

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 to agree that the proposed Order be withdrawn in its entirety.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

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

1.5	<p>SEPP Policy – 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p>
1.6	<p>SEPP Policy – 7.1</p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>
1.7	<p>The Order was originally advertised in the Brentwood Gazette on 19th July 2023 and on site from 19th July to 10th August 2023, under Sections 1(1), 2(1) to (3), 4(1), 4(2), 32, 35, 45, 46, 49 and 53 and Parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984. Copies of Brentwood Amendment No.22 were sent to the SEPP’s list of consultees, Brentwood Council, relevant councillors and Town and Parish Councils and put on the Chelmsford City Council website.</p>
1.8	<p>The Proposed Order is for No Waiting at Any Time (Double Yellow Lines) on junctions.</p>
2	<p><u>Comments</u></p>
2.1	<p>The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
3	<p><u>Conclusion</u></p>
3.1	<p>Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made which would assist in upholding the Highway Code.</p>
<p><u>List of Appendices</u></p> <p>Appendix 1 – List of people making representations.</p> <p>Appendix 2 - Summary of objections or support and Technicians comments.</p> <p>Appendix 3 – Results of the parking review.</p> <p>Appendix 4 – Photos taken by the SEPP.</p>	

APPENDIX 1

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

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

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

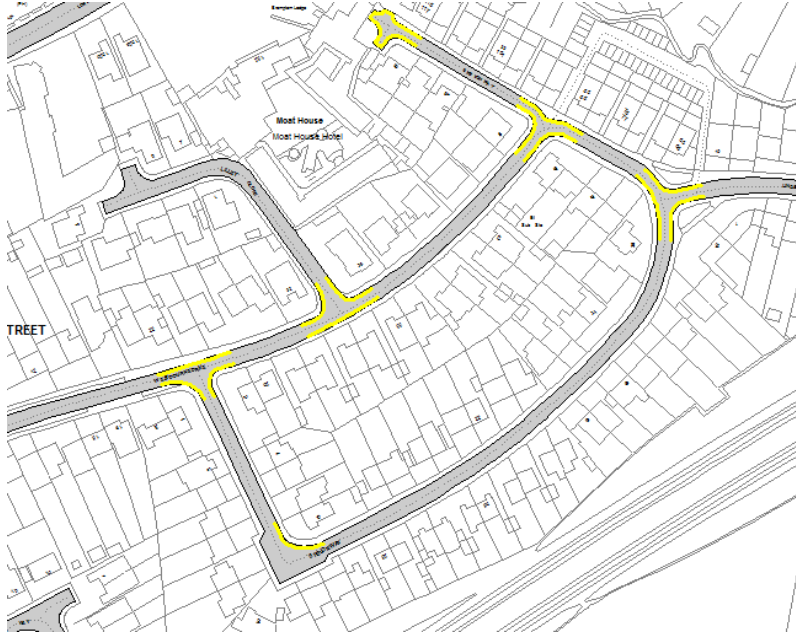
**Representations & responses relating to
Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.**

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

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

**Representations & responses relating to
Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.**

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

**Representations & responses relating to
Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.**

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

**Representations & responses relating to
Relating to Westbourne Drive, Shevon Way, Lilley Close and Lindsey Close, Brentwood.**

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

APPENDIX 3

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

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

APPENDIX 4
PHOTOS TAKEN BY THE SEPP





















