

**MEETING OF THE SOUTH ESSEX PARKING PARTNERSHIP  
SUB COMMITTEE TO CONSIDER REPRESENTATIONS AGAINST  
AN ADVERTISED TRAFFIC REGULATION ORDER**



**SOUTH ESSEX**

**WEDNESDAY, 14<sup>th</sup> FEBRUARY 2024  
COUNCIL CHAMBER  
CIVIC CENTRE, DUKE STREET,  
CHELMSFORD CITY COUNCIL  
COMMENCING AT 3.15 PM.**

**AGENDA**

1. Welcome by Chairman of the Sub Committee.
2. Apologies for absence.
3. Consider representations against proposed TRO for Timsons Lane Chelmsford
4. Consider representations against proposed TRO for Mill Lane Chelmsford
5. Consider representations against proposed TRO for Henniker Gate Chelmsford
6. Consider representations against proposed TRO for Forest Drive Chelmsford
7. Consider representations against proposed TRO for Church End Lane Runwell
8. Any other business.

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

**WEDNESDAY 14<sup>TH</sup> FEBRUARY 2024 – 3.15PM**

**AGENDA ITEM 3**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202*</b>
	Relating to Timsons Lane, Springfield
<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 (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.56) Order 202\*

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

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

**Recommendation(s)**

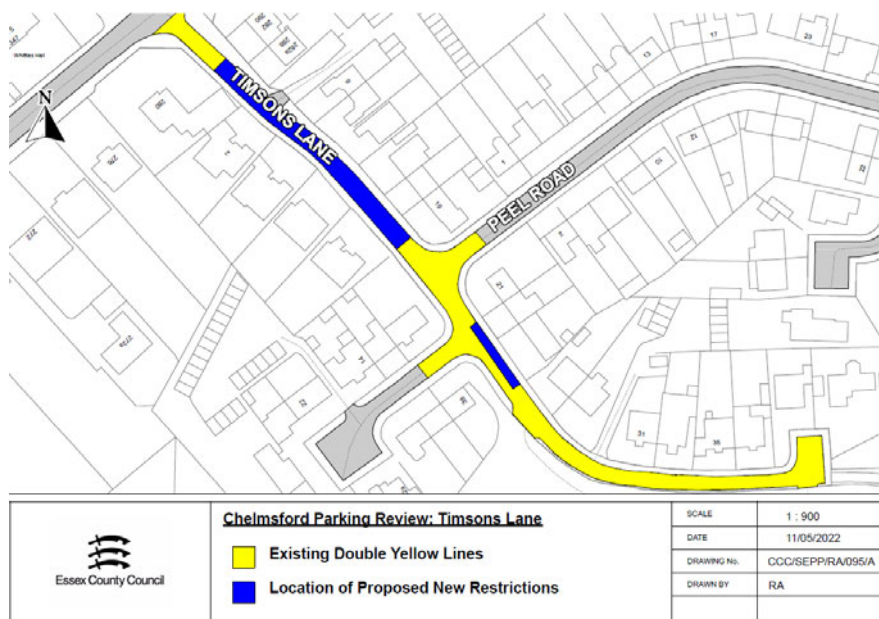
1. The Order be made as advertised.
2. The people making representations be advised accordingly.

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

<b>1.</b>	<p><b><u>Background</u></b>          The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p>
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- 1.1 The SEPP received a completed application form on 17 March 2020 from Cllr Mike Mackrory requesting 'No Waiting' restrictions on Timsons Lane, Springfield. The request is to prevent vehicles parking inappropriately on Timsons Lane creating problematic and unsafe movement. It is thought these vehicles are non-residents, therefore restrictions would encourage them to use the nearby car park (max stay 3hrs). The application was supported by one local resident.
- 1.2 Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted it was noted that approx. 8 vehicles were parked on Timsons Lane from its junction with Springfield Road up to Peel Road. No instances of dangerous or obstructive parking were observed. The numerous vehicle crossings along Timsons Lane prevent a continuation of parked vehicles and allow for passing points. All vehicles were naturally parked on the north-eastern side of the road – parked vehicles act as a natural speed calming measure. It was also noted that some of the parked vehicles were the same on each visit. Additionally, access and egress from most properties is adequate, however, Rule 201 of the Highway Code advises drivers that when using a driveway to reverse in which enables safer egress from a property. Most properties on Timsons Lane have off-street parking, however, as more vehicles are introduced onto the road network there is an ever-increasing demand for kerb space parking.
- 1.3 Following the assessment, it was agreed with the SEPP Joint Committee Member and Lead Officer for Chelmsford that a Parking Review should be carried out with residents of Timsons Lane. Residents were asked whether they supported additional restrictions in Timsons Lane and were also given two options, 'No Waiting Monday to Saturday 11am-1pm and 3-4pm' (SYL) or 'No Waiting at Any Time' (DYL) restrictions. The consultation was carried out from 25.05.22 – 17.06.22. The plan below was included.



1.4 The results of the parking review were as follows:

No. of Properties	No. of Responses	No. in favour of introducing parking restrictions	No. in favour of a Single Yellow Line	No. in favour of Double Yellow Lines
35	25 (71%)	23 (92%)	9 (39%)	14 (61%)

1.5	Therefore, as the response rate of 50% was met with over 50% of respondents in support of double yellow lines, it was agreed with the SEPP Joint Committee Member and Lead Officer to cost a scheme to implement 'No Waiting at Any Time' restrictions on Timsons Lane. The cost of the scheme is estimated at £2500 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.6	The request was placed before the South Essex Parking Partnership Joint Committee on 28 July 2022 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.7	<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> <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>
1.8	The Order was originally published in the Essex Chronicle and on site on 5 <sup>th</sup> October 2023, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.9	When the Order was published on 5 <sup>th</sup> October 2023 a 21-day period of formal public consultation commenced.
<b>2</b>	<b><u>Comments</u></b>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>3</b>	<b><u>Conclusion</u></b>
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.
<b><u>List of Appendices</u></b>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

## APPENDIX 1

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
1	Email dated 05/10/2023.	Support
2	Online response from local worker dated 05/10/2023.	Object
3	Online response dated 05/10/2023.	Object
4	Online response from local worker dated 05/10/2023.	Object
5	Online response from local worker dated 05/10/2023.	Object
6	Email from resident of Timons Lane dated 06/10/2023.	Object
7	Online response from local worker dated 07/10/2023.	Object
8	Online response dated 07/10/2023.	Object
9	Online response from local worker dated 08/10/2023.	Object
10	Email from resident of Timons Lane dated 12/10/2023.	Support
11	Email from resident of Timons Lane dated 19/10/2023.	Support
12	Email from resident of Timons Lane dated 19/10/2023.	Support
13	Email dated 19/10/2023.	Support
14	Email from resident of Timons Lane dated 19/10/2023.	Support
15	Email from resident of Timons Lane dated 19/10/2023.	Support
16	Email from resident of Timons Lane dated 19/10/2023.	Support
17	Email from resident of Timons Lane dated 19/10/2023.	Support
18	Email from resident of Timons Lane dated 23/10/2023.	Object
19	Email from resident of Timons Lane dated 22/10/2023.	Support
20	Email from resident of Timons Lane dated 19/10/2023.	Object
21	Phone call from resident of Timons Lane dated 25/10/2023.	Support
22	Email dated 27/10/2023.	Support
23	Email from resident of Timons Lane dated 27/10/2023.	Support

## APPENDIX 2

### REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT 05 OCTOBER 2023 – 27 OCTOBER 2023

Representations & Responses relating to Timsons Lane, Springfield		
Ref	Representation	Technician Response
1	<p>Dear Sir / Madam,</p> <p>I have just received a letter from the South Essex Parking Partnership regarding introducing a 'No waiting at any time' restrictions down Timsons Lane, Chelmsford. The reference for this is amendment number 56, order 202. The document provides link <a href="http://www.chelmsford.gov.uk/tros">www.chelmsford.gov.uk/tros</a> to view the proposal. The letter then mentions that you can object or support the proposal. I would like to support the proposal but there is nothing on the link to help you do this. Consequently, I am not sure how I can respond to the letter I received and the link provided to support the proposal. The other thing that shows is a PDF file. I enclose a screenshot of what I can see and part of the PDF file I downloaded from this link.</p> <p>I would like to support this proposal and would be grateful for some help on knowing how I can do this. Thank you.</p> <p><u>Yours faithfully,</u>  <span style="background-color: black; color: black;">[REDACTED]</span></p>	Support noted.
2	<p>I oppose the decision to put in parking restrictions within this road due to the fact that there is no car park or parking facilities available within this area for local businesses and people that work around this end of Springfield Road (near aldi) This decision will affect local businesses and services such as finding staff to look after children within the local area.</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents. However, it should be noted that there are other unrestricted roads nearby.</p>
3	<p>There is inadequate parking along the Springfield road area. There is no where to park without time limits and exclusion zones.</p>	Objection noted.



		It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents. However, it should be noted that there are other unrestricted roads nearby.
4	<p>This is the only road I can park down for work, which I have to walk 10/15 minutes to work from. If you put double yellow lines on this road it will take the only place that I can park for work, which will cause inconveniences.</p> <p>Due to this, I may have to change jobs as there will be no where else for me to park in walking distance to my place of work.</p> <p>Please reconsider this or provide a relevant explanation to why this is being done!</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents. However, it should be noted that there are other unrestricted roads nearby.</p>
5	<p>Me and my work colleagues have no option but to park along this road, we work at Seymour house on Springfield road and due to the permit parking down the other roads. We have been forced to park down this road to access our workplace. If there are double yellow lines placed here, where are we going to park to access our work? There won't be anywhere to park for us within walking distance to work or to park for the whole day. Please can you explain what the reason is for these double yellow lines to be placed down this road?</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents. However, it should be noted that there are other unrestricted roads nearby.</p>
6	<p>Thank you for the letter of 3/10/23 to Residents of Timsons Lane. We have looked at the proposal for restriction to parking, 'No Waiting At Any Time'. We object to the proposal - double yellow lines are too draconian, and an unnecessarily severe response to the parking problem that exists in the road. Instead, we support single yellow lines and a specified daily time period for the restriction. We thank the relevant Sub-Committee for taking this into account.</p> <p>████████████████████</p> <p>████████████████</p> <p>████████████████</p>	<p>Objection noted.</p> <p>During the parking review 61% of respondents were in support of double yellow lines, hence, why these restrictions have been proposed.</p>
7	<p>I oppose to having double yellow lines put on this road as my job in childcare is unable to have on site parking. I use this road that is just down the street from my workplace to park. I always park sensibly and it would be a mistake to put double yellow lines here as there is no other parking again or down Springfield road and therefore will disrupt companies and businesses.</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents.</p>

		However, it should be noted that there are other unrestricted roads nearby.
8	I'm opposed to the proposed double yellow lines as parking in that area is very limited and public car parks are to far away	Objection noted.  It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents. However, it should be noted that there are other unrestricted roads nearby.
9	Hello, I am a childcare worker, who relies on this road to be able to park in order to attend my job at the nursery. I understand that this might not be considered a priority for the right to park on this road but, it is only during the day, most of the staff at the nursery require parking that is unfortunately unavailable on site so we are recommended to park on timsons Lane for the morning and are able to move our cars to new court road by the afternoon I understand the inconvenience that might occur for residents. Perhaps you could help us find a solution as staff members at the nursery have received a substantial amount of abuse from timson road residents and some have even had their cars vandalised, and have been subjected to physical abuse. I feel that introducing these restrictions will only show the residents of timsons road that committing crime and vandalism is supported by Chelmsford City Council, and I'm sure that is not the case. Thank you for your time.	Objection noted.  It is acknowledged that if the proposal goes ahead, it will limit parking for non-residents. However, it should be noted that there are other unrestricted roads nearby.
10	Dear Sir,  I am writing to express my support for the above proposal, I believe it will put a stop the dangerous and inconsiderate parking, examples of which are; Parking on the pavement leaving no room for mobility scooter, pushchairs etc Parking and not leaving enough room for large vehicles such as delivery trucks and emergency vehicles Thus causing not just inconvenience but danger to residents , Thank you for This proposal.  Yours Faithfully,  ██████████ ██████████	Support noted.
11	Good morning,  my view is that it should "Proceed with the proposal as published"	Support noted.



	Kind regards, [REDACTED]	
12	Good morning,  I would like to email you to express my agreement of implementing parking restrictions down Timsons Lane, Springfield.  Many thanks [REDACTED]	Support noted.
13	Dear sir I am in favour of the councils proposal for Timsons Lane, amendment 56, order 202 to implement traffic restrictions as set out in the above order.  Kind regards [REDACTED]	Support noted.
14	Dear Sirs,  I wish to express my continued support for new parking restrictions in Timsons Lane.  Inconsiderate parking in Timsons Lane, as well as being a nuisance, often causes safety risks in blocking pavements and restricting access for emergency vehicles. Not to mention delivery vehicles.  I have attached some recent images of this bad parking.  Yours sincerely [REDACTED] [REDACTED]	Support noted.
15	Good afternoon We <sup>100</sup> confirm and support the parking restrictions proposed Regards [REDACTED]	Support noted.

	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
16	<p>My address is [REDACTED]</p> <p>And I am in favour of -</p> <p>No waiting at any time restrictions.</p>	Support noted.
17	<p>To whom it may concern,</p> <p>Please note that I'm fully supporting the proposal as published relating to Timsons Lane, Springfield, Amendment no 56 , order 202, and I'm happy for you to proceed with the proposal.</p> <p>I have supported the proposal for parking restrictions last year and I'm fully supporting it this time for a second time ,on the basis that on many occasions cars parked on the pavement cause obstruction and restrict the view when pulling out of your drive, as well as emergency services not being able to pass as the cars are parked on both sides of the road.</p> <p>Please don't hesitate to contact me if needed.</p> <p>Regards,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Support noted.
18	<p><b>Email 1:</b></p> <p>Dear Sir/Madam,</p> <p>I confirm I support the proposal subject to the parking is not allowed throughout all of Timsons Lane including the cul-de-sac/close where I reside as cars constantly park outside of my house blocking my driveway.</p> <p>Kind regards,</p> <p>[REDACTED]</p> <p><b>Email 2:</b></p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of these restrictions will cause some displacement. It is difficult to determine exactly where non-resident vehicles will be displaced. However, the scheme will be monitored for its effectiveness.</p>

	<p>Dear Sirs/Madam,</p> <p>As the restrictions do not include the cul-de-sac of Timsons Lane then I do not support the proposal as I would envisage cars just parking down there instead.</p> <p>Kind regards,  ██████████</p>	
19	<p>I fully support the proposal of making timsons lane a no waiting at any time  The situation on rugby days alone is dangerous and an accident waiting to happen  Regards ██████████</p>	Support noted.
20	<p>██████████  ██████████  ██████████  ██████████  ██████████</p> <p>Dear Sir/Madame  I am writing in Regards to the proposed parking restrictions in Timsons lane, I would prefer not to have double yellow lines across my driveway to allow visitors to park and delivery vehicles to stop there while unloading I have measured from the yellow lines outside my neighbour's drive at number ██████████ and request that 7 meters across my ██████████ driveway to be left clear of any parking restrictions, I hope this will be possible.</p> <p>Kind Regards  ██████████</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will remove on-street parking for residents and their visitors. It should be noted that 'No Waiting at Any Time' restrictions do allow for loading and unloading.</p> <p>The SEPP do not amend or remove parking restrictions for individual properties. The SEPP receives many requests similar to this and it is not sustainable to furnish all those requests.</p>

21	I'm in favour of the proposal to go ahead for DYL on Timsons Lane, Chelmsford. To do with commuting but especially the rugby club parking because the rugby club supporters park all over the pavements and the pedestrians have to walk in the road.	Support noted.
22	Dear Sir,  I agreed with the proposal.  Thx  Best regards, [REDACTED]	Support noted.
23	[REDACTED] are still in favour of the parking restrictions.	Support noted.

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

**WEDNESDAY 14<sup>TH</sup> FEBRUARY 2024 – 3.15PM**

**AGENDA ITEM 4**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202*</b>
	Relating to Mill Lane, Broomfield
<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 (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.56) Order 202\*

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

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

**Recommendation(s)**

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

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

<b>1.</b>	<b><u>Background</u></b> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
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1.1	The SEPP received a completed application form on 26 April 2022 from a local resident requesting 'No Waiting at Any Time' restrictions on the junction of Mill Lane and Main Road (B1008). The request is to prevent vehicles parking close to the junction which then creates visibility issues when accessing and egressing from Mill Lane. The application contained a petition with signatures from 17 properties and also the support of Cllr Wendy Daden.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted vehicles were not observed to be parking within 10m of the junction. It is acknowledged, however, there may be times when vehicles do park near to the pedestrian island which will reduce visibility to a certain extent and cause possible conflict for vehicles travelling in opposite directions. However, on three occasions a vehicle was parked on the footway adjacent to the junction. Any vehicle that does park on the footway is committing the offence of driving across a footway without gaining lawful access and potentially causing conflict with pedestrians.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to cost a scheme to propose 20 metres of 'No Waiting at Any Time' restrictions on Mill Lane from its junction with Main Road (B1008). The cost of the scheme is estimated at £2,000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.4	The request was placed before the South Essex Parking Partnership Joint Committee on 28 July 2022 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
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> <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>
1.6	The Order was originally published in the Essex Chronicle and on site on 5 <sup>th</sup> October 2023, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 5 <sup>th</sup> October 2023 a 21-day period of formal public consultation commenced.
<b>2</b>	<b><u>Comments</u></b>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>3</b>	<b><u>Conclusion</u></b>



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.
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<p><b><u>List of Appendices</u></b></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p>
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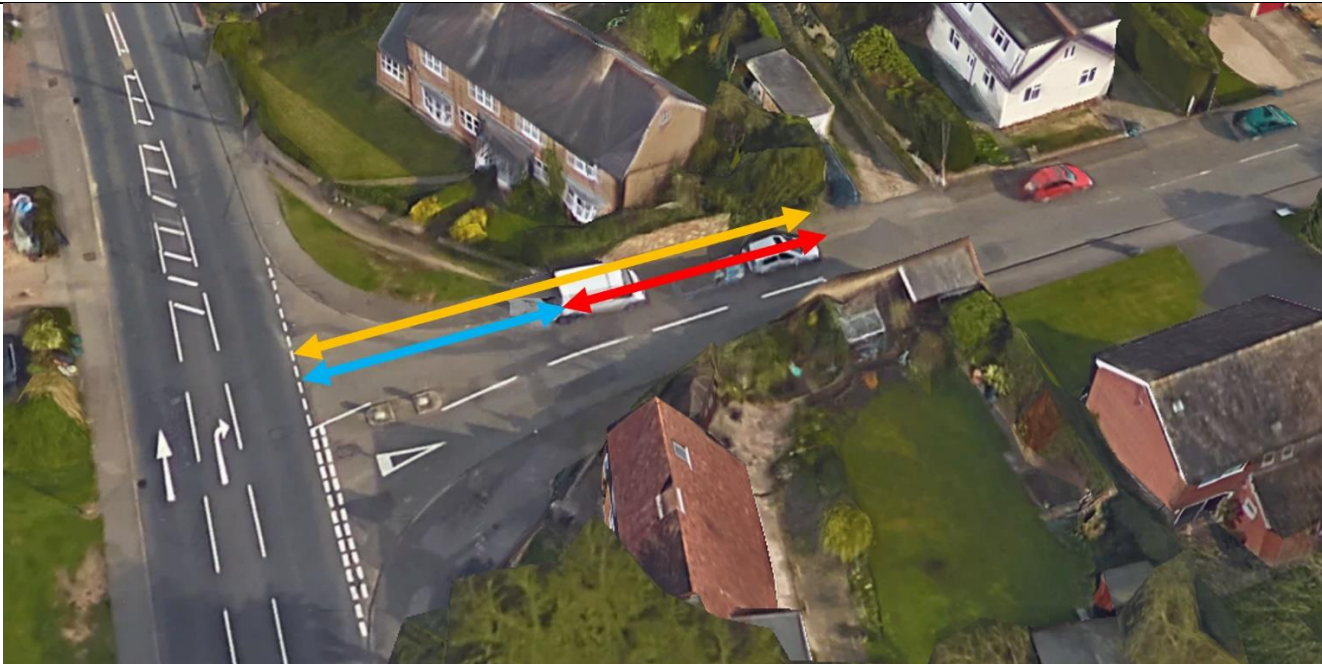
**APPENDIX 1**

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from resident of Main Road dated 03/10/2023.	Objection
<b>2</b>	Email dated 04/10/2023.	Objection
<b>3</b>	Email dated 05/10/2023.	Objection
<b>4</b>	Email dated 06/10/2023.	Objection
<b>5</b>	Email from resident of Mill Lane dated 13/10/2023.	Objection

**APPENDIX 2**

**REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT  
05 OCTOBER 2023 – 27 OCTOBER 2023**

<b>Representations &amp; Responses relating to Mill Lane, Broomfield</b>		
<b>Ref</b>	<b>Representation</b>	<b>Technician Response</b>
1	<p><b><u>Email 1:</u></b> Good Afternoon, I am writing to formally notify my objection to the 20 metre “No Waiting at Any Time’ proposed for Mill Lane Broomfield as indicated on the notice reference ‘TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2’ There are a number of nearby properties that rely solely on the on street parking, the proposal for 20 metres of no waiting zone is unnecessary, will make the road more dangerous and will waste existing parking space for 2 vehicles that is much needed by local residents.</p> <p>Rule 243 of the highway code states:</p> <p><i>“DO NOT stop or park:</i></p> <ul style="list-style-type: none"> <li>• <i>Opposite or within 10 metres (32 feet of a junction except in unauthorised parking space”</i></li> </ul> <p>Therefore the proposed 20 metre no waiting zone is double the distance required by the highway code which is underpinned by significant research into the matter. I agree that a 10 meter no waiting zone is sufficient as nobody should be parked within 10 metres from a junction as indicated in the highway code however I can’t see why 20 metres would create any benefit other than to stop public cars parking outside the adjoining property which obviously isn’t a suitable reason to remove on street parking which has been in place since the roads construction decades ago prior to the construction of adjoining properties. Please see illustration below to clarify the point:</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>The SEPP cannot comment on matters pertaining to planning, or the such like, as it is outside their remit. However, it should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists.</p>



- Orange Line = Proposed no waiting zone
- Blue Line = Area that highway code does not permit parking in
- Red Line = Existing parking that is proposed to be removed unnecessarily

The 20 metre no waiting zone proposal has the following detrimental effects unnecessarily:

- Reduces the capacity for net dwelling density as detailed in PPS3 (Planning Policy Statement 3)
- Contravenes section 51 of PPS3 as it doesn't account for expected or current levels of car ownership
- Contravenes table 5.1 Residential Car Parking Standards (standard spaces per dwelling) of the Chelmsford council April 2022 Parking Strategy and Standards Duty
- Reduces the local parking capacity so that local properties no longer have the amount of parking spaces shown in table 1 section 2 of the Chelmsford City Council Interim Residential Parking Guidance February 2015

Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations.

It should be noted that the drawings shown on the aerial image are incorrect and is not what has been proposed under Chelmsford Amd 56. The proposed restrictions extend to approx. the front of the white van as shown in the aerial image.

The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve

I understand why the southern side of the road would benefit from being a no waiting zone to ensure the road is always clear however to ignore the highway code and other points listed above by adding 20m of no waiting zone to the northern side of the road is unnecessary and will serve no purpose other than to deteriorate public parking/amenity in the area. If the intention of the no waiting zone is to stop the road being blocked on one side the proposal will not affect this as from 20 metres onwards on street parking remains.

Furthermore, as far as I'm aware there have been zero safety incidents or issues at this particular junction therefore I'd be keen to see the evidence substantiating the proposal.

As a local resident who relies on the nearby parking and regularly cross this junction with young children I would much prefer that vehicles continue to be allowed to park within the area shown in red on the illustration as we fear that local traffic speed would increase in the area if road users knew there were no vehicles parked here which would inadvertently increase the road safety hazard risk which would also contravene local planning requirements listed above. Approaching on the south side of Mill Lane to Main Road has a natural speed reduction as it's joining a road however on the north side traffic leaving Main Road to join Mill Lane could be driving at increased speeds with no reason to slow if they feel that the first ~20 metres of road are usually clear. If the proposal for a no waiting zone is based on safety then it will be counter productive and safety would be increased instead by installing a proper crossing on the junction as opposed to removing parking and increasing traffic speed on a residential road.

Please contact me with any further correspondence or clarification on the following details:

[Redacted contact details]

Kind Regards,

[Redacted signature]

**Email 2:**

Hello,

Thanks for taking the time to digest my email and the clarification. Whilst your drawing is certainly better than my initial presumption it appears that the whole parking space of the white van in my markup would still be lost unnecessarily so unfortunately the objection will still need to remain.

sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.

Requests relating to pedestrian crossings should be directed to Essex Highways – the highway authority.



If the proposal in your drawing was ~3 metres shorter on Mill Lane then it would still be within Highway Code and I would happily remove my objection.

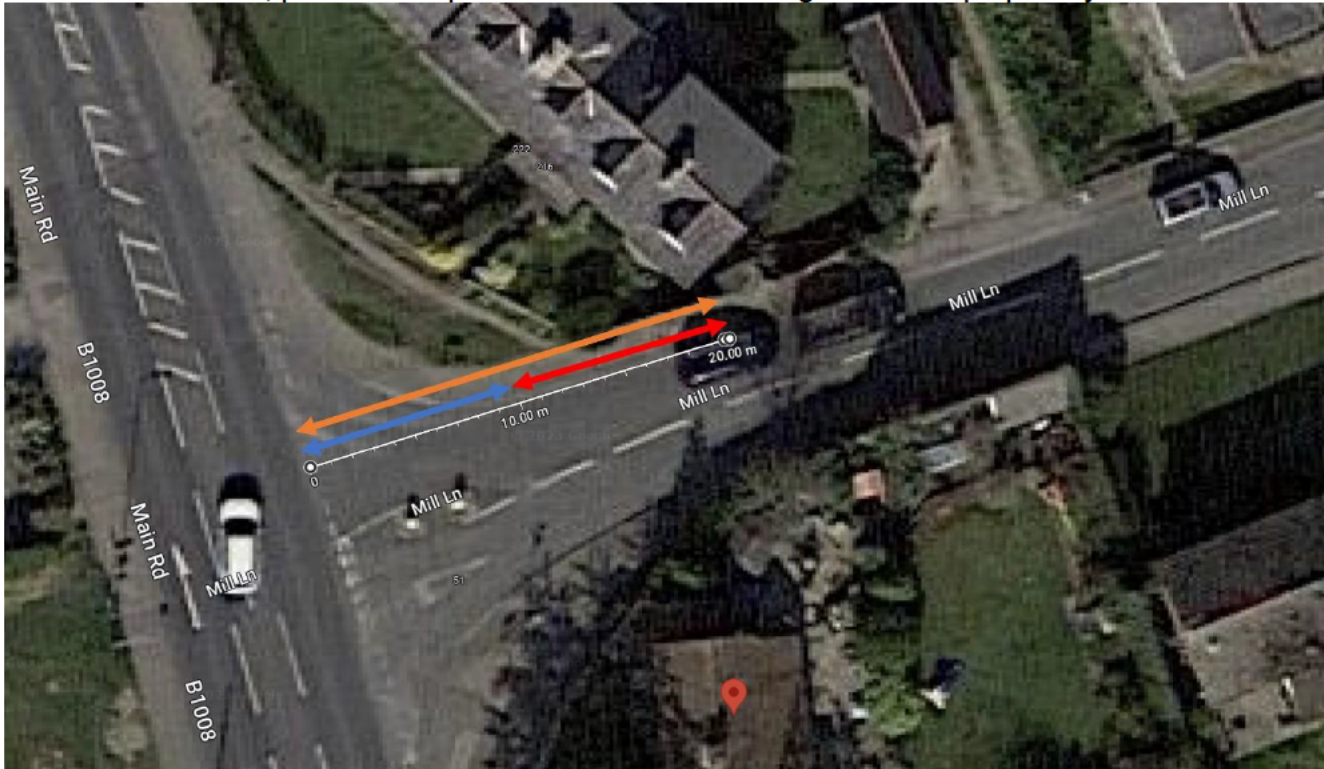
Thanks,



**Email 3:**

Hello,

Further to the below, please see updated schematic which aligns with the proposal you clarified:



Orange Line = Proposed no waiting zone

Blue Line = Area that highway code does not permit parking in

Red Line = Existing parking that is proposed to be removed unnecessarily



	<p>As you can see in the screenshot, there is a car that is parked without issue/obstruction that would be parked illegally under the new scheme unnecessarily. By removing a superfluous 3-4 metres from your proposal the amount of parking spaces available would double without any impact on the surrounding area and the “No waiting” zone would still be 60-70% greater than required by the highway code.</p> <p>Please do consider my proposal as a lot of unnecessary meetings and consultation could be avoided quite easily.</p> <p>Kind Regards,</p> <p>██████████</p>	
2	<p>To whom it may concern,</p> <p>I am writing in objection to the above notice reference ‘TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2’ which details the proposal to extend the no parking/waiting zone in Mill Lane Broomfield, from the required 10m to an unnecessary 20m.</p> <p>As a grandparent who regularly visits family living nearby, the loss of more parking spaces would be detrimental to myself and other visitors/trades such as delivery vehicles/dust carts etc as well as those living in the road, who need the parking spaces for their homes. With the statutory rules already in place, forbidding parking within 10m of a junction (Rule 243 of the Highway Code), I see no reason to introduce further restrictions which will make life more difficult for those needing the parking spaces. The 10m rule ensures the safety of those using the road adequately. The enforcement of parking restrictions at the top of the road will surely only move traffic further down Mill Lane, causing problems for residents there, or worse still onto Broomfield Road, which is already very busy and needs to be kept clear for ambulances/emergency vehicles for the hospital.</p> <p>Parking is already very restricted in this area, especially with parents needing to use the road for parking for the nearby school. The parking of vehicles after 10m acts as a visual speed reduction barrier. I worry that should cars not be able to park in the proposed area, vehicle speed will increase when joining from Broomfield Road, giving rise to increased accidents involving pedestrians, especially parents with children.</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>It should be noted that the highway is intended for the purposes of passing and re-</p>

I have lived in Chelmsford all my life (and in Broomfield itself for 25 years) and have never known the junction of Broomfield Road with Mill Lane to be a problematic traffic area, please do not allow it to become one now.

Kind regards

██████████

passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely residents and/or their visitors will park their cars on Main Road.

The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent

		<p>conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
<p><b>3</b></p>	<p>To whom it may concern,</p> <p>I am writing to formally object to the 20 metre 'No Waiting at Any Time' zone proposed for Mill Lane, Broomfield as indicated on the notice reference 'TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2'.</p> <p>Rule 243 of the highway code states <i>"DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space"</i>. This seems an acceptable and perfectly adequate distance to me.</p> <p>I therefore consider any 'No waiting at any time' zone greater than 10 metres from a junction excessive. Furthermore, in this particular instance, the increase to 20 meters would result in the unnecessary removal of 10 metres of on-street parking which has the potential to result in the following:</p> <ul style="list-style-type: none"> <li>-Reduced public amenity for nearby properties that rely on the on-street parking</li> <li>-Relocation of parked vehicles further down Mill Lane which already suffers with inadequate on-street parking</li> <li>-Relocation of parked vehicles onto Main Road which is a busy route for traffic, buses and emergency services to the hospital</li> <li>-Increased speed of vehicles joining Mill Lane from Main Road due to the lack of parked vehicles acting as a visual and physical speed reduction cue (which would in turn increase the risk to pedestrians crossing Mill Lane which is a popular route to the nearby schools)</li> </ul> <p>I regularly drive on Mill Lane and cannot see any reason for the "No Waiting at Any Time" zone to be greater than 10 metres therefore I oppose the proposed 20 metre zone.</p> <p>Thank you for your consideration and please do not hesitate to contact me should you require more information.</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.</p> <p>It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking</p>

	<p>Best regards,</p> <p>████████████████████</p>	<p>can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely residents and/or their visitors will park their cars on Main Road.</p> <p>The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
4	Good Afternoon,	Objection noted.

I am writing to formally notify my objection to the 20 metre 'No Waiting at Any Time' zone proposed for Mill Lane, Broomfield as indicated on the notice reference 'TL705 102 Rev 0 to Rev1, TL705 100 Rev 1 to Rev 2'.

Rule 243 of the highway code states "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space" therefore any 'No waiting at any time' zone greater than 10 metres from a junction is excessive and in this particular instance would result in the unnecessary removal of 10 metres of on street parking which would in turn result in the following:

- Reduced public amenity for nearby properties that rely on the on-street parking
- Relocation of parked vehicles further down Mill Lane which already suffers with inadequate on street parking
- Relocation of parked vehicles onto Main Road which is a busy route for traffic and emergency services to the hospital
- Increased speed of vehicles joining Mill Lane from Main Road due to the lack of parked vehicles acting as a visual and physical speed reduction cue (which would in turn increase the risk to pedestrians crossing Mill Lane which is a popular route to the nearby schools)

I regularly drive on Mill Lane and cannot see any adequate reason for the "No Waiting at Any Time" zone to be greater than 10 metres therefore I oppose the proposed 20 metre zone.

Regards,

██████████

Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.

It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely

		<p>residents and/or their visitors will park their cars on Main Road.</p> <p>The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
5	<p>To whom it may concern</p> <p>I see you have reacted to the suggestion of double yellow lines in Mill Lane Broomfield the proposed length originally was 10 metres now according to the notices displayed in Mill Lane the proposed length has been changed to '20' metres? which we strongly object to as it deprives residents of two parking spaces.</p>	<p>Objection noted.</p> <p>Vehicles that park on and near to the junction of Mill Lane and Main Road create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems.</p>



The speed of traffic in Mill Lane is often excessive to road conditions and parked cars in Mill Lane are the best way of calming drivers to proceed with more care therefore we think the original length of 10 metres is a sensible way to proceed.

[REDACTED]

Although there have been no recorded collisions at this location within the last 3 years, there have been fatal collisions at other nearby junctions off Main Road within the past 3 years. The introduction of these restrictions seek to remove dangerously parked vehicles whilst allowing ample off-street parking in safe locations.

It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Mill Lane does allow for ample on-street parking in safe locations. However, it thought that no more than one vehicle will be displaced which is likely to be a resident's vehicle. It is unlikely residents and/or their visitors will park their cars on Main Road.

The wide bell-mouth which leads to a narrow road and the location of a pedestrian crossing on the junction dictate that the

		<p>usual 10m of junction protection are required to be extended. Vehicles parked within 20m of the junction are not considered to be parked in a safe location. These vehicles reduce visibility and cause conflict for vehicles travelling in opposite directions. It is unlikely that these proposed restrictions will increase traffic speeds. The proposed restrictions will improve sightlines for all road users and pedestrians, better facilitate the passage of traffic, prevent conflict between vehicles and enforce Rule 243 of the Highway Code. The SEPP reserves the right to implement a scheme to improve safety and sight lines.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP  
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

**WEDNESDAY 14<sup>TH</sup> FEBRUARY 2024 – 3.15PM**

**AGENDA ITEM 5**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202*</b>
	Relating to Henniker Gate, Springfield
<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 (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.56) Order 202\*

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

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

**Recommendation(s)**

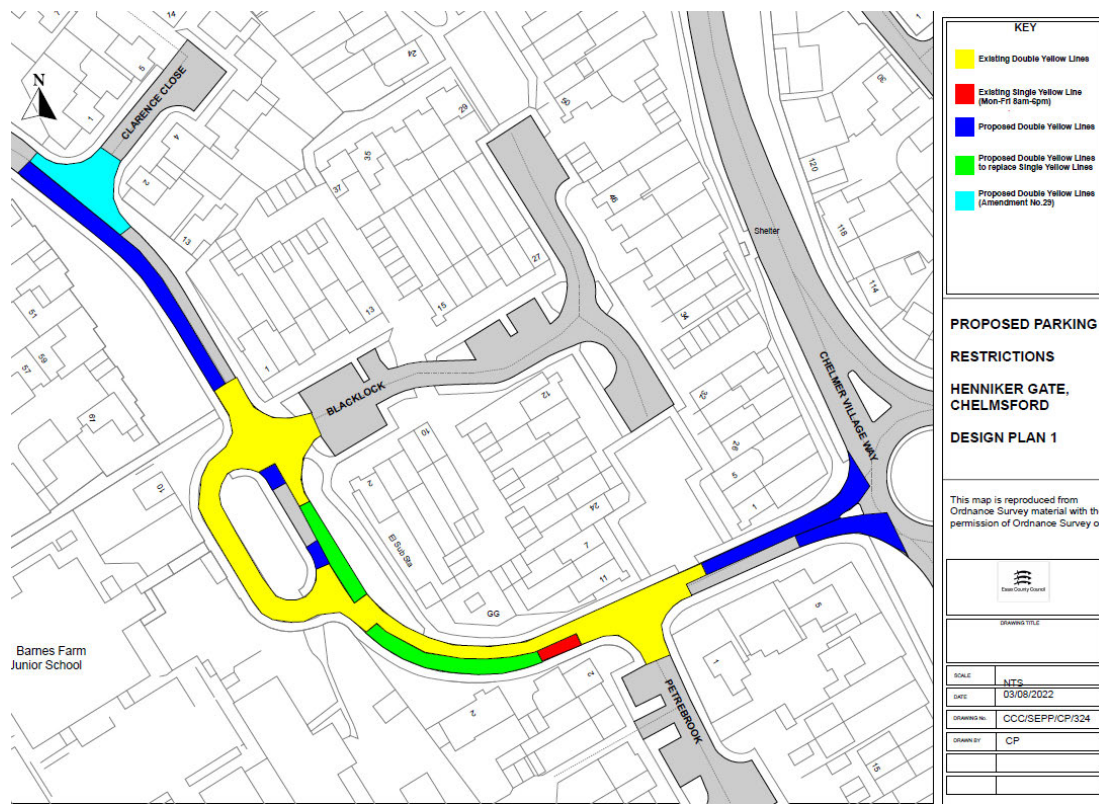
1. The Order be made as advertised.
2. The people making representations be advised accordingly.

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

<b>1.</b>	<p><b><u>Background</u></b>          The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p>
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- 1.1 The SEPP received a completed application form on 29 April 2022 from a local resident requesting 'No Waiting at Any Time' restrictions on Henniker Gate at the junction of Chelmer Village Way and the bend of Henniker Gate (adjacent to the Barnes Farm schools). The request is to prevent obstructive parking which in turn creates unsafe movement of vehicles and pedestrians as well as access and egress problems. The application was supported by 62 signatures from various residents of Henniker Gate, Blacklock and Petrebrook. The application was also supported by Cllr John Spence and Cllr Rose Moore.
- 1.2 Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted it was noted that up to 5 vehicles were parked near the junction of Henniker Gate and Chelmer Village Way. Although no vehicles were observed parking within 10 metres of the junction, it is acknowledged that vehicles parking too close to the junction could cause sightline issues and congestion onto the roundabout. It is likely that many of the parked vehicles belong to school staff or other local workers. On occasion vehicles were observed parking on the bend of Henniker Gate; both during and outside of the operational times. It is not felt necessary to remove all parked vehicles on Henniker Gate, as parked vehicles are a form of traffic calming. However, it is felt that sightlines could be improved near the school entrance.
- 1.3 It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to cost a scheme to amend the parking restrictions on Henniker Gate, as per the image below. The cost of the scheme is estimated at £3000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.



- 1.4 The request was placed before the South Essex Parking Partnership Joint Committee on 28 July 2022 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.

1.5	<p>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.</p> <p>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.</p>
1.6	<p>The Order was originally published in the Essex Chronicle and on site on 5<sup>th</sup> October 2023, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire &amp; Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.</p>
1.7	<p>When the Order was published on 5<sup>th</sup> October 2023 a 21-day period of formal public consultation commenced.</p>
<b>2</b>	<b><u>Comments</u></b>
2.1	<p>The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
<b>3</b>	<b><u>Conclusion</u></b>
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.</p>
<p><b><u>List of Appendices</u></b> Appendix 1 – List of people making representations  Appendix 2 – Summary of objections or support and Technicians comments</p>	

## APPENDIX 1

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from a school parent dated 04/10/2023.	Object
<b>2</b>	Email from resident of Henniker Gate dated 15/10/2023.	Support
<b>3</b>	Email dated 19/10/2023.	Support
<b>4</b>	Letter from resident of Petrebrook dated 26/10/2023.	Object



**APPENDIX 2**

**REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT  
05 OCTOBER 2023 – 27 OCTOBER 2023**

<b>Representations &amp; Responses relating to Henniker Gate, Springfield</b>		
<b>Ref</b>	<b>Representation</b>	<b>Technician Response</b>
1	<p>Good morning. My name is [REDACTED] I noticed this sign on the lamppost as I dropped my asd child of to school (barns farm) We park along that road where there are no restrictions or yellow lines, also not blocking any cars go to and from down that road. There is no where else to park the car and I'm not close enough to walk and even if I was I wouldn't be able to as my child doesn't understand road safety or any dangers around him while also walking with a pram. My car is only there for 20 minutes in the am and 20 minutes in the pm if that. Please can you provide any additional information as to where we are meant to drop our children to school on time as well as picking them up. The only people that seem to have such a problem is the old lady's at the local parish who caused a fuss this morning outside the school.</p> <p>Kind regards [REDACTED]</p>	<p>Objection noted.</p> <p>Concerns have been raised regarding obstructive parking on the bend of Henniker Gate and also on its junction with Chelmer Village Way. Vehicles that park on or near to the junction, on the bend and near the school entrance create problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems. Therefore 'No Waiting at Any Time' restrictions have been proposed in this area. This will improve sight lines for all road users and pedestrians, better facilitate the passage of traffic and enforce Rule 243 of the Highway Code.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit on-street parking in the vicinity of the school. However, it should be noted that the majority of Henniker Gate will remain</p>

		unrestricted and much on-street parking will still be available.
2	<p>I support the changes but express concern that people will now park further into Henniker gate possibly on the corner near Cawkwell close and make it impossible to drive round the corner safely.</p> <p>██████████ Resident of Henniker gate.</p>	<p>Support noted.</p> <p>It is difficult to determine exactly where vehicles will be displaced. However, the scheme will be monitored for its effectiveness.</p>
3	<p><b><u>Email 1:</u></b> Dear Sirs,</p> <p>I have tried to leave comments about the above proposed parking restrictions but have been unable to access the relevant form on your website. Please can you assist.</p> <p>Yours faithfully ██████████</p> <p><b><u>Email 2:</u></b> Dear Sirs,</p> <p>I would like to add my Support to all of the proposed parking restrictions for Henniker gate. However I would also like to point out that without regular enforcement these schemes will be a waste of time and money. The current parking restrictions are just ignored.</p> <p>Yours faithfully ██████████</p>	<p>Support noted.</p> <p>Restrictions will be enforced as part of a rota as other roads in Chelmsford currently are.</p>
4	<p><b><u>Email:</u></b> Dear Madam or Sir,</p> <p>I wish to register my objection to the proposed extension to waiting, loading and stopping restrictions proposed under Amendment 56, Order 202, applying to a section of the road known as Henniker Gate in the vicinity of Barnes Farm Schools, Springfield, Chelmsford.</p> <p>My objections are set forth in the accompanying letter, and are primarily on the grounds of disproportionality, prejudicial effects to the nearest local residents, and arising unintended consequences.</p>	<p>Objection noted.</p>

I trust that you will give due consideration to the concerns that I have raised, and agree that the current restrictions when correctly enforced are entirely appropriate and adequate to deal with the intermittent parking difficulties that only arise in the subject area during school term time opening hours.

Attachments: Waiting Objection Henniker Gate.docx

Yours faithfully,

██████████

**Letter:**

Dear Madam or Sir,

I note your proposed variation to waiting, loading and stopping restrictions affecting the road known as Henniker Gate, Springfield, Chelmsford in the vicinity of Barnes Farm Schools, and the adjoining cul-de-sac roads, Blacklock and Petrebrook under Amendment No. 56, Order 202.

I wish to object to the proposed changes as they will be unduly prejudicial to the nearest residents of Henniker Gate and Petrebrook, and will generate unintended consequences if adopted.

Within Amendment No.56, Order 202, your stated reason for the introduction of the proposed variation of stopping restrictions primarily from No Stopping Monday to Friday between the hours of 08.00 and 18.00 to No Stopping at any time is based on the reported concerns of obstructive parking in the vicinity of the school and the adjacent road junctions giving rise to “problematic and unsafe movement of vehicles and pedestrians as well as access and egress problems”.

As a near neighbour of Barnes Farm Schools and a resident of Petrebrook for almost 3 decades, I have observed first-hand the stopping and parking difficulties in the subject area along with the traffic congestion that often ensues. Based on this direct experience, it is abundantly clear that the reported problematic road conditions are solely a consequence of some parents taking their children to school in the mornings and collecting them in the afternoons by the conveyance of a motor car, and stopping in the subject area to allow their children to alight from, and board the vehicle. This being the case, the problematic conditions are of a short-term duration, generally of 20 to 25 minutes in the morning, and a slightly shorter period in the afternoon. There are no such problematic road conditions outside of these times on weekdays, at weekends, nor out of school term-time.

In view of the foregoing, I object to extending the existing waiting, loading and stopping restrictions on the following grounds.

The Proposal has been designed in line with Rule 243 of

<ol style="list-style-type: none"> <li>1. The current waiting, loading and stopping restrictions (Monday to Friday from 8a.m. to 6p.m.) are more than adequate to cover the times when the school is open and address the parking violations perpetuated by some of the parents when taking and collecting their children from the school. If the current restrictions are perceived as inadequate, this can only be due to a lack of rigid and regular enforcement of the current restrictions. Extending the waiting, loading and stopping restrictions to at all times is disproportionate as there are seldom cars parked in the subject area outside of the morning and afternoon school set-down and pick-up times. Any extension of the current restrictions will not address the currently observed parking issues as they already comfortably fall within the 10 hour duration period of the existing restrictions. It should be abundantly clear to highways consultants and casual observers alike that the current restrictions already cover the whole of the school day, and parking infringements perpetuated during this period are attributable to poor driver discipline and lack of enforcement of the current restrictions. Any extension to the current restrictions will not address this fundamental issue of lack of enforcement.</li> <li>2. Extending the waiting, loading and stopping restrictions to at all times will remove the historical ability for local residents to occasionally park their own cars in the subject area at times when the current restrictions do not apply. Whilst not widely nor frequently adopted, this ability is valued on occasions when visitors, tradesmen or delivery vehicles have occasion to visit the nearby residents of Henniker Gate, Petrebrook or Blacklock, and existing parking places are fully occupied. By example, family celebrations and summer barbecues, often held at weekends, would fall victim to this pointless extension.</li> <li>3. Extending the waiting, loading and stopping restrictions on Henniker Gate will inevitably displace vehicles that currently choose to stop in this area (despite the current parking restrictions), and many of these vehicles will attempt to park in alternative near-by locations such as the cul-de-sacs of Blacklock and Petrebrook, and as such will cause unwanted congestion in these dead-end cul-de-sacs, leading to reversing and turning manoeuvres, occupation of hitherto resident's parking slots outside their homes, and an increase in damage to residents' vehicles due to poor parking, and careless opening of vehicle doors by children (both of which have unfortunately been experienced by local residents in the past). Furthermore, displacing "school-run" vehicles into Blacklock and Petrebrook will cause animosity between local residents and parents when local residents return home from work or other excursions only to find "school-run" vehicles repeatedly and regularly occupying what residents have traditionally come to accept as "their parking place" outside their residence.</li> <li>4. It should be remembered that simply imposing a no waiting, loading, and stopping restriction will not prevent school-run parents from temporarily stopping in the restricted area to permit the setting down or picking up of passengers, so the "clear zone" will not be such in reality, as the</li> </ol>	<p>the Highway Code which states: 'DO NOT stop park....opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space [or] on a bend'. Additionally, the width of the carriageway cannot accommodate parking on both sides of the road.</p> <p>It is acknowledged that the Proposal is aimed to ensure safety and traffic flow during peak periods. However, all vehicles, resident or otherwise should avoid parking in locations that would impede sightlines or traffic flow. It should be noted vehicles are permitted to load and unload on yellow line restrictions.</p> <p>It is difficult to determine exactly where vehicles will be displaced. However, the scheme will be monitored for its effectiveness.</p> <p>It is acknowledged that parking restrictions outside schools require a concentrated enforcement presence. However, these restrictions will work in conjunction with other SEPP initiatives such as 3PR. 3PR is designed to help manage and lower the amount of cars</p>
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drivers will use this defence if challenged, and will choose not to vacate their vehicles to escort their children to and from the school gates. This is entirely predictable human nature, particularly when short of time or during inclement weather.

5. Should you dismiss my objection, and introduce the at all times restrictions, and should everyone abide by them, eliminating the temporary parking of vehicles along Henniker Gate will increase the unimpeded flow and speed of vehicles in the vicinity of the school. Increasing vehicle speeds outside a school would be counter-productive to child safety and contrary to all road safety initiatives in proximity to schools. With the current situation of vehicles temporarily stopping and waiting along the south western side of Henniker Gate, these vehicles reduce the road width to a single carriageway which consequently forces drivers to give way to one another to support the intermittent flow of 2-way traffic, this increases driver alertness and awareness, and reduces vehicle speeds to slightly more than walking pace, benefiting pedestrian safety, particularly for those attempting to cross the road.
6. It is often difficult to change human nature, and frequently a fruitless endeavour to try. Since the opening of Barnes Farm School, parents have repeatedly chosen to take their children to and from school by car, and pick up and set down their passengers along Henniker Gate in the vicinity of the school. This precedent has been set for decades, and although inconvenient for some, has proven workable to the majority, and accepted by the community as a consequence of living in the near catchment area of a popular and highly regarded primary school, and one at which many of their own children have had the benefit of attending over many years. In this instance it would be better to accept the inevitable, rather than try to implement restrictions that have little affect on the primary culprits, yet may have indefinite implications for those who do not contribute to the problem. We should accept graciously that children need to attend school, and many parents need to convey their children to school by car. We should accommodate these modern day requirements with an open mind, rather than with the predisposition that compulsion and increasing levels of restrictions are the only option open to us. What we have currently is not a perfect solution, but it is workable, and a proportionate compromise for the short period of inconvenience that it actually creates.

If Chelmsford City Council, the South Essex Parking Partnership, and the Traffic Authority Essex County Council truly wish to achieve their stated aim of addressing “the problematic and unsafe movement of vehicles and pedestrians” along Henniker Gate in the vicinity of Barnes Farm Schools, I respectfully suggest that instead of advocating further extensions of the current parking restrictions, they firstly focus their effort into enforcement of the current restrictions, and thereafter, pursue the far more beneficial alternatives of introducing a 20 m.p.h. speed limit along Henniker Gate, and the provision of a Zebra style Pedestrian Crossing outside Barnes Farm School. These actions will prove to be eminently superior

parking in and around the school. The aim is to lower the risk of disruption to local services and communities and ultimately protect children.

It is agreed that parked vehicles can act as a form of traffic calming. Therefore, it is not proposed to remove all parking in the area; several areas will remain unrestricted on Henniker Gate.

It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed.

It is acknowledged that if the proposal goes ahead, it will limit on-street parking in the vicinity of the school. However, it should be noted that the majority of Henniker Gate will remain unrestricted and much on-street parking will still be available.

	<p>safety enhancements than the poorly considered extension to the current waiting, loading and stopping restrictions proposal.</p> <p>I trust that you will give due consideration to each of my reasons for objection to the extension of the current waiting, loading and stopping restrictions along Henniker Gate in the vicinity of Barnes Farm Schools, and withdraw the proposal in order to avoid the detrimental effects of the unintended consequences highlighted in my response.</p> <p>Yours faithfully,</p> <p>██████████ (via e-mail).</p>	<p>Requests for other Highway improvements (i.e. speed limit reductions, Zebra Crossings) fall under the remit of Essex Highways. Residents should contact their local Councillor so that requests can be submitted via the Chelmsford Local Highways Panel.</p>
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**SOUTH ESSEX PARKING PARTNERSHIP  
(TRAFFIC REGULATION ORDERS) SUB COMMITTEE**

**WEDNESDAY 14<sup>TH</sup> FEBRUARY 2024 – 3.15PM**

**AGENDA ITEM 6**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202*</b>
	Relating to Forest Drive, Chelmsford
<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 (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.56) Order 202\*

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

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

**Recommendation(s)**

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

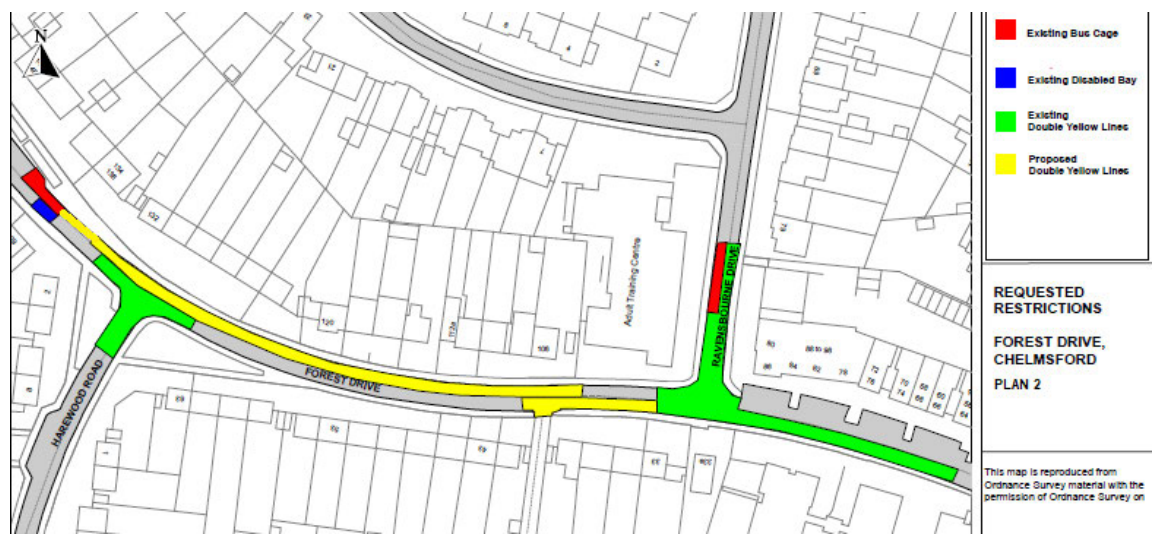
<b>Consulters</b>	South Essex Parking Partnership
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**Policies and Strategies**  
 The report takes into account the South Essex Parking Partnership Document setting out how the SEPP will deal with requests for parking restrictions requiring TROs.

<b>1.</b>	<p><b><u>Background</u></b>          The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p>
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- 1.1 The SEPP received a completed application form on 12 June 2022 from Cllr Lardge requesting 'No Waiting at Any Time' restrictions on the northern side of Forest Drive between Ravensbourne Drive and Harewood Road. The request is to prevent vehicles parking both sides of Forest Drive; causing congestion, access issues and obstruction of the pavement for pedestrians. The application form contained a petition with signatures from 7 residents and also the support of Cllr Eleanor Sampson.
- 1.2 Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted, several vehicles were observed parking on Forest Drive between Ravensbourne Drive and Harewood Road. Several of these vehicles parked half on/off the pavement and many vehicles were observed parking on both sides of the road. Although no access issues were observed, it was noted that vehicles parking on both sides of the road could cause potential access issues for larger vehicles. There is high demand for parking in this area, due to local amenities, commuter parking and residential properties without off-street parking. However, the highway is intended for the purposes of passing and re-passing and no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed.
- 1.3 It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to cost a scheme to propose 'No Waiting at Any Time' restrictions on Forest Drive as per the below example. The cost of the scheme is estimated at £3000 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.



- 1.4 The request was placed before the South Essex Parking Partnership Joint Committee on 28 July 2022 for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.

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> <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>
1.6	The Order was originally published in the Essex Chronicle and on site on 5 <sup>th</sup> October 2023, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 5 <sup>th</sup> October 2023 a 21-day period of formal public consultation commenced.
<b>2</b>	<b><u>Comments</u></b>
2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
<b>3</b>	<b><u>Conclusion</u></b>
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.
<p><b><u>List of Appendices</u></b></p> <p>Appendix 1 – List of people making representations</p> <p>Appendix 2 – Summary of objections or support and Technicians comments</p>	

**APPENDIX 1**

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from resident of Forest Drive dated 04/10/2023.	Object
<b>2</b>	Email dated 05/10/2023.	Support
<b>3</b>	Online response from resident of Forest Drive dated 05/10/2023.	Object
<b>4</b>	Email from resident of Forest Drive dated 07/10/2023.	Object

**APPENDIX 2**

**REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT  
05 OCTOBER 2023 – 27 OCTOBER 2023**

<b>Representations &amp; Responses relating to Forest Drive, Chelmsford</b>		
<b>Ref</b>	<b>Representation</b>	<b>Technician Response</b>
1	<p><b><u>Email 1:</u></b> Dear Technician</p> <p>Thank you for your letter dated 3rd October 2023 relating to Forest Drive, Chelmsford.</p> <p>I live at [REDACTED] Forest Drive, which is a CHP property. I have a strong view about this proposal, I have 2 vehicles at my address and not being able to park outside my property is so frustrating because of people parking here that do not live on the road and also I've had my car damaged by cars and pedestrians.</p> <p>I have enquired to my landlord CHP if they would install a drive way, my front garden could hold up to 4 cars. I'm the only one on my side of the road without a drive way. Unfortunately this is something I cannot afford to do myself. If I could I would. There are many more chp properties on Forest Drive that are in the same position. And if they wasn't the majority of the cars wouldn't be on the road parked. A vast majority of the cars belong to chp properties tenants.</p> <p>I think it would be beneficial for the change to be permit or on street parking places, but these must be allocated to the owners/tenants of those who live in this area. Otherwise those from outside the area will continue to park here. I want to support the proposal.</p> <p>I would like to hear your views on chp properties not having drive ways.</p> <p>Kind regards</p> <p>[REDACTED]</p> <p><b><u>Email 2:</u></b> It doesn't state where people will be parking. Would there not be parking facilities?</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit on-street parking on Forest Drive between Ravensbourne Drive and Harewood Road. However, the width of the carriageway cannot accommodate parking on both sides of the road. Therefore, this proposal seeks to aid traffic flow and improve sightlines and access. All vehicles, resident or otherwise, should avoid parking in locations that would impede sightlines or traffic flow.</p> <p>It is acknowledged that this proposal will have an impact on some residents without off-street parking. However, it should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the</p>

	<p>Kind regards</p> <p>██████████</p> <p><b>Email 3:</b> Does it mean there will be no where for anyone to park?</p> <p>Kind regards</p> <p>██████████</p> <p><b>Email 4:</b> Thank you. I can see that no parking will be available for residents. We cannot be expected to park away from our homes. Why hasn't parking spaces be allocated?</p> <p>Kind regards</p> <p>██████████</p> <p><b>Email 5:</b> Sorry to keep emailing. Obviously this is going to affect me greatly. There won't be enough room to park. So I am worried what I'm going to do. I've contacted chp and asked them if a driveway could be fitted but I doubt it. There won't be enough spaces on the south side for that many cars.</p> <p>Kind regards</p> <p>██████████</p>	<p>expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Although some residents may not be able to park directly outside their property, unrestricted on-street parking will still be available in safe locations.</p>
2	I fully support the adobe parking planned restrictions	Support noted.
3	<p>Advice please.</p> <p>We have one off street parking space with a dropped kerb.</p> <p>Question 1. We have Carers (2 Carers sometimes in two cars) visiting 5 times a day for 30 minutes each period - where should they park ?</p> <p>Question 2. We have a community minibus (Essex County Council funded) visit 2 days a week to transport a resident to day care - are they able to stop on a double yellow to load and unload ? If not what options are there ?</p> <p>Question 3. Family visit regularly to assist this may be more than 1 car so where does the 2nd car park ?</p>	<p>Objection noted.</p> <p>It is acknowledged that if the proposal goes ahead, it will limit on-street parking on Forest Drive between Ravensbourne Drive and Harewood Road. However, the width of the</p>

Much of the parking issues in Forest Drive are created by non-residents whom appear to mainly using the railway station or working in nearby retail and warehousing estates etc.  
In a previous review you failed to institute parking permits and the parking issues have been exacerbated by this failure and the parking zones you instituted on Beachenlee Estate resulting in pushing more non-resident parking onto Forest Drive area. As we have been resident in [REDACTED] Forest Drive since [REDACTED] and have tolerated the increasing parking problems for many years and so are now not happy to face a complete ban on make our property inaccessible.  
We would expect Chelmsford City Council to support us as residents but putting in place parking restrictions will make it impossible for carers and family members carry out their existing responsibilities as there will be nowhere to park to access the property.

carriageway cannot accommodate parking on both sides of the road. Therefore, this proposal seeks to aid traffic flow and improve sightlines and access. All vehicles, resident or otherwise, should avoid parking in locations that would impede sightlines or traffic flow.

It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Although some residents may not be able to park directly outside their property, unrestricted on-street parking will still be available in safe locations.

It should be noted vehicles are permitted to load and unload on yellow line restrictions.

The SEPP have carried out numerous parking reviews with the Beechenlea Estate and Westlands Estate relating to Permit parking. The SEPP

		<p>require at least 50% of residents to respond to a parking review with at least 50% of those that respond supporting the change. When a parking review was carried out with the Beechenlea Estate there was a clear show of support for the scheme with the response rates being met. However, when a parking review was carried out with the residents of the Westlands Estate there was a clear lack of support for the scheme with only 22% of residents responding.</p>
<p>4</p>	<p>Hi,</p> <p>I want to officially object to the proposal for placing no parking within this stretch of road on Forest drive. There are several issues which you should be addressing in advance of effecting the actual residents.</p> <ul style="list-style-type: none"> <li>• Speak with CHP and work together on a proposal to turn the front gardens into driveways. CHP were not even aware of this proposal.</li> <li>• Speak with the companies on Waterhouse lane, opposite Forest Drive, as all the workers believe that Forest Drive is there parking area whilst they are working.</li> <li>• You placed double yellow lines opposite the shops on Forest Drive, this has done absolutely nothing, as vehicles still park there.</li> </ul> <p>Why have you only placed the notices at both ends of the proposed area and not through the middle, where the residents actually live?</p> <p>Why is it that in the private housing areas nearby, Permit parking has been implemented, but with this area in question which is Majority CHP owned and social housing tenants, this feels very much like discrimination against us.</p>	<p>Objection noted.</p> <p>Vehicle crossings come under the remit of Essex Highways (the Highway authority). In addition, permission of the proprietor must be sought.</p> <p>Forest Drive is public highway and is not for the exclusive use of the adjacent residents.</p> <p>Comments regarding enforcement have been noted and have been passed to our Enforcement team.</p> <p>This proposal was published in the Essex Chronicle on 05/10/2023, site notices were</p>



██████████  
██████ Forest Drive

also placed on-street in various locations and letters were sent to affected residents. It is felt that residents were fully informed of the proposal.

The SEPP have carried out numerous parking reviews with the Beechenlea Estate and Westlands Estate relating to Permit parking. The SEPP require at least 50% of residents to respond to a parking review with at least 50% of those that respond supporting the change. When a parking review was carried out with the Beechenlea Estate there was a clear show of support for the scheme with the response rates being met. However, when a parking review was carried out with the Westlands Estate there was a clear lack of support for the scheme with only 22% of residents responding.

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

**WEDNESDAY 14<sup>TH</sup> FEBRUARY 2024 – 3.15PM**

**AGENDA ITEM 7**

<b>Subject</b>	<b>THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202*</b>
	Relating to Church End Lane, Runwell
<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 (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.56) Order 202\*

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

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

**Recommendation(s)**

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

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

<b>1.</b>	<b><u>Background</u></b> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
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1.1	The SEPP received a completed application form on 19 July 2022 from the Property Management Company that manage Homeholly House Retirement Home. The applicant requested 'No Waiting' restrictions on Church End Lane from the entrance to Homeholly House up to the roundabout on Swan Lane/Brock Hill. The request is to prevent vehicles parking inappropriately on Church End Lane causing visibility issues, congestion and conflict between vehicles and pedestrians. These issues are particularly heightened during school drop off/pick up times. The application contained a petition with 10 signatures and also the support of Cllr Geoff Redway.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted no instances of dangerous or obstructive parking were observed outside of school drop off/pick up times. During school drop off/pick up times vehicles were observed to be causing congestion and obstruction to passing vehicles and pedestrians. It was noted that the vehicles were parked half on the road and half on the pavement. Double Yellow Lines were implemented in Runwell Gardens and on its junction with Church End Lane on 23/08/2021 which is thought to have resulted in some displaced parking. It was felt restrictions are required to improve safety, traffic flow, aid sight lines and prevent conflict between vehicles and pedestrians.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to cost a scheme to propose 'No Waiting at Any Time' restrictions on Church End Lane from the entrance to Homeholly House up to and including its junction with Swan Lane/Brock Hill. The cost of the scheme is estimated at £2,500 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.4	The request was placed before the South Essex Parking Partnership Joint Committee for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
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> <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>
1.6	The Order was originally published in the Essex Chronicle and on site on 5 <sup>th</sup> October 2023, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 5 <sup>th</sup> October 2023 a 21-day period of formal public consultation commenced.
<b>2</b>	<b><u>Comments</u></b>

2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<b><u>Conclusion</u></b>
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.
<b><u>List of Appendices</u></b>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

**APPENDIX 1**

<b>Ref</b>	<b>List of people making representations</b>	<b>Type</b>
<b>1</b>	Email from resident of Church End Lane dated 13/10/2023.	Object

**APPENDIX 2**

**REPRESENTATIONS & RESPONSES FOLLOWING FORMAL ADVERTISEMENT  
05 OCTOBER 2023 – 27 OCTOBER 2023**

<b>Representations &amp; Responses relating to Church End Lane, Runwell</b>		
<b>Ref</b>	<b>Representation</b>	<b>Technician Response</b>
1	<p>Further to your planned parking restrictions in Church End Lane, Runwell, I just want to add my objection to the length of the No Waiting at Any Time restrictions.</p> <p>Whilst I accept and totally agree that there should be no parking at any time along the north length of the road outside Homeholly House due to the blind spot as you come around the corner from Brock Hill, I don't believe it needs to stretch past their entrance, in fact this is the location of a bus stop outside no. 184.</p> <p>As for the South length of the road, there has never been any issues with the very occasional parking of residents' visitors outside their properties, and I feel we are being penalised for the absolutely atrocious parking by parents during the school run period. Why can't the restrictions be from 8.30-9.30am and 2.30-3.30pm? It doesn't need restrictions apart possibly from the last 2-3 properties which are right on the corner, and I've never seen any residents park there anyway as we all know that's too close to the junction.</p> <p>I would request that you please take my comments into consideration.</p> <p>Kind Regards</p> <p>██████████ ██████ Church End Lane</p>	<p>Objection noted.</p> <p>It should be noted vehicles are permitted to load and unload on 'No Waiting at Any Time' restrictions. Therefore, this will not negatively affect the bus service.</p> <p>Implementing restrictions on one side of the road will do no more than displace vehicles to the opposite side whereby the same issues will occur. The proposed restrictions aim to improve safety and congestion, aid sightlines, and prevent conflict between vehicles and pedestrians.</p> <p>It should be noted that the highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking provision is therefore a concession and, however desirable, should not be at the expense of the</p>

		<p>purpose of the highway. Where it is safe and desirable parking can be allowed. All vehicles, resident or otherwise should avoid parking in locations that would impede sightlines or traffic flow.</p>
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