

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



**SOUTH ESSEX**

THURSDAY 19 SEPTEMBER 2019  
COUNCIL CHAMBER,  
CIVIC CENTRE,  
DUKE STREET,  
CHELMSFORD CITY COUNCIL,  
CHELMSFORD  
COMMENCING AT 2.00PM.

### **AGENDA**

1. Welcome by Chairman of the Sub Committee and Minutes of the last meeting.
2. Apologies for absence.
3. Matters arising
4. Consider representations against proposed TRO for Brackendale Avenue, Mountfields and St Michaels Avenue, Pitsea.
5. Consider representations against proposed TRO for Raven Lane (nos. 2-23), Raven Close, Raven Crescent, Ian Road, St Helens Walk, Pauline Gardens, Upland Road, Upland Close, Upland Drive, St Peters Walk and Hallam Court, Billericay.
6. Consider representations against proposed TRO for Laurel Avenue, Lilac Avenue and St Peter's Terrace, Wickford.
7. Consider representations against proposed TRO for Eastley and Rantree Fold, Basildon.
8. Consider representations against proposed TRO for Perry Street, Billericay.
9. Consider representations against proposed TRO for Wick Glen, Billericay.
10. Consider representations against proposed TRO for Stock Road and Oakwood Drive, Billericay.
11. Consider representations against proposed TRO for Burnt Mills Road and Wood Green, Basildon.
12. Consider representations against proposed TRO for Outwood Common Road and Morris Avenue, Billericay.
13. Any other business.

## MINUTES

of the

### **SOUTH ESSEX PARKING PARTNERSHIP (TRAFFIC REGULATION ORDERS) SUB-COMMITTEE on 5 September 2019 at 3pm**

Present:

Councillor Ron Pratt (Chairman)	Maldon District Council
Councillor Jon Cloke	Brentwood Borough Council
Councillor Michael Steptoe	Rochford District Council

In attendance:

Nick Binder	Chelmsford City Council
William Butcher	Chelmsford City Council
Andrew Clay	Chelmsford City Council
Jon Desmond	Rochford District Council
Brian Mayfield	Chelmsford City Council

1. **Welcome**

The Chairman welcomed those present.

2. **Apologies and Substitutions**

Apologies for absence were received from Marcus Hotten. Jon Desmond attended as his substitute.

3. **Minutes and Matters Arising**

The minutes of the meeting of the Sub-Committee on 24 February 2019 were confirmed as a correct record.

There were no matters of business arising.

4. **The South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Rochford District) (Permitted Parking Area and Special Parking Area) (Consolidation) Order No. 2008 to introduce a resident permit parking scheme in Leamington Road and Cheltenham Road, Hockley from Monday to Friday between 10am and 11am.

Forty-two expressions of support and seven objections had been received following advertising of the Order. Two members of the public attended the meeting to speak in favour of the Order.

The Sub-Committee was informed that the Order would not affect the ability of parents to drop off and collect children from the nearby school.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\* insofar as it relates to Leamington Road and Cheltenham Road, Hockley be made as advertised; and
2. those who made representations be advised accordingly.

*(10.02 to 10.08am)*

5. **South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Rochford District) (Permitted Parking Area and Special Parking Area) (Consolidation) Order No. 2008 to introduce No Waiting Monday to Friday 11am to 12pm on the west side of Plumberow Avenue, and No Waiting Monday to Friday 10am to 11am on the east side of that road, including The Acorns and Wimhurst Close. In addition, it was proposed to introduce No Waiting At Any Time restrictions on the junctions of Wimhurst Close, Plumberow Avenue, Mount Avenue, Orchard Avenue and Appleyard Avenue, Hockley.

Sixteen representations of support, five objections and one “no objection” had been received to the proposal. The Sub-Committee considered the representations and concluded that the Order should be made but modified to take account of the objectors’ concerns.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\* insofar as it relates to Wimhurst Close, Plumberow Avenue and The Acorns, Hockley be made as advertised, subject to the following modifications:
  - (a) Plumberow Avenue: The single yellow line scheme pulled back to commence 22 metres north of its junction with The Acorns (as advertised) and terminate at the junction of Plumberow Mount Avenue (keeping the double yellow lines on all junctions);
  - (b) Wimhurst Close: The Monday to Friday 10am to 11am single yellow line scheme to be retained on the south side and the north side amended to operate Monday to Friday 11am to 12pm; and
2. those who made representations be advised accordingly.

*(10.08 to 10.16am)*

6. **South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Rochford District) (Permitted Parking Area and Special Parking Area) (Consolidation) Order No. 2008 to replace the existing prohibition of waiting, Monday to Saturday 11am -12pm parking restriction in Queens Road to a No Waiting At Any Time parking restriction on the south east side of the carriageway from a point 57 metres north east of the junction with Eastwood Road north eastwards to the junction with Broad Oak Way.

Four objections and five expressions of support had been received following advertising of the Order. The local ward councillors had also expressed support, a letter of support from a local resident was read out at the meeting, and two local residents attended the meeting to speak in favour of the Order. Whilst initially the officers had recommended that the Order be withdrawn to enable consultation on a permit parking scheme, they, and the Sub-Committee, were now of the view that the Order should proceed as advertised. The possible conflict between vehicles travelling in opposite directions along Queens Road would be monitored to assess whether refuges could or should be implemented to enable safe passing.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\* insofar as it relates to Queens Road and Broad Oak Way, Rayleigh be made as advertised; and
2. those who made representations be advised accordingly.

*(10.16 to 10.31am)*

7. **South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\***

The Sub-Committee considered representations on the above Order which proposed the variation of the Essex County Council (Rochford District) (Permitted Parking Area and Special Parking Area) (Consolidation) Order No. 2008 to introduce No Waiting At Any Time, from a point 10 metres south of its junction with Kestrel Grove southwards then eastwards to a point in line with the boundary between property Nos.9 & 11 Heron Gardens..

Four objections and one expression of support had been received following advertising of the Order. A resident of Heron Gardens attended the meeting to say that, whilst he supported the objective of the Order to deter inconsiderate parking and parking on footways, he did not believe that the location of the proposed restrictions extended far enough and suggested that the restriction extended to a point to include the junction outside property Nos 11 and 15 Heron Gardens. .

The Sub-Committee had some sympathy with that view but felt that the proposed restrictions would have the desired effect of alleviating the parking problems. It asked, however, the officers closely monitor the situation following the introduction of the restrictions.

**AGREED** that:

1. the South Essex Parking Partnership (Various Roads) (District of Rochford) (Prohibition of Waiting and Parking Places) (Amendment No. 52) Order 201\* insofar as it relates to Heron Gardens, Rayleigh be made as advertised; and
2. those who made representations be advised accordingly.  
*(10.31 to 10.44am)*

The meeting closed at 10.44am.

Chairman

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

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 4**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201*</b>  Relating to Brackendale Avenue, St Michaels Avenue and Mountfields, Pitsea, Basildon.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**


1. The Order be made but amended to Monday to Friday 11am to Noon; and
2. The people making representations be advised accordingly.

<b>Consulters</b>	South Essex Parking Partnership
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**Policies and Strategies**

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

1	Background																																										
1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Brackendale Avenue, St Michaels Avenue and Mountfields, Basildon</p>																																										
1.2	<p>On 30 April 2018, the SEPP received a completed application form from a resident of Brackendale Court requesting a prohibition of waiting (single yellow line) to deter all-day non-resident parking. The application is supported by a 13-signature petition from residents of Brackendale Court.</p> <p>Following receipt of the application form, the SEPP carried out an informal consultation with all residents of the above roads to seek their view on consideration to provide a resident permit parking scheme as a yellow line would be detrimental to some residents. The results were –</p>																																										
1.3	<table><tr><th>Road</th><th>Number of properties</th><th>Number of responses</th><th>Response rate</th><th>In favour of permit parking</th><th>% respondents in favour</th><th>Not in favour of permit parking</th></tr><tr><td>Brackendale Avenue</td><td>95</td><td>48</td><td>51%</td><td>34</td><td>71%</td><td>14</td></tr><tr><td>Brackendale Court</td><td>35</td><td>26</td><td>74%</td><td>25</td><td>96%</td><td>1</td></tr><tr><td>Mountfields</td><td>42</td><td>22</td><td>52%</td><td>18</td><td>82%</td><td>4</td></tr><tr><td>St Michaels Avenue</td><td>33</td><td>20</td><td>61%</td><td>17</td><td>85%</td><td>3</td></tr><tr><td>Total</td><td>206</td><td>117</td><td>57%</td><td>95</td><td>81%</td><td>22</td></tr></table> <p>51 respondents opted for a Mon-Sat 9am-5pm scheme and 44 opted for a Mon-Sat 10am-11am scheme. The results meet the SEPP criteria.</p> <p>It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to propose a resident permit parking scheme, operating from Monday to Saturday between the hours of 9am to 5pm. It is estimated at £8000.</p> <p>This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.</p>	Road	Number of properties	Number of responses	Response rate	In favour of permit parking	% respondents in favour	Not in favour of permit parking	Brackendale Avenue	95	48	51%	34	71%	14	Brackendale Court	35	26	74%	25	96%	1	Mountfields	42	22	52%	18	82%	4	St Michaels Avenue	33	20	61%	17	85%	3	Total	206	117	57%	95	81%	22
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St Michaels Avenue	33	20	61%	17	85%	3																																					
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<p>1.4</p>	
<p>1.5</p>	<p><b>SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)</b></p> <ul style="list-style-type: none"> <li>* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met in part (not all of the above roads or part thereof suffer from all-day non-resident parking but may do so if not included in a scheme).</li> <li>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</li> <li>* The majority of residents have no off-street parking facilities available to them – not met.</li> <li>* The majority of residents are in favour of such a scheme – met</li> <li>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – met, most roads in the surrounding area already have a parking restriction of some description.</li> <li>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</li> </ul>
<p>1.6</p>	<p>The request was placed before the South Essex Parking Partnership Joint Committee on 6 September 2018 for funding. It was agreed at the meeting to proceed with the necessary traffic regulation order.</p>



1.7	The Order was originally published in the Enquirer and on site on 29 November 2018, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.8	When the Order was published on 29 November 2018 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	The correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part. Considering the concerns from some residents that an all-day Resident Permit scheme was not necessary, and that the residents of Fieldway believe their road should have the same restriction as Brackendale Avenue, Mountfields and St Michaels Avenue due to possible displaced parking, the Technician, Lead Councillor and Lead Officer consider that the proposed operational times of the scheme should be reduced to Monday to Friday 11am-Noon. The new proposed times would still prevent commuter parking and can be monitored for its effectiveness.
<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 a resident of Brackendale Court dated 29 November 2018	Support
2	Email from a resident of Brackendale Avenue dated 29 November 2018	Objection
3	Email from a resident of Brackendale Avenue dated 29 November 2018	Objection
4	Email from a resident of Brackendale Avenue dated 29 November 2018	Objection
5	Email from a resident of Brackendale Avenue dated 29 November 2018	Objection
6	Email from a resident of Brackendale Court dated 27 November 2018	Objection
7	Email from a non-resident dated 29 November 2018	Objection
8	Email from a resident of Brackendale Avenue dated 30 November 2018	Objection
9	Email from a resident of Brackendale Court dated 30 November 2018	Support
10	Email from a resident of St Michaels Avenue dated 30 November 2018	Objection
11	Email from a resident of Brackendale Avenue dated 1 December 2018	Objection
12	Email from a resident of Mountfields dated 2 December 2018	Objection
13	Email from a resident of Brackendale Avenue dated 3 December 2018	Support
14	Email from a resident of Brackendale Avenue dated 3 December 2018	Objection
15	Email from a resident of St Michaels Avenue dated 4 December 2018	Support
16	Email from a resident of Brackendale Avenue dated 4 December 2018	Objection
17	Email from a resident of Brackendale Avenue dated 5 December 2018	Support
18	Email from a resident of St Michaels Avenue dated 5 December 2018	Objection
19	Email from a resident of Brackendale Avenue dated 5 December 2018	Objection
20	Email from a resident of Mountfields dated 5 December 2018	Objection
21	Email from a resident of Mountfields dated 5 December 2018	Support
22	Email from a resident of Brackendale Avenue dated 6 December 2018	Objection
23	Email from anonymous person dated 7 December 2018	Objection
24	Email from anonymous person dated 7 December 2018	Support
25	Email from anonymous person dated 7 December 2018	Support
26	Email from a resident of Mountfields dated 8 December 2018	Objection
27	Email from anonymous person dated 10 December 2018	Objection
28	Email from a resident of Brackendale Avenue dated 11 December 2018	Objection
29	Email from anonymous person dated 12 December 2018	Objection
30	Letter from a resident of Mountfields dated 12 December 2018	Objection
31	Letter from a resident of Mountfields dated 11 December 2018	Objection
32	Email from a resident of Brackendale Avenue dated 13 December 2018	Support
33	Email from a resident of Brackendale Avenue dated 13 December 2018	Objection
34	Email from a resident of St Michaels Avenue dated 14 December 2018	Support
35	Email from a resident of Brackendale Court dated 15 December 2018	Support
36	Email from a resident of Brackendale Court dated 15 December 2018	Support
37	Email from a resident of Brackendale Court dated 15 December 2018	Support
38	Email from a resident of Brackendale Court dated 15 December 2018	Support
39	Email from a resident of Brackendale Court dated 15 December 2018	Support
40	Email from a resident of Brackendale Avenue dated 15 December 2018	Support
41	Email from a resident of Fieldway dated 16 December 2018	Objection
42	Email from a resident of Brackendale Avenue dated 16 December 2018	Objection
43	Letter from a resident of Mountfields dated 17 December 2018	Support
44	Email from a resident of Brackendale Avenue dated 17 December 2018	Objection
45	Email from a resident of Fieldway dated 17 December 2018	Objection
46	Email from anonymous person dated 17 December 2018	Support
47	Email from a resident of Brackendale Court dated 18 December 2018	Support
48	Email from a resident of Mountfields dated 18 December 2018	Support
49	Email from anonymous person dated 18 December 2018	Support

50	Email from a resident of Brackendale Avenue dated 18 December 2018	Objection
51	Email from anonymous person dated 18 December 2018	Objection
52	Email from a resident of Brackendale Avenue dated 18 December 2018	Support
53	Email from a resident of Brackendale Avenue dated 19 December 2018	Objection
54	Email from a resident of Mountfields dated 19 December 2018	Objection
55	Email from a resident of Mountfields dated 20 December 2018	Objection
56	Email from a resident of Mountfields dated 20 December 2018	Objection
57	Email from a resident of Mountfields dated 20 December 2018	Objection
58	Email from a resident of Fieldway dated 20 December 2018	Objection
59	Letter from a resident of Brackendale Avenue dated 20 December 2018	Objection
60	Letter from a resident of St Michaels Mount dated 13 December 2018	Objection
61	Letter from a resident of Fieldway dated 20 December 2018	Objection
62	Letter from a resident of Fieldway dated 20 December 2018	Objection
63	Letter from a resident of Brackendale Avenue dated 20 December 2018	Objection
64	Letter from a resident of Fieldway dated 21 December 2018	Objection
65	Letter from a resident of Fieldway dated 21 December 2018	Objection
66	Letter from a resident of Fieldway dated 21 December 2018	Objection
67	Letter from a resident of Brackendale Avenue dated 21 December 2018	Objection
68	Letter from a resident of Fieldway dated 21 December 2018	Objection
69	Letter from a resident of Brackendale Court dated 17 December 2018	Support
70	Letter from a resident of Brackendale Court dated 20 December 2018	Support
71	Letter from a resident of Mountfields dated 21 December 2018	Support
72	Letter from a resident of Brackendale Court dated 21 December 2018	Support
73	Letter from a resident of Brackendale Court dated 21 December 2018	Support
74	Letter from a resident of Brackendale Court dated 21 December 2018	Support
75	Letter from a resident of Brackendale Court dated 21 December 2018	Support
76	Letter from a resident of Brackendale Avenue dated 3 January 2019	Objection
77	Letter from a resident of Brackendale Court dated 3 January 2019	Support

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 29 November 2018

Representations & responses relating to Brackendale Court, Basildon		
Ref	Representation -	Technician response -
1	We feel that the parking restrictions in Brackendale Avenue, St Michaels Avenue and Mountfields are now a matter of some urgency, and the problem with commuter parking as escalated in recent months. We would also like to point out that all this extra traffic in our area is affecting our air quality especially as we are an over 55's complex. So please implement the permit holders scheme as soon as possible!	Support noted.
6	Dear Sir or madam, please can you take note that there is an elderly people's complex at the top end of Brackendale Avenue, in SS133JR. And will it be possible for our part of Brackendale Avenue, from No.** Brackendale Avenue round to the main Road, be from the hours of 10 am to 11am. As there are lots of elderly and disabled people, ranging from 55 to 90 odd years, and they constantly need care, so people like Drs. Nurses, Therapists, Carers, opticians, foot lady, hairdresser, etc. that comes several time a day. Will stop coming to us, and where will we be then. I am almost bedridden, if there is no parking, I will be cut of completely. As when I do go out I have to have people to collect me outside the gate next to No.** Brackendale Avenue. As I cannot walk as far as our car park, which has roughly 14 car parking Spaces, between 36 dwellings. So most of the residents with cars have to park on Brackendale Avenue. So please can you take this into consideration.	Objection noted.  The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.
9	In respect of the above planned parking restrictions in Brackendale Avenue, I am 100% behind the proposed plans, the parking of cars by inconsiderate commuters is now unacceptable and we have even had people parking in a clearly signed Residents Only Parking Area in Brackendale Court, where I live, These people give no thought to elderly residents who have mobility problems. Some have even taken to parking on the grass verges which is also clearly signed, No parking on grass !!!	Support noted.
35	I would like to point out that I am fully in favour of the proposed Parking Permit scheme 9am to 5pm Monday to Saturday in Brackendale Avenue in particular along the public road outside Brackendale Court.	Support noted.

	<p>Many of the residents at Brackendale Court are in there 80's and 90's, and are ailing. There are many carers and relatives etc, who indeed need urgently to visit there residents and cannot find anywhere to park. Many residents of Brackendale Court have to park 'illegally' on the public footpath and grass verges. It goes without saying that this reduces the quality of life for the residents of Brackendale Court.</p> <p>Again I must stress that I am strongly in favour of the proposed Parking Permit scheme 9am to 5pm Monday to Saturday.</p>	
36	<p>I wish to inform you that we support the proposal of the Permit Parking Scheme outside Brackendale Court.</p> <p>I am a resident of Brackendale Court and if a Nurse, Doctor or an Ambulance needs to attend a resident of Brackendale Court they have no where to park in the Avenue because commuters park there on a daily basis and walk to Pitsea Railway Station instead of using the Car Park located at the station.</p> <p>We now have a Flatbed Lorry parked outside our property and also a Black Insignia Reg **** ** which has been parked for 5 weeks and the council and police force have no concerns.</p> <p>So the sooner the Parking Permit Scheme is granted it will make 35 Senior Residents in Brackendale Court very happy and relieved.</p>	Support noted.
37	<p>Please accept this letter in supporting the proposal at Brackendale Avenue, on a daily basis we have commuters parking along the road, from early hours up to at least 7pm at night. I live in Brackendale Court (over 50's residency) which are mostly disabled or elderly, yes we do have our own parking but not enough space to accommodate all residents or visitors to the court, when the commuters park along the road means, I and others not able to park in the private parking area, are having to walk quite a stretch, in most cases, most residents have illnesses, i have chronic COPD and find walking a problem.</p> <p>Our visitors/carers are having problems too, most of which are delivering our shopping to us, again when they can not park close, they too have problems holding many bags at a time.</p>	Support noted.

	I understand if part of Brackendale Avenue are against this proposal, but if you could at least make the stretch from Pitsea Mount Community Hall to the A13 approach road permitted, this would help us residents and families.	
38	I support the proposal for parking restrictions in Brackendale Avenue and which I signed the petition.	Support noted.
39	I support the proposal for parking restrictions in Brackendale Avenue.	Support noted.
47	<p>I am writing this email regarding the planned parking restrictions in Brackendale Avenue. As a home owner in the over 55's complex at Brackendale Court, I am firmly in support of the proposed parking restrictions.</p> <p>The parking has become impossible over the past few months, with carers and nurses attending some of the residents, having difficulty finding a parking space. Some computers have parked in our own private parking area, leaving the residents shortage of space.</p> <p>It would be nice to know if this can be implemented as soon as possible.</p>	Support noted.
69	<p>We feel that the planned parking restrictions in Brackendale Avenue should be put in place as a matter of some urgency, as the commuter parking is escalating on a daily basis. Brackendale Court is an over 55's complex, and we have various carers and nurses tending some of the residents here, and they have great difficulty finding a space to park so they have to waste their valuable time driving round to find one! Also some of the residents have mobility problems, and as we have limited parking spaces in our car park they have to park on the road. So when there are no spaces on the road it means they have to park some distance from the complex this they find onerous. We also worry about the effect all this extra traffic has on our air quality and the health problems this could lead to.</p> <p>So please implement the permit holders scheme post haste.</p>	Support noted.
70	<p>We feel that the planned parking restrictions in Brackendale Avenue should be put in place as a matter of some urgency, as the commuter parking is escalating on a daily basis. Brackendale Court is an over 55's complex, and we have various carers and nurses tending some of the residents here, and they have great difficulty finding a space to park so they have to waste their valuable time driving round to find one! Also some of the residents have mobility problems, and as we have limited parking spaces in our car park they have to park on the road. So when there are no spaces on the road it means they have to park some distance from the complex this they find onerous. We also worry about the effect all this extra traffic has on our air quality and the health problems this could lead to.</p>	Support noted.

	So please implement the permit holders scheme post haste.	
72	<p>We feel that the planned parking restrictions in Brackendale Avenue should be put in place as a matter of some urgency, as the commuter parking is escalating on a daily basis. Brackendale Court is an over 55's complex, and we have various carers and nurses tending some of the residents here, and they have great difficulty finding a space to park so they have to waste their valuable time driving round to find one! Also some of the residents have mobility problems, and as we have limited parking spaces in our car park they have to park on the road. So when there are no spaces on the road it means they have to park some distance from the complex this they find onerous. We also worry about the effect all this extra traffic has on our air quality and the health problems this could lead to.</p> <p>So please implement the permit holders scheme post haste.</p>	Support noted.
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74	<p>We feel that the planned parking restrictions in Brackendale Avenue should be put in place as a matter of some urgency, as the commuter parking is escalating on a daily basis. Brackendale Court is an over 55's complex, and we have various carers and nurses tending some of the residents here, and they have great difficulty finding a space to park so they have to waste their valuable time driving round to find one! Also some of the residents have mobility problems, and as we have limited parking spaces in our car park they have to park on the road. So when there are no spaces on the road it means they have to park some distance from the complex this they find onerous. We also worry about the effect all this extra traffic has on our air quality and the health problems this could lead to.</p>	Support noted.

	So please implement the permit holders scheme post haste.	
75	<p>We feel that the planned parking restrictions in Brackendale Avenue should be put in place as a matter of some urgency, as the commuter parking is escalating on a daily basis. Brackendale Court is an over 55's complex, and we have various carers and nurses tending some of the residents here, and they have great difficulty finding a space to park so they have to waste their valuable time driving round to find one! Also some of the residents have mobility problems, and as we have limited parking spaces in our car park they have to park on the road. So when there are no spaces on the road it means they have to park some distance from the complex this they find onerous. We also worry about the effect all this extra traffic has on our air quality and the health problems this could lead to.</p> <p>So please implement the permit holders scheme post haste.</p>	Support noted.
77	<p>We feel that the planned parking restrictions in Brackendale Avenue should be put in place as a matter of some urgency, as the commuter parking is escalating on a daily basis. Brackendale Court is an over 55's complex, and we have various carers and nurses tending some of the residents here, and they have great difficulty finding a space to park so they have to waste their valuable time driving round to find one! Also some of the residents have mobility problems, and as we have limited parking spaces in our car park they have to park on the road. So when there are no spaces on the road it means they have to park some distance from the complex this they find onerous. We also worry about the effect all this extra traffic has on our air quality and the health problems this could lead to.</p> <p>So please implement the permit holders scheme post haste.</p>	Support noted.

Representations & responses relating to Brackendale Avenue, Basildon		
Ref	Representation -	Technician response -
2	<p>I would like to OBJECT to the proposed parking scheme for the area of Brackendale Avenue of its operation from Monday to Saturday 9am-5pm. I think a restriction to parking should be implemented from 11am- 1pm Monday to Friday.</p> <p>This would stop commuters parking in Brackendale Avenue Monday to Friday without incurring a cost to residents and administration cost to the council but still achieving the result we all want.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
3	<p>I AM OBJECTING TO THE PROPOSAL OF MONDAY TO SATURDAY 9AM-5PM</p> <p>I WISH TO COMMENT ABOUT THE PROPOSAL FOR PARKING PERMITS</p>	Objection noted.



	<p>I DO NOT THINK THIS A GOOD IDEAR BECAUSE DRIVERS COME UP THE AVENUE FAR TO FAST NOW AND IT WOULD GIVE DRIVER A MORE REASON TO DRIVE FASTER IT WAS THE PARKING ON THE BENDS THAT NEEDED TO BE ADDRESS</p> <p>I WOULD LIKE TO KNOW WHAT IT WOULD COST OR WHO CAN APLY FOR A PERMIT IF NECESSEARY.</p>	<p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>Essex Police are responsible for speed enforcement.</p>
4	<p>The one hour restrictions have worked perfectly well on the surrounding areas thus stopping commuter parking and jamming up the roads but unfortunately moving them on to the rest of the unrestricted areas. All day 9-5 parking ban would make things difficult for people who have carers coming every day especially as Brackendale Court is for people over 55years of age but are mainly older and their car park is not big enough for visitors, and Brackendale Avenue also has a lot of older people in this situation. The Community Hall also has several daytime events that sometimes requires street parking if the car park is full and there would be nowhere to park for them.</p> <p>I feel the one hour restriction would be sufficient to stop the commuter parking although it would be better if it was Monday to Saturday.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p>
5	<p>I would like to register our objection against the proposed parking changes to Brackendale Avenue and other surrounding roads. Brackendale Avenue already has a successful parking restriction in place that operates between 11 &amp; 12 Monday to Friday and we would like to see this remain unaltered.</p> <p>All roads on Pitsea Mount also need to have the same restriction otherwise commuters will just move to the next nearest available parking space. This would mean Fieldway which also has its own successful parking restriction would need to be included in any future proposal.</p> <p>The proposed 9-5 restriction is in our opinion completely unnecessary.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
8	<p><b>I write as directed in your online amendment No. 100 to object strongly to the proposal affecting Brackendale Avenue only.</b></p>	<p>Objection noted.</p>

<p>Your reason for the changes to parking restrictions:</p> <p><b>Brackendale Avenue, St Michaels Avenue &amp; Mountfields, Pitsea.</b>  Concerns have been raised by residents of some of the above roads that all-day non-resident parking is causing access issues, vehicles parking partially across driveways and vehicles taking up on-street parking spaces so that visitors and tradespeople cannot always park. The proposal seeks to prevent all day non-resident parking; and displacement thereof to adjacent roads, by introducing a resident permit parking scheme in all of the above roads.</p> <p><b><u>This is just not true, the road is empty between Monday and Friday.</u></b></p> <p><b>7. To introduce 'Permit Parking Area Mon-Sat 9am-5pm Zone H' on the following length of road in the Borough of Basildon:</b>  Brackendale Avenue, Pitsea  Both sides – From the western boundary of No.107 Brackendale Avenue in an easterly, northerly and westerly direction to a point 5 metres southwest of the south-western kerb line of the turning head outside Brackendale Court.</p> <p><b>The problem lies at weekends when Station traffic parks the entire length of Brackendale rather than pay parking at Pitsea Station. Then the road becomes dangerous and essentially a single lane where passing is impossible.</b></p> <p><b><u>Therefore your proposal does nothing to alleviate this as it is Mon to Fri only.</u></b></p> <p>Your proposal will not achieve your stated reason for the change:</p> <p>'The proposal will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises'</p>	<p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
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	<p>As Monday through Friday the street is empty.</p> <p><b>Secondly I also object to and question the charge to existing residents of 33.50 to park outside <u>four own properties</u>, something we currently <u>do not pay for</u>. This is essentially another stealth tax and transparently a money making scheme off the back of residents.</b></p>	
11	<p>My wife and I would like to formally object to the scheme you have proposed. Although we acknowledge the need for some sort of parking restriction around our estate, we feel that the proposed hours (being Monday to Saturday 9am-5pm) are too long a restriction and totally unnecessary.</p> <p>Both my wife and I are elderly and not in good health and therefore, the severity of this proposal would impact us quite considerably. We would also like you take into consideration that there are several elderly people like us in our area, some of which are disabled and have regular carers etc.</p> <p>We note that there is a permit based parking restriction already in place around the bottom of Brackendale Avenue, near the station. This restriction is for 11:00 – Noon (being 1 hour) Monday to Friday (not Saturday). This appears to work well as it stops people parking who are using the railway station. We would prefer that this existing scheme is extended to the above areas to ensure that the residence of the area are not too inconvenienced.</p> <p>We would kindly ask you to consider our comments before going ahead with the above scheme.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
13	<p>Please disregard the previous email, I do apologise, but I really didn't pay attention when I read the information, and I would strongly agree to permit parking for residence which I am told is £30 per annum?</p>	<p>Support noted.</p>

	<p>That way we would not have the problem of moving our cars for the hour restriction and our so would be able to park his car on the road.</p> <p>We are a 4 bedroom house and have 3 cars between us and have problems parking due to the hour restriction.</p> <p>The residence should be able to park on the road, it seems to work in Fieldway and I think it would be good for our community, and on Saturdays stop the huge amounts of cars that park outside our property to use the station.</p>	
14	<p>With regards to the proposed parking restriction notice for Brackendale Avenue SS133BD, please accept this as my formal objection notice, I feel the proposed restrictions are not practical and they will certainly affect members of our household &amp; visitors being able to park freely as they should whilst visiting us.</p> <p>I am in favour of restricted parking and think a 1-2 hour restriction either midday or around 2-3 would be sufficient enough.</p> <p>I look forward to hearing back from you should need any further information to support my objection.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
16	<p>In response to your letter regarding parking in Brackendale Avenue, Basildon, my husband and I campaigned along with other residents to have a yellow line in between the hours of 11am and 12 just to stop the commuters parking up our road, we do not want to have restrictions put in place for the times you have proposed, we find this unacceptable to our needs due to our visitors/family who regularly visit us to help with our needs. We have to</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of</p>

	<p>manage on our state pension which is much money in this day and age and we could not afford to pay for parking permits also we do not wish to stop our neighbours family and friends from Parking in our road, it's just the commuters that are causing the problem and them that we want to stop.</p>	<p>residents. The permit scheme allows for residents to obtain permits for themselves and any visitors.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
17	<p>I wish to show my support for the decision to enforce parking permit to Brackendale Avenue Pitsea Mount Basildon Essex. SS133BD.</p> <p>I am in full support of 9-5 residents permit to reduce the congestion caused by people parking to use Pitsea Station for either work or recreation at weekends. .</p> <p>You are unable to even drive up to your own residence with safety due to the permanent parking.</p> <p>People are parking dangerously this is an accident waiting to happen.</p>	<p>Support noted.</p>
19	<p>Regarding the proposed introduction of 'Permit Parking Area Mon-Sat 9am-5pm Zone H'. We strongly Reject this it is a preposterous solution to a little parking issue, if the council had taken the time and trouble to correctly survey the area they would have found that the current 'No Waiting Monday to Friday 11am-Noon' is more than adequate to solve the parking issue of "commuter parking". The extension of this to the named area in your proposal would prove advantageous to solving the commuter parking problem. To increase it to the proposed 'Permit Parking Area Mon-Sat 9am-5pm Zone H' is total overkill and could affect the future house prices of this area or at the very least the saleability of</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>

	property as it is never on anybody's wish list to have a property with parking restrictions outside there front door, further more we are not cash cows for the council to make even more money out of us	A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.
22	Sirs, with reference to the above, both my husband and I believe that the better option for one section of the road would be to ban ALL parking at ALL times from its entrance from Pitsea Hall Road up to property No 107. This would mean that vehicles entering into Brackendale Ave would not have a restricted view as they do regularly at this time. Otherwise the one hours restriction elsewhere in Brackendale Ave meets with our approval.	Objection noted.
28	<p>I am writing to you to object the newly proposed parking restrictions put in place (Mon-Sat 09:00-17:00). Personally, and after discussing the matter with other residents, I am in favour of keeping the 11:00-12:00 Monday to Friday restriction we currently have in place on Brackendale Avenue and I am in favour of extending this restriction to all streets surrounding Brackendale (Mountfields and St. Michaels) so as to ease my neighbours commuter parking troubles. BUT I am strongly for the option of resident parking permits as an option for each household in the area, just as Fieldway have (there are currently 3 cars at my address and we have to rotate, it's really a massive inconvenience and we have been penalised multiple times with fines, for parking outside our own house. This has to stop!).</p> <p>In terms of a Saturday restriction, I've logistically worked out that a three hour restriction from 14:00-17:00 could completely prevent our current issue of mass football fans (West Ham and Tottenham) parking on Brackendale and surrounding areas. I believe this time frame to be accurate at deterring football fans parking and getting the train to Stratford/Wembley because the kick off times on Saturdays vary from 12:30, 15:00 and 17:30. Amalgamating waiting times for buying tickets, travel times, general queues etc. I believe 14:00-17:00 would prevent any football fans from using our streets as a car park.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>

	<p>So, just to clarify, here is what I think would work for myself and a vast majority of other residents:</p> <p>Monday to Friday 11:00-12:00 Saturday 14:00-17:00 For all neighbouring streets, with <b>Resident Parking Permits</b> as an option (this is so vital).</p> <p>P.s, it was also pointed out that if a Saturday restriction was to be implemented, it may make sense to have the same one in place for Fieldway otherwise the problem would just transfer from one street to another.</p>	
32	<p>I write to support the proposed parking restrictions to Brackendale Avenue and surrounding roads it has got completely out of control with vehicles now parking on grass verges and onto the slip road there are many elderly people in this area who find it almost impossible to park near there homes because of all the commuters parking there cars here any delivery vehicles or refuse collection cannot safely get past these cars and at times they park on pavements blocking routes for mobility and wheelchair users</p>	Support noted.
33	<p>I am writing to object to the above notice.</p> <p>I emailed my response to your letter of the 6th June, and my answer to question one was that I would be in favour of a permit scheme. My answer to question two was that I would prefer Monday to FRIDAY, please note not SATURDAY, 10 am to 11am.</p> <p>Ive lived in Brackendale Avenue since our house was built in 1982. ' A few years later the Council imposed a parking restriction of between 11am and 12 noon Monday to Friday, to deter commuters parking on my section of Brackendale Avenue and this has worked very well for over 30 years.</p> <p>Were retired now and have lots of visitors during the daytime and find it easy to work around the current one hour parking restriction, but it would not be easy to work around an eight hour restriction. ' Where would all our visitors park, especially at the weekends? The proposal to extend to eight hours every day other than Sunday is over the top and would very much impact on the quality of not only our own life, and that of our close neighbours as well.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit</p>

	<p>An eight hour restriction is not needed, will cause residents a lot of unnecessary stress (especially the elderly), and would impose greater problems on the local community than the current issues that exist with commuter parking.</p> <p>We have a flourishing community hall in Brackendale Avenue, and the hall is often used all day at the weekend. The hall has a very small car park so where would the people park on a Saturday if the restriction was for eight hours instead of one?</p> <p>So to sum up, I do not want an eight hour restriction AT ALL. In my view a one hour restriction is quite enough and has worked well for the past 30 years or so. Nor do I want a Saturday restriction, it is not necessary.</p>	<p>scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
40	<p>I want to propose permit parking for Brackendale Court in Brackendale Avenue.</p>	<p>Support noted.</p>
42	<p>I would like to formally OBJECT to the proposed parking restrictions for the following reasons and raise questions as detailed below.</p> <ul style="list-style-type: none"> <li>•As quoted on page 7 of the amendment '<b>The proposal seeks to prevent all day non-resident parking</b>'. As Brackendale Avenue already has parking restrictions in place Monday-Friday 11am-12pm this already '<b>prevents all day non-resident parking</b>'.</li> <li>•I believe that the concerns raised are/have been exacerbated and feel that the parking of non-residents is not such a concern in general. We do have times for example when the Southend fireworks display was on, parking increases to the first section of Brackendale Avenue.</li> <li>•I have <b>NEVER</b> seen any (quote as per page 7 of the statement of reasons) '<b>vehicles parking partially across driveways</b>' and feel that this proposal is being misrepresented.</li> <li>•As quoted again on page 7 of the statement for reasons '<b>vehicles taking up on-street parking spaces so that visitors and tradespeople cannot always park</b>'. Surely this proposal will not improve the concerns above (that in my opinion is not an issue in the first place) without residents being financially disadvantaged and every 'visitors and tradespeople' (who in my knowledge usually work Monday - Saturday 9am-5pm) requiring an un-necessary permit.</li> </ul>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>



	<p>•We, as a young family, always have family and friends visit (which I must add never find it difficult to park roadside) and by having a permit system put in place 6 days a week 9am-5pm would discourage friends and family from visiting and have a detrimental effect on our way of life and enjoyment of living.</p> <p>I would also like to raise the following questions in regard to these proposals.</p> <p>•What overall percentage of residents within Brackendale Avenue have participated and are in agreement of these proposals?</p> <p>•As per previous council responses to parking restrictions quote '<b>It is Council policy to propose resident parking schemes where requested and supported by a community.</b>' Is this the case with any community supported actions? For example, if I got enough residents to ask for 'no commercial vehicles' to enter Pitsea Mount (although ridiculous) would this too be considered?</p> <p>•Has the 'non-resident parking' been monitored and in what capacity over what duration and times of day?</p> <p>•Have other parking restrictions been considered to fulfill these so called resident concerns?</p> <p>In summary I feel that these over the top proposals are in response to an issue that simply is not one. To go from an already sufficient parking restriction scheme (Mon-Fri 11am-12pm) which again already solves the residents concerns of 'all day non-residents parking' to Mon-Saturday 9am-5pm is completely excessive and could be exaggerated by having another no parking time say from 2pm-3pm without the need of residents/family/friends/tradespeople being forced into an un-necessary full permit scheme.</p>	
44	<p>Dear sirs, as a resident of Brackendale Avenue we already benefit from a one hour parking restriction (11am till 12 noon )which has worked successfully for 20 years to my knowledge. The revised proposals to alleviate the commuter parking problems, seem to me to be a draconian solution compared to the problems.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the</p>

	<p>I agree that the whole of Pitsea Mount which includes Brackendale Avenue, Fieldway, St Michaels and Mountfields would benefit from a single solution, as this would save confusion to both residents and potential parking commuters.</p> <p>To facilitate this I propose the one hour parking restriction should be extended to include all of the Mount i.e 11am till 12 noon weekdays, and to elevate the weekend parking problems involving football supporters and shoppers a one hour restriction between the hours of 2pm till 3pm Saturday and Sunday would seem to fit the bill.</p> <p>The above suggestion would therefore negate the need for parking permits ( another cost that hard pressed householders could well do without ). Whilst thinking about costs, I would imagine that the proposed 9till 5 parking restriction would require policing on an hourly basis, whereas a one hour restriction only requires one trip by the enforcement officer.</p> <p>Another consideration which I hope you will take into account is the one of our Community Hall. This Hall is very much valued by the Pitsea Mount Community and also by the surrounding area. It is well supported by both residents and non-residents and well maintained by them. Although it is true that most of the functions held there are outside of all proposals for parking restrictions, there are some events which would be in jeopardy if the extended parking hours were imposed. This would have a knock on effect on the income which is used to pay the lease and maintenance and all the other costs associated with a community building.</p> <p>I hope you will consider the above comments when making your final decision.</p>	<p>preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
50	<p>We live at Brackendale Avenue and we would like to oppose the decision for the permit parking Monday to Saturday 9am-5pm. The hour restricted parking we have at the moment between 11 and 12 Monday to Friday has worked very well all the years it has been in place. We have a lot of cars on a Saturday but we don't mind it seems it's when West Ham is playing. If the permit parking went ahead it would mean family and friends would be restricted on parking and would not even be able to go out for the day because of changing the visitors ticket every 4 hours. Would it be possible to extend the restricted parking hour that's already in place further round Brackendale and the other roads listed it would solve the problem of the commuters.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
52	<p>I therefore rescind my first email and provide this as support to the proposed restrictions which will go some way toward achieving a satisfactory resolution.</p>	<p>Support noted.</p>
53	<p>In view of the comments received from yourselves, I wish to object to the proposal as it does not include the portion of Brackendale Avenue to the west of the border of 107</p>	<p>Objection noted.</p>

	<p>Brackendale Avenue. Please review my previous comments as detailed in my message below, dated 18 December 2018.</p> <p>** I wish to strongly advise my support for the above proposals.</p> <p>However, having read the notices it would appear that the Parking to the west of 107 Brackendale Avenue ( where I live) will continue to only be restricted to 11am - 12am Monday to Friday, as presently the case. Should this area not be included in the new proposals Monday- Saturday as for the rest of Brackendale Avenue? Reasons being, currently in this area:- Cars park on both sides of the road making access extremely difficult and dangerous.</p> <p>Cars are parked on the brow of the hill.</p> <p>In one instance a car was parked on the brow of the hill with faulty handbrake application. Unoccupied car rolled down hill into the back of our daughter's car!! Had a child or anyone else been the vicinity, the outcome could have been fatal.</p> <p>In some cases deliveries are compromised due to antisocial parking on both sides of the road.</p> <p>Your review of this situation would be appreciated. **</p>	
59	<p>I'm writing to object the the proposal of making Brackendale Avenue permit parking between the times of 9am to 5pm. As a resident I feel that this is unnecessary and will impact on us when we have visitors or tradesmen, in the future I will be having my elderly parent come to live, which will involve carers and medical staff. I am proposing that a time period of no parking for 1 hour a day Monday to Friday and the same for Saturday would suffice. I recognise that there is a problem with commuter parking and football fans clogging up the road, and I believe that the hour no parking will be enough of a deterrent.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, won't</p>

		prevent weekend parking. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.
63	<p>We wish it to be noted that WE STRONGLY OBJECT to the proposal of implementing Permit Parking restrictions between the hours of 9am – 5pm from Monday – Saturday.</p> <p>We feel this will impode too much on visiting families etc especially on Saturdays and cannot understand why a system already in use in Fieldway could not be used.</p> <p>We also sincerely hope The Parking Partnership will give extra thought to those who have little or no drive at all especially in Brackendale Avenue.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
67	<p>I am a resident of Brackendale Avenue, one of four roads on Pitsea Mount, and have been made aware of the new parking restrictions being proposed for three of the roads; namely Brackendale Avenue, St Michael's Avenue and Mountfields.</p> <p>Firstly, can I say that I think that each resident of Fieldway should have been directly contacted regarding this new proposal. Fieldway already has a parking restriction (implemented in 2013 under Amendment no.48 Order 201*), with parking permits being required for on-road parking between 11.00-12.00 on weekdays (Monday to Friday). The fact that this current proposal suggest parking restrictions within the streets surrounding Fieldway, that are different to this in Fieldway, will have a direct impact on the parking within Fieldway.</p> <p>I suspect that some residents of Fieldway are not even aware of this proposal despite the detrimental impact it may have on the parking in their immediate area. Many residents became aware of the proposed changes through a community Facebook group. However, there are many households where the occupants do not have access to such technology and, should they drive, they will not have seen the notices on the lamp-posts of the adjoining streets.</p>	<p>Objection noted.</p> <p>Fieldway was not included in the consultation as it already has restrictions.</p> <p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in</p>

<p>I am writing to you to object to the newly proposed parking restrictions to be put in place (Mon-Sat 09.00-17.00). Personally, I feel that the 11.00-12.00 Monday to Friday restriction we currently have in place on Brackendale and in Fieldway should be extended to the whole of Pitsea Mount (Brackendale Avenue, Fieldway, Mountfields and St. Michaels Avenue) so as to ease non-resident parking issues. And I am strongly for the option of resident parking permits as an option for each household in the area, just as we have in Fieldway.</p> <p>The STATEMENT OF REASONS under this proposal state :-</p> <p><i>"Brackendale Avenue, St Michaels Avenue &amp; Mountfields, Pitsea.</i></p> <p><i>Concerns have been raised by residents of some of the above roads that all-day non-resident parking is causing access issues, vehicles parking partially across driveways and vehicles taking up on-street parking spaces so that visitors and tradespeople cannot always park. The proposal seeks to prevent all day non-resident parking; and displacement thereof to adjacent roads, by introducing a resident permit parking scheme in all of the above roads. The proposal will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises."</i></p> <p>If this proposal is implemented it will <b>cause</b> "displacement" of non-resident parking to the "adjacent road" of Fieldway, rather than <b>prevent</b> it.</p> <p>In terms of a weekend restriction, I feel that an afternoon restriction of at least one hour between the hours of 14.00-17.00 could completely prevent our current issue of mass football fans parking on the streets of Pitsea Mount. This would need to be on both Saturday and Sunday as days of matches can vary. Such a restriction would also need to be implemented in Fieldway otherwise the problem would just transfer from one street to another.</p> <p>One further item for consideration is that we have a number of households in the area which are home to elderly residents. Such residents may need doctors, nurses, carers, and family members to attend to their needs and having parking restrictions outside their homes for eight hours per ay might unnecessarily add to their levels of anxiety.</p>	<p>Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
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	<p>So, just to clarify, here is what I think would work for myself and other residents:</p> <p>Monday to Friday 11.00-12.00 Saturday and Sunday 14.00-17.00 (a fixed, one hour slot between these hours)</p> <p>The same parking restrictions need to be implemented on all four roads on Pitsea Mount (Brackendale Avenue, St Michael's Avenue, Mountfields and Fieldway), with Resident Parking Permits as an option.</p> <p>I absolutely oppose the implementation of an eight hour parking restriction from Monday to Saturday as proposed under this amendment.</p>	
76	<p>I am a resident of Brackendale Avenue, one of four roads on Pitsea Mount, and have been made aware of the new parking restrictions being proposed for three of the roads; namely Brackendale Avenue, St Michael's Avenue and Mountfields.</p> <p>Firstly, can I say that I think that each resident of Fieldway should have been directly contacted regarding this new proposal. Fieldway already has a parking restriction (implemented in 2013 under Amendment no.48 Order 201*), with parking permits being required for on-road parking between 11.00-12.00 on weekdays (Monday to Friday). The fact that this current proposal suggest parking restrictions within the streets surrounding Fieldway, that are different to this in Fieldway, will have a direct impact on the parking within Fieldway.</p> <p>I suspect that some residents of Fieldway are not even aware of this proposal despite the detrimental impact it may have on the parking in their immediate area. Many residents became aware of the proposed changes through a community Facebook group. However, there are many households where the occupants do not have access to such technology and, should they drive, they will not have seen the notices on the lamp-posts of the adjoining streets.</p> <p>I am writing to you to object to the newly proposed parking restrictions to be put in place (Mon-Sat 09.00-17.00). Personally, I feel that the 11.00-12.00 Monday to Friday restriction we currently have in place on Brackendale and in Fieldway should be extended to the whole of Pitsea Mount (Brackendale Avenue, Fieldway, Mountfields and St. Michaels Avenue) so</p>	<p>Objection noted.</p> <p>Fieldway was not included in the consultation as it already has restrictions.</p> <p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer</p>

<p>as to ease non-resident parking issues. And I am strongly for the option of resident parking permits as an option for each household in the area, just as we have in Fieldway.</p> <p>The STATEMENT OF REASONS under this proposal state :-</p> <p><i>"Brackendale Avenue, St Michaels Avenue &amp; Mountfields, Pitsea.</i></p> <p><i>Concerns have been raised by residents of some of the above roads that all-day non-resident parking is causing access issues, vehicles parking partially across driveways and vehicles taking up on-street parking spaces so that visitors and tradespeople cannot always park. The proposal seeks to prevent all day non-resident parking; and displacement thereof to adjacent roads, by introducing a resident permit parking scheme in all of the above roads. The proposal will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises."</i></p> <p>If this proposal is implemented it will <b>cause</b> "displacement" of non-resident parking to the "adjacent road" of Fieldway, rather than <b>prevent</b> it.</p> <p>In terms of a weekend restriction, I feel that an afternoon restriction of at least one hour between the hours of 14.00-17.00 could completely prevent our current issue of mass football fans parking on the streets of Pitsea Mount. This would need to be on both Saturday and Sunday as days of matches can vary. Such a restriction would also need to be implemented in Fieldway otherwise the problem would just transfer from one street to another.</p> <p>One further item for consideration is that we have a number of households in the area which are home to elderly residents. Such residents may need doctors, nurses, carers, and family members to attend to their needs and having parking restrictions outside their homes for eight hours per day might unnecessarily add to their levels of anxiety.</p> <p>So, just to clarify, here is what I think would work for myself and other residents:</p> <p>Monday to Friday 11.00-12.00  Saturday and Sunday 14.00-17.00 (a fixed, one hour slot between these hours)</p>	<p>hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
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	<p>The same parking restrictions need to be implemented on all four roads on Pitsea Mount (Brackendale Avenue, St Michael's Avenue, Mountfields and Fieldway), with Resident Parking Permits as an option.</p> <p>I absolutely oppose the implementation of an eight hour parking restriction from Monday to Saturday as proposed under this amendment.</p>	
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Representations & responses relating to St Michaels Avenue, Basildon		
Ref	Representation -	Technician response -
10	<p>Please take this letter as my official objection notice to the proposed parking restrictions around st Michaels ave( ss133de) , Brackendale ave and Mountfields.</p> <p>The proposed times are 100% over the top . A knee jerk reaction that will impose greater problems to the local community than the current issues with commuter parking . Lots of us have two cars, children with cars and work vans( not registered to our home addresses) . This along with carers , work men, deliveries, family and friends visiting will make make life harder for everyone .</p> <p>I also have a concern over the amount of pensioners who live on the estate , not only in Brackendale court ( how would you be able to park to visit them ? ).</p> <p>The elderly on this estate may not have internet or be able to understand the process on the internet to register cars . They also rely on visitors for health reasons and general well being .</p> <p>I urge you to reconsider the parking restriction hours . Surely a scheme involving MONDAY - SAT 1300-1400 or similar would be better .</p> <p>This would deter football fans for 3pm kick offs and also commuters . No one goes to London to work or shop and comes back before 1300.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, won't prevent weekend parking. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
15	<p>In response to your letter dated 26th November 2018 regarding a 21 day formal consultation, I would like to register my support for the preposal.</p>	<p>Support noted.</p>



	<p>The constant weekday commuter parking at the cul de sac end of St Michael's Avenue makes it difficult to maneuver off my drive without mounting the pavement on either side of my driveway.</p> <p>Also on Fridays, the council refuse collection lorries sometimes have difficulties turning around at the cul de sac end of the road.</p> <p>In speaking to some of my neighbours, I am concerned that they think the matter was settled as a result of the original survey and that this 21 day consultation is only for objections so you may not receive a true response for support.</p>	
18	<p>With regard to the above I would like to reiterate our preference for the one hour restriction Monday to Saturday - this would put a stop to the Commuter problem without causing too many problems on the Estate for visitors, deliveries and tradesmen working at properties.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
34	<p>I would like to submit my approval of proposal No.7 to introduce Permit Parking Mon-Sat 9-5pm to Brackendale Ave &amp; St Michaels Ave.</p> <p>I believe with this restriction it will stop commuters parking everywhere during the week &amp; on Saturdays force football fans to use the train station car park all of which will stop the length of Brackendale Ave being like a slalom course with cars parking on both sides.</p>	<p>Support noted.</p>

Representations & responses relating to Mountfields, Basildon		
Ref	Representation -	Technician response -
12	<p>I write to object to the proposal for the all day parking / waiting restrictions in Brackendale Avenue, St Michaels Avenue and Mountfields, Pitsea. Whilst I agree something does need to be put in place to reduce the parking / waiting of non-residents i think this can be done in a way where it does not affect residents financially. Currently the proposal you have made will affect residents pockets, and the amount they will be able to have visitors to their property, especially those who do not have access to their own drive.</p> <p>I propose a restriction is put in place but ONLY for a set period throughout the day, i.e. 11 - 1, or something along those lines. This way it will avoid all day parking for the train station but will still allow residents and their visitors to use the space.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, won't prevent weekend parking. The proposal of introducing a permit</p>

		scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.
20	We oppose parking restrictions 9 - 5 think it would be better if it was the same as fieldways as there is no problem with parking outside my house on mountfields , we also have two vans and two cars so think this would be expensive , most of the people who have complained don't drive or don't have cars	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, won't prevent weekend parking. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
21	I am in support in the parking restrictions for The area surrounding Mountfields. I am a resident of Mountfields and the parking from commuters do cause problems. At times it seems like an obstacle course just to get home. A two way road becomes one due to the amount of parked vehicles that do not belong to local residents. These restrictions should help to be able to get home without aggregation.	Support noted.
26	We would like to register our objection to the proposed permit parking scheme. We are extremely angry at being forced to pay to park outside our own property and also the inconvenience this brings when family and friends visit at the weekends. We already pay road tax and council tax, and this is an additional expense that would have to be factored into an already tight household budget. After discussing this proposal with several of our surrounding neighbours, we find it difficult to understand how this proposal has gone	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>

	through for the area of the estate we live on. Whilst we appreciate there are residents on the estate that are directly affected and have been inconvenienced by the inconsiderate all day parking by non-residents, we find it hard to comprehend that this proposal is a good idea. Surely there is another alternative.	
30	<p>We have lived in Mountfields for 39 years and have not experienced any problems with parking or commuters parking near our property. We share a driveway with two other properties and have a very small frontage, so we are not in a position to pave the front garden. We have two cars, one is parked on our driveway (which only accommodates one vehicle) and the other is parked directly outside our house on the road.</p> <p>We are therefore not in favour of introducing restrictions of any sort. We have seen the value of our properties fall in the past few years and feel any restrictions will further reduce the value.</p> <p>Of the two options the residents parking permit seems more viable and with reluctance we have chosen this option. We can understand the problems facing residents in Fieldway, but feel that the situation is being used as an opportunity to raise revenue. We think any residents permits should be provided free of charge. We pay rates and road taxes so why should we be penalised for parking outside our house.</p> <p>If the restriction of yellow lines is enforced, can you please inform us where we should park our second vehicle for one hour every day?</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. If a parking permit scheme is implemented residents will be able to park anywhere within the scheme upon purchase of a permit.</p>
31	<p>Please register this email as our objection to the proposed Permit Parking Scheme for Brackendale Ave, St Michaels and Mountfields operating between 9am and 5pm Monday to Saturday.</p> <p>We are not in favour of this particular scheme as we feel the duration is a complete over kill. We feel it's the commuters into London that cause the parking issue and by imposing restriction for a few hours each morning would be enough to deter such offenders. Therefore, if this scheme is all that is on offer we reject it, however propose a revised operational period each day and we would welcome such a scheme.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The</p>

		proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.
43	<p>Ref Parking and Waiting Amendment No 100 Order 201* Brackendale, St Micheal, Mountfields Monday- Saturday 9am-5pm.</p> <p>We are supporting the proposal as above.</p>	Support noted.
48	<p>I am a resident of Pitsea Mount living at Mountfields, I am replying to recent information received regarding the proposed parking scheme for Mountfields and neighbouring streets (Brackendale Ave &amp; St Michaels Ave).</p> <p>I am writing to inform you that we totally support the proposed parking scheme which will operate from Monday to Saturday 9am-5pm.</p>	Support noted.
54	<p>We are residents of Mountfields, one of four roads on Pitsea Mount, and have been made aware of the new parking restrictions being proposed for the other three roads, namely; Brackendale Avenue, St Michael's Avenue and Fieldway.</p> <p>Brackendale &amp; Fieldway already has a parking restrictions with Fieldwas restrictions recently introduced circa 2013 under Amendment no.48 Order 201*, with parking permits being required for on-road parking between 11:00-12:00 on weekdays (Monday to Friday).</p> <p>The current proposal of 9 – 5 Mon to Sat restricted parking for Mountfields are different to those in Fieldway &amp; Brackendale and will have detrimental impact on the ingress and egress of these roads, which in the case of Brackendale would cause unnecessary risk for emergency services should they need access, and an ongoing inconvenience for residents for access from visitors or tradespeople.</p> <p>Particularly Mountfields shared driveways are not sufficient to cater for immediate family &amp; friends and on occasion roadside parking for residents or tradespeople is essential.</p>	<p>Objection noted.</p> <p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit</p>

	<p>We are writing to you to strongly object to the newly proposed parking restrictions to be put in place (Mon-Sat 09:00-17:00). Personally, we feel that the 11:00-12:00 Monday to Friday restriction we currently have in place on Brackendale and in Fieldway should be extended to the whole of Pitsea Mount (Brackendale Avenue, Fieldway, Mountfields and St. Michaels Avenue) so as to ease non-resident parking issues.</p> <p>In terms of a weekend restriction, an afternoon restriction of at least one hour between the hours of 14:00-17:00 could completely prevent our current issue of mass football fans parking on the streets of Pitsea Mount. This would need to be on both Saturday and Sunday as days of matches can vary.</p> <p>So, just to clarify, the below parking restrictions are what we believe would work for ourselves and other residents:</p> <p>Monday to Friday 11:00-12:00 Saturday and Sunday 14:00-17:00 (a fixed, one hour slot between these hours)</p> <p>The same parking restrictions need to be implemented on all four roads on Pitsea Mount (Brackendale Avenue, St Michael's Avenue, Mountfields and Fieldway), with Resident Parking Permits as an option.</p> <p>We absolutely oppose the implementation of an eight hour parking restriction from Monday to Saturday as proposed under this amendment.</p>	<p>scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
55	<p>I write in regards to the proposed parking restrictions for Pitsea mount. I strongly object to the suggested parking restrictions and find them too heavy handed. Where we are on the mount we do not have problems with parking and this proposal will effect my business.</p> <p>Also if a restriction were to put in place I feel that the better option would be a 1 hours restriction Monday - Friday and not the full day 9-5 Monday - Saturday.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be</p>

		displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.
56	<p>My Husband and I live in Mountfields on Pitsea Mount and we both strongly object to proposed permit parking scheme from Monday to Saturday 9am -5pm, we feel that although this will help reduce the number of commuters parking on our streets it will make things harder for the people that live on the mount in regards to visitors/ workman/ window cleaner and anyone else visiting our homes, we think that if any parking restrictions are introduced it should be the same as are in Fieldway at present.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents. The permit scheme allows for residents to obtain permits for themselves and any visitors.</p>
57	<p>Both my Husband and I are residents of Mountfields, which is one of the roads that will be effected by they new proposed plan of a permit Monday - Saturday 9am - 5pm &amp; we would both like it noted that we are not in favor or this scheme.</p> <p>We when were asked to vote, on the original plan, we found in favor of or the one hour scheme that was proposed and we still are. The one hour restriction, as like currently in place in Brackendale Ave, is more than effective at dealing with the parking issues we have up here, arising from commuters.</p> <p>The scheme you are proposing with have a financial impact on a lot of residents that currently live and visit our area, including ourselves.</p> <p>We would gladly welcome the 1 hour restriction in our road and would support that and ask you to re consider and find in favor of that instead.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same</p>

		time allowing parking for residents and their visitors.
71	IN RESPONSE TO YOUR LETTER DATED 26 <sup>TH</sup> NOV RE PARKING RESTRICTIONS IN MY ROAD, I AM IN <u>SUPPORT</u> OF THE PROPOSAL ALTHOUGH I WOULD HAVE PREFERRED 10-11 AM RESTRICTION TO STOP THE COMMUTORS.	Support noted.

Representations & responses relating to Fieldway, Basildon		
Ref	Representation -	Technician response -
41	<p>I am a resident of Fieldway, one of four roads on Pitsea Mount, and have been made aware of the new parking restrictions being proposed for the other three roads, namely; Brackendale Avenue, St Michael's Avenue and Mountfields.</p> <p>Firstly, can I say that I think that each resident of Fieldway should have been directly contacted regarding this new proposal. Fieldway already has a parking restriction (implemented in 2013 under Amendment no.48 Order 201*), with parking permits being required for on-road parking between 11:00-12:00 on weekdays (Monday to Friday). The fact that this current proposal suggests parking restrictions within the streets surrounding Fieldway, that are different to those in Fieldway, will have a direct impact on the parking within Fieldway.</p> <p>I suspect that some residents of Fieldway are not even aware of this proposal despite the detrimental impact it may have on the parking in their immediate area. Many residents became aware of the proposed changes through a community Facebook group. However, there are many households where the occupants do not have access to such technology and, should they drive, they will not have seen the notices on the lamp-posts of the adjoining streets.</p> <p>I am writing to you to object to the newly proposed parking restrictions to be put in place (Mon-Sat 09:00-17:00). Personally, I feel that the 11:00-12:00 Monday to Friday restriction we currently have in place on Brackendale and in Fieldway should be extended to the whole of Pitsea Mount (Brackendale Avenue, Fieldway, Mountfields and St. Michaels Avenue) so as to ease non-resident parking issues. And I am strongly for the option of resident parking permits as an option for each household in the area, just as we have in Fieldway.</p> <p>The STATEMENT OF REASONS under this proposal state :-</p>	<p>Objection noted.</p> <p>Fieldway was not included in the consultation as it already has restrictions.</p> <p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same</p>

<p><i>"Brackendale Avenue, St Michaels Avenue &amp; Mountfields, Pitsea. Concerns have been raised by residents of some of the above roads that all-day non-resident parking is causing access issues, vehicles parking partially across driveways and vehicles taking up on-street parking spaces so that visitors and tradespeople cannot always park. The proposal seeks to prevent all day non-resident parking; and displacement thereof to adjacent roads, by introducing a resident permit parking scheme in all of the above roads. The proposal will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises."</i></p> <p>However, if this proposal is implemented it will <b>cause</b> "displacement" of non-resident parking to the "adjacent road" of Fieldway, rather than <b>prevent</b> it.</p> <p>In terms of a weekend restriction, I feel that an afternoon restriction of at least one hour between the hours of 14:00-17:00 could completely prevent our current issue of mass football fans parking on the streets of Pitsea Mount. This would need to be on both Saturday and Sunday as days of matches can vary. Such a restriction would also need to be implemented in Fieldway otherwise the problem would just transfer from one street to another.</p> <p>One further item for consideration is that we have a number of households in the area which are home to elderly residents. Such residents may need doctors, nurses, carers and family members to attend to their needs and having parking restrictions outside their homes for eight hours per day might unnecessarily add to their levels of anxiety. So, just to clarify, here is what I think would work for myself and other residents:</p> <p>Monday to Friday 11:00-12:00 Saturday and Sunday 14:00-17:00 (a fixed, one hour slot between these hours)</p> <p>The same parking restrictions need to be implemented on all four roads on Pitsea Mount (Brackendale Avenue, St Michael's Avenue, Mountfields and Fieldway), with Resident Parking Permits as an option.</p> <p>I absolutely oppose the implementation of an eight hour parking restriction from Monday to Saturday as proposed under this amendment.</p>	<p>time allowing parking for residents and their visitors.</p>
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45	<p>I am a resident of Fieldway, one of four roads on Pitsea Mount, and have been made aware of the new parking restrictions being proposed for the other three roads, namely; Brackendale Avenue, St Michael's Avenue and Mountfields.</p> <p>Firstly, can I say that I think that each resident of Fieldway should have been directly contacted regarding this new proposal. Fieldway already has a parking restriction (implemented in 2013 under Amendment no.48 Order 201*), with parking permits being required for on-road parking between 11:00-12:00 on weekdays (Monday to Friday). The fact that this current proposal suggests parking restrictions within the streets surrounding Fieldway, that are different to those in Fieldway, will have a direct impact on the parking within Fieldway.</p> <p>I suspect that some residents of Fieldway are not even aware of this proposal despite the detrimental impact it may have on the parking in their immediate area. Many residents became aware of the proposed changes through a community Facebook group. However, there are many households where the occupants do not have access to such technology and, should they drive, they will not have seen the notices on the lamp-posts of the adjoining streets.</p> <p>I am writing to you to object to the newly proposed parking restrictions to be put in place (Mon-Sat 09:00-17:00). Personally, I feel that the 11:00-12:00 Monday to Friday restriction we currently have in place on Brackendale and in Fieldway should be extended to the whole of Pitsea Mount (Brackendale Avenue, Fieldway, Mountfields and St. Michaels Avenue) so as to ease non-resident parking issues. And I am strongly for the option of resident parking permits as an option for each household in the area, just as we have in Fieldway.</p> <p>The STATEMENT OF REASONS under this proposal state :-  <i>"Brackendale Avenue, St Michaels Avenue &amp; Mountfields, Pitsea.  Concerns have been raised by residents of some of the above roads that all-day non-resident parking is causing access issues, vehicles parking partially across driveways and vehicles taking up on-street parking spaces so that visitors and tradespeople cannot always park. The proposal seeks to prevent all day non-resident parking; and displacement thereof to adjacent roads, by introducing a resident permit parking scheme in all of the above roads. The proposal will improve the amenity of the area through which the road runs and the desirability of securing and maintaining reasonable access to premises."</i></p>	<p>Objection noted.</p> <p>Fieldway was not included in the consultation as it already has restrictions.</p> <p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
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	<p>However, if this proposal is implemented it will <b>cause</b> "displacement" of non-resident parking to the "adjacent road" of Fieldway, rather than <b>prevent</b> it.</p> <p>In terms of a weekend restriction, I feel that an afternoon restriction of at least one hour between the hours of 14:00-17:00 could completely prevent our current issue of mass football fans parking on the streets of Pitsea Mount. This would need to be on both Saturday and Sunday as days of matches can vary. Such a restriction would also need to be implemented in Fieldway otherwise the problem would just transfer from one street to another.</p> <p>One further item for consideration is that we have a number of households in the area which are home to elderly residents. Such residents may need doctors, nurses, carers and family members to attend to their needs and having parking restrictions outside their homes for eight hours per day might unnecessarily add to their levels of anxiety. So, just to clarify, here is what I think would work for myself and other residents:</p> <p>Monday to Friday 11:00-12:00 Saturday and Sunday 14:00-17:00 (a fixed, one hour slot between these hours)</p> <p>The same parking restrictions need to be implemented on all four roads on Pitsea Mount (Brackendale Avenue, St Michael's Avenue, Mountfields and Fieldway), with Resident Parking Permits as an option.</p> <p>I absolutely oppose the implementation of an eight hour parking restriction from Monday to Saturday as proposed under this amendment.</p>	
58	<p>I reside at Fieldway Pitsea Basildon SS13 3DJ and have been made aware of new parking restrictions being proposed for the other 3 roads namely Brackendale Avenue, St Michael's Avenue and Mountfields.</p> <p>I would like to say that as a resident in an adjoining street to the proposed roads I think that residents in this street should have been consulted as the proposed restrictions will have an impact on our road.</p>	<p>Objection noted.</p> <p>Fieldway was not included in the consultation as it already has restrictions.</p>

	<p>Fieldway already has a parking restriction with permit parking only between 11am-12noon Monday to Friday. The residents of Fieldway voted for this option so why is it that when residents in Brackendale Avenue, St Michael's Avenue and Mountfields were sent letters asking for their opinion they were they not offered the same restriction as Fieldway as an option?</p> <p>It seems unfair that an estate that has 4 roads would have different restrictions for each individual road.</p> <p>I therefore object to the proposed change to Monday to Saturday 9am to 5pm permit parking. This restriction will cause lots of inconvenience to all residents and visitors.</p> <p>I am however in support of a 1 hour parking restriction on the other 3 roads to allow the restrictions for all 4 roads on the estate to be uniform. This will stop the all day commuter parking. By making the restriction 9am to 5pm will benefit nobody and cause the greatest inconvenience to the people who live in the roads concerned. People using the estate as free parking for Pitsea Station often park dangerously and awkwardly and cause nuisance to residents. Making the new parking restrictions different to Fieldway will just cause displacement of the parking problem back to Fieldway.</p> <p>I hope that common sense prevails and the 8 hour parking restriction is not implemented.</p>	<p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
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	<p>family members to attend to their needs and having parking restrictions outside their homes for eight hours per day might unnecessarily add to their levels of anxiety. So, just to clarify, here is what I think would work for myself and other residents:</p> <p>Monday to Friday 11:00-12:00 Saturday and Sunday 14:00-17:00 (a fixed, one hour slot between these hours)</p> <p>The same parking restrictions need to be implemented on all four roads on Pitsea Mount (Brackendale Avenue, St Michael's Avenue, Mountfields and Fieldway), with Resident Parking Permits as an option.</p> <p>I absolutely oppose the implementation of an eight hour parking restriction from Monday to Saturday as proposed under this amendment.</p>	
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64	<p>Under the above order it is proposed to amend the current parking restriction in Brackendale Avenue and introduce a Permit Parking Scheme for all the area known as Pitsea Mount. As a resident of Fieldway I object to the proposal.</p> <p>Fieldway is a cul-de-sac entirely located within Brckendale Avenue, Pitsea Mount. The current 1 hour, Monday to Friday, Resident Permit Parking Scheme operating in Fieldway is working well and has had the desired effect of deterring commuters from parking in the road.</p> <p>I fear that the proposed restriction of Mon – Sat 9am – 5pm in Brackendale Avenue will cause those intending to park in Brackendale Avenue, particularly on Saturdays, to migrate into the smaller road of Fieldway. I believe that all roads within Pitsea Mount should have the same timings for Permit Parking Schemes, and that the 1 hour restriction is suitable for most circumstances.</p> <p>The exception to this should be the area of Brackendale Avenue identified in section 3 of the Order Notice. Particularly on a Saturday, commuters park "nose to tail" along this stretch of road, creating a hazard for vehicles entering Pitsea Mount when meeting vehicles travelling in the opposite direction. The order here should be no parking every day.</p>	<p>Objection noted.</p> <p>Fieldway was not included in the consultation as it already has restrictions.</p> <p>The timing of the proposed restrictions was set in response to the majority of residents requests.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>

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Representations & responses relating to St Michaels Mount, Basildon		
Ref	Representation -	Technician response -
60	<p>I am writing in to object to the proposed parking restrictions for this area (the mount Pitsea).</p> <p>Monday to Saturday 9am – 5pm is in my opinion far to long considering visitors, family, and trades people who need to be on the estate!!!</p> <p>One hour in the morning and one hour in the afternoon I feel would be sufficient to deter station car parkers.</p>	Objection noted.

Representations & responses relating to Non Residents / Anonymous, Basildon		
Ref	Representation -	Technician response -
7	<p>I am writing regarding the parking restrictions proposed in and around Pitsea station.</p> <p>I am a commuter and can see that you are planning on imposing 'no waiting' areas, which is great. What I would like to know is where will you expect people to park? Often the spaces on station approach are full. And cars park on both sides, and around the turning by the station entrance. If you restrict cars waiting in there's areas, along with imposing no waiting restrictions on brackendale avenue, you will effectively force cars to wait on the main road</p>	<p>Objection noted.</p> <p>Restrictions have been implemented in Pitsea Hall Lane to prevent displaced parking onto the main road.</p>

	<p>where there are no yellow lines or parking restrictions. This could cause the entrance of the bridge to be blocked at both ends during busy periods. If you have not made available the same amount of space for cars to wait for passengers as you are planning to restrict then what ever problem you are trying to curb will be moved towards the bridge. In short if there are no new 'waiting areas', then I oppose this amendment.</p> <p>Also regarding the amendment to parking restrictions in brackendale Avenue, st Michael's Avenue and mountfields. I disagree with the decision to impose a 9am-5pm restriction. I believe that this is far too intrusive.</p> <p>Please confirm that you have received my opposition to this amendment.</p>	There is parking available at the train station.
23	<p>I am writing regarding the amendment to parking restrictions in brackendale Avenue, st Michael's Avenue and Mountfields. I disagree with the decision to impose a 9am-5pm restriction as I believe this is far too intrusive.</p> <p>Please confirm that you have received my opposition to this amendment.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
24	I would like to vote for option 7, to introduce parking permits 9-5 Mon to Sat.	Support noted.
25	I would like to vote for option 7, to introduce parking permits 9-5 Mon to Sat.	Support noted.
27	<p>I am writing with regard to the amendment to the parking restrictions in Brackendale Avenue, St Michaels Ave and Mountfields in Pitsea.</p> <p>I disagree with the decision to impose parking restrictions/parking permits from 9am-5pm as I believe this is excessive and unnecessary. One hour in the middle of the weekdays would achieve the desired result of stopping people parking all day for the train station.</p> <p>Please could you kindly confirm that you have received my opposition to this amendment.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>
29	<p>I am replying in response to the proposed scheme to operate a Monday to Saturday 9am-5pm parking restriction in Brackendale Avenue directly outside Brackendale Court. Basildon ss133jr.</p> <p>Brackendale Court is an over 55 complex of 36 houses and flats some of the residents are elderly , including myself and have carers helpers and family who visit during the day. The whole parking problem is caused by Pitsea Station commuters who park outside Brackendale Court all day.</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p>

	A parking restriction of 10am-3pm or similar Monday to Saturday on the small stretch of road outside Brackendale Court including the nearby parking bay would solve this parking problem and make it much easier for visiting Brackendale Court residents. Other than station users the only drivers that need to park outside Brackendale Court are residents and visitors .	A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.
46	I would like to support the proposed permit parking area in Brackendale Avenue as per above amendment	Support noted.
49	<p>I write this email to give my FULL SUPPORT to the proposed amendment No.100 for parking restrictions in the Pitsea Mount (Brackendale Avenue/St Michaels Avenue/Mountfields) area.</p> <p>No parking scheme will fully address the concerns of all residents, however I believe only a 0900-1700, Monday to Saturday scheme will be able to go some way to preventing the non-resident and High Occupancy Home parking problems we have experienced.</p> <p>My only condition to proposing full support is to ensure that any restrictions implemented are fully enforced, as it has become well known locally that the existing scheme is not policed, and therefore ineffective at preventing violations.</p> <p>I look forward to hearing the committees decision.</p>	Support noted.
51	<p>I write to you on behalf of Pitsea Mount Community Association.</p> <p>Whilst our committee, as residents, fully understand the parking problems encountered within Pitsea Mount and support action to address the issue, we have concerns about the current proposals.</p> <p>In previous emails I outlined the concern that our committee has for the community hall in Brackendale Avenue if a 9am - 5pm Permit Parking Scheme were to be introduced. Hiring the hall is a major income stream for us to pay rent and rates to Basildon Borough Council, maintain the hall and conduct the community work which we undertake. There is only a</p>	<p>Objection noted.</p> <p>The reason for a 9am-5pm permit parking scheme is this was the preference of the majority of residents.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors,</p>

	<p>small car park adjacent to the hall and hirers have traditionally parked in Brackendale Avenue. If the 9am - 5pm scheme is introduced it could have an adverse affect on our ability to raise revenue. Will there be a process to provide permits or parking dispensation for people using the hall? This would only be for occasional use when hirers require use of the hall within the restricted periods.</p> <p>A 1 hour restriction would be easier to work around than the proposed 9am - 5pm Monday to Saturday.</p> <p>One of the major problems encountered with parking is at weekends, many commuters park in Brackendale Avenue along the stretch from 125 metres east of its junction with Pitsea Hall Lane in a westerly direction creating a continual line of parked cars which leaves insufficient space for 2 vehicles to pass. All vehicles entering Pitsea Mount must use this road and if they meet a vehicle coming in the opposite direction they may be forced to reverse back to the brow of the hill to permit passage. The current proposal to introduce a 1 hour No Waiting Monday to Friday only, does not address this issue. A no parking (perhaps double yellow lines) every day would make that stretch of road safer.</p>	<p>additionally it is possible for carers to obtain a permit in Basildon.</p> <p>A single hour restriction may stop the commuters, however, with restrictions being implemented in Pitsea Hall Lane there could be displaced parking at weekends. The proposal of introducing a permit scheme, which operates for longer hours, would remove commuter parking and the potential of weekend parking while at the same time allowing parking for residents and their visitors.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP  
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 5**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201*</b>  Relating to Raven Lane (nos. 2-23), Raven Close, Raven Crescent, Ian Road, St Helens Walk, Pauline Gardens, Upland Road, Upland Close, Upland Drive, St Peters Walk and Hallam Court, Billericay, Basildon.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**

1. The Order be made but with the amendment of operational times in Upland Road, Upland Drive, Upland Close and Hallam Court to Monday to Friday 11am-Noon; and
2. The people making representations be advised accordingly.

**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

1	Background																																																																																										
1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Raven Lane (nos. 2-23), Raven Close, Raven Crescent, Ian Road, St Helens Walk, Pauline Gardens, Upland Road, Upland Close, Upland Drive, St Peters Walk and Hallam Court, Billericay, Basildon.</p>																																																																																										
1.2	<p>On 16 November 2017, the SEPP published a proposal to provide a resident permit parking scheme in Crescent Close, Crescent Gardens, Crescent Road, Gordon Close and part of Raven Close, Billericay. Following publication of the proposal a number of residents from Ian Road, Raven Lane, Raven Close and St Helens Walk objected because vehicles will be displaced to their road. The SEPP carried out an informal consultation with residents of Raven Lane (nos. 2-23), Raven Close, Raven Crescent, Ian Road, St Helens Walk, Pauline Gardens, Upland Road, Upland Close, Upland Drive, St Peters Walk and Hallam Court, to seek their view on extending the permit scheme. The results were –</p>																																																																																										
1.3	<table><tr><th>Road</th><th>Number of properties</th><th>Number of responses</th><th>Number in favour of permit parking</th><th>Number not in favour</th><th>Number in favour of DYL on junctions</th><th>Number not in favour of DYL on junctions</th></tr><tr><td>Ian Road</td><td>48</td><td>28(58%)</td><td>22(79%)</td><td>6(21%)</td><td>24(89%)</td><td>3(11%)</td></tr><tr><td>Hallam Court</td><td>4</td><td>4(100%)</td><td>4(100%)</td><td>0</td><td>4(100%)</td><td>0</td></tr><tr><td>Pauline Gardens</td><td>36</td><td>22(61%)</td><td>18(82%)</td><td>4(18%)</td><td>21(95%)</td><td>1(5%)</td></tr><tr><td>Raven Close</td><td>22</td><td>12(55%)</td><td>10(83%)</td><td>2(17%)</td><td>10(91%)</td><td>1(9%)</td></tr><tr><td>Raven Crescent</td><td>27</td><td>12(47%)</td><td>10(83%)</td><td>2(17%)</td><td>9(75%)</td><td>3(25%)</td></tr><tr><td>Raven Lane (2-23)</td><td>23</td><td>10(43%)</td><td>7(70%)</td><td>3(30%)</td><td>6(67%)</td><td>3(33%)</td></tr><tr><td>St Helens Walk</td><td>16</td><td>3(19%)</td><td>3(100%)</td><td>0</td><td>3(100%)</td><td>0</td></tr><tr><td>St Peters Walk</td><td>20</td><td>12(60%)</td><td>8(67%)</td><td>4(33%)</td><td>11(92%)</td><td>1(8%)</td></tr><tr><td>Upland Close</td><td>14</td><td>3(21%)</td><td>0(0%)</td><td>3(100%)</td><td>2(67%)</td><td>1(33%)</td></tr><tr><td>Upland Drive</td><td>8</td><td>3(37%)</td><td>2(67%)</td><td>1(33%)</td><td>1(50%)</td><td>1(50%)</td></tr><tr><td>Upland Road</td><td>86</td><td>35(41%)</td><td>23(66%)</td><td>12(34%)</td><td>30(94%)</td><td>2(6%)</td></tr></table>							Road	Number of properties	Number of responses	Number in favour of permit parking	Number not in favour	Number in favour of DYL on junctions	Number not in favour of DYL on junctions	Ian Road	48	28(58%)	22(79%)	6(21%)	24(89%)	3(11%)	Hallam Court	4	4(100%)	4(100%)	0	4(100%)	0	Pauline Gardens	36	22(61%)	18(82%)	4(18%)	21(95%)	1(5%)	Raven Close	22	12(55%)	10(83%)	2(17%)	10(91%)	1(9%)	Raven Crescent	27	12(47%)	10(83%)	2(17%)	9(75%)	3(25%)	Raven Lane (2-23)	23	10(43%)	7(70%)	3(30%)	6(67%)	3(33%)	St Helens Walk	16	3(19%)	3(100%)	0	3(100%)	0	St Peters Walk	20	12(60%)	8(67%)	4(33%)	11(92%)	1(8%)	Upland Close	14	3(21%)	0(0%)	3(100%)	2(67%)	1(33%)	Upland Drive	8	3(37%)	2(67%)	1(33%)	1(50%)	1(50%)	Upland Road	86	35(41%)	23(66%)	12(34%)	30(94%)	2(6%)
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1.4	<p>It is acknowledged that not all of the above roads meet the SEPP criteria for progression. However, there are concerns that if any road is omitted from a proposal it may lead to commuter/ local worker parking being displaced to that</p>																																																																																										

	<p>road. All residents will have the opportunity to formally object to the proposal if funding is agreed to proceed with a proposed Traffic Regulation Order.</p> <p>It has been agreed with the Lead Councillor for parking matters for Basildon to cost a scheme to propose a resident permit parking scheme operating from Monday to Saturday between the hours of 9am to 5pm, and double yellow lines on the junctions. It is estimated at £8000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.</p>
1.5	<p><b>SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)</b></p> <ul style="list-style-type: none"> <li>* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met in part.</li> <li>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</li> <li>* The majority of residents have no off-street parking facilities available to them – not met.</li> <li>* The majority of residents are in favour of such a scheme – met for some roads and no met for others.</li> <li>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to nearby roads.</li> <li>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</li> </ul>
1.6	The Order was originally published in the Enquirer and on site on 29 November 2018, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 29 November 2018 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, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made but to include the amendment of operational times in Upland Road, Upland Drive, Upland Close and Hallam Court to Monday to Friday 11am-Noon taking into consideration school pick up/drop off for the nearby Brightside Primary School. However, this would still prevent all day commuter parking in these roads.

List of Appendices

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 a resident of St Helen's Walk dated 29 November 2018	Support
2	Email from a resident of Pauline Gardens dated 29 November 2018	Support
3	Email from a resident of Raven Crescent dated 29 November 2018	Support
4	Email from a resident of Raven Lane dated 29 November 2018	Support
5	Email from a resident of Pauline Gardens dated 29 November 2018	Support
6	Email from a resident of Raven Lane dated 29 November 2018	Support
7	Email from a non-resident dated 29 November 2018	Support
8	Email from a resident of Ian Road dated 29 November 2018	Objection
9	Email from a resident of Upland Drive dated 29 November 2018	Objection
10	Email from a resident of Raven Lane dated 30 November 2018	Support
11	Email from a resident of St Helen's Walk dated 30 November 2018	Support
12	Email from a resident of Upland Road dated 30 November 2018	Support
13	Email from a resident of Raven Lane dated 30 November 2018	Support
14	Email from a resident of Upland Road dated 1 December 2018	Support
15	Email from a resident of Ian Road dated 1 December 2018	Support
16	Email from a resident of Ian Road dated 1 December 2018	Support
17	Email from a resident of Pauline Gardens dated 1 December 2018	Support
18	Email from a resident of St Peter's Walk 2 December 2018	Support
19	Email from a resident of Ian Road dated 2 December 2018	Support
20	Email from a resident of Ian Road dated 2 December 2018	Support
21	Email from a resident of St Peter's Walk dated 3 December 2018	Support
22	Letter from a resident of Raven Crescent dated 4 December 2018	Support
23	Email from a resident of Upland Road dated 4 December 2018	Support
24	Email from a resident of Raven Crescent dated 4 December 2018	Support
25	Email from a resident of Ian Road dated 4 December 2018	Support
26	Letter from a resident of Ian Road dated 5 December 2018	Support
27	Letter from a resident of Upland Road dated 5 December 2018	Support
28	Letter from a resident of Hallam Court dated 5 December 2018	Support
29	Email from a resident of Raven Lane dated 7 December 2018	Support
30	Letter from a resident of Ian Road dated 7 December 2018	Support
31	Email from a resident of Raven Lane dated 7 December 2018	Support
32	Email from a resident of Hallam Court dated 9 December 2018	Support
33	Email from a resident of Ian Road dated 10 December 2018	Support
34	Email from a resident of Ian Road dated 10 December 2018	Support
35	Email from a resident of Ian Road dated 10 December 2018	Support
36	Email from a resident of Hallam Court dated 11 December 2018	Support
37	Email from a resident of St Peter's Walk dated 11 December 2018	Support
38	Email from a resident of Upland Road dated 13 December 2018	Objection
39	Email from a resident of Raven Close dated 13 December 2018	Support
40	Email from a resident of Ian Road dated 13 December 2018	Support
41	Email from a resident of Ian Road dated 14 December 2018	Support
42	Email from a resident of Pauline Gardens dated 15 December 2018	Support
43	Email from a resident of Ian Road dated 16 December 2018	Support
44	Email from a resident of Raven Crescent dated 16 December 2018	Objection
45	Letter from a resident of Upland Road dated 17 December 2018	Support
46	Email from a resident of Raven Close dated 18 December 2018	Support
47	Letter from a resident of St Helens Walk dated 19 December 2018	Objection

48	Email from anonymous person dated 19 December 2018	Support
49	Email from a resident of Ian Road dated 19 December 2018	Support
50	Email from a resident of Upland Road dated 20 December 2018	Support
51	Email from a anonymous person dated 20 December 2018	Support
52	Email from a resident of Pauline Gardens dated 20 December 2018	Support
53	Email from a resident of Raven Lane dated 20 December 2018	Support
54	Email from a resident of Raven Crescent dated 20 December 2018	Support
55	Email from a resident of Upland Road dated 20 December 2018	Objection
56	Email from anonymous person dated 20 December 2018	Objection
57	Email from anonymous person dated 20 December 2018	Support
58	Email from a resident of Raven Lane dated 20 December 2018	Support
59	Email from a resident of Raven Lane dated 20 December 2018	Support
60	Email from a resident of Upland Road dated 20 December 2018	Support
61	Email from a resident of Raven Close dated 20 December 2018	Support
62	Email from a resident of Ian Road dated 20 December 2018	Support
63	Email from a resident of Raven Lane dated 20 December 2018	Support
64	Email from a resident of Upland Road dated 20 December 2018	Support
65	Email from a resident of Upland Road dated 21 December 218	Objection
66	Email from a resident of Ian Road dated 21 December 2018	Support
67	Email from a resident of Ian Road dated 21 December 2018	Support
68	Letter from a resident of Raven Crescent dated 2 January 2019	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 29 November 2018

Representations & responses relating to St Helens Walk, Billericay		
Ref	Representation -	Technician response -
1	Since the recent introduction of parking restrictions in Crescent Road and Raven Lane it has moved the issue of irresponsible parking to Ian Road and adjacent roads. As a consequence I would strongly welcome for the proposed extension of the restricted zone	Support noted
47	<p>We are writing to express our concerns and objection over the permit bay parking within our close. We feel that it is completely unnecessary and are concerned regarding the amount of money it will cost.</p> <p>It was needed around some of the other nearby roads due to people parking inconsiderably and then commuting to/from the station, but there isn't an issue within this close and other surrounding roads so there is no need for it. We feel it is just a way to make more money and it isn't fair.</p>	<p>Objection noted.</p> <p>The scheme was proposed as a result of a request from residents in the general area.</p>

Representations & responses relating to Pauline Gardens, Billericay		
Ref	Representation -	Technician response -
2	I fully endorse the proposed parking restrictions for Pauline Gardens. Since Crescent Road, Gordon Close and Raven Lane restrictions were introduced, this has pushed the commuter parking into Ian Road and Pauline Gardens.	Support noted
5	I am writing in support of the parking proposal as the parking for the station is getting Out of hand . Hopefully it will be implemented quickly and not two years later ! It's Pauline gardens .	Support noted
17	We are in support of permit parking In Pauline Gardens. If it goes ahead please can I have disabled bay. P&J Wyatt	Support noted
42	<p>As a resident at Pauline Gardens, Billericay, Essex CM12 0LB this proposal will affect me and I would like to ensure my comments are noted accordingly.</p> <p><b>I fully support this proposal.</b></p>	Support noted

	<p>It has been disappointing over a few years now how difficult it had become entering the area from the Perry Street/Crescent Road junction. The amount of parked cars has risen exponentially during the daytime period. I have always thought what would happen in the event of emergencies when cars even park at very acute angles on corners/bends.</p> <p>Since the recent restrictions placed upon Crescent Road, Gordon Close and Raven Lane (part) the number of cars parked has reduced considerably.</p> <p>However that reduction seen is only at the expense of other roads/residents just outside the restricted area. Cars now park in Raven Lane (part not covered by previous restriction), Ian Road, St Helens Walk, Pauline Gardens and Upland Road. Brightside (not part of this proposal has seen an increase and so has Perry Street opposite Crescent Road (on kerb)).</p> <p>This proposal is required for the area. Just to see by way of comparison, roads during the evening are relatively clear</p> <p>This area needs this restriction to ensure safety and to be fully accessible to its residents.</p> <p><b>Once again I fully support this proposal to create an enlarged Parking Permit Area</b></p>	
52	Fully support proposal, should add Brightside, The Warren and Coombes Close.	Support noted

Representations & responses relating to Raven Crescent, Billericay		
Ref	Representation -	Technician response -
3	Re letter sent on 26/11/2018 – Amendment No 100 Order 201 – I live in Raven Crescent and this falls in the catchment for the next parking permit area. I would like to support this proposal.	Support noted
22	I'm writing in reply to your letter dated 26 November 2018, advising me of the proposed plans for Permit Parking in the followin roads. Raven Lane, Raven Close, Raven Crescent, Ian Road, St Helen's Walk, Pauline Gardens, St Peter's Walk, Upland Close, Upland Drive, Uplands Road and Hallam Court. I am in full agreement of this proposal, as parking in these roads is dreadful	Support noted
24	I am writing to support your proposal to introduce parking permits as detailed in your letter dated 26th November 2018 ref: SEPP/AMD 100 concerning Raven Lane, Raven Close, Raven Crescent, Ian Road, St Helen's Walk, Pauline Gardens, St.Peter's Walk, Upland Close, Upland	Support noted



	<p>Drive, Upland Road and Hallam Court.</p> <p>Since your introduction of a parking permit schemes on the Gooseberry Green Estate, Crescent Road and part of Raven Lane railway commuter traffic has been using the roads mentioned in your proposal for all day parking. Incidentally they have also been parking on the pavement in Perry Street, which I have noticed is absent from your proposal. This commuter parking has meant that I am finding it increasingly difficult to park in the vicinity of my own house. I am a resident of Raven Crescent where there is quite a sharp bend and this increase in parking often makes it difficult to negotiate. Judging from the vast decrease in daytime parking in Raven Lane since part of it became permit only parking I would assume that the same would occur in Raven Crescent making it safer to drive down.</p> <p>The real issue lies with the fact that there is insufficient parking in close proximity to the railway station and perhaps this is another matter that needs to be addressed. Whilst i appreciate that some drivers will never pay for parking if they can find somewhere to park for free, there are many others who simply cannot obtain a season ticket to park in one of the two existing car parks.</p> <p>I look forward to a positive outcome to your proposal AMD100 in due course.</p>	
44	<p>With reference to your letter dated 26 November, I wish to OBJECT to the current proposals to have a permit parking scheme in Raven Crescent where I live.</p> <p>To have a scheme operating from 9:00 am to 5:00 pm makes things very inconvenient for visitors and if the purpose of the scheme is to deter commuters from using the road for car parking, then a one-hour restriction will surely suffice.</p>	<p>Objection noted</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors.</p>
54	<p>As a resident of Raven Crescent, Billericay, I am writing to you in full support of the proposed scheme to implement 9-5pm weekday parking restrictions on our road.</p> <p>Parking has become an ever increasing problem, particularly since the implementation of such a scheme in Raven Lane and surrounding roads. The commuter parking continues to be thoughtless &amp; dangerous, particularly on corners of roads where it is sometimes impossible</p>	<p>Support noted</p>

	<p>to see what is coming before committing. Many cars are also double parking, which makes access particularly difficult at times, and would make it almost impossible for emergency vehicles to pass.</p> <p>I am fully supportive of such a scheme to clear our roads of so many extra vehicles, and would like to see our neighbourhood return to a safe a calm environment for young &amp; old alike.</p>	
68	<p>Thank you for the yellow lines that have been painted on the corners at the junction of Crescent Road/Perry Street and at Crescent Road/Raven Lane. (The pile-up of vehicles on these corners had recently become problematic). Visibility is now clear; the yellow lines are <b>all</b> that was needed.</p> <p>We do <b>not</b> need parking permits in our street. We have lived here for years and many residents, not in favour of the scheme, have lived here for longer, so we are used to seeing familiar cars. We are not generally troubled by non-residents' cars, except on the corners, and we're also too far from the High Street for any commuters to reasonably park in our street, even if they could find a space!</p> <p>All that is needed now are a few more <b>yellow lines on all the corners</b>, particularly at the lower end of our street (junction of Raven Cres./Raven Lane) where, because of parking permits in half of Raven Lane, traffic is already piling up.</p> <p>In your circular dated: 13-03-18 I note that, out of 134 respondents, <b>121 were in favour of double yellow lines on junctions</b>. As this is a huge majority and a much simpler solution, how is it that you seem to be pressing ahead with this totally unnecessary parking permit scheme?</p> <p>There are also <b>safety and environmental</b> concerns which are inter-related issues (e.g. more people will destroy their front gardens by paving over them, leaving nothing for the birds, insects, etc) but don't get me started!</p> <p>So please, lets nip this nonsense in the bud. All we want is for you to get out your little pot of yellow paint and paint some more beautiful <b>yellow lines</b>!</p>	<p>Objection noted</p> <p>The scheme was proposed as a result of a request from residents in the general area. Additionally the times have been set in response to the majority of residents preferences.</p>

	Thank you for reading this and we hope you will act accordingly.	
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Representations & responses relating to Raven Lane, Billericay		
Ref	Representation -	Technician response -
4	<p>With reference to the above I am writing to confirm that I am still totally in agreement with the proposed Permit Parking application for the remainder of Raven Lane, I and other residents do not understand why the whole of the road was not included in the original application.</p> <p>Due to the displacement parking from nearby roads where Resident Parking has been introduced, it is now not unexpectedly virtually impossible to use the parking space outside or near my house - from <b>7 – 8 a.m. Monday-Friday people park outside my house and then walk to the station not returning for approx. 10 hours;</b> this is then followed between <b>8 a.m – 9.30 a.m. by people working at local office blocks on Radford Way parking using up the few remaining spaces for the whole working day.</b> As I am disabled I rely totally on parking being available to – food delivery vans, cleaner, gardener, taxis, doctors &amp; other medical people – just yesterday I had a visit from a doctor who took a considerable amount of time to find a legal parking space, and of course I need a space for friends and relatives visiting me. Whenever I use a Hospital Transport Ambulance they find it difficult to find a safe place to park near my house.</p> <p>As I am disabled I do not drive but it is still essential that I can guarantee any of the above will be able to park outside, or near my house and I am fed up with having to fend off drivers some of whom are now becoming exceedingly rude, if I am expecting a caller. It's bad enough being disabled and this situation just adds to my stress!</p>	Support noted
6	<p>As a resident of Raven Lane, Billericay, I fully support the proposals for the permit parking as at present the road is intolerable. I live on this road and I constantly have trouble accessing my drive as there are cars parked directly opposite, making it very difficult getting off my property. Cars are parked up on the kerb so people, including mothers with pushchairs and school children, have to walk into the road to get around the vehicles. Cars are also parked on the corners of the roads leading off of Raven Lane, causing blind spots for drivers turning in or coming out of those roads. On refuse collection day, the dust cart has considerable trouble getting down the road due to vehicles parked on either side of the road.</p> <p>The sooner this scheme is implemented the better for all concerned.</p>	Support noted

10	I write to submit my <b>strong</b> and <b>complete</b> support for the above Parking Permit Scheme on Raven Lane and surrounding roads. My drive on Raven Lane is constantly blocked by cars/4x4s thus stopping me from safely exiting my property. The situation is intolerable to residents. Cars parking on corners, up the kerb then forcing mothers with pushchairs in the now dangerous road and school kids put at risk by completely inconsiderate commuters/workers/high street shoppers. The scheme at the other end of Raven Lane is wonderful but as I predicted, just made things even worse further up. I urge the scheme to be implemented ASAP to make residents lives less stressful.	Support noted
13	We reside at Raven Lane and are writing in connection with the proposed resident permit scheme. The parking along the road is ridiculous and has got significantly worse since parking restrictions were introduced in half of the road. Therefore we support the proposed resident parking permit initiative.	Support noted
29	<p>Further to your recent letter regarding the above, I write in <b>support</b> of the proposed Traffic Regulation Order.</p> <p>The roads in this area have, for a very long time, attracted non-resident parkers for those wishing to take the train, work in the high street or the surrounding industrial estate, however since the recent permit parking in Whinhams Way, Lancer Way, Atridge Chase, Knightbridge Walk, Ricketts Drive, Crescent Road, Crescent Close, Gordon Close and Crescent Gardens and the top part of Raven Lane has been implemented, it has unfortunately shunted the non-resident parkers along to the other half of Raven Lane, Ian Road, Raven Crescent, Upland Road, St Helen's Walk, Pauline Gardens and St Peter's Walk. This number is growing weekly when other drivers discover that our part of the Town has no parking restrictions. We have even noticed the station parkers have now taken to parking along the very busy main road of Perry Street making traffic very heavy at peak times. Non-resident parking begins any time from 6.00am until 6.00pm (or later) making it difficult for residents to find a space to park on their return home from work.</p> <p>I have recently had my driveway block paved in order to be able to park outside my own home and also because I am opposite the junction of Ian Road, however I am faced every day with inconsiderate people parking half across my driveway making it difficult for ingress and egress to my driveway.</p> <p>I would make the following observations for consideration by SEPP:</p>	Support noted

	<ol style="list-style-type: none"> <li>1. During the day from 6.00am to 6.00pm on average there is considerable lack of parking to residents, visitors, tradesmen and delivery vehicles.</li> <li>2. There is a continuous line of parked vehicles along the bend on Raven Lane All the way along Raven Lane up the hill is also rammed with parked cars both sides of the road, making it a slalom for moving traffic, causing vehicles to be on the wrong side of the road when exiting onto Upland Road and causing congestion with cars wanting to turn down onto Raven Lane.</li> <li>3. Cars are regularly parked on the corner of the junction of Raven Lane and Ian Road making it difficult for cars coming out of and into Ian Road, coupled with cars having to drive on the wrong side of the road on Raven Lane round the bend.</li> <li>4. The situation at present does restrict ease of access for emergency vehicles, council refuse vehicles and delivery vehicles.</li> <li>5. Occasionally vehicles park with two wheels on the pavement, restricting access for pram and mobility vehicle users. This is a busy route not only for vehicles but also for pedestrians, many of whom are children, en route to the local school.</li> <li>6. Occasional damage to pavements occurs when heavy building delivery lorries have to mount them in order to pass parked vehicles. In fact there was an incident a couple of months ago in Ian Road whereby station parkers had parked either side of the road so no cars could get down the road. Apparently cars wanting to get past sat in their cars beeping their horns in the hope that someone would come and move the vehicles (thinking they were residents) which lead to a notice being stuck to the parked cars stating that it was a station parker so beeping horns would not get the cars moved. This led to a constant stream of cars having to turn around and head back the way they had come.</li> <li>7. The situation also restricts any essential road repairs that may be required including the council road sweeping vehicle.</li> <li>8. Access to residents' driveways has been restricted due to thoughtless parking of</li> </ol>	
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	<p>people needing to "leave their cars in order to catch the train".</p> <p>9. Displacement of parking from nearby local roads which already have resident only permits in place has dramatically increased the burden in this area making the situation worse and indeed, in some areas, dangerous.</p> <p>I thank you for taking time to take the residents' opinions into consideration.</p>	
31	<p>I fully <b>support</b> the proposed Parking Permit scheme for Raven Lane, Billericay, and surrounding streets.</p> <p>only making half of Raven Lane permit parking has just moved the problem further up Raven Lane.</p>	Support noted
53	<p>I am writing to confirm my support for the above &amp; below amendment and am in favour of it going ahead</p> <p>Amendment No.100 Order 201* Item 4.</p> <p>4. To introduce 'Permit Parking Area Mon-Fri 9am-5pm Zone N except in signed bay' on the following length of road in the Borough of Basildon:</p> <p>Raven Lane Billericay Both sides - From the property boundary of No's.23 &amp; 25 Raven Lane in a generally north-easterly direction to its junction with Upland Road.</p> <p>Raven Close Billericay Both sides – From its junction with Raven Lane in a south-easterly direction for its remaining length.</p> <p>Raven Crescent Billericay Both sides - From its junction with Raven Lane in a north-westerly and northerly direction to its junction with Upland Road.</p> <p>Ian Road, Billericay Both sides - From its junction with Raven Lane in a north-westerly and northerly direction to its junction with Upland Road.</p> <p>St Helen's Walk Billericay</p> <p>Both sides - From its junction with Ian Road in a south-westerly direction for its remaining</p>	Support noted

	<p>length.  Pauline Gardens, Billericay  Both sides - From its junction with Ian Road in a westerly and south-westerly direction for its remaining length.  St Peter's Walk, Billericay  Both sides - From its junction with Upland Road in a southerly direction for its remaining length.  Hallam Court, Billericay  Both sides - From its junction with Upland Road in a north-easterly direction for its remaining length.  Upland Close, Billericay  Both sides - From its junction with Upland Road in a north-easterly direction for its remaining length.  Upland Drive, Billericay  Both sides - From its junction with Upland Road in a northerly direction for its remaining length.  Upland Road, Billericay  Both sides - From a point 10 metres northwest of its junction with Perry Street in a north-westerly and westerly direction to a point 12 metres southeast of its junction with Brightside.</p>	
58	<p>We support the parking restrictions in the remaining properties in RAVEN LANE.  We are having difficulty in trying to get out of our drive because of this.</p>	Support noted
59	I fully support the use of parking restrictions in the remaining area of Raven Lane.	Support noted
63	<p>In response to the publicised proposal to introduce Permit Parking to the area of Raven Lane (Close, Crescent); Upland Road (Close, Drive); etc..., I would like to add my strong support for the proposal. I am a resident of Raven Lane, close to the junction with Ian Road, and have become increasingly affected over time by weekday commuter parking. There have been daily examples of inconsiderate and even dangerous parking - the latter particularly being close to junctions, and latterly - in my experience - especially those at the junction of Ian Road and Raven Lane, and at the junction of Upland Road with Perry Street. Coupled with an increased level of daytime parking along the main road of Perry Street itself, this makes exiting in particular the area onto Perry Street a hazardous affair.</p> <p>I, of course, have sympathy for the commuters who are trying to effect their own cost effective solution to their daily commute, and know that the proposal has the potential to do</p>	Support noted

	<p>no more than move the problem along and onto someone else. I would urge therefore that the ongoing process has built in, at some point now or in the future, a more satisfactory solution for all parties concerned.</p> <p>For now, however, and in a spirit not particularly befitting this season of goodwill, I feel that the roads covered by this proposal should be allowed to return to the safer environment once enjoyed by the residents, and again I would like to voice my support for this proposed Amendment.</p>	
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Representations & responses relating to Ian Road, Billericay		
Ref	Representation -	Technician response -
8	<p>In regards to the recent notice of parking restrictions for Ian road and the surrounding streets, I would like to raise concern about the parking restriction being put into place and the availability of parking for the nearby school.</p> <p>The recent parking restriction introduced on crescent road and raven lane have not had a significant knock on effect on the surrounding streets through displaced vehicles. Equally, the inability for parents to utilise nearby streets to park for a short time while completing the school run to Brightside is a concern.</p> <p>I would propose the restriction be amended to a one hour period to prevent station users from utilising the streets to park but still allowing parents and school users. This time should be more easily enforceable for the relevant authorities and difficult to work around for any potential all day parking while maintaining the same level of any income from enforcement. Times such as 10-11 or 1-2pm would be equally as effective as a 9-5.</p> <p>If such restricted parking zones are required and to charge residents for their own housing permit to park on their own street. I would hope that this is to reinvested to improve the roads and pavements of the charged area, prior to any lines/signs or charges being introduced?</p> <p>I look forward to your comments and thoughts. We equally want to ensure this is a workable parking restriction which will not impact an important local school but provide sufficient benefit to the residents.</p>	<p>Objection noted</p> <p>The times have been set in response to the majority of residents preferences.</p>



15	<p>Over the last few months it has become increasingly difficult for my family, visitors and tradespeople to park near my house during weekdays. Manoeuvring my car off my driveway is often extremely hazardous owing to inconsiderate parking.</p> <p>Worryingly, I regularly witness parents with young children forced to walk in the road because of blocked pavements.</p> <p>Older residents who no longer drive, experience problems when transport cannot stop near their homes to collect or drop them off. This is very stressful for those who are frail and suffering from disabilities.</p> <p>Delivery vehicles, Royal Mail in particular, are forced to park on the footpath in order to carry out their services. Emergency services would have great difficulty accessing those in need. It goes without saying that refuse collection is experiencing ongoing problems.</p> <p>In my view any road within walking distance of Radford Way will be affected by these parking issues and the introduction of parking permits will be of great benefit to the area.</p>	Support noted
16	<p>SE parking partnership Amendment No.100 Order 201</p> <p>Ian Road. Proposed scheme to operate from Monday to Friday.</p> <p>Points to raise please.</p> <p>If we object to the permits and other roads do not, then we will realistically end up with every one parking down our street and we will not be able to park ourselves, or have permits to park in adjoining roads.</p> <p>So in potentially agreeing to a permit zone, two things concern me.</p> <p>With working adult children living at home, as it is difficult to get onto the property ladder, we currently have a four car house. We will only be allowed 3 permits. We tend to keep three cars on our drive, and a fourth in the road. Depending on our shifts, etc depends on which one is left out in the road, as there is usually a different order each day for us all going to work.</p> <p>Enviably, we will end up with a ticket one day for the car without the permit, if left out in the</p>	Support noted

	<p>road whilst home from doing night shifts etc. Is there the option of having a fourth permit. The house opposite us is in the same situation.</p> <p>We also have to rotate our cars on the drive for insurance purposes, so why restrict us to three permits?</p> <p>Secondly, can the restriction please be considered for one hour only, i.e. 10-11am</p>	
19	<p>I wish to write in support of the proposed changes. Parking (including access to our drive) and deliveries has become increasingly difficult in the years we have lived in Billericay due people parking here for the rail station.</p> <p>This has become even worse with the recent local permit parking changes. Non residents part for their convenience without thought to access for residents, delivery vehicles and after emergency vehicles would not be able to get access.</p> <p>I hope the scheme will be implemented as soon as possible for all of the areas indicated.</p> <p>Perry street has also become congested with people parking for the station since the recent changes were introduced.</p>	Support noted
20	<p>I am e-mailing to give my support for the SEPP amendment No 100 order 201.</p> <p>I live in Ian Road Billericay and am getting really fed up with the inconsiderate parking of non residents.</p> <p>We are finding that there are more and more commuters parking in Ian Road and they are causing havoc. They think it is OK to park with their wheels up on the pavements hindering people using the pavements easily. They also seem to park on the corners and opposite road junctions this is making it very dangerous as you cannot always see the traffic turning into the road.</p> <p>On the days the rubbish is collected the dustmen are finding it hard to pass down the road as the commuters are parked on both sides.</p> <p>I urge you to pass the permit parking scheme for Ian Road.</p>	Support noted
25	<p>As a resident of Ian road, I would like to register my support of the proposed parking restrictions on my street.</p> <p>The inconsiderate parking of non residents who park on Ian road and walk to the train station</p>	Support noted

	<p>is a major cause for concern. They park on corners, over driveways and in places that restricts flow of traffic or access for larger vehicles.</p>	
26	<p>RE YOUR LETTER 26-11-2018 FOR PERMIT PARKING FOR. IAN ROAD, RAVEN LANE AND OTHER ROAD. THE PARKING IS GETTING WORSE IN IAN ROAD AND RAVEN LANE PART DUE TO BUILDERS PARKING ON CORNER BOTH ROADS AND RAILWAY PARKERS. WITH CHILDREN WALKING UP IAN ROAD TO GO TO BRIGHTSIDE SCHOOL ITS ONLY A MATTER OF TIME BEFORE SOMEBODY GETS HURT OR WORSE AS SOME ARE PARKING PART ON ROAD PART ON PAVEMENT, AND MUM HAVE TO WALK IN ROAD TO GET PASSED PARKED CARS. HOPING SOMETHING CAN GET DONE</p>	Support noted
30	<p>I strongly support the introduction of Permit Parking in Ian Rd. (CM12 0JZ). (Mon-Fri, 9am-5pm.) asap. The number of cars now parking on the road, often making it difficult for drivers to navigate a route through, has increased dramatically since the Permit Parking scheme was implemented in Raven Lane.</p>	Support noted
33	<p>I am in favour of permit parking in Ian Road.</p>	Support noted
34	<p>Reference to the above proposal I write to support your proposal for parking permit areas in Billericay.</p> <p>I have lived Ian Road Billericay CM120JX for over years and frankly the situation regarding non residential parking has become an absolute nightmare over the last 5 years or so and has now grown beyond all reason.</p> <p>Cars are routinely parked up on the pavement opposite number 2 to 6 ( and beyond) from the junction with Uplands road making it virtually impossible and potentially dangerous to get on or off one"s own drive because cars turning into Ian Road have to swing out to avoid these selfishly parked cars.</p> <p>I personally have had to wait to get my own car off my own drive until the selfish person returns and moves their car on more than one occasion.</p> <p>It is also very dangerous when children are on their way to or from Brightside School.</p>	Support noted

	<p>If there was a fire or accident /illness which required the Emergency Services to attend they could well find their access blocked</p> <p>In my view the whole scenario is an accident waiting to happen.</p> <p>Yellow lines are also a good idea to allow good line of sight at the junctions.</p> <p>Please feel free to contact me if you should require any further information or photographic evidence.</p>	
35	<p>In response to your letter dated 26th November 2018 your ref: SEPP/AMD100 regarding Amendment 100, Order 201.</p> <p>Unfortunately since the implementation of parking restrictions in Raven Lane the cars have moved to Ian Road in which I live. Often the end of the road which joins to Raven Lane is blocked with vehicles double parking and causing an obstruction.</p> <p>It has created a very serious problem whereby it is dangerous to pull out of Ian Road as cars are parked all around the corners of the junction and also opposite- with young children in the car I worry that I will have to pull out blind one day when something is coming down from Upland Road though Raven Lane.</p> <p>The cars that are parked all along here I suspect belong to people using the train to work in the city and also those people who work in the offices next to the train station but they are not residential.</p>	Support noted
40	<p>Dear Sir / Madam,</p> <p>Here is our response to the above topic, as residents of 48 Ian Road, Billericay, CM12 0JZ.</p> <ul style="list-style-type: none"> <li>• We are broadly in favour of the amendment as it relates to our road (Zone N)</li> <li>• We have noticed that, since Zone N parking was introduced in Crescent Road / Crescent Gardens, cars are now parking on Perry Street, close to/opposite the entrance of Crescent Road, usually partly up on the curb, which is making it difficult for vehicles to pull out safely from Crescent Road into Perry Street and difficult for pedestrians to use the pavement, as well as impeding through traffic on Perry Street (a major through road for the town).</li> <li>• Given the current demand for parking &amp; potential expansion with the Local Plan, there</li> </ul>	Support noted

	<p>is clearly an unmet need for affordable parking in the area, be that for people using the train to London or working in the area. Parking issues have arisen because these users are parking inconsiderately in residential areas because they feel they don't have alternatives. If nearly all residential areas were to introduce similar parking schemes, this could cause issues for such users, therefore I would advise that the relevant local government committees / planners consider optimal ways to provide needed parking facilities.</p> <ul style="list-style-type: none"> <li>One concern I have is that some residents who don't need on-road parking might consider obtaining a permit so that they can park their own car(s) on the road &amp; then rent driveway space to e.g. all-day parking customers at considerable financial gain (<a href="#">this website</a> quotes an average monthly rate of £83); from my reading of the documentation, this doesn't appear to be against any rules &amp; hence it seems that it cannot be prevented; I have no experience to know if this is an issue, but it could promote more on-road parking &amp; hence I would prefer that the terms made allowance for this to be at least discouraged, if not prevented</li> </ul>	
41	<p>I am writing to register my support for permit parking in Ian Road/St. Helen's Walk etc.</p> <p>Commuter parking has rendered Ian Road a one way street on weekdays. Much reduced visibility for residents and visitors, school run times particularly hazardous. Delivery drivers often need to mount the pavement or block the road and 'Bin day' is ridiculous.</p>	Support noted
43	<p>further to your proposal dated 29/11/18, concerning a Permit Parking Area for Ian Road and surrounding streets. As residents of Ian Road we are writing to support this proposal to introduce permit parking in all of the roads concerned.</p> <p>We are currently experiencing high volumes of commuters, who following similar proposals in nearby streets, are now using the roads concerned in this particular proposal on a daily basis for their commuter parking. These cars are causing blockages in our streets, which are sometimes impassable. They park in inconvenient places and block views across roads where small school children walk everyday. Frequently we witness near collisions where residents are trying to turn out of their roads and are unable to see around parked commuter cars. This can be at busy times of the day when small children are also trying to cross the roads and is leading to the area becoming very dangerous.</p> <p>The current expansion of the local primary school, will also impact on parking in these areas.</p>	Support noted

	We would like our views registered in this matter please and await further information regarding this.	
49	I would just like to submit my approval for the car parking restrictions on our road. We live on Ian Road Billericay and fully support the 9-5 working day restrictions.	Support noted
62	Further to your letter, 26/11/18 I write in support of the proposed parking scheme.	Support noted
66	<p>We are a resident of 36 Ian Road, Billericay and we are in favour of parking restrictions on Monday-Friday between 9am-5pm.</p> <p>Our reasons are due to commuters parking outside our house and partially blocking the driveway or parking opposite and making it difficult to manoeuvre. It is also difficult and dangerous for pedestrians, especially parents with pushchairs and/or young children as it forces them to walk into the road. It is worse when these vehicles are double parked.</p> <p>This has been made even worse since the permits have been operational in Crescent Road/Raven Lane as the commuters have just moved further into our neighbourhood.</p>	Support noted
67	<p>I am writing in support of the proposed parking permits in Ian Road Billericay. Unfortunately, the parking situation is getting worse &amp; worse, particularly as lots of people are parking for the school &amp; station. Some days it's tricky to get off of my own drive due to inconsiderate parking.</p> <p>It is a shame but I can't see any other way but to put permits in place.</p>	Support noted

Representations & responses relating to Upland Drive, Billericay		
Ref	Representation -	Technician response -
9	<p>I have lived in Upland Drive for years and there is no problem from rogue commuter parking. Once per year at the Fireworks night in Billericay, the cul-de-sac gets busy.</p> <p>I therefore disagree with any proposal to install a Residents parking zone.</p>	<p>Objection noted</p> <p>The scheme was proposed as a result of a request from residents in the general area.</p>

Representations & responses relating to St Peters Walk, Billeicay		
Ref	Representation -	Technician response -
18	As a resident of St. peter's Walk I 100% support the proposal for parking restrictions in St.	Support noted

	<p>Peter's Walk and the surrounding area.</p> <p>The current parking is dangerous and it is only a matter of time before there is a serious accident due to parking on the junctions involving not only cars but heaven forbid a child.</p> <p>I welcome the proposal and look forward to it being implemented.</p>	
21	<p>I am in total favour of the proposed traffic Parking Permit Scheme as outlined in your proposal.</p> <p>Parked cars in all these areas are causing real concerns for children playing and on their way to school.</p> <p>Please adopt ASAP.</p> <p>You supplied the above reference number for any response.</p> <p>Specifically St Peters Walk , Billericay CM120JU, and surrounding roads.</p>	Support noted
37	<p>In reply to your letter dated 26th nov 2018,i strongly approve of these parking restrictions.I reside St peters Walk which has had lots of problems with non-residential cars double parking and blocking pavements which are a danger to both the young and old not to mention the emergency services</p>	Support noted

Representations & responses relating to Hallam Court, Billericay		
Ref	Representation -	Technician response -
28	<p>With reference to the above details we are totally in agreement with the proposed parking restrictions for HALLAM COURT and the surrounding areas as posted in the lamp-posts.</p> <p>We feel this should enhance the area we live in and free up the roads from parking so that we can actually proceed on them.</p> <p>Parking on pavements should be banned and all restrictions should be regularly checked and monitored.</p> <p>We would appreciate notification of details when they are fully exacted!</p>	Support noted
32	<p>I support this amendment and welcome the introduction of residents parking within Hallam Court Billericay, CM12 0JY</p>	Support noted
36	<p>My partner and I live at Hallam Court, Billericay. We firmly support the proposed parking restrictions proposed in Hallam Court, Billericay, CM12 0JY.</p>	Support noted

Representations & responses relating to Raven Close, Billericay		
Ref	Representation -	Technician response -

39	<p>I am writing in support of the above. I live in Raven Close and it is now particularly bad at the top of our road going into Raven Lane until the parking restriction starts at 23 Raven Lane. People can be very thoughtless on where they park their cars, especially if they park on bends or opposite each other and I know that the refuse collectors find it very difficult to get around on a Tuesday morning and God Forbid a fire engine or ambulance had to get through in an emergency. This would be extremely difficult for them and possibly fatal.</p> <p>Another thing that I think needs to be considered in respect of the above, is the fact that people are parking along the main road of Perry Street since the previous parking restriction came into effect. As there are some parts of Perry Street with no parking restrictions, surely double yellow lines need to be painted from the Gooseberry Green roundabout up to Queens Park in order to stop this happening.</p> <p>I do have concerns with the parking restriction on Upland Road however. People need to drop their children off and pick them up from Brightside Primary School. How are they supposed to do this in the afternoon if the parking restriction is in effect until 5? Is there any way that the parking restriction can be effective from 9-14:30 and then again from 15:30 until 17:00 giving parents the flexibility to collect their children if they need to drive to the school? Children cannot be unaccompanied when leaving the school, parents have to be there and if they live a distance away this is making it impossible for them to pick their children up. I look forward to hearing from you.</p>	Support noted
46	<p>Thank you for your letter of 26th November.</p> <p>We at Raven Close, Billericay, CM12 0JE are in total agreement with the proposal for permit parking between the hours of 9 am and 5 pm, Monday to Friday.</p> <p>The commuter parking has become considerably worse since the Permit scheme was introduced in the areas of the lower part of Raven Lane, Crescent Road, Ian Close etc. The danger that local residents and children are placed in is exacerbated by the inconsiderate parking now being evidenced, eg, parking fully on pavements, parking on bends and corners of roads etc.</p> <p>We would be very grateful if you would register our approval of the proposed scheme.</p>	Support noted
61	<p>As residents of the affected area, we write to you to register our <b>STRONG SUPPORT</b> for the above scheme.</p>	Support noted



	<p>During working hours the parking situation in Raven Lane and surrounding streets has become intolerable and, we believe, highly dangerous to road users and pedestrians alike.</p> <p>Hence we feel the time has now come to implement a parking scheme similar to that recently introduced in the Crescent Road area.</p>	
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Representations & responses relating to Upland Road, Billericay		
Ref	Representation -	Technician response -
12	We live in Upland Road and are fully supportive of your recommendations and cannot wait for them to be implemented.	Support noted
14	<p>We are at Upland Road and write in <u>support</u> of the proposal to enforce parking restrictions in Upland Road.</p> <p><u>Amendment No.100 Order 201</u></p> <p>Our drive is often partially blocked by cars or other vehicles during the working week which makes it difficult and dangerous to drive out of. In recent years it has also been difficult for workmen to park (plumbers, electricians etc) or delivery drivers to pull in when so many vehicles are parked in a haphazard way.</p> <p>We welcome the idea of buying permits for visitors to use during these restricted hours.</p>	Support noted
23	<p>I would like to express my support of the subject Amendment No.100 Order 201.</p> <p>As a resident of Upland road, I would welcome this enforcement.</p> <p>Please feel free to contact if required.</p>	Support noted
27	I am writing in support of the above-numbered proposed parking restriction.	Support noted
38	<p>I am writing to to strongly object to the proposal to change Upland Road into residents parking. We were given this option as it was feared cars parking for the station would start parking here when closer roads were made residents parking but this HAS NOT HAPPENED in our road. No cars park here for the station it is just residents and their visitors.</p> <p>I have read about the visitors tickets and think it is deeply unfair that if it went ahead I could only have 1 all day visitor pass a week. Why should I be dictated to on who can visit me in my own home. My in laws look after my children at my house so need to park all day here. That's</p>	<p>Objection noted</p> <p>The times have been set in response to the majority of residents preferences.</p>

	<p>£78 a year plus £33.50 for my own pass and I'd need at least 6 visitors books too which totals a minimum of £135.50 a year. If we had a parking problem I wouldn't mind paying but we don't.</p> <p>Also this scheme would actually make parking more of an issue on Brightside because of the school. At 3pm no one could park on Upland meaning everyone forced onto Brightside and with the school expansion it'll only get worse.</p> <p>PLEASE DO NOT GO AHEAD WITH THIS PROPOSAL however if most residents want it please can it just be for an hour in the middle of the day like Knightsbridge Walk does to deter all day commuter parking but which would not affect residents and their visitors as much.</p>	
45	We are supporting the proposal for a Permit Parking Area and yellow lines for the junction at Ian Road / Upland Road.	Support noted
50	<p>I just wanted to register my support for parking restrictions to be applied to Upland Road in Billericay, (CM12). 9-5pm Monday to Friday and maybe just an hour at the weekend to stop commuters parking in our streets.</p> <p>All the surrounding roads now have parking restrictions and I think it is only a matter of time before more people start parking on this road and go off to work for the day. We live near to a school and it is extremely dangerous for parents and children and all the residents as access and visibility is so restricted. The children's safety is a particular concern.</p> <p>I am a resident of this road.</p>	Support noted
55	<p>We refer to the notice concerning the above Traffic Order of proposed parking restrictions in Raven Lane, Raven Close, Raven Crescent, Ian Road, St. Helen's Walk, through to Hallam Court.</p> <p>We live in Upland Road, we do not suffer from vehicles being parked owned by commuters using the mainline station. Those that park in the immediate vicinity are residents, visitors or trades persons.</p> <p>We appreciate some residents closer to the mainline station suffer commuter parking and certainly this should be addressed. We also understand that any parking restrictions put in place to alleviate the issue in those areas affected by indiscriminate commuter parking may cause a knock-on effect of displacement to neighbouring areas, but certainly not everywhere</p>	Objection noted

	<p>and not the entire area proposed.</p> <p>As a former local government officer of over 30years experience, I certainly recognise a revenue raising exercise when I see one. And most certainly, this is one.</p> <p>We categorically object to the 'blanket' coverage of parking restrictions proposed - we deem the 'blanket' coverage to be wholly unnecessary to some areas and is a smoke screen for raising revenue.</p>	
60	I wish to support the proposed scheme.	Support noted
64	<p>I am a resident of Upland Road, Billericay and I'm writing to support the proposed parking restrictions.</p> <p>My reasons for doing so are that I am concerned at the high probability of increased parking on my road by commuters and employees of the local business centre due to restrictions being put in place on neighbouring roads.</p> <p>Also being within such close proximity of Brightside school the parking by parents has become a real safety concern. As the school has now agreed to increase the intake by a further class per year this problem is only going to worsen and the parking on bends and pavements causes me great concern for the safety of my daughter walking to school.</p> <p>For the above reasons I support 9-5 parking restrictions and double yellow lines on all corners.</p>	Support noted
65	<p>It has come to my attention that permits have been proposed for my road which is Upland Rd in Billericay and the surrounding area. I cannot stress enough how strongly I disagree with this course of action and my immediate neighbours in Upland Rd all feel the same</p> <p>As far as we are concerned we do not have a problems with people parking here for the station and mums who sometimes park outside for the school run are always very quick and polite so no problem there either. I haven't a clue where this suggestion has come from to be honest and feel that Permit Parking would just cause residents more hassle, stress and expense purchasing permits not be mention the hassle we would have when genuine visitors pulled up.</p>	<p>Objection noted</p> <p>The scheme was proposed as a result of a request from residents in the general area.</p>

	<p>I have lived here for years ,lots of my neighbours have been here for longer and never had a problem with people parking outside our houses for the station.</p> <p>Thankyou for reading this mail and considering my point - it may well be that a few residents have complained ( although I have genuine no idea why) but that doesn't speak for us all.</p>	
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Representations & responses relating to Non-Residents / Anonymous		
Ref	Representation -	Technician response -
7	I would like to register my support for this scheme as when I visit my Mum's house on Raven Lane I can't find anywhere to park as commuters stay there all day even blocking driveways and on corners. Very selfish.	Support noted
48	I would like to register my support for the parking regulations being considered for the area around Raven Lane , Raven Crescent, Upland Road .	Support noted
51	<p>Regarding the recent letter received for permit parking in Upland Road.</p> <p>I am in favour of this going ahead.</p> <p>We have recently had many cars parking in the road from non-residents as permit parking has been implemented on another road nearby.</p>	Support noted
56	There is a scheme for parking in Ian Road Billericay that is being considered. I live in this road but do not want an all day restriction put in place. I think a restriction between 11-12pm or 2-3pm is all that is needed.	<p>Objection noted</p> <p>The times have been set in response to the majority of residents preferences.</p>
57	<p>I am writing to support parking restrictions on Upland Road, Billericay, CM12. All the surrounding roads are getting restrictions and we would like to prevent commuters from parking and leaving their cars here all day. Our road is very narrow and it becomes very dangerous during school pick up and drop off and I believe this is would be very unsafe for the children with commuters parking down the road.</p> <p>I would be in support of a 9-5pm Monday to Friday restriction.</p>	Support noted

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 6**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201*</b>  Relating to Laurel Avenue, Lilac Avenue, St Peters Terrace, Almond Avenue and Laburnum Avenue, Wickford.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**

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

**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

- |    |                   |
|----|-------------------|
| 1. | <u>Background</u> |
|----|-------------------|

1.1

The purpose of this Order is to amend The Essex County Council (Basildon District) (Parking and Waiting) (Consolidation) Order 2008 as set out below:

The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Laurel Avenue, Lilac Avenue, St Peters Terrace, Almond Avenue and Laburnum Avenue, Wickford.

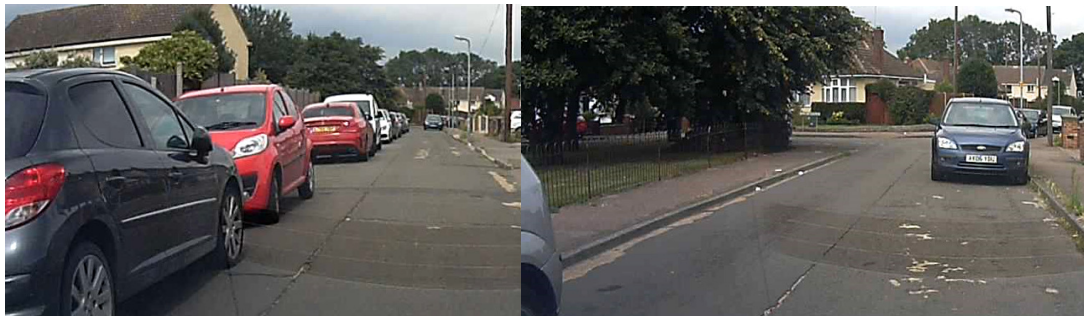
1.2

On 8 July 2017, the SEPP received a completed application form from a resident of Laurel Avenue requesting parking restrictions to prevent non-resident parking. The application form was supported by a petition signed by 33 residents and supported by the local Councillor.

In August, the SEPP carried out an informal consultation with residents of Laurel Avenue, Lilac Close and St Peter’s Terrace to seek their views on consideration to provide a resident permit parking scheme. The results were -

	Number of properties	Number of responses	Number in favour of permit parking	Number not in favour
Laurel Avenue	53	30 (57%)	23 (77%)	7 (23%)
Lilac Close	55	28 (51%)	19 (68%)	9 (32%)
St Peter’s Terrace	19	12 (63%)	8 (67%)	4 (33%)

1.3



1.4

It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to propose a resident permit parking scheme operating from Monday to Saturday between the hours of 9am to 5pm and double yellow lines on junctions. It is estimated at £3000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.

1.5

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

- \* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.
- \* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.
- \* The majority of residents have no off-street parking facilities available to them – not met.
- \* The majority of residents are in favour of such a scheme – met

2

	<p>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to nearby unrestricted roads.</p> <p>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</p>
1.6	The Order was originally published in the Enquirer and on site on 29 November 2018, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 29 November 2018 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made. The proposed scheme would be consistent with the Resident Permit scheme in the adjoining roads of Azalea Avenue, Lavender Way and Bridge House Close. Also, the SEPP have now received complaints from Keats Avenue which adjoins Azalea Avenue and Laurel Avenue.
<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 a resident of St Peters Terrace dated 29 November 2018	Support
2	Letter from a resident of Lilac Avenue dated 30 November 2018	Support
3	Email from a resident of Laurel Avenue dated 3 December 2018	Objection
4	Letter from a resident of Lilac Avenue dated 5 December 2018	Support
5	Email from a resident of Lilac Avenue dated 4 December 2018	Objection
6	Email from a resident of St Peters Terrace dated 5 December 2018	Support
7	Email from a non-resident dated 6 December 2018	Support
8	Email from a non-resident dated 7 December 2018	Support
9	Email from a resident of Laurel Avenue dated 7 December 2018	Support
10	Email from a resident of St Peters Terrace dated 9 December 2018	Support
11	Email from a resident of St Peters Terrace dated 9 December 2018	Support
12	Letter from a resident of Laurel Avenue dated 10 December 2018	Support
13	Email from a non-resident dated 10 December 2018	Support
14	Email from a resident of Lilac Avenue dated 12 December 2018	Objection
15	Email from a resident of Laurel Avenue dated 13 December 2018	Support
16	Email from a resident of Laurel Avenue dated 13 December 2018	Support
17	Email from a resident of Lilac Avenue dated 14 December 2018	Objection
18	Email from a resident of Lilac Avenue dated 14 December 2018	Objection
19	Email from a resident of Lilac Avenue dated 15 December 2018	Objection
20	Email from a resident of Lilac Avenue dated 17 December 2018	Objection
21	Email from a resident of Laurel Avenue dated 18 December 2018	Support
22	Email from a resident of Lilac Avenue dated 18 December 2018	Objection
23	Email from a resident of Raven Crescent dated 19 December 2018	Objection
24	Email from a resident of Lilac Avenue dated 19 December 2018	Objection
25	Email from a resident of Lilac Avenue dated 19 December 2018	Objection
26	Email from a resident of Lilac Avenue dated 19 December 2018	Objection
27	Email from a resident of Laurel Avenue dated 19 December 2018	Support
28	Email from anonymous person dated 20 December 2018	Support
29	Email from a resident of St Peters Terrace dated 20 December 2018	Objection
30	Email from a resident of Lilac Avenue dated 20 December 2018	Objection
31	Letter from a resident of Lilac Avenue dated 21 December 2018	Support
32	Letter from a resident of Lilac Avenue dated 21 December 2018	Support



## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 29 November 2018

Representations & responses relating to St Peters Terrace, Wickford.		
Ref	Representation -	Technician response -
1	<p>Regarding the notices recently posted along St. Peters Terrace, Wickford, I am writing in support of the proposed permit parking scheme.</p> <p>It is my hope that this scheme will deter inconsiderate members of the public who act in the following ways:</p> <ul style="list-style-type: none"> <li>* Abandoning their cars on St. Peters Terrace whilst visiting local businesses / high street</li> <li>* Parking OVER my driveway to pop into the Co-Op</li> <li>* Parking ON my driveway to pop into the Co-Op</li> <li>* Hurling abuse at myself and my wife when we ask people to move their vehicles from blocking access to and from our driveway</li> <li>* Stop delivery drivers parking immediately outside our property to conduct deliveries</li> <li>* Stop delivery drivers parking immediately outside our property to conduct deliveries before 7am</li> <li>* Stop delivery drivers parking immediately outside our property to conduct deliveries before 7am, on a Saturday and Sunday</li> <li>* Stop delivery drivers parking immediately outside our property to conduct paper deliveries at 4am, while having loud obnoxious calls on their mobile phones, with their radio on</li> <li>* Reduce congestion in St. Peters Terrace which will in turn reduce the number of members of the public from turning on my driveway (and on two occasions hitting my porch)</li> <li>* Reduce the amount of Litter on St. Peters Terrace</li> </ul> <p>More importantly, the permit parking restrictions will hopefully deter the drug activity that has been persistent for the last two years - wherein members of the public will park on St. Peters Terrace to collect from waiting dealers who use the Co-Op as a meeting point; as it is usually lit up, and obscured from view by the copse of trees in the division between St. Peters Terrace and London Road. This has been reported to the police.</p>	Support noted.

	<p>I believe, firmly, that permit parking will benefit St. Peters Terrace and curb the disruption caused by members of the public "just popping in" to the Co-Op and the subsequent rubbish and abuse that comes as a result.</p> <p>I also understand that I am not alone in support of the proposal.</p> <p>I am happy to discuss this further, at any time.</p>	
6	<p>Dear sirs with regards to your proposals for parking at the above address I would like to say that whilst being in favor of parking control in the area I am not sure that you've looked into the side effects of your ideas, what you will be doing is to push the problem elsewhere. I have (to no avail) already been on to you in the past about parking on the green island that exists in front of St.Peters Terrace.As traffic volume increases some people have taken it upon themselves to use this area as a personal private parking space on a regular basis.Others have seen this and are now following suit which in the winter weather starts to churn up the grass.</p> <p>I don't know whether your policies contain any environmental concern or perhaps they are just another means of bringing in more revenue but which ever it is unless some signs to warn motorists that parking on the green bank is not permitted as the parking on road becomes more restricted people will opt for the grass.</p> <p>This grass and tree lined bank is meant to enhance the area and not to become another car park so I am in favor of going ahead with the proposals but with the addition of signs being erected to warn people away from parking on green areas but unless the area is policed they will probably be ignored as was the case with the double yellow lines you wasted money on</p>	Support noted.
10	<p>With reference to your letter dated 26th November, regarding permit parking in St Peters Terrace, Laurel Avenue and Lilac Avenue. I hereby support this proposed scheme which will operate Monday to Saturday 9am - 5 pm.</p>	Support noted.
11	<p>Regarding the letter we have received for permit park , we are writing in support of this proposed parking scheme . It is an on going problem with people using the co op shop and blocking our drive this matter is made worse by the denist opposite in London road with there staff using St Peters Terrace to park all day and some days from 7.30 in the morning till 7/8 pm at night ,when they have ample parking at there premises which is leaving the</p>	Support noted.

	<p>people using the shop no where to park other then blocking our drive.</p> <p>Also the other problem we have is residence that live in the street choosing to park in the road or even on the grass verge leaving there drive way empty with no consideration for any one else. We think the permit parking is a very good idea and then maybe people will park more sensibly.</p> <p>we hope these points are considered when making your decision .</p>	
29	<p>Regarding the proposed parking permit scheme in St Peters Terrace Wickford.</p> <p>We are not in favour of the scheme for our street.</p> <p>Also why does it need to be on a Saturday? If the scheme does go ahead can you consider Monday to Friday as the Saturday penalises family from visiting.</p> <p>The people that cause the problem are the employees from the dentist surgery opposite because the person in charge will not allow their employees to park in their car park! Their cars are here from 8am to 6pm, all the scheme will do is push them into Victoria Ave and Deirdre Ave. Perhaps a word with them might help!</p> <p>I can see why the other roads have asked for the scheme as their roads are particularly badly congested. What happens about the Co Op delivery lorries and customers as this is not going to be policed continuously from 9-5?</p>	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>Inevitably any parking restrictions implemented will result in some displaced parking.</p>

Representations & responses relating to Lilac Avenue, Wickford.		
Ref	Representation -	Technician response -
2	<p>I agree with what thay are doing It is dangerous. for the elderly. people. thay park any where. where they want. I can see a accident coming. to narrow. is park. I hope you will see into It soon. It is a disgrace. parking on pavements. as well and you can smell disel. fumes as well. very unhealthy to live here.</p>	<p>Support noted.</p>
4	<p>I have your letter dated the 26<sup>th</sup> November 2018 and I am in total agreement with the parking restrictions to be introduced in Lilac Avenue, Laurel Avenue and St Peters Terrace, Monday – Saturday 9am – 5pm.</p> <p>Parking in Lilac Avenue has become very bad especially where the road bends to ward the junction with Laurel Avenue and drivers cannot see what is coming towards them in</p>	<p>Support noted.</p>

	<p>the other direction. Cars are invariably parked half on the pavement and even across the drop-kerb at the junction which makes it very difficult for the elderly and disabled people. It also gets very congested at the junction of Laurel Avenue and St Peters Terrace with vehicles actually parked on the yellow lines already there.</p>	
5	<p>I am a resident that will be affected by the proposed enforcement of a Permit Parking Area.</p> <p>Myself and my neighbour are very much against the idea of imposing the permit parking for a whole host of reasons and have taken the time to assess the local parking situation to see how we are currently affected and what the permits will do for us.</p> <p>Attached is a petition signed by 31 of the 55 properties located in Lilac Avenue who are all very much against this idea in its entirety. 10 Properties did not answer when visited which leaves 14 properties in favour. So the overwhelming feeling of us residents is that you should leave our street alone and let us and our visitors park as we have always done so free of charge outside our own houses.</p> <p>We do have some cars parking here owned by workers at the local dentist but they do not park here all day every day and we do not see commuters for the station. As you will see from the petition we have conducted a survey both in the morning, afternoon and evening to see just who was parking here and when and the result was that it was only the dentist workers that were regulars.</p> <p>We all very strongly object to the imposition of the permits on a Saturday and cannot understand why this would have been considered necessary in the first place! Do not penalise us, our family and friends for visiting on a Saturday. No one apart from residents and their family and friends park here at weekends.</p> <p>Houses in a parking permit area are slower to sell than those outside of one. I know I would not buy a house in such an area and will be most unhappy if this scheme is approved.</p> <p>You have brought permit parking in to a local road, Azalea Avenue and as I understand it this request was suggested by a resident who thought that it would result in the commuters then coming and parking in our roads but we have not found this to be the case.</p>	<p>Objection noted.</p> <p>The scheme was proposed as a result of a request from residents in the general area.</p> <p>The times have been set in response to the majority of residents preferences.</p>

	<p><b>Please use some common sense and do not impose this on a road that does not need or want it. We dont care if the odd car parks here during the day, it does not matter to us.</b></p> <p>If you do not listen to us and insist on the imposition on us of permits please do so for an hour in the middle of the day Monday to Friday only.....<b>NOT SATURDAYS</b></p> <p><b>I do hope you listen to us</b></p>	
14	<p>I am writing to oppose the proposed plan to apply parking restrictions in Laurel Avenue and Lilac Avenue, Wickford.</p> <p>I have never had a problem with parking outside my house and being familiar with cars in my own road don't see many non-residents park. I do admit that Laurel Avenue is busy for parking, but this is at weekends too and may be something to do with houses that do not have roads in front of their houses (on the green for example).</p> <p>To install parking restrictions will result in anybody who does park for the Town Centre or Station to move then to Almond Avenue, Deirdre Avenue and Laburnum Avenue which during school pick up times is busy anyway. Even if you then imposed parking restrictions in those roads any rogue parkers would just move into the next roads and so on. This is just a rural town and not London! To be honest anyone who uses the roads to park for the station would gladly pay the occasional fine instead of car park charges at the station so I don't think it will deter anyone so it will be the residents and their guests that will suffer the most.</p> <p>There is also the damage to the environment in that more people will have their garden concreted over and it has already been proved that this is detrimental with regard to rainfall and the atmosphere.</p> <p>I therefore feel that the installation of street furniture, issuing of permits and policing of our streets is not financially sensible or cost effective and strongly oppose this ridiculous plan. Maybe it would be more sensible to liaise with Wickford Station to make parking charges more reasonable?</p> <p>When it was first made public that this was to happen two local ladies collected signatures</p>	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>Inevitably any parking restrictions implemented will result in some displaced parking</p>

	<p>for a petition against this and in your recent letter you state that 'previous comments received earlier this year cannot be considered' does this mean that that petition is to be disregarded after all their hard work?</p> <p>Come on Chelmsford Government there are much more worthy things to spend money on - I am sure once you have fleeced residents paying for permits you will just about break even!</p>	
17	I would like to support the request for permit parking in my area, Lilac Avenue but feel a one hour slot Monday to Friday would be sufficient.	Objection noted.
18	Regarding the proposed parking restrictions in Lilac Ave, Laurel Avenue and ST. Peter's Terrace, I wish to register my objection to this proposal.	Objection noted.
19	<p>I am registering my objection to the proposed parking restrictions in Lilac Avenue, Laurel Avenue and St Peter's Terrace Wickford.</p> <p>I know that it is not necessary to have permit parking especially on a Saturday.</p> <p>This will affect us being able to have family members and friends to come and visit us. We have never experienced any problems on both week days or weekends with parking and do not believe our road is used for parking by people who do not reside here and therefore feel the proposed parking restrictions is completely unnecessary and will only create issues with residents as they will be restricted to having visitors.</p> <p>I hope that you can consider our petition against the parking restrictions and look forward to hearing from you.</p>	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors.</p>
20	<p>I refer to the proposed parking restrictions in LILAC AVENUE, WICKFORD and surrounding roads.</p> <p>The proposals suggested Monday to Saturday 0900hrs to 1700hrs are quite ridiculous and not necessary, This we feel will encourage home owners to change their front gardens into hard standing for cars, losing green areas.</p> <p>If this proposal goes ahead who is going to police it ? we do not see wardens around our roads now. especially in St Peters Terrace which has a Co-op shop with yellow double lines into Azalea Avenue.</p> <p>These are constantly ignored causing much congestion.</p>	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors.</p>

	<p>We are in favour of a restriction of one hour between 1100am and Noon Monday to Friday only.. Saturday's there is free car parking available in the main car park in Wickford.close to the station.</p> <p>I Understand that Brentwood Council have have made all roads in Ingatestone a one hour parking restriction Monday to Friday 11am to Noon only and is policed by 2 wardens driving around in this hour and this has stopped the parking problems completely which was caused in the first place by commuters going to Ingatestone station.</p> <p>We would be appalled if all day parking restrictions were introduced. Most people like ourselves have a driveway already so this would penalise any visitors that call;</p>	
22	Hi there, we are resident at the above address and we are writing to you today to tell you that we object to the proposal of having parking permit in our street. We would like to keep the parking arrangement as they are currently. Thank you	Objection noted.
24	I wish to object to the parking proposals for lilac ave wickford. This is based on the fact of covering 9-5 Monday to Saturday, Saturdays are surely not required.	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p>
25	<p>Further to the pending application for residents parking permits in Lilac Avenue, we are writing to formally lodge our objections to this proposal.</p> <p>It seems like a "sledgehammer to crack a nut" scenario &amp; we do NOT feel this will benefit is as residents, and will cause huge expense to anyone not fortunate enough to have off-road parking. A far better, simpler solution would surely be the implementation of a parking restriction between 10:00 a.m. - 11:00 a.m. which would deter commuters who are the sole cause of this proposal anyway. It seems wrong that residents are being penalised and made to suffer because of the selfishness of commuters. Lilac Avenue has a high percentage of elderly residents who do not have off-road parking &amp; who require carers, relatives &amp; other services on a day-to-day basis. Implementing the Permit Parking will undoubtedly cause them a lot of unnecessary stress too.</p>	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p>
26	I wish to protest the proposed parking restrictions in Lilac Avenue Wickford. As far as I can	Objection noted.

	see restricting parking places on our road just pushes the problem to the next road. Most of us have cars and need to park outside of our area occasionally. I have no objection to cars parking in Lilac Avenue.	Inevitably any parking restrictions implemented will result in some displaced parking.  The permit scheme allows for residents to obtain permits for themselves and any visitors.
30	I would like to notify you that we object to the proposed parking permits for lilac avenue, laurel avenue and St. Peter's terrace Wickford.  We hope that if not stopped then at least permits could be reduce for the residents that live on these roads.	Objection noted.
31	We are in support of the proposed scheme for Permit Parking from Monday to Saturday 9 to 5	Support noted.
32	Re Permit Parking, please do not change the Monday – Saturday 9am – 5pm as voted for.  There are so many cars at present parking on the path, this is not right for people using Electric Scooters (I don't at present) etc. I hope you will also check the off road parking where there is no drop curb, which makes it unsafe for people with bad eye sight; or using sticks.	Support noted.

Representations & responses relating to Laurel Avenue, Wickford.		
Ref	Representation -	Technician response -
3	I received a letter from your department informing me of your proposed parking restrictions . it also states that I can reply via email should I wish to object.. this is my objection to your proposal. as I wrote in my letter previously when you first asked for our objection to permit parking I saw no objection to enforcing a parking restriction for an hour [9-10am ] in order to prevent people from parking in the street for the day . this should prevent people not associated with the area or residents from creating a problem which I presume is the problem you are trying to solve and not a means of creating income . can you please inform me of as to why this solution is not viable. will await your reply before contacting my local councillor.	Objection noted.  The times have been set in response to the majority of residents preferences.
9	Delighted to hear that parking restrictions are proposed for Laurel Avenue Wickford, as you	Support noted.



	<p>are probably aware this particular road is a cut through route to avoid to a no right turn at the traffic lights on the London road.</p> <p>As a result Laurel avenue has become a short cut . There is a very blind bend,if you are travelling in either direction it is impossible to see what is coming in either direction.</p> <p>If somebody is parked on the kerb there is only space for one vehicle to pass,to my knowledge there has been 4 accidents involving vehicles.</p> <p>As a result I am asking for strong consideration to be given to double yellow lines to be put on this already dangerous bend.</p>	
12	<p>With reference to your letter dated 26<sup>th</sup> November 2018. We would like to record that we are in agreement with the parking ban.</p> <p>From the time we have lived at our address the problem are as follows:-</p> <ol style="list-style-type: none"> <li>1. Trouble with delivery lorries including the dust lorries getting through.</li> <li>2. People parking and leaving their cars over our drive whilst going to the shop.</li> <li>3. Parking on the corner (even though there are double yellow lines) to go to the shop.</li> </ol> <p>We hope that action can be taken as quickly as possible to alleviate these problems.</p>	Support noted.
15	<p>I would like to support the proposed parking restrictions in Laurel Avenue, Lilac Avenue and St Peters Terrace, Wickford.</p> <p>The parking has worsened for residents. As someone who commutes into London and also regularly works from home I often follow commuters home to their cars parked in the street, and see cars being left for long periods of time. Staff from nearby business are also parking for long periods of time as their isn't adequate parking in their own premises. This means there is little space for residents who don't have the luxury of a driveway. This has worsened since the parking restrictions were brought into Azalea Avenue - this is why I think it is only fair that we have the same restrictions. As it stands currently you are just pushing people to park in the adjoining roads.</p> <p>Laurel Avenue is like navigating a slalom course. The speed that people drive down this road is horrific, it's an accident waiting to happen. Those residents who do have driveways are often blocked in where people block the dropped curbs or park in a way that it is dangerous when people try to get off their own driveways. Should an emergency vehicle need to get down this road they wouldn't be able to, its dangerous to have vehicles parked in this way, and I reiterate again it is an accident waiting to happen.</p>	Support noted.

	<p>There are yellow lines at the end of the road with St Peters Terrace but people constantly park on these, why isn't someone monitoring these?? I have flagged this previously but never had a response. There should be double yellow lines on the bend in Laurel Avenue too, this is a dangerous corner particularly when there is a vehicle parked there.</p>	
16	<p>I am writing in support of the proposed parking restrictions in Laurel Avenue, Lilac Avenue and St Peter's Terrace in Wickford, Essex.</p> <p>We are become increasingly concerned about the number of veichles parked in the roads on a daily basis. The majority of these are owned by commuters, who park here and walk to the station, rather than pay to park in one of the car parks provided. There are also many who will park for a week or more, presumably whilst they catch the train to Southend Airport and take a holiday. Although this is annoying it is the danger aspect which worries us most. The nature of our road as it bends means that this is incredibly dangerous, many of the cars park almost opposite each other leaving little space for cars to pass through, let alone any emergency vehicles. This was demonstrated just a few weeks ago, when a neighbour needed an ambulance, which could not get through and had to reverse up, turn around and enter the road from the other end. Moreover, there have been a number of near miss head on collisions, where cars are forced to take the bend on the wrong side of the road to pass cars parked on it.</p> <p>The problem in St Peter's Terrace mainly stems from the small shop there, which people frequent, living their cars, well just anywhere, on the Corner, across drives, double parked, however they want as when challenged will answer ' I was only five minutes'.</p> <p>The parking problem in our roads has been exasperated by the introduction of parking restrictions in the adjoining road, Azaela Avenue, pushing more commuters round into our roads. We feel that unless we have the same introduced it will continue to increase and accidents will inevitably happen.</p> <p>If you require any further information please feel free to contact me.</p>	Support noted.
21	<p>I write in support of the proposal for a Permit parking area in Laurel Avenue. The parking in this narrow road is at the best of times a free for all for the commuters who arrive as early as 6.30am and not often returning until as late at 9pm along with the employees of the dental practice in London Road (which incidently has 4 carparks of its own) but which has a detrimental effect on residents, delivery lorries, bin lorries to name a few not to mention residents who as soon as go out are often than not able to park in the road they live in let</p>	Support noted.

	<p>alone anywhere near their house when they return.</p> <p>Laurel Avenue is too narrow for the amount of cars which park on both sides of the road, often resulting in cars or vans reversing as they cannot squeeze through the gaps due to the way cars are parked and left all day sometimes (even blocking drives when occupants cars are still on their drive). If a fire engine or ambulance tried to get through they would not have a chance. Cars have been known to be left for a week while their occupants with their suitcases catch a Stansted bound coach from the High Street.</p> <p>Residents including myself breathed a sigh of relief when the adjacent road being Azalea got their permits as it meant the end of playing dodgem cars between the parked cars and it is now safer to drive down it - I am looking forward to the same in Laurel, Lilac and St Peters Terrace when it will be safer to drive down these roads too.</p>	
27	I would like to register my full support for the proposed parking restrictions for Laurel Ave and surrounding roads	Support noted.

Representations & responses relating to Raven Crescent, Wickford.		
Ref	Representation -	Technician response -
23	In which case, as the main concern is about commuters and local office workers parking all day, if it is decided to have a permit scheme in Raven crescent, surely it would be sufficient to have a noon to 1pm restriction, because this then would have a limited impact on the many different carers that come to support our son, some coming for a one-off or once in a while rota duty who would not all wish to pay for a permit and would otherwise cost us a fortune in supplying each of them with permits.	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>The permit scheme allows for residents to obtain permits for themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p>

Representations & responses relating to Non-Residents / Anonymous		
Ref	Representation -	Technician response -
7	With reference to your notice on the lamppost in St Peter's Terrace Wickford. As a local resident I am strongly in favour of parking permits in St Peter's Terrace. Not only would this	Support noted.

	<p>stop customers using the Co-Op parking across my daughters driveway or on the grass verges, but would also stop the dentist staff opposite from parking in St Peter's Terrace all day from morning until night knowing full well that they have their own parking facilities on-site.</p> <p>I hope that you consider the points raised above when making your decisions.</p>	
8	<p>With relevance to the notices in St. Peter's terrace Wickford Regarding permit parking. I would like to propose being in favour for this as my sister lives in St. Peter's terrace and majority of the time if I wish to visit even for a brief call during the day is next to impossible at times due to vehicles being parked and left for most of the day by others either commuting or shopping, even if I had the chance to say block my own sisters driveway at times that is not possible due to others visiting the co-op store, it is especially bad when the store receives its delivery's. Also the dentists across the road be it customers or staff parking where they have there own parking front and to the rear of there premises !</p> <p>It has been noticed many times when the co-op has a busy spell that the road may as well just be a dumping ground where I've seen vehicles parked not only across residential driveways but also on the central grass verge between St. Peter's terrace and London road, even as much as double parking at and ON the junction of laurel avenue witch is next to the co-op.</p> <p>Hoping these points are taking into consideration</p>	Support noted.
13	<p>Regarding the proposed permit parking for St. Peter's terrace , I believe this is a very good idea and would support this proposal I have family living in St. Peter's terrace and can never park when visiting because of other cars ie the dentist staff or people blocking there drive to use the shop .</p> <p>I hope you consider these points when making your decision.</p>	Support noted.
28	<p>We would like you to note our support for objecting to parking restrictions in Lilac Ave, St. Peter's Terrace and Laurel Ave.</p> <p>We have never had a problem with parking or indeed commuters parking.</p> <p>This area is populated with elderly residents who rely heavily on visitors and care workers - this would cause unnecessary stress and expense to these people if permit parking was implemented 6 days per week, 9-5.</p>	<p>Objection noted.</p> <p>The times have been set in response to the majority of residents preferences.</p> <p>The permit scheme allows for residents to obtain permits for</p>

	<p>We would urge you to reconsider this motion or at least restricted permit use to one hour per day excluding Saturday's.</p> <p>We really do not need permit parking in this area.</p> <p>Thank you for taking the time to reconsider.</p>	<p>themselves and any visitors, additionally it is possible for carers to obtain a permit in Basildon.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 7**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201*</b>
	Relating to Eastley and Rantree Fold, Basildon.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**

1. The Order be withdrawn; and
2. The people making representations be advised accordingly.

**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

**1. Background**

1.1

The purpose of this Order is to amend The Essex County Council (Basildon District) (Parking and Waiting) (Consolidation) Order 2008 as set out below:

The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Eastley and Rantree Fold, Basildon.

1.2

On 5 June 2018, the SEPP received a completed application form from Cllr Kerry Smith for a Resident Permit scheme to deter all-day non-resident parking.

Although site visits proved a little inconclusive in gauging whether the on-street parking was residents or non-residents an informal consultation was carried out to establish residents’ views.

On 26 October 2018, the SEPP carried out an informal consultation with residents of Eastley and Rantree Fold (No’s. 1-39 & 2-40) to seek their views on consideration to provide a permit parking scheme. The results were -

1.3

INFORMAL CONSULTATION FOR RESIDENT PERMIT SCHEME									
EASTLEY & RANTREE FOLD, BASILDON									
	Amount of Properties consulted	Responded	Did not Respond	Those who responded who were in favour of a Permit scheme	Those who responded who were not in favour of a Permit scheme	Mon-Sat 9am-5pm	Mon-Sat 11am-Noon	In favour of DYL on junctions	Not in favour of DYL on junctions
Rantree Fold	40	29 (72%)	11 (28%)	21 (72%)	8 (28%)	20 (95%)	1 (5%)	8 (29%)	20 (71%)
Eastley	57	27 (47%)	30 (53%)	19 (70%)	8 (30%)	18 (95%)	1 (5%)	21 (78%)	6 (22%)
TOTAL	97	56 (58%)	41 (42%)	40 (71%)	16 (29%)	38 (95%)	2 (5%)	29 (47%)	33 (53%)

1.4

The majority of respondents opted for a Monday to Saturday, 9am to 5pm resident permit parking scheme. Although there were slightly more in favour of not including junction protection it is felt that there is enough support for this to be included and would ensure sight lines and maintain access for larger vehicles, such as the refuse lorry.

1.5

As the consultation met the response rate and there was good support for parking restrictions it has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £2,500.

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

- \* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met.
- \* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.
- \* The majority of residents have no off-street parking facilities available to them – not met.

	<p>* The majority of residents are in favour of such a scheme – met</p> <p>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to nearby unrestricted roads.</p> <p>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</p>
1.6	The Order was originally published in the Enquirer and on site on 20 June 2019, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 20 June 2019 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider as there is not enough support and taking into account the number of objections and petition, to warrant the Order being made and that the scheme should be withdrawn.
<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 received from resident of Eastley dated 20 June 2019	Objection
2	Email received from resident of Rantree Fold dated 20 June 2019	Support
3	Email received from resident of Rantree Fold dated 20 June 2019	Support
4	Email received from resident of Rantree Fold dated 20 June 2019	Support
5	Email received from resident of Rantree Fold dated 21 June 2019	Support
6	Email received from resident of Eastley dated 23 June 2019	Support
7	Email received from resident of Eastley dated 24 June 2019	Support
8	Email received from resident of Unnamed road dated 25 June 2019	Support
9	Email received from resident of Threshelford dated 25 June 2019	Objection
10	Letter received from resident of Rantree Fold dated 25 June 2019	Objection
11	Email received from resident of Rantree Fold dated 26 June 2019	Support
12	Email received from resident of Rantree Fold dated 30 June 2019	Objection
13	Email received from resident of Eastley dated 30 June 2019	Support
14	Email received from resident of Eastley dated 1 July 2019	Objection
15	Email received from resident of Sudbury Suffolk dated 1 July 2019	Objection
16	Email received from resident of Eastley dated 1 July 2019	Objection
17	Email received from resident of The Knares dated 8 July 2019	Objection
18	Email received from resident of Threshelford dated 8 July 2019	Objection
19	Email received from resident of Rantree Fold dated 8 July 2019	Support
20	Email received from resident of The Knares dated 8 July 2019	Objection
21	Letter received from resident of Eastley dated 15 July 2019	Objection
22	Letter and petition received from resident of Rantree Fold dated 15 July 2019	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 20 June 2019

Representations & responses relating to Eastley, Basildon.		
Ref	Representation -	Technician response -
1	<p>I am strongly opposed to the proposed parking permits in Eastley, Basildon, and feel it is an unnecessary expense for the residents.</p> <p>The most difficult time to park in Eastley is in the evenings and weekends when everyone is home from work etc. This is simply because there are not enough parking spaces for the amount of residents, and the proposed parking permits are not going to solve this problem. If you were to send someone along to Eastley at these times you would see for yourselves.</p> <p>I pay enough in road tax, council tax etc. and do not think it is right that I should have to pay to park where I live, and have visitors</p>	Objection Noted.
6	I fully support the proposed parking permit scheme for Eastley	Support Noted.
7	<p>Our side of the street in Eastley the houses are below ground and many of the houses have vents in the windows, and many elderly residents say they can smell the fumes from these cars in their house. Each day there are more and more cars turning up so none of the residents can get spaces when they get home. Many of them park so terrible, there is a disabled man who needs to gain entry into his side gate and even though there is a huge sign to keep clear each day one of these car parkers blocks the access. And on at least 2 occasions to my knowledge they have blocked access to the road leading to the back garage area behind Eastley and the men who collect the bins could not drive their truck down there where people leave their rubbish to be collected.</p> <p>Also now we are getting people who will turn up and leave their car and someone turns up to collect them, so they are not hospital workers but work elsewhere and use our street to dump the cars.</p> <p>I don't think it's right for us to put up with all the noise and pollution from all these cars just so these people can avoid paying for parking charges where they work. So therefore I am in full support of the proposed permit parking scheme.</p>	Support Noted.

13	I confirm that I support the implementation of the scheme given our roads are continually blocked by people parking for the hospital and the railway station.	Support Noted.
14	My reasons for objection are the no waiting at any time areas this will increase parking considerably in our areas and i still will not be able to park especially in the evening when residents are returning from work.	Objection Noted.
16	We are very upset and concerned about such a proposal . The problem is there isn't enough residents parking spaces available . I would like someone from Council to come here and check for themselves .Residents are now starting a petition against Proposal as such a scheme would cause chaos and upset . The cost alone is something I could not afford It's just another tax . Hope someone shows common sense and stop such a stupid scheme	Objection Noted. Informal consultation shows these restrictions were preferable by a majority of residents who voted.
21	I object to your parking plan. 104 order 201. As this will increase parking in our street and the connecting streets. P.S due to the permanent no parking areas.	Objection Noted.

Representations & responses relating to Rantree Fold, Basildon.		
Ref	Representation -	Technician response -
2	As per your letter dated the 17th June 2019 I would like to confirm that I am in SUPPORT of the proposed Permit Parking Area (Zone V) in Eastley & Rantree Fold.	Support Noted.
3	As per your letter dated, 17th June 2019, I would like to confirm that I am in SUPPORT of the proposed Permit Parking Area, ZONE V, in Rantree Fold and Eastley.	Support Noted.
4	As per your letter and street signs, I would like to confirm that I am in SUPPORT at the proposed permit parking in ZONE V, Rantree Fold and Eastley.	Support Noted.
5	I would just like to confirm that we are very happy with this amendment and fully agree with it	Support Noted.
10	Please note I object any proposal for Permit Parking in Rantree Fold. SS16 5TJ. My reason for this are we pay enough in taxes of various kinds already (on a pension) I do not believe we should pay for seeing family, friends, or council (workers who never carry permits) to visit us. Traffic never parks on this side of the road anyway. I have never had any problems with parking. Also I would be concerned this will push all traffic into the adjacent road (Gernons) which runs right behind the back of my property.	Objection Noted.
11	I am sending this email to say I totally approve of the new parking zones that we have asked for in Rantree Fold. They are desperately needed! Please accept this as my support for the parking.	Support Noted.
12	I am writing to express my objections to the proposed residents' parking scheme in Rantree	Objection Noted. Informal

	<p>Fold, Basildon. We live at no 18, and although we only have one family car, my husband drives a 3.5 tonnes company van.  </p> <p>Firstly, we have been advised that this can no longer be parked near our property as vehicles of this size will not be allowed in the proposed zone. Where do you suggest we park this vehicle? My husband is on call 24/7 and needs the vehicle nearby. This will also create a security risk if the van is not parked outside our property. When he recently enquired about his vehicle, he was simply told to park further up Rantree Fold, outside other properties outside the zone. Imagine the problems this will cause with our neighbours, having someone else's van parked outside their home, and the complaints you will receive?</p> <p>Secondly, my mother, who is not resident here, is our child care and collects my daughter from school daily. She needs to be able to park outside my house on a daily basis. I have read on the Chelmsford website that only one daily ticket is permitted per week. How do we resolve this issue?</p> <p>Thirdly, my in-laws live in Herefordshire, and often come to stay. How do I go about applying for a permit for them? They often stay for 3-4 days per visit. Do I tell them they are no longer welcome?!</p> <p>Furthermore, we have a very social home and entertain regularly, are we no longer permitted a social life?</p> <p>I have spoken to 3 of my neighbours, who are fully of the same opinion but do not have access to email. This is causing a great deal of stress and worry, we cannot understand how we can live a "normal" life under these restrictions.</p> <p>What we have noticed is that the majority of non-residents parking here, are hospital staff, who do so due to lack of available parking at the hospital. We have absolutely no objections to them parking near our house and this doesn't affect us. Surely, first and foremost, suitable parking should be available on the hospital site, which would resolve all issues.</p> <p>If this is an issue for other residents in the area, surely a 1 hour parking restriction through the day Monday-Friday, would be sufficient. I cannot understand the need for such restrictive parking.</p>	consultation shows these restrictions were preferable by a majority of residents who voted.
19	We support the proposal for permit parking in Rantree Fold and wish it to go ahead.	Support Noted.
22	<p>Please find attached a petition showing our opposition to the proposed parking restrictions for the western arm of Rantree Fold, Basildon. A lot of NHS staff use this road for parking as there is not sufficient parking provisions for them at the Hospital. None of the residents have any objection to these staff parking here as it does not cause them any problem.</p> <p>4 of the residents here have vehicles weighing over 3.5 tonnes, however the proposed</p>	Objection Noted. Informal consultation shows these restrictions were preferable by a majority of residents who voted.

	<p>restrictions prohibit the parking of any vehicle over 2 tonnes in weight, which would mean that these vehicles will have to be parked some considerable distance from the driver's properties, which causes concerns over the security of these vehicles when they are so far from sight.</p> <p>We would ask that you reconsider these proposed unwanted restrictions.</p>	
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Representations & responses relating to Non-Residents / Anonymous		
Ref	Representation -	Technician response -
8	As per your letter dated, 17th June 2019, I would like to confirm that I am in FULL SUPPORT of the proposed Permit Parking Area, ZONE V, in Rantree Fold and Eastley.	Support Noted.
9	I can confirm that I do object to the proposal , as per my previous email .	Objection Noted.
15	<p>I am writing to express my objections to the proposed Residents Parking Scheme in Rantree Fold Basildon.</p> <p>I am the owner and my Nephew who lives at the property has informed me that the scheme of paid parking only between the hours of 9-5 Monday to Saturday has been proposed by the council.</p> <p>Issue 1</p> <p>This would create an impossible situation for our family as my nephew and his wife require their mother in law (who does not live with them) to babysit on a daily basis. It cannot possibly be right that she cannot park outside my house without paying an extortionate amount on a daily basis to babysit her own grandchildren.</p> <p>Issue 2</p> <p>My nephew drives a large company van that is not registered to his property. He enquired how the proposed parking enforcement area would work for him and he was advised that he could no longer park the vehicle in the proposed enforcement zone. As my nephew works for Essex Highways and is on 24 hour emergency call out, what do you propose he does with his 3-1/2 tonne van? He cannot possibly just park it outside somebody else's house outside the enforcement zone as firstly this would be a safety and security issue, walking about late at night and secondly, can you imagine the argument it would cause with whomever house he had to park the van outside the scheme.</p> <p>Issue 3</p>	Objection Noted. Informal consultation shows these restrictions were preferable by a majority of residents who voted.

	<p>My niece and nephew are very popular and sociable people and have many frequent visitors, including my sister, who lives in Hereford to come to stay. If as you propose, this scheme goes ahead, how can anybody visit and park their car on a week or more basis? The implications of this scheme would mean that nobody could visit my family.</p> <p>Issue 4</p> <p>As the house owner and landlord, I visit frequently to undertake any repairs and maintenance on the property. If I cannot park at my own property on a possible daily basis, it becomes impossible to maintain the property properly and undertake all my landlord duties.</p> <p>Issue 5</p> <p>If you really believe a parking restriction scheme is required to stop daily commuter and hospital worker parking in the area, why not just pick a one hour slot to have a parking restriction scheme. This would allow resident parking but stop daily commuter leaving their vehicles. Why have you not chosen this option?</p> <p>This current proposed scheme is ill thought out as there is not currently a parking problem in the cul-de-sac. At the moment, you can always find a parking space, so this is not a problem and parked vehicles do not obstruct the public highway or pavement area in any way, as this is a no through road.</p> <p>If this parking restriction scheme were to go ahead, then surely there must be a reason why it is required.</p>	
17	<p>My reasons for objection to the scheme</p> <p>1 ) The visitor permit only valid for half day ,</p> <p>2 ) There needs to be a provision for long term visitors e.g.: maybe availability for obtaining a one or even a two week permit.</p> <p>I have relations that travel from the Midlands to meet me at home we then leave their vehicle at my address and depart. to the airport via a taxi. As far as I can see there is no provision to cover this type of situation ?</p>	Objection Noted.
18	<p>Notice of the proposed restrictions has been posted in a garage area to the rear of our property. It is rumoured that we will be expected to purchase residents permits, even though this is just an access road and is quiet, private area, which only serves the residents/owners of the garages. The residents of nos. 7 - 12 Threshelford (6 houses) park</p>	Objection Noted.

	<p>their vehicles immediately outside their back gardens, by their own back access gates, as do some of the residents of The Knares, whose properties also back onto this area. All of the garages here are occupied and well used by these residents.</p> <p>The current proposal does not mention either Threshelford or The Knares, will the owners of these garages be expected to pay for the privilege of parking outside their own garages, will we even be allocated permits? We are also concerned about the 'half-day' permits. It is possible that we could have relatives visiting for 2/3 days, and it seems that we could only have 1 all day permit in a week, - how would this work for us?</p> <p>Threshelford itself is a cul-de-sac with far too little parking for the residents as it is. Cars habitually park on the pavement because of a lack of space, which in itself causes some problems, and in the event of an emergency could be difficult.</p> <p>For all of the above reasons I most strongly object to the idea of making the garage area positioned to the rear of Rantree Fold/Threshelford/The Knares a restricted parking area.</p>	
20	I confirm I object to the proposal in it's current form as I feel it does not go far enough to offer a solution to parking problems but will merely exacerbate the situation	Objection Noted.

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

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 8**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201*</b>  Relating to Perry Street, Billericay.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**

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

**Consulters**


South Essex Parking Partnership

**Policies and Strategies**

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

- |    |                   |
|----|-------------------|
| 1. | <u>Background</u> |
|----|-------------------|



1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p>
	<p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Perry Street, Billericay.</p>
1.2	<p>On 2 January 2019, the SEPP received a completed application form requesting either a Resident Permit scheme or a No Waiting restriction (SYL) Mon to Fri 11am-12pm along Perry Street in order to prevent vehicles from obstructing the footway and sightlines from driveways. Perry Street is currently restricted from its junction with the Radford Way/Mountnessing Roundabout up to No. 26 by 'No Waiting Mon-Sat 8am-6pm', the remaining is unrestricted apart from the junctions with Crescent Road, Wick Glen, Atridge Chase and Knightbridge Walk.</p> <p>The Technician does not agree with the suggestion from the applicant for either a Resident Permit scheme or a one-hour SYL. The request is to prevent vehicles causing obstruction to the carriageway and footway and SEPP has also received a complaint of a disabled person unable to pass the parked vehicles without using the grass verge. The proposed restriction should be Mon-Sat 8am-6pm as per the current SYL from the roundabout as Perry Street is a PR2 Route. Therefore, it is important to maintain free flowing traffic movement due to its function within the network. The Technician recommends extending the existing 'No Waiting Mon-Sat 8am-6pm' restriction on both sides up to Upland Road. This restriction should deter parking on Perry Street, especially by commuters and local workers during peak times, when Perry Street is at its busiest and ensure that the footway and carriageway is clear during these times.</p> <p>It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to extend the single yellow line with the same time of Mon-Sat 8am-6pm. It is estimated at £4,000.</p>
1.3	

1.4	<p><b>SEPP Policy – 1.6</b></p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.5	<p><b>SEPP Policy – 7.1</b></p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>
1.6	<p>The Order was originally published in the Enquirer and on site on 20 June 2019, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire &amp; Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.</p>
1.7	<p>When the Order was published on 20 June 2019 a 21-day period of formal public consultation commenced.</p>
2	<p><u>Comments</u></p>
2.1	<p>The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
3	<p><u>Conclusion</u></p>
3.1	<p>Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.</p>
<p><u>List of Appendices</u></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p>	

## **APPENDIX 1**

Ref	List of people making representations	Type
1	Email received from resident of Perry Street dated 20 June 2019	Support
2	Email received from resident of Perry Street dated 22 June 2019	Support
3	Email received from resident of Perry Street dated 2 July 2019	Support
4	Letter received from resident of Perry Street dated 5 July 2019	Support
5	Letter received from resident of Perry Street dated 5 July 2019	Support
6	Email received from visitor of Perry Street dated 7 July 2019	Support
7	Email received from visitor of Perry Street dated 7 July 2019	Support
8	Email received from resident of Perry Street dated 8 July 2019	Support
9	Email received from resident of Perry Street dated 8 July 2019	Objection
10	Email received from resident of Perry Street dated 9 July 2019	Objection
11	Email received from resident of Perry Street dated 10 July 2019	Support
12	Email received from resident of Perry Street dated 11 July 2019	Support
13	Email received from resident of Perry Street dated 11 July 2019	Support
14	Email received from resident of Perry Street dated 11 July 2019	Objection
15	Email received from resident of Perry Street dated 12 July 2019	Objection
16	Email received from resident of Perry Street dated 12 July 2019	Objection
17	Email received from resident of Perry Street dated 15 July 2019	Support

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 20 June 2019

Representations & responses relating to Perry Street, Billericay.		
Ref	Representation -	Technician response -
1	We support the proposed restrictions for Perry St Billericay. It will make this section of the road safer for both vehicles and pedestrians especially opposite side roads as restricted visibility, pavement and road width caused by parked cars makes it extremely difficult and unsafe when using the pavement and leaving and entering driveways.	Support Noted.
2	I fully support the proposed parking restrictions for Perry St, Billericay. I will be able to safely exit my driveway and be able to the pavement without being obstructed by cars.	Support Noted.
3	I wish to add my support to the proposed parking restrictions for Perry St and nearby roads. It has become increasingly difficult to drive down Perry St and the pavements are regularly blocked making walking restricted and at times impossible to navigate for a wheel chair or pushchair.	Support Noted.
4	<p>I am writing to you to support the proposed “no waiting Monday to Saturday 8am-6pm in Perry Street. The reasons for my support are as follows:</p> <ul style="list-style-type: none"> <li>• Perry Street is an extremely busy street but it not very wide. Parking nose to bumper on one side of the road with a few vehicles parking opposite leads to a great build up of traffic as vehicles try to manoeuvre the chicane that has been caused. Emergency vehicles, buses and the dust carts have been seen to have difficulty in driving through.</li> <li>• Surely all drivers parked on the pavement must have broken the law as they had to drive their vehicle onto the pavement.</li> <li>• Although most leave the drop downs clear, it is extremely tight to drive your own vehicle out onto the road.</li> <li>• Most cars are taking up a good half of the pavement. People with buggies and residents using mobility scooters are lucky if they can pass the vehicle on the pavement. I have seen on a few occasions, an elderly man, in his mobility scooter come onto the road so he can progress along the street. On some occasions it is impossible for two pedestrians, walking in opposite directions to pass each other.</li> <li>• I hope this No Waiting order is successful and Perry Street can return to its main role as a direct route through the area.</li> </ul>	Support Noted.

5	<p>The parking situation in Perry Street has now reached epidemic proportions mainly due to a number of poorly conceived plans for which Essex County Council and especially its Highways Division must be held responsible.</p> <p>This busy thoroughfare between its intersections with Mountnessing Road in the southwest and Queens Park Avenue in the northeast was much narrower in width when houses and bungalows were constructed along its length throughout the 1950s and 1960s. However, the arrival of the Queens Park Estate in the early 1980s presents town planners with a problem inasmuch as the new road to be driven through the estate would connect with Perry Street and thus create Billericay's "unofficial" western bypass. To facilitate this upgrade, Perry Street was widened and in consequence grass verges fronting properties were shortened. The work was shoddy to which the substantial crack that appears in the road surface between Wick Glen and Ricketts Drive, soon after any resurfacing, bears silent witness; the inadequacy of its underpinning should be considered alarming. Additional lighting was soon added but the plan to introduce traffic calming measures failed miserably as this amounted only to painted white chevrons the crown of the road between Wick Glen and Ricketts Drive. The MPH indicator situated between 54 and 52 Perry Street does little to deter the habitual "speeders" some of whom consider themselves on a motorway.</p> <p>This section of Perry Street continues to provide a route taken by emergency vehicles whose crews need to avoid the town centre most especially when attending calls from the retirement home and sheltered accommodation facilities to be found in the vicinity of the south western end of Queens Park Avenue. Due to day-long indiscriminate parking on both sides of Perry Street, ambulances and fire appliances have, on occasion, been forced to stop – a situation that needs to be addressed before a delay in reaching a trapped or injured person has calamitous consequences.</p> <p>We now need to consider recent developments in Radford Way which intersects with Perry Street via the Gooseberry Green roundabout. Here has been constructed the Lake Meadows Business Parking, the sign at the front of which proudly boasts that all offices are not let. Yet herein lies a problem. This complex was constructed lacking adequate parking facilities with the result Perry Street has become its overspill car park. No doubt those who submitted plans for the business park may have conformed to prevailing regulations regarding the number of car parking spaces per capita but with no thought given to provision for an increase in the number of employee' cars when all units were let.</p> <p>From early exchanges of correspondence with your department and the Police, I am aware that "two-wheels up" parking has yet to be made illegal outside the area covered by the</p>	Support Noted.
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	<p>London Boroughs. The majority of motorists who demonstrate this practice in Perry Street have scant regard for pavement uses most especially those in charge of buggies and, more especially, severely disabled persons using mobility scooters, the dilemma of the latter being the emphasis of a letter I copied to you last December.</p> <p>The piecemeal introduction of parking restrictions in recent months by your department is the root-cause of the situation in Perry Street. Resident only parking areas and limited waiting times in the adjoining roads has succeeded in "flushing-out" the parking of cars onto this "unofficial" bypass all of which could have been avoided had the parking enforcements outlined in a letter from Essex County Council dated November 2007 been adopted "without undue delay" (see enclosed.</p> <p>This situation needs to be addresses swiftly. There exists no principle in law which prevents the immediate introduction of parking restrictions although I am prepared to receive and respond to any trivial reasons you consider valid for causing lengthy hindrance.</p>	
6	<p>I fully support the proposed parking restrictions for Perry Street. When visiting my disabled sister I have found it very difficult to pull out of her property with all the vehicles parked outside her house. It is impossible to see on coming traffic and very dangerous with my young children in the car.</p> <p>It has also caused my sister a lot of difficulties when she leaves the house in her wheelchair and can not even drive her wheelchair on the pavement, it is not acceptable for her to not even be able to leave her house safely because of all the cars parked on such a busy road.</p>	Support Noted.
7	<p>I am writing to support the proposed parking restrictions alongside Perry Street, Billericay (South East Side)</p> <p>Recently, there has been an increase of vehicles parked alongside Perry Street – presumed people parking for the nearby railway station or business park. It's understood that the business park at Radford Way recently introduced parking permits which has displaced those who were wrongfully parking within its grounds. They are now parking alongside Perry Street which I believe is creating a potentially dangerous situation for both drivers and pedestrians. The reasons why I feel the restrictions should be enforced are as follows;</p> <ul style="list-style-type: none"> <li>• The parked cars are creating a hazardous situation for vehicles overtaking driving towards Goosebury Green roundabout; facing the oncoming traffic in the opposite</li> </ul>	Support Noted.

	<p>direction. My vehicle was nearly hit when a car was pulling out of the junction at Crescent Road whilst I was trying to manoeuvre around the parked vehicles. I have also witnessed a similar near-miss. Its an accident waiting to happen if it hasn't happened already.</p> <ul style="list-style-type: none"> <li>• It's been noted that these vehicles are partially parking on the pavement – making it difficult for pedestrians – especially those with pushchairs or in wheelchairs to pass. My sister in law is a wheelchair user and is finding it increasingly difficult to pass the vehicles. Last Tuesday; she was unable to move around an orange recycling bin that had been left on pavement. Due to the parked vehicle; she couldn't move round it. She was eventually able to kick it out of the way as fortunately it was empty but she shouldn't have to face these avoidable problems. On another occasion, she was forced onto the wet grass verge – her wheelchair wheels become stuck and unresponsive until help arrived.</li> <li>• Whilst I am not a resident of Perry Street; I often have cause to visit my sister in law who does. The parked vehicles are often partially blocking the drop curb access to her driveway which makes it very difficult to manoeuvre onto. It also creates a hazardous situation in trying to exit the driveway back onto Perry Street as the visibility of the road is reduced significantly due to the parked vehicles.</li> </ul> <p>It is felt that the parking restrictions on Perry Street should be expediated to restore the safety of all road users, pedestrians and wheelchair users.</p>	
8	<p>Whilst I cannot comment on the other changes contained in the above Traffic Order Amendment, I would like to express my wholehearted support for the changes proposed in relation to Perry Street.</p> <p>Ever since the parking restrictions were placed on surrounding side streets, the parking on Perry Street, a busy throughway, has got progressively worse to the point where it now represents a serious danger and it can only be a matter of time before a serious accident occurs.</p> <p>Parking is haphazard and inconsiderate and usually results in the pavements being blocked to pedestrians particularly those in wheelchairs and mobility scooters. I witnessed this at first hand recently where a van had been parked very close to a lamppost and the user of a</p>	Support Noted.

	<p>mobility scooter was unable to get through the gap. They were then forced to go into the road and try and get around the van. Because sighting had been reduced this proved to be impossible until I was able to get outside and stop the traffic so they could get round. The same often happens with parents with pushchairs.</p> <p>Trying to get off the drive is another major issue as commuters often park up to the very edge of the drive. Sightlines are reduced and turning circles increased, it often being necessary to go over to the other side of the carriageway to get sufficient swing to clear the parked cars. These hazards are in addition to the fact that many motorists ignore the 30 mph speed limit and drive much faster. If another commuter, oblivious to the rest of the world in their own little bubble, decides to park opposite a drive because there is a small gap there, problems increase. This has caused a couple of examples of semi gridlock recently where HGVs have been unable to pass and traffic has come to a standstill. How long will it be before Emergency Services get delayed and there is a subsequent loss of life?</p> <p>As traffic levels seem to be increasing on a daily basis, the proposals should be implemented as soon as possible, not just for the benefit of local residents, but for all users of Perry Street, be they pedestrians or road users. A selfish and inconsiderate few should not be able to make life difficult for the majority particularly those with more pressing mobility needs.</p>	
9	<p>I am writing to you to object to the proposed Amendment 104 Order 201 concerning parking restrictions on Perry Street, Billericay.</p> <p>I have been a resident on Perry Street and albeit I concede that there is an issue on our road, I believe the above measures to be too severe and will have a detrimental impact on residents. The main issue which I have witnessed on countless occasions is the parking of commuters on our road and I believe the remedy for this would be to issue permits, with an hour parking restriction, as enforced on roads such as Atridge Chase.</p> <p>The primary issue I have with your proposed amendment and order is for the safety of residents entering and exiting their homes due to the already excessive speeds along this road. I fear the parking restrictions you are proposing will clear the roads, however it will encourage already cars exceeding the speed limit to carry on doing so, and with no obstacles to navigate. With 4 schools (Mayflower, Buttsbury infants, Buttsbury Juniors and Brightside) and 2 nurseries (Oakdin Montessori Kindergarten and Dizzy Ducks) all in close proximity, and with its high numbers of children commuting on Perry Street, I fear the risk for road/pedestrian related accidents will increase significantly.</p>	<p>Objection Noted.</p> <p>The proposal will prevent commuters from blocking the footway, improve sight lines for residents exiting their driveways onto a busy road, better facilitate the passage of traffic using the road, which is a PR2 route. In addition, the proposal will rationalize the parking restrictions on Gooseberry Green roundabout.</p>
10	<p>We would first like to say that we did not appear to have been given any notification other than the notices tied to the lamp posts. Is it standard practice not to notify every home</p>	<p>Objection Noted.</p> <p>The proposal will prevent commuters</p>



	<p>when such changes that will have a large impact are proposed. We fully agree that commuter parking is a nuisance and can be dangerous for residents who invariably have to reverse off the drive onto Perry Street and parking up to the edge of the drive affects the sightline. We have also witnessed a gentleman on a mobility scooter who could not get past a car parked on the pavement as well as people pushing buggies. However although Perry Street is busy we do not see why it has to be treated any differently to Wick Glen. One of the reasons given in the rationale for Wick Glen is that the 'non-resident parking means that visitors and tradespeople cannot always park. If Perry Street is made no waiting from 8am to 6pm Monday to Saturday this will then be the position for residents of Perry Street with no parking for visitors, tradespeople, deliveries or carers. The majority of homes between Gooseberry Green and Queens Park roundabouts share a drive with their neighbour and so parking on the drive for visitors is not always possible and this means parking has to be on the road. Our preferred option is that Perry Street is given some version of restricted/permit parking such as is proposed for Wick Glen and already in place in Atridge Chase and Knightbridge Walk .i.e residents only for one hour per day as this is sufficient to remove commuter parking. Alternatively a complete ban on parking for one hour a day that is not a residents parking permit scheme. As a commuter I walk to the station and have seen the reduction in commuter parking that resulted from the introduction of a residents parking scheme. If parking is to be banned from 8am-6pm Monday to Saturday on Perry St then we would suggest that Perry Street residents be given the option to purchase parking permits for local roads eg Knightbridge Walk, Atridge Chase for visitors. We would also like to comment that we would like to see parking restrictions throughout Billericay being enforced in particular the yellow lines in the High Street where traffic flow is usually impeded by parking where it is not allowed.</p>	<p>from blocking the footway, improve sight lines for residents exiting their driveways onto a busy road, better facilitate the passage of traffic using the road, which is a PR2 route. In addition, the proposal will rationalize the parking restrictions on Gooseberry Green roundabout. Dispensations can be obtained for tradesmen and permits can be possibly be applied for surrounding roads.</p>
11	<p>Very many thanks for your response and attachment. It was particularly bad today, an accident waiting to happen. I support this proposal.</p>	Support Noted.
12	<p>I am writing in support of the Parking restrictions to be introduced along lower Perry Street in Billericay. This has become increasingly dangerous, with cars either blocking the pavements with no room to actually walk down the pavement (especially pedestrians with young children and buggies). Also the narrowing of the road with the parked cars meaning that accidents are more than likely to happen.</p>	Support Noted.
13	<p>I would like to write to formally support the implementation of parking restrictions along Perry Street.</p>	Support Noted. Speed restrictions would be

	<p>Due to the high cost of parking at the train station and parking restrictions along the side roads (I am a resident of Atridge Chase), Perry Street has seen a huge number of commuters/local workers parking along Perry Street. Due to their inconsiderate parking along the pavement, I can no longer walk down there with a pram. Traffic is horrendous where the road is reduced to single flow in some parts.</p> <p>Vehicles (belonging to residents) are also parked on the opposite side of this road (opposite Atridge Chase and Knightbridge Walk) parked directly opposite the junction and along the pavement, making it difficult to turn out of our road on a daily basis. My daughter attends the nursery which is also located on the opposite side of the road to Atridge Chase. Most days it is impossible to cross safely due to the volume of traffic and the reduced visibility. I cannot even walk up to the zebra crossing because cars are often blocking the pavement, therefore leaving me no choice but to try and cross a busy road without being able to do so safely.</p> <p>Not only would I like to see parking restrictions implemented, I would also like to see speed restrictions along the whole of upper and lower Perry Street due to the vast amount of nurseries, schools and old people's homes that are situated along this road. Perry Street is very narrow and I have often seen not only cars, but also larger vehicles speeding down this road and mounting the pavement, causing very concerning safety issues to pedestrians (mostly school children).</p>	implemented by ECC.
14	<p>I write in regards to the parking consultation reference amendment No 104 Order 201 in Billericay.</p> <p>I note you're enforcing yet more parking restrictions in the area and ask what is the councils plan on parking in the area? You built the business park with massively insufficient parking spaces for the number of employees within the development. So I ask, what did you envisage at the time? What was the council's plan on where the employees should park?</p> <p>The parking restrictions already in place appear reactionary to me to resident complaints. I cannot understand why people feel they have a right to a public road when the deeds to their portray do not extend to the highway. What is the harm in hardworking people parking on a public road during working hours?</p> <p>These additional restrictions seem as though you are just reacting once again to resident complaints and driver behaviour?</p> <p>In amending the parking and adding in further restrictions, you're just pushing the problem further away. Irritating residents further away and making hard working, quite frankly knackered people get to work earlier so they have the time to walk further.</p>	<p>Objection Noted.</p> <p>The proposal will prevent commuters from blocking the footway, improve sight lines for residents exiting their driveways onto a busy road, better facilitate the passage of traffic using the road, which is a PR2 route. In addition, the proposal will rationalize the parking restrictions on Gooseberry Green roundabout.</p>

	<p>What is your preferred parking solution? Where is it I and my colleagues should park? There are hundreds of us, so please advise somewhere with sufficient capacity within a 10-minute walk.</p> <p>Should there not be such a facility, I propose you do one of two things.</p> <p>1) Remove all parking restrictions. Because, really, what is the point? You're making little profit from it as you're only charging £33/permit and have a lot of admin to go with it.</p> <p>2) Or, carry on enforcing the parking restrictions and increase the fee for the residents parking permit significantly. I think if you investigate charges around the country you'll find they are often in the region of £300 to £900 per annum. I think if you raised the prices a number of things may happen. 1) the council will get more money. 2) residents would have to really want to prevent people from parking on a public road in order to want the system in place.</p> <p>Simply moving the problem further away is a short-sighted, unhelpful, reactionary response which makes no sense and seems to punish workers of businesses which you'd like to keep in the area. At my company, lone women are shouted at as they walk the streets in the dark. I feel you have a duty of care and responsibility to those people you're making walking further in the dark winter months. It's a factor which also causes a high level of staff turnover, therefore the companies may move out of the area - surely you don't want that. This is the first time in 20 years I've needed to walk a distance into work, which tells you something about the level of inadequate planning on parking in the area.</p>	
15	<p>I agree the current situation on Perry Street is dangerous for traffic and inconvenient for pedestrians, people with pushchairs, or disability mobility vehicles. Some alternative place for parking should be found, or built. If Perry Street is made no waiting from 8am to 6pm Monday to Saturday residents of Perry Street will have no parking for visitors, tradespeople, deliveries or carers</p> <p>To prevent commuters parking a complete ban on parking for one hour a day would be sufficient to prevent some of the obstruction caused by parked cars at the moment. Consideration should be given as to whether Saturday needs to be included</p> <p>If parking is to be banned from 8am-6pm Monday to Saturday on Perry St then we would suggest that Perry Street residents be given the option to purchase parking permits for local roads eg Knightbridge Walk, Atridge Chase for visitors</p>	<p>Objection Noted.</p> <p>The proposal will prevent commuters from blocking the footway, improve sight lines for residents exiting their driveways onto a busy road, better facilitate the passage of traffic using the road, which is a PR2 route. In addition, the proposal will rationalize the parking restrictions on Gooseberry Green roundabout.</p>
16	<p>I am writing to raise my concerns over the above proposed amendment to the parking and</p>	<p>Objection Noted.</p>

<p>waiting regulations for Perry Street in Billericay.</p> <p>I believe that the proposed changes will impact greatly on the freedom of the residents of the street to carry out their daily business if we are no longer permitted to park or even wait in a vehicle outside of our homes.</p> <p>Perry Street is a residential street and not a main road or a commercial area. The housing stock in the street is made up of older properties, the majority of which have only shared driveways and some properties do not have any off road parking. This means that should we need to have tradesmen, visitors, carers or deliveries to our properties it is sometimes necessary for those people to use the road for parking as it is not always possible to park off the road on a driveway.</p> <p>I notice that the proposal will offer the residents of Wick Glen, a road adjoining Perry Street the opportunity to have resident parking permits, however no such offer is being made to the residents of Perry Street to have this scheme implemented. I feel that this is not equitable and that the residents on Perry Street are being discriminated against as they are not being treated in the same manner as the other residents in the area who are also to be affected by the proposed changes. If we are not permitted to even stop outside our own home life will be made very difficult indeed.</p> <p>I understand that some changes need to be introduced to counter the problems caused by commuters parking for the station.</p> <p>Commuter parking has been causing problems for the local residents for some considerable time, with vehicles being parked on the pavement and blocking access for parents pushing children in buggies and those using mobility scooters. They have also been parking very close to residents driveways which makes pulling out on to the road very dangerous, as it obstructs the drivers view. However, to prevent the residents of Perry Street from stopping outside their own properties is an extreme measure and surely we should have the right to be treated in the same manner as residents in neighbouring streets and offered the opportunity to have a residents parking scheme. The residents parking scheme which was recently introduced in Ricketts Drive and Attridge Chase, allows residents to purchase parking permits and bans parking for non residents for one hour during the day. This measure has been very effective in preventing all day commuter parking, and I consider that this would be a far more workable solution for the residents of Perry Street.</p> <p>In conclusion, I would urge you to reconsider the proposed changes and look very carefully at how these measures would impact on the lives of those residing in Perry Street and also consider how your lives would be impacted if you were not able to even stop in a vehicle</p>	<p>The proposal will prevent commuters from blocking the footway, improve sight lines for residents exiting their driveways onto a busy road, better facilitate the passage of traffic using the road, which is a PR2 route. In addition, the proposal will rationalize the parking restrictions on Gooseberry Green roundabout. Dispensations can be obtained for tradesmen and permits can be possibly be applied for surrounding roads.</p>
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	outside of your own property.	
17	I fully support the proposals for the restrictions to be introduced on the Southeast side of Perry Street because this is the area being used by commuters. However, I'm not sure if it's fair to punish the residents on the other side who park outside their houses just because commuters are inconsiderate. Introducing restrictions on the Southeast side should ease the problem.	Support Noted. Restrictions would need to be implemented on both sides to be effective.

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

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 9**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201*</b>  Relating to Wick Glen, Billericay.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**



1. The Order be made as published; and
2. The people making representations be advised accordingly.

**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

1	Background																					
1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Wick Glen, Billericay.</p>																					
1.2	<p>On 1 November 2018, the SEPP received a completed application form from a resident of Wick Glen requesting a Resident Permit scheme to deter all-day non-resident parking. The application is supported by a 22-signature petition.</p> <p>Following receipt of the application form, the SEPP carried out an informal consultation with all residents of the above roads to seek their view on consideration to provide a Resident Permit scheme. The results were –</p> <table><tr><th colspan="7">WICK GLEN, BILLERICAY - INFORMAL CONSULTATION RESULTS</th></tr><tr><th></th><th>DID NOT RESPOND</th><th>RESPONDED</th><th>YES TO PERMIT SCHEME</th><th>NO TO PERMIT SCHEME</th><th>MON-FRI 10-11AM</th><th>MON-FRI 9AM-5PM</th></tr><tr><td>TOTAL</td><td>2</td><td>20</td><td>20</td><td>0</td><td>2</td><td>18</td></tr></table> <div></div> <p>As a scheme for Perry Street had been agreed to proceed for funding to a formal consultation it was decided to include Wick Glen with this scheme as there would be displaced parking from Perry Street, and would therefore add to the pressure in parking in Wick Glen.</p> <p><b>SEPP Policy – 7.4 Commuter parking in a residential street (preferred parking)</b></p> <ul style="list-style-type: none"><li>* The parking by non-residents must be sufficiently severe to cause serious inconvenience to residents – met in part.</li><li>* The preferred traffic management solution for parking issues in residential areas is the introduction of a residents parking scheme – met.</li><li>* The majority of residents have no off-street parking facilities available to them – not met.</li><li>* The majority of residents are in favour of such a scheme – met for some roads and no met for others.</li></ul>	WICK GLEN, BILLERICAY - INFORMAL CONSULTATION RESULTS								DID NOT RESPOND	RESPONDED	YES TO PERMIT SCHEME	NO TO PERMIT SCHEME	MON-FRI 10-11AM	MON-FRI 9AM-5PM	TOTAL	2	20	20	0	2	18
WICK GLEN, BILLERICAY - INFORMAL CONSULTATION RESULTS																						
	DID NOT RESPOND	RESPONDED	YES TO PERMIT SCHEME	NO TO PERMIT SCHEME	MON-FRI 10-11AM	MON-FRI 9AM-5PM																
TOTAL	2	20	20	0	2	18																

	<p>* The introduction of a scheme would not cause unacceptable problems in adjacent roads – may displace parking to nearby roads.</p> <p>* The Partnership is satisfied that a reasonable level of enforcement can be maintained – met, there are existing parking restrictions in the area.</p>
1.6	The Order was originally published in the Enquirer and on site on 20 June 2019, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 20 June 2019 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order being made.
<u>List of Appendices</u>  Appendix 1 – List of people making representations  Appendix 2 – Summary of objections or support and Technicians comments	



## **APPENDIX 1**

Ref	List of people making representations	Type
1	Email from resident of Wick Glen dated 21 June 2019	Support
2	Email from resident of Wick Glen dated 24 June 2019	Support
3	Email from resident of Wick Glen dated 25 June 2019	Support
4	Email from resident of Wick Glen dated 26 June 2019	Objection
5	Letter from resident of Wick Glen dated 25 June 2019	Support
6	Letter from resident of Wick Glen dated 8 July 2019	Support
7	Email from resident of Wick Glen dated 11 July 2019	Support

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 20 June 2019

Representations & responses relating to Wick Glen, Billericay		
Ref	Representation -	Technician response -
6	I write to express my support for the proposed parking restriction changes in Wick Glen, Billericay. For some time now the non resident parking during the daytime has made it difficult to drive in the road and near impossible to navigate the pavements due to cars obstructing. It has been especially difficult for my elderly mother to navigate her mobility scooter, effectively leaving her trapped in the cul-de-sac. Thank you for the proposed parking actions.	Support noted.
13	As residents of Wick Glen, we support the introduction of permit parking from Monday to Friday between 9am to 5pm as outlined in the above proposal.	Support noted.
16	I would like to have it put in record that I am in full support of the proposal for a permit parking area (zone N) in Wick Glen which would operate from Monday to Friday, 9am to 5pm.	Support noted.
19	<p>I am in agreement with the Resident Permit Parking Scheme but disagree with the proposed restriction of Monday to Friday 9am to 5pm.</p> <p>I am in favour of the preferred operational times of Monday to Friday 10am to 11am. The majority of the residential roads on the other side of Perry Street have a 1 HOUR parking restriction and after consulting with residents in these roads, they have reported the 1 hour restriction works fine to prevent non-residents from parking there all day. I regularly have guest visitors or tradesmen visiting for maintenance to my property, therefore I do not want the inconvenience or costs involved with a 9am to 5pm restriction.</p> <p>If the Monday to Friday 9am to 5pm restriction is to be enforced then <b>EXCEPT PUBLIC or BANK HOLIDAYS</b> should be included. Christmas Day, Boxing Day, Good Friday and Easter Monday are religious days and is a special time for family gatherings, of which I host for elderly grandparents, aunts and uncles hence I would regard this as being totally unfair to have the inconvenience and associated costs to pay for multiple visitors tickets for guests that plan to visit my house all day. This should be taken into consideration as we the</p>	<p>Objection noted.</p> <p>The overwhelmingly preferred option during the informal consultation was for Monday to Friday 9am-5pm.</p>

	residents of Wick Glen have never experienced parking issues from non-residents on Public or Bank Holidays and weekends. If weekends are excluded from the parking restriction then so should Public or Bank Holidays. Your consideration and response in this matter would be most appreciated.	
22	We are totally in support of this proposed parking permit scheme in Wick Glen.	
39	<p>Further to the proposal for a permit parking area in Wick Glen, Billericay, we wish to make the following comments: -</p> <ol style="list-style-type: none"> <li>1. We are in favour of a Resident Permit Scheme</li> <li>2. Our preferred operation times are Monday to Friday – 9am to 5pm</li> <li>3. Having lived in Wick Glen since **** we have in recent years felt the terrible stress, caused by NON-RESIDENT PARKING, not only parking halfway in the road, but also on to the pavements which prevents people with children &amp; prams and including older people, unable to safely use the normal pavement routes.</li> </ol> <p>We also believe that one large dirt collection truck has stopped entering Wick Glen. We therefore fully support the PROPOSED RESTRICTIONS to be placed on NON-RESIDENT PARKING.</p>	
42	I would just like write my support for the parking restrictions that have been proposed on Wick glen and surrounding roads. It is now becoming impossible to park outside my own home because of drivers that do not want to use or pay for the parking already provided by the local council. Instead these selfish drivers are making it extremely difficult for residents to park near their own homes and it is also causing traffic build up on Perry St because of the lack of space due to parked cars. Theses restrictions cannot come soon enough.	

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

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 10**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201*</b>  Relating to Stock Road and Oakwood Drive, Billericay.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**


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

<b>Consulters</b>	South Essex Parking Partnership
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**Policies and Strategies**

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

1.	<u>Background</u>
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1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p>
	<p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Stock Road and Oakwood Drive, Billericay</p>
1.2	<p><b><u>Stock Road, Billericay, Basildon.</u></b></p> <p>On 21 August 2017, the SEPP received a completed application form from two councillors requesting double yellow lines in Stock Road at its junction with Oakwood Road and Orchard Avenue. Pupils from Mayflower School have recently started to park on Stock Road, between Oakwood Drive and Orchard Avenue, which is between two zebra crossings. On occasions vehicles are parked on both sides of Stock Road. This forces vehicles to enter the hatching in the centre of the road. It also impedes the sight lines for residents exiting their properties on to, what can be at times a busy PR1 route.</p> <p>If funding is approved it should be noted that a considerable length of restriction, possibly from the junction of Little Norsey Road to the junction of at least Robin Close. Please note that although this is a PR1 route the request has been declined by the LHP.</p> <p>There have been 4 recorded accidents in Stock Road from the junction with Bush Hall Road to the junction with Oakwood Drive.</p>
1.3	
1.4	<p>It has been agreed with the Lead Councillor for parking matters for Basildon to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £4000. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.</p>
1.5	<p><b>SEPP Policy – 1.6</b></p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding.</p>

	<p>Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p> <p><b>SEPP Policy – 7.1</b></p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>
1.6	The Order was originally published in the Enquirer and on site on 29 November 2018, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 29 November 2018 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>  Appendix 1 – List of people making representations  Appendix 2 – Summary of objections or support and Technicians comments	

## **APPENDIX 1**

Ref	List of people making representations	Type
1	Email from anonymous person dated 5 December 2018	Support
2	Email from a resident of Perry Street dated 8 December 2018	Support
3	Email from a resident of Stock Road dated 17 December 2018	Support
4	Email from a resident of Stock Road dated 17 December 2018	Objection
5	Email from a resident of Perry Street dated 17 December 2018	Support
6	Email from anonymous person dated 19 December 2018	Support

## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 29 November 2018**

Representations & responses relating to Perry Street, Billericay		
Ref	Representation -	Technician response -
2	<p>I'm writing to say we agree with the proposed amendment to amendment no. 100 order 201, on Stock Road, Billericay by Mayflower School and opposite Orchard Avenue.</p> <p>The cars parked on this area are a big problem making it difficult for cars turning in to Orchard Avenue from Stock and no through traffic can get past.</p>	Support noted.
5	<p>We are writing to say that we agree wholeheartedly with the proposed amendment no 100, Order 201 on Stock Road, by Mayflower School and oppositem Orchard Avenue. The cars parked in this area make it extremely difficult for Vehicles trying to exit Orchard Avenue. They also cause long delays travelling towards Billericay when cars are waiting to turn into Orchard Avenue, as their pathway is blocked with parked cars.</p>	Support noted.

Representations & responses relating to Stock Road, Billericay		
Ref	Representation -	Technician response -
3	<p>I wish to offer 100% support for the increased parking restrictions in the area to the north of Mayflower School.</p> <p>I live at Stock Road and have suffered incredible difficulties caused by the parking of students attending Mayflower School. There was no problem until a few years ago when the school stopped pupil parking within the school due to a lack of space.</p> <p>The students have no regard for the inconvenience and danger that their parking behaviour causes. This busy road is reduced to two lanes (one of which is hatched to separate the traffic) and on occasions it is reduced to one lane when the pupils park on both sides of the road. This inconsiderate parking causes chaos when large vehicles such as buses and articulated lorries try to pass each other with the road restricted.</p> <p>None of the local residents park on Stock Road due to the obvious danger caused on such a</p>	Support noted.



	<p>busy thoroughfare.</p> <p>It is very dangerous for residents to access Stock Road due to the parking on both sides of the driveways. This means the we have to push across two lanes in order to turn right or left. With the speed of two-way traffic this is continually dangerous for us, as other road users do not expect our vehicles to be accessing the road at a right angle to the flow and also being hidden from view, due to the parked cars.</p> <p>No resident of any road wishes to have the road outside their house yellow-banded due to the inconvenience presented to delivery vehicles etc. However, before somebody is seriously hurt , these proposed measures must be implemented.</p>	
4	<p>I'm writing in response to the above published plan to state my objections. I live opposite the bus stop referenced in tile ref TQ 680 962.</p> <p>Firstly, I would like to note the plans are not entirely accurate as they fail to note there is an additional bus stop directly opposite the one which is featured in the above reference tile.</p> <p>This detail is materially relevant as, in creating a parking exclusion zone which stops just short of this bus stop, the current plan will simply force those currently parking in this exclusion zone to move further along to where <u>there are currently no parking restrictions</u>, despite this being a bus stop.</p> <p>The reason the current plan has been drawn up is because recently some students attending 6th form at Mayflower School (and possibly teaching/support staff) have started to park on the main road on around the school where there are no restrictions. Simply placing an exclusion zone within 40m or so of the school will, quite obviously, just move these cars further along to where there are no restrictions. Clearly the fact that this is already a main road does not currently deter people from parking there so just moving a few yards along to where there are no restriction will not deter them.</p> <p>I have no doubt whatsoever that this will lead to traffic chaos outside my house. In the past people attending parent's evenings and school gatherings have occasionally parked outside my house and this effectively blocks Stock Road every time a bus pulls into the bus stops either side of the road - note that although the bus stop facing in the direction of Billericay</p>	<p>Objection noted.</p> <p>The scheme was proposed as a result of a request from residents in the general area.</p> <p>Inevitably any parking restrictions implemented could possibly result in some displaced parking.</p> <p>Implementation or amendment of bus stops will be the responsibility of Essex County Council.</p>

	<p>Station is a 'cutaway' there is not sufficient room for two way traffic (on what is an extremely busy road) for a bus to be pulled in here with a vehicle parked opposite, not to mention another bus travelling the opposite direction stopping at the bus stop opposite.</p> <p>I would suggest strongly suggest the current plans be revised so as to incorporate either one of, or a combination of the following;</p> <p>1) movement of the bus stop further along from *** towards Chelmsford</p> <p>2) extension of the no parking/waiting zone up to and including and area reaching beyond *** Stock Road</p> <p>3) a clearly designated (e.g. 'road marked' bus stop zone) which would obviously be no-parking for the bus stop heading in the Chelmsford direction either in situ or further along as per 1) above.</p> <p>I would welcome the opportunity to discuss this in person with the appropriate parties.</p> <p>I thank you in advance for your consideration.</p>	
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Representations & responses relating to Anonymous		
Ref	Representation -	Technician response -
1	I am writing in support of the changes to the double yellow lines in Stock Road Billericay. The current parking by sixth form students of Mayflower school is extremely dangerous for all passing through this junction and means that traffic travelling towards Billericay are forced into the path of cars using the filter lane into Oakwood Drive.	Support noted.
6	<p>We strongly support the proposed parking restrictions near Mayflower School, Billericay, for the following reasons:</p> <p>1. The current parking hinders an already busy main road, especially as the parking forces other road users into a lane restriction intended to protect motorists turning right into Orchard Avenue from Stock Road.</p> <p>2. The parked cars further hinder the 522 bus route as it turns out of Orchard Avenue onto</p>	Support noted.

	<p>the Stock Road.</p> <p>3. The parked cars also limit visibility for residents of Stock Road, preventing them from clearly seeing oncoming traffic when leaving their properties.</p>	
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**SOUTH ESSEX PARKING PARTNERSHIP  
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 11**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201*</b>  Relating to Burnt Mills Road and Wood Green, Basildon.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.104 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**

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


**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

- |    |                   |
|----|-------------------|
| 1. | <u>Background</u> |
|----|-------------------|

1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Burnt Mills Road and Wood Green, Basildon.</p>
1.2	<p>On 24 January 2019, the SEPP received a completed application form requesting double yellow lines on the junction of Wood Green and Burnt Mills Road to prevent vehicles from obscuring sight lines at the junction.</p> <p>Vehicles often cause obstruction and reduce sight lines. Although there does not appear to be an issue during the day with vehicles parking on the junction it is during the evening and weekends when the residents of the flats are at home.</p> <p>There is a block of flats on the junction where the residents would rather park on the junction than use the car park at the rear of the flats. If DYL are implemented this should encourage them to either use the car park or park further along Burnt Mills Road where sight lines are not affected.</p> <p>On-street parking issues are caused by residents, probably in the evening, and any proposal would likely be met by objections. 10 metres of DYL on junctions would enforce rule 243 of the Highway Code and provide better sight lines for vehicles and pedestrians. Any proposal to provide parking restrictions in the location would rely mostly on the restriction being respected by residents as most of the issues occur outside core enforcement hours.</p>
1.3	<p>Considering the speed limit for Burnt Mills Road is 40mph and with vehicles often travelling in excess of this speed, the access to the flats and the width of the carriageway in Wood Green the proposed length of the double yellow lines has been advertised with this in mind.</p>
1.4	
1.5	<p><b>SEPP Policy – 1.6</b></p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding.</p>

	Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.
1.6	<p><b>SEPP Policy – 7.1</b></p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>
1.7	The Order was originally published in the Enquirer and on site on 20 June 2019, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.8	When the Order was published on 20 June 2019 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<p><u>List of Appendices</u></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p>	

## **APPENDIX 1**

Ref	List of people making representations	Type
1	Email from resident of unnamed road dated 24 June 2019	Objection
2	Email from resident of Burnt Mills Road dated 24 June 2019	Objection
3	Email from resident of Wood Green dated 11 July 2019	Objection

## **APPENDIX 2**

### **REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 20 June 2019**

Representations & responses relating to Burnt Mills Road and Wood Green, Basildon.		
Ref	Representation -	Technician response -
1	<p>I am writing to you today to strongly object to making burnt mills road and Wood Green a "no wait at any time area"</p> <p>This will greatly affect us as residents of the area, as many households have more than one car and with only one allocated parking space and not much room in the car parks residents have no alternative but to park there.</p> <p>The number of road traffic accidents in that area have been extremely low and the parking does not cause any traffic to the area, the residents of the area are very careful with how they park their vehicles in favour of road users therefore I cannot see a reason to take that away from the people of the area.</p>	<p>Objection Noted.</p> <p>The proposal will improve sight lines for all road users and better facilitate the passage of traffic using the road and enforces the Highway Code.</p>
2	<p>I live at Wood Green Basildon. As I have understood, the plan is to put double yellow lines from both sides of Burnt Mills Road into Wood Green. While I appreciate something needs to be done about the cars parking in Burnt Mills Road because it is very difficult to see going from Wood Green into Burnt Mills Road. However I am seriously against putting down these yellow lines. Wood Green already has a big parking problem. The Boundary House Apartments only have one parking space and most have people living or staying with them who park in Wood Green because there is not enough places in the flats to allow them to park in a proper place. This was exactly what we said would happen when the flats were being built - that there wasn't enough parking. Therefore I really don't want yellow lines to be put in Burnt Mills Road and Wood Green as all that will happen is that the Boundary House Apts residents will park their cars in Wood Green and push the residents of Wood Green further down the road. There is not enough parking in Wood Green as it is. We cannot afford the cars from Boundary House to park in Wood Green as the occupants of Wood Green would then be pushed further down the road, be unable to park their car outside their house. and have nowhere to park and it would cause serious problems.</p>	<p>Objection Noted.</p> <p>The proposal will improve sight lines for all road users and better facilitate the passage of traffic using the road and enforces the Highway Code.</p>



Representations & responses relating to Anonymous		
Ref	Representation -	Technician response -
3	<p>I am writing to you today to strongly object against the plans to make burnt mills road and Wood Green a "no waiting at any time" area.</p> <p>This plan will greatly affect all residents of that specific area, me and my partner live and we both work we have to bring our vehicle with us whilst we are on our shift pattern and also need the vehicle with us over night whilst we are on call incase we need to leave in an emergency. Parking it further away is out the question as we are unable to keep an eye on the vehicle and the equipment we carry.</p> <p>Being such a large vehicle this means that doesn't fit in the designated car park. We also own 2 personal cars, and only have one space.</p> <p>If that area of road is taken away it would mean that we and a number of other residents including residents with children would lose out on parking safely and close to our home.</p> <p>I would like to greatly object to this proposal and hope that our voices will be heard.</p>	<p>Objection Noted.</p> <p>The proposal will improve sight lines for all road users and better facilitate the passage of traffic using the road and enforces the Highway Code.</p>

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

**Thursday 19 September 2019 – 2.00pm**

**AGENDA ITEM 12**

<b>Subject</b>	<b>The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201*</b>  Relating to Morris Avenue and Outwood Common Road, Billericay.
<b>Report by</b>	South Essex Parking Partnership Manager

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

**Purpose**

To report the receipt of representations made on part of The South Essex Parking Partnership (Various Roads, Borough of Basildon) (Parking and Waiting) Amendment No.100 Order 201\*

**Options**

The Joint Committee has the following options available:

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

**Recommendation(s)**

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


**Consulters**

South Essex Parking Partnership

**Policies and Strategies**

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

- |    |                   |
|----|-------------------|
| 1. | <u>Background</u> |
|----|-------------------|

1.1	<p>The purpose of this Order is to vary The Essex County Council (Basildon District) (Parking and Waiting) Consolidation Order 2008 as set out below: -</p> <p>The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Morris Avenue and Outwood Common Road, Billericay.</p>
1.2	<p>On 4 September 2017 the SEPP received a completed application form from a resident of Morris Avenue requesting double yellow lines on the junction of Outwood Common Road and Morris Avenue to deter obstructive and dangerous parking. The application is supported by neighbours and the local Councillor</p> <p>The request does not meet ECC safety and congestion criterion. There have been no recorded accidents in the last 3 years.</p> 
1.3	<p>It has been agreed with the Lead Councillor and Lead Officer for parking matters for Basildon to cost a scheme to provide the necessary Traffic Regulation Order. It is estimated at £1500. This cost will be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.</p>
1.4	<p><b>SEPP Policy – 1.6</b></p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.5	<p><b>SEPP Policy – 7.1</b></p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>

1.6	The Order was originally published in the Enquirer and on site on 29 November 2018, and copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 29 November 2018 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the Lead Councillor, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>  Appendix 1 – List of people making representations  Appendix 2 – Summary of objections or support and Technicians comments	

## **APPENDIX 1**

Ref	List of people making representations	Type
1	Email from a resident of Morris Avenue dated 17 December 2018	Objection
2	Email from a resident of Oak Green dated 17 December 2018	Objection
3	Email from a resident of Oak Green dated 17 December 2018	Objection

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT – 29 November 2018

Representations & responses relating to Morris Avenue, Basildon		
Ref	Representation -	Technician response -
1	<p>I am writing to you to formally oppose the notice of new parking restrictions to be applied on Morris Ave and Outwood common Rd , Billericay.</p> <p>I live on Morris ave and do not have a drive way nor am i able to afford to have one built. I am registered as disabled and rely on my car to go to hospital aswell as accessing local shops. I also have a toddler aged three and struggle with lifting him due to my disabilities. The parking restrictions will mean i will not be able to park my car outside my home. Currently the parking available is limited and i do not understand why these restrictions are being suggested. Emergency vehicles are able to pass as parking on morris ave is only available on one side of the road, outwood common road is a wide rd so the parking there on one side does not affect emergency services either. The parking restrictions will cause more issues in the neighbourhood. If you are to impose these restrictions will you be providing driveways free if charge to those that need it ?</p> <p>This email has been sent to formally oppose the notice applied on Morris Ave dated 29th Nov 2018</p>	<p>Objection noted.</p> <p>The restrictions proposed are junction protection to enforce the highway code.</p> <p>Disabled badge holders are permitted to park on double yellow lines for up to 3 hours providing the badge is displayed.</p>

Representations & responses relating to Oak Green, Basildon		
Ref	Representation -	Technician response -
2	<p>I am writing to yourselves, to state my concerns to the new road parking restrictions that are going to cause a great deal of problems to myself and my neighbours.</p> <p>House numbers 1-7 Oak Green have no parking available to them, and regularly park upon the large grass embankment outside there properties, as the road is unfit and dangerous to park on due to the bend of OCR. So, they park where they can, either outside mine or my neighbours, or the corner of Morris Ave, or further down the road.</p> <p>Since I moved in the problem has only got worse, and I as a London black cab (taxi) driver, I battle every night to park. I do understand that the junction will be safer with new restrictions and better visibility, but this is just masking over the problems, especially with</p>	<p>Objection noted.</p> <p>The restrictions proposed are junction protection to enforce the highway code.</p>

	<p>the new housing projects about to start in local area.</p> <p>This means that now I cannot park when I get home, and often park over 200 feet away, and sometimes the St. John's church is the only place I can park up, since everyone is home and asleep when I get home in the early hours. This obviously, is not a good situation, and added to the pitch black road to walk down, is not a nice walk home.</p> <p>With the new enforcements I dread for the future, I don't want to be a bad neighbour, and I only own one vehicle, but I feel like I'm going to be the victim. I'm keen on a driveway to my property, but since I can not afford thousands of pounds to convert the grass outside mine, into a driveway, and it would never be owned by me, I wonder if there are any options.</p> <p>Are there any plans for the large grass area on Oak Green to be reduced, to allow its residents to safely park and allow all roads to easy access on and off OCR. Something must be done before new housing, as we can't cope now. Even the church and nursing home are struggling to be safe places to visit, since visibility is poor and restricted due to parking for its residents.</p>	
3	<p>I oppose the proposed traffic regulations for the following reasons -</p> <p>My mother is registered disabled and is housebound. With the proposals stated there will be no where for me (her daughter and main carer) to park to take her to hospital/doctors appointments, outings etc. Her home help will have no where to park when she comes to do her housework and it will also cause problems for her home food deliveries. I appreciate that the parking situation along these two stretches of roads are sometimes very dangerous but it will also be very detrimental to the residents who rent their homes and have no ways or means of creating their own driveways.</p> <p>Thank you for looking at our objections.</p>	<p>Objection noted.</p> <p>The restrictions proposed are junction protection to enforce the highway code.</p> <p>Disabled badge holders are permitted to park on double yellow lines for up to 3 hours providing the badge is displayed.</p>