

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**14<sup>th</sup> FEBRUARY 2024 -1.30PM**

**AGENDA ITEM 6**

<b>Subject</b>	<b>The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.10) Order 202*</b>
	Relating to <b>London Road, Maldon</b>
<b>Report by</b>	South Essex Parking Partnership Manager

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**Purpose:**

To report the receipt of representations made on part of The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.10) Order 202\*

**Options**

The Joint Committee has the following options available:

1. to agree that the proposed Order be made as advertised.
2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope.
3. to agree that the proposed Order be withdrawn in its entirety.

**Recommendation(s)**

1. The proposed Order should be withdrawn in its entirety.
2. The people making representations be advised accordingly.

**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

<b>1.</b>	<b>Background</b>
<b>1.1</b>	The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
<b>1.2</b>	In 2021, an application from was received from Councillor Carlie Mayes (previous SEPP Joint Committee Member), requesting 'No Waiting at Any Time' restrictions on London Road, Maldon between Beacon Hill and the Cemetery. It was stated by the applicant that vehicles where visibility is obscured due to the bridge rising over the A414. This occurs especially during school drop off and pick up times.
<b>1.3</b>	During this time, queries were also received from County Councillor Fleming regarding parking on London Road, outside St. Francis Catholic Primary School. It was reported that parents often park in this area and the concern is that the school entrance is only protected by a short length of 'No Waiting at Any Time' restrictions. Therefore, it was agreed with Cllr Mayes to undertake an assessment of the whole of London Road as it seems that parking issues relate directly to the school.
<b>1.4</b>	During the site visits conducted by SEPP Technicians, vehicles were observed parking on the existing restrictions near the school entrance. No obstruction was observed directly in front of the school entrance as signage is placed on the Highway by St. Francis Catholic School to prevent parking. Vehicles were also observed parking in the Bus Stand. No public-school buses were seen using the existing stand. It was felt that parked vehicles near the school do reduce traffic speeds in the area. Records show that the Permit Scheme on London Road is running at maximum capacity.
<b>1.5</b>	Vehicles were also observed parking at London Road between Beacon Hill and the Cemetery. It was observed that blind spots make it difficult to see parked or other traveling vehicles. On all the site visits conducted, vehicles were observed parking on the south side of this section of London Road. Parking on the north side would be preferable as traffic leaving Beacon Hill would not be hindered and it is also it is next to a footpath.
<b>1.6</b>	Consultation with Essex Highways highlighted the introduction of a School Keep Clear marking would not be suitable on London Road near St. Francis Catholic School.
<b>1.7</b>	Following discussions, it was agreed with the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme to introduce 'No Waiting at Any Time' on London Road, from Beacon Hill up to Maldon Cemetery, except for a short length on the north side. Additionally, it was agreed that the existing restrictions outside St. Francis Catholic Primary School be amended to increase visibility by removing the Bus Stand and extending 'No Waiting at Any Time' restrictions outside the school entrance ('the Proposal'). The purpose of 'the Proposal' is to help to enforce Rule 243 of the Highway Code, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians entering or exiting vehicles.
<b>1.8</b>	Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £6,000. This cost would be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.

<b>2.</b>	<b>Relevant excerpts from SEPP Policy (Version 6 December 2020)</b>
<b>2.1</b>	SEPP Policy – 1.6 'It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.'
<b>2.2</b>	SEPP Policy – 7.1 'The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.'
<b>3</b>	<b>Traffic Regulation Order</b>
<b>3.1</b>	The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts London Road. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry
<b>3.2</b>	When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.
<b>4</b>	<b>Comments</b>
<b>4.1</b>	During the consultation 8 objections were received. One comment was received in support.
<b>4.2</b>	Some of the concerns raised included: <ul style="list-style-type: none"> <li>• Lack of facilities for school transport.</li> <li>• The removal of parking areas will cause difficulties for parents/guardians needing to park for the local schools in the vicinity.</li> <li>• Lack of enforcement for restrictions.</li> <li>• Additional Highway measures requested to tackle local issues.</li> <li>• Whether restrictions were required from Beacon Hill to the Maldon Cemetery due to Rule 240 of the Highway Code.</li> </ul>
<b>4.3</b>	The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>5</b>	<b>Conclusion</b>

5.1	Some correspondents have made several points which lead them to believe 'the Proposal' should not be pursued in whole or part. Therefore, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that the proposed Order be withdrawn in its entirety. The area would continue to be monitored.
<p><b>List of Appendices</b></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p> <p>Appendix 3 – Photos</p>	

## **APPENDIX 1**

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from local resident dated 28/06/2023	Objection
<b>2</b>	Email from local resident dated 28/06/2023	Objection
<b>3</b>	Email from Essex and Suffolk DaRT / Arrow Taxis Essex Ltd / Arrow Group dated 29/06/2023	Objection
<b>4</b>	Email from road user dated 01/07/2023	Objection
<b>5</b>	Emails from road user dated 29/06/2023 – 24/07/2023	Support
<b>6</b>	Email from resident of London Road dated 15/07/2023	Objection
<b>7</b>	Email from Staff Member of St. Francis Catholic Primary School dated 19/07/2023	Objection
<b>8</b>	Email from resident of St Giles Crescent dated 20/07/2023	Objection
<b>9</b>	Email from Staff Member of St. Francis Catholic Primary School dated 25/07/2023	Objection

## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 29 June 2023 – 21 July 2023**

<b>Representations &amp; responses relating to London Road, Maldon</b>		
<b>Ref</b>	<b>Representation -</b>	<b>Technician response -</b>
<b>1</b>	<p>I would like to object to the proposals to introduce further parking restrictions in London Road, Maldon (pasted below for reference). I am a resident of Dykes Chase, a private road off London Road. Residents of Dykes Chase and adjacent private road Lodge Road already suffer considerable problems with parents blocking the road, blocking driveways, damaging the unmade surface, restricting residents' access and parking on corners at school drop off and pick up times. Every afternoon there is a solid line of cars parked on the existing double yellow lines by St Francis School, with parents sitting in cars with their engines running waiting for children to come out of school, causing traffic chaos and pollution.</p> <p>We have two primary schools in the immediate area, both of which serve a large catchment area and many parents have no alternative but to drive to school – the considerate, law abiding parents look for suitable unrestricted areas, such as the stretch beyond the junction with Beacon Hill where they can park without inconveniencing local residents. Introducing more restrictions here will take away the current legal option, making life harder for the parents who are trying to do the right thing, but undoubtedly having no effect on the larger cohort of selfish and dangerous parkers who currently make leaving our homes extremely difficult at school closing time!</p> <p>It is unrealistic to expect busy working parents to always be in a position to walk children to school – making it harder to do a safe, legal drop-off will only cause even more illegal and dangerous parking in the closer areas to the schools that already suffer aggravation. Far better to just enforce the existing restrictions where it is genuinely unsafe to park, but</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	lazy parents do it anyway, rather than make life harder for the ones who are trying to be legal, safe and sensible,	
<b>2</b>	<p>Like many parents of children at St Francis primary school, we do not live close enough to walk to school. We live in Danbury and have no choice but to drive to school. Parking around Hylands Drive and London Road is already extremely restricted and causes major issues for parking at school drop off and pick up times. The situation is already unsafe and the solution needs to be more available parking, not less. There are two primary schools in close proximity and many families live too far away to walk. Please reconsider your proposed parking restrictions as you will create an impossible situation for parents, and will likely cause more unsafe parking by desperate parents who need to drop their children off at school. It is not good enough that parents should have to resort to paying for parking in the town - there is not enough of this parking anyway, and it is far too time consuming for working parents who need to get to work, as well as an unwanted expense in the midst of a cost of living crisis.</p> <p>I hope you will consider creating a safer area of free, available parking around Maldon schools during key times in the school day.</p>	<p>Objection Noted</p> <p>There are no proposed changes on Highlands Drive, Maldon.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<b>3</b>	<p>While the proposed Order 202 is extremely logical and indeed necessary to reduce the growing traffic congestion and improve safety at many of the points covered, We are concerned that in some way it might work against other factors in what is trying to be achieved, and would ask that this other factor might be considered in the plans, specifically around safeguarding and the schools roads restrictions.</p> <p>In order to achieve real results in climate change, we of course need people to do more walking and cycling, especially in regard to the school journeys. However, this is not always practical or even possible for some families, if they live a way from the school without safe walking route, especially for the younger children, or, as is quite common with some of the</p>	<p>Objection noted.</p> <p>It is outside the remit of the Proposal to include Bus/Taxi/Minibus provisions.</p> <p>It should be noted the pick-up and set down of passengers is permitted on yellow lines.</p> <p>SEPP CEOs may use discretion when dealing with School Transport. However, it is important that drivers park in a sensible and safe manner.</p>

	<p>schools detailed, SEN student's needs have to be accommodated.</p> <p>Essex County Council IPTU have a number of contracts for SEN students, which are often operated by Taxis and Minibuses, which need to stop close to the school in order for the student to be safely supervised onto the school premises. At some of the schools detailed in the proposals, there would now be no facility for this to take place. This might mean, that some Taxis etc, would need to find parking a substantial distance from the school, and walk the children to and from the school, which among other problems including behavioral issue students, would increase Operator and ECC costs for SEN transport.</p> <p>In addition, as part of our mutual drive towards Net Zero (as detailed in our 'Maldon Green' proposals), we have been and are working towards trying to reduce private car movements at school times, by combining students into minibus/DRT runs, which has the potential to reduce car movements by between 10 and 40 movements per day, per minibus. However, the Bus, Taxi or Minibus driver still needs to park sufficiently close to the school, so as to, at least, observe the students entering the school, and in some cases, actually hand over the student in person, to school staff. Without this, many parents would not have the confidence to keep their car at home, and put their children on the Bus/Minibus.</p> <p>As such, I would put forward the suggestion, that where there is no existing Bus/Taxi/Minibus bay at certain schools, such a bay might be provided, or alternatively, an exempt vehicle 'white list' might be used, as in in force in other places, so that Buses, Taxis and minibuses might be occassioned the ability to do their job properly and safely, and help reduce the volume of car movements, in keeping with MDC's and ECC's strategies. We fully support the proposals in all other respects.</p>	
4	While I agree that there is problem parking along St Giles Crescent and London Road this is mainly due to parents	Objection noted.



	<p>dropping their children off at St Francis and All Saints Primary schools so limited to a sort period moving and afternoon.</p> <p>There is also the problem where Cherry Garden residents and residents in the flats at the top of Beacon Hill have no off street parking with many household owning more than one car. This is resulting in more cars parked overnight round the island and at the top of Beacon Hill. The reduction in drop off areas and parking spaces is not the solution as it will just move the problem elsewhere and result in even more reckless parking.</p> <p>A few double yellow lines will not solve the infrastructure problems of the ever growing population with all of the new houses being built. A more creative alternative needs to be found such a a nearby car park or a school park and ride scheme.</p> <p>Yesterday I received details of yet another proposed development for new houses at Maldon Wood which will further increase congestion on these particular roads which I will also be opposing.</p>	<p>The purpose of 'the Proposal' was to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>It is acknowledged that the introduction of further restrictions would remove parking for road users.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It should be noted the pick-up and set down of passengers is permitted on yellow lines.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
5	<p><b>Email 1</b></p> <p>I have looked carefully as the proposed changes to the roads in and around Highlands Drive, Maldon.</p> <p>I would implore you to look into creating several disabled parking bays on the roads.</p> <p>I have a child that attends All Saints school that has limited mobility. There is just one disabled bay at All Saints in their car park and this is often in use.</p> <p>I often park at the end of Highlands Drive where it meets Spital Road which currently has a parking restriction between 8am and 6pm. This gives my daughter a reasonable amount of safe exercise while managing her condition. To make this area a no</p>	<p>Support noted.</p> <p>There are no proposed changes on Highlands Drive, Maldon. However, based on the area around All Saints, we can confirm that there are proposed amendments to the parking restrictions on London Road, St. Giles Crescent and Cherry Garden Road.</p> <p>Unfortunately introducing Disabled Parking Bays are beyond the remit of the scheme.</p> <p>Blue Badge holders may park on single or double yellow lines for up to three hours in England and Wales (except where there is a ban onloading or unloading, and at a few locations where local schemes apply).</p>

	<p>waiting between 8am and 6pm would be unusable for us and others.</p> <p>Could you please look into the plans and accommodate people with mobility needs as I see that this isn't taken into account at all.</p> <p><b>Email 2</b> Thanks for the prompt reply and following up on this. I have looked and believe it should be OK. As long as I can park (using my daughter's blue badge) on the end of Highlands Drive, where it meets with Spital Road, then I am happy for these improvements. I just wanted to be able to legally park (using the blue badge) and encourage her to walk some of the distance to school).</p> <p><b>Email 3</b> I believe it would make the roads in question safer, so would support the plans.</p>	<p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
6	<p>In respect of changes 1 &amp; 2 in London Road</p> <p>1 - To leave the short section of 'No Waiting Mon – Fri 9.30am-2.30pm' on the north side from a point opposite its junction with Highlands Drive, eastwards for approx. 10 metres is contrary to Highway Code clause 243 "DO NOT park ... opposite or within 10 metres (32 feet) of a junction" and would seem both confusing and does not help solve the issue of junction blocking London Road / Highlands Drive. I suggest that this section would be best set to 'Disabled parking only 8am - 4pm MON-FRI' to give explicit parking places for the one or two disabled parents who are sometimes have to park much further away.</p> <p>It is clear parking enforcement staff are not willing to enforce the existing restrictions, no doubt in part due to the abuse levelled at them, and the police get the same on the occasions</p>	<p>Objection noted.</p> <p>It is outside the remit of 'the Proposal' to amend the section of single yellow line opposite Highlands Drive. Additional amendments would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that with two Schools in close proximity, there is a high demand for parking at peak times.</p>

<p>they do appear (20 April). "I have got to pick up my child so F*** off Adolf (inappropriate finger gesture)". However without effective enforcement these parking restrictions are counter-productive, simply resulting in the self-entitled ignoring the restrictions with impunity while those who do obey the rules have to park ever further away.</p> <p>The double yellow lines are being regarded as 'parking reserved for school drop-off twice a day'.</p> <p>Observation over 4 weeks suggests that each afternoon sees between 4 &amp; 11 offences with an average of 6, varying between parking in the 9.30am-2.30pm sections before 14:25 to 'bag a place', parking London Road north side on the existing double yellow lines opposite / west of Highlands Drive junction or parking east side Highlands Drive on the existing double yellow lines. This does not count those 'overhanging a few feet' because their car is too long for the space.</p> <p>The mornings are almost as bad with similar gridlock due to restricted widths around the London Road / Highlands Drive junction, and cars driving on pavements to escape, resulting in scattering children.</p> <p>Attached graphic of a sadly typical situation at 3pm.</p> <p>It is not as if London Road is a low traffic estate road, it is the main access to the villages to the west for general traffic and emergency vehicles. There are also a fair number of children walking from Highlands Drive into Lodge Road/Dykes Chase for whom the road crossing is made much more hazardous by the uncontrolled illegal parking on the north side.</p> <p>Preventing parking over the bypass bridge is necessary, driving wrong side of the road over a blind summit is not good. However I might question if the DY will have much effect, after all it is already illegal to park against a solid white line - Highway code clause 240. Why was that not regulation not</p>	<p>Unfortunately, it is not possible for our Civil Enforcement Officers (CEOs) to attend every location to address parking issues.</p> <p>Specific parking issues can be reported on the website below:  <a href="https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/report-a-parking-issue/">https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/report-a-parking-issue/</a></p> <p>Rule 240 of the Highway Code states (in part) that vehicles 'MUST NOT stop or park... a road marked with double white lines, even when a broken white line is on your side of the road, except to pick up or set down passengers, or to load or unload goods'. SEPP CEOs are unable to enforce this section of the Highway Code.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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	being applied ?	
7	<p>I am writing to you as a representative of the school to object to the proposals for the areas surrounding both schools of St Francis and All Saints as I am the current caretaker at St Francis and also serve as crossing safety in the morning outside St Francis RC School.</p> <p>The new proposals will NOT have any difference to the current parking chaos in the morning due to car owners not abiding by the rules as no enforcement happens. I have been doing the crossing safety outside the school since Easter and have regular daily interactions with parents parking in inappropriate places and trying to control the traffic to allow safe crossing for the children and parents.</p> <p>We had a police officer who is the road safety liaison visit the school a week or so before the notices we put up and had a discussion about the road and parking.</p> <p>First thing that was discussed between us is why there are no school zigzag marking outside the school entrance gates.</p> <p>Secondly, I mentioned that in the 4 months I have been at the gates and doing the crossing duty I have never seen an enforcement officer.</p> <p>I would urge you to reconsider the proposal to revoke the bus stand outside the school as we have a number of child minders who use the bay to drop children off in minibuses and us as a school also require the space for when the school has the use of coaches for school trips.</p> <p>The area does need a complete overhaul of restrictions but the current proposals without proper thought or enforcement will not work.</p> <p>I would propose the following,</p> <p>1: For traffic flow to create a one-way roadway in Highlands Drive from Spital Road to London Road and from the junction of Highland Drive and London Road in the direction to the High</p>	<p>Objection noted.</p> <p>The SEPP did consult with Essex Highways regarding the introduction of a School Keep Clear at this location, however it was felt that this would not be suitable on London Road due to the school's location.</p> <p>Additionally, School Keep Clear markings should not be used as a remedy to address general parking issues in areas around schools.</p> <p>The Traffic Signs Regulations and General Directions 2016 defines a 'Bus' as '(a) a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver); or (b) a local bus'. It is acknowledged that 'the Proposal' would remove a designated space for Buses.</p> <p>It is outside the remit of the SEPP to re-design the Highway. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p> <p>SEPP are currently investigating which school parking initiatives (3PR) would be suitable for St. Francis Catholic School including the possible introduction of a 'Park and Stride' scheme.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>Street to Gate St.</p> <p>2: Creating the school zigzags area outside the St Francis school from the junction with Bower Gardens to outside no 40 a London Road to give a clear view and no parking at all times opposite the school gates.</p> <p>3: To create a Bus Stand drop point at the end of the zigzags with permits given to those who use mini vans whose primary job is child minder with multiple children and also for the school for the school trips which involve coach travel.</p> <p>4: To allow free parking in the white horse lane parking for the duration of school drop off and pick up time 8.20am to 8.50am 3.10pm to 3.40pm bookable on the Ringo app.( if the enforcement officers are enforcing the parking restrictions, they will not have any problems in the car park.)</p> <p>I hope these insights and proposals I have given will be given proper thought and would like to hear your thoughts on these.</p> <p>I look forward to hearing from you and would be willing to meet you on site during the school runs(which will end for six weeks from Friday and will resume on the 4th sept) to discuss and come to a better proposal for the school and all parents and residents to which I also know is a major headache.</p>	
8	<p>I am writing this letter as a concerned resident and a parent of children attending two primary schools affected by the recent enforcement of double yellow lines and no stopping/loading zones on the school roads. I strongly object to this decision by the council and urge you to reconsider this measure in favor of implementing a one-way system and speed bumps in the area.</p> <p>While we understand that safety is a paramount concern for the local council, the current restrictions have led to unintended consequences that are causing more harm than good. The restrictions have resulted in dangerous congestion during school drop-off and pick-up times, putting children's safety at risk. Additionally, it has imposed unnecessary hardships on</p>	<p>Objection noted.</p> <p>There are no proposed changes on Highlands Drive. However, based on the area around All Saints School and St Francis School, there are proposed amendments to the parking restrictions on London Road, St. Giles Crescent and Cherry Garden Road.</p> <p>It is outside the remit of the SEPP to re-design the Highway or install speed bumps. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p>

<p>parents who now face lengthy, stressful journeys to drop off and pick up their children.</p> <p>I propose that an alternative solution should be considered, which includes the implementation of a one-way system and strategically placed speed bumps. These measures would offer several benefits:</p> <ul style="list-style-type: none"> <li>1. Enhanced Safety: A one-way system can regulate the flow of traffic, reducing the risk of accidents and collisions near the school premises. Speed bumps will also encourage drivers to slow down, ensuring the safety of children crossing the roads.</li> <li>2. Improved Access: By implementing a one-way system, residents of neighboring streets will maintain full access to their properties without undue inconvenience.</li> <li>4. Mitigating Congestion: A well-planned one-way system will help alleviate the congestion that occurs during peak school hours, making it safer and more efficient for everyone.</li> <li>5. Parental Convenience: The proposed changes will significantly reduce the time and stress parents face while dropping off or picking up their children, enabling them to better manage their daily routines.</li> <li>4. School Efficiency: Removing unnecessary restrictions will allow the school to focus on educational matters rather than attempting to keep everyone happy amidst the current traffic-related issues.</li> </ul> <p>In light of these advantages, I respectfully request that the council reconsider the current double yellow line and no stopping/loading restrictions and engage in a thorough discussion with the affected community to explore more viable and beneficial alternatives.</p> <p>I am more than willing to collaborate with the council and other concerned residents to find the best possible solution that</p>	<p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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	<p>addresses both safety concerns and the needs of the community. Together, we can work towards creating a safe and harmonious environment for our children, residents, and school staff.</p> <p>Thank you for your attention to this matter. I look forward to a positive response and the opportunity to discuss this issue further.</p>	
8	<p>I am writing to voice my concerns about the new proposed changes to London Road.</p> <p>I work at St Francis, and every morning at drop off, and afternoon when the children are collected, we live in fear that a child or adult will be seriously injured in a traffic collision at the top of our school drive.</p> <p>When parents apply to our school, they are told that there is no parking on site and we encourage them to walk / park further away and walk. However, many come from Heybridge, Totham, South Minister etc and they have no choice but to drive.</p> <p>We constantly receive complaints from local residents whose driveways are blocked by our parents parking.</p> <p>The new proposals to remove the bus bay and extend the double yellow lines further along the road, will not help matters.</p> <p>Very occasionally a traffic warden will venture along the road at collection time and often they can't issue tickets due to the fact cars can park for up to 5 minutes on a double yellow line.</p> <p>We have spoken to Essex Highways about having zig zags put at the top of our school drive so that tickets can be issued immediately as only when it starts to cost them, will parents stop parking here. Trying to cross the road is treacherous.</p>	<p>Objection noted.</p> <p>The purpose of 'the Proposal' was to help to enforce Rule 243 of the Highway Code, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians entering or exiting vehicles.</p> <p>The SEPP did consult with Essex Highways regarding the introduction of a School Keep Clear at this location, however it was felt that this would not be suitable on London Road due to the school's location.</p> <p>Additionally, School Keep Clear markings should not be used as a remedy to address general parking issues in areas around schools.</p> <p>SEPP are currently investigating which school parking initiatives (3PR) would be suitable for St. Francis Catholic School including the possible introduction of a 'Park and Stride' scheme.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is outside the remit of the SEPP to re-design the Highway or install speed bumps. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To</p>

<p>We have also pleaded with Maldon Council to offer our parents a free half hour season ticket at the beginning of the day and for collection. This has once again been rejected unless parents are prepared to pay in excess of £200 per annum.</p> <p>If parents are no longer able to park on the approach to Maldon cemetery / by the bridge, they will go back to blocking the corner of Highlands Drive / London Road. In the past this has literally lead to the road being blocked.</p> <p>Could a one-way system along Highlands Drive / London Road be considered?</p> <p>Before decisions are made, I strongly urge you to come and see the morning drop off and end of day collection and see the chaos for yourselves.</p>	<p>request alterations, residents should contact their Local Councillor for more information.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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**APPENDIX 3**  
**Photos**

**1. Image taken by SEPP Technicians during Site Visits**  
London Road between Beacon Hill and the Cemetery (October 2021)



**2. Image taken from Google Maps (May 2023)**  
London Road outside St. Francis Catholic Primary School

