

**SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE**  
**14<sup>th</sup> FEBRUARY 2024 – 1.30 PM**  
**AGENDA ITEM 10**

<b>Subject</b>	<b>The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) And (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.10) Order 202*</b>  Relating to <b>B1021 Station Road, Queens Road and Albert Road, Burnham-on-Crouch</b>
<b>Report by</b>	South Essex Parking Partnership Manager

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

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

**Options**  
The Joint Committee has the following options available:

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 to agree that the proposed Order be withdrawn in its entirety.

**Recommendation(s)**

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

<b>Consulters</b>	South Essex Parking Partnership
-------------------	---------------------------------

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

<b>1.</b>	<b>Background</b>
<b>1.1</b>	The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
<b>1.2</b>	In 2021, an application from was received requesting 'No Waiting at Any Time' restrictions on the junction of B1021 Station Road and Queens Road, Burnham-on-Crouch. The application was supported by Councillor Vanessa Bell (Burnham South Ward) who stated that they experienced a near-miss at this junction due to obstruction. No petition was provided as the application was completed during the COVID-19 pandemic. The applicant stated that vehicles park too close to the junction which obstruct sightlines.
<b>1.3</b>	Following the receipt of this application, the SEPP Technicians carried out several site visits. During all the site visits conducted, vehicles were observed parking within 10 metres of the B1021 Station Road / Queens Road junction, causing of obstruction of sightlines, especially when exiting Queens Road onto B1021 Station Road. It was also observed that vehicles park on the Queens Road / Albert Road junction within 10 metres. Therefore, was recommended by the SEPP Technician that restrictions be proposed on both junctions of Queens Road in line with rule 243 of the Highway Code.
<b>1.4</b>	Following the assessment, it was agreed with the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme for 'No Waiting at Any Time' on both junctions of Queens Road ('the Proposal'). The purpose of 'the Proposal' is to maintain sight lines at the junctions and access, as well as enforcing the Highway Code.
<b>1.5</b>	Furthermore, the request for funding was agreed in December 2021 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £2,000. This cost would be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.
<b>2.</b>	<b>Relevant excerpts from SEPP Policy (Version 6 December 2020)</b>
<b>2.1</b>	SEPP Policy – 1.6 'It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.'
<b>2.2</b>	SEPP Policy – 7.1 'The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.'

<b>3</b>	<b>Traffic Regulation Order</b>
<b>3.1</b>	The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts the roads. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry
<b>3.2</b>	When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.
<b>4</b>	<b>Comments</b>
<b>4.1</b>	During the consultation one objection was received. One comment was also received.
<b>4.2</b>	Some of the concerns raised included: <ul style="list-style-type: none"> <li>• Lack of facilities for local buses.</li> <li>• The removal of parking areas will cause difficulties for nearby residents wanting to park.</li> <li>• Implementing 'the Proposal' will displace vehicles, causing possible issues on adjacent roads such as B1021 Station Road.</li> </ul>
<b>4.3</b>	The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>5</b>	<b>Conclusion</b>
<b>5.1</b>	Some correspondents have made several points which lead them to believe 'the Proposal' should not be pursued in whole or part. However, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend proposed Order be made as advertised.
<b>List of Appendices</b>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	
Appendix 3 – Photos	

**APPENDIX 1**

<b>Ref.</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from Integrated Passenger Transport Unit (Essex Highways) dated 28/06/2023	Comment
<b>2</b>	Email from resident of Queens Road dated 11/07/2023	Objection

**APPENDIX 2**

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

<b>Representations &amp; responses relating to B1021 Station Road, Queens Road and Albert Road</b>		
<b>Ref</b>	<b>Representation -</b>	<b>Technician response -</b>
<b>1</b>	<p><b>Email (in Part)</b> In Burnham, the restrictions around the junctions off Station Road in the vicinity of Queens Rd are welcomed, with caution. The reason for caution is that I suspect that cars displaced from the Queens Rd/Station Rd junction could move to parking across the s/b bus stop located just to the south of this point – ideally I would wish to see a bus cage introduced at this point abutting the NWAAT restriction around the corner.</p>	<p>Comment noted.</p> <p>It can be difficult to fully establish exactly where displacement of vehicles could occur. However, if implemented, as with any new scheme, its effect would be monitored.</p> <p>Implementing bus stop clearway is outside the remit of this proposal. There is no specific requirement (under the Road Traffic Regulation Act 1984) to consult on the introduction of a new bus stop clearway, but it is strongly recommended that those likely to be affected should be consulted over the location and times of operation of the proposed restrictions. Therefore, it is felt that if desired, Essex Highways should investigate the introduction of a Bus Stop at this location.</p>
<b>2</b>	<p>I am sending this mail with regards to the proposal of placing parking restrictions at either end of Queens Road, where it meets Station Road B1010 and Albert Road respectively. Living in Queens road myself I understand the issues with lack of sight line when pulling out of the junction, Albert Road especially. This, as you know is due to cars parking at the junction causing said issue. Parking in this road is already restricted as we have the ambulance station at the end by Albert Road, this means part of the road is already marked up with yellow zig-zags, as well as the fire station on Albert Road itself causing parking for the local houses to be already difficult on many occasions. Many houses on Queens road have 2 cars and struggle to park after 5pm. I myself often have to park down the end of the road at the Albert Road junction ( where</p>	<p>Objection noted.</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines at the junctions and access, as well as enforcing rule 243 of the Highway Code which states (in part): ‘DO NOT stop or park:.... opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space’. This would apply to all Highway users, a concession cannot be made for residents to park in an unsuitable location.</p> <p>It is acknowledged that ‘the Proposal’ would remove parking for road users. However, most of the road will remain unrestricted.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking</p>

<p>you are proposing the restrictions) and walk most of the way back up Queens Road to my house.</p> <p>I understand the reason for the potential restrictions, however, if a 10 meter 'no waiting at anytime' is placed at either end of this road, then an already challenging parking situation caused by the situation stated above will be made almost impossible and become a parking lottery-a carparking equivalent of beach towels on the sun loungers on holiday would ensue! The cars unable to park in the road that the owners live in would then need to find parking in the surrounding roads causing further parking problems and potential new sight line issues.</p> <p>Worse, the cars on the end of Station Road would park along the high street creating a new issue of restricted road size for cars and especially lorries that deliver to Tesco e.t.c.</p> <p>I would like to place my objection to this proposal and ask that a different proposal be put forward. Does it need to be 10 meters or could 5 meters or less suffice? This way sight lines are not restricted and parking is not too badly affected or alternatively parking permits for road residents.</p> <p>I look forward to the outcome of this issue and hope a solution can be found to please all parties.</p>	<p>provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It can be difficult to fully establish exactly where displacement of vehicles could occur. However, if implemented, as with any new scheme, its effect would be monitored.</p> <p>When the SEPP Sub Committee meet, they will decide if the proposal is to be implemented as advertised, reduced, or withdrawn.</p>
--	---

**APPENDIX 3**  
**Photos**

**1) Images taken by SEPP Technicians during Site Visits**

(B1021 Station Road / Queens Road junction – March 2021)



(Albert Road / Queens Road junction – March 2021)

