support for restricted parking as shown by our petition to remedy the parking problems in the Close and Avenue. I am aware that the close is 6" too narrow; however, a pragmatic approach might benefit us all.</p>	<p>Support noted.</p> <p>The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking</p>

	<p>The waste collectors frequently complain about access, on occasions not every bin in the Close was emptied. I am especially worried in the case of fire; and, the fire engine not being able to gain access. Valuable time could be wasted with devastating consequences.</p> <p>On a day to day basis, those in wheelchairs and double seated pushchairs have to gain access via the road as parking on the pavement prohibits its usage. This causes an avoidable rise in the possibility of accidents for our residents and visitors.</p>	<p>in the roads by an operational Permit Scheme, its impact should be limited.</p>
21	<p>We are writing today in relation to ref: AMEND11-WOODLANDS. We would like to STRONGLY object to the introduction of double yellow lines through the entirety of Woodlands Close. We have lived here for 49 years in November and never encountered parking issues you are attempting to solve. The parking issues have only been since the mortgage company moved into Brook Road Industrial Estate and their staff park all day in our road and Woodlands Avenue. We feel that the mortgage company should have made sure that they had enough parking for their staff and clients and not at the inconvenience of the residents of Woodlands Close and Avenue.</p> <p>We appreciate the junction of the road can be busy and we understand the road is too narrow to have permit parking but surely there must be another option that we can have instead of double yellow lines all the way round. Our concern is visitor parking where would they park?</p> <p>As an alternative would a single yellow line with a restriction of say from 8am to 4pm Monday to Friday be more appropriate which would allow us to have evening and weekend parking for our family and friends to visit and understand that double yellow lines would be at the junctions ONLY.</p>	<p>Objection noted.</p> <p>‘The Proposal’ has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that ‘the Proposal’ would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>Residents and visitors of Woodlands Close would be eligible to apply for a Permit to park in Woodlands Avenue if the scheme was to proceed.</p>



		The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.
<b>22</b>	<p>I'm a resident of Woodlands Avenue and would like to request an amendment to the proposed parking restrictions.</p> <p>In regard to the introduction of the no waiting at any time proposal I would like to suggest that the no waiting at any time is removed for the section 'Both Sides: From a point 4 metres southeast of the shared boundary of Nos. 28 &amp; 30 Woodlands Avenue, south-eastwards for its remaining length (including the turning circle). TILE: TQ810 900 Rev. 0 to Rev. 1, TQ810 897 Rev. 0 to Rev. 1, TQ805 897 Rev. 0 to Rev. 1' and that this area is included in the Permit Parking Area Zone L Monday to Friday 10-11am and 2-3pm instead.</p> <p>Also could excl bank hols be added to the permit parking restrictions.</p>	<p>Objection noted.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
<b>23</b>	<p>I write in reference to your letter dated 14th August 2023 with the above mentioned reference.</p> <p>I wish again to express my concerns over the proposed parking restrictions in Woodlands Avenue. I fully support the use of double yellow lines on the junction with Daws Heath Road as the current parking situation at that end of the road is dangerous.</p> <p>There is however, no need for ANY further double yellow lines within our street. The residents requested parking restrictions within Woodlands Avenue to prevent non resident parking mainly being used by workers on the Brook Estate. The use of parking permits would be sufficient to achieve this goal. Your current proposal of large portions of the road being double yellow lines is to the detriment of the street's own residents</p>	<p>Objection noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of</p>

	<p>preventing a number of residents being able to park outside their own property this includes my own.</p> <p>Please reconsider this proposal as double yellow lines outside of properties add no additional value to the permits and it is already illegal to park across a drop down kerb.</p> <p>Speaking to my immediate neighbours we do not want double yellows lines on either side of the road between houses 7 and 12.</p> <p>I look forward to seeing an amended proposal in due course.</p>	<p>road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
<b>24</b>	<p>I am confirming that as a resident of Woodlands Avenue I am in favour of the parking review proposed. That is the permit parking zones and the double yellow lines.</p>	<p>Support noted.</p>
<b>25</b>	<p>In reference to the above proposal which relates to the current parking situation on WOODLANDS AVENUE, RAYLEIGH, I am strongly in favour of having the proposed restrictions put in place. Please find my reasons below:</p> <p>The ongoing issue of vehicles parking in restricted areas, particularly along the double yellow lines, has resulted in driveways being frequently blocked. This not only poses a significant inconvenience to residents but also raises serious concerns about emergency services' access to our community. It is crucial that we address this matter promptly to ensure the safety and well-being of our residents. Furthermore, the rubbish collection process has been severely affected by these obstructions. Bin lorries are finding it increasingly difficult to maneuver through the blocked streets, resulting in a missed collection last week. This situation will quickly become unsightly and unhygienic if we continue to miss bin collections due to obstructive parking on the turning circle. It is essential that we find a solution to ensure driveways are not blocked, emergency services are able to access the location and the regular and efficient collection of rubbish. Can the above</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p>

	please be taken into account when considering the above mentioned proposal.	
<b>26</b>	<p>I am writing to support permit Paring area Zone L. Our road is very dangerous, when we needed an ambulance it had to park up the road as it couldn't get close to the house. People park all day for the factories, they park on the roundabout. The dustman have trouble, we have lived here 47 years, it has never been this bad. The top of the road is horrendous, cars park to tight up to Daws heath Rd, many are cars belonging to residents of Daws heath Road not Woodlands Ave, dangerous for pedestrians, the disabled and prams.</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>The aim of a permit parking scheme is not to penalise residents. Therefore, other nearby properties on adjacent roads without adequate off-street parking would be considered on a case by case basis.</p>
<b>27</b>	<p>Thank you for taking the time to investigate the long ongoing issues of parking within the Woodlands Avenue and Woodlands Close vicinity.</p> <p>Woodlands Avenue Proposal</p> <p>I fully support the Permit Parking Zone Monday to Friday 10-11am and 2-3pm on Woodlands Avenue. I also have no objection to the proposed double yellow lines on junctions of Daws Heath Road and Woodlands Avenue.</p> <p>Woodlands Close Proposal</p> <p>I do have some concerns however with the proposals made in respect of Woodlands Close, how this will effect both residents and their visitors if these were put into effect.</p> <p>I wholly agree that there should be double yellow lines at the junction with Woodlands Close and Woodlands Avenue.</p> <p>I believe this is both proportionate and justified given the serious dangers that are posed by the careless persons that</p>	<p>Objection noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p>

<p>continue to park on the junction and breach the Highway Code. In my opinion the only way forward to stop this occurring.</p> <p>I do however wholly object to the double yellow line principle being employed for the whole of Woodlands Close.</p> <p>This is likely to cause a number of issues for residents. Whilst I do accept that the double yellow line will STOP persons parking in Woodlands Close. It will also cause problems for residents, their family and friends.</p> <p>My understanding is that the whole issue was raised as a result of persons parking in the road who did not live in the area or want to visit friends. These persons were parking without care and often causing issues for refuse lorries. Such issues were double parking, parking across driveways and general disregard for the highway code.</p> <p>I make the below proposals that will not only address the issues highlighted above but resolve it successfully without further hindering those residents who already live in the area.</p> <p>1st Proposal Single Yellow Line in the remainder of Woodlands Close, which imposes some kind of parking restriction but not permanent. For example, no parking between the times of 10-11am and 2-3pm. All parking allowed at weekends. Although I do note this may still cause issues for residents with not enough room on their driveways and have to park in the road. Hence the second proposal below.</p> <p>2nd Proposal Single yellow Line, permit parking only. Those with a permit will be allowed to park within the designated area at any time.</p> <p>Both of the above are easily enforceable. They are practicable</p>	<p>Residents and visitors of Woodlands Close would be eligible to apply for a Permit to park in Woodlands Avenue if the scheme was to proceed.</p> <p>The SEPP does not have the funding available to assist local resident with driveway improvements. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p>
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<p>and allow residents to still park their vehicles outside their properties when needed. It will also allow them to have visitors evenings and weekends without having to walk for long distances.</p> <p>Reasons for objections of full double yellow lines in Woodlands Close</p> <ul style="list-style-type: none"> <li>- I note that the letter highlights the road is not wide enough. Whilst it is narrow it has been proven if vehicles do park within the rules vehicles are still able to pass - I have lived in Woodlands Close since 2007 and only recently when persons heading to the industrial estate have there been any issues - evidence to provide that those who live and have genuine visitors in the street have been abiding to the rules and legislation.</li> <li>- I have an elderly relative, With no additional room on my drive, they do not have a blue badge and therefore they are going to have to walk some distance to visit me in Woodlands Close. If double yellow lines were installed. How is this fair? I contest it is not.</li> <li>- If the double yellow lines were to be installed. My children are soon to be driving and will likely have their own vehicles. They will not be able to park their cars nearby to their address, providing further financial implications on myself and family - Insurance premiums increased because vehicle not parked on your property overnight.</li> <li>- Will, the council provide funding for those in Woodlands Close to allow for additional parking on their property? Install extra space on their driveway and install "drop kerb" to allow for extra vehicles to be parked on their driveway? Estimation of cost for this is thousands of pounds for the residents who are not fortunate enough to have enough space for even their second car?</li> </ul>	
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	<p>- Narrow Road - Yes, the road is narrow as highlighted above. I do note that at the top of Woodlands Close the road is not narrow, there is ample parking if again person park their vehicles appropriately. Reducing and negating the reason highlighted in the letter as a requirement for a double yellow line.</p> <p>All of the above points raised that affect me I deem to have an effect on any number of residents parked within Woodlands Close so deemed to be a wider issue than one just for myself.</p> <p>I hope you take the time and consider the proposals identified in this email as both reasonable and proportionate.</p> <p>Submitted for your consideration</p>	
<b>28</b>	<p>I'm writing to you in regards to the subject parking restriction</p> <p>As a resident of Woodlands Close I oppose to the double yellow line for the entire street as it would prevent residents without the drive way space to have visitors or park their own vehicles they don't have space for.</p> <p>I agree something needs to be done and would propose a single yellow line prohibiting parking between in the working hours. This will allow residents to still have visitors in the evening and weekend.</p>	<p>Objection noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Residents and visitors of Woodlands Close would be eligible to apply for a Permit to park in Woodlands Avenue if the scheme was to proceed.</p> <p>The SEPP Sub Committee can decide whether to implement as</p>

		advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.
<b>29</b>	<p>I am a resident home owner in ■ Woodlands close with the case of double yellow lines throughout the whole of woodlands close i feel this is a severe resolution which would impact the whole street at some point with family members and friends needing to visit and unable to park due to the problem of people that are working in Brooke road estate parking in these roads as they are unable to due to parking restrictions, What makes the problem worse is that people are parking far to close to the junction of woodlands close and avenue which is breaking the high way code if this was controlled it wouldn't be such a problem,</p> <p>As for only putting yellow lines at the junction this would no doubt force the parking further up the close there creating an unsafe place for the children that live there,</p> <p>I have worked recently in a road in Wickford that is walking distance from the high street that had the same problem but they have had a hour no parking restriction between 10 &amp; 11 what we experienced and talking to the people that live there they say this has remedied the problem.</p>	<p>Objection noted.</p> <p>Residents and visitors of Woodlands Close would be eligible to apply for a Permit to park in Woodlands Avenue if the scheme was to proceed.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
<b>30</b>	<p>We are writing to object to the proposals in their current format. The reasons for objection are :</p> <p>Yellow Lines -</p> <p>We do see a need for Yellow lines on the junctions and bend in the road as driver view and access are difficult.</p> <p>By enforcing yellow lines at the top of the Avenue, the bend ,the turning circle as well as the whole of Woodlands Close it will not leave enough parking for residents . This is an established 1950's estate with minimal parking per house. Most have 2 spaces . Many of the houses now have adults , young adults and teenagers residing there due to children still having to live at home and in this modern age most drive a car.</p>	<p>Objection noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be</p>

	<p>If all the houses that currently use the proposed double yellow lines areas for parking have to find room in the remainder of the road it will prove impossible. This situation will only increase as there are many families who will be in this position in the next few years.</p> <p>We do not believe Yellow lines are required on the turning circle or in the majority of Woodlands Close.</p> <p>Permit Parking Area Zone -</p> <p>This will prevent people from parking all day but will not prevent the many users of the Gym at the rear of Woodlands Avenue parking as they use the gym mainly early in the day or in the evening nor the dog 'walkers' who park near the field to exercise their dogs. All day permit parking would resolve this issue.</p> <p>How many permits are a family allowed to buy ? The cost of permits and visitors parking is an unnecessary burden on families especially during the current cost of living crisis as well as an unwelcome feature when selling the property.</p> <p>We do believe some restrictions are necessary but these proposals seem a little heavy handed.</p>	<p>limited.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>In the Rochford District, residents are allocated a maximum of two permits per individual property. Possession of a permit/ticket does not guarantee residents a space or the unrestricted right to a space.</p> <p>Residents and their visitors only need to purchase a Permit if they wish to park on the road within the operational hours of the Permit Scheme.</p> <p>The Partnership is required to ensure that the cost of running the scheme is self-financing. Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
31	<p>In response to your letter dated 14th August regarding the proposed parking restrictions in Woodlands Avenue and Woodlands Close we feel that having the double yellow lines will cause chaos in the streets. It will mean that there will not be enough available spaces for residents and visitors and that is the problem we currently face with the Brook Road Estate workers parking here ALL DAY!</p>	<p>Objection noted.</p> <p>It is acknowledged that 'the Proposal' would reduce the amount of road space available to park. However, the majority of properties in Woodlands Avenue and Woodlands Close have some form of off-street parking. Therefore, with the reduction of non-residents parking in the roads by an operational Permit Scheme, its impact should be limited.</p>



	<p>Having Woodlands Close all double yellowed would mean that they will have nowhere to park so they will all be parking in Woodlands Avenue and we will all be fighting over what little spaces we have. We asked for your to help with keeping non residents out of our street and instead it looks like you'll be punishing us and charging us to park. You're also proposing that we won't be able to park outside our own houses. That's insane! Can you imagine the struggle at Christmas etc with everyone's families coming over.</p> <p>The entrance to Woodlands Close has been fine to park along and hasn't caused any issues since we've been here (13 years) so that needs to be kept free to park there.</p> <p>Keep the street as it is with the addition of the permits like you have in all the other streets that have asked for this scheme. If you don't then the problem will spread into other streets and we'll all be NO better off.</p>	<p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
32	<p>I am in full support of the parking restrictions proposed in the recent letter I received and hope they can go ahead as quickly as possible. I constantly witness dangerous parking which has caused some very near misses and actual traffic accidents in Woodlands Avenue and Woodlands Close. We have also had instances where the dustbin men have been unable to gain safe access to parts of the roads and therefore our rubbish has remained uncollected. This is inconvenient for us as home owners, frustrating for our dustbin men and over time will lead to health and safety or environmental health issues.</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p>
33	<p>After a review of the letter we at number [REDACTED] Woodlands Avenue SS67RD are happy for double yellow lines to be placed only at the entrance of Woodlands Avenue/Daws heath road but that is it. The rest of the street to be permit parking only as there is no need for double yellow lines outside the houses numbered 7-12.</p> <p>The whole point in having the permits was to stop those</p>	<p>Objection noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p>

	<p>working and going to Brook Estate from parking down our road and not to stop residents being able to park outside their own homes. By putting the suggested double yellow lines this would massively affect being able to park outside our own home and also have a massive affect of any sell on value.</p> <p>Look forward to your response and an option to be invited to a meeting to discuss this.</p>	<p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The SEPP Sub Committee can decide whether to implement as advertised, reduce or abandon 'the Proposal'. The Committee can also decide whether to re-design the Proposal; however, this would require another 21-day formal consultation.</p>
34	<p>I am writing in Full Support of the letter/proposal i received dated 14th August 2023. Non-Resident Parking in Woodlands Close has not improved with the passage of time, it has increased. Some cars park partially on the footpath blocking pedestrians access. On at least one occasion a refuse collection lorry was unable to gain access because of Non Resident parking blocking the road. Exiting Woodlands Close is dangerous when the Close is clogged up with non resident parking because the sight line is obscured. When entering Woodlands Avenue from Daws Heath Road vehicles are forced to use the opposite direction lane because of the presence of Non Resident Vehicle's the same applies when entering Woodlands Close from Woodlands Avenue , Non Resident parking forces vehicles to use the opposite direction side of the road, Woodlands Close is a very narrow carriageway anyway which only makes matters worse! Vehicular access to and fro our property is made worse too because of Non Resident Vehicles, manoeuvring can be difficult. I can only hope the proposal is successful, the sooner the better, it is my view that the residents of Woodlands Close would enjoy the benefit immediately.</p>	<p>Support noted.</p> <p>'The Proposal' has been designed to improve sight lines for all road users, better facilitate the passage of traffic, enforce the Highway Code and ensure access for larger vehicles such as Waste Collection and Emergency Service vehicles. Permit Parking has been proposed where vehicles are unlikely to obstruct sightlines or traffic flow.</p>

**APPENDIX 3**  
**Photos**

**(Ref. 7) Image of Woodlands Close, Rayleigh**



**Images of Woodlands Avenue taken during site visits by SEPP Technicians in 2022**

