

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

**WEDNESDAY 1ST NOVEMBER 2023
COUNCIL CHAMBER,
CIVIC CENTRE,
DUKE STREET,
CHELMSFORD CITY COUNCIL
COMMENCING AT 2.00PM.**

AGENDA

1. Welcome by Chairman of the Sub Committee.
2. Apologies for absence.
3. Matters arising and minutes of meeting on 1st November 2022
4. Consider representations against proposed TRO relating to Tresco Way and Westray Walk, Wickford.
5. Consider representations against proposed TRO relating to Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.
6. Consider representations against proposed TRO relating to Heathleigh Drive, Berry Lane and The Durdans, Basildon.
7. Consider representations against proposed TRO relating to High Road North and Winchester Gardens, Basildon.
8. Consider representations against proposed TRO relating to Queens Road, Chesham Drive and Kings Crescent, Basildon.
9. Consider representations against proposed TRO relating to Swan Mead, Clay Hill Road and Collingwood Road, Basildon.
10. Consider representations against proposed TRO relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.
11. Consider representations against proposed TRO relating to Primrose Hill, Brentwood.
12. Consider representations against proposed TRO relating to Roman Road and Roman Close, Mountnessing.
13. Consider representations against proposed TRO relating to Whadden Chase, The Quorn and Wakelin Chase, Ingatestone.
14. Consider representations against proposed TRO relating to Station Lane, Gatehouse Mews and The Paddocks, Ingatestone.
15. Any other business.

MINUTES
of the
SOUTH ESSEX PARKING PARTNERSHIP
TRAFFIC REGULATION ORDERS SUB-COMMITTEE
held on 1 November 2022 at 10.30am

Members present:

Councillor M Mackrory – Chelmsford City Council (Chairman)
Councillor C Mayes – Maldon District Council
Councillor L Shaw – Essex County Council

Officers present:

Nick Binder – Chelmsford City Council
William Butcher – Chelmsford City Council
Daniel Bird – Chelmsford City Council

1. Welcome and Introductions

The Chairman welcomed those present to the meeting of the Sub-Committee.

2. Apologies for Absence

There were no apologies for absence.

3. Matters Arising

There were no matters arising from the last meeting.

4. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF
WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING
PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER
202* relating to Foxholes Road and Snelling Grove, Chelmsford

The Sub-Committee considered representations on the above Order which proposed the introduction of a Resident Parking Permit Area Monday to Saturday 8am to 6pm and No Waiting at Any Time restrictions to protect the junctions within Foxholes Road and Snelling Grove, Chelmsford, to prevent obstructive parking from non-residential parking and maintain access particularly for larger vehicles such as buses.

36 representations, the majority of which were objections had been received from the public following advertising of the proposed Order. Written representations were read out at the meeting and the Sub-Committee also heard directly from local residents. The following points were made by local residents and ward Councillors.

- It was not reasonable to penalise residents financially for a problem of the bus company.
- The restrictions would prevent families visiting as they wouldn't be able to park for free.
- A 1-hour restriction in the morning and afternoon would be more than sufficient.
- Non-residents often parked in the road causing issues by parking inconsiderately.
- Was it necessary to include the upper north section of Foxhall Road considering the bus service did not travel in this section of road
- The two local ward members held differing views on whether the scheme should be implemented.

The Sub-Committee felt that the local residents' concerns were valid and therefore agreed to adopt the order with modifications. The Sub-Committee agreed to implement the order but with 1 hour restrictions between 10 and 11am and 2 and 3pm including the junction protection to be reviewed after 6 months.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF

WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING

PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER

202*insofar as it relates to Foxholes Road be made with a modification to the time of the restriction to 10-11am and 2-3pm and those who made representations be advised accordingly.

(10.32am to 11.18am)

5. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*

Relating to Linnet Drive, Chelmsford

The Sub-Committee considered representations on the above order which proposed the introduction of 10 metres of No Waiting at Any Time double yellow lines at the junction of Linnet Drive and Linnet Drive Service Access 318 to 438 (evens), for the purpose of preventing obstructive parking and to maintain access and visibility of the junction. The application was supported by local Councillors. It was noted the application was in keeping with Rule 243 of the Highway Code, which states 'Do Not stop or park opposite or within 10 metres of a junction.'

Some objections had been received and one written representation was read out at the meeting that made the below points, officers however felt the order should still be made.

- It would force vehicles to park elsewhere and causes issues elsewhere on Linnet Drive.
- Calming measures should be looked at instead.

The Sub-Committee noted the order was in keeping with the highway code and also noted that they were being asked to make a decision on this order, not the rest of Linnet Drive.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202* insofar as it relates to Linnet Drive and Linnet Drive Service Access be made as advertised and those who made representations be advised accordingly.

(11.19am to 11.26am)

6. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*

Relating to Roslings Close and Chignal Road, Chelmsford

The Sub-Committee considered representations on the above order which proposed the introduction of No Waiting at Any Time double yellow lines on the junction of Roslings

Close and Chignal Road, to prevent obstructive parking and maintain access and visibility on the junction. It was noted that the application was from the Local Councillor.

The Sub-Committee agreed to support the order.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202* insofar as it relates to Roslings Close and Chignal Road Chelmsford be made as advertised and those who made representations be advised accordingly.

(11.27am to 11.30am)

7. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*

Relating to Kelvedon Close and Patching Hall Lane, Chelmsford

The Sub-Committee considered representations on the above order which proposed No Waiting at Any Time double yellow lines on the junction of Kelvedon Close and Patching Hall Lane.

Three objections had been made by members of the public but officers felt they did not have sufficient weight to prevent the order being made. Members of the public attended the meeting and raised the following points.

- The problem would just be moved elsewhere.
- School buses could park on the school site instead rather than in the cycle lane.
- They had not seen a petition regarding the scheme.

The Sub-Committee noted that they were looking at a particular scheme rather than the general issue of irresponsible parking. They noted that they had taken on board the comments made but that they supported the order being made.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202* insofar as it relates to Kelvedon Close and Patching Hall Lane be made as advertised and those who made representations be advised accordingly.

(11.31am to 11.48am)

8. The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.7) Order 202*

Relating to Fitch's Crescent, Maldon

The Sub-Committee considered representations on the above order which proposed removing the existing No Waiting single yellow line 9am –7pm which is operational between 1 May to 30 September to be replaced by No Waiting at Any Time double yellow lines. . It was noted that Maldon District Council had stated that parked vehicles, especially during large events at the Promenade, restricted traffic flow and were likely parking there to avoid car park costs. It was noted that two representations had been received in support and one objection.

The Sub-Committee agreed to support the order as it was a known problem during the day and outside of the seasonal summer periods..

AGREED that The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.7) Order 202* insofar as it relates to Fitch's Crescent be made as advertised and those who made representations be advised accordingly.

(11.49am to 11.53am)

9. The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.7) Order 202* Relating to Park Drive, Maldon

The Sub-Committee considered representations on the above order related to Park Drive Maldon. It was noted that there had been two separate applications and SEPP had carried out site visits as a result. It was noted that it had been agreed to replace the existing seasonal restrictions and implement additional 'no waiting at any time' restrictions on Park Drive. Officers had received representations about the order and in consideration of the objections received recommended that the proposed lengths of restrictions would be withdrawn opposite numbers 2-7, 18-26 and 30-36 Park Drive to retain the existing restrictions to allow further parking and the remaining proposed order be made as advertised.

The Sub-Committee heard one written representation in support of the scheme. The Sub-Committee agreed there was a problem with verge parking in the area and supported the order being made with the recommended modifications

AGREED that The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.7) Order 202* insofar as it relates to Park Drive be made as advertised with the modification to withdraw the proposed lengths of No Waiting at Any Time restrictions opposite numbers 2-7, 18-19 and 30–36 therefore retaining the existing restrictions in these sections of Park Drive and those who made representations be advised accordingly.

(11.54am to 12pm)

10. The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.7) Order 202*
Relating to Princes Road, Maldon

The Sub-Committee considered representations on the above order which proposed current restrictions on Princes Road being replaced with No Waiting at Any Time double yellow lines opposite Wantz Haven. It was noted that residential parking in the area was at a premium, and many objections had been received at a late stage. The order had been discussed with the Maldon lead officer and member and it was acknowledged that the introduction of these restrictions would further reduce the limited available parking for residents in the area. It was therefore recommended to withdraw the order in its entirety.

One member of the public spoke in support of the order being withdrawn.

The Sub-Committee agreed that the order was not required and therefore it was withdrawn.

AGREED that The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.7) Order 202* insofar as it related Princes Road be withdrawn and those who made representations be advised accordingly.

(12pm to 12.08pm)

11. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*
Relating to Ongar Road, Victoria Road and Back Road Access, Writtle

The Sub-Committee considered representations on the above order which proposed No Waiting at Any Time double yellow lines on the junction of Ongar Road, Victoria Road and Back Road. The request was to prevent obstructive parking and maintain access and visibility on the junction. The application had been supported by local Councillors and residents.

The Sub-Committee agreed to support the order.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER

202* insofar as it relates to Ongar Road, Victoria Road and Back Road, Writtle, be made as advertised and those who made representations be advised accordingly.

(12.09pm to 12.11pm)

12. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*

Relating to Trent Road and Thames Road, Chelmsford

The Sub-Committee considered representations on the above order which proposed No Waiting at Any Time double yellow lines on the junction of Trent Road and Thames Avenue Chelmsford. This was to prevent obstructive parking and to maintain access and visibility on the junction. The application had been submitted by the three local ward Councillors. It was noted that there had been 5 objections made and 3 in support for the application.

Members of the public attended and stated that they didn't disagree in principle but they disagreed to the extent of the double yellow lines. It was noted that they felt the extend of the double yellow lines should be reduced so as not to extend over the dropped kerb to the property.

The Sub-Committee agreed to reduce the extent of the proposed restrictions and to therefore modify the scheme to take the restrictions from a point of 15 metres northeast of its junction with Thames Avenue south-westwards until the house boundary line of No9 Trent Road so as not to extend over the dropped kerb to this property.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER

202* insofar as it relates to Trent Road and Thames Road be made with the modification from a point of 15 metres northeast of its junction with Thames Avenue south-westwards until the house boundary line of No9 Trent Road so as not to extend over the dropped kerb to this property and those who made representations be advised accordingly.

(12.12pm to 12.25pm)

13. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*

Relating to Hearsall Avenue, Chelmsford

The Sub-Committee considered representations on the above order which proposed No Waiting at Any Time double yellow lines in the turning area of Hearsall Avenue Broomfield,

to prevent obstructive parking and maintain access at all times to the adjacent properties and garages. It was noted that there had been three objections, one statement of support and 1 comment on the proposals.

One member of the public attended the meeting and objected to the proposals. They stated that there was little support for the proposal which appeared to only suit the applicant. They stated there were never issues in the area and personally felt that the restrictions being proposed were unnecessary when there was no requirement for them.

After consideration the Sub-Committee agreed that the order was not required and therefore it was withdrawn.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202* insofar as it relates to Hearsall Avenue Chelmsford, be withdrawn and those who made representations be advised accordingly.

(12.26pm to 12.35pm)

14. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202*

Relating to Osea Way and Havengore, Chelmsford

The Sub-Committee considered representations on the above order which proposed restrictions on Havengore and Osea Way, Springfield. It was proposed that 'No waiting at any time' restrictions should be introduced at this junction which would extend 15 meters both sides of the junction in Osea Way and 14 metres both sides of the junction in Havengore.

One member of the public spoke in support of the proposals and the Sub-Committee agreed to support the order being made.

RESOLVED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202* insofar as it relates to Osea Way and Havengore, Chelmsford be made as advertised and those who made representations be advised accordingly.

(12.36pm to 12.40pm)

15. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER

202*

Relating to Clements Green Lane, Hullbridge Road and Hither Blakers, South Woodham Ferrers

The Sub-Committee considered representations on the above order which proposed double yellow lines and single yellow lines on Clements Green Lane, from the mini roundabout outside Warwick Parade to the junction of Hither Blakers. The request was supported by Local Councillors and residents and would prevent obstructive parking and maintain access and visibility.

The Sub-Committee agreed to support the order being made.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER 202* insofar as it relates to Clements Green Lane, Hullbridge Road and Hither Blakers, South Woodham Ferrers be made as advertised and those who made representations be advised accordingly.

(12.41pm to 12.44pm)

16. THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER

202*

Relating to Clarence Close and Henniker Gate, Chelmsford

The Sub-Committee considered representations on the above order which proposed 10 metres of No Waiting at Any Time double yellow lines at the junction of Clarence Close and Henniker Gate to prevent inconsiderate parking at this junction particularly during the periods of school parking.

It was noted that two emails from local residents were read out at the meeting to support the scheme following an initial objection which had since been withdrawn after a site visit had taken place and the extent of the restriction had been confirmed.

The Sub-Committee agreed to support the order being made.

AGREED that THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF

WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.29) ORDER

202* insofar as it relates to Clarence Close and Henniker Gate, Chelmsford be made as advertised and those who made representations be advised accordingly.

(12.45pm to 12.48pm)

17. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH)
(PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ONSTREET
PARKING PLACES) (CIVIL ENFORCEMENT AREA)
(AMENDMENT No.23) ORDER 202*
Relating to Emanuel Road, Vowler Road, Great Oxcroft, Little Oxcroft &
Bedford Road, Priors Close, Basildon.

The Sub-Committee considered a proposal to remove Zone C/X permit parking areas in Basildon. It was noted that nothing would change for residents and the permit bays were being changed to a parking zone which would increase parking provisions.

The Sub-Committee agreed to support the order being made.

AGREED that THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH)
(PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ONSTREET
PARKING PLACES) (CIVIL ENFORCEMENT AREA)
(AMENDMENT No.23) ORDER 202* insofar as it relates to Emanuel Road, Vowler Road,
Great Oxcroft, Little Oxcroft &
Bedford Road, Priors Close, Basildon, be made as advertised and those who made
representations be advised accordingly.

18. Urgent Business

There were no items of urgent business.

The meeting closed at 12.51pm

Chair

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1 st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 4	
Subject	<p>THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.30) ORDER 202*</p> <p>Relating to Tresco Way and Westray Walk, Wickford.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 30) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Tresco Way and Westray Walk, Wickford.
1.3	In July 2021 an application form was received from a resident with support from a local councillor requesting parking restrictions for Tresco Way and Westray Walk, Wickford.
1.4	Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking too close to the junction of Tresco Way and Westray Walk. Rule 243 of the Highway Code states that vehicles should not park within 10 metres of a junction and is a fundamental part of road safety. Therefore, a recommendation for double yellow lines was recommended to the SEPP Joint Committee Member and Lead Officer for Basildon. It was agreed to cost a scheme which was estimated at £2,000 to provide double yellow lines on the junction of Tresco Way and Westray Walk. This cost could be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.
1.5	SEPP Policy – 1.6 It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.
1.6	SEPP Policy – 7.1 The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.
1.7	The Proposed Order was originally advertised in the Basildon and Southend Echo on 29 th June 2023 and on site from 29 th June to 21 st July 2023 under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Basildon Amendment No.30 were sent to the SEPP's list of consultees, Basildon Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.
1.8	The Proposed Order is for 'No Waiting at Any Time' (Double Yellow Lines) on the junction of Tresco Way and Westray Walk, Wickford.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.

List of Appendices

Appendix 1 – List of people making representations.

Appendix 2 - Summary of objections or support and Technicians comments.

Appendix 3 – Photos taken by the SEPP.

APPENDIX 1

Ref	List of people making representations relating to Tresco Way and Westray Walk, Wickford.	Type
1	Email from resident of Westray Walk dated 12/07/2023	Objection
2	Email from resident of Westray Walk dated 13/07/2023	Objection
3	Email from resident of Westray Walk dated 14/07/2023	Objection
4	Email from resident of Westray Walk dated 18/07/2023	Objection
5	Email from resident of Westray Walk dated 20/07/2023	Objection
6	Email from resident of Westray Walk dated 20/07/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
29th JUNE TO 21st JULY 2023

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
1	<p>I am writing to oppose the suggested double yellow lines on the corner of Westray Walk / Tresco way. In our opinion this is a unnecessary waste of tax payers money and instead of being beneficial to safety it will actually be detrimental.</p> <p>We have lived on this road for nearly [REDACTED] years and this corner has never once presented a safety issue or created problems for large vehicles entering the road. If anything the yellow lines will cause more safety problems with people having to bump up cars either side of the road, making it more difficult for large vehicles and people walking with buggies and young children to access the country park, which is of course very popular within the local community.</p> <p>The issue seems to have been raised as a neighbour, who lives on this corner, does not like people parking outside his house or the house opposite. I'm not sure why he thinks it's his private road as everyone on the street is accommodating to cars being parked outside their house apart from him. Amongst our most immediate neighbours there are many young people that have either just passed tests and have cars or are currently taking driving lessons. By restricting parking you will be causing issues to the safety of people accessing the paths to the park and the school. In addition the neighbour across the road has a dog daycare business where evidently customers need to drop off their pets - the neighbour in question who complained also had issues with people briefly stopping outside for this as well which I think demonstrates the extent of their selfish perspective on the road parking. This will negatively impact a small business which again is used by many residents in Wickford.</p> <p>I suggest that someone actually comes to our location to view this as the corner goes onto a dead end so parking in this area does not affect any residents or commonly used routes. Surely this is a ridiculous suggestion and in the current environment I would think budgets should be spent on more sensible and beneficial matters rather than a disgruntled singular resident at the expense of the rest of the local residents. To this point I think councillors should be mindful of all the young people located in these houses and the amount of votes involved. [REDACTED]</p> <p>[REDACTED] Everyone is astounded that this is a serious proposal when there are potholes everywhere in Wickford.</p>	<p>Concerns have been raised that vehicles are parking too close to the junction of Tresco Way and Westray Walk. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety.</p> <p>There is plenty of available on-street parking in Tresco Way without the need to park on, or too close to the junction. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours on yellow lines if displaying their blue badge and time clock.</p>

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
		The South Essex Parking Partnership implement, maintain and enforce on-street parking restrictions only and is self-funded. Potholes should be reported on the Essex Highways website.
2	<p>I am emailing on behalf of my boyfriend and I who would like to object to the attached/below notice.</p> <p>There is a notice from the council on the lamp posts on Westry Walk that I have attached for notice of introducing a 'No waiting at any time' along Westry Walk.</p> <p>We would like to object to this as I feel like it could cause disruption for my family and surrounding residents with parking as this is an area that is often used when residents have outside family to visit when they don't have enough space on their driveway.</p>	<p>Concerns have been raised that vehicles are parking too close to the junction of Tresco Way and Westray Walk. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety. There is plenty of available on-street parking in Tresco Way without the need to park on, or too close to the junction. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours on yellow lines</p>

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
		if displaying their blue badge and time clock.
3	<p>I am writing to oppose this suggested double yellow lines on the corner of Westary walk / Tresco way. Personally I do not see this is necessary, I have lived in Westary walk for 16 years and never thought there was a problem with cars parking or stopping at all. I see this as a personal attack to one of our neighbours as he does not like looking at their car parked opposite and that's the only issue i can think of therefore totally uncalled for and a waste of money.</p> <p>Parking is limited around most of the wick area and as long as everyone is considerate then i don't see there is a problem .</p>	<p>Concerns have been raised that vehicles are parking too close to the junction of Tresco Way and Westray Walk. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety.</p> <p>There is plenty of available on-street parking in Tresco Way without the need to park on, or too close to the junction. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours on yellow lines if displaying their blue badge and time clock.</p>
4	I wish to record my objections to the prohibition of waiting notice Amendment No 30 Order 202, at the junction of Tresco Way and Westray Walk in Wickford	Concerns have been raised that vehicles are parking too close to the

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
	<p>The fact that rarely, if ever, does anybody park at this junction seems to have been completely overlooked in the planning and set up of this order. And the fact that you rarely, if ever, police the existing no waiting areas on the Wick begs the same question.</p> <p>Prohibiting parking in this, the only straight part of Westray Walk, will mean that, should anybody need to park locally for a short period, they will be forced to park further into the Walk, on bends and opposite/across driveways.</p> <p>The policing of existing "No Parking" areas on the Wick, and I suspect all over the borough, is absolutely abysmal, especially near and adjacent to the schools. To my mind this makes the time spent in planning, dealing with the public consultation and the execution of this rather hair brained idea to be the most complete waste of OUR, the Council taxpayers of this borough, time and more importantly MONEY.</p> <p>Please DO NOT waste the yellow paint as well!!</p> <p>Whilst I am on the subject I believe your time would be much better spent in policing effectively the existing parking regulations on the Wick, especially the existing "Double Yellow" and "School" area signs before there is a very bad accident and children get hurt.</p> <p>Similarly it beggars belief that you can be spending time on meaningless no parking areas, in the quietest part of the district, and yet there are STILL NO "20 mph" restrictions near the local schools.</p> <p>I would suggest your time, and our money, would much better spent on projects such as this.</p> <p>With the greatest respect, a request to "Think Again" and all good wishes.</p>	<p>junction of Tresco Way and Westray Walk. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety.</p> <p>There is plenty of available on-street parking in Tresco Way without the need to park on, or too close to the junction. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours on yellow lines if displaying their blue badge and time clock. The South Essex Parking Partnership implement, maintain, and enforce on-street parking restrictions only. The SEPP is self-funded and not funded by the taxpayer. Request for 20mph speed limits should be</p>

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
		directed to Essex County Council, who are the highway authority.
5	<p>I am writing to communicate my objection to the application to introduce 'No Waiting or Parking at Any Time' on Tresco Way and its junction with Westray Walk. I live on the corner of Westray Walk where it meets Tresco Way and can see absolutely no reason for the council to waste its money on this order. The street is very quiet and if anyone does park or wait outside my house (■■■■) it is never for very long and causes no obstruction or risk. The rest of our street is very bendy and for the cars who do park here to have to move down would cause further parking on the pavement which would be dangerous for pedestrians.</p> <p>I work at the local primary school (Abacus Primary) and would suggest that any budget for parking and waiting issues on Tresco Way be considered for addressing issues closer to the school where there is danger to children and families in our community. A 20mph restriction and visible efforts to enforce the double yellow lines that exist there should be top of your list, rather than putting double yellow lines around two of the quietest (in my opinion) corners of The Wick.</p>	<p>Concerns have been raised that vehicles are parking too close to the junction of Tresco Way and Westray Walk. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety.</p> <p>There is plenty of available on-street parking in Tresco Way without the need to park on, or too close to the junction. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours on yellow lines if displaying their blue badge and time clock. The South Essex Parking Partnership implement, maintain, and enforce on-street parking restrictions</p>

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
		only. The SEPP is self-funded and not funded by the taxpayer. Request for 20mph speed limits should be directed to Essex County Council, who are the highway authority.
6	<p>I write to raise my concern and objection to the proposed Prohibition of waiting, loading and stopping to Tresco Way and Westray Walk, Wickford.</p> <p>My home is on [REDACTED] and this prohibition would restrict my ability to gain access to my property, receive goods and visitors to my property and in my opinion cause further issues along Westray walk. If parking around this area is prohibited, then we would see parking issues further into Westray Walk, but the size and shape of this road along with volume of vehicles, would cause an increased danger to pedestrians and children. In my opinion, public funds would be better spent on making roads around Wickford safer, such as around Abacus School which has an awful parking issue even on the double yellow lines currently in place, which is not monitored. This area should be a designated 20mph zone to prevent the potential risk of danger to children crossing. I do not think that spending any public funds on the proposed Tresco Way and a Westray Walk, which is probably the quietest roads in Wickford, is necessary or justified.</p> <p>I welcome a conversation further on this if necessary, to understand how quiet this road is and how this would be such a waste of public funds, but a burden to the residents of 1,2,3&4 Westray Walk.</p>	<p>Concerns have been raised that vehicles are parking too close to the junction of Tresco Way and Westray Walk. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety. There is plenty of available on-street parking in Tresco Way without the need to park on, or too close to the junction. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours on yellow lines if displaying their blue badge and time</p>

Representations & responses relating to Relating to Tresco Way and Westray Walk, Wickford.		
Ref	Representation -	Technician response -
		clock. The South Essex Parking Partnership implement, maintain, and enforce on-street parking restrictions only. The SEPP is self-funded and not funded by the taxpayer. Request for 20mph speed limits should be directed to Essex County Council, who are the highway authority.

APPENDIX 3
PHOTOS TAKEN BY THE SEPP







SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 5	
Subject	<p>THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.30) ORDER 202*</p> <p>Relating to Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 30) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.
1.3	In September 2022 an application form was received from a Councillor Stuart Terson, supported by Councillor Mackenzie and accompanied by a 20-person petition requesting parking restrictions for Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.
1.4	Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking too close to junctions. Rule 243 of the Highway Code states that vehicles should not park within 10 metres of a junction and is a fundamental part of road safety. Therefore, a recommendation for double yellow lines was recommended to the SEPP Joint Committee Member and Lead Officer for Basildon. It was agreed to cost a scheme which was estimated at £2,000 to provide double yellow lines on the junction of Tresco Way and Westray Walk. This cost could be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.
1.5	SEPP Policy – 1.6 It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.
1.6	SEPP Policy – 7.1 The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.
1.7	The Proposed Order was originally advertised in the Basildon and Southend Echo on 29 th June 2023 and on site from 29 th June to 21 st July 2023 under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Basildon Amendment No.30 were sent to the SEPP's list of consultees, Basildon Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.
1.8	The Proposed Order is for 'No Waiting at Any Time' (Double Yellow Lines) in Tenterfields and the junctions with Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>

3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made as advertised and would also assist in upholding the Highway Code.
<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> <p>Appendix 3 – Photos taken by the SEPP.</p>	

APPENDIX 1

Ref	List of people making representations relating to Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.	Type
1	Email from resident dated 01 07 2023	Objection
2	Email from resident dated 04 07 2023	Objection
3	Email from resident dated 27/07/2023	Objection
4	Email from resident dated 27/07/2023	Objection
5	Email dated 29/07/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
29th JUNE TO 21ST JULY 2023

Representations & responses relating to Relating to Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.		
Ref	Representation -	Technician response -
1	<p>I live at [REDACTED], My question is .Where do you expect residents and their families to park? We have parking issues at present with businesses running from homes, car repairs, child minders. We have rooms from houses being rented on other estates eg Snowdonia Close to Eastern Europeans all parking where residents need to park. I understand the issues when coming out of side streets such as Fairfax Avenue and Langford grove but looking at Davenants the same issues apply, so does half of Basildon.</p> <p>May I suggest from house numbers 23 and 37, there is 2 x pathways, one roadside with hedgerow between the two paths, the hedgerow is rarely cut has bramble growing and looks a total mess, you struggle to walk down the pathway. Take this all out removing the pathway and hedgerow leaving a pathway for pedestrians making this parking in the form of a layby.</p> <p>I have lived here for [REDACTED] years and to put double yellows down Tenterfields will just move the problem elsewhere, further up the road or down the side streets. Basildon has issues with residents parking as it stands flats are being built at the top end of Tenterfields, they have parking spaces, yes but not enough. Where are these going to park? Maybe the top end of Tenterfields or even Burnt Mills Road. Maybe an idea to put double yellows and lets cause chaos.</p> <p>What needs to happen is the issues dealt with such as 2x lorry bodies randomly parked down Tenterfields and residents from other estates mainly house shares with not enough parking using Tenterfields to park. The cars are left for sometimes weeks before they are even moved and are now parking at the top end of Tenterfields. I have put countless notes on these vehicles as they do not live on this estate.</p> <p>I clearly disagree with this decision. The residents and their families in this row of houses need to have some sort of parking, whether it be a layby or parking spaces. There is enough room to the front of these houses for some sort of parking, with a footpath to remain for pedestrians. I also do not think that leaving a sign on a lamp post is acceptable, each resident should be informed individually, every resident in this area.</p>	<p>Objection and comments noted.</p> <p>The proposed restrictions address concerns that have been raised that vehicles are parking too close to the junctions of Tenterfields with Shirley Gardens, Langford Grove and Fairfax Avenue. The parking causes sightline and access difficulties for all road users, especially larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles and enforces the Highway Code. Parking on, or too close to a junction is a fundamental part of road safety.</p>
2	<p>To whom it may concern, the proposed yellow lines on this road will not in my opinion deal with the current parking issues . We have at least 3 properties in this road currently running motor vehicle businesses from private addresses, one of which means two artic fronts of</p>	<p>Objection and comments noted.</p> <p>The proposed restrictions address concerns that have been raised that</p>

Representations & responses relating to Relating to Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.		
Ref	Representation -	Technician response -
	<p>lorries are regularly parked on the residential street , making an already busy and over parked area dangerous. The other businesses are a recovery / repair types whose cars spill into this street . One of which takes regular deliveries of cars from a double deck transporter.</p> <p>The other issue we have is multiple occupancy houses ,these cars park on this road on the instruction of the residents of snowdonia close off of lanhams , this road has no restrictions but however these cars / vans are parked in Tenterfields just off the roundabout making it very difficult at times to pull out from our drive .</p> <p>I feel the best way to address this would be with residents permit parking and also looking at removing a hedge and double path on the east side , after the junction with Shirley Gardens , this could be replaced with a lay-by increasing the width of the road which is narrowed by excessive cars/vans parking . As previously stated some of these are from neighbouring streets .</p>	<p>vehicles are parking too close to the junctions of Tenterfields with Shirley Gardens, Langford Grove and Fairfax Avenue. The parking causes sightline and access difficulties for all road users, especially larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles and enforces the Highway Code. Parking on, or too close to a junction is a fundamental part of road safety.</p>
3	<p>Hi,</p> <p>I would like to object to the restrictions, reasons for which I have stated below.</p> <p>The restrictions need to be all the way up the Tenterfields road due to huge parking issues which is causing disruption and lot of unhappiness, not to mention it being unsafe!</p> <p>75% of the cars being parked up Tenterfields do not belong to residents, they are made up of company trucks and cars, and one tenant is running his vehicle recovery business from home and storing the cars all the way up the road.</p>	<p>Objection and comments noted. The proposed restrictions address concerns that have been raised that vehicles are parking too close to the junctions of Tenterfields with Shirley Gardens, Langford Grove and Fairfax Avenue. The request did not mention any issues with parking further in Tenterfields therefore, no further restrictions were proposed. Should residents wish to apply for further restrictions they can do so via an application form.</p>
4	<p>I wish to Object to the restrictions being suggested for Tenterfields, SS13 1BB</p> <p>The reason for my objection is because the restrictions should be located all the way up Tenterfields, not just partly such is the massive parking issues. If you only place the</p>	<p>Objection and comments noted. The proposed restrictions address concerns that have been raised that</p>

Representations & responses relating to Relating to Tenterfields, Shirley Gardens, Langford Grove and Fairfax Avenue, Basildon.		
Ref	Representation -	Technician response -
	restrictions on one section then all the cars will simply move further up Tenterfields and therefore you are just moving the problem and not resolving it.	vehicles are parking too close to the junctions of Tenterfields with Shirley Gardens, Langford Grove and Fairfax Avenue. The request did not mention any issues with parking further in Tenterfields therefore, no further restrictions were proposed. Should residents wish to apply for further restrictions they can do so via an application form.
5	These restrictions must be put all the way along Tenterfields or you will force cars to just park further up Maybe permits are necessary	proposed restrictions address concerns that have been raised that vehicles are parking too close to the junctions of Tenterfields with Shirley Gardens, Langford Grove and Fairfax Avenue. The request did not mention any issues with parking further in Tenterfields therefore, no further restrictions were proposed. Should residents wish to apply for further restrictions they can do so via an application form.

APPENDIX 3
PHOTOS TAKEN BY THE SEPP











SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 6	
Subject	<p>THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.30) ORDER 202*</p> <p>Relating to Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 30) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.
1.3	In October 2022 an application form was received from Councillor Kerry Smith accompanied by a 95-person petition requesting parking restrictions for Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.
1.4	Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking too close to the junctions. Therefore, a recommendation for double yellow lines was recommended to the SEPP Joint Committee Member and Lead Officer for Basildon. It was agreed to cost a scheme which was estimated at £2,000 to provide double yellow lines on the junctions of Berry Lane/Heathleigh Drive and Heathleigh Drive/The Durdans and on the junction opposite No.5 The Durdans. This cost could be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.
1.5	SEPP Policy – 1.6 It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.
1.6	SEPP Policy – 7.1 The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.
1.7	The Proposed Order was originally advertised in the Basildon and Southend Echo on 29 th June 2023 and on site from 29 th June to 21 st July 2023 under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Basildon Amendment No.30 were sent to the SEPP's list of consultees, Basildon Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.
1.8	The Proposed Order is for 'No Waiting at Any Time' (Double Yellow Lines) on the junctions of Berry Lane/Heathleigh Drive and Heathleigh Drive/The Durdans and on the junction opposite No.5 The Durdans.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.

List of Appendices

Appendix 1 – List of people making representations.

Appendix 2 - Summary of objections or support and Technicians comments.

Appendix 3 – Photos taken by the SEPP.

APPENDIX 1

Ref	List of people making representations relating to Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.	Type
1	Email from resident dated 29/06/2023	Support
2	Email from resident of Heathleigh Drive dated 20/07/2023	Support
3	Email dated 21/07/2023	Support
4	Email from resident of Berry Lane dated 21/07/2023	Objection
5	Email from resident of Berry Lane dated 21/07/2023	Objection
6	Email from resident of Berry Lane dated 02/08/2023	Support
7	Email from resident of Heathleigh Drive dated 17/08/2023	Support


APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
29th JUNE TO 21st JULY 2023

Representations & responses relating to Relating to Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.		
Ref	Representation -	Technician response -
1	I fully support this in relation to berry lane, Heathleigh drive and the Durdans. People's safety is at risk. Some recent pictures in addition to those shared via Cllr smith and your own assessments.	Support and comments noted.
2	I'd like to show my support and in total agreement for the proposed no waiting areas in Berry Lane, Heathleigh Drive and The Durdans Langdon Hills I'm a resident at ■ Heathleigh Drive Langdon Hills	Support and comments noted.
3	I am in favour of the no waiting restrictions in Heathleigh Drive.	Support noted.
4	<p>Please accept this mail as my objection to having double yellow lines outside my house of ■ Berry Lane, Langdon Hills, Essex, SS16 ■.</p> <p>We have lived here for some ■ years and we've never had cause to think we need double yellow lines to stop people parking around SS16 ■ nor have I seen or heard of any accidents, personal injury due to cars parking alone the stretch of road around our house. Not sure what your driver/reasons are for considering double yellow lines around SS16 ■, if we had more context then there could be an alternative solution to review together.</p> <p>Email dated 26/07/2023</p> <p>Thank you for response, but not really answered why considering putting double yellows down, what's happened to cause concern?</p> <p>Also worth noting that since permit parking was enabled in Emmanuel Road I have not seen any additional vehicles parked in or around Berry Lane that would cause concern.</p> <p>When we have friends and family visit or people visiting my wife's business (run from our house) if double yellows go ahead there will be no where for them to park so seems an additional inconvenience for no explained reason why putting double yellows down or is this just another money spinning idea in parking fines or a waste of tax payers money to lay and maintain the lines, traffic's warden(s) to monitor parking, etc.</p> <p>So with this I do not see double yellows adding any value to anyone actually living in or around Berry Lane so no customer/resident satisfaction.</p>	Concerns have been raised that vehicles are parking too close to the junction of Heathleigh Drive and Berry Lane and The Durdans. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety. There is plenty of available on-street parking nearby and the proposed restrictions should not affect any

Representations & responses relating to Relating to Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.		
Ref	Representation -	Technician response -
		business. It should also be noted it is possible to load and unload and set down and pick up passengers on double yellow lines. It is also possible for blue badge holders to park for up to 3 hours and yellow lines if displaying their blue badge on time clock.
5	<p>I write with reference to a notice that has appeared in Berry Lane, Langdon Hills, SS16 advising of the intention to invoke parking restrictions within Berry Lane, Heathleigh Drive and The Durdans.</p> <p>As a business owner based at ■■■ Berry Lane, I would like to enquire how I would accommodate parked cars that come to visit my business? Parking restrictions would indeed have an impact which would include a financial concern if I am not able to offer somewhere to park. On a more personal level, I have family visiting regularly from Lincolnshire and with 2 cars in our household, we do not have space to accommodate any additional cars on our driveway, therefore I am unsure where friends and family would park? If the parking restrictions go ahead, what plans would be in place for visitor parking?</p> <p>Would it not be more appropriate to install a permit system the same as Emmanuel Road and therefore residents can apply for visitors parking permits if needed?</p>	<p>Concerns have been raised that vehicles are parking too close to the junction of Heathleigh Drive and Berry Lane and The Durdans. The parking causes sightline and access difficulties for all road users, especially for larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction is a fundamental part of road safety. There is plenty of available on-street parking nearby and the proposed restrictions should not affect any business. It should also be noted it is possible to load and unload and set down and pick up passengers on</p>

Representations & responses relating to Relating to Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.		
Ref	Representation -	Technician response -
		double yellow lines. It is also possible for blue badge holders to park for up to 3 hours and yellow lines if displaying their blue badge on time clock.
6	<p>As discussed I wish to confirm that I agree with the proposed parking restrictions. I live at number ■ and people continually park opposite my driveway which makes it impossible for me, as a disabled driver, to get my vehicle in and out of my drive. Cars parked there are waiting for their children who are attending the cookery club at number ■. They sit there with the engines running for endless amounts of time. Also people using the train station park their cars all day. This results in me being unable to get out until they return sometimes late at night. Large vehicles such as dust carts have to mount the pavement to turn right out of Heathleigh Drive. This is next to my boundary wall and has been hit in the past and the gas main was also hit and had to be replaced. The vibration has caused my wall to crack. This is a walkway to the local primary school Lincewood and it will not be long before an accident is caused. All other areas of the road and side roads have yellow lines and as stated previously I believe this is needed at our end of Berry Lane.</p>	Support and comments noted.
7	<p>I am a resident of Heathleigh Drive, Langdon Hills and am emailing in support of the parking restrictions proposed.</p> <p>I've attached a diagram which I have marked in red to show where cars are very often parked at the end of Heathleigh but also opposite the junction in Berry Lane. This means that when exiting the junction you have to drive along the right hand side of the road, often meeting head on with cars who are entering the road. When there is a car or van parked opposite, you have to also deal with cars who are driving down the wrong side of Berry Lane to overtake the parked vehicle. Add in families who are walking to Lincewood school and I fear a nasty accident is just a matter of time. I've had a couple of near misses myself when edging out of the junction slowly on the wrong side of the road, to be met with another vehicle on the wrong side of Berry Lane at speed.</p>	Support and comments noted.

**Representations & responses relating to
Relating to Heathleigh Drive, Berry Lane and The Durdans, Langdon Hills.**

Ref	Representation -	Technician response -
	<div data-bbox="286 296 1140 817">  </div> <p data-bbox="286 853 1464 922">This situation is exacerbated by this being the first road without station parking restrictions. People literally park right on the corner of the junction and leave their vehicle there all day.</p> <p data-bbox="286 957 1494 1058">Please put safety before convenience and implement restrictions before somebody gets hurt. Everybody has off-road parking here, most for several vehicles, so safety should take the highest priority.</p>	

APPENDIX 3

PHOTOS TAKEN BY THE SEPP





SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 7	
Subject	<p>THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.30) ORDER 202*</p> <p>Relating to High Road North and Winchester Gardens, Basildon.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 30) ORDER 202*	
Options The Joint Committee has the following options available: <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
Recommendation(s) <ol style="list-style-type: none"> 1. The Order be made in part by only implementing double yellow lines on the junction of High Road North and Winchester Gardens. 2. The people that made representations during the 21-day formal consultation 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 vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of High Road North and Winchester Gardens, Basildon.
1.3	In July 2021 an application form was received from a Councillor Stuart Allen, supported by Councillor Sargent, Councillor Buckley and Councillor Ball and accompanied by a 26-person petition requesting parking restrictions for High Road North and Winchester Gardens, Basildon.
1.4	<p>Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking too close to the traffic calming chicane. There were also vehicles parked close to the junction with Winchester Gardens. Rule 243 of the Highway Code states that vehicles should not park within 10 metres of a junction and is a fundamental part of road safety.</p> <p>The technician recommended a combination of double yellow lines and single yellow lines, which would apply between the hours of 8:30am to 10:30am & 4:30pm to 6:30pm, to allow parking for residents outside of the restricted times. The recommendation would help alleviate congestion and obstruction issues on what is a busy PR2 Route. It will also prevent vehicles from parking close to the traffic calming chicane which is important to the measure working effectively. The recommendation was made to the SEPP Joint Committee Member and Lead Officer for Basildon. It was agreed to cost a scheme which was estimated at £5,000 to provide double and single yellow lines throughout High Road North and with the junction of Winchester Gardens. This cost could be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.</p>
1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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 Proposed Order was originally advertised in the Basildon and Southend Echo on 29 th June 2023 and on site from 29 th June to 21 st July 2023 under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Basildon Amendment No.30 were sent to the SEPP's list of consultees, Basildon Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.

1.8	The Proposed Order is for 'No Waiting at Any Time' (Double Yellow Lines) and No Waiting 8.30am-10.30am & 4.30pm-6.30pm' (Single Yellow Line) in High Road North and Winchester Gardens, Basildon.
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	<p>Considering the objections, the lack of representations supporting the proposal and the level of on-street parking observed since the formal consultation the Technicians recommend the Order be made in part by only implementing double yellow lines on the junction of High Road North and Winchester Gardens.</p> <p>The SEPP Joint Committee Member and Lead Officer for Basildon concur with the recommendation and feel that the scheme is no longer justified, apart from the junction of High Road North and Winchester Gardens. It is also recommended that the area be monitored going forward.</p>
<u>List of Appendices</u> <p>Appendix 1 – List of people making representations.</p> <p>Appendix 2 - Summary of objections or support and Technicians comments.</p> <p>Appendix 3 – Photos taken by the SEPP.</p>	

APPENDIX 1

Ref	List of people making representations relating to High Road North and Winchester Gardens, Basildon.	Type
1	Email from a resident of High Road North dated 29 06 2023	Objection
2	Email from a resident of High Road North dated 29 06 2023	Objection
3	Email from a resident of High Road North dated 30 06 2023	Objection
4	Email from a resident of High Road North dated 30 06 2023	Objection
5	Email from a resident of High Road North dated 03 07 2023	Objection
6	Email from a resident of High Road North dated 08 07 2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
29th JUNE TO 21st JULY 2023

Representations & responses relating to Relating to High Road North and Winchester Gardens, Basildon.		
Ref	Representation -	Technician response -
1	<p>I would like to object to parking (Amendment No 30) Order 202* High Road North, Laindo ,Essex. We have parked outside on road for ■ years, cars are there at times you propose traffic regulations so where would we park !!</p> <p>I fill that parking restrictions will cause more Traffic noise and pollution as cars going to McDonald's will not have to slow down for parked cars so they will drive even faster than they do now !!</p> <p>Damage to pavement near Traffic calming chicane are caused by lorries coming off the A127 which should not be down High Road North as they are to big to fit round chicane so they mount pavement.</p> <p>As you can see in attached pictures High Road North is not a congested road full of car's so i see no reason for proposed Traffic calming regulations.</p>	<p>Objection and comments noted.</p> <p>The proposed restrictions are in accordance with what was requested in the application form. The single yellow line would operate at peak times allowing for parking outside of 8.30-10.30am & 4.30-6.30pm. As it is not possible to park on both sides of the road without causing obstruction to either the carriageway or the footway double yellow lines (DYL) are proposed the whole length of one side. The traffic calming chicane is also proposed to have DYL either side of it as vehicles should not be parking in close proximity to it.</p>
2	<p>I wish to OPPOSE the parking restrictions outlined on the notices erected along High road north and Winchester gardens.</p> <p>I agree that double yellow lines around the chicane would be an improvement.</p> <p>Removal of the chicane would be more beneficial as it does not serve to slow traffic. The chicane causes congestion, animosity between drivers and forces large vehicles onto the pavement causing the damage you have noted.</p> <p>Installing a 'tight' width restriction near the junction of the A127 would serve the High road well as it would stop large vehicles coming off the A127. (the signage does not deter them!)</p> <p>Installing a 'no right turn' into Mcdonalds would serve the high road well as it would reduce high volumes of drivers who use the High road specifically to access Mcdonalds.</p> <p>Double yellow lines from the A127 junction on both sides down past the pedestrian crossing would also be beneficial.</p>	<p>Objection and comments noted.</p> <p>The proposed restrictions are in accordance with what was requested in the application form. The single yellow line would operate at peak times allowing for parking outside of 8.30-10.30am & 4.30-6.30pm. As it is not possible to park on both sides of the road without causing obstruction to either the carriageway or the footway double yellow lines (DYL) are proposed the whole length of one side. The traffic calming chicane is</p>

Representations & responses relating to Relating to High Road North and Winchester Gardens, Basildon.		
Ref	Representation -	Technician response -
	<p>As far as imposing double/single yellow lines elsewhere I have to strongly oppose.</p> <p>Drivers travel along the High road at speed. The parked cars actually serve as a measure to slow drivers down.</p> <p>Double yellow lines preventing any parking whatsoever will enable drivers to travel at even greater speeds.</p> <p>Timed parking restrictions only heavily affect residents.</p> <p>The placement of the double/single yellow lines throughout the High road and the entrance to Winchester gardens will also force people to park within Winchester gardens, any parking available there is already used by the residents of Winchester gardens.</p> <p>I have lived at ■ HRN for ■ years. It is a 4 bedroom house.</p> <p>You would therefore expect 4-5 vehicles.</p> <p>We can park 3 vehicles on our two driveways by shuffling around as and when necessary.</p> <p>We have always relied on the availability of 'on street parking' for our other cars and cars belonging to any visitors.</p> <p>Many houses in HRN and Winchester gardens are 4+ bedrooms so are in the same position as us, we all park any 'on street cars' with thought and respect for our neighbours. On average there are less than a dozen cars parked on HRN belonging to residents, the rest come from Mcdonalds.</p> <p>A scheme providing resident parking bays would be far more beneficial WITHOUT affecting any residents in a detrimental manner.</p> <p>A 'Residents parking only' scheme would prevent staff and customers of Mcdonalds parking along HRN and Winchester gardens.</p> <p>A 'Residents parking only' scheme would also generate a sizeable revenue.</p> <p>I have spoken to many residents on HRN and Winchester gardens and we are all in agreement, we need to protect the residents and remove the availability of parking for non residents. I hope therefore that our opinions will be taken into consideration.</p>	<p>also proposed to have DYL either side of it as vehicles should not be parking in close proximity to it. If residents would like to the chicane removed, they would need to apply to Essex County Council, who are the highway authority.</p> <p>The SEPP would not consider resident permit bays on this road.</p> <p>High Road North is a PR2 route on ECC's hierarchy of routes. There is a considerable volume of traffic, especially at peak times, numerous driveways and the traffic calming chicane. The road would also not meet SEPP Policy on resident permit parking, and 7.4 of the policy should be referred to.</p>



Representations & responses relating to Relating to High Road North and Winchester Gardens, Basildon.		
Ref	Representation -	Technician response -
3	<p>Resident's need parking. All of the problems around here are due to McDonalds staff and delivery drivers clogging up the roads. The solution is for McDonalds to rectify the issue, maybe the land behind the restaurant along the a127 can be purchased and made into parking/delivery driver areas.</p> <p>To simply add double yellows will negatively affect residents by reducing the availability of parking and also make it easier for people to speed down the road.</p>	<p>Objection and comments noted. The proposed restrictions are in accordance with what was requested in the application form. The single yellow line would operate at peak times allowing for parking outside of 8.30-10.30am & 4.30-6.30pm. As it is not possible to park on both sides of the road without causing obstruction to either the carriageway or the footway double yellow lines (DYL) are proposed the whole length of one side. The traffic calming chicane is also proposed to have DYL either side of it as vehicles should not be parking in close proximity to it.</p>
4	<p>I oppose the sanctioning of double yellow lines down high road north & Winchester gardens as residents need parking McDonalds is the reason people speed down the road delivery drivers also!!!</p>	<p>Objection and comments noted. The proposed restrictions are in accordance with what was requested in the application form. The single yellow line would operate at peak times allowing for parking outside of 8.30-10.30am & 4.30-6.30pm. As it is not possible to park on both sides of the road without causing obstruction to either the carriageway or the footway double yellow lines (DYL) are proposed the whole length of one side. The traffic calming chicane is also proposed to have DYL either side of it as vehicles should not be parking in close proximity to it.</p>

Representations & responses relating to Relating to High Road North and Winchester Gardens, Basildon.		
Ref	Representation -	Technician response -
5	<p>Email dated 04/07/2023 I am a resident in High Road North Laindon. I have seen the notices posted in this location and I am very concerned. I am a gardener and work in this location also in Queens Drive & Kings Road. If these restrictions come into effect I will be unable to perform the function of [REDACTED] to the local residents many of whom are elderly. You state that residents have complained about the parking, to my knowledge, myself included, did not support the proposal when first muted. Am I able to obtain a dispensation to park for mostly 1 hour at various premises. I attach 2 photos taken today Monday 3rd July at 10am and 6pm you will see VERY few vehicles parked. I would ask this unnecessary restriction be abandoned. The grey BMW in the foreground is my vehicle photo taken whilst workin</p> <p>Email dated 17/07/2023 With regards to the email as below and the dispensation scheme which is £6 per day. As I work almost solely for the elderly I only charge £[REDACTED] per hour where the industry standard is £[REDACTED] per hour. Therefore I cannot afford £6 per hour (I am a pensioner) and clearly cannot pass this cost onto my customers. especially as I only work a few hours on two days per week. I hope another way can be found so I can continue help my customers.</p> <p>Email dated 18/07/2023 Further to my previous photos of the above road I attach several more taken yesterday morning 9am 11am today 3pm. As these photos show absolutely NO vehicles parked in the entire length of the above road as did my photos previously, can you please reply to this email with your criteria for spending money on the scheme when there is CLEALY no requirement.</p>	<p>Objection and comments noted. The proposed restrictions are in accordance with what was requested in the application form. The single yellow line would operate at peak times allowing for parking outside of 8.30-10.30am & 4.30-6.30pm. As it is not possible to park on both sides of the road without causing obstruction to either the carriageway or the footway double yellow lines (DYL) are proposed the whole length of one side. The traffic calming chicane is also proposed to have DYL either side of it as vehicles should not be parking in close proximity to it.</p>


**Representations & responses relating to
Relating to High Road North and Winchester Gardens, Basildon.**

Ref	Representation -	Technician response -
		

**Representations & responses relating to
Relating to High Road North and Winchester Gardens, Basildon.**

Ref	Representation -	Technician response -
	 	

**Representations & responses relating to
Relating to High Road North and Winchester Gardens, Basildon.**

Ref	Representation -	Technician response -
	<p>Email dated 26/07/2023 Please add the photo as below to sepp concerns re incoming park restrictions above area, photo token 25/07/2023. 6pm Yet again no parking can be seen in the vicinity.</p> 	
6	<p>I live in [REDACTED]. It has recently been brought to my attention the proposed changes you intend to make to the area where I live. I have lived at this address for the past [REDACTED] years, I walk my dog most days and so I have a good knowledge of the traffic/parking problems in the area.</p> <p>My first concern is that you seem to have left Winchester Gardens free of restrictions. <u>Having spoken to neighbours, we all agree that this will make our road, a small cul-de-sac, a car park for the vehicles restricted from parking in the High Road.</u> This is the main reason I object to the proposed changes.</p> <p>One of the main problems for parking in the High Road is McDonalds! Customers regularly parking the High Road to either visit the restaurant or consume their food in their cars; staff</p>	<p>Objection and comments noted.</p> <p>The proposed restrictions are in accordance with what was requested in the application form. The single yellow line would operate at peak times allowing for parking outside of 8.30-10.30am & 4.30-6.30pm. As it is not possible to park on both sides of the road without causing obstruction to either the carriageway or the</p>

Representations & responses relating to Relating to High Road North and Winchester Gardens, Basildon.		
Ref	Representation -	Technician response -
	<p>also park in the High Road. We get customers parking and eating outside our house regularly, to restrict parking in the High Road will increase this problem. I understand McDonalds staff cause parking problem elsewhere but this is not my concern. Lorries and vans often park close to the restaurant, I often see vehicles parked on the zig-zags of the pedestrian crossing. Most of the traffic in the High Road is caused by McDonalds. Parking in the High Road is not really a problem, with the planned restrictions all it will mean is that it will be clear for an hour in the morning and an hour in the afternoon. Outside these restricted times people will park, McDonalds customers will still park for the 5 or 10 minutes it takes to eat their food. This nearly always on the west side of the road, the east side is rarely used for parking.</p> <p>Email dated 08/07/2023</p> <p>Most of the properties in the High Road between the A127 and Winchester Gardens have large frontages and residents rarely have to park in the road outside. Some days the road is completely clear, especially mornings and afternoons.</p> <p>Walnut Close, the housing scheme opposite McDonalds, has parking restrictions during the day. To avoid these restrictions some residents/visitors park in the High Road.</p> <p>I'm not really bothered about the chicane. Some vehicles drive too fast and there are frequent road rage incidents and the occasional accident. HGV's use the road and struggle sometimes to get through, there is a weight limit in the road, but it never is enforced. They drive on the pavement to negotiate the chicane; you can see evidence of this. Restricting parking in the High Road will increase traffic speed, the speed humps make little difference. I cannot see the point of restricting parking for an hour in the morning and afternoon. OK it will stop people parking all day, but that is not the real problem. Double yellow lines on the east side of the High Road will not improve things, people don't generally park on this side if the road.</p> <p>As I said at the start of this message, my main concern is to stop people (other than residents and their visitors) parking in Winchester Gardens. There are many cars owned by the current residents, two have 4 cars in the household. We have only 2 but have off road parking for only 1. This sometimes means that we have to park in the High Road, which is ridiculous. You have to take into account that numbers 29 and 31 High Road are part of Winchester Gardens, their garages and off-road parking is here, they have 7 cars between them! Sometimes more at weekends, one house often has 6 or 7 cars at weekends.</p>	<p>footway double yellow lines (DYL) are proposed the whole length of one side. The traffic calming chicane is also proposed to have DYL either side of it as vehicles should not be parking in close proximity to it.</p>

Representations & responses relating to Relating to High Road North and Winchester Gardens, Basildon.		
Ref	Representation -	Technician response -
	<p>One of the ways you can achieve this is to make Winchester Gardens a 'Residents' Parking Zone' or something similar. To leave it unprotected is ridiculous. As I have said it will become a carpark, I can envisage me or my wife having to park on our front garden. You must stop non-residents from parking here.</p> <p>I don't really have any views regarding other parking issues in the area as don't affect me.</p> <p>Email dated 20/07/2023</p> <p>Could I please just add a couple of points I omitted from my earlier message?</p> <ol style="list-style-type: none"> 1. I <u>fully support the double yellow lines around the junction with the High Road and Winchester Gardens</u>, vehicles are parked on the junction everyday. 2. You should consider the fact that <u>there is a care home, Glenroyd House, at 26 High Road</u>, this is directly opposite Winchester Gardens. Staff and visitors need to park and if they cannot park outside they will park in Winchester Gardens, which they sometimes do already. Adding another group to the people using Winchester Gardens as a car park. Not sure that the staff at the home have seen your message on the lamppost, which I thought was a ridiculous way of consulting people. 3. For the last 3 or 4 days I have driven along the High Road from the A127 at about 11/12am. There have been only a few cars parked there, two today, a van eating McDonalds and another car parked. Parking is nor generally a problem in the High Road during the day; lunchtimes, evenings and week-ends are the worst times, but how do you control that? 	

APPENDIX 3
PHOTOS TAKEN BY THE SEPP











SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 8	
Subject	<p>THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.30) ORDER 202*</p> <p>Relating to Queens Road, Kings Crescent and Chesham Drive, Basildon.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 30) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	Background
1.1	The purpose of this Order is to vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Queens Road, Kings Crescent and Chesham Drive, Basildon.
1.3	In July 2021 an application form was received from Councillor Stuart Allen accompanied by a 17-person petition requesting parking restrictions for Queens Road, Kings Crescent and Chesham Drive, Basildon.
1.4	<p>Following receipt of the application several site visits were conducted by the technician at various times of the day. During these visits it was observed that vehicles were parking too close to the junction of Queens Road/Chesham Drive and where Queens Road meets Kings Crescent.</p> <p>Rule 243 of the Highway Code states that vehicles should not park within 10 metres of a junction, or on a bend. However, considering the remaining vehicles parked within the road did not constitute a concentrated parking problem and did not meet the SEPP Policy for implementing parking restrictions it was not recommended implementing the No Waiting restriction between the hours of 8:30am – 10:30am & 4:30pm – 6:30pm. A single yellow line would also be detrimental to residents and their visitors.</p> <p>Therefore, a recommendation for double yellow lines for the junction of Queens Road/Chesham Drive and where Queens Road meets Kings Crescent. was recommended to the SEPP Joint Committee Member and Lead Officer for Basildon. It was agreed to cost a scheme which was estimated at £2,000 to provide double yellow lines on the junction of Queens Road/Chesham Drive and where Queens Road meets Kings Crescent. This cost could be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.</p>
1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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 Proposed Order was originally advertised in the Basildon and Southend Echo on 29 th June 2023 and on site from 29 th June to 21 st July 2023 under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Basildon Amendment No.30 were sent to the SEPP's list of consultees, Basildon Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.

1.8	The Proposed Order is for 'No Waiting at Any Time' (Double Yellow Lines) on the junction of Queens Road/Chesham Drive and where Queens Road meets Kings Crescent.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.
<u>List of Appendices</u> Appendix 1 – List of people making representations. Appendix 2 - Summary of objections or support and Technicians comments. Appendix 3 – Photos taken by the SEPP.	

APPENDIX 1

Ref	List of people making representations relating to Queens Road, Kings Crescent and Chesham Drive, Basildon.	Type
1	Email from resident dated 05/07/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
29th JUNE TO 21ST JULY 2023

Representations & responses relating to Queens Road, Kings Crescent and Chesham Drive, Basildon.		
Ref	Representation -	Technician response -
1	I would like to object parking restriction on queens road, Basildon as there I many houses(including my own) which only have small driveways. So we need to be able to park on the road side.	Concerns have been raised that vehicles are parking too close the junctions of Queens Road and Chesham Drive and on the bend where Queens Road meets Kings Crescent. The parking causes sightline and access difficulties for all road users, this is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines for all road users and better facilitate the safe passage of traffic using the road, especially for larger vehicles such as the refuse lorry and delivery vehicles, and enforces Rule 243 of the Highway Code. Not parking on, or near, any junction or bend is a fundamental part of road safety.

APPENDIX 3
PHOTOS TAKEN BY THE SEPP









SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 9	
Subject	<p>THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.30) ORDER 202*</p> <p>Relating to Swan Mead, Clay Hill Road and Collingwood Road, Basildon.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 30) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Basildon Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Swan Mead, Clay Hill Road and Collingwood Road, Basildon.
1.3	In April 2021 an application form was received from Councillor Patricia Reid requesting parking restrictions for Swan Mead, Clay Hill Road and Collingwood Road, Basildon.
1.4	Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking too close to the junctions of Swan Mead/Clay Hill Road and Swan Mead/Collingwood Road. It was also noted that vehicles parking along Swan Mead were causing access difficulties for larger vehicles and for residents gaining access and egress to driveways. It was also noted that footway repairs had been undertaken due to vehicles overrunning and on one visit a large vehicle was observed doing this. Therefore, a recommendation for double yellow lines was recommended to the SEPP Joint Committee Member and Lead Officer for Basildon. It was agreed to cost a scheme which was estimated at £2,000 to provide double yellow lines on the junctions of Swan Mead/Clay Hill Road and Swan Mead/Collingwood Road and along the length of Swan Mead. This cost could be reduced if incorporated with other roads in Basildon, to publish one Traffic Regulation Order.
1.5	SEPP Policy – 1.6 It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.
1.6	SEPP Policy – 7.1 The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.
1.7	The Proposed Order was originally advertised in the Basildon and Southend Echo on 29 th June 2023 and on site from 29 th June to 21 st July 2023 under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Basildon Amendment No.30 were sent to the SEPP's list of consultees, Basildon Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.
1.8	The Proposed Order is for 'No Waiting at Any Time' (Double Yellow Lines) in Swan Mead, Clay Hill Road and Collingwood Road, Basildon.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>

3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made as advertised.
<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> <p>Appendix 3 – Photos taken by the SEPP.</p>	


APPENDIX 1

Ref	List of people making representations relating to Swan Mead, Clay Hill Road and Collingwood Road, Basildon.	Type
1	Email from resident of Swan Mead dated 06 07 2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
29th JUNE TO 21ST JULY 2023

Representations & responses relating to Relating to Swan Mead, Clay Hill Road and Collingwood Road, Basildon.		
Ref	Representation -	Technician response -
1	<p><u>1st email dated 06/07/2023</u> I am a resident at [REDACTED] Swan Mead, Basildon [REDACTED]. In 2017 I approached Councillor Patricia Reid about indiscriminate parking in the road but no progress was made and nothing but unhelpful suggestions were made and a certain amount of buck passing was the order of the day. Again in 2021 I once again approached this time the SEPP who in return did not come to Swan Mead to see the problem but sent me instead an approx 40 page document to fill in as to why I wanted a restriction and to basically canvas the area to find objectors or supporters of my request, surely that should be the SEPP's task, and also to prove I had the support of a councillor which I did and you were aware of the fact. I now find that you propose to install double yellow lines the length of the road with "No Parking or Waiting at any Time" this would make my property unsaleable as who would want to live in a road that could have no deliveries made, have no visitors who travelled by car and to not be able to make any improvements to the property as no builder/workman could park opposite where they need to. So I am totally amazed that you have come up with a Ludicrous proposal without having the courtesy or decency to at least come and speak to me as I suggested in 2021 so i could at least show you what the problem is as I have numerous photo's too many to sensibly attach to this email. I would hope that you will at least now pay me a visit so that the extent of the problem can be seen and perhaps come up with a more sensible solution to the problem. I live in hope of a visit and if you would give me a time and day i will make myself available.</p> <p><u>2nd email dated 06/07/2023</u> Thank you for your response the picture you sent shows a vehicle belonging to [REDACTED] and behind that is a visitor to [REDACTED] who is a [REDACTED] I believe and in the distance the white van belongs to a [REDACTED] of [REDACTED] but as I stated should you at least have paid me a visit I could show you in pictures the very nature of the problem which is regularly caused by residents of Collingwood Road</p> <p><u>3rd email dated 14/07/2023</u></p>	<p>Concerns have been raised that vehicles are parking too close to the junctions of Swan Mead with Clay Hill Road and Collingwood Road and throughout Swan Mead which causes sightline and access difficulties for all road users, especially larger vehicles. This is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines on Swan Mead as well as the junctions. The proposal will improve sight lines for all road users, maintain access throughout Swan Mead and to properties and garages and better facilitate the safe passage of traffic using the road, especially for larger vehicles as well as enforcing the Highway Code.</p>

**Representations & responses relating to
Relating to Swan Mead, Clay Hill Road and Collingwood Road, Basildon.**

Ref	Representation -	Technician response -
	<p>I got up this morning to find a works vehicle parked opposite my property and this being refuse collection day I think will make it difficult for the refuse vehicles to travel along Swan Mead</p> 	

APPENDIX 3
PHOTOS TAKEN BY THE SEPP







SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 10	
Subject	<p>THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.22) ORDER 202*</p> <p>Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 22) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.
1.3	In March 2022 an application form was received from the then Councillor Tom McLaren after receiving complaints from local residents. It was requested that parking restrictions for Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood should be proposed.
1.4	<p>A parking review was carried out for Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close of which the results can be found on Appendix 3. As the response rate for all the roads listed in the review was 46% the Officers recommended that a proposed scheme should not be taken forward. The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with recommendation and that there is, at this stage, insufficient support to proceed to the formal consultation stage.</p> <p>The SEPP Policy requires a 50% response to proceed to the next stage as the formal consultation stage is a costly and lengthy legal process. Previous experience has shown that proceeding to a formal consultation without sufficient support will result in a scheme unlikely being implemented. The SEPP is self-funding and has limited resources. It therefore requires sufficient support demonstrated when a parking review is carried out to proceed to a formal consultation.</p> <p>It was however highlighted, before and during the parking review, the issue of vehicles parking on, or too close, to junctions and although, as stated above, the response rate was not met, parking on junctions is a safety issue. Therefore, the SEPP, supported by Cllr McLaren, proposed double yellow lines on the junctions to maintain sight lines and access, especially for emergency vehicles and the refuse lorry. This would also enforce Rule 243 of the Highway Code. In addition, double yellow lines were proposed for the turning head at the end of Shevon Way to allow vehicles to turn and to maintain access to the flats, as well as, the bend in Shevon Way to also maintain sight lines.</p> <p>Not parking on, or too close to a junction, a bend or in a turning head is a fundamental part of road safety.</p> <p>The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with the findings and a scheme was costed with funding being approved to progress to a formal consultation. The scheme was estimated at £3,500. This cost could be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>

1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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	<p>The Order was originally advertised in the Brentwood Gazette on 19th July 2023 and on site from 19th July to 10th August 2023, under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Brentwood Amendment No.22 were sent to the SEPP's list of consultees, Brentwood Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.</p>
1.8	<p>The Proposed Order is for No Waiting at Any Time (Double Yellow Lines) on junctions.</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 SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.</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> <p>Appendix 3 – Results of the parking review.</p> <p>Appendix 4 – Photos taken by the SEPP.</p>	

APPENDIX 1

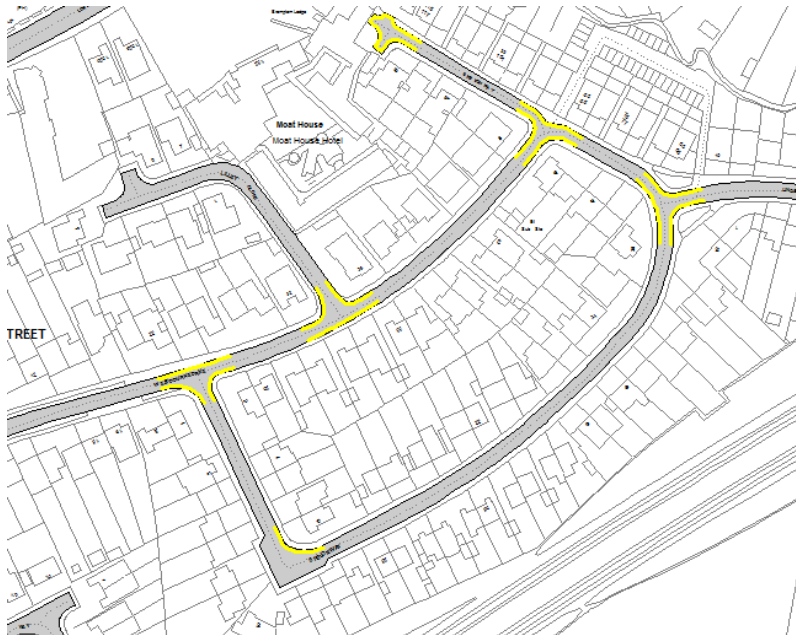
Ref	List of people making representations Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.	Type
1	Email dated 19/07/2023	Objection
2	Emails from resident of Shevon Way dated 14/08/2023 & 15/08/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
19th July to 10th August 2023

Representations & responses relating to Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.		
Ref	Representation -	Technician response -
1	<p>We are still not happy with the proposals. As nobody has done a site visit you do not understand as I have explained that the problem is not at the junctions, it is the parking opposite the bungalow which causes the wall to be hit and nothing will have changed with the measures that you are proposing. As for your comments again about other residents wanting more, then surely every request should be considered on its own merits. Our request being that to have our wall/pillars hit 4 times in 3 years demands some positive action from the relevant authority.</p> <p>Therefore, if you cannot satisfy our request, who is the relevant authority ?</p> <p>As for getting all residents to agree to DYL's this seems unreasonable as some will want the street parking for visitors and some will not have enough off street parking for their own vehicles, so they will not be wanting DYL's.</p> <p>We will now consider taking this to a higher level.</p> <p>A final thought is that if our wall gets hit again after the DYL's are on the junction corners, our point will have been proved.</p>	<p>Multiple site visits have been carried out by the SEPP. If the double yellow lines are implemented on, and opposite, the junction this will provide more turning provision for the refuse lorry going into the junction.</p> <p>If double yellow lines are implemented on the junctions they will be monitored for their effectiveness, as all new schemes are.</p> <p>The results of the parking review showed that there was not enough support for a permit scheme, however it was highlighted that junctions needed protecting.</p> <p>As parking on junctions is a safety issue residents were informed that a proposal for double yellow lines on the junctions would proceed to a formal consultation. This is also consistent with Rule 243 of the Highway Code, which states you should not park within 10 metres, or opposite a junction. The SEPP cannot then change what had been communicated to residents. The SEPP would consider further restrictions in Lilley Close and that a</p>

Representations & responses relating to Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.		
Ref	Representation -	Technician response -
		separate request should be submitted. However, this would need to be for the whole of Lilley Close.
2	<p>Email dated 14/08/2023. I am writing to express my concerns and objections regarding the recent implementation of parking restrictions on the road where I reside. As a resident of shevon way, Cm144pl, I believe it is crucial to address the potential consequences that these restrictions may have on the community.</p> <p>While I understand the need to manage parking in our neighborhood, I would like to draw your attention to the fact that several houses on our street do not have driveways or designated parking spaces. This disparity in parking options poses a significant challenge for residents who are now subject to these new restrictions.</p> <p>By imposing parking restrictions without considering the circumstances of those without driveways, we risk creating an undue burden on a specific group of residents. It is important to ensure that any measures taken are fair and equitable for all members of the community.</p> <p>I have lived on this road for 16 years and personally have never had an issue with parking. There is enough parking for everyone. Most houses on this road are maisonettes which have families of 2+ in each house upstairs and bottom and no driveways for any of the maisonettes.</p> <p>I kindly request that you reconsider the current parking restrictions and explore alternative solutions that address the concerns of residents without driveways.</p> <p>I would also like to emphasize the importance of open communication and community involvement in the decision-making process. It would be greatly appreciated if you could organize a meeting or public consultation to gather input from residents and discuss potential solutions collectively. Collaboration and understanding are key to finding the best outcomes for our community.</p> <p>I had only noticed the laminated parking amendment order today as it was placed on a lamp post not in the view of my house whilst walking my dog. I would have appreciated a letter posted through my door to inform me of this information as it has a deadline of the 10th</p>	<p>The results of the parking review showed that there was not enough support for a permit scheme, however it was highlighted that junctions needed protecting.</p> <p>As parking on junctions is a safety issue residents were informed that a proposal for double yellow lines on the junctions would proceed to a formal consultation. This is also consistent with Rule 243 of the Highway Code, which states you should not park within 10 metres, or opposite a junction. Not parking on, or near, any junction is a fundamental part of road safety.</p>

Representations & responses relating to Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.		
Ref	Representation -	Technician response -
	<p>August 2023. Due to this order being in place in a blind spot not many many residents have seen it, and our views have not been taken into consideration.</p> <p>I believe that by working together, we can find a solution that addresses the concerns of all residents while maintaining the integrity of our neighbourhood. I look forward to your response and the opportunity to engage in a constructive dialogue regarding this matter.</p> <p>Thank you for your attention to this important issue.</p> <p><u>Email dated 15/08/2023.</u></p> <p>Good morning,</p> <p>Thankyou for your response.</p> <p>Please would someone be able to call me today in relation to this as I think there is a huge miss understanding on where certain maisonettes have to park their cars due to where their houses are situated.</p> <p>By applying these 'no waiting at any time' on the road where people HAVE to park will then cause a massive issue for all residents.</p> <p>Are residents able to come to this meeting in relation to this discussion ?</p> <p>SEPP response dated 15/08/2023.</p> <p>The Technicians are all currently out on site however the below should explain things more clearly.</p> <p>Below is a screenshot of the proposed double yellow lines. They are being proposed for safety reasons and would assist with keeping sight lines clear and access, especially for larger vehicles, such as the refuse lorry and emergency vehicles. This is a fundamental part of road safety.</p>	

Representations & responses relating to Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.		
Ref	Representation -	Technician response -
	<p><u>Statement of Reasons for Westbourne Drive, Shevon Way, Lindsey Close and Lilley Close, Brentwood</u></p> <p><i>A parking review was carried in in the above roads in July 2022. Although there was insufficient support for a resident permit scheme to proceed to a formal consultation the review did highlight that the junctions in the above roads experience vehicles that are parking on, or too close, to the junctions. The parking causes sightline and access difficulties for all road users, this is detrimental to road safety. The proposal seeks to prevent these problems by providing double yellow lines. The proposal will improve sight lines and safety for all road users and better facilitate the passage of traffic using the road, especially for larger vehicles and enforces the Highway Code.</i></p>  <p>The SEPP did not receive a response to the parking review in July 2022 from your property. An update letter was sent to residents in October 2022 explaining the results, the decision made, and what the next stage was going to be. A copy of this letter is attached.</p>	

Representations & responses relating to Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.		
Ref	Representation -	Technician response -
	<p>As stated in the previous email if someone has made a representation during the recent 21-day formal consultation then they would receive an invite to the SEPP Committee meeting. An email will be sent prior to the meeting with a copy of the Committee report. It is also possible to speak to the Committee at the meeting.</p> <p>Copy of the letter sent to residents in October 2022. 10th October 2022</p> <p>Dear Sir/Madam,</p> <p><u>RE: Parking review for Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood</u></p> <p>Recently the South Essex Parking Partnership (SEPP) carried out a parking review to residents of the above roads to seek their views on possible parking restrictions.</p> <p>The response rate for the SEPP to proceed with a proposed scheme, as stated on the parking review you received, is 50%. As the response rate for all the roads listed in the review was 46% the Officers recommended that a proposed scheme should not be taken forward. The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with recommendation and that there is, at this stage, insufficient support to proceed to the formal consultation stage.</p> <p>Some residents will undoubtedly be disappointed with the results however the SEPP Policy requires a 50% response to proceed to the next stage as the formal consultation stage is a costly and lengthy legal process. Previous experience has shown that proceeding to a formal consultation without sufficient support will result in a scheme unlikely being implemented. The SEPP is self-funding and has limited resources. It therefore requires sufficient support demonstrated when a parking review is carried out to proceed to a formal consultation.</p> <p>It has however been highlighted, before and during the parking review, the issue of vehicles parking on, or too close, to junctions and although, as stated above, the response rate was not met, parking on junctions is a safety issue. Therefore, the SEPP will be proposing double</p>	

Representations & responses relating to Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.		
Ref	Representation -	Technician response -
	<p>yellow lines on the junctions to maintain sight lines and access, especially for emergency vehicles and the refuse lorry. This would also enforce Rule 243 of the Highway Code.</p> <p>When the formal consultation on this proposal is advertised you will have 21 days to respond. You can either object to the proposal or support it. A notice will be placed in the Brentwood Gazette and notices placed on street furniture, such as lamp columns. Please look out for these notices in order for you to either support or object to the proposal. It is anticipated that the proposal will be advertised in the first quarter of 2023. PLEASE NOTE THAT ANY COMMENTS RECEIVED IN THE RECENT PARKING REVIEW ARE NOT CONSIDERED IN THE 21 DAY FORMAL CONSULTATION. A parking review is just to seek the views of residents. The formal consultation forms part of the legal process of implementing a Traffic Regulation Order.</p> <p>If there are objections we cannot resolve, the SEPP Sub Committee will meet to consider them. The Committee can agree to:</p> <ul style="list-style-type: none"> • proceed with the proposal as published. • amend the proposal. • withdraw the proposal completely. <p>If the Committee agree to proceed, we will publish, seal and publicise the Order, including a start date.</p> <p>We would like to thank those who took the time to respond and express their views.</p>	

APPENDIX 3

PARKING REVIEW RESULTS FOR WESTBOURNE DRIVE, SHEVON WAY, LILLEY CLOSE & LINDESY CLOSE, BRENTWOOD

Road	Properties Consulted	Responded	Q1: Are you in favour of a Resident Permit scheme all Mon-Fri from 11am-Noon?	Q2: Are you in favour of a Resident Permit scheme all Mon-Fri from 9am-5pm?	Q3: Are you in favour of Double Yellow Lines on junctions?
Westbourne Drive	44	27 (59%)	13 - NO 14 - YES	14 - NO 13 - YES	4 - NO 23 - YES
Shevon Way	98	37 (38%)	20 - NO 17 - YES	24 - NO 13 - YES	12 - NO 25 - YES
Lilley Close	7	3 (43%)	1 - NO 2 - YES	1 - NO 2 - YES	0 - NO 3 - YES
Lindsey Close	19	10 (53%)	8 - NO 2 - YES	8 - NO 2 - YES	4 - NO 6 - YES
TOTALS	168	77 (46%)	42 - NO 35 - YES	47 - NO 30 - YES	20 - NO 57 - YES

APPENDIX 4
PHOTOS TAKEN BY THE SEPP























SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1 st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 11	
Subject	<p>THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.22) ORDER 202*</p> <p>Relating to Primrose Hill, Brentwood.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 22) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Primrose Hill, Brentwood.
1.3	In August 2021 an application form was received from a resident of Primrose Hill, supported by Cllr Gareth Barratt and Cllr Tim Barratt, accompanied by a 25-person petition requesting the operational times of the existing resident permit scheme be extended and the single yellow line amended to a double yellow line in Primrose Hill, Brentwood.
1.4	<p>As site visits showed any vehicle parked on a single yellow line will cause access issues. The times of the permit scheme should be extended to provide residents and their visitors better provision of parking throughout the day. The current restrictions were implemented over 15 years ago and the level of on-street parking has increased significantly, especially in this area. However, it should only be extended to the hours of 8am-11pm when enforcement can be carried out. Resident permit schemes in Brentwood are implemented as zones. This is to provide greater flexibility to residents and provide other options if there is no parking available in one particular street within the zone. The SEPP therefore recommended that the single yellow line in Primrose Hill be amended to a double yellow line and that the operational times of the permit scheme be extended to all days 8am-11pm. However, Primrose Hill should remain as part of Zone B. If one road is given its own zone other requests will likely be received and resident permit schemes will become less effective.</p> <p>The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with the findings and a scheme was costed with funding being approved to progress to a formal consultation. The scheme was estimated at £7,500. This cost could be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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 advertised in the Brentwood Gazette on 19 th July 2023 and on site from 19 th July to 10 th August 2023, under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Brentwood Amendment No.22 were sent to the SEPP's list of consultees, Brentwood Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.

1.8	The Proposed Order is for the resident permit scheme to be amended from Mon-Sat 9am-6pm to all days 8am-11pm and for the single yellow line to be amended to a double yellow line (No Waiting at Any Time).
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being implemented as advertised.
<u>List of Appendices</u> Appendix 1 – List of people making representations. Appendix 2 - Summary of objections or support and Technicians comments. Appendix 3 – Photos taken by the SEPP.	

APPENDIX 1

Ref	List of people making representations Primrose Hill, Brentwood.	Type
1	Email from resident of Primrose Hill dated 19/07/2023	Support
2	Email from resident of Primrose Hill dated 20/07/2023	Support
3	Email from resident of Primrose Hill dated 21/07/2023	Support
4	Email from resident of Primrose Hill dated 25/07/2023	Objection
5	Email from resident of Primrose Hill dated 30/07/2023	Support
6	Email from resident of Primrose Hill dated 02/08/2023	Support
7	Email from resident of Primrose Hill dated 02/08/2023	Support
8	Emails from resident of Primrose Hill dated 10/08/2023	Support

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
19th July to 10th August 2023

Representations & responses relating to Relating to Primrose Hill, Brentwood.		
Ref	Representation -	Technician response -
1	<p>I am writing in support of the amendment No.22 for Primrose Hill Brentwood.</p> <p>Two years ago I submitted the application with the petition to make the proposed parking changes to Primrose Hill and had the support of all the residents at the time and our local councillor Gareth Barrett.</p> <p>I really hope the changes are implemented so that we get some respite to the inconsiderate parking on Primrose Hill.</p>	Support and comments noted.
2	<p>Thank you very much for notice of proposed changes to parking arrangements in Primrose Hill, Brentwood, dated 17 July.</p> <p>As a local resident living in Primrose Hill, I fully support and applaud the proposed changes, involving amendment of the permit scheme operational times to 08.00-23.00, 7 days a week, and to change the single yellow line to double yellow lines throughout.</p> <p>This will facilitate use of available parking for the local residents who need it and will make blockages of the road much less likely to occur.</p> <p>Thank you very much for your work on this.</p>	Support and comments noted.
3	<p>I fully support this proposal. It will really help the residents of Primrose Hill by alleviating a lot of the problems and stress with parking issues caused by inconsiderate parking and obstructions by people using the road for free parking when they visit the town. This will also be safer as emergency vehicles will be able to access the hill when needed.</p> <p>Thank you for your time and efforts in making the proposal happen.</p>	Support and comments noted.
4	<p>Please take this as formal objection to the proposed amendments to the parking restrictions for Primrose Hill in Brentwood, Ref: SEPP/CCC/BRE/AMD.22</p> <p>[REDACTED]</p> <p>We feel strongly that the proposed parking amendments unduly penalise the residents of Primrose Mews who are not entitled to apply for on street parking permits.</p> <p>My fiancé struggles with mobility issues and we are given respite and support by family members and caregivers who visit us post-6pm and are able to park near our property at this time. If these restrictions were to take effect we would lose access to support that is incredibly valuable to us.</p>	Residents have raised concerns that non-resident parking outside of the current operational hours of the resident permit scheme is causing access issues, vehicles parking partially across driveways, and taking up on-street parking spaces so that residents, visitors and tradespeople cannot always park. The proposal seeks to provide an amendment to the

Representations & responses relating to Relating to Primrose Hill, Brentwood.		
Ref	Representation -	Technician response -
	<p>We also feel the proposed restrictions are completely unnecessary. It is a very quiet road with little on road parking as the majority of properties on this road have their own driveways with space for multiple cars.</p> <p>I have taken the liberty of photographing the road at various intervals from 6pm onwards to demonstrate this.</p> <p>You will find that if you check the number plate of the white car that features consistently, this car belongs to the occupiers of ■ Primrose Hill, CM14 4LT who make use of the parking slot to keep their driveway free.</p> <p>Furthermore this again unduly penalises Primrose Mews residents as any visitors or caregivers would be forced to park in the NCP car park. The car park serves as a congregation point for the youths of the local area and is extremely intimidating in the evening - the exact time that would be impacted by the proposed parking amendments.</p> <p>We feel that the only way fair way that the council could proceed with the proposition is reject the parking amendments unless it were to grant residents of Primrose Mews, CM14 4DS, equal access to the residents permit scheme.</p> <p>I look forward to your response</p>	<p>operational times of the resident permit parking scheme from Monday to Saturday 9am-6pm to one which would operate each day between the hours of 8am to 11pm. It is also proposed that the current single yellow line, operating Monday to Saturday 10am-4pm, be amended to a double yellow line as it is not possible to park on the single yellow line without causing access issues and obstruction to the carriageway. The proposal will improve the amenity of the area through which the road runs, the desirability of securing and maintaining reasonable access to premises and providing residents, as well as their visitors and tradesmen, improved much needed on-street parking provision. Primrose Mews is a new build finalised in early 2021 and has its own parking provision. As per the Brentwood Consolidation order 2019 any new builds would past 2019 would not qualify for residents permits.</p>
5	As a resident of Primrose Hill I would like send my SUPPORT for the parking restrictions proposed. Especially a NO PARKING AT ANY TIME sign towards the junction of Primrose Hill and Crown Street. Many drivers park up on this part of the road blocking pedestrians and road users.	Support and comments noted.
6	I wish to support the proposal to amend the current operational times of the resident parking scheme from Monday to Saturday 9am -6pm to all days 8am-11pm.	Support and comments noted.

Representations & responses relating to Relating to Primrose Hill, Brentwood.		
Ref	Representation -	Technician response -
	<p>I have been a resident of Primrose Hill since [REDACTED]. The road is little more than a one way lane due to it's narrow width. <u>Primrose Hill is designated as access only</u> but motorists do not adhere to this restriction - if they did they would not be able to park in Primrose Hill anyway unless a resident. The road is regularly blocked by delivery vehicles and work men's vehicles. Inconsiderate parking has always been a problem regularly creating access issues to & from our property.</p> <p>With so much more permitted development in the town centre & charges introduced for night time parking in the town centre car parks competition for evening & weekend parking on residential streets has multiplied considerably. The proposed increase in resident parking hours will help to restore some fairness for residents in Primrose Hill to park somewhere nearer to their homes.</p> <p>Please can you confirm receipt of this email in <u>support</u> of the proposed changes and take it into account when coming to a decision.</p>	
7	<p>I wish to <u>support</u> the proposal to amend the current operational times of the resident parking scheme from Monday to Saturday 9am -6pm to all days 8am-11pm.</p> <p>I have been a resident of Primrose Hill since 1993. The road is little more than a one way lane due to it's narrow width. <u>Primrose Hill is designated as access only</u> but motorists do not adhere to this restriction. The road is regularly blocked by delivery vehicles and work men's vehicles. Inconsiderate parking has always been a problem regularly creating access issues to & from our property.</p> <p>With so much more permitted development in the town centre & charges introduced for night time parking in the town centre car parks competition for evening & weekend parking on residential streets has multiplied considerably. The proposed increase in resident parking hours will help to restore some fairness for residents in Primrose Hill to park somewhere nearer to their homes.</p> <p>With extended parking hours will there be parking patrols to enforce these extended hours? Please can you confirm receipt of this email in <u>support</u> of the proposed changes and take it into account when coming to a decision.</p>	Support and comments noted.
8	<p>Email dated 10/08/2023.</p> <p>I support the proposal your reference SEPP/CCC/BRE/AMD.22 at Primrose Hill. By the way it would be helpful if you could abolish the parking bays because when they are in use the dust cart and other big vehicles cannot negotiate the gap between the parked vehicles and the neighboring properties.</p>	Support and comments noted.

Representations & responses relating to Relating to Primrose Hill, Brentwood.		
Ref	Representation -	Technician response -
	Email dated 10/08/2023. we support the proposal.	

APPENDIX 3
PHOTOS TAKEN BY THE SEPP









SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1 st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 12	
Subject	<p>THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.22) ORDER 202*</p> <p>Relating to Roman Road and Roman Close, Mountnessing.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 22) ORDER 202*	
Options The Joint Committee has the following options available: <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
Recommendation(s) <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation 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 vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Roman Road and Roman Close, Mountnessing.
1.3	In March 2021 an application form was received from Mountnessing Parish Council and supported by a local councillor requesting parking restrictions for the junction of Roman Road and Roman Close, Mountnessing.
1.4	<p>Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking too close to the junction of Roman Road and Roman Close, Mountnessing.</p> <p>Rule 243 of the Highway Code states that vehicles should not park within 10 metres of a junction. As per the site visits described above the technician has noted vehicles parking within 10 metres of the junction during numerous visits and therefore would recommend that junction protection markings are implemented at this location. However, due to the nature of the junction the technician would recommend the double yellow lines are implemented up to the block paving within Roman Close, which would also protect the entrance to the properties on the right as you enter Roman Close. This would be a total of approximately 15 metres.</p> <p>As with any new scheme it will, if implemented, be monitored for its effectiveness and for any displacement of parked vehicles.</p> <p>The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with the findings and a scheme was costed with funding being approved to progress to a formal consultation. The scheme was estimated at £2,000. This cost could be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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 advertised in the Brentwood Gazette on 19 th July 2023 and on site from 19 th July to 10 th August 2023, under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Brentwood Amendment No.22 were sent to the SEPP's list of consultees, Brentwood Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.

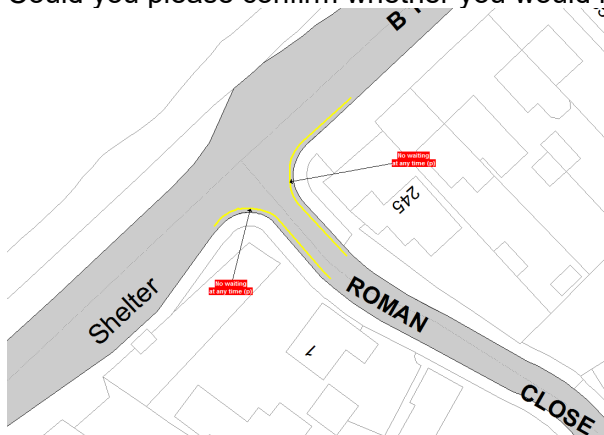
1.8	The Proposed Order is for No Waiting at Any Time (Double Yellow Lines) on junctions.
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.
<u>List of Appendices</u> Appendix 1 – List of people making representations. Appendix 2 - Summary of objections or support and Technicians comments. Appendix 3 – Photos taken by the SEPP.	

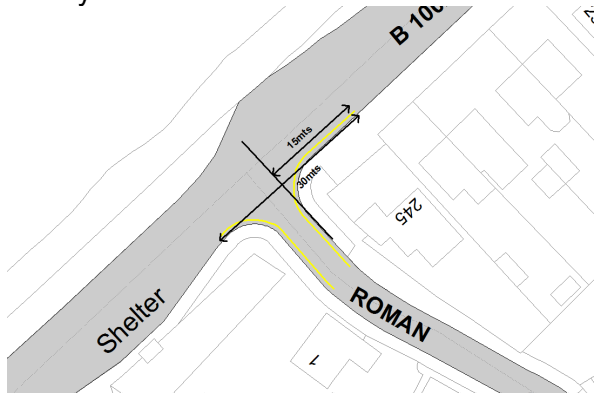
APPENDIX 1

Ref	List of people making representations Roman Road and Roman Close, Mountnessing.	Type
1	Emails from resident of Roman Close dated 19/07/2023, 20/08/2023 & 11/08/2023	Support
2	Emails from resident of Roman Close dated 09/08/2023 & 10/08/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
19th July to 10th August 2023

Representations & responses relating to Roman Road and Roman Close, Mountnessing.		
Ref	Representation -	Technician response -
1	<p>Email dated 19/07/2023.</p> <p>I am writing in SUPPORT of the proposals to introduce 'No waiting at any time' at the junction of Roman Close and Roman Road.</p> <p>I live on Roman Close and the junction is extremely dangerous to motorists exiting Roman Close due to vehicles parking on the road or the pavement or both. Such parking on the junction is extremely dangerous as the line of sight from the Ingatestone direction is total obscured and a 'blind spot' occurs just as we attempt to cross oncoming 40 mph traffic. Many times I've edged out and have to pray I'm going to be seen by oncoming traffic.</p> <p>The inconsiderate actions of such motorists is breathtaking and it's just a matter of time before a bad collision will occur unless action is taken and double yellow lines imposed.</p> <p>Motorists living in adjacent housing who may object have adequate parking spaces on their driveway in front of their houses and have absolutely no need to park on either the road or pavement just because it's convenient for a quick get away.</p> <p>Something must be done before an accident occurs and it WILL happen unless action is taken. Whilst writing I suggest the length of 'No waiting at any time' etc on Roman Road should be 30 meters in EACH Direction, 15 meters northeast from Roman Close is insufficient as that is the danger area NOT the other way around, perhaps you've got the proposals the wrong way around, please recheck your survey findings on this matter. The online maps does suggest 30 meters northeast from Roman Close and 15 meters south-westwards - it's your Public Notice on lampposts in Roman Close that is not clear and appears to have this the wrong way around (see attached illustration). Maybe I'm reading this incorrectly, if so, please correct me.</p>	<p>Support noted however if it is felt that the restrictions do not extend far enough then the representation needs to be taken as an objection. It is not possible to increase the length of the proposed restriction without further consultation.</p>

Representations & responses relating to Roman Road and Roman Close, Mountnessing.		
Ref	Representation -	Technician response -
	<p>Technician response dated 20/07/2023</p> <p>If you feel that the proposal does not go far enough, then you will need to make an objection. The length of the proposed yellow lines in Roman Road is from a point 15 metres northeast of the extended kerb line of Roman Close and extends south-westwards for 30 metres. Below is a screenshot of the proposed plan.</p> <p>Please note that the yellow lines extend slightly further than what the Highway Code states for parking on, or near a junction. The reason for this is to provide slightly more sight lines when exiting the junction of Roman Road and Roman Close. The yellow lines to the southwest of the junction extend to the lay-by.</p> <p>Please also note that with any new scheme it would be monitored for its effectiveness.</p> <p>Could you please confirm whether you would like to object to the proposal, or support it.</p>  <p>Email dated 20/07/2023.</p> <p>Please kindly call me on [REDACTED] for you to explain in more detail as I don't understand what you are saying, basically the yellow lines on the map below DO NOT correspond to the distances stated</p>	

Representations & responses relating to Roman Road and Roman Close, Mountnessing.		
Ref	Representation -	Technician response -
	<p>Technician response dated 20/07/2023 The Technician's are currently out on site however the below plan should explain things more clearly.</p>  <p>Email dated 11/08/2023. I support the proposed parking restrictions.</p>	
2	<p>Email dated 09/08/2023. We live at [REDACTED] [REDACTED]</p> <p>We are very glad that you are adding yellow lines to stop parking as it is a real problem in the area, every single day we get workers from the school or local shops dumping theirs cars for the day outside our houses.</p> <p>But.</p> <p>As big a problem is cars parking on the grass verges opposite the parade of shops close to the planned new parking restrictions, these verges have been destroyed and all that will happen when you add the yellow lines as planned is cars will simply park across the road on the verge</p> <p>The situation would have worsened.</p>	<p>The request for parking restrictions received by the SEPP was for the junction only. Further restrictions for opposite the shops would need to be applied for in a separate application. It is not possible to increase the length of the proposed restriction without further consultation.</p> <p>Yellow lines apply to everyone, it is not possible to have permits for family and friends. Not parking on, or near, any junction is a fundamental part of road safety. It is possible to load and unload and set down and pick up passengers on double yellow lines. It</p>

Representations & responses relating to Roman Road and Roman Close, Mountnessing.		
Ref	Representation -	Technician response -
	<p>You need to do both at the same time - the planned yellow lines plus protect the verges opposite.</p> <p>Email dated 09/08/2023. We live at [REDACTED]</p> <p>Are the yellow lines in effect 24 hours...? Will we have permits for families or friends...?</p> <p>Email dated 10/08/2023. Many thanks for the prompt response, very impressed.</p> <p>I'd very much like to 'support' the proposal.</p> <p>How do I submit an application - "<i>Further restrictions for opposite the shops would need to be applied for in a separate application</i>"</p> <p>Email dated 10/08/2023. Upon further consideration we would like to object to the proposal. All the proposal will do is push the non residents (business workers and cafe goers) onto the grass verges around the village, further destroying the already blighted verges, these non residents will not be inconvenienced one little bit. Meanwhile the 24 hour, 7 day a week proposal will impact the actual residents in the area by not allowing our guests to park when they visit. We will not object if the area to the left of our house (in Roman Close) is not yellow lined, or the proposal only covers Monday to Friday, 09:00 to 05:00. The proposal will achieve nothing apart from inconveniencing the local residents, it is ill thought out.</p>	<p>is also possible for blue badge holders to park for up to 3 hours and yellow lines if displaying their blue badge and time clock. Support confirmed and noted. An application form has been sent to request further parking restrictions.</p>

APPENDIX 3
PHOTOS TAKEN BY THE SEPP





SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1 st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 13	
Subject	<p>THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.22) ORDER 202*</p> <p>Relating to The Quorn, Whadden Chase and Wakelin Chase, Ingatestone.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
<p>Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 22) ORDER 202*</p>	
<p>Options The Joint Committee has the following options available:</p> <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
<p>Recommendation(s)</p> <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation be advised accordingly. 	
Consulters	South Essex Parking Partnership
<p>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.</p>	

1	<u>Background</u>
1.1	The purpose of this Order is to vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of The Quorn, Whadden Chase and Wakelin Chase, Ingatestone.
1.3	In May 2022 an application form was received from a resident with support from a local councillor requesting an amendment to the parking restrictions for The Quorn, Whadden Chase and Wakelin Chase, Ingatestone.
1.4	<p>Following receipt of the application the SEPP carried out a number of site visits and completed an assessment. During the site visits vehicles were observed parking in the turning head at the end of The Quorn and on the bend when entering the Quorn. Damage has occurred on the bend to the grass verge as larger vehicles cannot gain access without driving over the verge in order to pass the parked vehicle.</p> <p>Neither location is adequate for on-street parking and although the whole road is not wide enough to accommodate parked vehicles without hindrance to pedestrians or passing vehicles it would be prudent to protect the bend and the turning head with double yellow lines to at least ensure access and turning. It would also be prudent to amend the single yellow line on the junctions of Whadden Chase with The Quorn and Wakelin Chase to double yellow lines to enforce Rule 243 of the Highway Code.</p> <p>Therefore, the recommendation would be for double yellow lines on the junctions, the bend and the turning head. This would ensure easier access for larger vehicles and that turning facilities are kept clear, which is essential in this narrow cul-de-sac.</p> <p>The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with the findings and a scheme was costed with funding being approved to progress to a formal consultation. The scheme was estimated at £3,000. This cost could be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>
1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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 advertised in the Brentwood Gazette on 19 th July 2023 and on site from 19 th July to 10 th August 2023, under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Brentwood Amendment No.22 were sent to the SEPP's list of consultees, Brentwood Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.
1.8	The Proposed Order is to amend the single yellow lines (No Waiting Mon-Fri 10-11am & 2-3pm) in the turning head and on the junctions to Double Yellow Lines (No Waiting at Any Time).
2	<u>Comments</u>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being implemented as advertised.
<u>List of Appendices</u> Appendix 1 – List of people making representations. Appendix 2 - Summary of objections or support and Technicians comments. Appendix 3 – Photos.	

APPENDIX 1

Ref	List of people making representations The Quorn, Whadden Chase and Wakelin Chase, Ingatestone.	Type
1	Email from resident 11/08/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
19th July to 10th August 2023

Representations & responses relating to The Quorn, Whadden Chase and Wakelin Chase, Ingatestone.		
Ref	Representation -	Technician response -
1	<p>We wish to object to the revoking of the present order for THE QUORN, Ingatestone which currently limits parking between the hours of 2pm-3pm. This has worked very well for a number of years and we don't need to have no waiting at any time. How do we manage when tradespeople call to do work and other services such as window cleaning/gardeners/tree cutters/hedge cutters etc etc need to park their vehicles during the (short) duration of their stay.</p> <p>An explanation of why this change is necessary would be appreciated.</p>	<p>Vehicles cause issues when parking in the turning head in The Quorn. This area should be kept clear for vehicles to turn, especially larger vehicles, such as the refuse lorry and delivery trucks. Parked vehicles are also causing access issues when parked on the bend as entering The Quorn from Whadden Chase. The proposal seeks to prevent these problems by providing double yellow lines. In addition, it is proposed that the above junctions also have double yellow lines to maintain sight lines and access. The proposal will allow vehicles to turn at the end of The Quorn and will improve sight lines and safety for all road users and better facilitate the passage of traffic using the road, especially for larger vehicles and enforces the Highway Code.</p>

APPENDIX 3
PHOTOS







SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE	
WEDNESDAY 1 st NOVEMBER 2023 – 2.00PM	
AGENDA ITEM 14	
Subject	<p>THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT No.22) ORDER 202*</p> <p>Relating to Station Lane, Gatehouse Mews and The Paddocks, Ingatestone.</p>
Report by	South Essex Parking Partnership Manager
Enquiries contact: Nick Binder, South Essex Parking Partnership Manager, 01245 606303, nick.binder@chelmsford.gov.uk	
Purpose To report the receipt of representations made on part of. THE ESSEX COUNTY COUNCIL (BRENTWOOD BOROUGH) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO. 22) ORDER 202*	
Options The Joint Committee has the following options available: <ol style="list-style-type: none"> 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope. 3. to agree that the proposed Order be withdrawn in its entirety. 	
Recommendation(s) <ol style="list-style-type: none"> 1. The Order be made as advertised. 2. The people that made representations during the 21-day formal consultation 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 vary The Essex County Council (Brentwood Borough) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	The South Essex Parking Partnership (SEPP) propose to make the above named Order following a parking review of Station Lane, Gatehouse Mews and The Paddocks, Ingatestone.
1.3	In December 2021 an application form was received from a local councillor with support from other councillors requesting an amendment to the parking restrictions for Station Lane, Gatehouse Mews and The Paddocks, Ingatestone.
1.4	<p>The SEPP received a request from the then Cllr Cloke to change the existing single yellow line restriction in Station Lane near the level crossing to double yellow lines. This was because vehicles are parking close to the level crossing causing a potentially dangerous situation. Unsafe Parking on and around the Level Crossing at Ingatestone Station, Hall Lane, Ingatestone. Particularly during rail replacement bus services.</p> <p>Several site visits were carried out and although for a majority of these visits no vehicles were parked in this location on two occasions vehicles were parked close to the level crossing and station car park near the Gatehouse Mews junction which could cause a potential issue.</p> <p>As this location is near to a level crossing the parking restrictions should be amended as vehicles should not be parked on the approach to a level crossing for obvious safety reasons. It is also not possible to park on both sides of Station Lane without causing obstruction to the highway, or parking partially on the verge and causing damage. The Highway Code also states that vehicles should not park within 10 metres of a junction or a bend.</p> <p>It should also be noted that vehicles could park outside of the exiting operational times of the single yellow line, which is Monday to Friday 2pm-3pm, to avoid paying for the station car park, or for another reason. It is essential to keep the approach to a level crossing clear to maintain safe access and ensure sight lines are maintained at all times.</p> <p>The SEPP would therefore recommend that 'No Waiting at Any Time' restrictions are implemented on the south-western side of Station Lane from the level crossing to the junction with High Street/Roman Road and on the north-eastern side from the level crossing up to and including the junction to The Paddocks. It is also recommended that the single yellow line in Gatehouse Mews is amended to a double yellow line as the road is not of adequate width to park on. Any parked vehicle in Gatehouse Mews will cause access difficulties, especially for larger vehicles, such as a fire engine, refuse lorry or delivery vehicle. It is also essential that vehicles have a facility to turn around at the end of Gatehouse Mews.</p> <p>The SEPP Joint Committee Member and Lead Officer for Brentwood agreed with the findings and a scheme was costed with funding being approved to progress to a formal consultation. The scheme was estimated at £7,500. This cost could be reduced if incorporated with other roads in Brentwood, to publish one Traffic Regulation Order.</p>

1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</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	<p>The Order was originally advertised in the Brentwood Gazette on 19th July 2023 and on site from 19th July to 10th August 2023, under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Brentwood Amendment No.22 were sent to the SEPP's list of consultees, Brentwood Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.</p>
1.8	<p>The Proposed Order is amend the current 'No Waiting Mon-Fri 2-3pm' (Single Yellow Line) to No Waiting at Any Time (Double Yellow Lines).</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 SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.</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> <p>Appendix 3 – Photos.</p>	

APPENDIX 1

Ref	List of people making representations Station Lane, Gatehouse Mews and The Paddocks, Ingatestone.	Type
1	Email from resident of The Paddocks 10/08/2023	Objection

APPENDIX 2
REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT –
19th July to 10th August 2023

Representations & responses relating to Station Lane, Gatehouse Mews and The Paddocks, Ingatestone.		
Ref	Representation -	Technician response -
1	<p>We object to the proposed changes. There is no continuing parking or waiting problem that necessitates these changes. The only difficulty arises when the station car park is closed to parking and it is used for Rail Replacement coaches. . The area of difficulty (or congestion) is limited to that area directly at the entrance to the car park in Station Lane opposite Gatehouse Mews. This could be solved by Network Rail allowing a small part of the car park at the entrance for dropping off and turning round. This would also move any noise to the car park area and allow easier disabled access. As proposed, the changes will move the problem into the Paddocks where the roads at some points only allow one vehicle to pass through and any "station" parking would prevent access to residents and to delivery and emergency vehicles. It is strongly felt that Network Rail should take some ownership of the problem which is of there making. Should you wish to see the problem on the ground I would be pleased to show you. Many other of the residents of the Paddocks are on holiday so any responses to these proposals could be limited</p>	<p>The approach to a level crossing should never have parked vehicles, especially when there is a bend on the approach. The proposal allows for safe on-street parking away from the level crossing and the junction of Station Lane and The Paddocks, whilst preventing vehicles from parking on both sides.</p>

APPENDIX 3
PHOTOS















