

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

TUESDAY 1ST NOVEMBER 2022 – 10.30AM

AGENDA ITEM 4

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

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

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

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

1.	<u>Background</u> The purpose of this proposed Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
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1.7



1.8

Following these reports and further to discussions with the SEPP Joint Committee Member and Lead Officer for Chelmsford it was felt the re-designed scheme would not prevent instances of obstruction as shown in the images above. Therefore, in October 2020 the SEPP Joint Committee Member and Lead Officer for Chelmsford gave approval to proceed with the original scheme for double yellow lines in order to maintain access at all times, especially for emergency services. To deal with the non-resident parking issues it was decided to carry out another parking review to gain residents views on a Permit parking scheme. Residents were asked if they would prefer the remaining road space to be left unrestricted or subject to a Permit scheme. This parking review was carried out from 18/11/2020 until 18/12/2020 with residents of Foxholes Road, The Dell and Snelling Grove (see results table below).

1.9

Roads	Responses	In Favour	Mon-Sat 10-11	Mon-Sat 8-6
Foxholes Road (62)	34 (55%)	21 (62%)	11	8
The Dell (40)	13 (33%)	6 (46%)	1	5
Snelling Grove (17)	9 (53%)	7 (78%)	1	6

1.10

The results of this parking review and the comments received were provided to the SEPP Joint Committee Member and Lead Officer for Chelmsford. It was decided to proceed with a Permit parking scheme to remove non-resident parking and help manage the level of

	on-street parking during the peak hours when incidents of obstruction for the bus service have occurred. Due to a lack of response and support from The Dell, it will not be included in the Permit scheme. It was also decided to place 10m of double yellow lines only on the junctions in line with Rule 243 of the Highway Code.
1.11	It has been agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford to cost a scheme for Permit parking for Foxholes Road and Snelling Grove with 'No Waiting at Any Time' (double yellow lines) on the junctions. It has been estimated at £6,000, however, this cost could be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.12	The request was placed before the South Essex Parking Partnership Joint Committee on 4 ^h March 2021 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.13	The Order was originally published in the Essex Chronicle and on site on 18 th August 2022, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.14	When the Order was published on 18 th August 2022 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

Ref	List of people making representations	Type
1.	Email from resident of Foxholes Road dated 17/08/2022.	Objection
2.	Email from resident of Foxholes Road dated 18/08/2022.	Objection
3.	Email from resident of Foxholes Road dated 21/08/2022.	Objection
4.	Email from a Parish Councillor dated 22/08/2022.	Support
5.	Email from Essex Highways Integrated Passenger Transport Unit dated 23/08/2022.	Support
6.	Letter from resident of Snelling Grove dated 19/08/2022.	Support
7.	Email from resident of Snelling Grove dated 23/08/2022.	Support
8.	Email from resident of Foxholes Road dated 25/08/2022.	Objection
9.	Email from resident of Foxholes Road dated 26/08/2022.	Objection
10.	Email from resident of Foxholes Road dated 28/08/2022.	Support
11.	Letter from resident of Foxholes Road dated 24/08/2022.	Support
12.	Email from resident of Foxholes Road dated 31/08/2022.	Objection
13.	Letter from resident of Foxholes Road received 31/08/2022.	Objection
14.	Email from resident of Foxholes Road dated 31/08/2022.	Objection
15.	Email from resident of Foxholes Road dated 04/09/2022.	Objection
16.	Email from resident of Foxholes Road dated 05/09/2022.	Objection
17.	Letter from resident of Foxholes Road dated 27/08/2022.	Objection
18.	Email dated 06/09/2022.	Support
19.	Email from resident of Foxholes Road dated 06/09/2022.	Objection
20.	Email dated 06/09/2022.	Objection
21.	Online submission from resident of Foxholes Road dated 06/09/2022.	Objection
22.	Email from resident dated 07/09/2022.	Objection
23.	Letter from resident of Foxholes Road dated 31/08/2022.	Objection
24.	Email from resident dated 07/09/2022.	Objection
25.	Online submission from resident of Foxholes Road dated 07/09/2022.	Objection
26.	Email from resident of Foxholes Road dated 08/09/2022.	Objection
27.	Email from resident of Foxholes Road dated 08/09/2022.	Objection
28.	Online submission from resident of Foxholes Road dated 08/09/2022.	Objection
29.	Online submission from resident of Foxholes Road dated 08/09/2022.	Objection
30.	Online submission from resident of Foxholes Road dated 08/09/2022.	Objection
31.	Email from resident of Foxholes Road dated 08/09/2022.	Objection
32.	Email from resident of Foxholes Road dated 09/09/2022.	Objection
33.	Email from resident of Foxholes Road dated 09/09/2022.	Objection
34.	Online submission from resident of Foxholes Road dated 09/09/2022.	Objection
35.	Email from resident of Foxholes Road dated 09/09/2022.	Objection
36.	Email from resident of Foxholes Road dated 10/09/2022 – <i>late comment included as instructed by the SEPP Joint Committee Member and Lead Officer for Chelmsford.</i>	Objection

APPENDIX 2

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

Representations & Responses relating to Foxholes Road and Snelling Grove, Chelmsford		
Ref	Representation	Technician Response
1.	<p>Dear SEPP Committee members</p> <p>My wife and I wish to object to the above proposed parking restriction on the following grounds:</p> <p>* We live at [REDACTED] Foxholes Road - in the [REDACTED] at the northern end of the road. Buses do not use this section of the road. Since the proposed restrictions are to reduce parking on the bus route making it easier for buses to navigate the road, the restrictions at our end would serve no purpose.</p> <p>* The possible movement of non-resident cars from the bus route to our cul de sac is unlikely: there are only three on road parking spaces and this spot is the furthest from the Vineyards area where most non-resident car users work.</p> <p>I hope you are about to give these objections due consideration.</p> <p>Faithfully</p> <p>[REDACTED]</p>	<p>Objection noted.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of Foxholes Road has been included in the Permit scheme.</p> <p>Government advice is clear in that street clutter and unnecessary signage should be reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Foxholes Road it particularly reduces the amount of large entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs.</p> <p>However, it should be noted the Committee have the option to reduce the scheme.</p>
2.	<u>Email 1:</u>	Objection noted.

Dear Sir / Madam.

Please accept this email as an objection from both myself ([REDACTED]) and my wife ([REDACTED]) against the proposed introduction of yellow lines and Permit Parking on Foxholes road and Smelling Grove.

We strongly believe that the permit parking areas times and days are far to stringent. We would like to see them changed to following.

* Monday to Friday

* 10.00am till 11.00am OR 1pm till 2pm

We agree with the double yellow lines on junctions.

By enforcing restrictions between 8am to 6pm it will create unessential burden on residents who have family and friends visiting. It will also likely cause excessive parking within the Dell.

Regards

[REDACTED]

Email 2:

Dear TRO Technician.

Further to my previous email and Objection to the proposals for parking restrictions within Foxholes Road, I would very much appreciate it if the following comments could be included within my objection.

1. I understand that the main reason for the parking restrictions proposal is following complaints from the local Bus company due the buses occasionally not being able to drive along Foxholes Road due to poor parking of cars and Bin Trucks having difficulty reversing down Snelling Grove. As I see it, neither of these issues are due to the Residents of Foxholes and Snelling as the excessive poor parking is due to local workers parking their cars all day while they work in the village. I don't think it's reasonable for the residents to be Financially penalised due to the Buses being too big and struggling to drive down what is essential a Residential Road, and the bin men being too lazy to walk down Snelling to collect Bins.
2. Based on estimated calculations, it could cost each household up to £118 per year in Permits and Visitor Permits. In the current climate of ever increasing living costs, most households will not be able to afford this. Again we are being penalised for an issue that isn't the residents fault.

The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.

Support for the double yellow lines is noted.

It is difficult to determine exactly where non-resident vehicles will be displaced. However, there was a clear lack of support from residents of The Dell, hence why it has not been included in the proposed Permit scheme.

It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential, for example to

3. Would it not be easier to change the Bus route so it no longer passes through Foxholes Road? Or change the buses to smaller hopper type buses like they used to be many years ago. The current larger buses are causing excessive damage to the road surface anyway as they are too heavy. (When I contacted the Bus Company to ask why the buses are now bigger than they used to be, I was informed that it's to save money as it's easier and more cost effective to have One Size bus that can be used in different locations). Therefore once again, the residents are being financial penalised because the bus company have chosen to introduce a single Larger bus to this route. This isn't the residents problem, it's the bus companies.

4. As my house is at the park end of Foxholes road (the dead end cul de sac), there has never been an issue with access for Bin Trucks or Emergency Services and the Bus does not drive along this section of road. So therefore why should the [redacted] houses at this end be getting Yellow Lines and Parking restrictions that will cost us money?

5. As there is clearly an issue with suitable parking spaces in Great Baddow for local staff that can't use public transport and have to drive to work, why can't some of the parking spaces within the car park near the park ponds be made available for staff all day parking.? There are 20 spaces which are rarely used. Let the workers buy Permits to park as they are the ones causing the problem by parking in Foxholes and Snelling.

Finally, can you please let me know the date of the meeting as I wish to attend?

Regards

[redacted]

address concerns of the emergency services specific traffic management needs.

The results of the 2nd parking review showed that the majority of residents were in favour of a Permit scheme. The permit cost covers the enforcement and administration of the scheme. The current cost for a permit in Chelmsford is £26.

It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.

Queries relating to highway maintenance should be directed to Essex Highways – the highway authority.

It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of

		<p>Foxholes Road has been included in the Permit scheme. Additionally, government advice is clear in that street clutter and unnecessary signage should be reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Foxholes Road it particularly reduces the amount of large entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs. It has been proposed to put 10m of double yellow lines on the junctions in line with Rule 243 of the Highway Code.</p> <p>Noakes Park car park has a maximum stay of 2 hours and is intended for the use of those wanting to visit Noakes Park.</p> <p>All respondents will be advised of the date of the meeting in due course.</p>
<p>3.</p>	<p>Attn The Technician,</p> <p>In response to your letter dated 15th August 2022 relating to the introduction of double yellow lines and a parking permit scheme, I would like to share a few concerns:</p> <ul style="list-style-type: none"> • Double yellow lines in the area around junctions need to be backed up with Civil Enforcement Officers and the deterrent of Fixed Penalty Notices. Current standards of parking would suggest a level of ignorance or total disregard of the Highway Code so would not change driver behaviour. 	<p>Objection noted.</p> <p>Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are. Acknowledged, however it is the responsibility of motorists to park and drive in accordance</p>

- The surface of Foxholes really needs to be repaired before any plans are implemented. The number of potholes, areas of subsidence and cracks mean heavy traffic causes structural vibrations to properties.
- The danger is that clearer roads promote faster driving returning Foxholes Road to a convenient shortcut 'rat-run'. The safety of residents would be helped by measures to 'calm' the traffic.
- Once a permit is bought, that gives the right for parking on the street within the designated area. This does not solve the issue of double parking. The proposed scheme will only exacerbate the menace of vehicles parking on the pavements which block the passage for pedestrians, wheelchair users and prams, or block driveways.
- What happens when the number of permits bought exceeds the space available to cater for those residents? Will there be rationing to one permit per household? Different versions of the proposal have been raised over the past 2 years and although there will never be a perfect solution to please everyone, the perception is that this is a money-making scheme to the detriment of residents.

Many thanks for taking the time to read this email.




with the Highway Code and local conditions.

Queries relating to highway maintenance should be directed to Essex Highways – the highway authority.


It is acknowledged that the presence of parked vehicles does have the effect of some traffic calming. Requests for traffic calming restrictions should be directed to Essex Highways. The SEPP can only consider on-street parking restrictions.

Acknowledged, is the responsibility of residents to park safely and in accordance with local conditions. If residents cannot park considerately then the SEPP will have no choice but to implement further restrictions to aid access for larger vehicles such as buses. The scheme will be monitored for its effectiveness.

In the Chelmsford area residents are eligible to purchase 2 permits per property, however, we strongly recommend that residents utilise any off-street parking they may

		<p>have. Additionally, the SEPP have the ability to reduce the number of permits available if the area is at capacity. Based on previous site visits and the number of vehicles parked on Foxholes Road and Snelling Grove this is unlikely to occur.</p> <p>The permit cost covers the enforcement and administration of the scheme.</p>
<p>4.</p>	<p><u>Email 1:</u></p> <p>Hi</p> <p>I have reviewed the documentation regarding the above and forwarding to you my comments as a individual Gt Baddow parish councillor on the proposed traffic restriction in Foxholes Road.</p> <ol style="list-style-type: none"> 1. Proposed parking restriction 8am - 8pm Mon-Sat. No provision of a short parking restriction eg 10-11am. 2. In the reason for the parking restriction is to improve passage for the buses, little mention on parking and access for other service vehicles. 3. Will this area be policed regularly. 4. When this parking restriction is implemented it will deter commuter parking , however they will be looking for other areas to park which may mean further parking restrictions. This will need to be monitored and reviewed. <p>Kind regards</p> <p></p> <p><u>Email 2:</u></p> <p>Hi</p>	<p>Support noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>The proposed scheme will aid access for all vehicles, particularly larger vehicles such as buses, heavy goods vehicles and emergency service vehicles.</p> <p>Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are.</p> <p>It is difficult to determine exactly where non-resident vehicles will</p>

	<p>In reply to your recent email-mail regarding the above. In reference to the proposed parking restrictions I am in agreement that this should be provided to alleviate traffic congestion, however there will be a need to provide some short term parking for non residents as detailed in my previous e-Mail.</p> <p>Kind regards</p> <p>██████████</p>	<p>be displaced. However, the scheme will be monitored for its effectiveness.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents, however, the SEPP has to balance the needs of all highway users while at the same time maintaining Foxholes Road function within the highway network.</p>
<p>5.</p>	<p>Thanks for the opportunity to review these proposals. IPTU would like to offer support to the scheme covering the proposed resident parking scheme in Foxholes Rd Great Baddow ██████████ ██████████.</p> <p>The Foxholes Rd area has presented buses with accessibility issues for a considerable time – it is hoped that the scheme will help alleviate these issues.</p>	<p>Support noted.</p>
<p>6.</p>	<p>Dear Sir,</p> <p>The Essex County Council (Chelmsford City) (Prohibition Of Waiting, Loading And Stopping) And (On-Street Parking Places) (civil Enforcement Area) (Amendment No.29) Order 202*-<u>Relating to Foxholes Road and Snelling Grove</u></p> <p>Snelling Grove has a number of non -resident vehicles which park all day. The proposed parking scheme would in our view give the following benefits:</p> <p>1)Provide improved vision and safety for vehicles when exiting Snelling Grove into Foxholes Road.Presently,it is often impossible to safely see approaching traffic either left or right (particularly bicycles and motor bicycles) because vision is obscured by parked vehicles - including those which park on the path or on the junction corner.</p> <p>2)Avoid the need to enter Snelling Grove from Foxholes Road into the face of oncoming traffic because of vehicles parked on the left hand side of Snelling Grove.</p>	<p>Support noted.</p>

	<p>3)Alleviate kerbstone and drain cover damage by heavy vehicles having to use the pavement to avoid obstructions.</p> <p>4)Better vision to provide safer entrance/exit to and from individual driveways.</p> <p>5)Allow delivery vehicles closer property access</p> <p>6)Complete,instead of partial street cleaning by Council vehicles.This would help to clear leaves to prevent entry into the drainage system</p> <p>7)No interruption to bus services using Foxholes Road or to emergency vehicles needing access through or to either road.</p> <p>Yours faithfully,</p> <p></p>	
7.	<p><u>Letter 1:</u></p> <p>Dear SEPP,</p> <p>Re: Order 202 Relating to Foxholes Road and Snelling Grove</p> <p>In June 2020 you sent a parking questionnaire to all the residents in Foxholes Road. This sought their views on the introduction of double yellow lines in their street, as parked vehicles were causing obstructions to large vehicles, particularly buses and the bus company had complained several times.</p> <p>Your letter to residents of both Foxholes Road and Snelling Grove, dated 18th November 2020, stated that the results of the consultation showed that the majority of residents (of Foxholes Road) were not in favour of further restriction, and that you would amend the scheme to only an extension of the existing yellow lines, whilst continuing to monitor the situation.</p> <p>You further stated that since that decision, buses were still being obstructed and access must be maintained for goods and emergency service vehicles, and therefore a revised scheme would be put in place. The letter went on to discuss the introduction of a Residents' Parking Scheme (RPS) to allow residents to park on street and that consultation would end on 18th December.</p> <p>The results of the consultation showed commuter parking was also a significant part of the problem in both streets and should be dealt with within any scheme. Further restrictions in Foxholes Road would increase the commuter parking in Snelling Grove which is already causing problems, particularly for</p>	Support noted.

waste lorries which have to reverse all the way up from the junction. Another issue raised was of speeding vehicles and this too should be addressed.

There are basically four types of restriction: no parking at any time (double yellow lines); no parking at certain times (single yellow line); limited waiting in a marked bay, either free or paid; residents' parking in a marked bay.

PTO

In order to achieve the goals outlined, one or more lanes must be kept clear at all times in Foxholes Road for PSV and HGV access. An overlap at any change from bay to restriction to allow safe bus manoeuvring should be designed in.

Some parking on alternating sides of the road, creating a chicane effect, would act as a speed deterrent and slow vehicles down, thus fulfilling the second criteria.

A RPS would permit residents with more vehicles than their off street space allows, and their visitors, to be able to park there without penalty and deter commuters. Should SEPP wish to provide some casual parking, then perhaps some limited waiting at the lower end of Foxholes Road near the High Street to balance need.

I was delighted to read your letter of 15th August 2022, making the permit parking Monday – Saturday 8am – 6pm. However, the plan showing all resident parking in both streets, apart from junction protections, achieves none of the criteria outlined. It could still obstruct buses etc. with parking allowed on both sides and will not introduce any rational form of traffic calming along the main stretch of Foxholes Road which a mixed scheme would.

I enclose a modified plan of your proposed scheme, which deals with the issues raised above, or alternatively a revised plan of your scheme of 10/6/20 with the blank sections made residents' bays which partially does.

I would be pleased to hear your views and comments on the matter.

Yours sincerely



Both parking reviews carried out showed the majority of residents were not in favour of a scheme for Double Yellow Lines only.

It is acknowledged that the presence of parked vehicles does have the effect of some traffic calming.

Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.

Acknowledged, is the responsibility of residents to park safely and in accordance with local conditions. If residents cannot park considerately then the SEPP will have no choice but to implement further restrictions to aid access for larger vehicles such as buses. The scheme will be monitored for its effectiveness.

Plan enclosed with letter:



	<p><u>Email 1:</u></p> <p>Dear TRO technician,</p> <p>Re: THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*</p> <p>I am very much in favour of a scheme to provide residents' parking and increased restrictions in both Foxholes Road and Snelling Grove. My only objection was to your current scheme as it stands, which would not fulfil the prime reason for the restrictions in the first place as it would still allow parking on both sides of Foxholes Road and could, therefore, still obstruct buses. A tweak to the types of restriction along Foxholes Road would deliver exactly what is needed.</p> <p>Kind regards</p> <p>██████████</p> <p><u>Email 2:</u></p> <p>Dear TRO technician,</p> <p>As I wish to have restrictions in place and there is no alternative to your current scheme, I will support it.</p> <p>Kind regards</p> <p>██████████</p>	<p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p> <p>Support for scheme noted.</p>
<p>8.</p>	<p>I am strongly objecting to the above proposed plan for parking restrictions and permit parking in these roads for the following reasons</p> <p>1: This is a quiet residential area, I live in foxholes road and see no benefit to this scheme at all .We are not near a train station so do not have a issue with commuters parking in the road and then getting a train</p>	<p>Objection noted.</p> <p>Concerns have been raised regarding obstructive parking on Foxholes Road which has on occasions impeded the flow of traffic and resulted in vehicles being unable to pass and repass</p>

2: why have foxholes rd and snelling grove been singled out but no restrictions have been made on the other roads I such as Rothmans ave and the Dell? surley by proceeding with this scheme you will cause bottle necks of parking in these roads!

3: I cant understand or have not seen anywhere that you have given a genuine reason for the propsal , so can only see that this is a way to make money for the council .

4: Following on from the above i pay £250.00 per month in council tax so is that not enough? I pay car tax for my vehicle to be parked on the road , so why should i then have to pay again to park outside my own house.

5:I In the current climate with bill rising ,this is just another cost that people cannot afford .

6: A point to note for the council is that in this housing development some of the houses have covenants on the deeds which restricts parking on the drives, so if this proposal is passed where are these residents going to park, let alone the financial cost .

7: I have been told by other residents that this scheme is due to the bus company wanting a clear route down the road for the longer bus ,if so why should we, the residents suffer the cost of this when the bus used to be a smaller hoppa bus that was sufficient for the route.

I live at the end of foxholes rd which is not part of the bus route so why is this included in this proposal and again see no reason on a dead end residential road.

I urge you to withdraw this propsal completely and listen to the residents that actually live in the roads.

[REDACTED]

on the highway. Additionally further concerns were also raised regarding all day commuter parking in Foxholes Road and Snelling Grove. The proposed scheme will deter all-day non-resident parking and allow the free flow of traffic thus improving the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises. It will also improve sight lines for all road users and pedestrians at the junctions, better facilitate the passage of traffic and enforce the Highway Code.

There was a clear lack of support from residents of The Dell, in the parking review, hence why it has not been included in the proposed Permit scheme. Concerns have not been raised regarding parking issues in Rothmans Avenue. It is difficult to determine exactly where non-resident vehicles will be displaced. However, the scheme will be monitored for its effectiveness.

It should be noted that there is no right to park on the highway – the only legal right being to

		<p>pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential, for example to address concerns of the emergency services specific traffic management needs.</p> <p>It should be noted that the SEPP is not funded by taxpayers, it is self-funded. The Partnership is required to ensure that the cost of running the scheme is self-financing.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme.</p> <p>In the Chelmsford area residents are eligible to purchase 2 permits per property.</p> <p>It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities</p>
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		<p>and bus operators to aid this. This location has been identified as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of Foxholes Road has been included in the Permit scheme. Additionally, government advice is clear in that street clutter and unnecessary signage should be reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Foxholes Road it particularly reduces the amount of large entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs.</p>
9.	<p>To Technician</p> <p>All at No [redacted] Foxholes Road are totally AGAINST the proposal. This is a residential street where our home is. The parking restrictions seem to be in favour of the bus company and other people who would be able to use the roads better.</p> <p>To stop non-resident parking a restricted 1 hour no parking the am and in the pm would suffice.</p>	<p>Objection noted.</p> <p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is</p>

We have four cars in our household and we are a low income household so could not afford the extra costs that we would incur. This is not a priority cost for our household. We would no longer be able to have family/friends visit during the week.

The buses always stop at the end of the Alley in Foxholes Road which is on a sharp corner causing many near miss accidents. There are not any official bus stops in Foxholes Road so the buses shouldn't stop as there is not any safe place to do so!!

The money for this project would be much better spent on filling in the pot holes and road sinkage in Foxholes Road.

A speed limit of 20mph with speed bumps would be of much better use to the residents of Foxholes Road. Our road is used as a cut through for many cars.

I would like to reiterate that No 53 Foxholes is AGAINST the proposal.

Regards

██████████

important to maintain free flowing traffic. It is also important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. The SEPP reserves the right to implement a scheme when it is deemed essential.

The Committee have the option to reduce the restricted times.

Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme. Visitor tickets are available to purchase to use during the restricted times.

The SEPP cannot comment on the location of bus stops - any queries relating to this should be directed to the bus operator and/or Essex Highways.

It should be noted that the SEPP is not funded by taxpayers, it is self-funded. Queries relating to highway

		<p>maintenance should be directed to Essex Highways – the highway authority.</p> <p>Requests for traffic calming restrictions should be directed to Essex Highways. The SEPP can only consider on-street parking restrictions.</p>
<p>10.</p>	<p>Dear Technician Team</p> <p>Proposed Permit Parking and No Waiting on Foxholes Road – Amd. 29</p> <p>Thank you for the opportunity to make comments on the proposed changes to the parking arrangements for Foxholes Road, Chelmsford, details of which have been received by mail and which have been advertised locally. We are very grateful for this opportunity to respond.</p> <p>██████████ are fully in favour of the proposals as they stand and support them whole-heartedly, for the following reasons:</p> <ol style="list-style-type: none"> 1. One of the main bottlenecks in the road is the stretch between numbers 9 and 15 of Foxholes Road. This is closest to facilities on the High Street such as ‘Baddow Body Art’, and ‘Family Homecare Ltd’, both of which do not have parking. We have already witnessed parking in Foxholes Road by staff and visitors to the new Octavia House School and there is daily car parking in Foxholes Road by staff at the ‘Little Spring Wonders Daycare Nursery’, both in the High Street. Many people originally used the old church/library car park there but since this is now part of the Therapeutic School, and the nearest public parking at the Vineyards is limited to three hours, these are no longer suitable for some people. 2. At ██████████ Foxholes Road, we are at the very centre of where cars can park opposite each other, resulting in the fact that the buses cannot get through. This can happen quite frequently, resulting in much sounding of horns and annoyance by the bus drivers and passengers and we have lost count of the number of drivers who have knocked on our door to ask if a car parked outside is ours. They obviously are annoyed by the situation, asking if we own the car on the road. Not only have the passengers sometimes had to get off the bus to walk the rest of their journey, but buses have also had to turn in the road and on the pavement (photo) to continue to their destination via a different route, missing out regular stops. Some residents in the road say that the buses ought to be smaller but this would not 	<p>Support noted.</p>

make any difference in getting through two cars parked opposite each other, even apart from the fact that the C7 buses are often fairly full by the time they reach Chelmsford Market. Two example photos are attached.

3. The volume of non-resident parking in Foxholes Road also means that drivers often park irresponsibly over drop-down kerbs, which causes a danger to residents driving in and out of their properties. This occurs regularly and then it is difficult to manoeuvre safely into the road because the passage between two parked cars is smaller than the drop-down kerb and there is the severe danger of not seeing oncoming traffic because of very reduced visibility. Two example photos are attached.

4. Some residents will argue that the proposed hours are excessive but, even today, there was a parked car covering at least a quarter of my drop-down kerb. The driver explained that she had only been there 'for an hour' but this will continue to happen if non-residents parking is limited to, say, only an hour in the morning and another in the afternoon.

We would be most grateful therefore if the Sub-Committee would approve the recommended proposal as published. We are confident that the scheme will alleviate the current parking situation, as well as ensuring free access for public transport buses along Foxholes Road.

Please do not hesitate to contact us if you would like further information.

Yours sincerely



Pictures included in email:



TOP: No 57 bus unable to continue on route (not on Sub-Committee Report of 24.06.21)
BOTTOM: Non-resident parking in Foxholes Road. Drop-down kerb marked in yellow.





TOP: Bus, behind white car, being forced to turn around on pavement due to non-resident parking. (Not included in Sub-Committee Report of 24.06.21)

BOTTOM: Non-resident parking. Drop down kerb in yellow. The rear of the car covers much of [REDACTED] entrance.



<p>11.</p>	<p>Dear Sirs</p> <p>Permit Parking Area – Foxholes Road & Snelling Grove</p> <p>With regard to above proposal I would like to agree to proposal as published.</p> <p>Yours faithfully</p> <p>████████████████████</p>	<p>Support noted.</p>
<p>12.</p>	<p>In response to your letter of 15th August 2022, proposing a Permit Parking scheme for Foxholes Road, Great Baddow, I wish to make the following comments:</p> <p>I live at █████ Foxholes Road, and (by choice) do not drive, but believe I could still be affected by this proposal. I believe it originates from occasional obstruction of buses by parked vehicles. Earlier proposals suggested extending parking restrictions by use of double yellow lines; surely this should be tried first, as I believe introduction of Permit Parking to be 'overkill' and a 'cure worse than the disease', with attendant bureaucracy and enforcement issues. Further, I would be concerned by any proposal that encourages pavement parking.</p> <p>I note Snelling Grove is included in the scheme, but not The Dell - is there a reason for this?</p> <p>A current concern is the maintenance of the road, with serious sinking of the concrete adjacent to the Rothmans Avenue junction and a large pothole in the tarmac section near no. █████.</p> <p>Regards,</p> <p>████████████████████</p>	<p>Objection noted.</p> <p>The results of the 1st parking review showed the majority of residents were not in favour of a scheme for Double Yellow Lines only. The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm.</p> <p>Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are.</p> <p>It is not felt that the scheme encourages pavement parking. Acknowledged, however it is the responsibility of motorists to park and drive in accordance with the Highway Code and local conditions.</p>

		<p>There was a clear lack of support from residents of The Dell, in the parking review, hence why it has not been included in the proposed Permit scheme.</p> <p>Queries relating to highway maintenance should be directed to Essex Highways – the highway authority.</p>
<p>13.</p>	<p>To whom it may concern, re Foxholes road & Snelling Grove Parking,</p> <p>I cannot understand why you are spending so much time and money on this issue when it can be resolved without penalising the residents of foxholes Road. Parked vehicles causing destruction to through traffic are breaking the law and are therefore illegally parked.</p> <p>Its time to stand up and do your civic duty, as a rate payer I expect S.E.P.P to be proactive in correcting this anomaly as you would be within your rights to have the vehicle removed and the owner prosecuted.</p> <p>I have lived in Foxholes Road since [REDACTED] and as a result of this proposal I am very angry and strongly oppose your solution as tabled.</p>	<p>Objection noted.</p> <p>It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.</p> <p>Instances of obstructive or dangerous parking, where no restrictions are in force, is the responsibility of the Police who are the only body with the authority to deal with such matters. This can be reported to Essex Police who have the</p>

		<p>authority to remove a vehicle or issue a Fixed Penalty Notice.</p> <p>It should be noted that the SEPP is not funded by taxpayers, it is self-funded.</p>
<p>14.</p>	<p>Dear Technician</p> <p>In response to your letter to residents dated 15 August 2022, please see my comments below.</p> <p>I object to the latest proposal on this Order 202*, in particular the proposed 'Permit Parking Area from Monday to Saturday 8 a.m. to 6 p.m', which I consider excessive for this as defined, "Residential" road. This I consider to be penalising the residents of the area as it will seriously restrict the times when family members and other visitors may park in the road close to our residences. The majority of residents in the area park on their driveways most of the time.</p> <p>I believe the problems are caused by inconsiderate parking in the road by some, mainly local Great Baddow based workers, which is generally towards the High Street end of the road. During the week there are hardly any vehicles during the daytime hours parked along the stretch of Foxholes Road from the elbow bend to the Rothmans Avenue corner. E.g. Tuesday 30 August 14:54 as I write this email, there is 1 car parked along this part of the road, and this is typical in my experience.</p> <p>This proposal is detrimental to the residents because we are now being asked to pay for parking outside our properties and undoubtedly parking restrictions will devalue the properties and creates unnecessary hassle when we have visitors.</p> <p>I believe that there is insufficient parking facilities in Great Baddow for the local business workers especially since there is now restrictions on parking in the Noakes Place car park. Also, the bus company has changed the size of its buses from the smaller ones (that were perfectly OK for the residential streets) to the larger, longer buses that struggle to get around the corners and passed parked vehicles. I often see two buses meet on the corner of Foxholes Road and Rothmans Avenue and even sometimes mount the pavements to pass each other at this point of the route, with no parked vehicles near the corner. This situation is not only to do with poorly parked non-resident vehicles. Neither of these issues are the residents fault and yet we would be asked to pay for parking in this residential road.</p> <p>I hope that this proposal will be withdrawn by South Essex Parking Partnership.</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times. Visitor tickets are available to purchase to use during the restricted times.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme.</p> <p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP</p>

	<p>Yours faithfully</p> <p>[REDACTED]</p>	<p>reserves the right to implement a scheme when it is deemed essential. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p>
<p>15.</p>	<p>Dear sir I wish to object to your proposals on the basis that it is excessive and unnecessary.</p> <p>The problem is that car owners are parking in the road on an all day basis without regards to the through traffic.</p> <p>Parking restrictions for one or two hours a day would resolve this issue with minimum aggravation to the local ratepayers.</p> <p>[REDACTED]</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm.</p> <p>The proposed scheme will deter all-day non-resident parking and allow the free flow of traffic thus improving the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises. It will also improve sight lines for all road users and pedestrians at the junctions, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>The Committee have the option to reduce the scheme.</p>
<p>16.</p>	<p>As the owner occupiers of [REDACTED] Foxholes Road we wish to raise our objection to the following: The Essex County Council (Chelmsford City)(Prohibition Of Waiting, Loading And Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.29) Order 202 - Relating to Foxholes Road and Snelling Grove.</p>	<p>Objection noted.</p>

The reason for the objection is as follows:
The proposal will cause us and our visitors unnecessary inconvenience and expense. There is currently no problem with the flow of traffic along Foxholes Road between Rothmans Avenue and The Dell (the section outside our house which we monitor constantly) as there are few parked cars in this section at any time. We understand that there is sometimes an issue with cars parked at the High Street end of Foxholes Road due to local business workers parking there all day. We acknowledge that some action is required to deal with this and that if parking restrictions are imposed at one end of the road, the problem will be shifted to the other end. However, we believe that if a resident parking scheme is the only solution then it would be sufficient for one hour per day, Monday to Friday, say from 10am to 11am, a scheme already established elsewhere in Chelmsford.


Regards

[Redacted signature]


Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme.

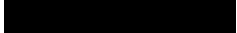
It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of Foxholes Road has been included in the Permit scheme. Additionally, government advice is clear in that street clutter and unnecessary signage should be reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Foxholes Road it particularly reduces the amount of large entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs.

The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm.

		However, the Committee have the option to reduce the restricted times.
17.	<p>Dear Technician</p> <p>The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) And (On -Street Parking Places) (Civil Enforcement Area) (Amendment No.29) Order 202* - Relating to Foxholes Road and Snelling Grove</p> <p>Dear Technician</p> <p>I am writing to object to the above proposal for Foxholes Road and Snelling Grove.</p> <p>I totally object to the yellow lines and the proposed time limits you have suggested which will impact on any friends and family parking outside my house. It means I will have to pay for the privilege of my friends visiting me. As I understand it a Visitor Permit (valid for 4 hours only) is £26. which I find to be totally disgusting, especially at this given moment where everything is rocketing in price. This would mean I cannot afford to have visitors. I take it it would be a similar cost for tradesmen to park outside my house if I need urgent repairs done to the house.</p> <p>My proposal would be just to have restricted parking signs MONDAY TO FRIDAY on either side of the road as follows: One side from 8 am to 10 am. Monday to Friday (NOT SATURDAY) and then switch it to the other side of the road from 2 pm to 4pm Monday to Friday (NOT SATURDAY). This would deter outsiders from parking in the road and therefore the buses would be able to get up and down the road without any problems which, is where this all started in the first place.</p> <p>Snelling Grove does not have buses but suffers from outsiders parking in their road all day every day of the week.</p> <p>I do hope you will look favourably upon this objection and make sure common sense prevails.</p> <p>Yours faithfully</p> <p></p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm.</p> <p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a residents permit in Chelmsford is £26. Various blocks of visitor tickets can also be purchased - Costs for resident permit scheme - Chelmsford City Council. Dispensation permits can also be purchased for tradesman - Apply for a dispensation permit - Chelmsford City Council. The</p>

		<p>permit cost covers the enforcement and administration of the scheme.</p> <p>The Committee have the option to reduce the restricted times.</p>
<p>18.</p>	<p>I'm writing to agree with the proposed parking restrictions for foxholes/snelling grove. The map is not too clear but I assume that the permit parking will be staggered on either side of the roads to avoid the present problems which currently occur. A sight visit would show the current horrendous illegal parking with no consideration of the highway code rules. [REDACTED]</p>	<p>Support noted.</p> <p>Resident advised that the Permit Area applies to the whole of Foxholes Road and Snelling Grove with Double Yellow Lines on the junctions. No further correspondence received.</p>
<p>19.</p>	<p>Dear Sir/Madam,</p> <p>Thank you for your letter regarding the proposed scheme. It would be great if the bus didn't get stuck and thinks we're easier for the refuse and recycling teams.</p> <p>However, as someone who lives [REDACTED] Junction I would say the greatest problem is people who park all day for work and that this scheme resolves that but also adversely effects those who park briefly in the road to visit/drop things off. This would have a negative impact on those elderly people having nursing or caters and meal deliveries. Would it be possible to have scheme hours amended more to those around the Trinity Road area ie a few hours am and pm to stop long stay vehicles but not have as a restrictive effect on residents visitors?</p> <p>[REDACTED]</p>	<p>Objection noted.</p> <p>It may be useful to note the proposed restrictions allow for loading and unloading. Additionally, if you have regular visits by a carer, doctor or nurse and they need a permit to park, you can request a carer permit. It may be useful to note the proposed restrictions allow for loading and unloading. Additionally, if residents have regular visits by a carer, doctor or nurse and they need a permit to park, a carers permit can be requested.</p> <p>The Committee have the option to reduce the restricted times.</p>

20.	We object to the permit parking on Foxholes Road	Objection noted.
21.	<p><u>Email 1:</u></p> <p>I wholeheartedly support the No Waiting at Any Time yellow lines on the junctions as drivers often park dangerously and inconsiderately here obscuring the view and blocking the dropped kerbs. I would appeal for non-permit parking still to be allowed along the entrance to Snelling Grove (3 car lengths) as this is not obstructive and causes no problems. I would also appeal for the parking restrictions be limited to a shorter time, say 8am - 12am so that residents have more of a chance to work round parking restrictions for social aspects. That would help hugely, and hopefully prevent the parking issue being pushed out to The Dell, Rothmans Avenue, Seabrook Road, Smithers Drive etc. People need to park for funerals and other events at the busy St. Mary's Church and I can confirm the other available parking at the small carpark at The Causeway is often already full. Thank you</p> <p><u>Email 2:</u></p> <p>Hi, Thanks for your very prompt response to last night's email. I would like to add to my vague suggestions - sorry didn't really have time to consider it all properly. My very best solution would be to have Double Yellow lines at all the junctions as marked on the plan, plus continued Double yellow lines all along one side of each road so the buses would not be impeded. Obviously this would not provide any revenue which may be a factor. Many thanks, </p>	<p>Objection noted.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of Foxholes Road and Snelling Grove has been included in the Permit scheme. Additionally, government advice is clear in that street clutter and unnecessary signage should be reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Snelling Grove it particularly reduces the amount of large entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>The results of the 1st parking review showed the majority of residents were not in favour of a</p>

		scheme for Double Yellow Lines only. Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.
22.	<p>To whom it may concern</p> <p>I am writing to object to the proposed parking restrictions in foxholes road.</p> <p>I object to the proposed time limits as they would be detrimental to the residents of foxholes road, it will impact and limit any visitors we have to our homes. We will have to pay for the privilege of having visitors.</p> <p>This is a residential area and it has never been residents or their visitors that cause the parking issues, it is people that work at local businesses that park here all day. A shorter restriction time period would be a better alternative, a 1 hr limit in the morning and again in the afternoon would be enough to deter people using our road as free parking all day and have minimal negative impact on residents. There has never been a issue with parking at weekends so the restrictions do not need to include Saturdays.</p> <p>Having looked at your website I read that permit parking is usually implemented in commuter areas and where there is limited off road parking for residents. Neither of these apply to foxholes road. As I have previously said it is not residents that are causing issues yet it will be residents that suffer if you implement the proposed restrictions.</p> <p>Regards </p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times. It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents, however, the SEPP has to balance the needs of all highway users while at the same time maintaining Foxholes Road function within the highway network. The SEPP reserves the right to implement a scheme when it is deemed essential. Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The permit cost covers the enforcement and administration of the scheme.</p>

		<p>The criteria in section 7.4.3 of our policy provides the basis for priority. The SEPP reserves the right to implement a scheme when it is deemed essential. It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic on Foxholes Road.</p>
<p>23.</p>	<p>Dear Sir/ Madam,</p> <p>Foxholes Road and Snelling Grove Proposals</p> <p>With reference to the proposal to changing Foxholes Road/Snelling Grove to a Parking Permit area, I am totally against this.</p> <p>The area has changed since Covid as is now a fairly quiet Road, the change will cause inconvenience to several care workers and will only move the problem along to another area.</p> <p>It will also cost households money and make it difficult for friends, family to visit during the restricted times.</p> <p>The change is in my opinion a waste of time and money, causes more problems than it helps and serves no real purpose.</p> <p>The argument regarding buses not being able to get through can be easily dealt with by painting yellow line on one side of the road encouraging drivers to park properly.</p> <p>I would also add that the busses that use this road are far too big and often go by empty and reducing the size of these busses would be a far better way of dealing with this alleged problem.</p>	<p>Objection noted.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced. However, the scheme will be monitored for its effectiveness.</p> <p>If residents have regular visits by a carer, doctor or nurse and they need a permit to park, a carers permit can be requested.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a</p>

Yours Faithfully




permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme. Visitor tickets are available to purchase to use during the restricted times.

The proposed scheme will deter all-day non-resident parking and allow the free flow of traffic thus improving the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises. It will also improve sight lines for all road users and pedestrians at the junctions, better facilitate the passage of traffic and enforce the Highway Code.

The results of the 1st parking review showed the majority of residents were not in favour of a scheme for Double Yellow Lines only. Acknowledged, is the responsibility of highway users to park safely and in accordance with local conditions.

It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified

		<p>as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p>
<p>24.</p>	<p>To whom it may concern</p> <p>I am writing to object to the proposed parking restrictions in foxholes road.</p> <p>I object to the proposed time limits as they will detrimentally affect the residents of foxholes road who are not causing the issue (the issue is people working close by using the road as a free car park), it will have serious impact on us and limit any visitors we have to our homes. We will also have to pay for the privilege of having visitors (paying for permits) as a direct result of people working in the surrounding area using Foxholes Road as a free car park.</p> <p>This is a residential area and it has never been residents or their visitors that cause the parking issues, it is people that work at local businesses that park here all day. A shorter restriction time period would be a better alternative for residents, a 1 hr limit in the morning and again in the afternoon would be enough to deter people using our road as free parking all day and have minimal negative impact on residents. There has never been an issue with parking at weekends so the restrictions do not need to include Saturdays. Backing up the issue is people working close by using the road for parking.</p> <p>Having looked at your website I read that permit parking is usually implemented in commuter areas and where there is limited off road parking for residents. Neither of these apply to foxholes road. As I have previously said it is not residents that are causing issues yet it will be residents that suffer if you implement the proposed restrictions.</p> <p>Regards </p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times. It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents, however, the SEPP has to balance the needs of all highway users while at the same time maintaining Foxholes Road function within the highway network. The SEPP reserves the right to implement a scheme when it is deemed essential. Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The permit cost covers</p>

		<p>the enforcement and administration of the scheme.</p> <p>The criteria in section 7.4.3 of our policy provides the basis for priority. The SEPP reserves the right to implement a scheme when it is deemed essential. It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic on Foxholes Road.</p>
<p>25.</p>	<p>Totally unacceptable perming time length too long, Why are we as residents being penalised for non residents parking in the road also the buses are way too big for the road and the amount of people using the bus, the road is actually breaking up, this bus route was supposed to have small buses/mini buses.</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents, however, the SEPP has to balance the needs of all highway users while at the same time maintaining Foxholes Road function within the highway network. The SEPP reserves</p>

		<p>the right to implement a scheme when it is deemed essential. It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass.</p> <p>It is also important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p>
<p>26.</p>	<p>Dear Sir/Madam,</p> <p>I am writing to object to the plans you have consulted on to attempt to manage parking issues on Foxholes Road and Snelling Grove.</p> <p>I object to the following:</p> <ol style="list-style-type: none"> 1. The duration of resident only parking. These are unnecessarily long and are punitive for residents (ie, additional taxes being levied for living on the roads). 2. Resident parking being allowed on both sides of the road outside numbers [REDACTED] and [REDACTED]. The road is narrower here and on the 'evens' side there are no driveways on part to separate parked cars. This is the area most blocked buses have had issues with and your scheme could exacerbate the issue further/not resolve the highways access issue. The existing double yellow lines could be extended further up the road to help avoid blockages for larger vehicles. <p>Furthermore I would like to note the following in support of my objection:</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times. It should be noted that the SEPP is not</p>

1. Buses are a lot less frequent on Foxholes Road now and the buses appear to be smaller. I am not aware of buses being unable to pass down the road since the bus route became the C7. The whole requirement for this parking and road management scheme was based upon this problem and so the whole need for the scheme should be reassessed - ie as some of your assumptions are no longer valid.
2. Every home on Foxholes Road and Snelling Grove has some degree of off street parking. In your meeting when requesting approval to proceed with this scheme says 'met in part' - I believe this criteria is not met. This criteria should be reassessed.
3. The poor parking/blockages on our road are due to commuters to the village parking badly on our road. This scheme will cause the problem parking to move elsewhere in the village - the people will still be working in Great Baddow and will still have to park. Assessing this after the fact as per your report requesting approval it just seems to be moving costs and issues further down the line. I suggest this criteria needs to be reevaluated.
4. You referred in your response to Policy 7.4 for management of the scheme as being 'met' due to the fact there are existing parking restrictions in the area. Just because there are existing parking restrictions doesn't mean they are being enforced effectively. In fact there are double yellow lines [REDACTED] and people regularly park there (eg when visiting the tattoo parlour or the garage/mechanic on the High Street). There has never been any enforcement activity on these to my knowledge and the double yellows don't act as a deterrent to those with no regard for parking restrictions. This criteria is 'not met' and should be reevaluated.

I believe the circumstances surrounding the scheme have changed significantly since they were assessed, and there are some flawed assumptions in your report requesting approval for the scheme; this is the main reason for my objection to the scheme. I think the situation should be reevaluated.

I would like to note my support for the schemes' double yellow lines on the bends as planned.

Yours faithfully,

[REDACTED]

funded by taxpayers, it is self-funded. Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The permit cost covers the enforcement and administration of the scheme.

The results of the 1st parking review showed the majority of residents were not in favour of a scheme for Double Yellow Lines only. Acknowledged, is the responsibility of residents to park safely and in accordance with local conditions. If residents cannot park considerately then the SEPP will have no choice but to implement further restrictions to aid access for larger vehicles such as buses. The scheme will be monitored for its effectiveness.

It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to

		<p>this should be directed to the bus operator and/or Essex Highways.</p> <p>It is acknowledged that properties on Foxholes Road have some degree of off-street parking. However, not all properties are able to accommodate all vehicles and their visitors. Therefore, parking on the highway is still required. The SEPP reserves the right to implement a scheme when it is deemed essential.</p> <p>Comments regarding enforcement have been noted and passed to our Enforcement team. Instances where a vehicle is illegally parked where there is a parking restriction can be reported to us - Report a parking issue (chelmsford.gov.uk). Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced. However, the scheme will be monitored for its effectiveness.</p> <p>It has been proposed to put 10m of double yellow lines on the</p>
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		junctions in line with Rule 243 of the Highway Code.
27.	<p>Dear Sir/Madam,</p> <p>I am writing to object to the plans you have consulted on to attempt to manage parking issues on Foxholes Road and Snelling Grove. In essence, you have not taken our views into account whatsoever. Also very disappointing that a bus company can decide to no longer run small shuttle busses, and run large full size busses through narrow streets, and then start complaining.</p> <p>The cause of the issue <i>is not</i> resident parking (can can be easily proved to yourselves), but companies who work in Gt. Baddow and their staff parking in Foxholes Road. This is proved, as if you look at Rothmans, residents are sensible and park only on one side of the road. This is because you the council grant companies to work, but do not specify parking for the businesses for the number of staff.</p> <p>I object to the following:</p> <ol style="list-style-type: none"> 1. The duration of resident only parking. These are unnecessarily long and are punitive for residents (ie, additional taxes being levied for living on the roads). 2. The fact that residents will have to PAY YOU THE COUNCIL to park in their own road. If the time of restriction is only 1 or two hours a day, then it would prevent workers parking in the road all day, and stop the issue. <ol style="list-style-type: none"> 1. Why not try this first ??? And if this does not work, then go to full scheme proposed ? 3. Resident parking being allowed on both sides of the road outside numbers [REDACTED] and [REDACTED]. The road is narrower here and on the 'evens' side there are no driveways on part to separate parked cars. This is the area most blocked buses have had issues with and your scheme could exacerbate the issue further/not resolve the highways access issue. The existing double yellow lines could be extended further up the road to help avoid blockages for larger vehicles. <p>Furthermore I would like to note the following in support of my objection:</p> <ol style="list-style-type: none"> 1. Buses are a lot less frequent on Foxholes Road now and the buses appear to be smaller. I am not aware of buses being unable to pass down the road since the bus route became the C7. The whole requirement for this parking and road management scheme was based upon this problem and so the whole need for the scheme should be reassessed - ie as some of your assumptions are no longer valid. 	<p>Objection noted.</p> <p>Two parking reviews have been carried out to seek residents' views on introducing parking restrictions. The results of the 1st parking review showed the majority of residents were not in favour of a scheme for Double Yellow Lines only. The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm.</p> <p>It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p> <p>During both parking reviews it was identified that there is commuter parking in Foxholes Road hence why a Permit</p>

2. Every home on Foxholes Road and Snelling Grove has some degree of off street parking. In your meeting when requesting approval to proceed with this scheme says 'met in part' - I believe this criteria is not met. This criteria should be reassessed.
3. The poor parking/blockages on our road are due to commuters to the village parking badly on our road. This scheme will cause the problem parking to move elsewhere in the village - the people will still be working in Great Baddow and will still have to park. Assessing this after the fact as per your report requesting approval it just seems to be moving costs and issues further down the line. I suggest this criteria needs to be reevaluated.
4. You referred in your response to Policy 7.4 for management of the scheme as being 'met' due to the fact there are existing parking restrictions in the area. Just because there are existing parking restrictions doesn't mean they are being enforced effectively. In fact there are double yellow lines [REDACTED] and people regularly park there (eg when visiting the tattoo parlour or the garage/mechanic on the High Street). There has never been any enforcement activity on these to my knowledge and the double yellows don't act as a deterrent to those with no regard for parking restrictions. This criteria is 'not met' and should be reevaluated.

I believe the circumstances surrounding the scheme have changed significantly since they were assessed, and there are some flawed assumptions in your report requesting approval for the scheme; this is the main reason for my objection to the scheme. I think the situation should be reevaluated.

I would like to note my support for the schemes' double yellow lines on the bends as planned.

Yours faithfully,

[REDACTED]

scheme has been proposed. The SEPP cannot comment on Planning queries - the SEPP can only consider on-street parking restrictions.

The Committee have the option to reduce the restricted times. It should be noted that the SEPP is not funded by taxpayers, it is self-funded. Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The permit cost covers the enforcement and administration of the scheme.

It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.

Acknowledged, is the responsibility of residents to park safely and in accordance with local conditions. If residents cannot park considerately then the SEPP will have no choice

		<p>but to implement further restrictions to aid access for larger vehicles such as buses. The scheme will be monitored for its effectiveness.</p> <p>It is acknowledged that properties on Foxholes Road have some degree of off-street parking. However, not all properties are able to accommodate all vehicles and their visitors. Therefore, parking on the highway is still required.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced. However, the scheme will be monitored for its effectiveness.</p> <p>Comments regarding enforcement have been noted and passed to our Enforcement team. Instances where a vehicle is illegally parked where there is a parking restriction can be reported to us - Report a parking issue (chelmsford.gov.uk). Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are.</p> <p>It has been proposed to put 10m of double yellow lines on the</p>
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		junctions in line with Rule 243 of the Highway Code.
28.	There is no issue down foxholes road apart big bus that cannot manoeuvre safely down the road. Why should those that use and park on their driveway be penalised for those that do not want to. Those who chose not to park on their drive or do not have the room should be penalised individually.	<p>Objection noted.</p> <p>It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways. The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p> <p>Permits only need to be purchased if residents wish to park on the road during the restricted times.</p>
29.	I do not see why those who do not park in the way of the buses or cause traffic should be penalised for those that do. A traffic warden should be able to patrol the roads and penalise those who are causing traffic.	<p>Objection noted.</p> <p>Instances of obstructive or dangerous parking, where no restrictions are in force, is the responsibility of the Police who are the only body with the authority to deal with such matters. This can be reported to Essex Police who have the authority to remove a vehicle or issue a Fixed Penalty Notice.</p>

		<p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.</p>
<p>30.</p>	<p>The amount of days and hours that the proposed restrictions suggest is far more than required to stop commuters parking in the road, there are no parking problems at the top end of the road so why would the residents in that area agree to the restrictions proposed, it seems unfair to ask the residents to pay for a system to prevent commuter parking in any sense i.e. costs for parking permits and not being able to park outside your own premises, if you want to stop commuters blocking the bottom end of foxholes then a free to residents parking permit system will work fine, residents should be able to list their car registration etc on a parking app for instance, could there not also be an option to add temporary parking on this app to allow residents to have visitors i.e. family or medical staff to visit elderly residents</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of Foxholes Road has been included in the Permit scheme. Additionally, government advice is clear in that street clutter and unnecessary signage should be reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Foxholes Road it particularly reduces the amount of large</p>

		<p>entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs.</p> <p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. Visitor tickets are available to purchase as well as dispensation permits for tradesman. Additionally, if residents have regular visits by a carer, doctor or nurse and they need a permit to park, a carers permit can be requested. The permit cost covers the enforcement and administration of the scheme.</p>
31.	Technician,	Objection noted.

As a resident in Foxholes Road for [REDACTED] years its a shame residents of this road are having yellow lines and double lines put to us and expected to pay for parking permits so our family and friends can visit. We suffer with buses, cut through from traffic and outsiders constantly parking outside our homes. This road was once a non through road, certainly not built for heavy traffic breaking up the road. I certainly dont agree the times mentioned. No parking between 10-11 or 2-3 ,Monday to Friday only would be more acceptable to stop outsiders from parking. We also need a 20 mph speed limit before a tragic accident occurs.

Yours faithfully

[REDACTED]


It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.

It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified as a problem by Essex Highways.

Queries relating to highway maintenance should be directed to Essex Highways – the highway authority.

Requests for traffic calming restrictions should be directed to Essex Highways.

The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm.

		However, the Committee have the option to reduce the restricted times.
32.	<p>Dear Sirs</p> <p>In response to your proposed traffic regulations to our road, I strongly object to this. Your hours of restriction and including Saturdays is frankly outrageous and discriminating against the residents of Foxholes Road.</p> <p>The culprits of inconsiderate parking are due to the staff and parents of the nursery school at Copses and other users of the village, but as a result the residents of a residential road are now being penalised and put to huge expense and reducing the market values of our properties.</p> <p>A far better system would be parking restrictions for a few hours in the morning, Monday to Friday. Once again we strongly object to the current proposal which have been objected to previously and would seem have gone completely ignored by you. Instead you are more interested in making money out of us residents.</p> <p>Yours faithfully</p> 	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme.</p>
33.	<u>Email 1:</u>	Objection noted.

I am forwarding my comments on the proposed no waiting and yellow lines for Foxholes Road. [REDACTED] on the field which became the newest section of Foxholes Road. [REDACTED] dealt with this development and sold all the new houses in this section of Foxholes. [REDACTED] purchased a plot on [REDACTED] there and have lived there since [REDACTED].

Over the period I have lived there I have seen considerable changes in traffic flow and the corner at the junction of Rothmans and Foxholes has become very dangerous at peak times. Traffic coming down Rothmans tends to ignore the give way notice before the junction causing danger to traffic coming down Foxholes intending to go straight on past the junction. The Give Way notice was hit out of alignment by a lorry several years ago and has never been repaired. There is frequent parking as evidenced by the photo attached which obstructs both pedestrian traffic and traffic taking the corner. My suggestion is that double yellow lines are extended on the north side of Rothmans to a point in line with the rear boundary of [REDACTED]. This will make the junction far safer for the future. Perhaps the Give Way sign could be repaired and made more obvious to traffic coming down Rothmans Avenue.

Yours Faithfully [REDACTED]

It has been proposed to put 10m of double yellow lines on the junctions in line with Rule 243 of the Highway Code. Queries relating to highway maintenance should be directed to Essex Highways – the highway authority.

Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.



Email 2:

Dear Sir

I confirm that I object to the Scheme Yours Faithfully [REDACTED]
[REDACTED]

34. I wish to object to the Foxholes road proposals for the following reasons: 1) As far as I am aware there have been no problems with the buses getting through for a considerable time now so perhaps the proposed actions may be a little premature. 2) The parking scheme times of 8am to 6pm suggested are too severe. 3) The cost of paying for parking permits has come at a time when householders are struggling financially. 4) The Bus Company's buses are too big.

Objection noted.

It is important to maintain a strong bus network in the community and the SEPP will work along with local authorities and bus operators to aid this. This location has been identified

		<p>as a problem by Essex Highways. The SEPP reserves the right to implement a scheme when it is deemed essential.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>Charges for permits have been calculated at the minimum level possible and compare very favourably with neighbouring areas. The current cost for a permit in Chelmsford is £26. The permit cost covers the enforcement and administration of the scheme.</p> <p>The SEPP cannot comment on the size of bus used - any queries relating to this should be directed to the bus operator and/or Essex Highways.</p>
<p>35.</p>	<p>Dear South Essex Parking Partnership,</p> <p>I am writing in response to the recent proposal of parking restrictions in Foxholes Road and Snelling Grove in Great Baddow, Chelmsford.</p> <p>As a resident at ■ Foxholes Road, I agree that some parking restrictions are necessary to alleviate traffic congestion caused by commuter parking towards the east end of Foxholes Road near Reynards</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of</p>

	<p>Court and the High Street. However, I feel that the proposed restrictions cover too long a period of time given the fact that congestion is primarily caused by weekday commuters.</p> <p>My [REDACTED] at 8am [REDACTED] at 5:30pm on Monday to Friday and traffic is of no concern at these times. For this reason I would propose that parking restrictions be in place from 8am until 5pm Monday to Friday only. In addition if congestion is caused by parking then I do not see how permits will overcome this as drivers will still be able to park inconsiderately. It would be preferable to have single yellow lines with time restrictions at different times on each side of the road. This would allow busses and emergency service vehicles to drive down the road unimpeded and would not impose any financial impact on residents.</p> <p>Please take this email as an objection to the proposal as written on the 15th August 2022.</p> <p>Best regards,</p> <p>[REDACTED]</p>	<p>residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>Requests suggesting additional restrictions to what has been proposed would require the scheme to be re-advertised.</p>
<p>36.</p>	<p>I am writing to object to the parking restrictions which have been put forward.</p> <p>There is no need for restrictions 8am to 6pm, Monday to Saturday all the way down Foxholes Road! This is really too much. The main problem lies at the junction with the High Street end. It is caused by people working in the area and just needs restrictions for an hour a day on both sides. That way, people cannot park all day. Anything to stop parking on both sides at the same time.</p> <p>With restrictions both sides all the way round Foxhole, where will workmen park. Why should we pay to park in our own road when we are not the problem? It makes no sense.</p> <p>I realise this email us a day late but [REDACTED].</p> <p>Kind regards</p> <p>[REDACTED]</p>	<p>Objection noted.</p> <p>The results of the 2nd parking review showed the majority of residents were in favour of a Permit scheme with restriction times as Mon – Sat 8am – 6pm. However, the Committee have the option to reduce the restricted times.</p> <p>It is difficult to determine exactly where non-resident vehicles will be displaced hence for consistency the whole of Foxholes Road has been included in the Permit scheme. Additionally, government advice is clear in that street clutter and unnecessary signage should be</p>

		<p>reduced where possible. This Permit scheme has been designed to reduce street signage. By including the whole of Foxholes Road it particularly reduces the amount of large entry/exit Permit signs. With the current budgetary constraints less signage also reduces maintenance costs.</p> <p>The proposed scheme will deter all-day non-resident parking and allow the free flow of traffic thus improving the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises. It will also improve sight lines for all road users and pedestrians at the junctions, better facilitate the passage of traffic and enforce the Highway Code.</p> <p>It should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass. Due to its function within the network, it is important to maintain free flowing traffic. The SEPP reserves the right to implement a scheme when it is deemed essential.</p>
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		Dispensation permits can be purchased for tradesman - Apply for a dispensation permit - Chelmsford City Council
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